

Brookline Bicycle Advisory Committee (BAC)

Meeting Minutes for Monday, August 6, 2018, Town Hall 408, 7 PM

Submitted by Cynthia Snow

Members present: John Bowman, Bryan Decker, Jacob Meunier, Cynthia Snow, Brian Sutherland (police liaison)

Members absent: Kristen Schreiber, Mark Lowenstein, Tommy Vitolo, Ashley Haire (Transportation Board liaison)

Others present: David Pantalone, Daniel Martelly, Devon Kelley, Jules Milner-Brage, Will Johnston, Chris Dempsey, Len Wholey

Introductions and Announcements: After everyone introduced themselves, Mr. Bowman announced that item 8, “bike parking needs identification” would be deferred until a meeting when Ms. Haire could be present.

Mr. Decker has resigned from the committee, effective after this meeting, because he will be moving to Newton. Everyone thanked him for his service on the BAC for the last few years. A formal announcement of BAC open positions will be made in September, and Mr. Bowman encouraged anyone interested to watch for it and to spread the word.

Minutes: The minutes of the July 2018 meeting were approved as circulated.

Updates

- Transportation Board (7/19/18)—approved plans for Winchester St., including a southbound bike lane and northbound sharrows. At the end of a lengthy meeting, the item on proposed parking restrictions inbound on Beacon St. between Coolidge Corner and St. Mary’s was postponed to the next Transportation Board meeting on August 21, when it will be one of two agenda items.
- Police Crash Report: Sgt. Sutherland distributed a report on bicycle-vehicle crashes from 2015 through July 2018; in July there were four crashes: Beacon and Charles; Winchester; 1285 Beacon; St. Paul and Dummer. He did not have details at this time.
- Livable Streets Alliance will have its annual Tour de Streets fund raiser on September 8th.
- Brookline Day—No update

Proposed Beacon Street Parking Restriction

Mr. Bowman outlined the proposal and reviewed a draft position paper and data on bicycle and parking counts that had been distributed in advance so that the BAC can consider submitting it to the Transportation Board before their August meeting.

Mr. Dempsey (chair of the Transportation Board) described the board’s decision to postpone consideration of the proposal, which was originally for a one-year pilot. He noted that the proposal had been scaled back for consideration at the August meeting to a pilot of a few days and to affect only Kent to St. Mary’s. He apologized for making the change without consulting the BAC. He suggested that support needs to be built for any such change over a period of time; he hopes that a short pilot will be approved for September or October, with possibly a longer trial in the spring.

In the discussion that followed, these points were made by members of the BAC and the public:

- The last two blocks (Hawes to Carlton to St. Mary’s) are the most congested and most difficult to navigate and should be part of the pilot.
- For a parking restriction to be useful, it should be comprehensive and not stop and start.

- The parking restriction, if put in place, could be hard to enforce.
- Cones or other barriers might be used during the trial period to prohibit parking/stopping.
- When cyclists who are afraid to take the full right lane ride in the door zone, motorists may try to squeeze by them, endangering the cyclists but also motorists in the left lane when motorists in the right lane move to the left around cyclists.
- If this were to be put into place permanently, Todd Kirrane would work with the Transportation Board and the Police Department to determine appropriate signage (probably no stopping or standing, tow zone) and enforcement.
- It is important to collect data during the trial but also reactions from cyclists and motorists.
- Suggested additions to the position paper included a statement on the percentage of female cyclists (as an indication of the perceived danger of the route) and a commitment to restricting parking on the full length of the route from St. Paul to St. Mary's but with an indication of understanding why an initial trial might need to be more limited.

The BAC members agreed to submit the position paper to the Transportation Board and Department with the changes discussed.

Bike Lane Violations

A report on bike lane violations (vehicles blocking bike lanes) for May and June compiled by Mr. Bowman from data provided by Sgt. Sutherland was discussed. One comment was that a map of the violations would be useful. The purpose of the report is to see how much of a discrepancy there is between violations (as shown in observational studies) and enforcement (since police cannot possibly cite all violations). A big discrepancy would suggest the need for street design solutions to prevent lane blockages. The gathering and reporting of data will continue.

Green Routes Up-date

Ms. Snow highlighted a few of the changes made so far (based on previous discussions and suggestions). She asked that everyone review the tracked changes in the document (distributed with the agenda) and let her know of any about which there are questions. Before the next meeting, she will accept those changes so that we can look at a clean copy for the next round of changes/comments.

The group looked at the current Green Routes Network Map, and Ms. Snow pointed out large areas with no completed or proposed bicycle accommodations. She asked everyone to look at the map critically and to suggest additions, especially in the light of the Complete Streets policy. It was suggested that the Complete Streets wikimap would be a good source of suggestions.

Follow-Up

Mr. Bowman called attention to the following new information on several pending projects, which was circulated via email with the meeting agenda:

- Pearl Street (to bid Fall 2018, construction CY2019)-- on schedule to bid around November
- Babcock Street (construction CY2019 & CY2020) --- hard construction starts August 13th
- Beacon Street Bike Lane (to bid June/July 2018)--Will be awarded this month
- Gateway East (to bid Sep 2018, construction start Spring, 2019) --- being advertised for bid on August 18th per MassDOT schedule
- Carlton Street Footbridge --- (per Bill Smith) Brookline submitted 100% plans for the Carlton St Footbridge Rehabilitation, which included the addition of bicycle rails at each stair approach, to MassDOT in May, 2018, for review/comment, and is now working with

consulting engineer, Kleinfelder, to address those comments received, secure all environmental reviews and finalize MBTA interface items. Bid-ready plans, specifications and costs estimates are anticipated in Fall, 2018, with Right-of-Way compliance certification and advertising completed Fall/Winter, 2018/9, so that construction could start as early as Spring, 2019.

- Bicycle Projects in Capital Improvement Plan
 - Centre Street Bike Lanes (completed July 2018) --- punch list items reviewed and being finalized
 - Essex-Dummer Intersection (approved by Town Meeting for FY2019) --- expect to bid next Spring once Comm Ave Bridge project is 100% complete
 - Hammond Street (being proposed by DPW for FY 2020 funding) --- expect design from consultant in Fall
 - Harvard Street (expected by DPW for funding FY 2020-2024) --- call is for microsurfacing in Brookline Village area this year. Microsurface (a thin slurry seal) does not trip Complete Streets and does not involve any hard construction. Altering the pavement markings to accomplish some goals of BAC which can be done without Board approval (i.e. no change to regulations, traffic signal timing, parking, etc.) Plan shows NB bike lane through to Aspinwall by implementing shared SB bike lane/bus stop; it carries the NB bike lane through Andem Place to Kent Street; it carries the bike lane through the intersections with green markings; it closes the previous bus stops with solid white line, etc.
 - Washington Street (expected by DPW for funding FY 2020-2024) --- not reviewed. Waiting to see when it will come up and the type of treatment proposed.
- Beacon Street at Washington St. protected bike lane demonstration (expected summer 2018)- funding fell through; has been put into a different contract and awaiting Select Board approval
- Lane violation/loading zones (met on Harvard, Beacon to Green, July 11, 2018) --- reviewing options to achieve as many goals from meeting as possible
- Parking meter stickers (design recommended to staff July 9, 2018) --- awaiting quote and then will order
- Curbside bike lane signs (request submitted to T Board July 10, 2018) --- first street was Centre Street. Sign work order submitted for NO STOPPING/STANDING TOW AWAY ZONE/ \$50 FINE. Others will be processed later.
- Winchester Street (design approved by T Board July 2018) --- being bid by Engineering Division this month provided it is not appealed
- Green Street (request submitted to staff July 10, 2018) --- review not yet started

Beacon Street Bridle Path Proposal

The Metropolitan Area Planning Council is sponsoring a walk starting at St. Mary's T-stop at 5 PM on Thursday, August 23rd. The walk will go to Cleveland Circle and provide an opportunity to view and discuss the proposed installation of a two-way cycle track on the wide side of Beacon Street, using the bridle path area in the original Olmsted design for Beacon Street.

Next Meeting: Monday, September 10, 7 PM, Town Hall 408