

Input from Survey & Forum

I. 2010 Brookline Master Plan Forum

Transportation was not a Master Plan Forum topic, however it was discussed as part of Community Design and the following comments noted.

- No real issues seen with how the town is connected within the community or within the region
- Easy to travel in all directions – few problems going south towards Mass, north towards Milford, east towards Nashua (no discussion on westerly travel)
- Would like more bike lanes on roads but roads not conducive to bike paths –hills/terrain issues and there is no room to expand for non-vehicular travel on many roads
- Would like to see improved non-motorized mobility (i.e., more bike/ped and multi-use trails) and improvements to make community more walkable
- Rail station would be OK if it was shown to be needed/wanted

II. 2010 Brookline Master Plan Survey

- 106 respondents completed survey (note: most questions had 102 – 104 responses)
- Small town atmosphere and rural character consistently chosen as important to respondents in a number of questions
- Trails (walking, biking, etc.) also important, as indicated in several questions
- Road improvements not seen as ‘biggest concern’ relative to other options - 10 of 104 respondents indicated it was a concern (3rd lowest number of responses, Question 3)
- Traffic is more of a concern on Route 130 and Route 13 than on other listed roads, and there were multiple written responses indicating traffic is a concern on Hood Road and Oak Hill Road. Multiple written responses mentioned paving dirt roads. (Question 7)

Road	Very Concerned or Somewhat Concerned	Not Concerned or No Opinion
Route 130	67%	32%
Route 13	58%	42%
Old Milford Rd	49%	51%
Mason Rd	44%	57%
North Mason Rd	36%	64%
Averill Rd/Cleveland Hill Rd	36%	63%
Rocky Pond Rd	49%	52%

- For the majority of respondents, it is important or somewhat important to maintain and improve pedestrian and bicycle facilities, and school pick-up and drop-off sites (see Question 8 table below). And according to Question 13, 50% of the respondents would like to see biking trails expanded.

Question 8	Important or Somewhat Important	Not Important or No Opinion
Sidewalks	76%	24%
Bus Service	54%	46%
Park 'n Ride	50%	50%
School pick-up/drop off	69%	32%
Pedestrian Trails	83%	18%
Bike Paths	81%	19%
Paved road shoulder (walk/bike)	79%	21%
Rail	46%	55%
Public Transportation Bus Service	49%	51%
Souhegan Rides	51%	50%

- Roads are rated an economic strength and transportation options are rated an economic challenge to Brookline’s Economic Development. (Question 10)
- The percentage of Yes and No responses were equal to the question of whether connectivity should be encouraged over dead end roads. (Question 21)

III. 2008 Vision Plan for Route 13 & 130

- Traffic and Safety Action Items
 - Create a short term traffic and safety committee to identify methods for improving safety for vehicles, pedestrians, and bicycles throughout town.
 - Address the feasibility of intersection improvements at South Main Street and NH 13 at the State Line Liquor Store.
 - Address the feasibility of intersection improvements at Route 130 and Cross Street.
 - Address the feasibility of adding a southbound left turn lane on NH 13 at Old Milford Road.
 - Address the feasibility of locating crosswalks on Route 13 at Lake Potanipo and CSDA.
 - Identify intersection improvements to facilitate safe access to Lake Potanipo across Route 13.
 - Implement safety improvements around RMMS to improve safety for school children. (See recommendations in the Town of Brookline Route 130 Plan)
 - Create a town wide pedestrian and bicycle map and a multi-year action plan that identifies existing connections and prioritizes future connections throughout town and specifically within the town center including the following:
 - Brookline Chapel.
 - Explore the feasibility of creating a bicycle and pedestrian trail between the town center and Birch Hill, and possibly a separate trail along Route 13.
 - Explore the feasibility of creating a connection behind the old portion of Austin Road and Old Milford Road to create a trail access to the town center and elementary school.
 - Connecting neighborhoods to each other and to town amenities.
 - Explore the feasibility of creating a bicycle and pedestrian trail between CSDA and nearby neighborhoods.

IV. 2008 Brookline Route 13 & 130 Transportation Survey

- 83 respondents completed this survey.
- The top rated overall priority was improvements to the school zone, pedestrian amenities, and access to Lake Potanipo.
 - Removing the passing zone at RMMS
 - Upgrading crosswalks with crossing signals, raised pavement, bright pavement markings, & crosswalk signs
 - Adding a crosswalk from Meetinghouse Hill Rd. to Mason Rd. for pedestrian access to Lake Potanipo
 - A few suggestions were made to locate a pedestrian bridge over Rt. 13 to provide a safe means of crossing from Meetinghouse Hill Road to Lake Potanipo
- The top intersections that respondents identified as poorly configured or in need of improvements were
 - Rt. 13 at South Main Street and the State Line Liquor Store
 - Rt. 130 and Cross Street and
 - Rt. 13 and Old Milford Road.
 - This was followed by the Rt. 13 and Meetinghouse Hill Road intersection.
 - The data indicates that the Meetinghouse Hill Road intersection may be a greater concern for safe pedestrian access rather than vehicular access.
- Primary speeding concerns are at Rt. 130 at RMMS, followed by a concern about speeding on Rt. 13 at Meetinghouse Hill Road.

V. 2008 Brookline Transportation Study Circle

- Eliminate/reduce the line of traffic in front of RMMS
- Improve Route 130/Cross St. intersection
- Add crosswalks on Route 13 at the town beach and CSDA
- Add a southbound left turning lane on Route 13 at Old Milford Road
- Provide substantial paved shoulders on all roads, where practical
- Develop a comprehensive plan for bike paths that connect neighborhoods
- Work with utility co. to install more efficient street lights and add shields
- Pursue moving Route 130 onto Cross St. and directly to Route 13

Available Data**GIS Data:**

- Road network
 - Federal functional class
 - State legislative classification
 - Pavement type
 - Pavement width
- Bridges
 - National Bridge Inventory condition rating
 - Year built/reconstructed
 - Red list status
 - Ownership
- Sidewalks and trails
- Traffic volumes

- Historical growth/trends

Census Data:

- Commuting patterns
- Modes of transportation
- Travel Times

Other Data:

- Road Surface Management System pavement condition

1997 Outline:

Existing Highway Network

- Highway Classification
- Funding Classification
- Traffic Volumes
- Roadway Conditions
- Bridges
- Commuting Travel Patterns of Brookline Residents
- Historical Residential Traffic Growth
- Future Traffic Growth
- Alternative Transportation

Key Transportation Issues

- Developing Alternative Road Corridors
- Development Impacts On Highways
- Scenic Road Designation
- Development Policy for Class VI Roads
- Cul-De-Sacs and Turnarounds
- Development Control on NH 13
- Alternative Travel Modes

2011 Proposed Outline

A. Introduction

The purpose of the Transportation Chapter is to develop strategies for an efficient and safe transportation system that will preserve the community's character and accommodate orderly growth.

B. Public Input

- 2008 Brookline Route 13 & 130 Transportation Survey
- 2008 Brookline Transportation Study Circle

C. Existing Transportation Network

- Historic Context
- Roadway Classification
- Existing Streets and Highways
- Highway Capacity Analysis (level of service)

- D. Future Traffic Projections
- E. Alternative Transportation
 - Public Transportation
 - Bicycle and Pedestrian Facilities
- F. Transportation Techniques
 - Traffic Calming
 - Access Management
 - Scenic Roads
- G. State and Regional Transportation Issues
- H. Conclusions and Recommendations
 - a. Local Street and Highway Improvements
 - b. State and Regional Highway Improvements