

Brookline Bicycle Advisory Committee (BAC)

Meeting Minutes for Wednesday, April 3, 2019, Town Hall 408, 7 PM

Members present: John Bowman, Mark Lowenstein, Jacob Meunier, Cynthia Snow, Len Wholey, Ashley Haire (Transportation Board liaison), Brian Sutherland (police liaison)

Members absent: Elena Huisman, Kristin Schreiber

Others present: David Trevvett, Mitch Heineman, Daniel Martelly, Jules Milner-Brage,

Public Comment: Mr. Trevvett, Chair of the Pedestrian Advisory Committee, reported that the Committee, along with Climate Action Brookline, is seeking to arrange a talk by Jeff Speck, author of *Walkable City Rules*. The BAC expressed interest but since it was not on the agenda took no vote on co-sponsoring the event.

Minutes: March 2019 meeting minutes were approved as circulated.

Updates

- Transportation Board: Accepted the Green Routes plan; heard updates on several projects affecting transportation, including Driscoll School, Waldo-Durgin project, Blue Bikes expansion, 1290 Beacon (40-B project), and Brookline High School expansion and changes to Brookline Hills T station.
- Police Report: There were no crashes involving bicycles in March. The department tries to deal with double parking by Uber and Lyft drivers, but state fines would be helpful.
- Safe Routes to School: Several Brookline schools have met with the state coordinator for SRTS, Vivian Ortiz. Driscoll is planning safety programs for second graders on safely crossing streets and an assembly event on bike safety. Runkle has had a similar meeting, and others are planned.

Beacon St. Bridle Path Event: The subcommittee has been active in planning and outreach; a brief statement honoring John Dempsey's ten years of work on the Bike Parade was circulated and comments invited. The committee will be meeting on Thursday, April 4th to continue its work.

Cypress Field Plans and Tappan St. Proposals Related to Brookline High School Plans:

Ms. Snow reported that these two projects are being planned simultaneously and both impact projects requested in the *2019 Green Routes Plan*, which are apparently not being taken into consideration in the planning. Mr. Bowman expressed frustration that the normal Transportation Board procedures and reviews seem to be circumvented or undertaken with no prior consultation or even time for review by the Bicycle Advisory Committee. This seems to be particularly notable in the case of school projects, including both the High School and the Driscoll School project noted below.

The committee voted unanimously to authorize Mr. Bowman and Ms. Snow to draft a memo expressing this concern and citing projects that have raised the issue; the draft memo will be submitted individually to committee members for their comments.

The relevant citations from the GR Plan for Cypress Field and the High School are the following:

Greenough Street at the High School: Create a separate shared path between the benches along Greenough Street in front of the High School and Cypress Field that would allow cyclists to travel from Sumner Road onto Greenough Street at Davis. This would require ramps at each end of the path and signage to make path use clear to all. This allows cyclists access to bike racks at the high school as well as a direct route past the high school to Washington Street (and Washington Square) and Park Street (to Coolidge Corner). (2019 Green Routes Plan, p. 18)

Tappan Street from Greenough Street to Cypress Street: Install bike lane to improve safety for cyclists around the High School. (2019 Green Routes Plan, p. 22)

Driscoll School Bicycle Accommodation Plans: Mr. Wholey reported in detail on the Transportation Board decision. The new school (to the south of the existing school, will be accessed from Westbourne Terrace, Washington Street, and Bartlett Street (via safe routes along or through the park that will replace the existing school. Covered bike racks will accommodate 30 bicycles at ground level, with more in the underground garage and along Washington St.

On-street changes include the following:

1. Modify the width of the one-way vehicle lane on Westbourne Terrace from 12' to 10' with parking on the east side, a one-way bike lane and a pick-up/drop-off lane.
2. Modify the width of the one-way vehicle lane on Bartlett St. from 12' to 10' with a one-way 5' buffered bike lane from Westbourne Terrace to Washington St.
3. Modify the width of the travel lanes on Washington Street from 12' to 11'. Todd Kirrane stated that since Washington St. is an arterial, its width cannot be reduced to less than 11 ft. Washington St. will continue to have a northbound bike lane and southbound sharrows.

E-Scooter Trial Project: Mr. Lowenstein reported on the roll-out of the trial period for e-scooters in Brookline: 200 scooters from Bird and Lime, limited to Brookline. The scooters can be ridden into other towns, but no trips can be originated elsewhere, and the companies must pick up scooters left outside Town limits. Scooters are not to be used on the sidewalk, riders are to be 18 years old; helmets are to be worn; scooters should be parked so as not to block sidewalks, HP spaces or ramps. During discussion, several concerns were raised about safety and whether riders will abide by the rules, but if the trial is a success, it might help to encourage better street infrastructure for scooters and bicycles. It was suggested that some comments on scooter safety might be included in the education pamphlet being prepared.

Follow-up/Open Items: There is a long list of open items on the agenda, with new information indicated in bold face.

On the education pamphlet, Mr. Martelly reported that the text is still under review by Town counsel but that design and layout will be started. The Chamber of Commerce was receptive to the idea of supporting the pamphlet and its distribution via businesses. Mr. Martelly will speak with Mr. Lechinsky of the Coolidge Corner Merchants Association on April 4th.

Adjournment: 8:45