

## **Brookline Bicycle Advisory Committee (BAC)**

Meeting Minutes for Wednesday, July 1, 2020, on-line, 7 PM

**Members present:** Elena Huisman, Alicia Lai, Neal Lerner, Jacob Meunier, Cynthia Snow, Len Wholey

**Members absent:** Mark Lowenstein, Brian Sutherland (Police liaison), Ali Tali (Transportation Board liaison)

**Others present:** Emily Jacobsen, Jan Preheim, Hugh Mattison, David Krewinghaus, Jules Milner-Brage, David Kroop

**Introductions:** Ms. Lai and Mr. Lerner were welcomed as members of the committee; Emily Jacobsen will be replacing Cynthia Snow on October 1.

**Minutes:** The June 2020 meeting minutes were approved as circulated by roll call (unanimous)

### **Updates:**

- Transportation Board:
  - Len Wholey was reappointed to the BAC for a three-year term; Alicia Lai was appointed for 2 years to fill the term of John Bowman, and Neal Lerner for one year, to replace Kristin Schreiber
  - The plans for replacing, adding and changing bike accommodations on Newton and Goddard Streets during pavement management improvements were approved as presented at the last BAC meeting (with the BAC requested change at the end of the lane on Goddard).
  - John Bowman presented the *Green Routes Plan*, which was accepted by the Transportation Board
- Police crash report for April-June was sent by Sgt. Sutherland; there were two crashes. The one at Essex and Dummer did not result in injury, but the motorist was cited for failing to yield. There was no report on the second crash. It is unknown how many crashes go unreported.
- The Sustainable Transportation Working Group is meeting on July 2; Ms. Huisman will forward the agenda for anyone who wishes to attend.

**Bike Counts:** Every year in September, the BAC organizes bike counts at key intersections in Brookline during the morning rush hour (and at two locations in the evening rush hour). The ten+ year history and methods for the count were briefly described. Ms. Snow will send additional information to the new committee members. Ms. Lai volunteered to assist with organizing. It was decided to go forward with the count this year despite the pandemic unless there is some reason later not to proceed.

### **Follow-Up and Open Items:**

- Mr. Milner-Brage noted that the Select Board voted to support the Transportation Board on COVID street adaptations.
- Each month, Mr. Kirrane updates the list of open items, which is circulated to the committee. The following changes were highlighted by Ms. Huisman:
  - Babcock Street: Final section (Devotion Street to Harvard Street) has been paved. Naples Road contract awarded and will be constructed this Summer/Fall.
  - Carlton Street Footbridge due to be re-advertised for construction later this summer/early fall by MassDOT, following rejection of a single bid received earlier that exceeded the engineer's estimate and MPO funding allocation. In preparation, consultant Kleinfelder Engineering is revising plans and specifications to reduce cost and clarify steel restoration items.
  - Beacon Street outbound (Town line to Carlton), Green Street contraflow and Beacon Bridleway Study all remain in the FY2021 budget approved by Town Meeting. Ms. Huisman will contact Mr. Kirrane to ask about when the Bridleway study will begin, what the deliverables are and whether quick build and cost estimates will be included.
  - As requested by BAC in June, Transportation staff will develop concepts for Harvard Street, Brookline Avenue, and Longwood Avenue that may be included in FY2022 CIP budget.

- I-90 project: Mr. Meunier gave a brief summary of the project to rebuild the viaduct for I-90 through Allston and into Boston; this has been in the works for years and recently the state seems to be backing out of recent plans. Those involved in the People's Pike include Galen Mook (Executive Director of MassBike), who will attend the next BAC meeting to discuss the project. Although outside Brookline, the project has implications for the Town both during and after construction.

**E-Bikes:** Mr. Mattison showed a brief section of video on riding a retrofitted bike, which has a range per charge of around 16+ miles. He noted that e-bikes are becoming much more popular and offer a viable option for commuting. During the discussion, the following points were made:

- Other cities, like New York are moving toward allowing electric bikes
- Consideration must be given in constructing new bicycle accommodations to allow for wider micromobility devices such as three-wheelers, motorized wheelchairs or other e-assist and adaptive equipment. (Regular bike lanes are usually not wide enough.)

**Other Items:**

- In response to a question, Mr. Mattison gave a brief account of turning Riverdale Parkway into the bike and pedestrian paths in Olmsted Park (adjacent to Pond Avenue); he emphasized the importance of persistence in the success of the project.
- There may be opportunities for “shovel-ready” projects to stimulate the economy similar to the TIGER grants available after the recession of 2008. It would be good to have plans prepared that might take advantage of these.
- The Fenway Center project, which will have a face on Beacon Street in Boston, east of Audubon Circle includes a lane for motor vehicle pick-up and drop-off combined with a bike lane, which seems dangerous. Ms. Huisman and Mr. Meunier will seek more information.
- The Brookline Reservoir Park work has been completed, but bikes are not allowed on the path around the reservoir; Mr. Wholey will ask Ms. Gallentine about this prohibition.

**Adjournment:** 8:31