

Complete Streets in Brookline



**BrooklineCAN Livable Community
Advocacy Committee**

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What is Complete Streets?



DPWorks

Brookline Department of Public Works

ERIN GALLETINE, COMMISSIONER



Complete Streets Principles

- Safety
- Comfort
- Convenience
- Accessibility

For ALL modes, based on context and need of each street





WHAT IS A COMPLETE STREET?



Department of
Public Works
Brookline, MA



DPW



An Ideal World....

In all roadway designs would allow for the maximum possible space to meet the goals of the various roadway users



- Wide sidewalks
- Benches
- Trees
- No interactions with motor vehicles or bikes
- Crossings allowed anywhere



- Separated bike lanes
- No interactions with motor vehicles or peds
- Free-flow movement

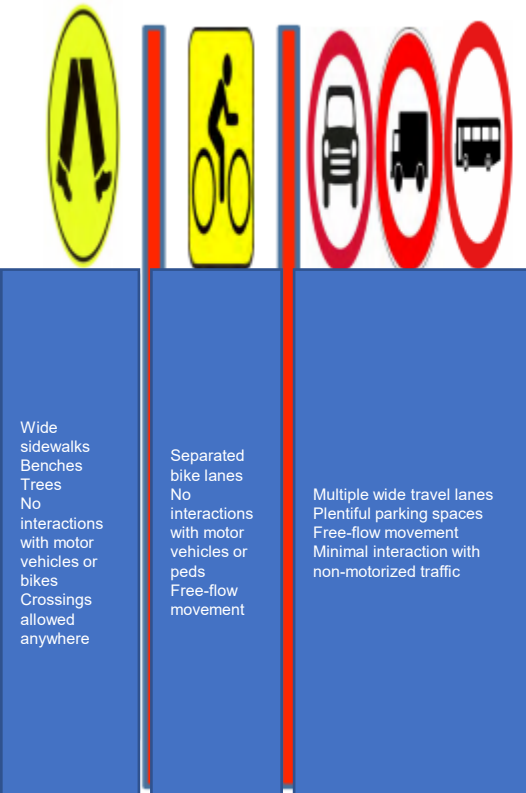


- Multiple wide travel lanes
- Plentiful parking spaces
- Free-flow movement
- Minimal interaction with non-motorized traffic



Real World Constraints.....

In all roadway designs we must strike a balance between the many users including pedestrians, cyclists, motorists, trucks, buses, etc.



- **Reducing the number of and width of travel lane widths to allowable minimums under state and federal guidelines**
- **Reducing parking lanes to 7' minimums allowable under state and federal guidelines**
- **Use of at grade bicycle lanes or sharrows**
- **Narrower sidewalks**

Create conditions that allow for SAFE sharing of roadway space

- Bikes in travel lanes
- Crosswalks
- Intersections



Focus on Speed Management

- Speed management is a critical component of traffic safety
- Higher speeds lead to more severe crashes
- Low vehicle speeds => shorter stopping distance, better yield compliance



Source: Tefft, B. C. Impact speed and a pedestrian's risk of severe injury or death. Accident Analysis & Prevention. 50. 2013.

Massachusetts Department of Transportation(MassDOT) Complete Streets Program



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MassDOT Complete Streets Funding Program

- Launched in 2016
- Grants help municipalities:
 - Write Complete Streets Policy
 - Create Complete Streets Prioritization Plan
 - Pay for implementing Complete Streets projects
- Can receive up to \$500,000 within a 4-year fiscal period
- Construction only (not design)
- Best for smaller projects (e.g. enhancements, single intersections)





MassDOT Complete Streets in Brookline

- 2016 - Town passes Complete Streets Policy
 - Establishes Complete Streets objectives
 - Identifies approaches to implementation
- 2017 - Town creates Complete Streets Prioritization Plan
 - Used existing transportation plans, additional data collection/analysis, and public input
- Obtained MassDOT grants and other funding – whole list has been substantially completed





Example 1: Washington Street at Greenough Street

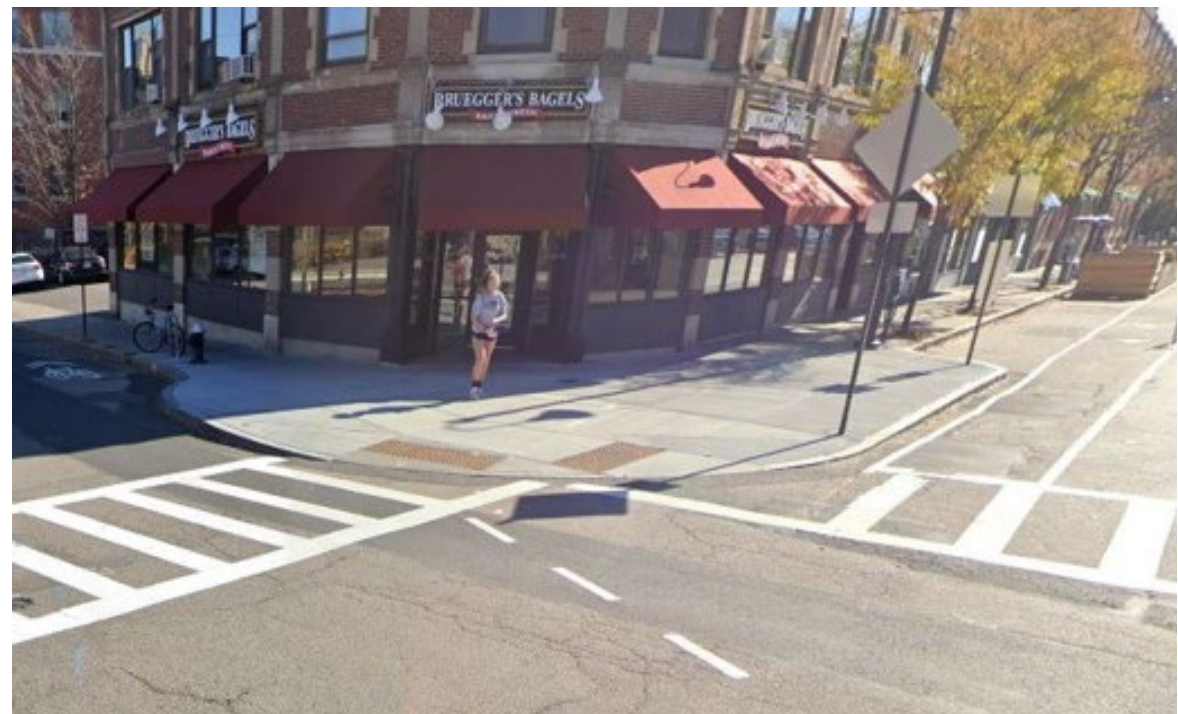
- RRFBs and pedestrian warning signage installed
- Crosswalk refreshed
- Curb ramp upgraded to be ADA compliant





Example 2: Harvard Street at Longwood Avenue

- Installed curb extensions
 - Tightened curb radius and slower vehicle turns
 - Improved pedestrian crossing visibility
 - Shortened crossing distance
- Installed ADA compliant curb ramps





MassDOT Complete Streets in Brookline (2)

- 2023 - Town updated Complete Streets Prioritization Plan with 28 new projects
- Project Examples:
 - Harvard Street Ped Safety – curb extensions, centerline hardening, pedestrian warning signs
 - Park Street Neighborhood Greenway – traffic calming, wayfinding signs, crosswalk enhancements



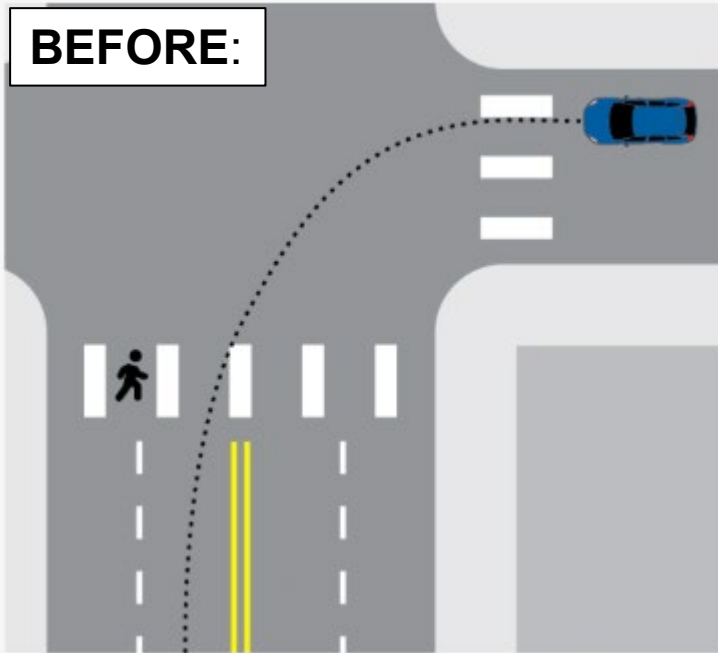
Example 1: Centerline Hardening



Image source:

<https://experience.arcgis.com/experience/769bd85416ff4e46bf3cb78a67ed4640/page/Hardened-Centerlines/>

BEFORE:



AFTER:

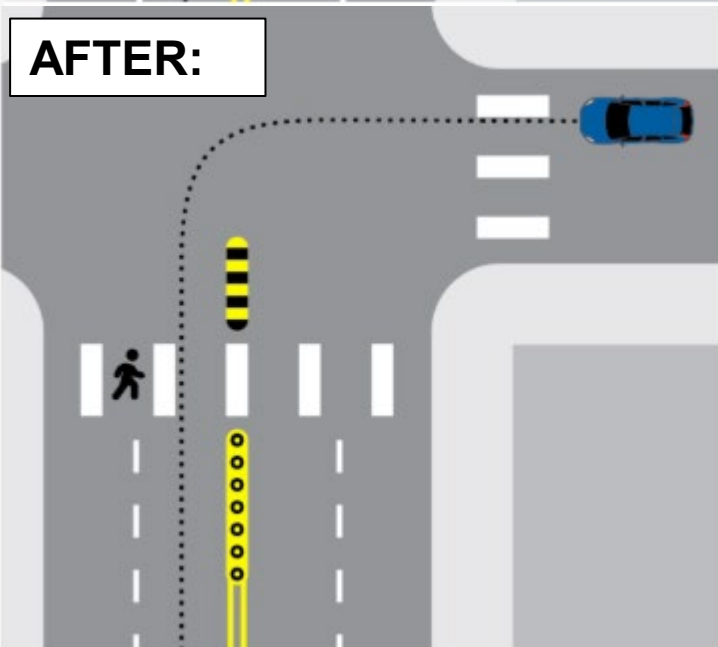


Image source: *Insurance Institute for Highway Safety*



Example 2: Neighborhood Greenway



Image source: <https://activetrans.org/blog/cdot-aldermen-share-plans-for-new-greenways>



Image source: <https://seattle.gov/transportation/projects-and-programs/programs/greenways-program/washington-middle-school-connection-neighborhood-greenway>



Image source: <https://www.vta.org/cdt/street-design-home-page/travelway>

Brookline Transportation & Mobility Plan



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Brookline Transportation & Mobility Plan

- Purpose: to maintain, rehabilitate, repair, or replace elements of the Public Way (i.e., pavement, sidewalks, and curb ramps)
- Uses regularly scheduled pavement condition assessments to prioritize streets for maintenance treatments
- Curb ramps required to be brought to ADA compliance during pavement maintenance activities





Brookline Transportation & Mobility Plan (2)

- Goal: Take advantage of efficiencies brought by integrating Complete Streets design elements into work
 - Examples: adding separated bicycle facilities; reconstructing sidewalks
 - Significant time and cost considerations
 - In progress:
 - Focus resources on where pedestrian and bicycle improvements are needed most (latent and actual demand, poor walking/biking conditions)
 - Determine which pots of funding (not roadway maintenance money) most appropriate for funding Complete Streets elements