

4 Brookline

The first section of this chapter provides a profile of the town. The second section describes existing bicycling and walking conditions in the study area and recommendations for improvements. The study area, Brookline Village and its environs, is located in the east central portion of the town. The findings are based on meetings and correspondence with local staff, fieldwork, and a review of previous studies.

The town's Ad Hoc Sidewalk Committee released a report in June 2001. It prioritizes which roadways should qualify for the construction of new sidewalks and provides information about financing, construction standards, and safety. The report recommends that the Town budget \$100,000 per year for sidewalk construction along priority roadways. The *Gateway East Public Realm Plan*, October 2006, was issued by the Gateway East Citizens' Advisory Committee and two Town of Brookline departments: Planning and Community Development, and Economic Development. That report describes possible improvements for the area between Brookline Village and a new development to the east. The report *Restoring Emerald Necklace Greenway Paths: Netherlands Road to Route 9*, Muddy River Design Group, April 2007, recommends improvements at the Route 9/Jamaicaway crossing and environs.

4.1 COMMUNITY PROFILE

Included in this chapter are a short history of Brookline, a general description of land use, population, and employment data, an overview of the transportation network, and crash data.

4.1.1 HISTORY

Brookline is a vibrant community surrounded by the Boston neighborhoods of Allston-Brighton on the north, Jamaica Plain on the south, and the City of Newton on the west. Incorporated in 1705 as an agricultural hamlet between the Charles River and the Muddy River, today the 6.6-square-mile town is a dynamic community of more than 57,000 residents attracted to its mix of urban and suburban living—from more densely developed apartments to large estates, commercial and retail activities, and many opportunities for recreation. Names of streets and districts like Boylston, Aspinwall, Winchester, and Heath speak to the town's place in the region's evolution. Its most prominent centers include Brookline Village, Coolidge Corner, and Washington Square. The town's historically Brahmin roots contrast with its current diversity; students who attend its nationally renowned public high school hail from more than 50 countries.

4.1.2 LAND USE

Brookline Village, located along Route 9, retains the feeling of a traditional village, with shops, restaurants, and cafes dotting the eclectic area. Thickly settled residential streets emanate from the commercial center into tightly knit neighborhoods.

4.1.3 POPULATION AND EMPLOYMENT

Of the six study area communities, Brookline is the third most populated. As shown in Table 4-1, there were 57,186 residents in 2000, which is a 4.3 percent increase from 1990. The Metropolitan Area Planning Council (MAPC) projects that Brookline’s population will grow to 61,962 residents by 2030, representing an 8.4 percent increase from 2000. MAPC projects Brookline’s employment, recorded at 18,939 in 2000, to decrease by 1.8 percent by 2030.

**TABLE 4-1
Population and Employment in Brookline in 2000, 2010, 2020 and 2030**

Census Data	2000	2010	Change 2000 to 2010	2020	Change 2010 to 2020	2030	Change 2020 to 2030
Population	57,186	58,790	2.7%	60,518	2.9%	61,962	2.3%
Employment	18,939	18,798	-0.7%	18,675	-0.7%	18,604	-0.4%

4.1.4 TRANSPORTATION

Major east–west roadways providing access to Brookline include State Route 30, which forms the town’s northern boundary with the City of Boston; Beacon Street, which passes through Coolidge Corner; and State Route 9, the southern border of the study area. Brookline Avenue provides access to Brookline Village from the east, as does the Jamaicaaway, which runs along the Muddy River.

All three branches of the MBTA’s Green Line serve Brookline. The B Branch runs on Commonwealth Avenue and the C Branch runs on Beacon Street. The D Branch and MBTA bus Routes 60, 65 and 66 serve Brookline Village.

4.1.5 CRASH DATA

Table 4-2 presents data on reported crashes in Brookline for the years 2002-2006. During these five years, there were 142 reported crashes involving pedestrians—4.8 percent of all crashes—resulting in two fatalities. There were 68 reported crashes involving bicyclists—2.3 percent of all crashes—resulting in 1 fatality. Crashes involving bicyclists and pedestrians represented 7.1 percent of all crashes, yet 75 percent of the fatalities.

TABLE 4-2
Bicycle, Pedestrian, Motor-Vehicle, and Total Crashes and Fatalities in Brookline,
by Number and Percentage, 2002–2006

Mode	Crashes		Fatalities	
	Number	Percentage	Number	Percentage
Bicycle (bike)	68	2.3%	1	25.0%
Pedestrian (ped)	142	4.8%	2	50.0%
Motor vehicles (MV) only	2765	92.9%	1	25.0%
All crashes (bike, ped, & MV)	2975	100%	4	100%

Figure 4-1 shows all bicycle and pedestrian crashes throughout the town for the five years reported here. As noted in Chapter 1, some crashes may not have been reported.

4.2 STUDY AREA

The first part of this section of the chapter defines the study area and gives an overview of transit service and walking and bicycling conditions. Subsequent sections give more details on different parts of the study area. Those sections describe existing conditions for bicycling and walking, and then list recommendations for improving them.

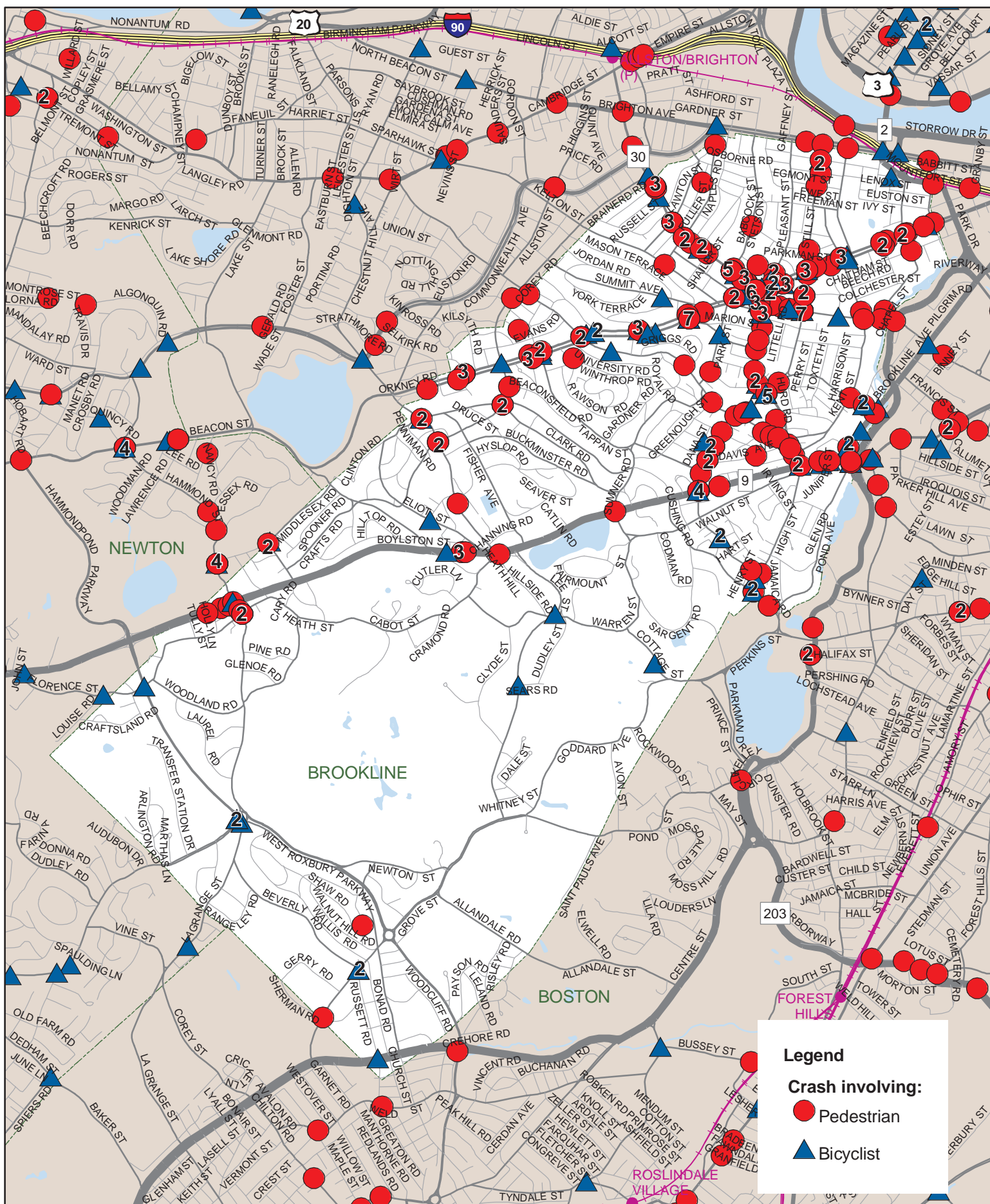
The study area for Brookline Village (shown in Figure 4-2) includes:

- Harvard Street from Washington Street to Aspinwall Avenue/School Street
- Kent Street from Harvard Street to Aspinwall Avenue, Aspinwall Avenue from Kent Street to Brookline Avenue, Linden Street from Harvard Street to Kent Street, and Station Street from the MBTA station to Kent Street
- The Muddy River Path/Emerald Necklace from Routes 1 and 9 to Aspinwall Avenue

The MBTA’s Green Line D Branch stops at Brookline Village Station on Station Street. The frequency of service is every five minutes during peak periods, every 10 minutes during the rest of the day and evening, and every 13 minutes late at night. Four buses serve the study area: Route 39, connecting Forest Hills and Back Bay station; Route 60, connecting Kenmore Station and Chestnut Hill; Route 65, connecting Brighton Center and Kenmore Station; and Route 66, connecting Harvard Square and Dudley Station. For each of these routes, buses arrive between 2 and 10 times an hour throughout the day.

Figure 4-2 indicates existing pedestrian and bicycle conditions. Sidewalks, made of concrete with granite curbs, are generally in good condition. Few have weeds or are cracked. Most have street trees, and many front yards have large trees that provide shade along the street.

FIGURE 4-1
Brookline: Crashes in 2002-2006 Involving Pedestrians and Bicyclists



**FIGURE 4-2
Brookline Village
Existing Conditions**

Legend

- ← Indicates one-way street
- || Highly visible crosswalk
- || Sufficiently visible crosswalk
- || Moderately faded crosswalk
- || Very faded crosswalk
- No curb ramp
- Shared curb ramp
- Sidewalk in good condition
- Existing bike lane
- Ⓣ Train station
- Train line
- 🏫 School
- PG Playground
- 📖 Library
- PO Post office
- 🚒 Police department
- 🏛 Municipal building
- 🚒 Fire department
- 🌳 Park
- Traffic signal



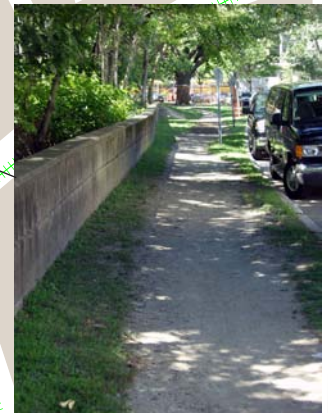
Lack of curb ramps and curb extensions



Bike lane ends at intersection



Strong desire lane connecting sidewalk and shared-use path



Gravel unofficial path



Lack of safe crossing



Andem Place alleyway



Stairs between Andem Place and Station St



Many pairs of crosswalks share curb ramps. Some crosswalks have no curb ramps. At least a few crosswalks should be added, particularly for the Route 9 crossing of the Muddy River Path. Most crosswalks extend along the most logical path for pedestrians. Most of the crosswalks are ladder-style, with white or yellow bars. Some are parallel bar-style. There are few curb extensions. A median exists at the Route 9 crossing of the Muddy River Path, but it is not adequate for the volume of people crossing this busy roadway. There is also a median in Harvard Street between Station Street and Davis Avenue.

There are several signalized pedestrian crossings, none with countdown signals. The pedestrian phases at some of the intersections are adequate, others too short. Most of the pedestrian phases are exclusive.

Bicyclists entering the study area do so primarily from Harvard Street from the north, Davis Avenue from the west, Walnut Street from the southwest, and the Muddy River Path from the east. There are no continuous on-street connections that adequately accommodate bicyclists. The Gateway East plan recommends improving the connections between the Emerald Necklace and the MBTA station.

While there are no bicycle lanes within the study area, there are some extending north on Harvard Street from its intersection with Aspinwall Avenue/School Street. Although there is on-street parking on both sides of Harvard Street, it is wide enough to accommodate the continuation of these bicycle lanes to Washington Street. And while there is parking on Kent Street, the low motor-vehicle volumes render bicycling relatively comfortable.

The roadways all have two travel lanes, except for Kent Street, which is one-way westbound from Station Street to Harvard Street, and Station Street, which runs one-way eastbound. The edges of the roadway generally do not have significant cracks or large pieces of debris, and drainage grates are set back from the roadway.

There are 10 parking spaces for bicycles at Brookline Village Station. No cover is provided.

Figure 4-3 indicates the location of crashes in the Brookline Village study area that involved pedestrians and bicyclists. Between 2002 and 2006, there were nine pedestrian-related crashes, as well as nine bicycle-related crashes. None of these were fatal.

There were three locations where multiple crashes occurred:

- Harvard Street at School Street/Aspinwall Avenue—three bicycle, two pedestrian
- Boylston Street (Route 9) at River Road/Pond Avenue—three bicycle, two pedestrian
- Aspinwall Avenue at Netherlands Road—one bicycle, one pedestrian

The following three sections provide more detail on the bicycling and walking environments. As noted above, the existing conditions are shown in Figure 4-2. Figure 4-4 indicates recommendations.

4.2.1 HARVARD STREET: WASHINGTON STREET TO ASPINWALL AVENUE

Harvard Street is a key north–south roadway that connects Brookline Village with the Allston/Brighton neighborhood of Boston to the north. Within the study area, Harvard Street connects Washington Street with a commercial area to the north at the intersection of Aspinwall Avenue/School Street. Commercial and institutional buildings include the Pierce Elementary School, St. Mary of the Assumption School, and Brookline Town Hall.

Bicycling

Existing Conditions

Harvard Street is a two-way roadway, approximately 47 feet wide, with two travel lanes and parking on both sides. The only lane marking is a double yellow centerline. The roadway surface is mostly smooth, with no major impediments. The roadway edge is generally clear of obstructions. There is no bicycle parking along this corridor.



Bicyclist on Harvard Street.

Recommendations

1. The roadway is approximately 47 feet wide from School Street/Aspinwall Avenue south, adequate for adding bicycle lanes. Extend the bicycle lanes on both sides of Harvard Street to Washington Street. Travel lanes could be 11 feet wide in each direction, with 5.5-foot-wide bicycle lanes, and the remainder of the roadway, approximately 7 feet wide on each side of the road, could be used for parking.
2. Install bicycle parking at various locations along the corridor, under cover when possible.



FIGURE 4-4
Brookline Village
Recommendations

Legend

- # Recommendation number
- Wavy line symbol Add bike parking
- Double parallel lines symbol Add crosswalk
- Single parallel lines symbol Shorten crossing
- CURB + symbol Add curb extension
- Tree symbol Plant trees
- Street furniture symbol Street furniture
- Red line symbol Add bicycle lanes
- Green line symbol Add sidewalk
- Black line symbol Create multi-use path
- T in circle symbol Train station
- Dashed green line symbol Train line
- School icon symbol School
- Library icon symbol Library
- PO icon symbol Post office
- Fire department icon symbol Fire department
- PG icon symbol Playground
- Community center icon symbol Community center
- Park icon symbol Park
- Red dot symbol Traffic signal

- Extend bicycle lanes on both sides of the street
- Remove parking, or mark parking lane and indicate bicycles share the road
- Add crosswalks
- Create curb extensions
- Mark parking and bicycle lanes
- Plant trees and install street furniture
- Install bicycle racks
- Add crosswalks
- Mark shoulders
- Repair pedestrian signal
- Ensure that all crosswalks are perpendicular and install necessary ramps
- Restripe crossings to either white zebra or ladder style
- Square off corner
- Add crosswalks
- Install bicycle racks at various locations
- Add crosswalks
- Square off intersection or add an island to narrow crossing for pedestrians
- Improve Muddy River path connections at two points on Brookline Ave: River Rd and Aspinwall Ave
- Construct a shared-use path
- Controlled at-grade crossing and plan for overpass path
- Allow left turns only
- Widen sidewalk to include a shared-use path
- Realign Pond Ave and Jamaica way ramps
- Reduce lanes: eastbound to two, westbound to two plus bus-only lane
- Restripe crossings to either white zebra or ladder style

Walking

Existing Conditions

The sidewalks, greater than five feet wide on both sides, are concrete and brick with granite curbs in the area of Harvard and Washington Streets, and concrete with granite curbs elsewhere. The surface is smooth and free of significant bumps or cracks. There are street trees along both sides of Harvard Street, except on the west side between Pierce and School Streets.

There are several crosswalks, many of which either have no curb ramp or share one with an adjacent crosswalk. There are curb ramps at Webster Place but no crosswalk. Most of the crosswalks in the corridor are white parallel bars with yellow or white stripes. The crosswalks at Harvard Street and Aspinwall Avenue/School Street are bar style. There are a few curb extensions.

The intersection of Harvard Street and Aspinwall Avenue/School Street has a four-way stoplight with pedestrian-activated crossing signals. The signal has an exclusive pedestrian phase consisting of a 5-second “Walk” signal and a 14-second flashing “Don’t Walk” signal. There are bar-style crosswalks on each side of the intersection. Clockwise from the north, they are 49, 34, 48, and 44 feet long. Using a 3.5-foot-per-second standard, the pedestrian phase is adequate.

The heart of Brookline Village, formally named Harvard Square but not popularly known as such, is described below as two intersections, Harvard Street at Kent Street, and Harvard/ Washington/Davis Avenue/Andem Place.

The intersection of Harvard and Kent Streets has a three-way stoplight with automatic crossing signals. The signal has a concurrent pedestrian phase consisting of (clockwise from the north) an 11-second “Walk” signal and a 7-second flashing “Don’t Walk” signal, a 37-second “Walk” signal and a 7-second flashing “Don’t Walk” signal, and a 5-second “Walk” signal and an 11-second flashing “Don’t Walk” signal. There are crosswalks across each side of the intersection, all ladder style. Clockwise, they are 47, 29, and 48 feet long. Using a 3.5-foot-per-second standard, the pedestrian phase is adequate.

The intersection of Harvard Street, Washington Street, Davis Avenue and Andem Place has a three-way stoplight with automatic crossing signals. The signal has a concurrent pedestrian phase consisting of (clockwise) a 29-second “Walk” signal and a 10-second flashing “Don’t Walk” signal, and a 4-second “Walk” signal and an 11-second flashing “Don’t Walk” signal. There is no pedestrian signal for crossing Davis Avenue. Using a 3.5-foot-per-second standard, the pedestrian phase is adequate for the north approach, but not for the south. There are ladder-style crosswalks across each side of the intersection. Clockwise from the north, they are 54, 59, and 42 feet long.

Recommendations

3. Restripe the crosswalks to either white zebra-style or ladder-style.
4. Ensure that all crosswalks are perpendicular to the connecting sidewalks and install necessary curb ramps.
5. Square off the northwest corner of Davis Avenue and Washington Street to provide a safer crossing for pedestrians.
6. Consider allowing motor vehicles to make only right turns from Kent Street to Harvard Street and from Davis Avenue to Washington Street. These movements could be allowed as right turns on red, eliminating the signal phases now allowed for the relatively low volumes of left-turning vehicles. This will decrease significantly the wait times for pedestrians. For the longer term, determine whether a roundabout is possible and, if so, preferred.
7. Create a crosswalk across Webster Place.
8. Construct a curb extension at the following locations:
 - On the east side of Harvard Street for the crosswalk south of Pierce Street
 - On the west side of Harvard Street for the crosswalk south of Linden Place
 - On each side of Harvard Street for the mid-block crosswalk in front of St. Mary of the Assumption School
9. Plant street trees along the west side of Harvard Street between Pierce and School Streets.
10. Install pedestrian signals across Davis Avenue at its intersection with Washington Street.
11. Increase the pedestrian phase for the crosswalk across the south side of the intersection of Washington and Harvard Streets.

4.2.2 KENT, LINDEN, AND STATION STREETS, AND ASPINWALL AVENUE

Kent Street connects Harvard Street and the Brookline Village MBTA station to high-density residential areas to the northeast. The discussion in this section also includes Aspinwall Avenue between Kent Street and Brookline Avenue, Linden Street between Harvard and Kent Streets, and Station Street between the MBTA station and Kent Street.

Bicycling

Existing Conditions

Kent Street, which is 27-feet wide, is a two-way street north of Station Street, and one-way westbound between Station and Harvard Streets. There is parking on the south side of the one-way portion. Linden Street, also 27-feet wide, is one-way eastbound from Harvard Street and then becomes two-way. There is parking on the south side of Linden Street and on both sides of Aspinwall Avenue, which is 34 feet wide.

There is no line demarcating the parking lane on any of the streets discussed in this section. A double yellow line separates the travel lanes on Aspinwall Avenue. The roadway surfaces are mostly smooth, with no major impediments. The roadway edges are generally clear of obstructions.

There is no bicycle parking along this corridor.

Recommendations

12. Install bicycle racks at various locations, under cover where possible.
13. On the one-way portion of Kent Street, and the one-way portion of Linden Street, mark an 8-foot-wide parking lane and a 12-foot-wide travel lane on the south side, and, on the north side, mark a 7-foot bicycle lane. If more parking is desired, consider changing the parallel parking to back-in angle parking. Assuming 12 feet for the parking, install a 5-foot bicycle lane adjacent to the sidewalk, and a 10-foot travel lane between the bicycle lane and the parking. Alternatively, consider widening sidewalks on one or both sides, reducing the travel lane to 10 or 11 feet, with a five-foot bicycle lane.
14. On the two-way portion of Kent Street, mark two 10-foot travel lanes and two 3.5-foot shoulders.
15. On the two-way portion of Linden Street, consider eliminating the parking. This would allow two 10-foot travel lanes and two 3.5-foot shoulders. Otherwise, mark a 6-foot parking lane, an 11-foot eastbound lane, and a 10-foot westbound lane. Indicate by signage that bicycles share the road.

Walking

Existing Conditions

Sidewalks on both sides, made of concrete with granite curbs, are greater than five feet wide. The surfaces are generally smooth and free of significant bumps or cracks. While there is no vegetation buffer between the sidewalk and the roadway, there are some street trees and many front yards with large trees that provide shade. In general, the sidewalk along the street slopes down to the level of intersecting driveways.

All of the crosswalks in this area are ladder-style. Several share a curb ramp with an adjacent crosswalk.

The intersection of Kent Street and Aspinwall Avenue has a four-way stoplight with pedestrian-activated crossing signals. The signal has an exclusive pedestrian phase consisting of a 7-second “Walk” and a 7-second flashing “Don’t Walk” signal. There are zebra-style crosswalks on each approach of the intersection. Clockwise from the north, they are 27, 34, 27, and 34 feet long. Using a 3.5-foot-per-second standard, the pedestrian phase is adequate.

The intersection of Brookline Avenue and Aspinwall Avenue has a three-way traffic light with pedestrian-activated signals. There is a concurrent pedestrian phase consisting of a 4-second “Walk” and a 12-second flashing “Don’t Walk” signal. There are ladder-style crosswalks on each approach to the intersection. Clockwise from the north, they are 57, 56, and 49 feet long. Using a 3.5-foot-per-second standard, the pedestrian phase is just barely adequate. One of the pedestrian signal pushbuttons located on the north corner does not work.

Recommendations

16. Create crosswalks at the following locations:

- Across Linden Place and Linden Street, connecting to the sidewalk that crosses the park
- Across Linden Place at Linden Street
- Across the north and west approaches to the intersection of Netherlands Road and Aspinwall Avenue
- Across Linden Street at Netherlands Road

17. At the intersection of Aspinwall and Brookline Avenues, fix the broken pedestrian signal situated in the north corner.

4.2.3 THE MUDDY RIVER PATH/EMERALD NECKLACE: ROUTE 9 TO ASPINWALL AVENUE

This section discusses the Muddy River Path/Emerald Necklace crossing of Route 9 and environs. Route 9 consists of three travel lanes in each direction in this area. There is a cut in the median of Route 9, but it provides little refuge for the high volumes of bicyclists and pedestrians crossing here. There is no marked crosswalk.

The Town’s Gateway East Public Realm Plan from October 2006, discussed below, provides alternative realignments of Pond Avenue and the on- and off-ramps to the Riverway. Besides improving this crossing, the report suggests that connections be created or strengthened between Route 9 and Brookline Village; along Route 9 to Washington Street; and along the path to Brookline Avenue.

Evaluation of Options for the Crossing of Route 9

Option 1 – Create a nonsignalized, at-grade crossing with a refuge island/median planted with vegetation, as shown in the Gateway East Public Realm Plan (see Figure 4-5 below, taken from the Plan).

- Advantages:
 - A wide refuge island/median provides a protected place for pedestrians and bicyclists.
 - As stated in the Gateway East Public Realm Plan, the installation of “Special paving, in-pavement lighting for strong visual cues for drivers” would alert drivers to the presence of pedestrians and bicyclists; flashing pedestrian

crossing signs—overhead and/or to the sides in advance of the crossing—would further strengthen these cues.

- Challenges:
 - Motorists may not stop for pedestrians/bicyclists in the crosswalk.
 - Vegetation should be low so that pedestrians are visible not only in the median but also approaching it.
 - To counter queued traffic from nearby signals blocking the crosswalk, a box surrounding the crosswalk should be clearly marked with prominent signs stating “Do Not Block the Box.”

Figure 4-5: Alignment of Pond Avenue, Riverway On- and Off-Ramps, and the Crossing of Route 9



Source: Brookline’s Gateway East Public Realm Plan (2006), p. 4.

Option 2 – Create a signalized, at-grade crossing with a refuge island/median with plantings (same as option above, with a traffic signal added).

- Advantages:
 - Provides an improved crossing for pedestrians and bicyclists across Route 9.
 - Wide refuge island/median provides a protected place for pedestrians and bicyclists to evaluate when it is safe to cross the next set of lanes.
 - Motorists must stop for pedestrians/bicyclists in the crosswalk.

- Challenges:
 - Timing would need to be well coordinated with the Route 9-Brookline Avenue signal as well as Boston’s Huntington Avenue-South Huntington Avenue signal.
 - The existing bridge reduces the sight lines for the signal; the signal would need to be carefully situated for maximum visibility. “Signal Ahead” signs should be installed for motorists approaching the crossing from Boston. This sign could be automated so that a sign saying “Red” lights up when the crossing signal is red.
 - Same as last two challenges for Option 1, regarding vegetation and queued traffic blocking the crossing.

Option 3 – Construct a pedestrian/bicyclist footbridge, separated from but adjacent to the west side of the Jamaicaway Bridge, in line with the report *Restoring Emerald Necklace Greenway Paths: Netherlands Road to Route 9*.

- Advantages:
 - Would allow many path users to avoid interactions with motorists on Route 9.
 - Allows bicyclists, skaters and joggers to maintain speed.
- Challenges:
 - The at-grade crossing would need to be improved anyway, for those who would not choose to use the footbridge.
 - Many pedestrians, and wheelchair users in particular, would view the bridge as more onerous and physically demanding than crossing at grade.
 - On the north side of the crossing, the footbridge would connect to a boardwalk on the Boston side of the Muddy River.
 - The footbridge would obscure views of the bridge.
 - The state’s Department of Conservation and Recreation (DCR) and the City of Boston would need to be actively involved in a redesign.

Recommendations

18. Improve the area in line with the Gateway East Public Realm Plan, which states:

- Realign Pond Avenue and the on- and off-ramps to the Jamaicaway
- Hire a designer to investigate alternative approaches to addressing the issues at this crossing and alternative approaches to River Road’s configuration for pedestrian and bicycle access
- Improve access for Emerald Necklace pedestrians and cyclists
 - Create a direct connection to Route 9 crossing.
 - Improve the geometry to make narrower crossings, which allow a more comfortable connection for bicyclists and pedestrians.
 - Relocate the Riverway access point to allow a more comfortable transition between that roadway crossing and a second crossing at Washington Street for bicyclists and pedestrians.
- Narrow the lanes and reduce corner radii where possible to reduce unnecessary pavement.
- Widen the sidewalks.

19. As shown in the Gateway East Public Realm Plan, reduce the eastbound roadway to two lanes and reduce the westbound side to three defined lanes between the Jamaicaway bridge and the Route 9-Brookline Avenue intersection. In line with the report *Restoring Emerald Necklace Greenway Paths: Netherlands Road to Route 9*, the westbound lane closest to the sidewalk could be a bus-only lane.
20. Improve the connections between the Muddy River Path and Brookline Avenue, particularly at the intersections of Brookline Avenue with Aspinwall Avenue and with River Road. There are “desire lines” from the path to these intersections, indicating existing use. These areas need to be paved for increased safety and accessibility.
21. Construct a paved shared-use path on the east side of River Road from Route 9 north to the on- and off-ramps to the Riverway. There are desire lines already there.



The dirt path along River Road, looking southward.

22. Square off the intersection of River Road and Brookline Avenue, or add an island. This will cause traffic to move more slowly, and will shorten the extremely long crossing for pedestrians.



Long crosswalk on River Road at Brookline Avenue.

23. Recommended Option for the Route 9 Crossing – Option 2

- Bicyclists and pedestrians wishing to access Brookline Village and streets in that area would be better served by an at-grade crossing with traffic controls.
- While the crosswalk (signalized or not) must be improved, an overpass option of some type would be much preferred by through bicyclists and skaters, as well as some pedestrians. While design issues and cost make this a more long-term endeavor, it is an important element that would encourage the increased use of nonmotorized modes.