

INITIAL DRAFT FOR DISCUSSION

The following initial draft topic strategies have been prepared by MAPC for discussion with the Master Plan Committee. The initial strategies are based on community feedback through survey responses, community meetings, and committee input. The initial draft topic strategies will be edited, refined, and improved with discussion and input from the Master Plan Committee, stakeholders interested in the topic, and the community through meetings to be held in the fall of 2021.

Transportation and Connectivity

The big idea of the goals in Transportation and Connectivity is to make Dedham safe so you could walk or bike anywhere you want to go.

Goals with Committee Feedback Integrated (5/25):

**Note: We use the term “rolling” multiple times below. By “rolling” we refer to other types of personal wheeled mobility besides biking, such as wheelchairs, walkers, scooters, mopeds, skateboards, and more.*

1. Prioritize walking and biking infrastructure improvements with a focus on neighborhood business districts, schools and access to transit
 - **Strategy 1.1:** Reinvigorate Dedham's Safe Routes to School program to create a safe walking, biking, and rolling environment for students.
 - i. Action: Work with MassDOT's Safe Routes to School coordinator to identify areas of improvement, such as arrival/dismissal plans, walking/biking routes, walking school buses, etc.
 - ii. Action: Incorporate SRTS actions into future ped/bike and street improvements
 - **Strategy 1.2:** Review the 2014 Bike and Pedestrian plan for Dedham and evaluate roadway and streets for pedestrian and bicycle improvements including pilot projects to test new ideas
 - i. Action: Review the 2014 Bike and Pedestrian plan for Dedham, completed by MAPC, to determine current relevance and potential projects, especially those that connect to The Charles River and Mother Brook
 - ii. Action: Update the 2014 Bike/Ped map showing new key nodes such as schools, economic centers, new housing/developments, grocery stores, places of worship, natural areas, etc. that need connectivity as identified in the Master Plan. New paths or improvements to existing sidewalks that help connect to these key nodes should be given priority.
 - iii. Action: Continue to refine the Complete Streets plan

- iv. Action: Identify weak/missing/unsafe areas in the network that need improvement, especially first/last mile connections, crossings for Route 1
 - v. Action: Consider adding elements such as wide shoulders, shared-use paths, roadside paths, or traffic calming
 - **Strategy 1.3:** Improve the experience for walking, biking, and rolling
 - i. Action: Implement slow streets on neighborhood streets, especially areas where children, seniors, and people with disabilities live
 - ii. Action: Use human-scale materials on streets that facilitate walking and biking, such as street trees, landscaping, low lighting, benches, public art, etc.
 - iii. Action: Incorporate supporting infrastructure elements such as secure and accessible bike parking/storage, wayfinding, public bathrooms, places to rest, etc.
 - iv. Action: Utilize ADA guidance to enhance the experience for people with disabilities, seniors, parents with young children, etc.
 - **Strategy 1.4:** Integrate bike and pedestrian improvements with upcoming and planned infrastructure and maintenance projects
 - i. Action: Review upcoming resurfacing/restriping projects and determine if the project area can be redistributed to better accommodate walking, biking, and rolling
 - ii. Action: Review the town maintenance plan to ensure that sidewalks, crosswalks, and bike infrastructure are properly maintained after installation
- 2. Reduce risk of traffic related injuries and fatalities and increase safety and convenience for all types of travel
 - **Strategy 2.1:** For upcoming repaving and/or reconstruction projects, design for reduced speed using elements such as road diets, speed humps, signage, and other traffic management design items
 - i. Action: Review crash and other data to determine if a Road Safety Audit should be done prior to any implementation
 - ii. Action: Consider creating temporary, flexible changes first through temporary paint, signage and flex posts to evaluate different safety strategies to slow vehicular traffic and better separate ped, bike and vehicular traffic
 - iii. Action: Evaluate where there may be excess pavement that encourages speeding, and determine how those areas can be redesigned to encourage slower driving speeds with sidewalk and crosswalk extensions, better lighting, public art, greenery, street trees, etc.
 - **Strategy 2.2:** Creating a safer environment for all by planning for multimodal streets that support active transportation
 - i. Action: Implement bus priority lanes and other BRT elements on major routes, such as Washington Street that connects Dedham to Boston
 - ii. Action: Implements separated bike/micro-mobility lanes that align with the 2014 bike/ped plan

- ii. Action: Evaluate whether to create expanded on-demand van service to connect people who are most vulnerable to daily needs (Ex: Dedham Council on Aging – not just for seniors?)
- 5. Plan for electric and autonomous vehicles, as well as other potential future transportation technologies
 - **Strategy 5.1:** Develop electric vehicle infrastructure in Dedham
 - i. Action: Identify key areas for charging stations, including multiunit buildings, places of employment, town center, places of worship, and grocery stores, as well as equitable distribution of stations
 - **Strategy 5.2:** Rethink parking minimums (potentially switch to parking maximums) to address future uses of autonomous vehicles
 - i. Action: Revise the zoning code to evaluate parking minimums including unbundling parking with multiunit buildings
 - **Strategy 5.3:** Plan for potential new micro-mobility options such as scooters, bikeshare, e-bikes, mopeds, and other non-automobile possibilities
 - i. Action: Consider how these resources will be equitably distributed and the cost to the user for renting/using/buying these services
 - ii. Action: Evaluate new and emerging practices for incorporating these new modes into streets (both for travel and storage)
- 6. Expand the tools for transportation implementation including regional coordination, collaboration with Transportation Management Associations, and temporary pilot improvements
 - **Strategy 6.1:** Coordinate with transportation planning in neighboring communities, and Neponset Valley TMA
 - **Strategy 6.2:** Prioritize pilot and temporary/quick build projects to test new ideas, and involve the public in project evaluation
 - **Strategy 6.3:** Price parking appropriately to better manage parking in high demand areas
 - i. Action: Implement parking meters, dynamic parking pricing
 - **Strategy 6.4:** Continuously evaluate new forms of data such as TNC, Census, Smartphone-based travel data, etc. to understand changing travel needs post-pandemic
- 7. Define clear responsibilities for Dedham's transportation committees and town staff and involve diverse perspectives of the public to inform decision-making
 - **Strategy 7.1:** Define a specific process for evaluating and implementing projects, create a workplan if necessary
 - i. Action: Determine short-term, medium-term, and long-term projects, and develop a strategy for getting easy/quick fixes completed in a short time period
 - **Strategy 7.2:** Disseminate information about Dedham's transportation committees (including how to find info and how to join) to the general public through various sources such as community partners, local media, social media, and public meetings
 - **Strategy 7.3:** Determine how to ensure that the membership on the committee and the decisions that are being made are reflective of town demographics and address concerns of the most vulnerable residents

- i. Action: Prioritize membership for car-free, transit-dependent, lower-income residents who may be most impacted by decisions made by this group or the town

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