

Chestnut Hill Avenue PMPP Project Advancement

Presented by the Department of Public Works
June 2026



DEPARTMENT OF PUBLIC WORKS
BROOKLINE, MA



Existing Conditions

Segment	Driver AADT (2024)	Bike AADT (2022)	Walk AADT (2022)
Cleveland Circle → Clinton Rd	18,163	489	4,803
Clinton Rd → Dean Rd	16,302	100	577
Dean Rd → Buckminster Rd	20,751	150	379
Buckminster Rd → Route 9	21,186	100	331

Source: Streetlight

AADT = Average Annual Daily Traffic

Average Pavement Width	40 feet
Min Pavement Width*	38 feet
Average Lane Width	16 feet

*Near Reservoir station

Existing Conditions

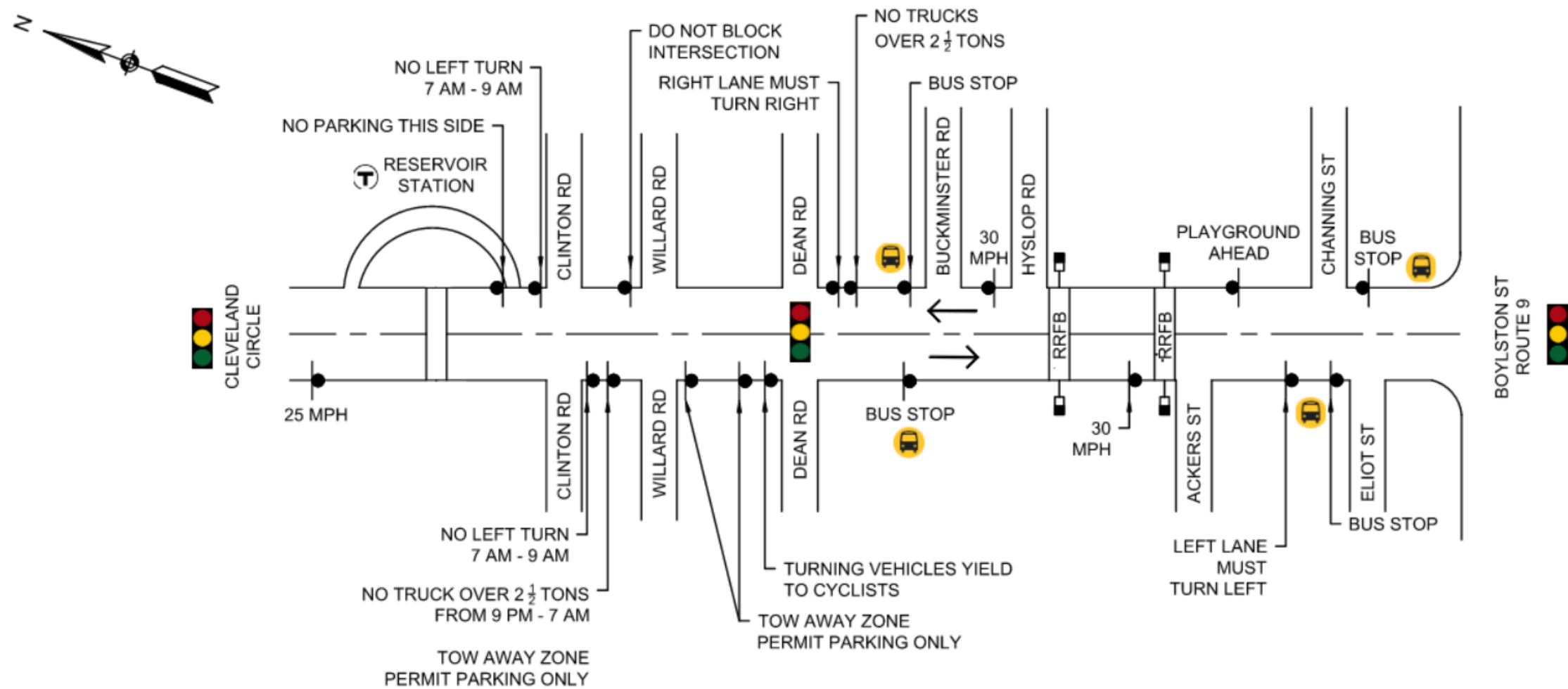


Between Willard Rd and Dean Rd



Ackers Ave

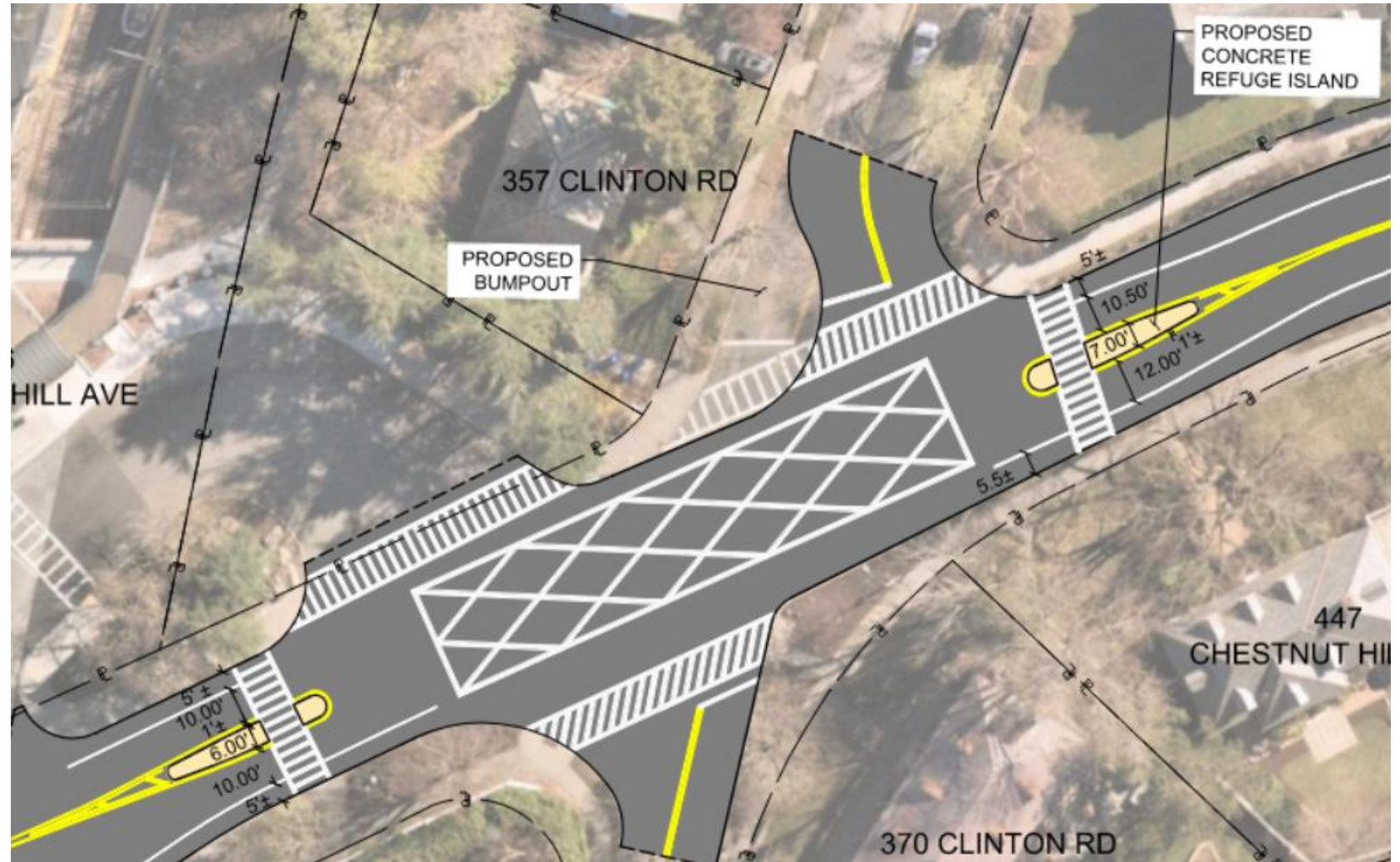
Existing Signage & Signal Plan



Sidewalk Improvements

Proposed Pedestrian
Refuge Islands and Rapid
Rectangular Flashing
Beacons for the Existing
Reservoir Station Crosswalk

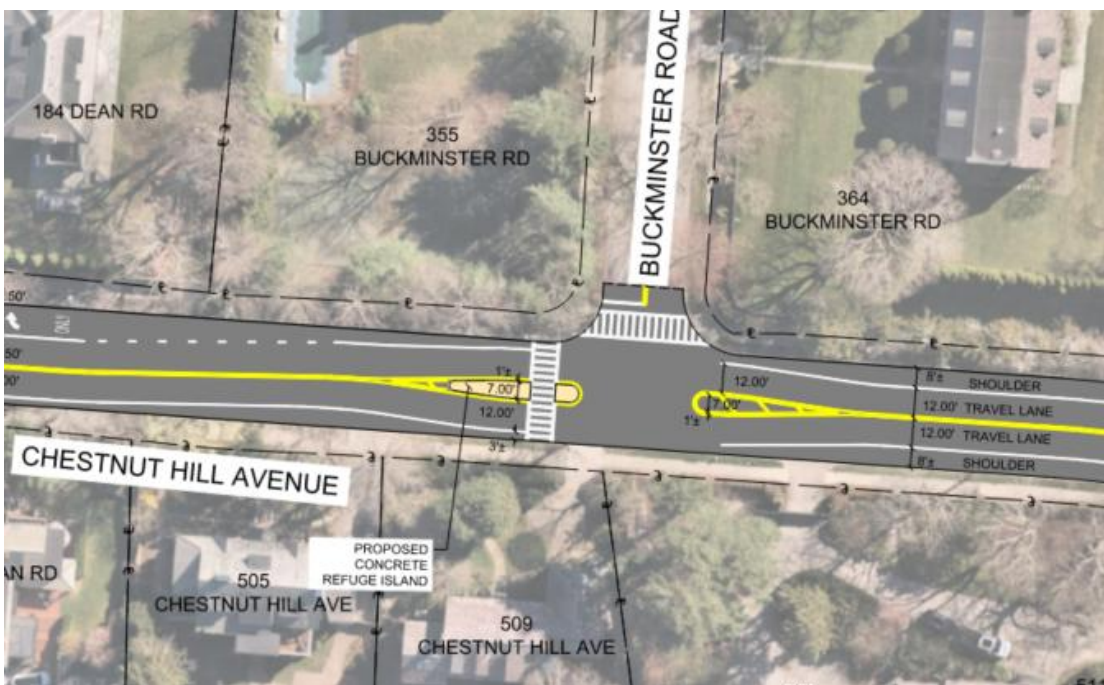
New Crosswalk at Clinton
Road with Pedestrian
Refuge Islands, Bump-out,
and Rapid Rectangular
Flashing Beacons



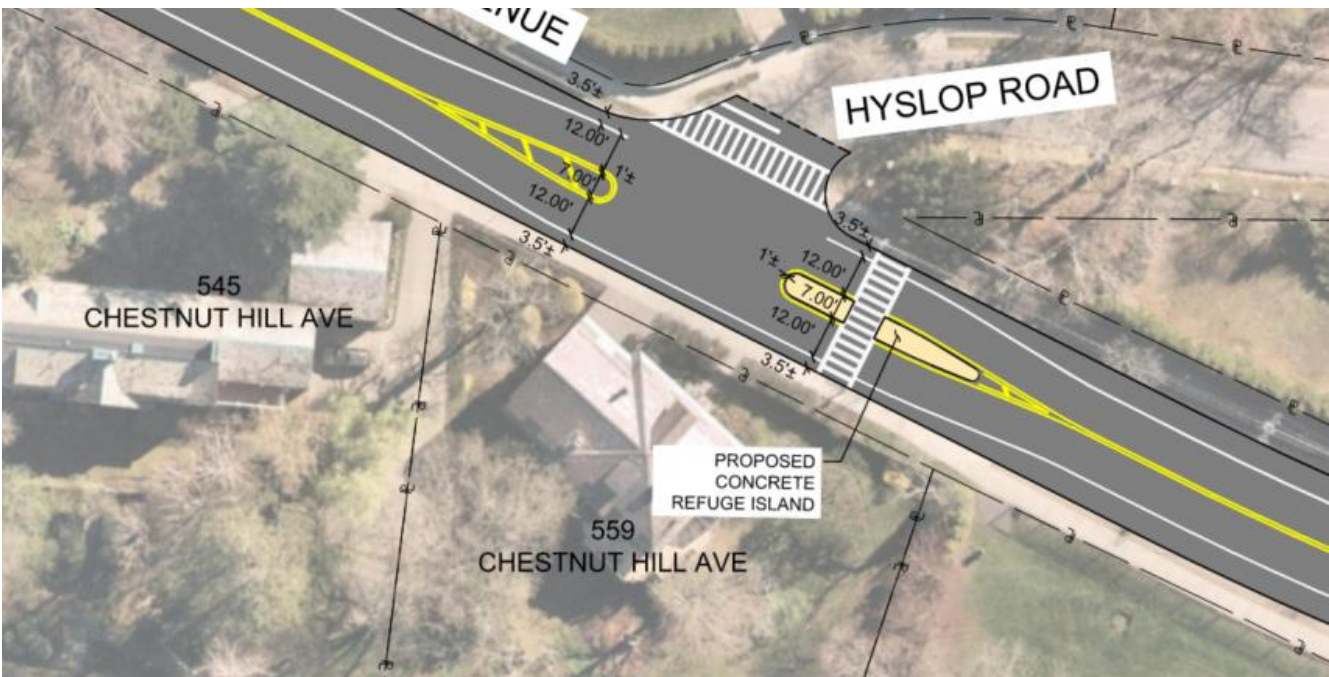
Reservoir Station/Clinton Rd

Sidewalk Improvements

Proposed New Crosswalk with Pedestrian
Refuge Islands and Rapid Rectangular
Flashing Beacons



Buckminster Rd

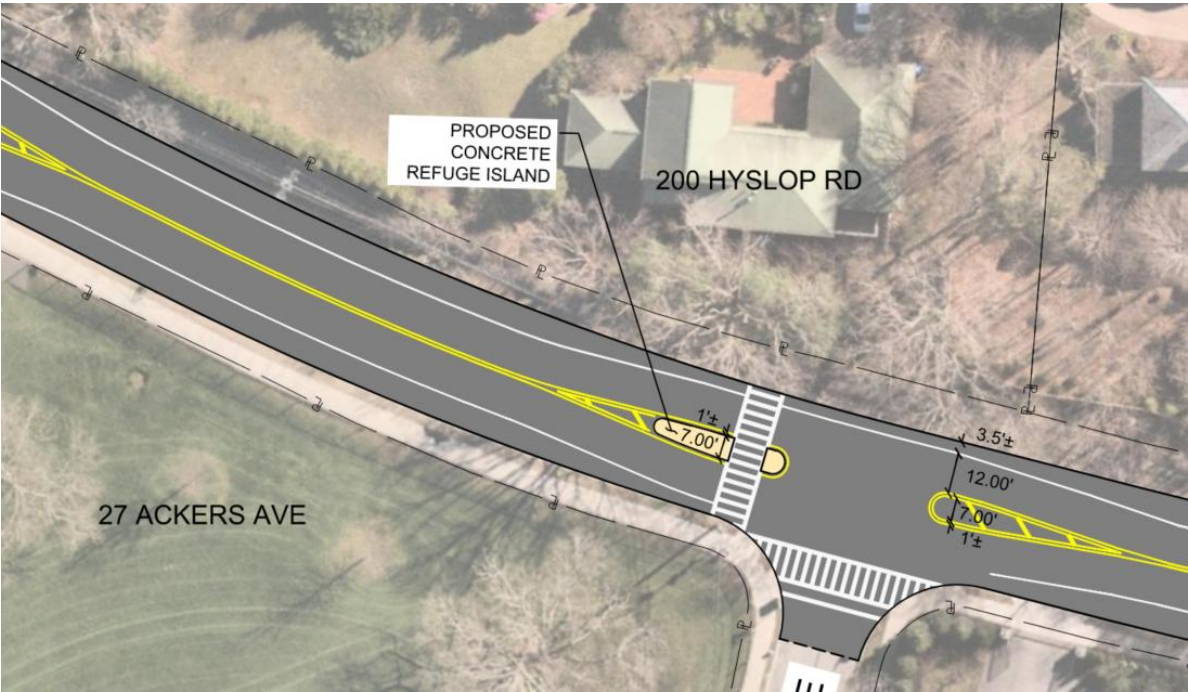


Hyslop Rd

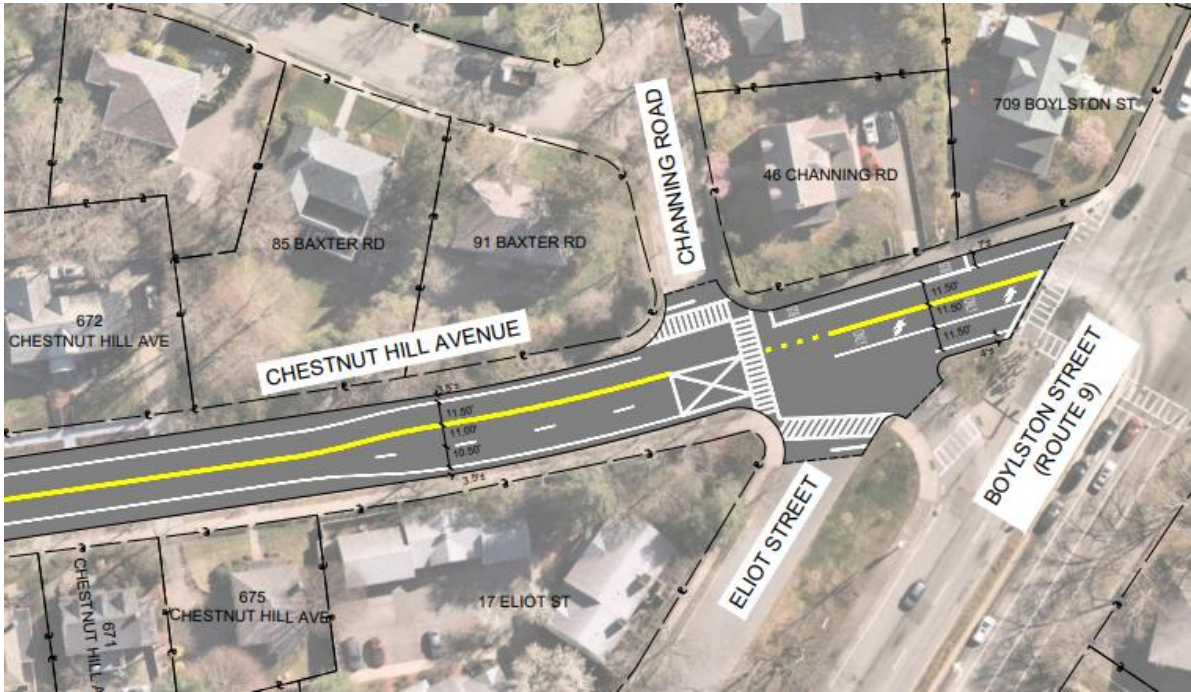
*Images taken April 2025

Sidewalk Improvements

Proposed Pedestrian Refuge Islands at Existing Crosswalks with Rapid Rectangular Flashing Beacons



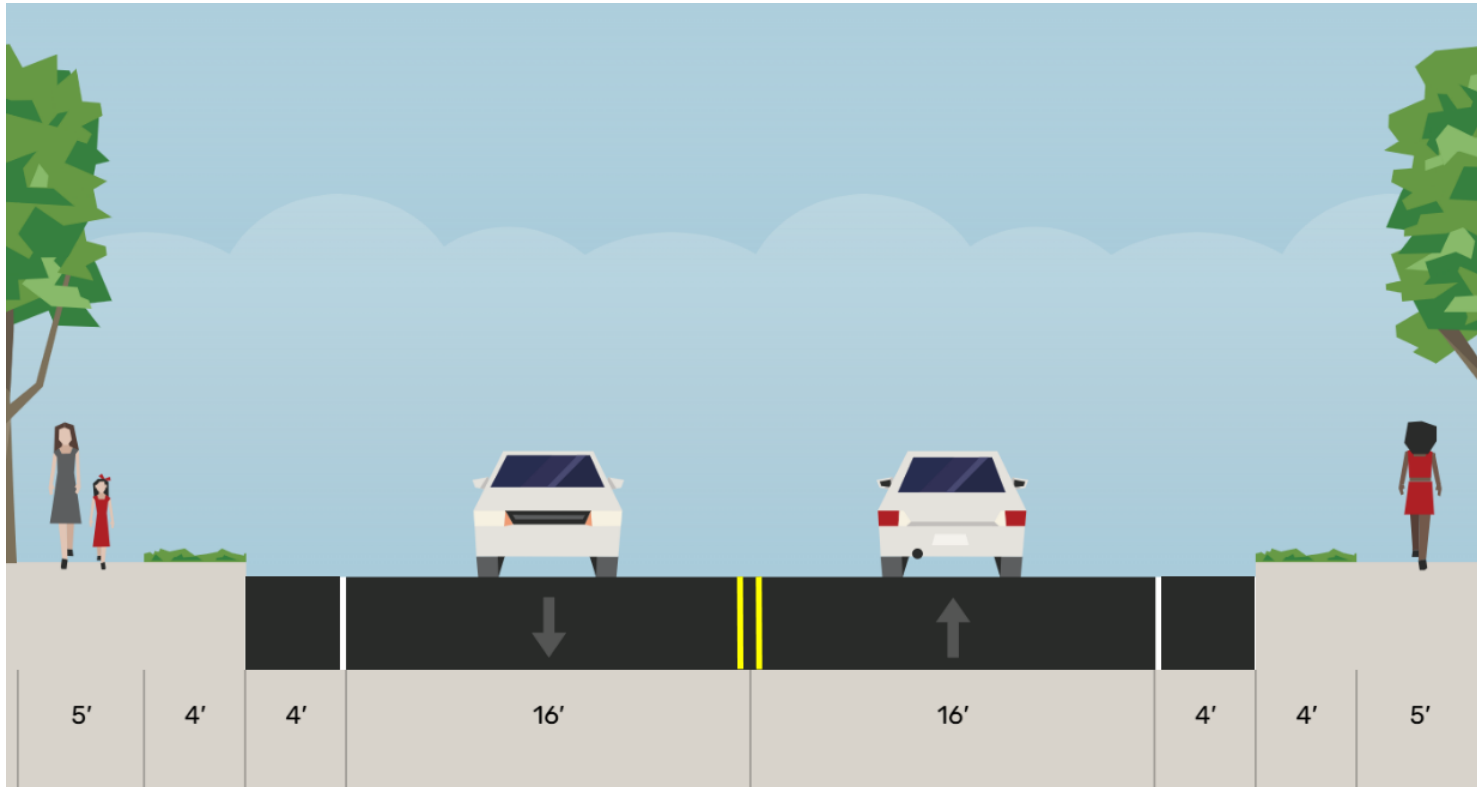
Ackers Ave



Eliot St/Channing Road

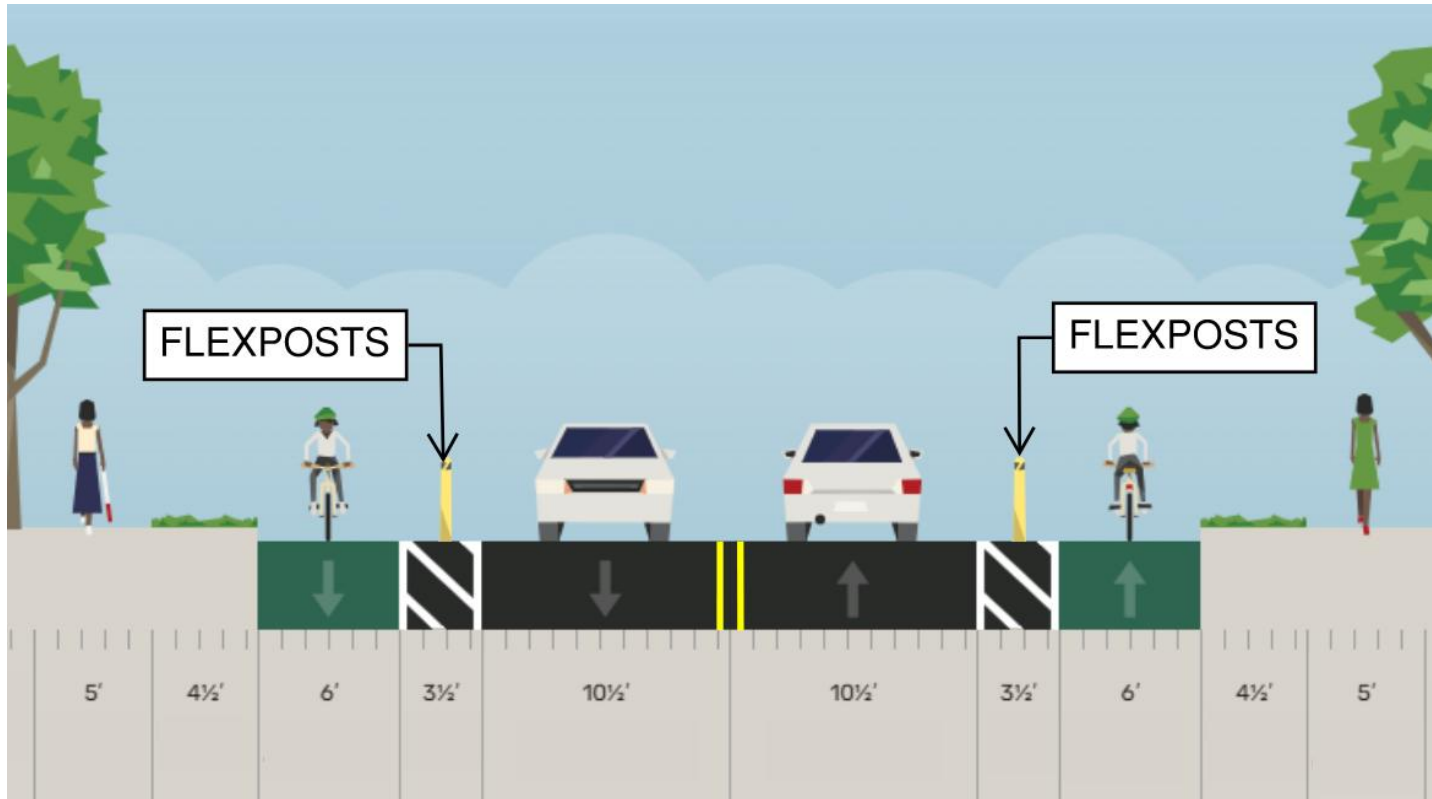


Cross section: Existing Conditions



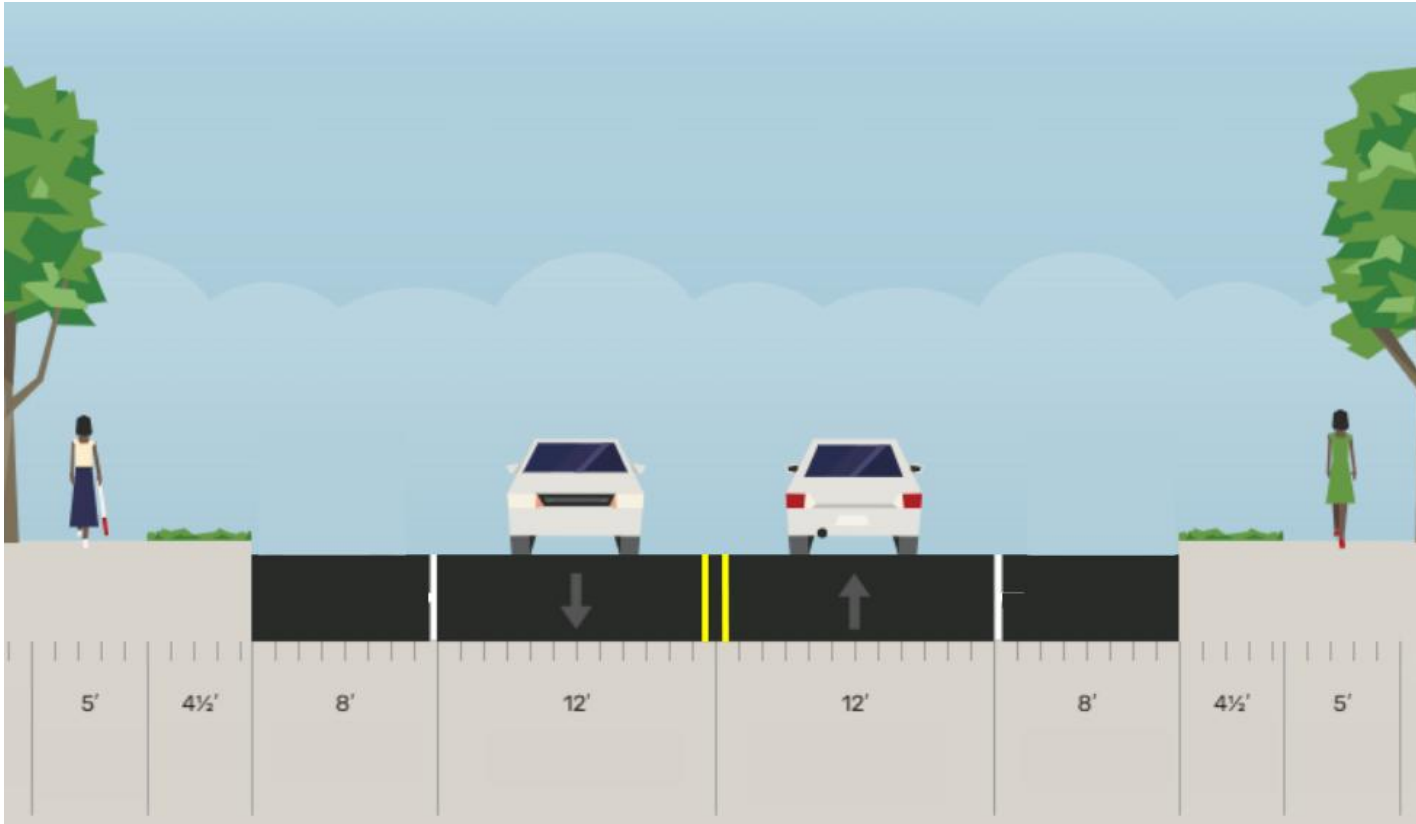
- Average pavement width = 40 feet
- Min pavement width = 38 feet (near Reservoir Station)

Cross section: Concept A



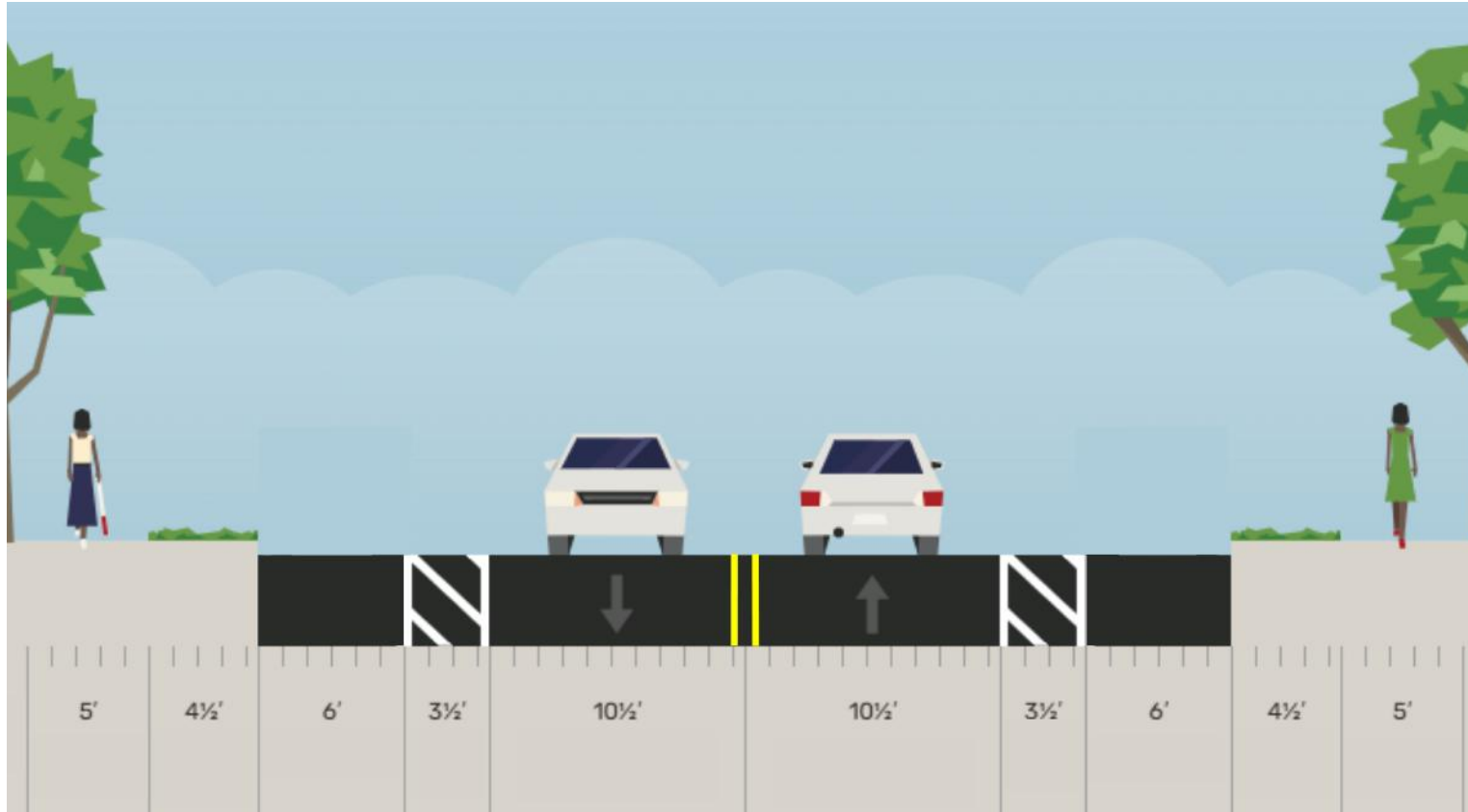
- Buffered Bike Lane
- Flexposts
- Narrower Travel Lanes
- No Parking

Cross section: Concept B



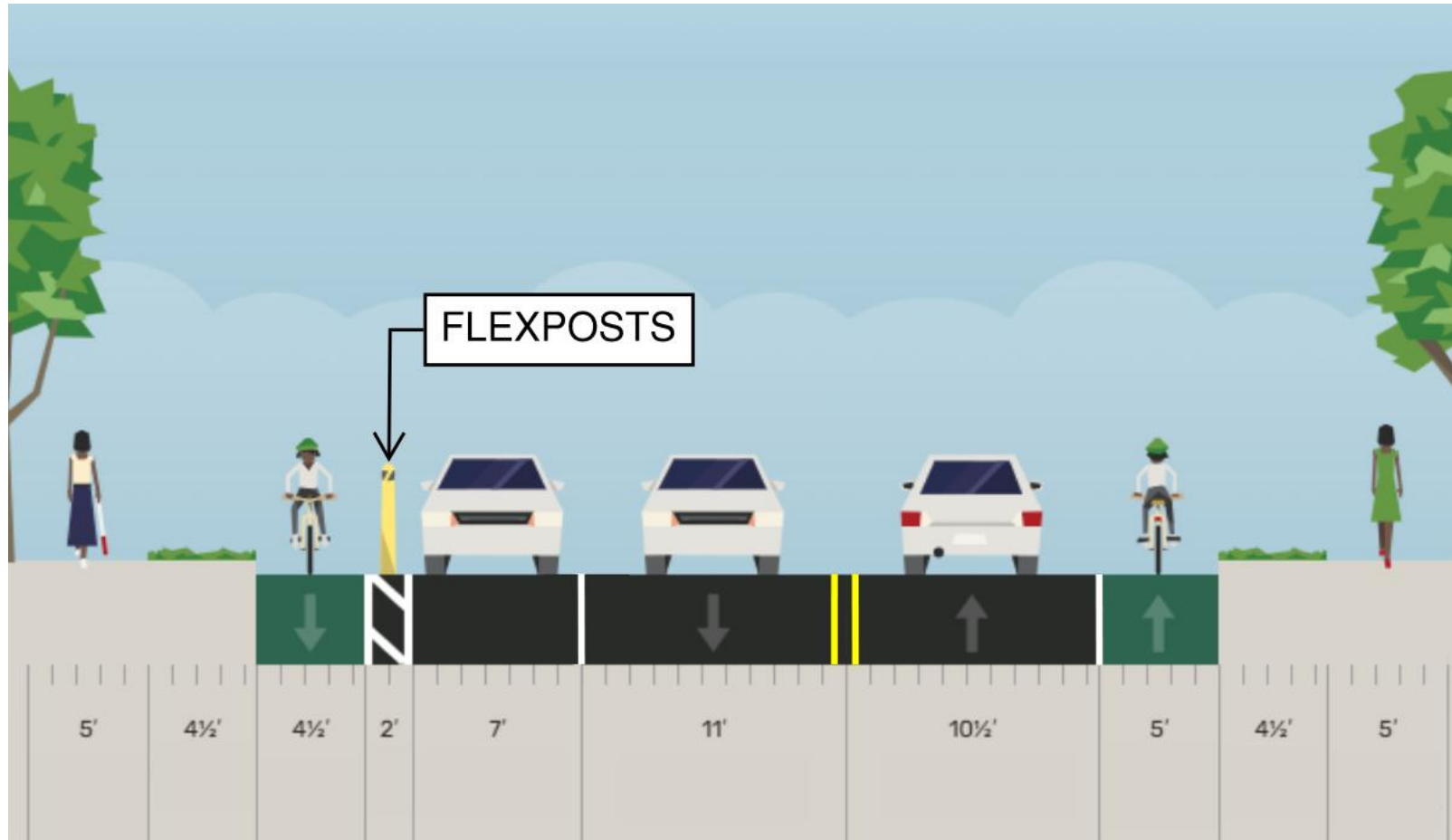
- Wider Shoulder
- Shared Bike Lane/Intermittent Parking

Cross section: Concept C



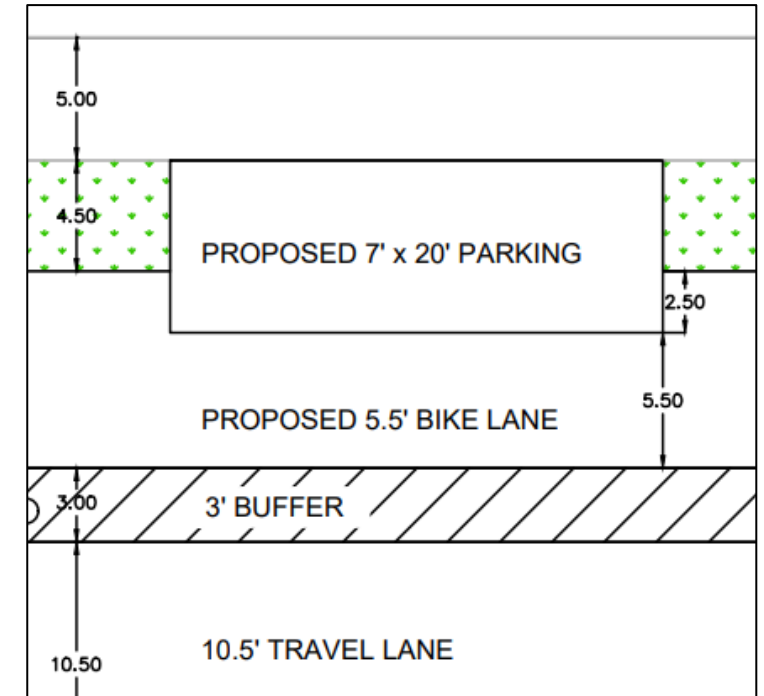
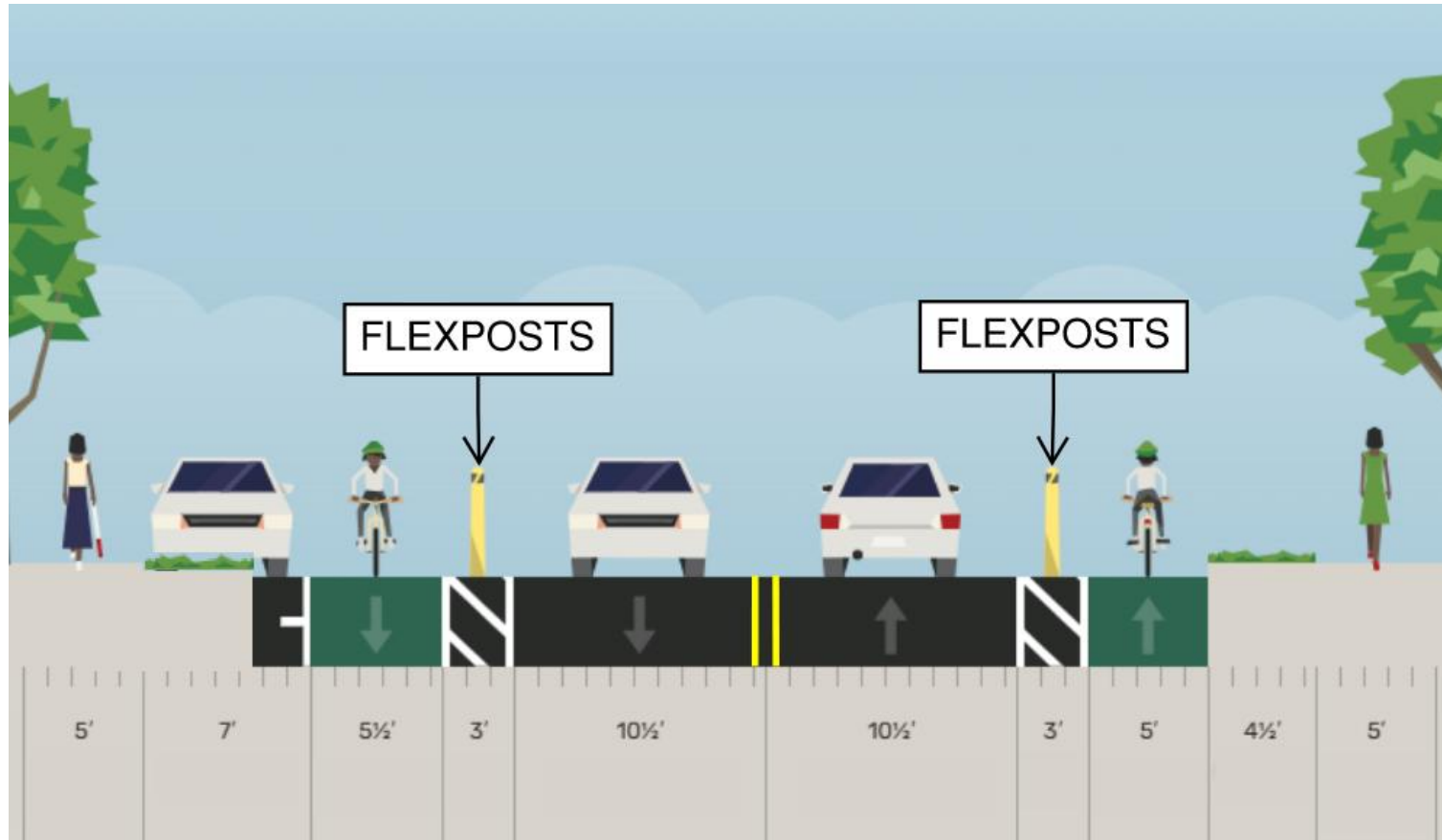
- 3.5 ft Buffer
- Narrower Travel Lanes
- Shared Bike Lane/Intermittent Parking

Cross section: Concept D

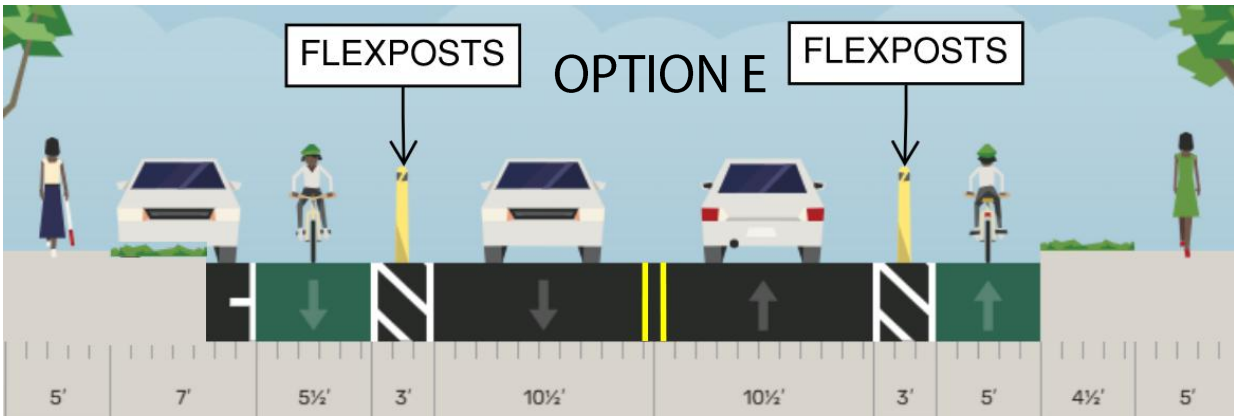
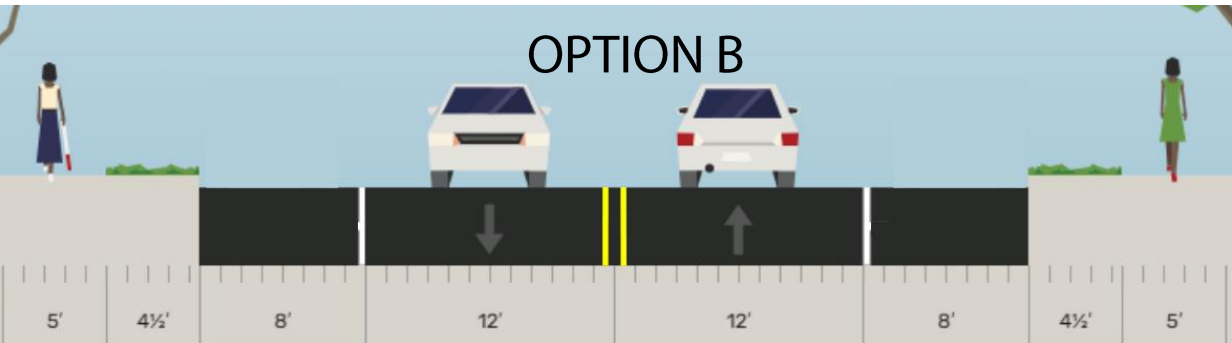
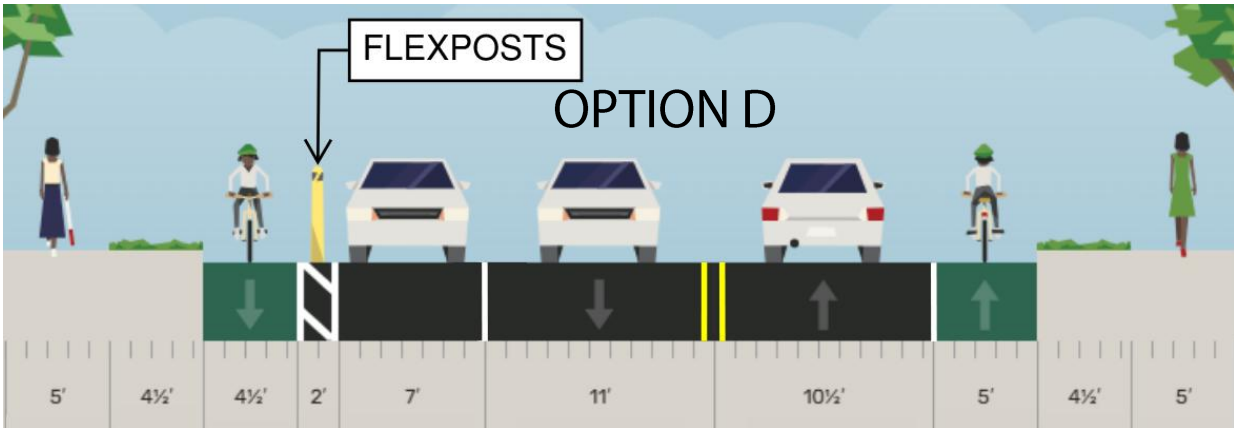
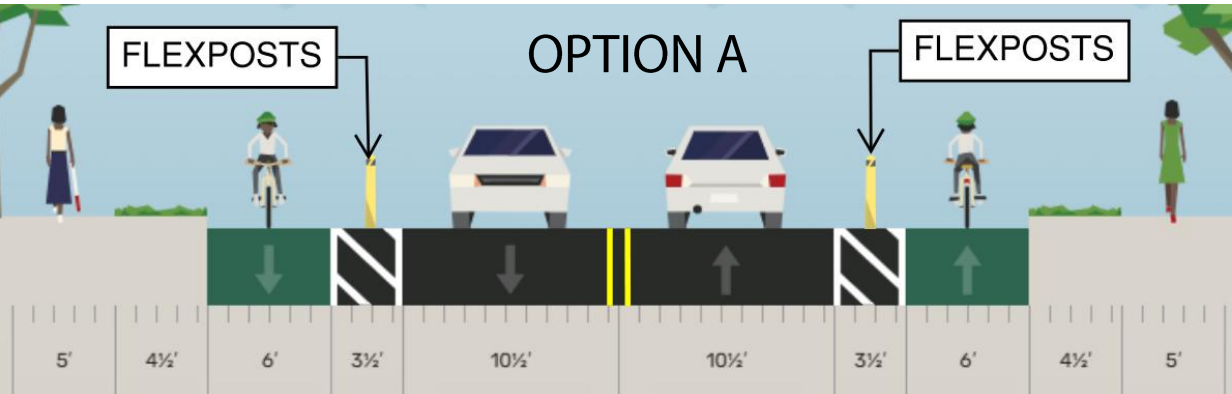
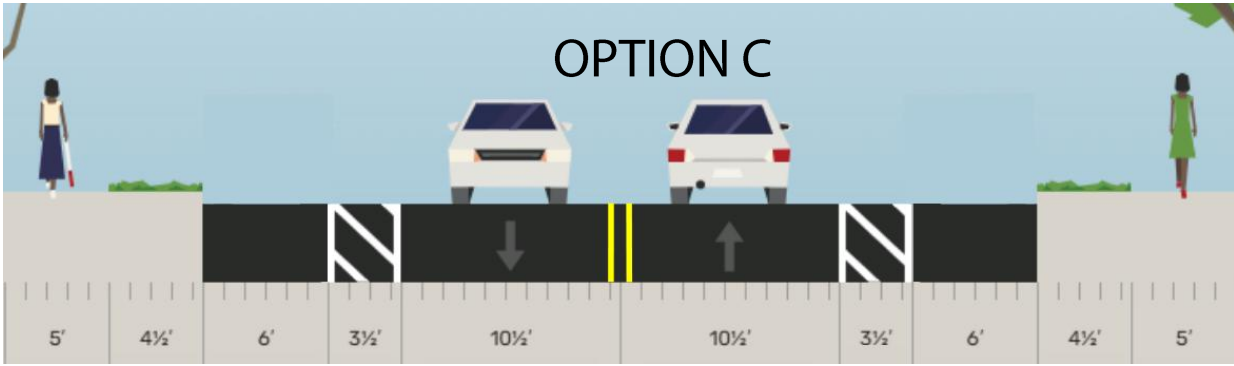
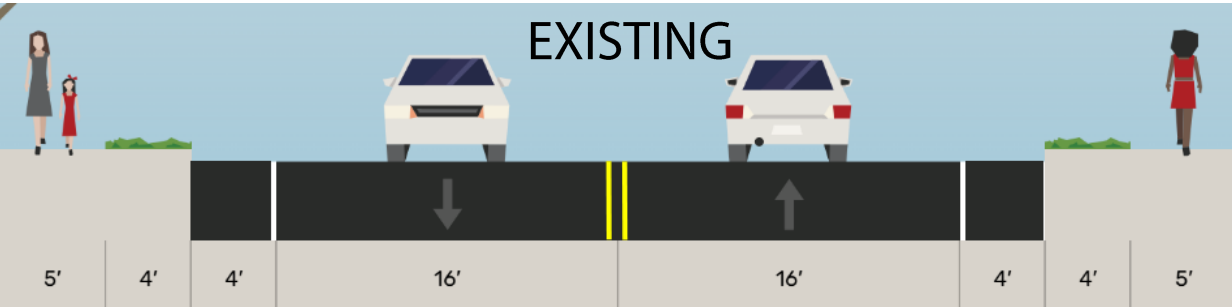


- Parking Lane (One side)
- Parking Protected Bike Lane (One side)
- Bike Lane (One side)

Cross section: Concept E



- Parking
- Buffered Bike Lane
- Flexposts
- Narrower Travel Lanes



Chestnut Hill Avenue Protected Cycle Track

Parking Considerations

West Side:

- Potential for approximately 105 parking spaces
- 5 fire hydrants
- Same side as ball fields, which have high parking demand

East Side:

- Potential for approximately 117 parking spaces
- 1 fire hydrant



Chestnut Hill Avenue Protected Cycle Track

Cycle Track Considerations

Same side as parking:

- More protection for bicyclists
- People must cross cycle track to enter/exit parked vehicles
- Opposite sidewalk is directly adjacent to moving traffic
- Parking lane replaced by “floating island” bus platform

Opposite side as parking:

- More protection for pedestrians on both sides of the roads
- Less protection for bicyclists
- Bike buffer directly adjacent to moving traffic makes more flexpost damage likely, recommend concrete curb protection
- Conflict between bus riders and cycle track

West Side:

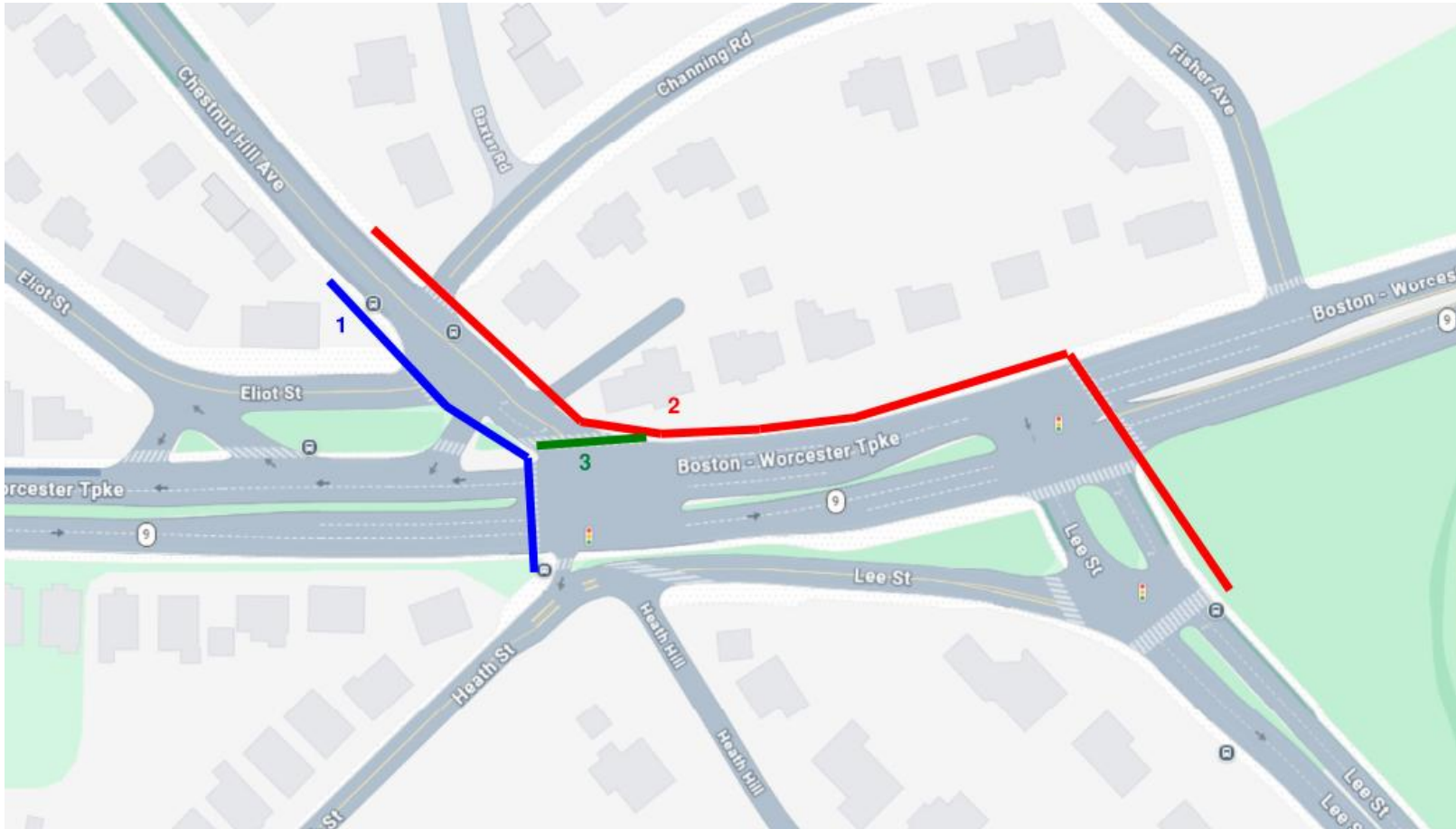
- Allows access to Roland Hayes Middle School and ball fields
- More driveway crossings
 - 24 residential driveway crossings
- Fewer intersection crossings (5)
- Shorter crossing at Route 9; easier access to Heath Street, less direct access to Lee Street

East Side:

- Allows access to Runkle Elementary School and Pierce Middle School
- Fewer driveway crossings
 - 17 residential driveway crossings
 - Reservoir Station crossing
- Provides direct access to Reservoir MBTA Station
- More intersection crossings (6)
- Longer crossing at Route 9; easier access to Lee Street, less direct access to Heath Street

Chestnut Hill Avenue Protected Cycle Track

Cycle Track Considerations – Existing Route 9 Crossing Options



Route 1 (West Side)

- Shorter crossing distance
- Direct crossing to Heath Street
- Access to the 60 bus

Route 2 (East Side)

- Longer crossing distance
- Direct crossing to Lee Street

Route 3 (East/West Sides)

- Two-stage crossing to access Heath Street from East Side or Lee Street from West Side

Considerations

Parking:

- Potential for ~117 parking spaces
- 1 fire hydrant
- Parking opposite ball field

Cycle Track:

- More protection for bicyclists
- People must cross cycle track to enter/exit parked vehicles
- Opposite sidewalk is directly adjacent to moving traffic

East Side Parking
East Side Cycle Track



West Side Cycle Track

East Side Parking

Considerations

Parking:

- Potential for ~117 parking spaces
- 1 fire hydrant
- Parking opposite ball field

Cycle Track:

- More protection for pedestrians on both sides of the roads
- Less protection for bicyclists
- Bike buffer directly adjacent to moving traffic makes more flexpost damage likely





The diagram illustrates a cross-section of a street layout. From left to right, it includes: a blue building with a porch; a 5-foot sidewalk with a pedestrian; a 4-foot green-paved area with a downward arrow; a 4-foot green-paved area with an upward arrow; a 3-foot white-paved area with a diagonal line; a 7-foot black-paved area with a white T-bar symbol; a 10-foot black-paved area with a downward arrow; a 10-foot black-paved area with an upward arrow; and a 5-foot sidewalk with a pedestrian. On the far right is a yellow building with a porch. The background features a blue sky with clouds.

West Side Parking West Side Cycle Track

Considerations

Parking:

- Potential for ~105 parking spaces
- 5 fire hydrants
- Parking on side of ball field

Cycle Track:

- More protection for bicyclists
- People must cross cycle track to enter/exit parked vehicles
- Opposite sidewalk is directly adjacent to moving traffic

West Side Parking

East Side Cycle Track

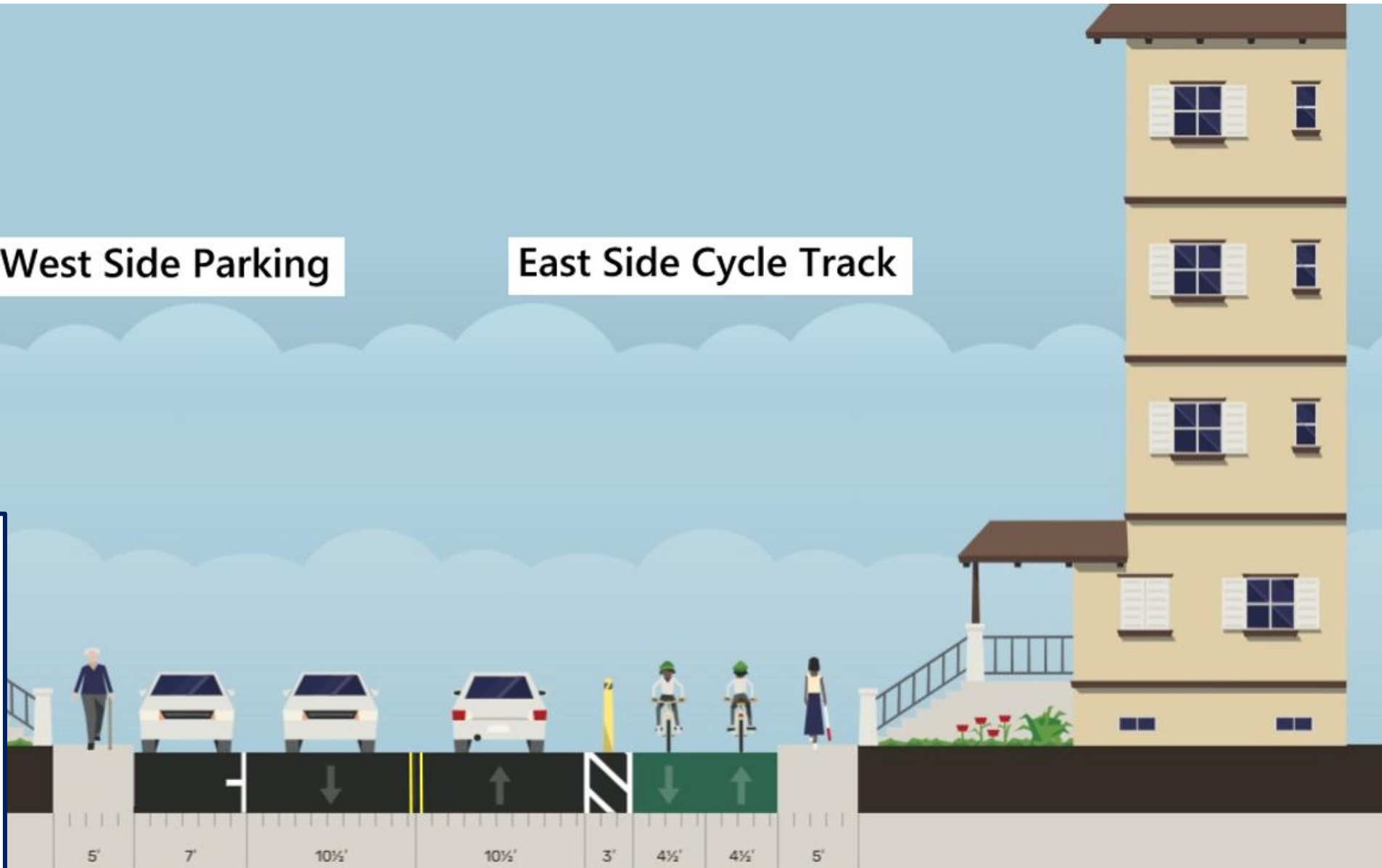
Considerations

Parking:

- Potential for ~105 parking spaces
- 5 fire hydrants
- Parking on side of ball field

Cycle Track:

- More protection for pedestrians on both sides of the roads
- Less protection for bicyclists
- Bike buffer directly adjacent to moving traffic makes more flexpost damage likely



Discussion

More Information at the Project Website:

- BrooklineMA.gov/3906/Chestnut-Hill-Avenue-Improvements

Additional comments can be sent to:

- Transportation@BrooklineMA.gov



Department of Public Works, Brookline, MA