

# Chestnut Hill Avenue

## Responses to Transportation Board Feedback

Brookline Transportation Board Meeting

September 16, 2026

# What We Heard

## Provide Safe, Continuous Bicycle Accommodations

- Preference for protected facilities
- Concern regarding unprotected northbound bicycle lane in Option B

## Retain Practical Curb Access

- Maintain parking where feasible
- Consider different configurations north and south of Ackers Avenue
- Provide accessible parking spaces
- Consider loading opportunities

## Improve Pedestrian Access

- Add pedestrian crossings south of Ackers Avenue
- Reevaluate the Reservoir Station crossing

## Address Traffic and Transit Operations

- Review queue storage approaching Route 9
- Consider bus stop locations and consolidation
- Coordinate design at the Boston City Line and Route 9
- Evaluate impacts of removing Dean Road right-turn lane further (A & B)

*Option C identified for further refinement based on feedback received*

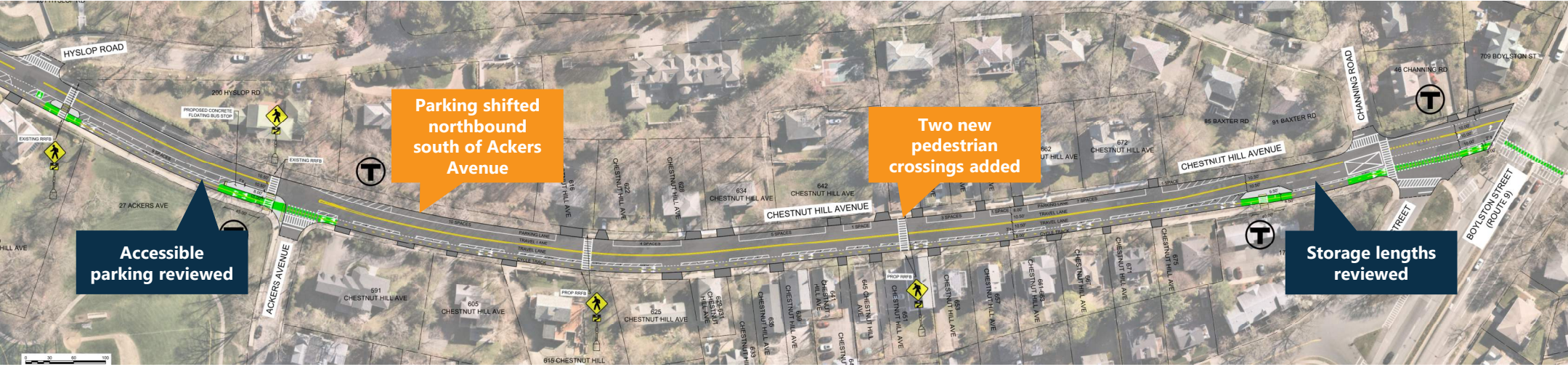
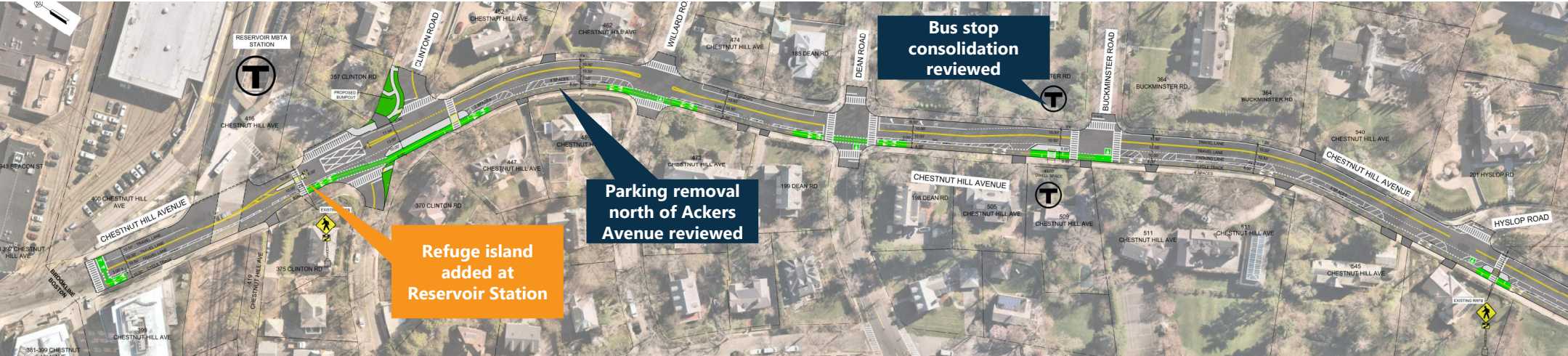
# Option C: Concept Refinements

| Bicycle Accommodations                                                                             | Curb Access                                                                                                                                                                                                                     | Pedestrian Access                                                                                                                                                         | Traffic and Transit Operations                                                                                                                                                                             |
|----------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"><li>Identified potential physical separator treatments</li></ul> | <ul style="list-style-type: none"><li>Relocated parking to the northbound side south of Ackers Avenue</li><li>Increased parking south of Ackers Avenue</li><li>Evaluated accessible parking and loading opportunities</li></ul> | <ul style="list-style-type: none"><li>Added two mid-block crossings south of Ackers Avenue</li><li>Incorporated a pedestrian refuge island at Reservoir Station</li></ul> | <ul style="list-style-type: none"><li>Reviewed two-lane approach to Route 9</li><li>Incorporated two northbound travel lanes at Boston city line</li><li>Reviewed bus stop locations and spacing</li></ul> |

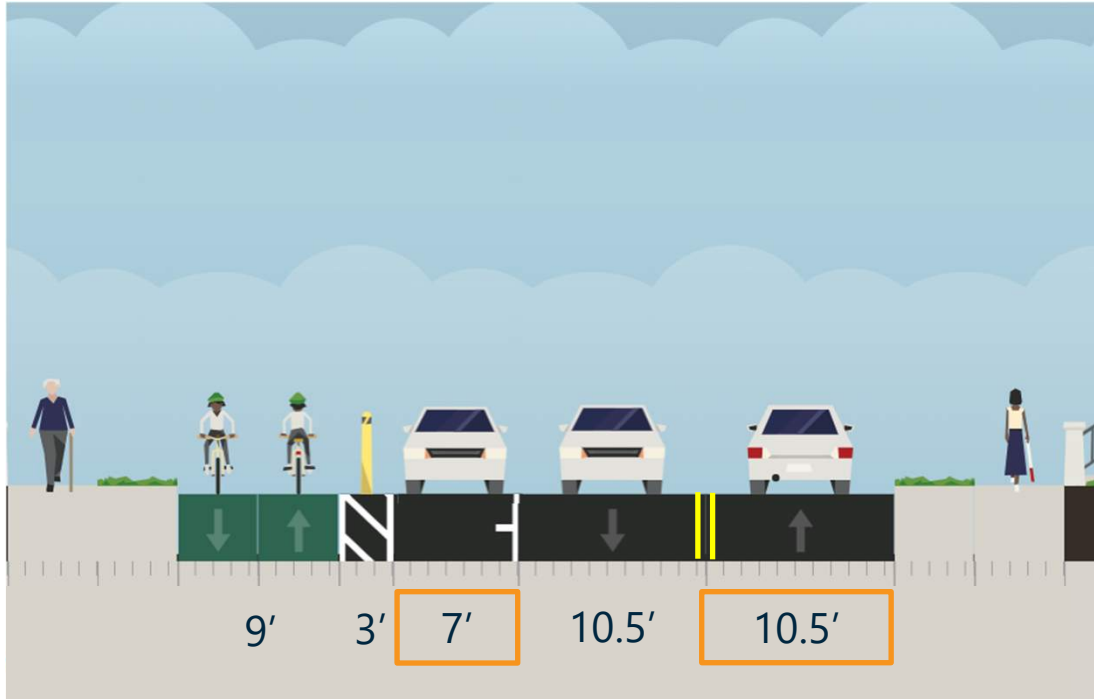
*The following slides show how these comments were evaluated and incorporated into the updated concept*

# Updated Option C Overview

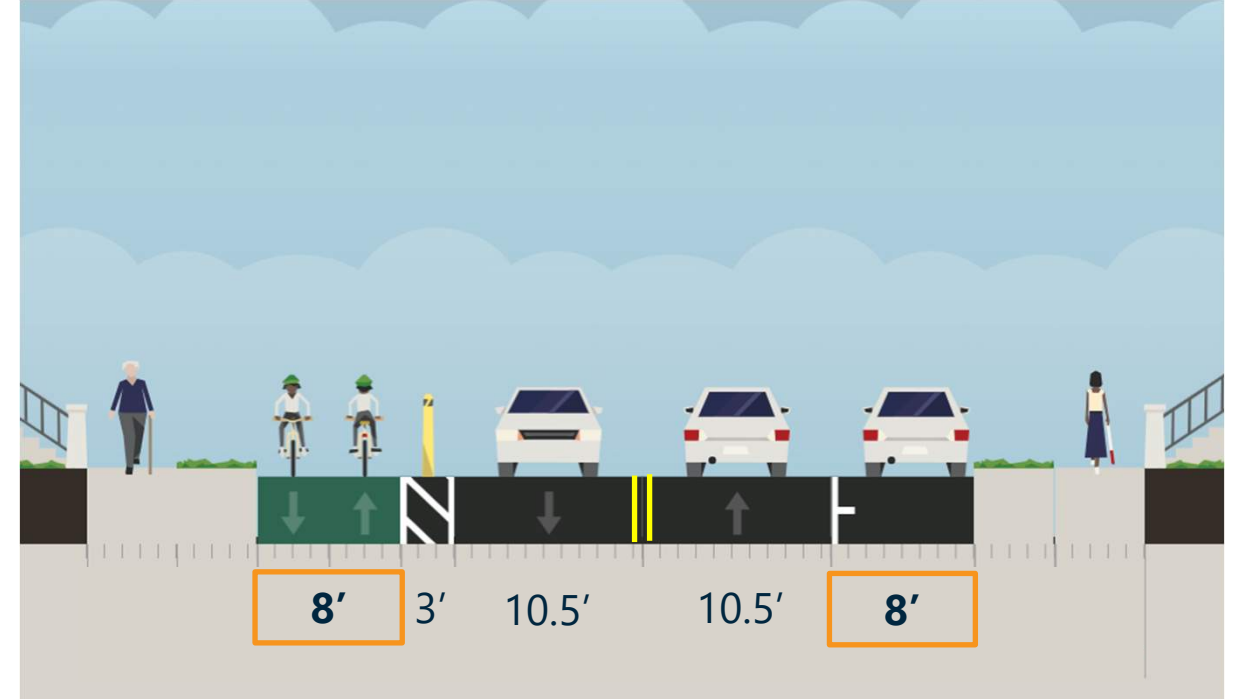
Two-Way Protected Cycle Track



# Cross-Section – South of Ackers Avenue



**Before**

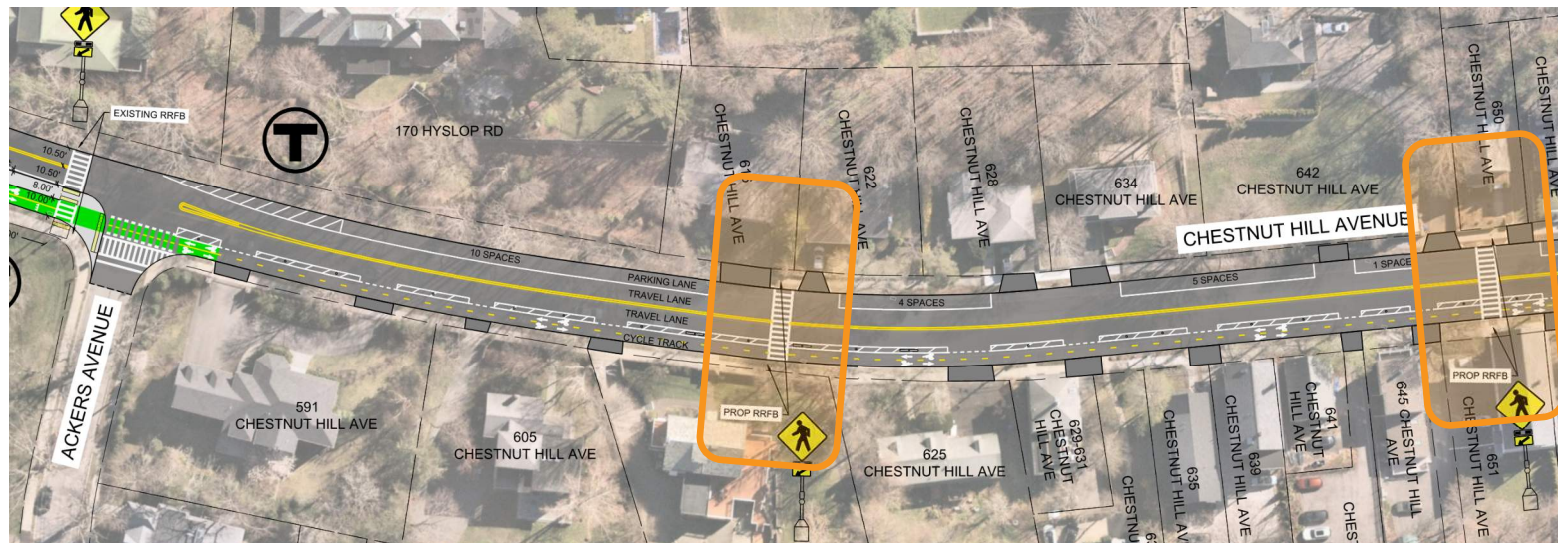
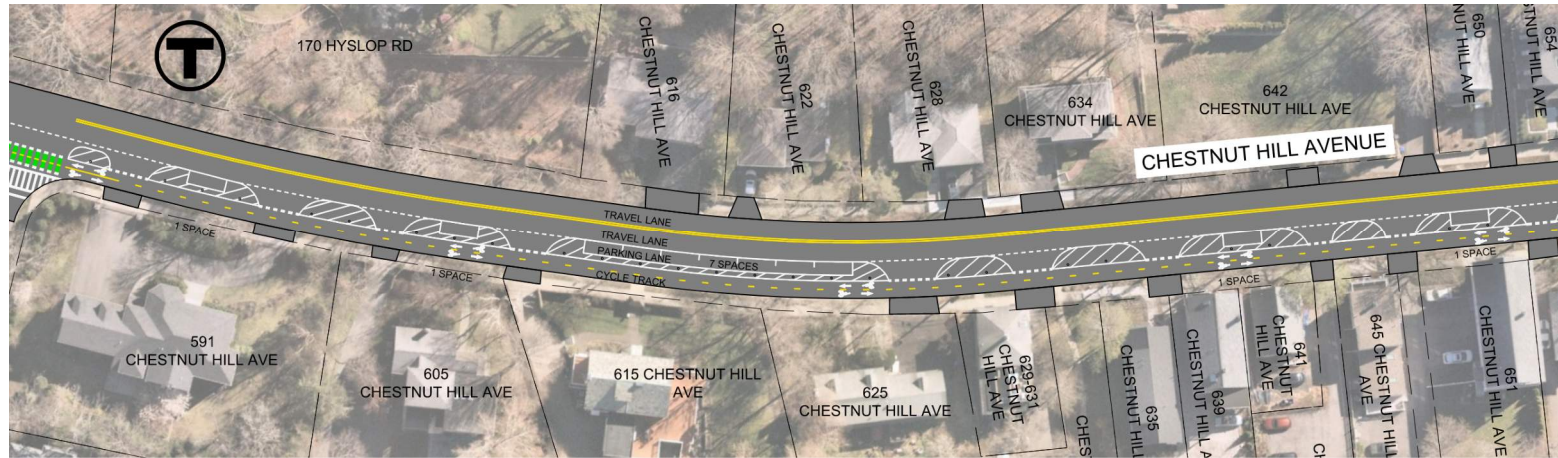


**After**

- Parking relocated from southbound to northbound side
- Parking lane increased from 7 feet to 8 feet
- Cycle track reduced from 9 feet to 8 feet

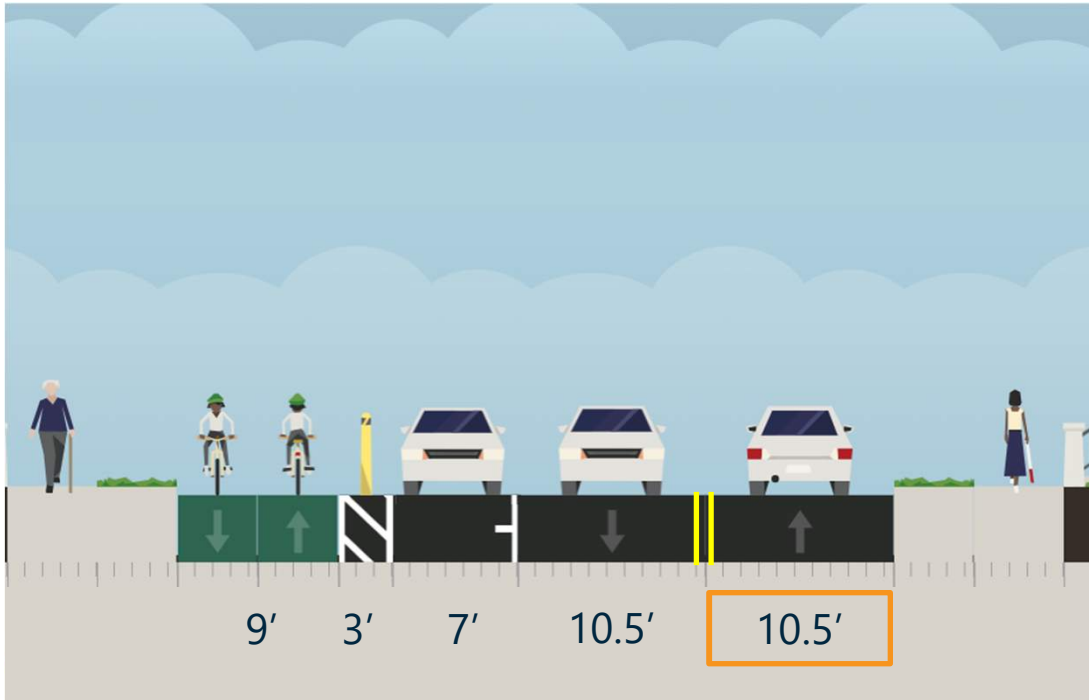
# Parking and Pedestrian Access South of Ackers Avenue

*Can also be applied to Options A and B*

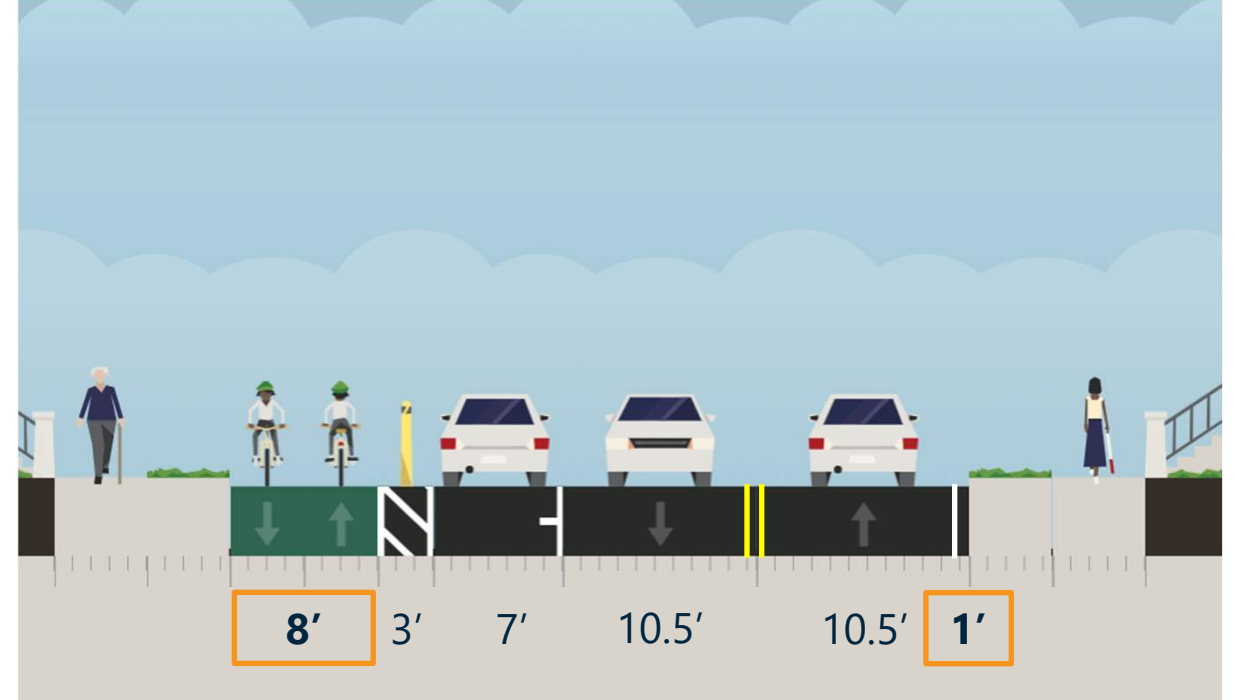


- Parking increases from 15 to 32 spaces south of Ackers Avenue
- Two additional pedestrian crossings shown conceptually
- Crossing locations and treatments to be refined
- Updated corridor-wide parking total for Option C: **65 spaces**

# Cross-Section – North of Ackers Avenue



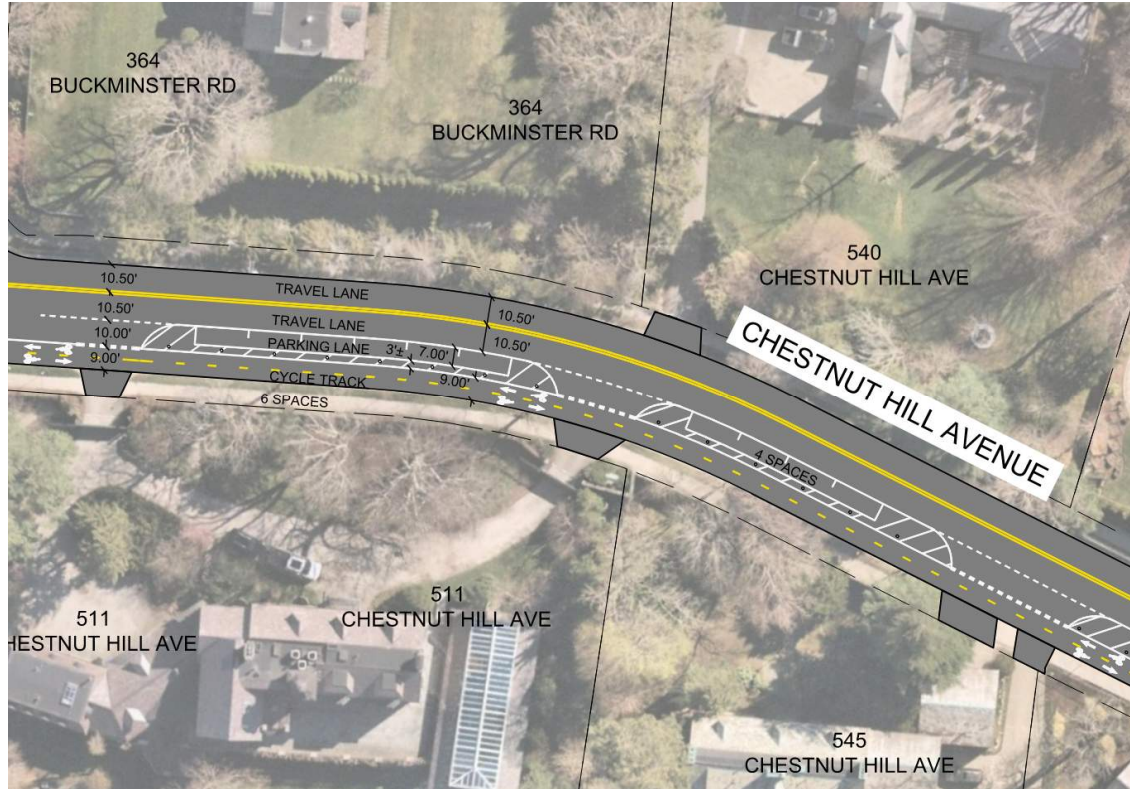
**Before**



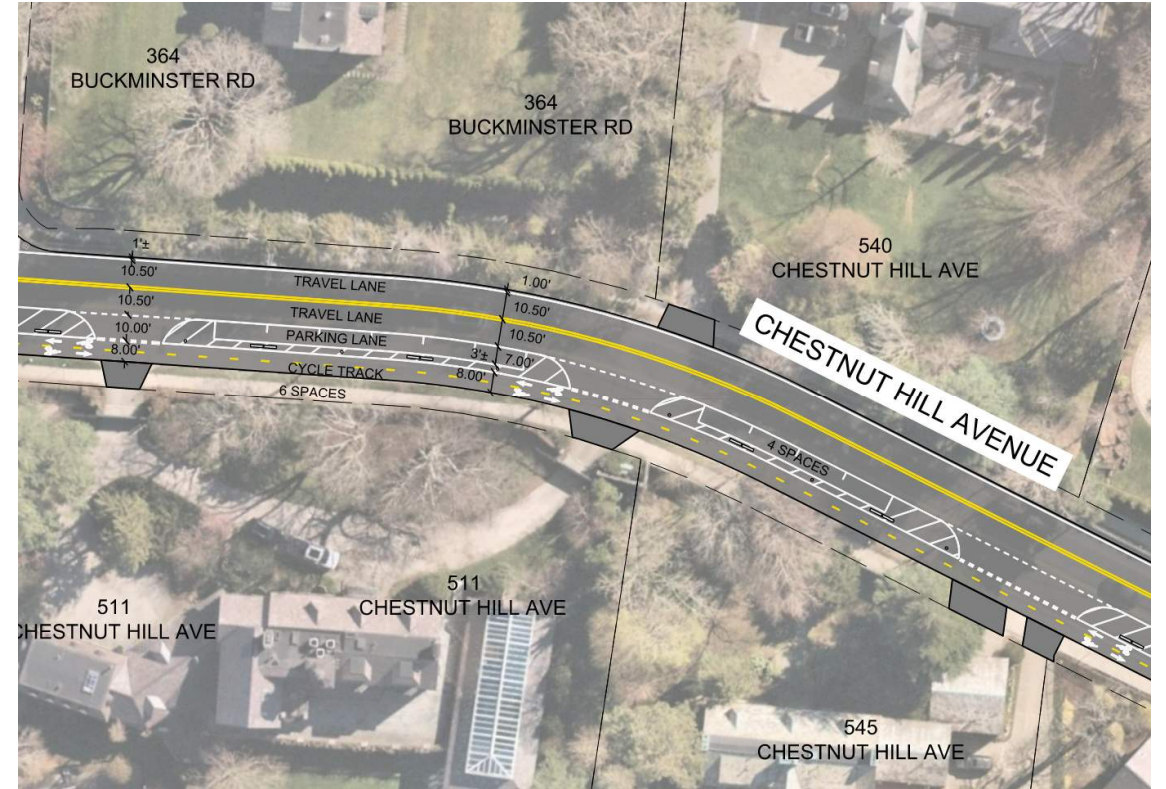
**After**

- Cycle track width reduced from 9 feet to 8 feet
- 1-foot northbound shoulder added

# Ackers Avenue to Buckminster Road



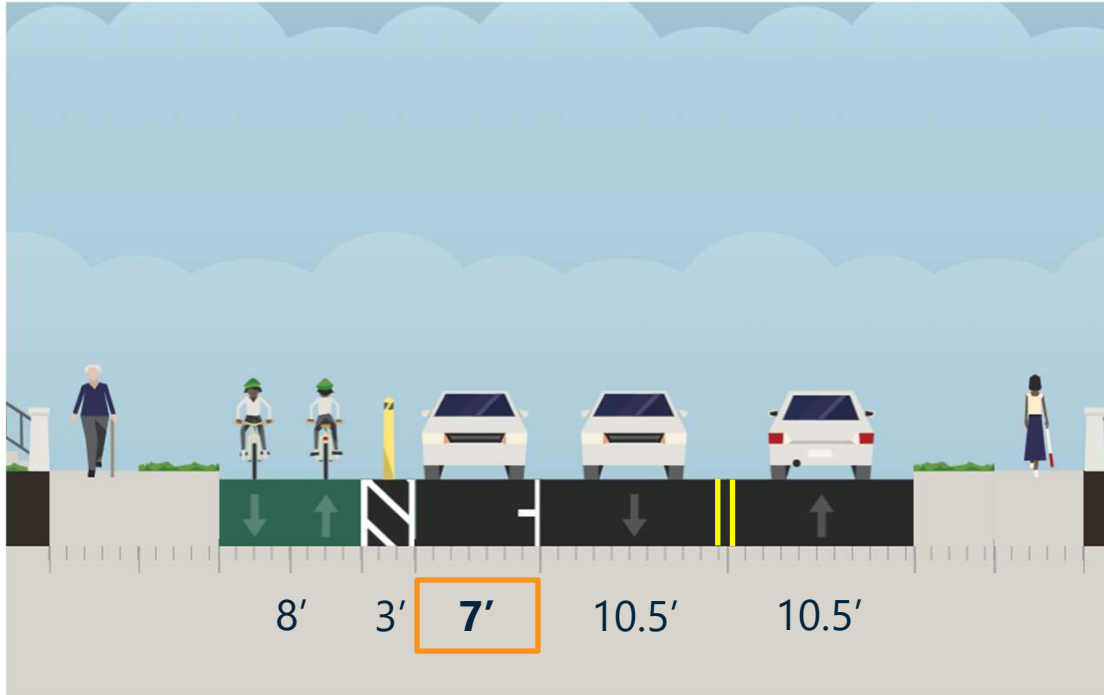
**Before**



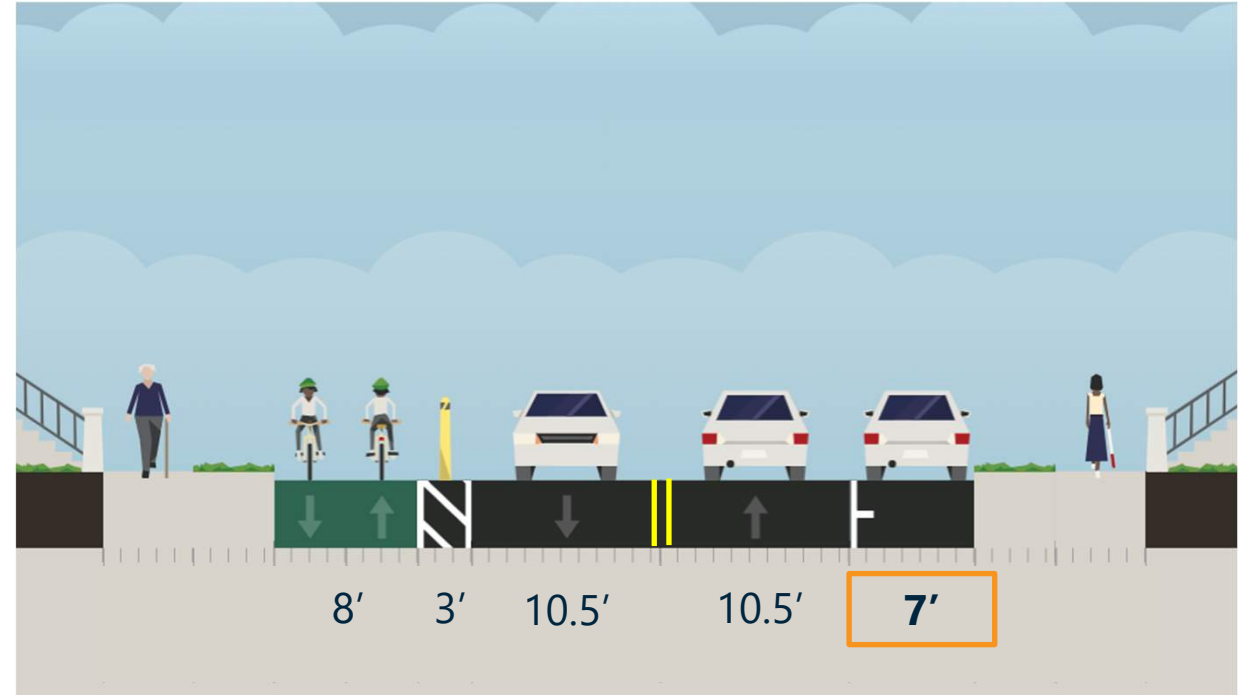
**After**

- Shoulder added to northbound side
- Cycle track reduced from 9' to 8'

# Cross-Section – Willard Rd to Dean Rd



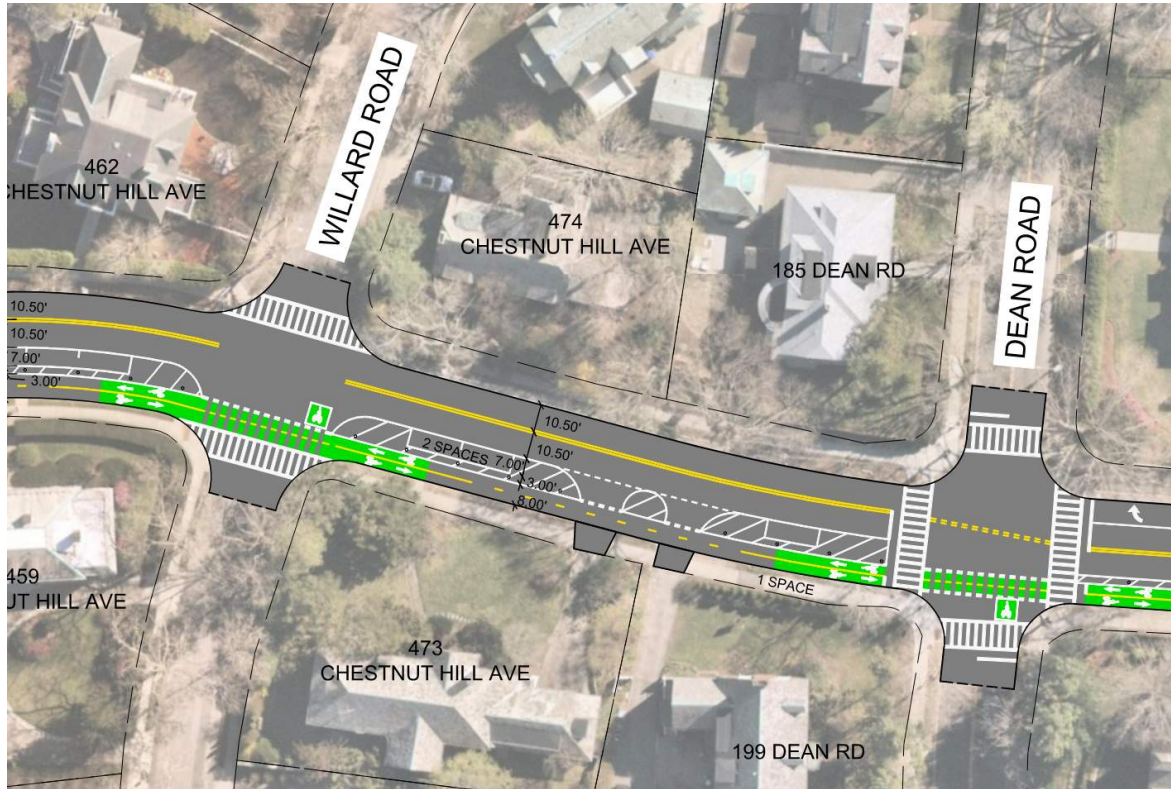
**Before**



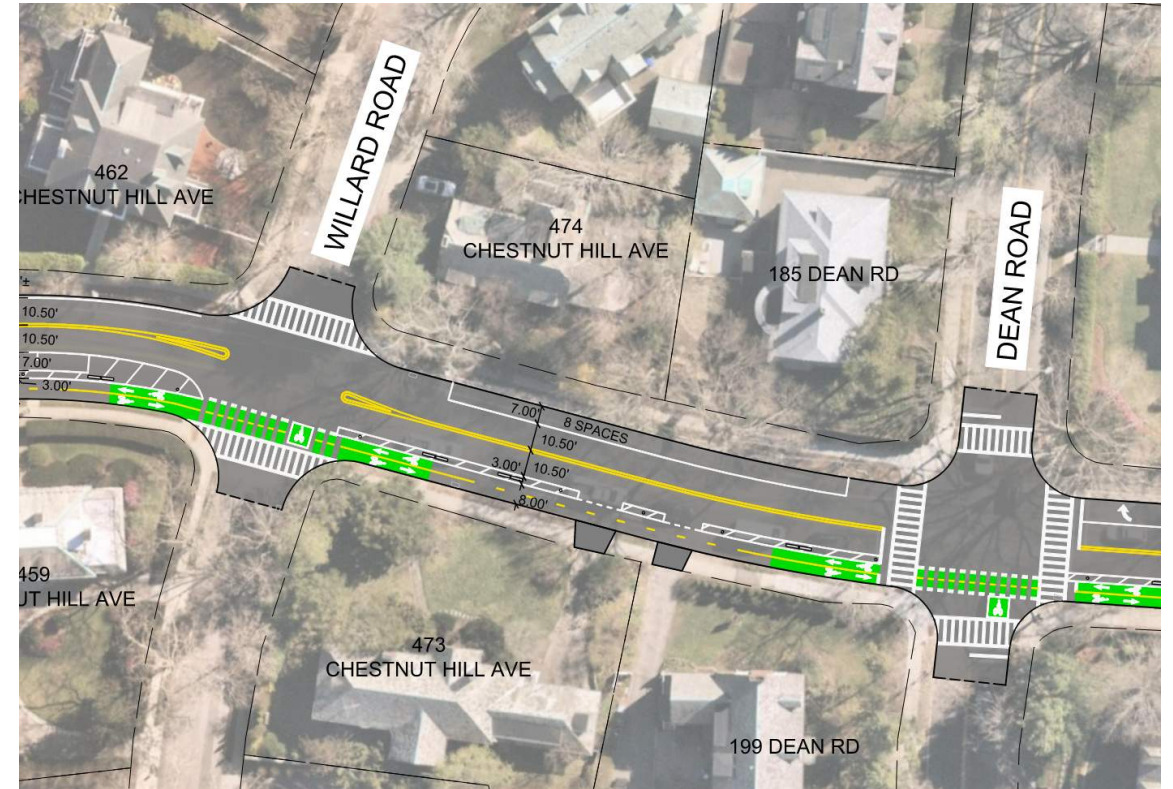
**After**

- Parking shifted to northbound side

# Dean Road to Willard Road



**Before**

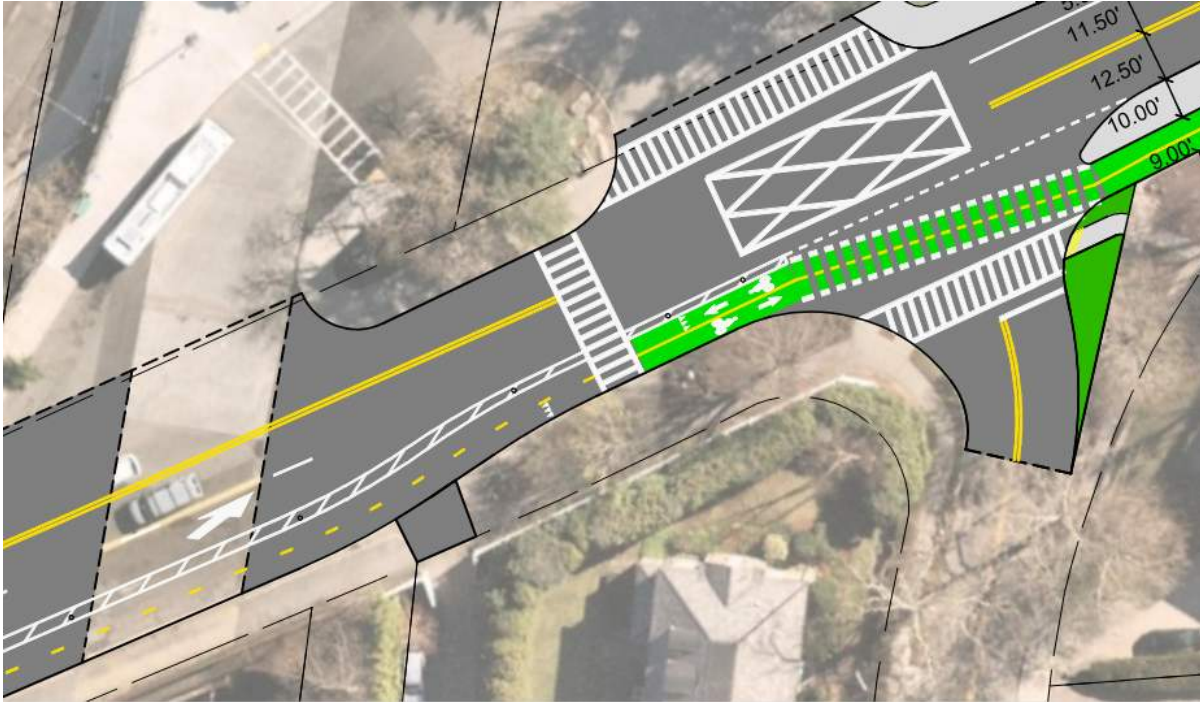


**After**

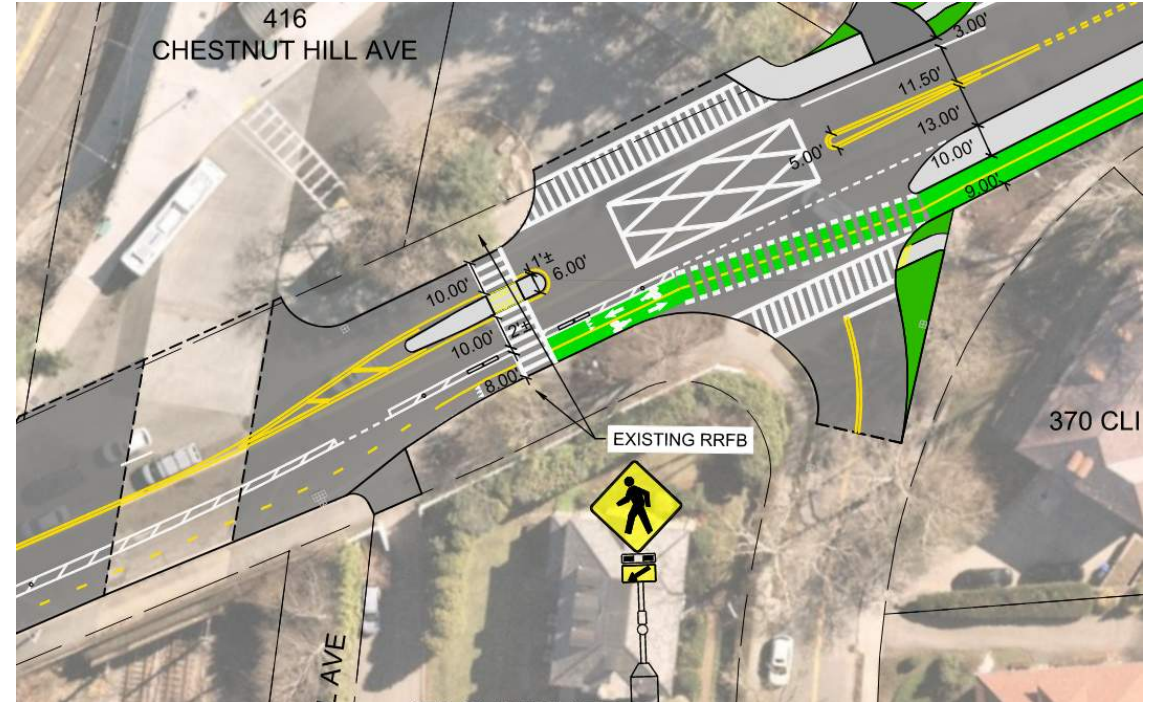
- Parking shifted to northbound side
- 4 parking spaces added between Clinton Road and Dean Road

# Reservoir Station Crossing

*Comparable refuge treatments included in Options A and B*



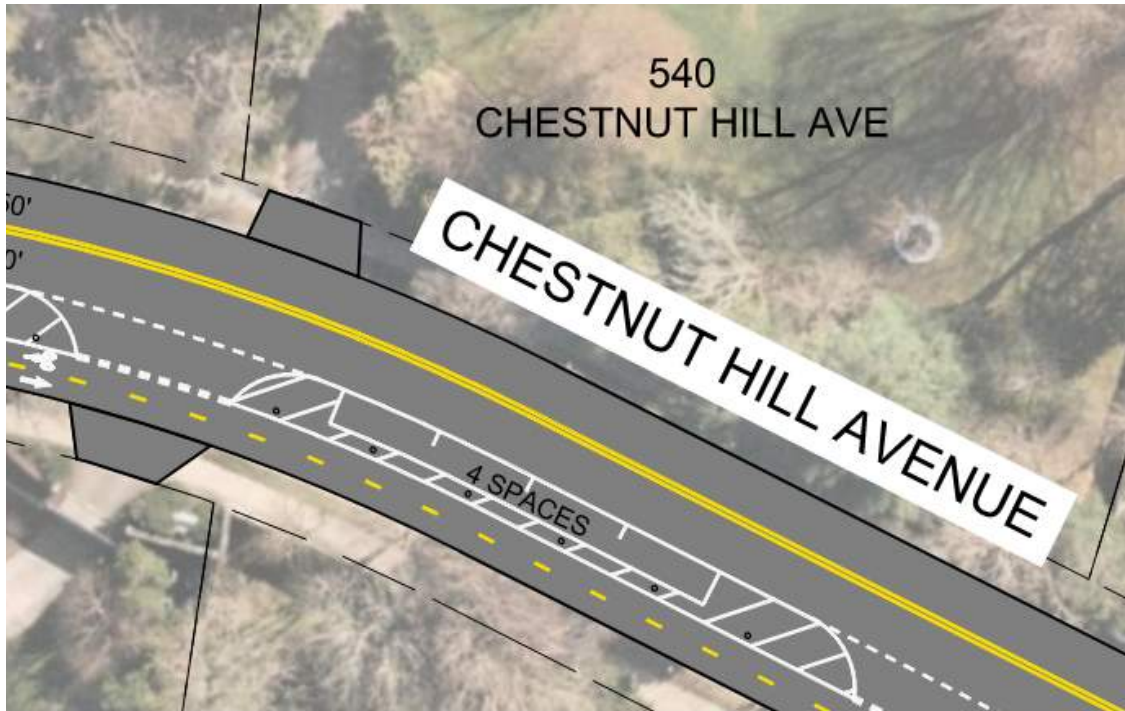
**Before**



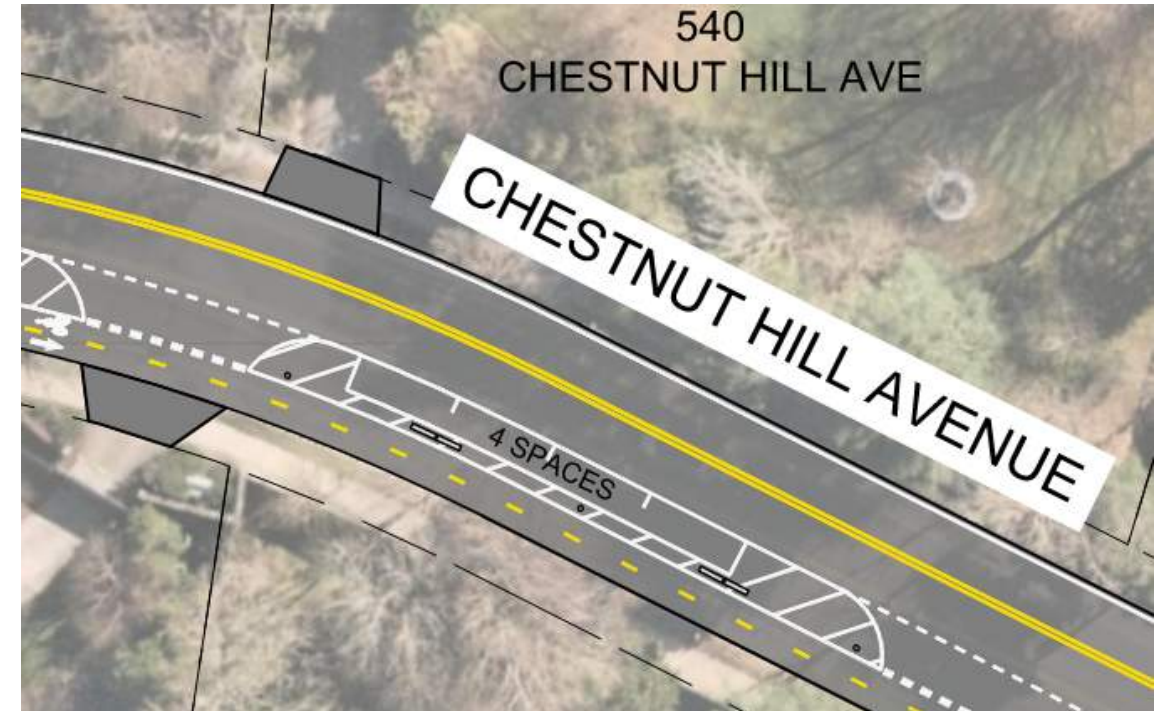
**After**

- Pedestrian refuged island added
- Distance that pedestrians cross at one time shortened
- Crossing geometry to be refined during subsequent design

# Cycle Track Separation Treatment



**Before**



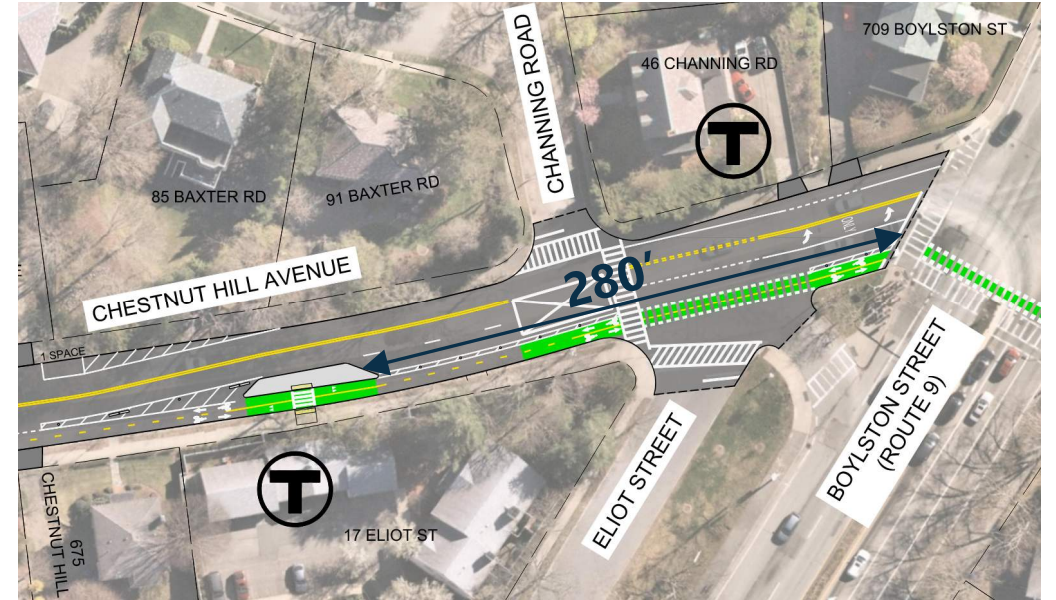
**After**

- Alternating precast curb units with flexible delineators and flexible delineators
- Provides physical separation within the 3-foot buffer
- Final product and spacing to be determined during design

# Cycle Track Separation Treatment



# Route 9 Storage Length



Approximately 120 feet of additional two-lane storage compared to existing conditions

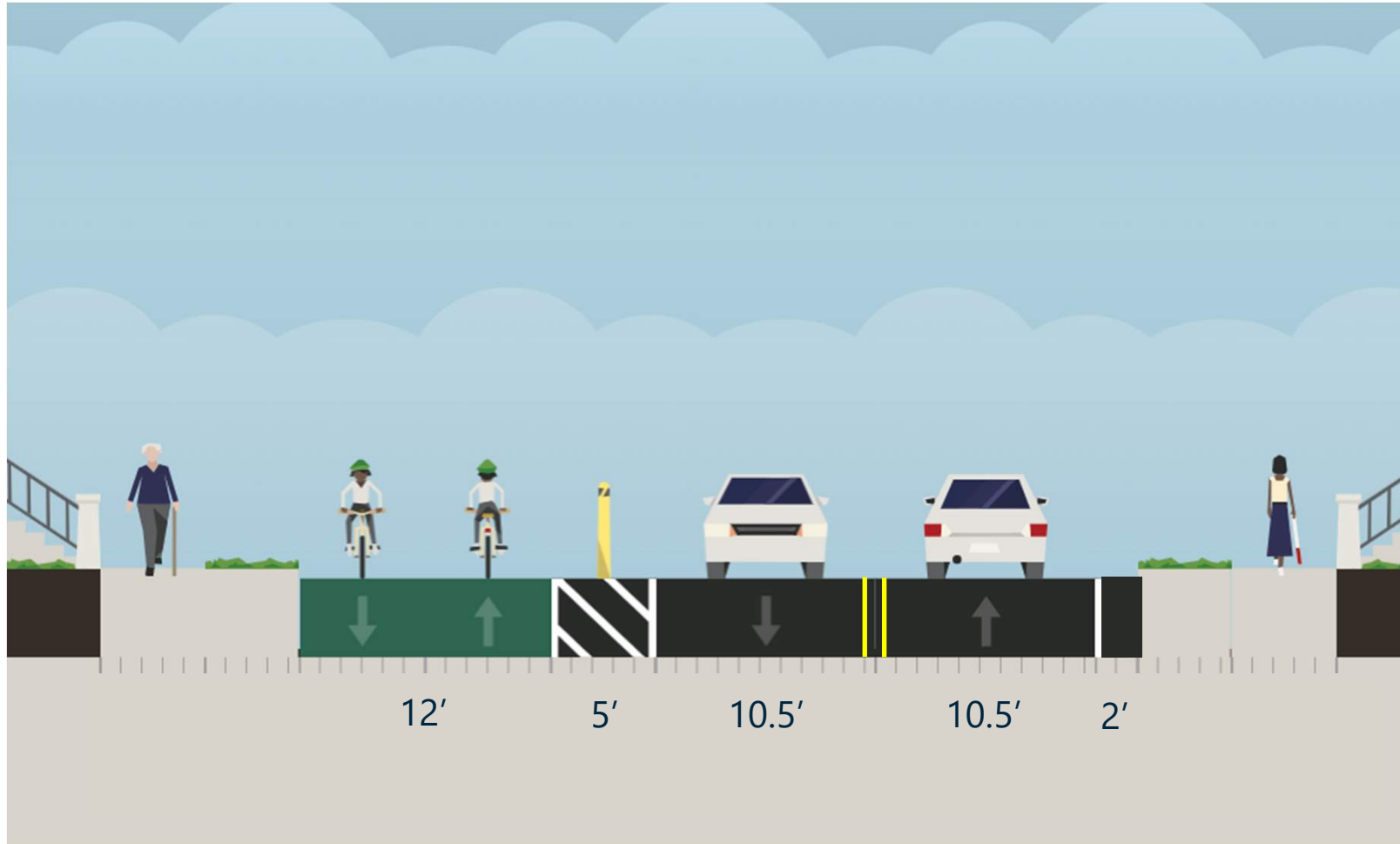
# Route 9 Existing Queue Observations



- Longest queue observed in reviewed aerial imagery occurred on October 3, 2023
- No other reviewed aerial image showed a queue extending beyond Channing Street
- Aerial observations do not establish average of 95<sup>th</sup> - percentile queue lengths
- Detailed traffic analysis would be required to confirm design queue lengths

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- 200 HYSLOP RD
- PROPOSED CONCRETE FLOATING BUS STOP
- 9 SPACES
- EXISTING RRFB
- WARREN FIELDS
- 45.00' DWELL SPACE
- ACKERS AVENUE
- 10.50'
- 10.50'
- 8.00'
- 10.00'
- 1'±

# Parking Removal North of Dean Road



Evaluated but not incorporated into the updated concept

Thank You!

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