
CHESTNUT HILL AVENUE RENOVATION PROJECT



"An important Brookline street with a neighborly feel..."

Brookline.News Article – April 7, 2025

Today's issue of our local eNewspaper, [Brookline.News](#), contains an article by Sam Mintz, the editor, about the Chestnut Hill Avenue project.

The article claims that there were "several community meetings". To our knowledge, there was only the one meeting on March 5, 2025, as part of the Bicycle Advisory Committee meeting. Further, Town Meeting Members in Precinct 13 and 14 were supposed to have been informed about the meeting prior to the meeting - they never were. This is misinformation.

The article quotes that there is common speeding along the road; no data are provided. Furthermore, Brookline, as a Town, has a speeding problem on all of its streets.

The article states that the next version of the proposed plan will place parking spaces in selected areas between the bike lanes and the road. It leaves out the obvious, that vehicles, including tractor trailers and first responder vehicles, will have to weave back and forth as the center line of the street switches back and forth in the affected area. And, if bollards were to be installed, where would all the traffic move to if first responders had to traverse the street?

The article claims that the renovation of Chestnut Hill Avenue is somehow related to improving bike access from South Brookline to Brookline High School. It is completely unrelated to that part of the planned network. This is misleading.

The quote from a street resident (the Saner family who live very close to the Cleveland Circle end of the street) applauds the upcoming changes and safety improvements. Note that the Saner family has a large driveway in which the cars can turnaround to leave the driveway with a car front-facing. The more densely populated residential area at the southern end of the street that will be significantly impacted if the current street plan is adopted was not represented in the article. At the one "public hearing", Mrs Saner only wanted to be sure that the guardrail that was specially installed at the curb outside her home would not be touched as a result of the renovation.

Sam Downes, the Town Engineer, is quoted as saying that the roadway has a "high injury network" status and states that he will produce proof in the coming months. You can look at the data set created for the Town in August 24 [at this link](#) by Toole and Associates. You will see that Chestnut Hill Ave is at the lowest end of the range in the graphs for vehicle, pedestrian, and bike risk.

He is further quoted (in the section about the roadway outside Warren Field used by Brookline Youth Baseball) that, "having to worry about our safety should not be something that we have to actively be considering when we're just trying to cross the road to get to the park." This is false as there are already TWO pedestrian-activated crosswalks with blinking light installations at both crossing areas on Chestnut Hill Ave across from the park.

The article could also have mentioned that a parallel street, Eliot St, which also serves the Hayes K-8 elementary school, would be a perfect alternative for upgrading bike lanes on Chestnut Hill Ave. Specifically, such a plan would also augment the Safe Routes to School goal. This would also protect bikers from the traffic density and higher speeds that the article claims make biking on Chestnut Hill Avenue unsafe today.

LETTERS TO THE EDITOR

You have the option of writing a Letter to the Editor on the Brookline.News website. Please consider doing so very soon so that our voices are heard loud and clear.

Thanks,

Jesse and Brenda

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