

ARTICLE XII: Bicycle Transportation

ISSUED BY THE
TOWN OF BROOKLINE
TRANSPORTATION BOARD

In cooperation with the
BROOKLINE DEPARTMENT OF PUBLIC WORKS
BROOKLINE POLICE DEPARTMENT



D R A F T

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Sec. 1 TRAFFIC LAWS APPLY TO PERSONS RIDING BICYCLES

Every person riding a bicycle upon a roadway shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a motor vehicle by the laws of this state declaring rules of the road applicable to motor vehicles or by the traffic regulations of this town applicable to the driver of a motor vehicle, except as to special regulations in this article and except as to those provision of laws and regulations which by their nature can have no application.

Sec. 2 OBEDIENCE TO TRAFFIC CONTROL DEVICES

(a) Any person operating a bicycle shall obey the instructions of official traffic control signals, signs and other control devices applicable to vehicles, unless otherwise directed by a police officer.

(b) Whenever authorized signs are erected indicating that no right or left or U-turn is permitted, no person operating a bicycle shall disobey the direction of any such sign, except where such person dismounts from the bicycle to make any such turn, in which event such person shall then obey the regulations applicable to pedestrians.

Sec. 3 REQUIRED EQUIPMENT

(a) Every bicycle operated upon a way shall be equipped with a braking system to enable the operator to bring the bicycle traveling at a speed of fifteen miles per hour to a smooth safe stop within thirty feet on a dry, clean, hard, level surface.

(b) Every bicycle when in use during the period from one-half hour after sunset to one-half hour before sunrise, shall be equipped with a lamp on the front which shall emit a white light visible from a distance of at least 500' to the front. To the rear, either a red lamp or a red reflector visible for not less than 600' when directly in front of lawful lower beams of head lamps on a motor vehicle.

(c) The operator shall not carry any package, bundle or article except in a basket, rack, trailer or other device designated for such purpose. The operator shall keep at least one hand upon the handlebars at all times.

Sec. 4 OPERATING A BICYCLE

For Law of the Commonwealth, see G.L. c.85, s11B and s11B1/2

Sec. 5 RIDING ON ROADWAYS

(a) Bicyclists should ride as far to the right as is safe except when preparing to merge into traffic or prepare for a left turn. Bicyclists are NOT required to ride in bicycle lanes but may ride in travel lanes in the interests of safety.

(b) The bicycle operator shall ride no more than two abreast on any way except when passing. The bicycle operator may keep to the right when passing a motor vehicle which is moving in the travel lane or the way. The bicycle operator shall not pass to the right of a bus or minibus stopped at a designated bus stop.

(c) The bicycle operator shall signal by either hand their intention to stop or turn provided, however, that signals need not be made continuously and shall not be made when the use of both hands is necessary for the safe operation of the bicycle.

(d) The bicycle operator shall not permit their bicycle to be drawn by any other moving vehicle.

Sec. 6 EMERGING FROM ALLEY OR DRIVEWAY

The driver of a bicycle emerging from an alley, driveway or building shall upon approaching a sidewalk or the sidewalk area extending across any alleyway, yield the right of way to all pedestrians approaching on said sidewalk or sidewalk area, and upon entering the roadway shall yield the right of way to all vehicles approaching on said roadway.

Sec. 7 RIDING ON SIDEWALKS

(a) Pedestrians have the right of way on all sidewalks. The operator of a bicycle shall yield to pedestrians in all traffic situations.

(b) The operator of a bicycle shall ride at a speed no greater than an ordinary walking speed when on a sidewalk or when entering or leaving a sidewalk.

(c) The operator of a bicycle shall give an audible warning before passing a pedestrian far enough in advance to allow the pedestrian time to react.

(d) No one shall operate a bicycle on a sidewalk in a manner that endangers or would be likely to endanger any person or property.

(e) The operator of a bicycle shall comply with all Federal, State, and local regulations concerning lighting and helmet use as they apply to roadways when riding on a sidewalk.

(f) No person over the age of 12 shall ride a bicycle on any sidewalk within a business district as defined in Article 1 of these Traffic Rules & Regulations.

Sec. 8 BICYCLE PARKING ON THE PUBLIC WAY

(a) Bicycles are permitted to park against a building, street sign pole, parking meter unless otherwise restricted by signage, or on a bicycle rack or other facility specifically intended for that purpose.

(b) Under no circumstances shall a bicycle obstruct the pedestrian path of travel or disability access ramps. A parked bicycle must leave at least 36 inches of an obstruction free path of travel.

(c) Bicycles are not permitted to be parked to: fire hydrants, hand railings, benches, trees, trash receptacles.

(d) Bicycles shall not be parked longer than 72 consecutive hours at the same location.

(e) All bicycles parked on the public way shall be removed when an emergency parking ban is declared by the Town of Brookline in accordance with Article II Section 4 of these Traffic Rules & Regulations.

(f) Bicycles in violation of the above regulations shall be tagged and removed immediately if presenting a public safety hazard as noted in section 8 (b), (c), (e) and given a 72-hour notice to remove for violation of section 8 (d). Removed bicycles shall be held by the Town of Brookline Police Department for a minimum of 30 days and their owners shall be subject to a fine equal to "No Parking/Restricted Area" as defined in the Parking Fines Schedule of these Traffic Rules and Regulations.

(g) No motorized vehicles shall be parked on a bicycle rack or other facility specifically designed and intended for bicycle parking. Violators are subject to immediate removal from the Town of Brookline Department of Public Works or Police Department and their owners shall be subject to a fine equal to "No Parking/Restricted Area" as defined in the Parking Fines Schedule of these Traffic Rules and Regulations.

Sec. 9 CREATION OF CONTRA-FLOW BICYCLE LANES ON ROADWAYS

(a) A contra-flow lane is a designated facility – either an on-street lane or a raised lane – marked to allow bicyclists to travel against the flow of traffic on a designated one-way street for motorists.

(b) The Transportation Board may consider the following conditions when evaluating a potential contra-flow lane location:

1. Safety is improved because of reduced conflicts;
2. Bicyclists can safely and conveniently reenter the traffic stream at either end of the section;
3. The contra-flow bike lane provides direct access to a high-use destination point;
4. There are no or very few intersecting driveways, alleys or streets on the side of the proposed contra-flow lane;
5. There is sufficient street width to accommodate a full-dimension bike lane;
6. The contra-flow bike lane provides a substantial savings in out-of-direction travel and/or safety compared to the route motor vehicles must follow;

(c) If, by a majority vote of the Transportation Board, a Contra-flow bicycle lane is approved for installation the Commissioner of the Department of Public Works, or his designee, shall incorporate all applicable federal, state, and industry standards and best practices into the design including:

1. The contra-flow lane must be placed on the correct side of the street, to the drivers' left, and separated by a double yellow centerline or buffered yellow centerline.
2. Any intersecting alleys, major driveways and streets must have signs indicating to motorists that they should expect two-way bicycle traffic.
3. Existing traffic signals should be modified for bicyclists, with loop detectors or push-buttons. The push-buttons must be placed so they can be easily reached by bicyclists.
4. Where the roadway width does not allow for the installation of two (2) bicycle lanes for both directions of travel, striping the contra-flow lane should take precedence over a with-flow bicycle lane.