Text of letters about parking permit programs and "sustainable" parking. Received from Todd Kirrane, Transportation Administrator, by e-mail January 30, 2015

Town of Brookline, MA Transportation Board January 30, 2015

Susan Wolf Ditkoff, Chair Brookline School Committee 333 Washington Street Brookline, MA 02445

Dear Chairman Ditkoff:

As a community immediately outside the City of Boston, with both an urban and suburban mixture, we have worked hard to enact regulations and support programs which lead to a strong multi-modal transportation system that encourages the use of public transportation, walking, and cycling over single car commuting. Per Chapter 317 of the Acts of 1974 the Transportation Board for the Town of Brookline is the local governing body which has authority to make rules and regulations regarding the movement of vehicles, bicycles, and pedestrians on the public way.

One aspect in which we have done this is to advocate for the implementation of Parking & Transportation Demand Management (P & TDM) programs for private developments. These P & TDM programs take advantage of and incentivize employees to take advantage of public transit options including the MBTA Greenline and buses; public share programs including Hubway Bike Share, Zip Car, and Enterprise Car Share; and bike or walk to work. At the same time we have discouraged single car commuting by charging a fee for and limiting the number of on-street parking spaces available for employees of Brookline based businesses.

However, even with these measures, the pressure on our limited parking supply has continued to grow as the Town experiences new growth in both the public and private sectors. Since enacting the new Permit Parking regulations in 2005, which formalized the Staff Permit Parking Programs for our public school employees, the Transportation Board has approved programs for the Devotion School (initial and expansion), the Lawrence School, the Runkle School at Old Lincoln, the Runkle School, the Pierce School, the BEEP Program at Temple Ohabei Shalom, and an expanded High School program. Throughout the public process for each of the programs we have heard the concerns of affected neighborhood residents as they relate to the impacts on the public safety, welfare, environment or convenience in areas abutting these schools. In response the Board has continuously requested that the School Department look to implement, on a system wide basis, as proactive P & TDM program that would reduce the demand that these programs place on the limited parking supply within the affected neighborhoods.

This school year the School Department has notified Transportation Division staff that they plan to apply for the expansion of the programs at the Lawrence School, the Devotion School, and the BEEP Program at Temple Ohabei Shalom as well as the formal creation of new programs at the Driscoll School, the Heath School, and the BEEP Program at Temple Emeth. At this point many streets within Brookline, especially on the north side of Town, are at capacity during most of the daytime hours and cannot sustain the continued parking demands as the School Department increases programs and staffing levels.

Therefore we are hereby enacting a moratorium on the creation or expansion of any new programs that are not already approved by the Board until such time as the School Department develops a sustainable system which includes a Parking & Transportation Demand Management program that encourages and incentivizes alternative modes of transportation by its employees, discourages commuting via single occupant vehicles, and provides sufficient off-street spaces for those employees who must drive to work. This moratorium does not apply to the two BEEP programs and the Lawrence School which are operating on a trial basis. As always our staff and ourselves are willing to work with and offer any support we can to your Board and the School Department as you go through this planning process.

Joshua Safer, Chairman Brookline Transportation Board Text of letters about parking permit programs and "sustainable" parking. Received from Todd Kirrane, Transportation Administrator, by e-mail January 30, 2015

Town of Brookline, MA Transportation Board January 30, 2015

Jesse Geller, Chair Brookline Zoning Board of Appeals 333 Washington Street Brookline, MA 02445

Linda Hamlin, Chair Planning Board 333 Washington Street Brookline, MA 02445

Dear Chairmen Geller and Hamlin:

As a community immediately outside the City of Boston, with both an urban and suburban mixture, we have worked hard to enact regulations and support programs which lead to a strong multi-modal transportation system that encourages the use of public transportation, walking, and cycling over single car commuting. Per Chapter 317 of the Acts of 1974 the Transportation Board for the Town of Brookline is the local governing body which has authority to make rules and regulations regarding the movement of vehicles, bicycles, and pedestrians on the public way.

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However, even with these measures, the pressure on our limited parking supply has continued to grow as the Town experiences new growth in both the public and private, residential and commercial sectors. As you are aware most parking spaces are only used part time by a particular motorist or group for which they are constructed, and many parking facilities have a significant portion of unused spaces, with utilization patterns that follow predictable daily, weekly and annual cycles. Therefore we would like to strongly encourage both of your Boards to include sustainable parking solutions for all future projects. An example would be to remove restrictions and allow developers to implement a shared parking methodology on all future developments which will allow our parking facilities to be used more efficiently. This should include not just users from the same

property but allow parking to be shared among different buildings and facilities in an area to take advantage of different peak periods for commercial, retail, and residential overnight purposes. We expect further additional strategies to be developed and recommended to your Boards under the Town's contract with Nelson Nygaard regarding a town-wide Parking & Transportation Demand Management policy that we recommend you adopt.

Joshua Safer, Chairman Brookline Transportation Board