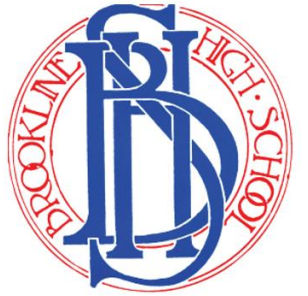


The Brookline Connection

Connecting South Brookline to BHS & Beyond



Presented by the Brookline 4 Ever Group



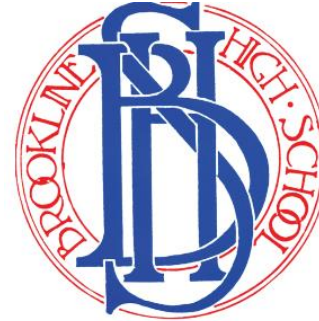
How we get to School - Walk, Ride or Drive & Beyond

- **PSB Baker/Heath to BHS School Bus** - a welcome addition to the available options and having it be at no cost as of this year is a great improvement. It is well used although more by **freshmen and some sophomores**, with usage dropping off at older grades. To get to BHS on time and avoid congestion it must run very early — picking up kids near **Baker at 7:20** and usually delivering them to BHS at 7:40, for an **8:20 start to school**. This requires Baker area kids to wake up early, which is counter to the typical teenager **sleep** requirements. The afternoon buses also **depart at 3 and 4pm**, which gives some flexibility but isn't late enough to accommodate most sports, requiring student athletes to travel home via other means.
- **Public transportation** - the option that provides the **greatest flexibility** in schedule in terms of students being able to travel home late. The MBTA 51 bus to the Reservoir Green Line stop and then to BHS is a reasonably fast route except that the 51 bus runs **only every 40 minutes**. When the bus schedules fits with the student's schedule this is a good option but otherwise can lead to long waits and can **take over an hour to get from BHS to SB**.
- **The Family Car** - large number of students travel by family car, often with just **one parent and one student** rather than a carpool, leading to **congestion** on Warren St. where it meets Boylston and on Sumner at the high school.
- **Bicycling** – Is faster (**22 mins**) than these other options and provides students with **full flexibility** in terms of timing. This is particularly **helpful after school** for students participating in clubs, sports, and other activities. Many **sports** also practice at sites away from BHS campus (e.g., Larz Andersen, Downes Field, Skyline) and cycling provides a versatile means of getting to and from those practices

South Brookline Connections with Safe Routes to BHS

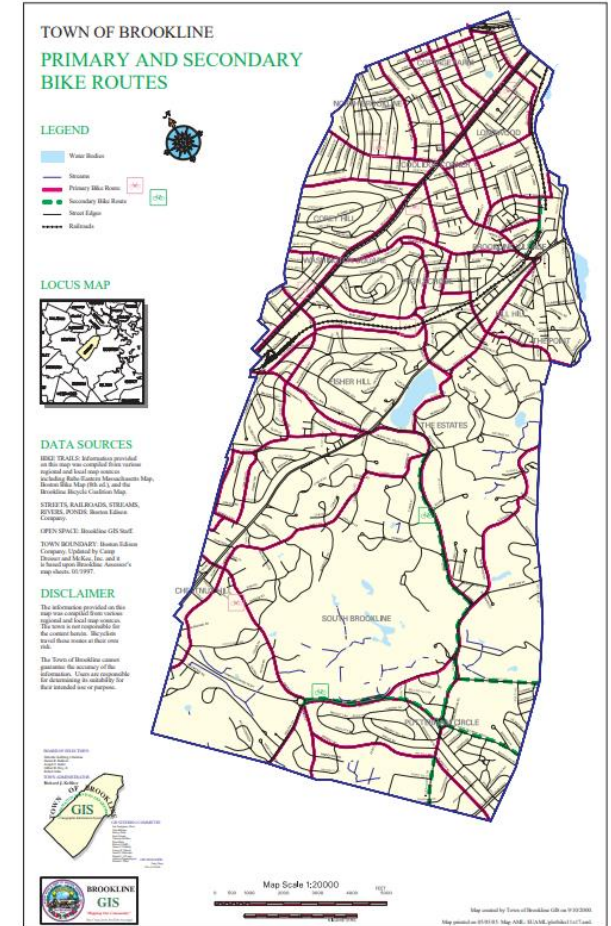
Currently in South Brookline

- Roadways were designed to move as many vehicles as possible thru SB
- GPS has increased vehicle volume in the past 10-15 years.
- Residents deal with speeders, aggressive drivers and drivers cutting through their neighborhoods
- Limited bike lanes – which none are Protected Bike Lanes
- Dangerous pedestrian cross walks with multi vehicle lanes
- Opportunities to work with DCR on making their roadways safer



Our Goals

- **Establish the Best Protected Safe Bicycle Lane** routes to connect South Brookline to BHS & beyond in 2024.
- **BHS Students** would have options with different modes of transportation
- **Congestion around BHS** – reduce the number of vehicles driving students to School
- **Safer South Brookline Streets** - by controlling the flow of traffic for safety for residents and all vehicles (25MPH)
- **Improved Cross Walks** - increase safety for pedestrians
- **Increase bicycling among women** - providing protected safe bike lanes
- **Connections Beyond BHS** to Sporting Events, Parks, Shopping, Traveling to meet Friends

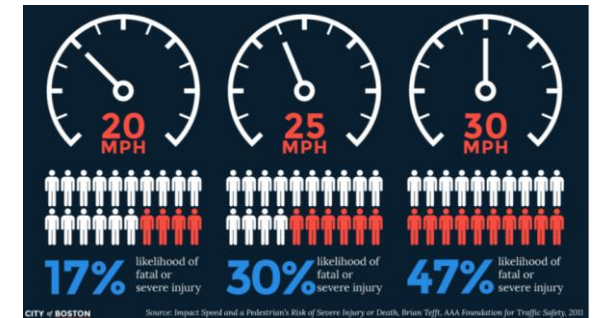


Making our Roadways Safer

- Town of Brookline is planning 25 MPH on all these roadways. (TM voted 176 – 18)
- For reported car accidents. From 2014 to 2019 (pre Covid), the Town of Brookline had approximately 7500 reported car accidents town wide. During the same time frame this Bike Route had 575 reported car accidents which accounted for 7.6% of all car accidents in the Town.
- Lane reduction reduces crashes by 47% in suburbs areas like South Brookline
- Reducing 4 lanes of traffic to 2 lanes and creating a center turn lane, results in less head on traffic and the potential for broadside accidents. By having a center turn lane minimizes any traffic flow impact while adding safer conditions.
- Narrower vehicle travel lanes does cause drivers to slow down by 7-10 miles per hour.
- Opportunity to improve cross walk locations and add Protected Bicycle Lanes for our students and others – less head on traffic
- 74% of pedestrian & bicycle fatalities occurred at intersections. Intersection of Newton & Clyde St., Putterham Rotary and Lee & Dudley St.

MOST IMPORTANT – We have BHS students who ride this route today! - Their words to describe why they ride to BHS

- 1) **Enjoyment** of the ride
- 2) **Exercise**
- 3) **Fastest** way to BHS vs. MBTA bus line (approx. 22-minute ride)
- 4) **Control** of their schedule (flexibility)
- 5) **Independent** – not have to rely on my parents
- 6) **Affordability** - The only way of getting around we can afford
- 7) **Safety** vs. riding the MBTA bus line (I feel safer on my bike vs. dealing with strangers on the MBTA)
- 8) **Parents reporting**, my children ride their bikes to Baker School now and would like to ride to BHS but need a safe route
- 9) **Better Sleep** for our students, by saving time and flexible schedule allow students to get the extra sleep they need.



PeopleForBikes The Bike to School National Challenge



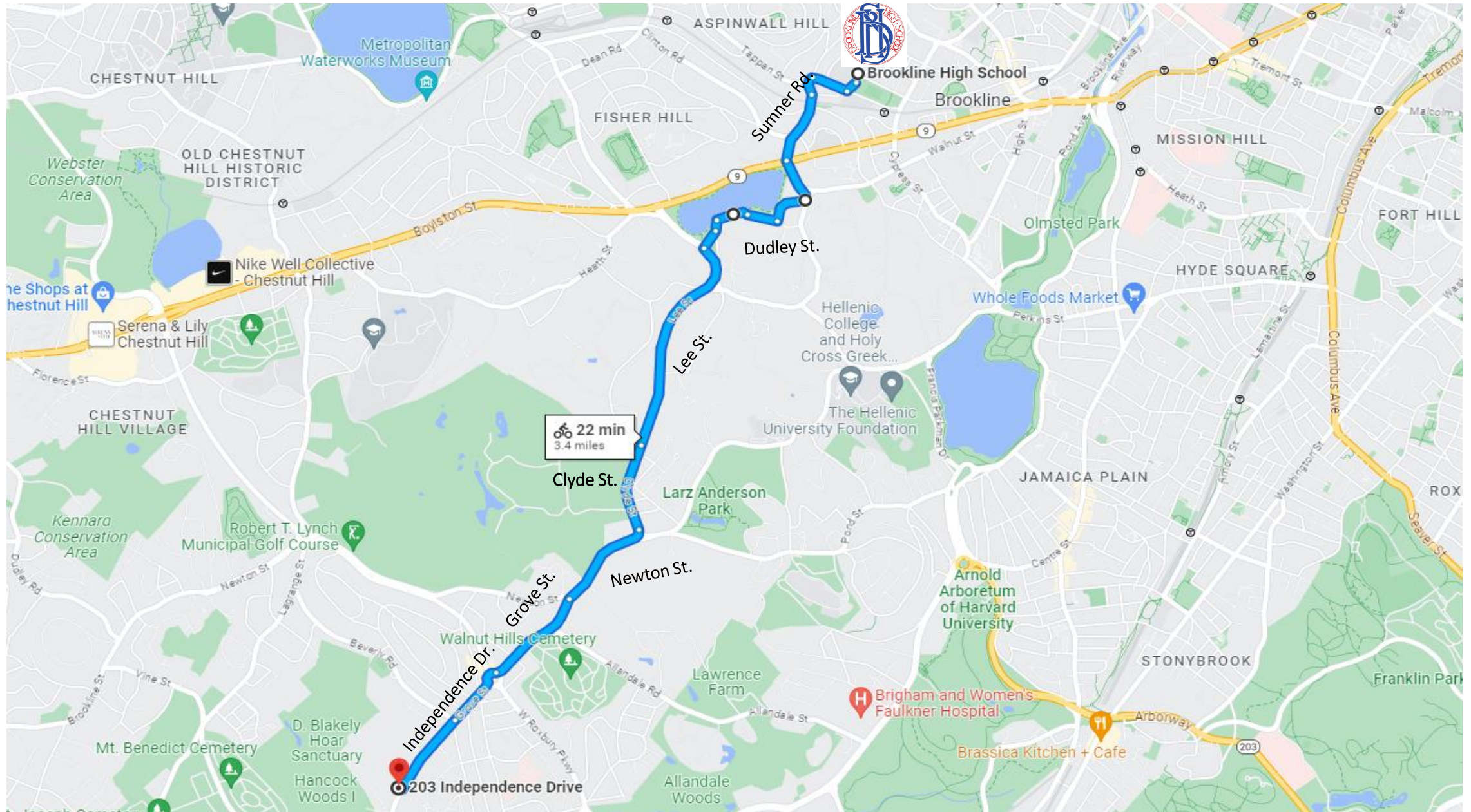
- PeopleForBikes Org.- Students across the country are heading back to the classroom
- Goal is to use a little Pedal Power!
- Pedal to Class one day each week in September for a total of 8 rides to earn limited edition Bike to School Sticker
- If not a student, Commuting to work, picking up lunch or just running an errand
- Celebrate the Bike To School Spirit by replacing a car trip with the joy of a bike ride.
- Utilizing their App to earn more rewards

Brookline's own Challenge to BHS



- Brookline's own Bike to the High School Challenge
- Sponsored by Brookline School Teachers, Safe Routes to School (SRTS) and Bike Brookline
- Starting point from Baker, Health, Driscoll, Lawrence, Runkle Pierce and FRR to Brookline High School
- The Rides are led by teachers, parents & volunteers
- Dozens of young adults participate in the event
- Encourage more biking to schools vs. other vehicles

Proposed South Brookline Main Artery Bike Route to BHS & Beyond



Types of Bike Lane designs

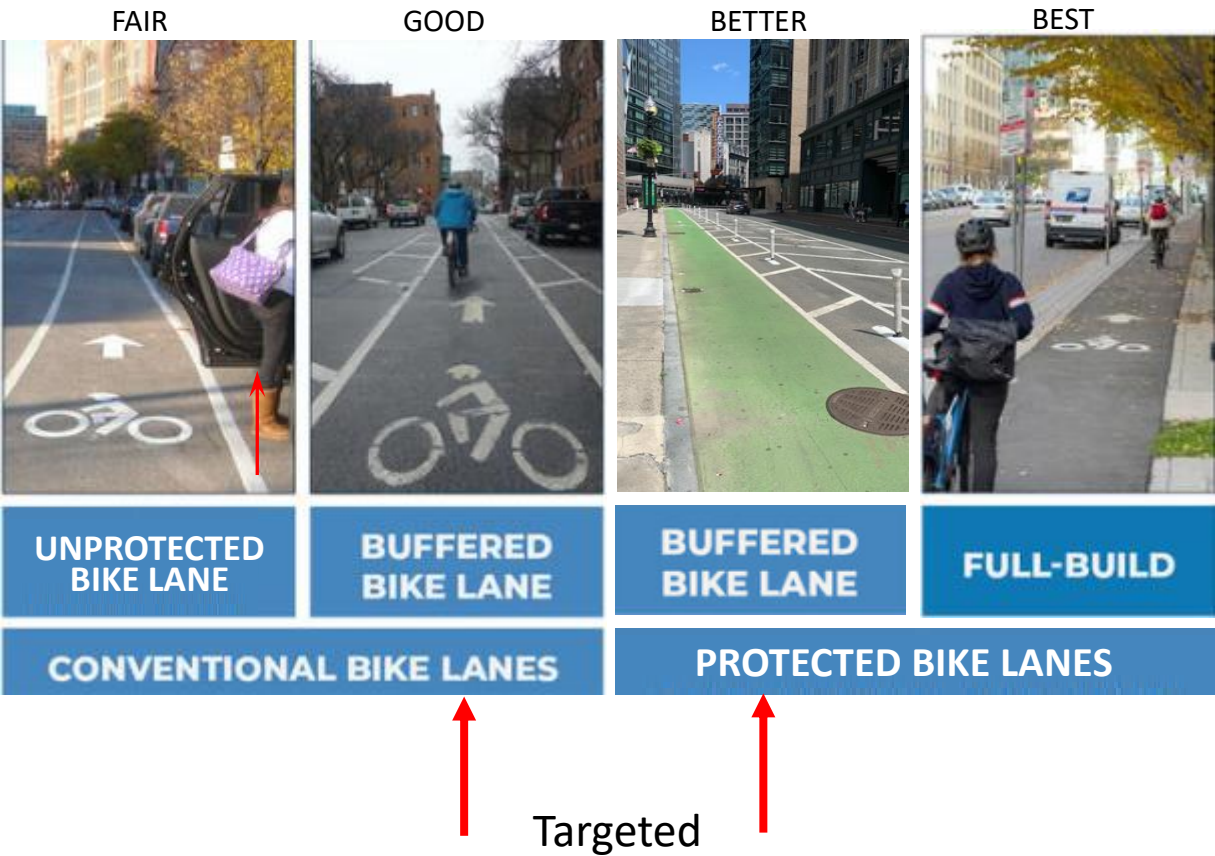
Sharrow



Contra Flow



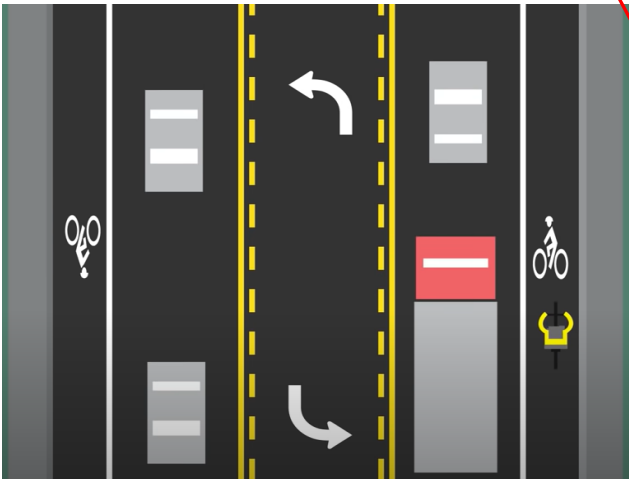
Separated Bike Lane



Overview South Brookline Connections with Safe Routes to BHS

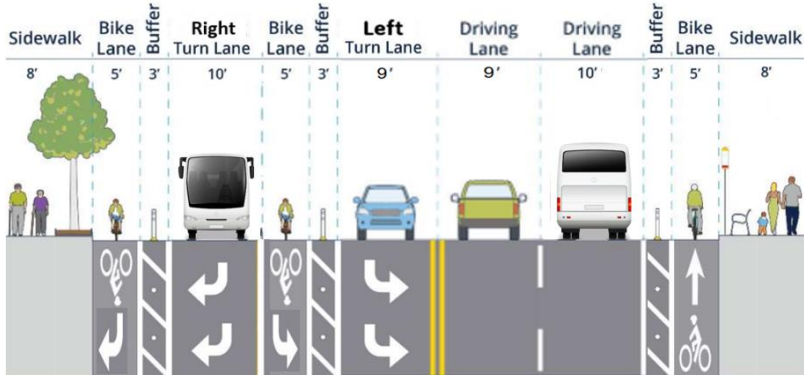
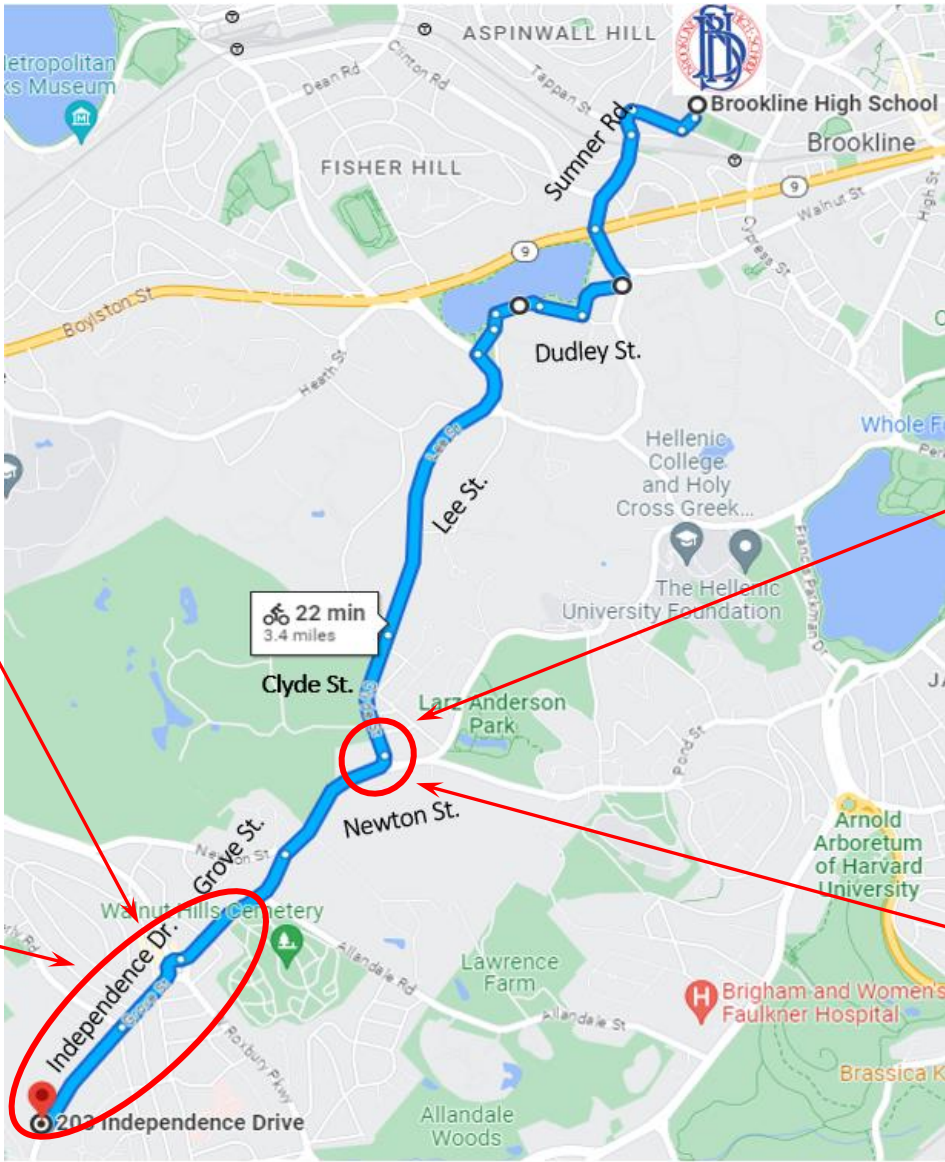


Add Bike Lane inside rotary by eliminating 2nd vehicle lane

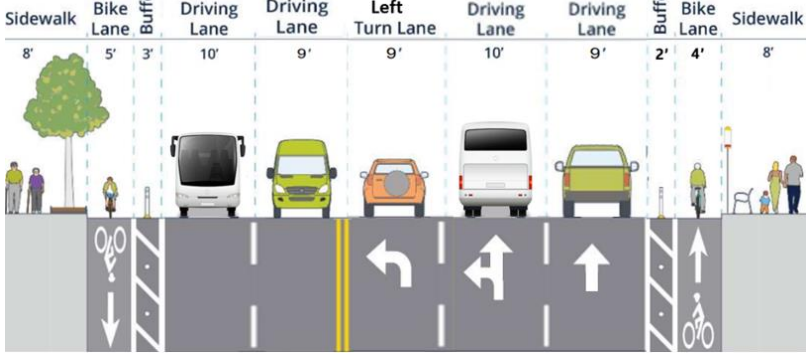


Overview of Independence Dr. to Grove St. till Allandale Rd. intersection

Over 300 car accidents reported in the stretch of roadway, Independence Dr. to Newton & Clyde St.*



Cross-section Clyde St. traffic lights before proceeding onto Newton St.

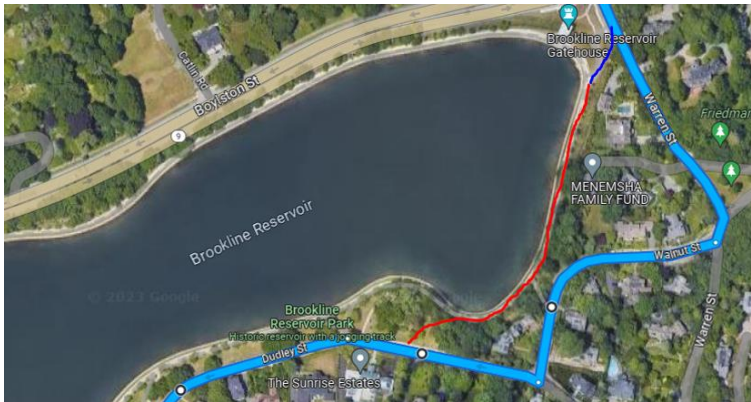


Cross-section Newton St. traffic lights before proceeding through the lights

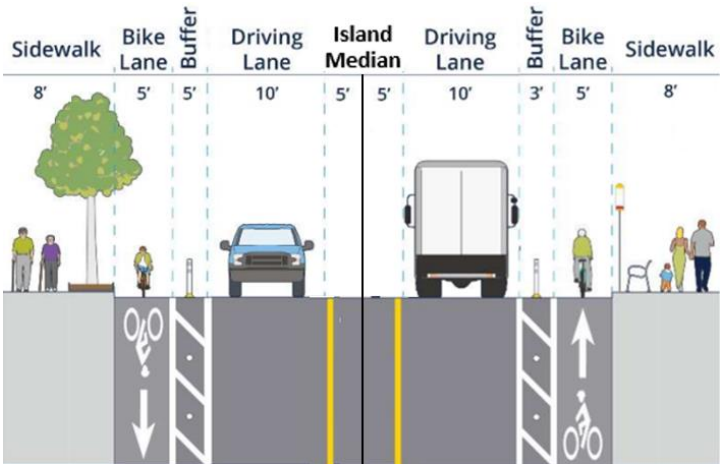
Car accidents occur in the location 15X per year on average from 2013 to 2019.*

*Supplied Brookline Police Public car accident report 2021

Overview South Brookline Connections with Safe Routes to BHS



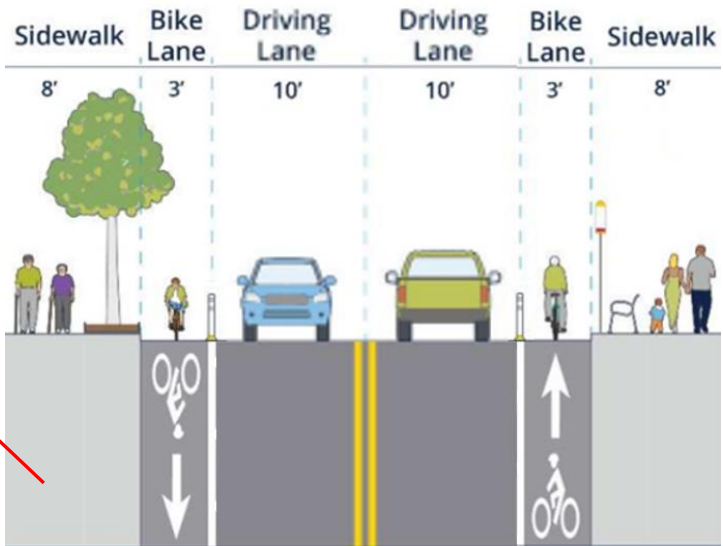
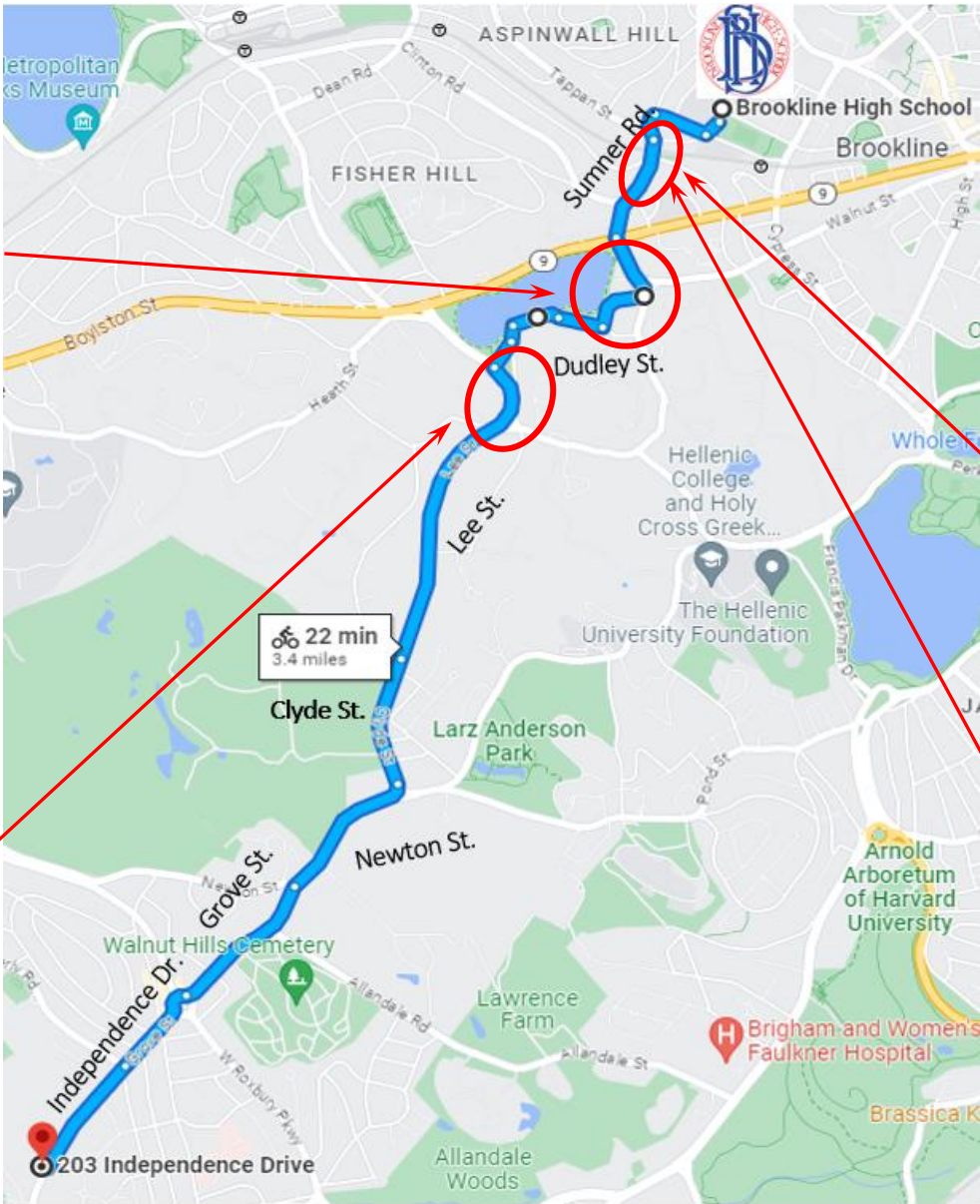
Traveling along side of the Reservoir with safety concerns



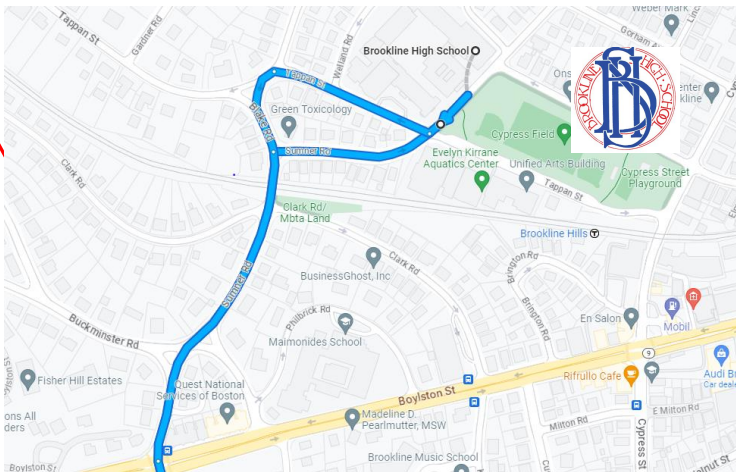
Cross-section of Lee St. between the intersection of Warren St. & Dudley Way.

Car Accidents occur 15X per year in this one stretch of roadway from 2014 to 2019*

*Supplied Brookline Police Public car accident report 2021



Cross-section of Sumner Rd. between Buckminster Rd. and just over the MBTA bridge



Maintain unprotected bike lane with flex pole for additional protection, down Sumner Rd. to BHS and Back.

Support from the School Committee - Safe Bike Routes to School

- **Endorse** – Allow our students and others to have chooses how they get to school
- **Encourage** – Bike riding among our students & staff
- **Environment** – Establishing perks for those who ride vs. a gas vehicle to school
- **Economics** – Cost of living and the challenge of owning a vehicle
- **The Safest Protected Bike Lanes** - This route is the only reasonable, fastest route from SB to BHS. Reported car accidents accounted for 7.6% of all car accidents in the Town. We need the best developed bike lanes on this route.*
- **Public support** –We need public option in favor of such a project and others. We plan to have a petition once Transportation and Engineering finalize the plan. Help us communicate this bike route and the petition.



*Supplied Brookline Police Public car accident report 2021

Boston's Goals - Making their Roadways Safer

Plans posted on City Hall website

- Over the next 3 years, 50% of Boston Residents will have a three-minute walk from a safe and connected bike route.
- Grow Boston's public bike share by 40%, adding more than 100 stations, (like Bluebike stations)
- Build speed humps in 30 more community zones
- Add 75 raised crosswalks at parks, libraries, community centers and schools
- Help 600 women gain confidence in riding bikes
- Hire more people to manage the segment
- *Survey conducted in 2021 showed 77% of those responded were in favor of building separate bike lanes even if some space for driving or parking was removed.
- During peak times, people on bikes are regularly 10-25% of all traffic.
- Today 52% of Boston's jobs are within a 3-minute walk of a bike network. By next Winter, 72% of jobs will be on or near to comfortable bike network.

Project examples of planned or completed safe bike projects

- 59 miles of off-street bike paths
- 17.5 miles of separated bike lanes
- 8 miles of neighborhood routes
- 4.5 miles of Comfortable Bike Lanes (CBL) are in construction now.
- Arnold Arboretum – Vehicle lane reduction
- Northeastern Univ. Huntington Ave. – Vehicle lane reduction
- Centre St. West Roxbury – this Fall
- Poplar St. Roslindale/Hyde Park – this Fall



THANK YOU