

Brookline Bicycle Advisory Committee (BAC)

Meeting Minutes for Wednesday, January 8, 2020, Town Hall 408, 7 PM

Members present: John Bowman, Elena Huisman, Mark Lowenstein, Jacob Meunier, Kristin Schreiber, Cynthia Snow, Len Wholey, Brian Sutherland (police liaison)

Others present: Andrew Moulton, Jan Preheim, Jules Milner-Brage, Emily Jacobsen, John Harris, David Kroop, Mitch Heineman

Minutes: December 2019 meeting minutes were approved as circulated.

Updates:

- **Police Report:** Sgt. Sutherland distributed and described the crash reports for November (4 crashes, 2 with minor injuries, 1 with serious injury) and December (3—1 cyclist doored; citation issued)
- **Sustainability Transportation Working Team:** John Harris is taking the lead in reviving the working group, which will meet Thursday, January 9 in Room 103; he is inviting a wide group of people, including representatives of the pedestrian advisory committee and Senior Center. Mr. Meunier plans to attend. A first effort will be to develop criteria for reinstatement of the scooter-share program; these are also being worked on by other regional groups. For Brookline, the Transportation Board will review any such proposals.

Brookline High School Proposal: Plans for bicycle accommodations around the high school have been prepared by the Transportation Division based on recommendations from the BAC. These were reviewed in detail to provide feedback to staff. The Transportation Board will consider plans on Monday, January 13th at 7 PM in the Select Board Hearing Room.

Ms. Preheim met with Erin Gallentine regarding the proposed bicycle path across Cypress Field. Ms. Gallentine noted that there had been a lengthy public process for the redesign of the field, which will soon be put out for bids. It is therefore too late to make changes to the plan. However, there is a wide paved path across the park between Davis and Tappan; bicyclists are not prohibited from using it, but since it passes a playground for young children, the concern is that bicycle speeds should be slow.

Specific comments on the plans for bicycle accommodations on the adjacent streets, agreed by consensus unless otherwise noted, are as follows:

- **All contraflow lanes:** Delineator posts are recommended on all contra-flow lanes to provide protection and discourage blocking of lane by motor vehicles.
- **Davis between Cypress and Greenough:** It was suggested, without consensus, that with parking on one side of the street, the travel lane might be widened to 10-1/2 or 11 feet with a double yellow line between the travel lane and contraflow bike lane next to Cypress Field so that motorists are less likely to encroach on the bike lane.
- **Tappan between Blake and Greenough:** Preferences for the contraflow bike lane are as follows in order of preference:
 1. Move parking to the school (east) side of Tappan, with the contraflow lane with delineator posts on the residential (west) side—this provides a safe protected lane while preserving or expanding parking.
 2. Parking protected contraflow as shown in the second option—this provides a safe protected lane, but with a loss of parking.
 3. Put contraflow lane on the school (east) side of Tappan—this is counter-intuitive location for contra-flow, but is perceived as safer than requiring cars to cross the oncoming contraflow lane in order to park, and preserves parking as is.
 4. Put contraflow lane between parked cars and traffic lane as shown in first option—this is perceived as unsafe as noted above.

- **Tappan between Greenough and Cypress:** There is support for the presented design—a contraflow lane next to the field, separated from back-in angled parking by a buffer and delineator posts—but a willingness to accept pull-in parking if the other aspects of the design remain the same.
- **Intersection of Cypress and Tappan:** The traffic signal should be modified to provide a safe option for cyclists turning left from Cypress (NB) onto the Tappan contraflow lane. A bicycle signal or a delayed green for southbound Cypress traffic with appropriate signage is recommended.
- **Summer:** Delineator posts are recommended along the contraflow lane.
- **Greenough from Tappan to Davis:** The preferred option is the contraflow lane as shown (NOT the 2-way cycle track option). Also, a bicycle stop sign on the contra-flow lane at Davis is acceptable, in addition to but not replacing the green cross-bike lane at that location.

Green Routes Plan: Plans discussed at previous BAC meetings were incorporated into the plan. Mr. Heineman has prepared three maps for incorporation into the text. Mr. Bowman, Ms. Huisman, and Ms. Snow have done considerable editing and have moved some text from the body of the plan into appendices.

Changes were discussed and will be incorporated into the final text: A definition box (similar to that for “bicycles”) will be included for “motor vehicles” as used throughout the text—cars, trucks, buses and motorcycles—to clarify the distinction between “motor vehicles” and bicycles as vehicles (some of which are motorized). It was noted that there is bike parking on the Westbourne Terrace side of Driscoll School—which should be retained or replaced after construction.

With these corrections, the *Green Routes Plan* was unanimously approved for submission to the Transportation Board.

For next year it is suggested that a section be added on measures of effectiveness of bicycle accommodations.

Potential Request for Additional Motor Vehicle Crash Metrics in Police Department Reports:

Mr. Wholey presented slides showing the crash data included in the annual Brookline Police Department reports, which do not include pedestrian and cyclist crashes and injuries. For comparison, he showed Cambridge reports, which do include such metrics. The committee agreed that such additional data would be useful for Brookline. Mr. Wholey will inquire of the appropriate officers about the feasibility of including such data. If it seems to require significant additional staff effort, a formal request (and possible funding for staff) will be made through the Transportation Board.

Possible Warrant Article 31 Follow-up: Among suggestions are the following:

- Separate funding for bicycle accommodation maintenance (similar to funding already earmarked for streets and for sidewalks) and incorporation of bicycle facility maintenance in the street maintenance project selection process, as recommended in the 2020 Green Routes Plan.
- Accelerate the building of bicycle accommodation projects
- Support funding for the sustainability transportation staff position called for in the warrant article
- Define inexpensive trial projects (one suggested was the parking restriction on lower Beacon during morning rush hours; another was contraflow on one-way streets with signage only, rather than painted lanes)

Any recommendations that require funding would need budget approval and/or submission of warrant articles for Town Meeting (submission period is February 6-March 5).

BAC Chair Transition: Mr. Bowman will be moving out of town. After consultation with all BAC members individually, he recommended Ms. Huisman for chair and Mr. Meunier for vice-chair. After a brief executive session (without the two candidates), his recommendation was unanimously accepted.

Mr. Bowman will chair the February meeting, and Ms. Huisman and Mr. Meunier will take over on February 15th. Mr. Bowman will work with them through May to assure a smooth transition.

Adjournment: 9 PM