Towns of Dedham & Westwood Bicycle and Pedestrian Network Plan

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Metro Boston Consortium for
Sustainable Communities

Prepared for
Towns of Dedham and Westwood

April 2014

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- Virginia LeClair – Environmental Coordinator
- Richard McCarthy – Town Planner
- Joseph Flanagan – Director, Public Works
- Jason Mammone – Town Engineer
- Dedham Sustainability Advisory Committee

Westwood

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- Nora Loughnane – Town Planner
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- Westwood Pedestrian and Bike Safety Committee
- Westwood Planning Board
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Sustainable Metro Boston

Consortium for Sustainable Communities

Dedham and Westwood Bicycle and Pedestrian Network Plan

April 2014

MAPC is assisting several groups of communities in advancing pedestrian and bicycle planning as part of the Sustainable Communities program. The primary goal of this effort is twofold. 1) Develop a bicycle and pedestrian network plan and 2) begin to institutionalize the implementation of pedestrian and bicycle accommodation at the local level in all projects.

As part of this planning effort, existing conditions and potential opportunities have been identified for each municipality. This planning effort identifies connections and routes for each of the community clusters, including proposed bicycle and pedestrian accommodations, cross-sections for the major collector roads in the community. The proposed accommodations include: exclusive bicycle lanes, shared lane markings, new sidewalks or walkways, improved surface conditions, and identification of key barriers. At the conclusion of the planning effort, it will be the responsibility of the individual municipalities to implement the recommendations.

Data

The 2010 Census American Community Survey compiles commute to work mode share statistics over a 5 year period. The results are summarized for Dedham and Westwood and compared with regional data in Table 1 below. Note that the ACS survey is given to less than 15% of all households over a five year period. Therefore margins of error, especially for lower numbers may be significant. This data does not include the many recreational or utility trips that are taken by foot or bicycle in these communities.

Table 1. Boston Region Commuting Patterns & Vehicle Ownership

Municipality	*Population*	*Walk Share (%)*	*Bike Share (%)*	*Drive Share (%)*	*Transit Share (%)*	*Other Share (%)*
Dedham	24,729	3.2	0.4	76.0	11.2	9.2
Westwood	14,618	3.7	0.0	81.5	8.3	6.4
MAPC	3,066,394	6.6	1.1	66.7	16.7	8.8
Massachusetts	6,587,536	4.8	0.7	75.6	9.4	9.5

Source: 2010 American Community Survey, 2010 Census

As shown in the table, the bicycle and walking mode shares are lower than the average for both the MAPC region and the state. Dedham in particular is within cycling range of the employment centers in Boston, and therefore there is the potential for increasing this mode share.

Regional Trail and Greenway Recommendations

Key to this network plan is the proposal for three new regional bicycle and pedestrian corridors. The Dedham Greenway and Mother Brook trails in Dedham, and the Cross Westwood Trail in Westwood. Each corridor takes advantage of existing natural features, parks, open space and both existing and potential trails. Properly developed and signed, each corridor would provide a low stress, high quality pedestrian and bicycle route that minimizes conflict with traffic and connects key points in each town. These corridors could become key town attractions, reasons to live or work in the town. The greenways build community, encourage active transportation, and resulting health benefits.

Sidewalk Recommendations

Sidewalk availability and accessibility is an important part of transportation infrastructure in every city and town. Increased rates of walking in a community can improve health, provide an increase in economic development, and reduce vehicle use, air pollution, and the cost for maintaining local roadways.

Current policy (Boston Region's Pedestrian Transportation Plan 2010) calls for the provision of sidewalks or other pedestrian accommodation on both sides of all roadways. The sidewalks should provide pedestrians with multiple options to access their destination, and to minimize the need for pedestrians to cross roadways to access a sidewalk.

However as noted in Table 2, a significant number of roads in Dedham and Westwood do not have sidewalks on at least one side.

Table 2. Sidewalk Coverage by Municipality (2007)

Municipality	% of Roads with Sidewalks	
	Main Roads	Local Roads
Dedham	59%	62%
Westwood	36%	29%

Source: MassGIS

In order to prioritize pedestrian infrastructure and improvements, MAPC reviewed the sidewalk availability maps provided to us by the Towns of Dedham and Westwood. MAPC recommends that all communities prioritize to provide sidewalks *on at least one side of every main road*. All new roads and reconstructed roads should have sidewalks or walkways constructed on both sides.

Bicycle Recommendations

MAPC examined the entire arterial street network for Dedham and Westwood, obtaining street widths, and identifying opportunities and constraints for providing bicycle accommodation. The focus of this effort has been to identify, based on the existing street widths, the opportunity to stripe bicycle facilities on these roads in the next striping or paving cycle, whichever comes first. In some cases, the bike lanes can be striped without waiting for the next cycle.

The key on-road bicycle accommodations that were considered in this network plan include cycle tracks, advisory bicycle lanes, buffered bicycle lanes, bicycle lanes, and shared lane markings. Bicycle facilities with physical separation from motor vehicles are typically the most desired as they encourage the highest use. However limited roadway space typically calls for other choices.

The following are brief descriptions of the types of bicycle facilities that were considered. The list is ordered by desirability, with facilities providing the highest separation listed first. Complete descriptions, photos, design guidance, and MUTCD guidelines for these bicycles facilities can be found in the NACTO Urban Bikeway Design Guide.

Cycle Track - A cycle track is an exclusive bike facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane. A cycle track is physically separated from motor vehicle traffic and distinct from the sidewalk. A cycle track may be placed at the street level, sidewalk level, or in between. No cycle tracks have been proposed in

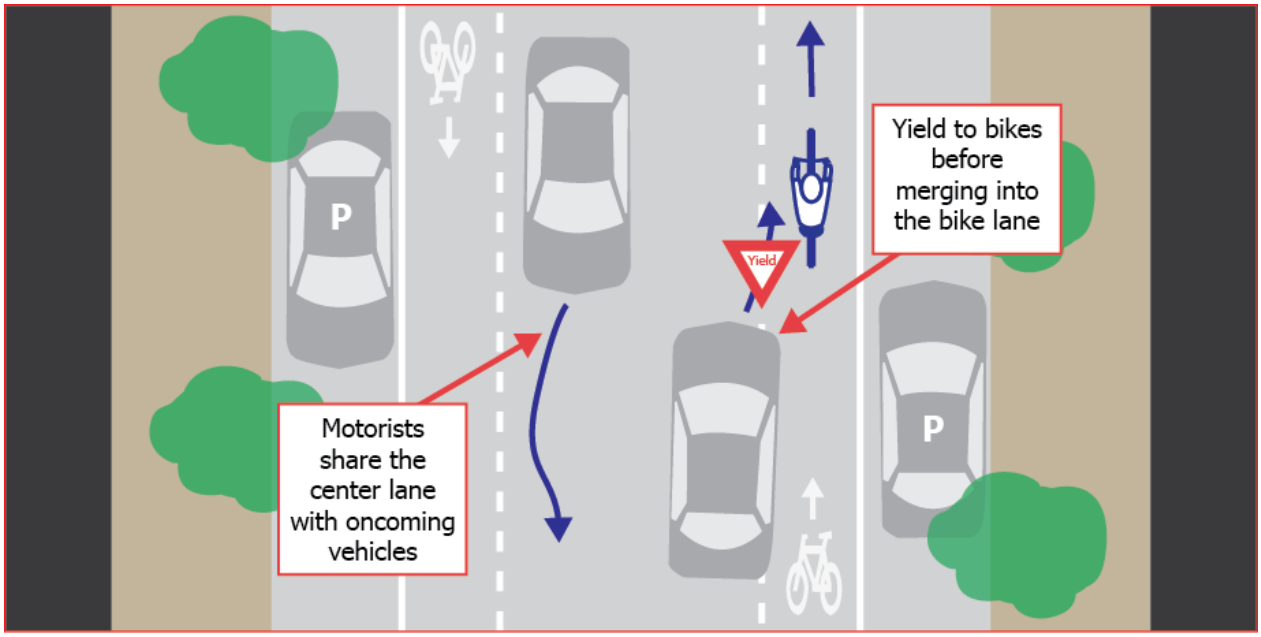
Dedham or Westwood as part of this plan. However future roadway reconstruction projects should evaluate the potential for cycle tracks as part of the design process.

Buffered Bicycle Lane - Buffered bike lanes are conventional bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane.

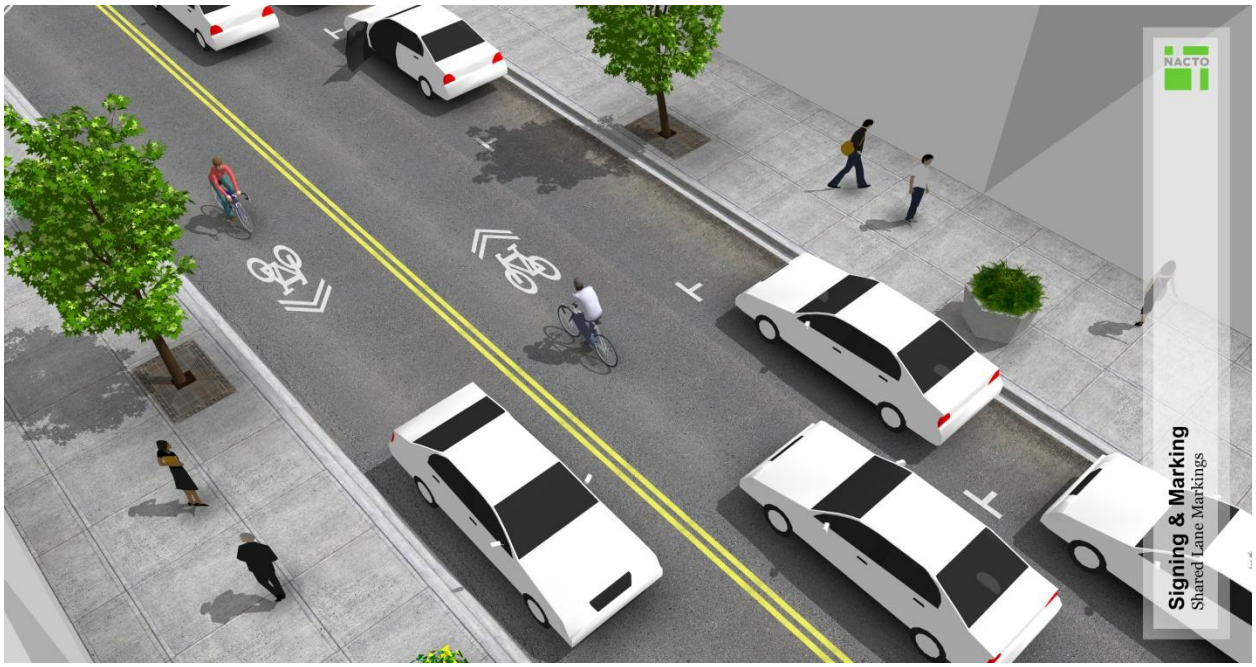
Bicycle Lane - A bike lane is defined as a portion of the roadway that has been designated by striping, signage, and pavement markings for the preferential or exclusive use of bicyclists.

Advisory Lane – Advisory lanes consist of one motor vehicle traffic lane in the middle of the street and two bicycle (or shared use with pedestrian) lanes, one on each side of street. The traffic lane and bicycle lanes are separated with white dashed lines, which indicate that both bicycles and vehicles can intercross each other under certain circumstances. Motor vehicles must yield to pedestrians or cyclists in the advisory lanes (as they must do without special lane markings). The image below shows an example of a street with parking.

Advisory lanes have not yet been employed in Massachusetts, but have recently been implemented in Minnesota, are being considered in Oregon, and have been used for years in several European countries. While no advisory lanes are proposed in Dedham or Westwood at this time, Westwood has committed to review its roadways to see if there might be any opportunity for a test case in the future.



Shared Lane Marking - Shared lane markings (SLMs), or "sharrows," are road markings used to indicate a shared lane environment for bicycles and automobiles. Among other benefits shared lane markings reinforce the legitimacy of bicycle traffic on the street, recommend proper bicyclist positioning, and may be configured to offer directional and wayfinding guidance.



Note on Recommendations

The following recommendations for pedestrian and bicycle accommodations are developed by MAPC and reflect our choice based on current best practices and local conditions. We expect Dedham and Westwood to review and consider our recommendations, however they are free to decide on another course of action. What is implemented is up to each town based on local priorities, funding and public support. Ultimately any improvements made to specific locations should be focused on improving the safety of all users of the roads.

Summary of Meetings

February 6, 2012 – Dedham and Westwood Cluster kick-off meeting
March 6, 2012 – Dedham town staff meeting
March 9, 2012 – Westwood town staff meeting
March 22, 2012 – Westwood bicycle/pedestrian committee – stakeholder outreach
April 2, 2012 – Dedham Sustainability Committee – stakeholder outreach
July 23, 2012 – Dedham Sustainability Committee – draft plan review
August 16, 2012 – Dedham town staff – draft plan review
September 14, 2012 – Westwood town staff – draft plan review
October 2, 2012 – Westwood Planning Board – draft plan presentation
October 18, 2012 – Dedham Selectman
November 6, 2012 – Westwood town staff – advisory lane discussion
December 6, 2012 – Dedham Planning Board

Dedham

The Town of Dedham sits between urbanized Boston and suburban communities to the south. Rt 1 and I-95 are the major roadways through the town, and are significant barriers for cyclists and pedestrians. However a number of opportunities throughout the town exist to connect to the town center, schools and transit hubs. The key spoke we are proposing is the Dedham Greenway. Priorities for Dedham include connections to the commuter rail, Dedham Square, Legacy Place, and the schools. There are gaps in the bicycle and pedestrian network to all of these key locations.

Upcoming Projects

Projects in FY 2014 are primarily local streets that are not included in this network plan. The roads in Dedham Square are anticipated to be reconstructed as part of the approved Dedham Square Improvement Project in 2013.

Dedham Greenway

The Dedham Greenway is a proposed bicycle and pedestrian priority corridor running in three directions from Dedham Center. The corridor uses existing and proposed trails and low traffic streets to create a continuous greenway from Needham to the west through downtown Dedham to Readville Station in Hyde Park to the east. A southern spur would connect downtown Dedham with Legacy Place and Dedham Corporate Center MBTA Station.

Key gaps in the proposed Greenway include developing the town owned railroad corridor into a rail trail, of which provides direct connections to two schools as well as the downtown to the west and Readville station to the east. The Rashi School trail network should be expanded to connect to Common St to the east and Lyons St to the west under I-95. Low traffic streets would connect the two trail systems between downtown Dedham and Common St.

Further afield, the greenway would connect with the future Bay Colony Trail in Needham to the west and connect into the developing Neponset River trail system to the east and into downtown Boston. Legacy Place is a large traffic destination in town. With this proposed Greenway spur, would provide a direct connection on new trails through town parkland and sharing the road on Central Ave. If the proposed expansion of Legacy Place goes forward, a trail is recommended to be constructed as part of that project just north of Costco.

Mother Brook Trail

This trail corridor would serve primarily as a footpath along Mother Brook between the Charles River and Stony Brook Reservation. There are several existing sections of footpaths along Mother Brook, primarily between Bussey St and Oakland St along with an existing sidewalk connection along Colburn St to Maverick St. This proposal extends the footpaths in both directions, to the east to Fairview Cemetery in Boston and over to Stony Brook Reservation.

To the west, a new trail should be developed to Brookdale Cemetery. Potential for a trail should be evaluated further west between Washington St and Rt 1, plus opportunities to cross the highway at that point.

Gaps

Key gaps and barriers are identified by red circles in the Network Plan Map for both communities. These gaps and barriers have been selected due to a combination of a lack of sidewalks and/or bicycle accommodation and high traffic volumes and speeds. These gaps raise potential safety concerns as well as discourage travel by foot or bicycle.

I-95 @ East St/Canton St (Westwood, Dedham)
This rotary with multiple high speed entry and exit points, creates a hazard for both pedestrians and cyclists. Short of full redesign, or installation of multiple signals, simple striping will not improve safety conditions significantly. Responsibility – MassDOT

I-95 @ High St (Westwood, Dedham)
This interchange is currently under reconstruction by MassDOT, with a new bridge. Striping plans call for 8 foot shoulders and no bicycle specific accommodation at the ramp intersections. MAPC recommends that the Towns work with MassDOT to stripe bike lanes on the shoulders as well as provide safe passage for cyclists and pedestrians through the high speed ramp merge and diverge points. Responsibility – MassDOT

Rt 1 at Elm St (Dedham)
Adjacent to Legacy Place, this intersection experiences high pedestrian volumes accessing bus routes on the opposite side of Rt 1. The wide street crossing plus high turning speeds creates unnecessary barriers primarily in terms of the length of the crossing. This intersection has relatively new sidewalks and crosswalks, but does not diminish the scale of the crossing. Responsibility – MassDOT

East St near Endicott Station (Dedham)
Where East St crosses under the MBTA tracks near Endicott Station, the sidewalk disappears, due to space limitations. The opening is only about 22 ft wide, also limiting for vehicles in this underpass. Interim pedestrian access should be directed through the station at Depot Ave, and working with the MBTA to create an acceptable permanent solution. Responsibility – Town of Dedham

Endicott Rotary

Conversion of this rotary and the intersections of East St and Sprague St to a modern roundabout would allow for relocation of the crosswalks to the median islands, allowing pedestrians to cross one leg at a time. Conversion to a roundabout includes geometric changes to slow vehicle entry, better define the position where vehicles travel through the intersection, and improve safety for all users. The photo below shows the current configuration, and to the right a generalized view of how a reconfigured roundabout would look, with crosswalk location and refined vehicle channelization. A feasibility study will be required to assess traffic impacts and identify needed geometric changes.

Sidewalk Recommendations

MAPC reviewed all of the sidewalk gaps on the main roads in Dedham. The following are the top priority (in alphabetical order) recommendations for sidewalk construction for Dedham. While the towns should direct their priorities to fixing these mentioned gaps, it shall not prevent construction of sidewalks covered in other projects. Note that these recommendations reflect priorities based on gaps, and network continuity, and do not reflect the cost of construction.

Table 3. Dedham Sidewalk Installation Priority Locations

Street	*Limits*	*Length (ft)*	*Providing connections to/from*	*Status*
Allied Dr	East St - Dedham Corporate Station	1,000	Commuter rail station and adjacent office buildings	
Bridge Street	Common Street to Ames St	3,000	Noble & Greenough School	Shoulder only on new bridge over Charles
Common Street	Rashi School Entrance to Existing Sidewalk	5,800	Rashi School, Trailhead	
Elm St./Rustcraft Rd.	Route 1 to Central Ave	6,200	MBTA Commuter Rail, Legacy Place, Apartment Complex	High priority for the Town
Highland Street	Washington Street to Existing Sidewalk	1,700	Dedham Country Day, Washington Street	Not constructed in 2012 overlay
Highland Street	Near Sandy Valley Rd	100	Filling gap in existing sidewalk coverage	Complete?
Lowder Street	Highland Street to Sawyer Drive	1,700	Ursuline Academy	
Lower E Street	Town Line to Existing Sidewalk	1,200	Offices, Planned Residences, Dedham Mall	
Needham Street	Town Line to Rosemary Rd	2,000	Charles River and Cutler Park	

Bicycle Recommendations

Table 4. Recommendations Key

Existing	*Key*	*Recommended*	*Key*
T	Through Lane	BL	Bike Lane (marked)
Sh	Shoulder	BBL	Buffered Bike Lane
M	Median	SLM	Shared Lane Marking
P	Parking	CT	Cycle Track
TL	Turning Lane	AL	Advisory Lane

There are a number of streets in Dedham with the potential for striping bike lanes as noted in the chart below. The next repaving or striping cycle should take into account the recommendations.

Several are on two lane roads that currently have 12 ft travel lanes and nominal shoulders less than 3 ft (Common St, Needham St, Pine St). Conversions to bike lanes are possible with travel lane width reductions to 11 ft or even 10.5 ft. Narrower travel lanes also provide added traffic calming benefits.

Table 5. Dedham on-road bicycle facility recommendations

Street Name	*Limits*	*Priority*	*Width*	*Existing*	*Recommend*	*Cross-section*	*Dimensions (ft)*
Ames St (MDOT)	Bridge St to High St	H	32	T T	BL		
Bridge St (MDOT)	Ames St to Boston CL	H	34	T T	BL	BL T T BL	6 11 11 6
Bridge St	Ames St to High St		24	T T	SLM		
Busey St	Dedham Blvd to Coburn St		34	T T	BL	BL T T BL	6 11 11 6
Common St	High St to Burgess Ln		30	T T	BL	BL T T BL	4 11 11 4
Court St	Washington St to High St		VARIES	T T	SLM		
Dedham Blvd (DCR)	Milton St to Boston CL		30	T T	BL	BL T T BL	5 10 10 5
East St	High St to Grant St		30	T T	BL	BL T T BL	4 11 11 4
High St (MDOT)	I-95 IC to Westwood TL		?	T T T T	BL	BL T T T T BL	?
High St	Bridge St to I-95 IC	H	24	T T	SLM		
High St	Bridge St to Harris St		VARIES	T T	SLM		
Milton St	Dedham Blve to Boston CL		34	T T	BL	BL T T BL	6 11 11 6
Needham St	I-95 IC to Pine St	H	28	T T	Sh	Sh T T Sh	3 11 11 3
Pine St	Needham St to Bridge St	H	28	T T	Sh	Sh T T Sh	3 11 11 3
River St	Cedar St to Boston CL		26	T T	SLM		
Rust Craft Rd	East St to Rt 1		32	T T	BL	BL T T BL	5 11 11 5
Sprague St	Cedar St to Greenlodge St	H	40	T T	BL	BL T T BL	5 11 11 5
Sprague St	Greenlodge St to Boston CL		31	T T	BL	BL T T BL	4 11 11 4
Walnut St	East St to Whiting Ave			T T	SLM		
Washington St	Rt 1 to Boston TL		VARIES	T T T T	BL	BL T T BL P	5 11 11 6 8
Washington St (MDOT)	Elm St to Westwood TL	H	52	T T T T	BBL	BBL T T BBL	5+2 11 11 2+5
Washington St (MDOT)	Elm St to Prospect St		52	T T T T	BL	BL T TWL T BL	5 11 12 11 5
Whiting Ave	East St to Walnut St		34	T T P?	BL	BL T T BL	6 11 11 6

High Priorities

The highest priority roadway sections for striping as identified through this planning process are bike lanes on Ames, Bridge, and Washington streets (MassDOT controlled), as well as High St, Needham St, Pine St, and Sprague St. MAPC, with the assistance from Dedham staff, shall work with MassDOT District 6 to implement bike lane recommendations as stated in Table 6 for all roadways under the control of the State.

Washington St from the Westwood line up to the split at Dedham Plaza is MassDOT controlled. It is recommended to reduce the number of lanes in this section in order to provide better accommodations for all four modes of travel, bus, motorists, bicyclists, and pedestrians. It is recommended to undertake a traffic study to evaluate the feasibility of reconfiguring the road to provide one lane in each direction, bike lanes, and a center turn lane. A landscaped median could be added where turn lanes are not needed.

The benefit of this road diet is that it would slow down speeds, improve the aesthetics along the road, and provide safer exiting and entering from the various businesses and residential homes along the street. The photo below shows an example of what the reconfiguration might look like.

Sprague Street is the highest priority town controlled road with potential for bicycle lanes. The section between Cedar Street and Greenlodge St is recommended for bike lane striping in the first phase..

Bike lanes are also recommended as a component to the proposed "Gateway to the Manor" project at the intersection of Hooper and Louise roads. This project will reconfigure the roadway at this intersection, removing excess asphalt, and providing landscaping and defined parking areas. The Town is in the process of developing the adjacent Striar property as a recreation complex and providing safe bicycle and pedestrian accommodations along with traffic calming will be an important part of the development of this property along Sprague Street.

Needham and Pine Streets are relatively narrow (28ft) yet high use roads for cycling. Shoulder bicycle accommodations for bicycling should be provided by restriping with at least 3 foot shoulders, and wider where space allows. Bike lanes should be striped where space allows for at least 4 foot wide shoulders.

Westwood

The Town of Westwood has experienced the typical challenges of a maturing suburban community in the metropolitan Boston area. Its road network was primarily developed over 100 years ago when the town was far more rural and has since been expanded to accommodate modern suburban development. Sidewalks were often not developed and road right-of-ways are found to be far too narrow. The right-of-ways for several of Westwood's arterial roads extend merely a few feet beyond the edge of pavement with many sections bordered by wetlands or historic stone walls.

According to MassDOT data, only 30% of the street miles have sidewalks on one or both sides. Currently, there are no designated bicycle facilities in the town.

Priorities for Westwood include connecting the two business districts, providing safer pedestrian and bicycle connections between neighborhoods and schools, and improving pedestrian access to the Islington Commuter Rail Station, and the Route 128 Station.

Upcoming Projects

Chapter 90 projects for FY 2013 were expanded to repave Thatcher and Fox Hill Streets with full overlay. The repaving of Hartford St and Burgess Ave are scheduled for 2014.

Cross Westwood Trail

As a backbone to the bicycle and pedestrian system in Westwood, MAPC proposes the Cross Westwood Trail that would connect Hale Reservation to the west, Lowell Woods in the center and the Blue Hills Reservation to the east. A potential spur at Buckmaster Pond could connect into Walpole trail system and the Bay Circuit Trail beyond.

The Cross Westwood Trail would travel through conservation land and low traffic streets where possible with portions along volume streets with sidewalks and bike lanes. Most of the public schools including the high school, middle school, and four elementary schools, both business districts, and the two commuter rail stations would be connected by the greenway.

Pedestrians would be allowed on the entire greenway corridor. Bicycles would be permitted between the Sheehan School and Route 128 Station with a possible spur to the Martha Jones Elementary School. However it should be noted that most of the off-street portions of the trail are narrow and more suited to mountain bikes. It should also be noted that portions of this proposed trail would require easements across privately owned land.

Gaps

Key gaps and barriers are identified by red circles in the Network Plan Map for both communities. These gaps and barriers have been selected due to a combination of a lack of sidewalks and/or bicycle accommodation and high traffic volumes and speeds. These gaps raise potential safety concerns as well as discourage travel by foot or bicycle.

<u>I-95 @ High St (Westwood, Dedham)</u>

This interchange is currently under reconstruction by MassDOT, with a new bridge. Striping plans call for 8 foot shoulders and no bicycle specific accommodation at the ramp intersections. MAPC recommends that the Towns work with MassDOT to stripe bike lanes on the shoulders as well as

provide safe passage for cyclists and pedestrians through the high speed ramp merge and diverge points. Responsibility – MassDOT

I-95 @ East St/Canton St (Westwood, Dedham)
This rotary with multiple high speed entry and exit points, creates a hazard for both pedestrians and cyclists. Short of full redesign, or installation of multiple signals, simple striping will not improve safety conditions significantly. Responsibility – MassDOT

East St near Islington Station (Westwood)
Where East St crosses under the MBTA tracks near Islington Station, there is a very narrow sidewalk (2 to 3 ft wide) on only one side of the road with less than 20 ft of roadway for vehicles. Two trucks are not able to pass each other without encroaching on the sidewalk, endangering pedestrians. Vehicles frequently bounce off the curb, and a number of serious collisions have been reported. Further adding to the dangerous situation, the East St Bridge has an extremely low clearance of 10.5 ft, and despite numerous warning signs on either approach to the bridge, truck strikes occur several times a year.

The town should work with the MBTA to create an acceptable solution, ideally a replacement of the bridge with a higher and wider bridge that provides adequate clearance, full width travel lanes, bicycle accommodation, and accessible sidewalks on both sides. Responsibility – MBTA, Town of Westwood

Sidewalk Recommendations

MAPC reviewed all of the sidewalk gaps on the main roads in Westwood. The following are the top priority (in alphabetical order) recommendations for sidewalk construction in Westwood. While the town should direct its priorities to fixing these mentioned gaps, it should not prevent construction of sidewalks covered in other projects. Note that these recommendations reflect priorities based on gaps, and network continuity, and do not reflect the cost of construction. Also note that on some roadways, right-of-ways may be too limited to provide traditional sidewalks, necessitating alternative solutions for safely accommodating pedestrians. One example of such an alternative solution is the multi-use path that was recently constructed behind the historic stone wall along Gay St between Thatcher St and Fox Hill St, and along Fox Hill St between Gay St and Fox Meadow Rd.

Table 6. Westwood Sidewalk Installation Priority Locations

Street	*Limits*	*Length (ft)*	*Providing connections to/from*	*Status*
Canton Street	Rotary – University Ave	10,200	Commuter Rail, Dense Residential Area	Limited ROW, Scenic Rd
Clapboardtree Street	Pond Street – Washington St/Upland Rd	11,900	Commuter Rail, Xavarian Brothers High School, Westwood Lodge Hospital, Office Space, Conservation Land	Limited ROW
Dover Road	High Street – High Rock St	4,400	Downtown, Residential Area	Limited ROW, slope constraints, Scenic Rd
Everett St	Canton St - Norwood Town Line	1,977	Norwood	Limited ROW, Scenic Rd
Forbes Rd	Canton St - Everett St	2,976		
Gay St	High Street – Buckboard Ln	7,900	Two commercial districts and the Hanlon Elementary School	Limited ROW
High Rock Street	Dover Road – Westchester Drive	800	Downtown, Residential Area	Limited ROW, slope constraints

Advisory Lane Consideration

Advisory lanes are essentially 4-5ft shoulders striped with dashed lines on the left edge. The yellow center line is eliminated in this design. With advisory lanes, the road functions as before, with cyclists and pedestrians using the shoulders and they have priority to use those shoulders. When cyclists or pedestrians are not present, motor vehicles may occupy the shoulders. The design not only indicates that cyclists and pedestrians are occupying the roadway, but also provides traffic calming benefits.

When Thatcher and High Rock Streets were resurfaced in 2012, the Town considered striping advisory lanes to encourage all users to share the roadway surface. However, the narrowness of each road (varying from just 16 to 20 ft of paved surface) and the multiple curves and grade changes along Fox Hill St led to a decision by the Town to employ a shared lane marking on Thatcher Street, and to leave Fox Hill Street unmarked for bicycle accommodation.
The Town will continue to look for a suitable opportunity to introduce the concept of advisory lanes in an appropriate location. If a safe and feasible opportunity to implement advisory lanes can be found, the Town will stripe such lanes as a test case for further study. If successful, this concept may, in time, gain broader acceptance and use throughout the Commonwealth.

Bicycle Recommendations

Table 7. Recommendations Key

Existing	*Key*	*Recommended*	*Key*
T	Through Lane	BL	Bike Lane (marked)
Sh	Shoulder	BBL	Buffered Bike Lane
M	Median	SLM	Shared Lane Marking
P	Parking	CT	Cycle Track
TL	Turn Lane	SUP	Shared Use Path

A number of streets in Westwood are constrained by right-of-way and/or pavement width. The chart below identifies the existing cross section and MAPC recommended cross section for bicycle accommodation, to be considered for implementation in the next paving cycle.

Table 8. Westwood on-road bicycle facility recommendations

Street	*Limits*	*Priority*	*Width*	*Existing*	*Recommend*	*Cross-section*	*Dimensions (ft)*
Blue Hill Dr (MDOT)	Canton TL to Canton St		40	Sh T T Sh	BL	BL T T BL	8 12 12 8
Burgess Ave	High St to Hartford St	H	22	T T	SLM		
Canton St	East St Rotary to Canton TL		24	T T	SLM		
Clapboardtree St	Washington St to Pond St		20	T T	SLM		
Conant Rd	Dover Rt to High St		18-22	T T	SLM		
Dover Rd	High St to High Rock St		18-20	T T	SLM		
East St	Washington St to East St Rotary		24	T T	SLM		
Everett St	Canton St to Norwood TL		20	T T	SLM		
Forbes Rd	Canton St to Everett St		24-26	T T	SLM		
Fox Hill St	High St to Gay St		16-22	T T	No marking		
Gay St	High St to Washington St		22	T T	SLM		
Hartford St	High St to Dover TL	H	18-24	T T	SLM		
High Rock St	High St to Dover Rd		20	T T	SLM		
High St	Walpole TL to Draper Ave		32	T T	SLM		
High St	Draper Ave to Mill Brook Rd	H	44	Sh T T Sh	BL	BL T T BL	5 11 11 5 (+ TL)
High St	Mill Brook Rd to Pond St	H	32	Sh T T Sh	BL	BL T T BL	5 11 11 5
High St	Pond St to Gay St	H	40	Sh T T Sh	BL	BL T T BL	8 12 12 8
High St	Gay St to Summer St	H	32	Sh T T Sh	BL	BL T T BL	5 11 11 5
High St	Summer St to Longwood Ave	H	40	Sh T T Sh	BL	BL T T BL	8 12 12 8
High St (MDOT)	Longwood Ave to EB Ramp	H	Varies	T T M T T	BL	BL T T M T T BL	4 11 11 M 11 11 4
Mill St	High St to Hartford St		20	T T	SLM		
Nahatan St	High St to Clapboard Tree St		30	P T T	SLM		
Nahatan St	Clapboardtree St to Norwood TL		24	T T	SLM		
Oak St	Pond St to Brook St		20-24	T T	SLM		
Pond St	High St (N) to Greenacre Rd		36	T T	BL	BL T T BL	4 11 11 4
Pond St	High St (S) to Greenacre Rd		38	T T P	BL	BL T T BL P	4 11 11 5 7
Summer St	High St to Westfield St		24	T T	SLM		
Thatcher St	Gay St to Clapboardtree St	H	20	T T	SLM		5 10 5
University Ave	Canton St to Harvard St	H	48-60	Sh T T Sh	SLM	Sh TL T T T Sh	1 11 11 11 11 1
University Ave	Harvard St to Blue Hill Dr	H	60-120	Sh T T Sh	SUP	SUP Sh T T M T T Sh	10 2 11 11 2 M 2 11 11 2
Washington St	Dedham TL to East St	H	40	Sh T T Sh	BL	BL T T BL	8 12 12 8
Washington St	East St to Clapboardtree St		40	T T T T	BL	BL T TL T BL	4 10 12 10 4
Westfield St	Summer St to Dover TL		20	T T	SLM		
Winter St	Clapboardtree St to Norwood TL		30	T T	BL	BL T T BL	4 11 11 4

High Priorities

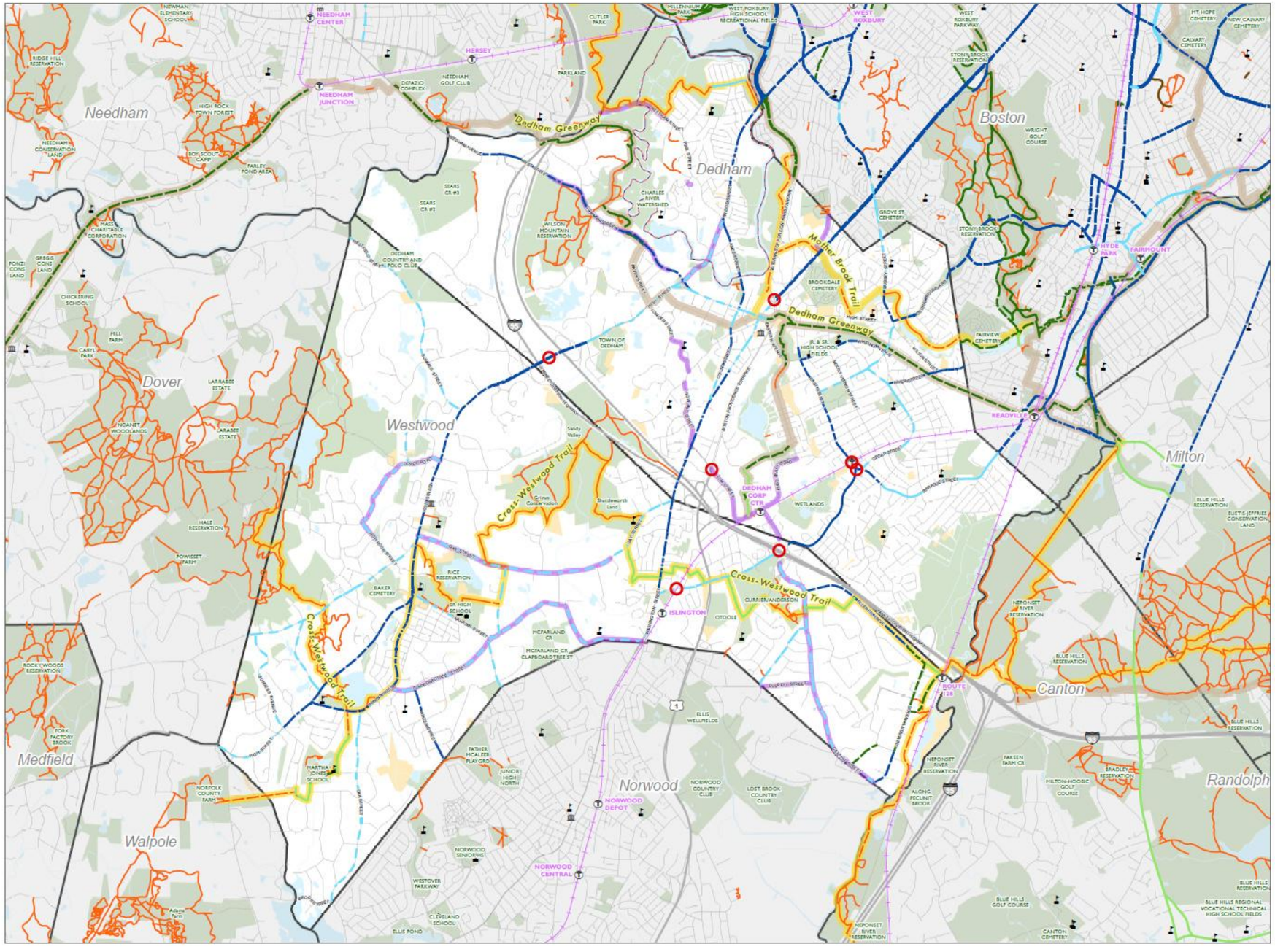
The recommended highest priorities for bicycle accommodation striping in Westwood are through the business districts on Washington St and High St, reconstructed Thatcher St and University Ave.

High St (*photo to the right*) has an existing shoulder that is wide enough to be striped as a bike lane, and provides access to several of the town schools. Likewise, Washington St north of the East St intersection has existing shoulders that are recommended to be striped as bike lanes.

University Station, a 1.2 million square foot mixed-use commercial and residential development, is currently under construction on University Ave in close proximity to the Route 128 Railroad Station. This project will include a 10-foot wide multi-use path along the west side of University Avenue between Blue Hill Drive and Harvard St, as well as an off-road bicycle and pedestrian path connecting Harvard St to Canton St. The provision of improved bicycle accommodations in this area will add significant opportunities for both recreational and commuter bicycle transportation in this area.

Other high priorities include Hartford Street and Burgess Avenue, which are both scheduled for repaving in 2014, providing an opportunity for the inclusion of shared lane markings at that time.

In addition, upcoming plans for the implementation of traffic calming measures along Conant Road, Dover Road, and High Rock Street may provide an opportunity for the inclusion of shared lane markings throughout this corridor. Similarly, traffic calming measures that are under consideration along Canton Street, Forbes Road, and Everett Street might include shared lane markings on those roads.



Dedham & Westwood

Bicycle and Pedestrian Network Plan 2014

	Proposed	Existing
Shared-use paths		
Improved path		
Unimproved path		
Bicycle facilities (on-road)		
Cycle track		
Bike lane		
Shared lane		
On-road route		
Walking facilities		
Walking path or trail		
Sidewalk priorities		
Significant barrier / conflict point		
Regional Trails and Greenways		
Regional Greenway (proposed)		
Regional walking trail (proposed)		

- Town halls
- Schools
- Commuter rail
- Municipal boundary
- Water bodies
- Open space
- Town-owned land

0 — 1 Mile

Source:
MAPC, Town of Dedham, Town of Westwood
MassGIS, MassDOT, OpenStreetMap.

May 2014

MAPC
METROPOLITAN AREA PLANNING COUNCIL
50 YEARS
SMART GROWTH AND REGIONAL COLLABORATION