**Script for “An Age Friendly Community” Airing April 5th 2018**

**SHOW OPENING… (2 minutes)**

Welcome to the 16th in a series of shows focused on Brookline as an age friendly community.

In 2012, the Town of Brookline was the first community in New England to be granted the World Health Organization designation of Age-Friendly City.  The honor is based on a list of attributes necessary to achieve this designation.  It results from the commitment of Brookline’s residents, the attention of the Select Board, the responsiveness of the Town’s departments, and the leadership of volunteer networks that address issues that benefit residents of all ages.

In 2016 the Town of Brookline filed a Complete Streets Policy with the State of Massachusetts that was adopted by a unanimous vote of the Select Board in 2016.

The Complete Streets movement, and Brookline’s policy, lays out a new vision for our streets. It represents a shift from designing streets for cars to designing them for people, including people of all ages and abilities and including the town’s most vulnerable users, as noted in Brookline’s policy.

Today our guests are John Bowman and David Trevvett. They represent the two committees key to the implementation of the policy.

**INTRODUCTION OF JOHN BOWMAN AND DAVID TREVETT (1 minute)**

John Bowman is the Chair of the Bicycle Advisory Committee. John has lived on Beals Street since 1992. He has a PhD in Transportation Systems from MIT and has worked as a consultant in the field since 1998. John served on the Brookline committee that drafted Brookline’s Complete Streets Policy and currently chairs the Brookline Bicycle Advisory Committee.

David Trevvett is a member of the relatively new Pedestrian Advisory Committee and is active in BrooklineCAN. He is a resident of Babcock Street since 2015, living in Brookline since 2011. David has an undergraduate degree from MIT and a PhD in physics from University of Maryland-College Park. The last 28 years of David’s career was in information systems at the University of Chicago retiring from the position of Senior Director for Administrative Systems.

Welcome John and David.

**DISCUSSION TOPICS FOR JOHN AND DAVID (25 minutes)**

Questions:

1. David and John please educate me and the viewers as to the structure of your committees. John you first please.
	1. BAC Committee membership:
		1. John Bowman, chairman
		2. Jonathan Kapust (Transportation Board liaison)
		3. Sgt. Brian Sutherland (police liaison)
	2. Key points about Bicycle Advisory Committee
		1. Mission is to encourage, plan for, advocate for, and advise the Transportation Board about bicycling in the Town of Brookline.
2. David I realize the Pedestrian Advisory Committee is relatively new but please tell us about its structure.
	1. PedAC Committee membership:
		1. Frank Caro, Chairman
		2. Jonathan Kapust (Transportation Board liaison)
	2. Key points about the Pedestrian Advisory Committee
		1. Newly created in 2017 by the Transportation Board.
		2. Initial meeting in July 2017.
		3. Mission is to learn, plan for, advocate for, and advise the Transportation Board re pedestrian needs and issues.
		4. Advocate for improvements in pedestrian access and facilities.
		5. Learning - for example a presentation from a representative of WalkBoston on “Walkability” – a “Pedestrian 101” short course.
		6. We also occasionally receive requests from members of the general community, and anticipate that this will increase as more people become aware of our existence.
3. John and David let’s place BAC in context of Transportation Board:
	1. T Board consists of six members, appointed by the Select Board, who are responsible for the rules and regulations governing the town’s streets.
	2. The Bicycle Advisory Committee (BAC), Pedestrian Advisory Committee (PAC) and Pubic Transit Advisory Committee (PTAC) are all appointed by the Transportation Board and their purpose is to advise the Transportation Board on matters that affect their respective areas of interest.
4. John and David, what is the Green Routes Bicycle Network Plan?
	1. The PedAC and the BAC recently held a joint meeting on a potential “Emerald Network” of Green Routes for the Boston metropolitan area.
	2. Presentation was by the Liveable Streets organization re a potential “Emerald Network” of Green Routes for the Boston metropolitan area.
	3. **[Display the Green Routes Map]**
5. Any examples of projects?
	1. Current PedAC project – study Longwood Avenue, from Harvard Street to the Boston city line near Chapel Street, from a pedestrian perspective.
		1. Heavily used corridor connecting Brookline to Longwood Medical Area.
		2. Gathering data on existing conditions along sidewalks and at intersections, and on behaviors of pedestrians and other users of the public way that can impact pedestrians.
		3. **[Display the Longwood at Kent Street photo]**
		4. Will summarize the key points and patterns we observe, and present key points and patterns as recommendations to the Transportation Board.
	2. BAC was involved with a buffered bike lane on Beacon Street outbound between Coolidge Corner and Washington Square.
		1. Popular with cyclists, who perceive it as a great improvement in safety and comfort.
		2. Used by people with mobility disabilities.
		3. **[Display the Beacon Buffered bike lane photo]**
	3. Another BAC example is Centre St. behind the Arcade and Coolidge Theatre. A buffered bike lane will be installed this year in the southbound direction.
	4. 2017 BAC study of frequency of bike lane violations in town, by 16 volunteers.
		1. Bike lane violation - motor vehicle stops on the side of the road obstructing the lane, forcing bicyclists to merge into flow of motor traffic.
		2. **[Display Violation photos 1 and 2]**
		3. Key finding
		4. Beacon and Harvard Streets bike lanes were obstructed 27% of the time.
		5. Conclusion -unprotected bike lanes inadequate for these busy streets.
		6. Transportation Board approved a demonstration protected bike lane.
		7. Considered is addition of more loading zones other than in bike lanes.
6. John and David, let’s discuss the Complete Streets Policy and relation to people and bikes.
	1. Background:
		1. Adopted by a unanimous vote of the Select Board in 2016.
		2. Brookline one of hundreds of cities and towns throughout the US to adopt a Complete Streets Policy.
		3. Vision for our streets.
		4. Shift from to designing streets for people of all ages and abilities.
		5. Focuses attention on importance of town’s core strengths and values.
		6. Seek to implement street projects satisfying policy objectives.
	2. Challenging for pedestrians:
		1. Senior citizen population in Brookline is steadily increasing. This brings an increase in the number of citizens using canes, walkers and wheelchairs, as well as a growing number who are visually impaired or otherwise handicapped.
		2. Growing number of families with young children, not to mention strollers and baby carriages
		3. Motor vehicles present an ever-present risk to pedestrians and bicycles.
		4. **[Display Cypress at Washington Street photo]**
		5. Pedestrian safety can be improved by advocating for lower speed limits, curb extensions, better and more visible crosswalks, improved signage.
		6. Good sidewalk maintenance and repair really matters to seniors. Matters such as a gap in the level between sidewalk and tree well – can represent a real danger for those less physically able.
		7. The more pleasant and appealing the pathways, the more likely people are to use them. Greenery helps immensely.
		8. Need benches along many of its pedestrian pathways.
		9. Encourage pedestrians to adopt safer practices, such as using lights or reflective material at night to make themselves more visible to drivers and cyclists.
	3. Challenging for bicycles:
		1. Brookline’s streets are narrow.
		2. Brookline’s Transportation budget is constrained, and it costs more money to provide better accommodations for bicycles and pedestrians while maintaining good accommodations for motor vehicles.
		3. Perhaps we could enhance the budget if we license bicycles like automobiles.
		4. Encourage pedestrians to adopt safer practices, e.g., eliminate distractions while crossing streets.
		5. **[Display No Riding Bikes on Sidewalks Signs photo]**
7. David, how do you identify issues?
	1. Issues that we as PedAC members and Brookline pedestrians identify ourselves.
	2. Matters Transportation Board asks us to examine from a pedestrian perspective.
		1. Impact on Brookline from the I-90 Allston Interchange project.
		2. Gateway East project along Boylston Street.
		3. Reconstruction of Babcock Street.
8. Matt - Paraphrase of Police advice: “Bikes, Pedestrians, and Vehicles need to make other users of the streets aware of their next moves.”

**CONCLUDING... (2 Minutes)**

Thank you John and David.

Our audience should be aware that this program will be re-broadcast several times in the next few weeks and all programs will be available on BrooklineCAN’s website and on the BrooklineCAN Twitter and Facebook accounts.

Thanks all for watching.