



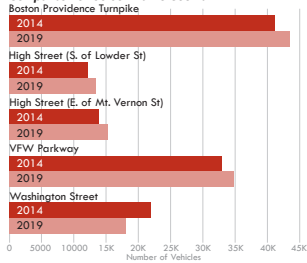
Insights in Dedham Today for Transportation and Connectivity

The main feature of Dedham's transportation infrastructure is the road network of 110 miles of streets, over two-thirds of which are town controlled. While infrastructure for walking and biking is lacking in many areas, there is strong interest from community members in creating a less car-centric town. In addition, MBTA bus and rail transit options have opportunities to serve more people commuting into and out of Dedham.

T1 Increase in traffic over the last five years

Most streets saw a five to eleven percent increase in average daily traffic between 2014 and 2019. Eighty percent of Dedham residents drive to work, while only eleven percent take transit, five percent work from home (pre-pandemic) and four percent bike, walk, or take other modes. This represents an opportunity to increase the availability, reliability, and safety of transit and micro-mobility (e.g., e-scooters) options in Dedham.

Comparison of Select Traffic Counts



T2 More non-resident employees come into Dedham everyday for work

Over 17,000 workers commute into Dedham during the workday, compared to the approximate 13,000 that commute out of Dedham. Therefore, the transportation connections both in and out of Dedham, especially in high employment areas, are crucial to evaluate for improvements.

T3 More sidewalks are needed

Fifty eight percent of Dedham's streets have a sidewalk on at least one side. Many trips that are currently being taken by car could be taken by walking if the walking infrastructure is expanded and enhanced.



T4 Lack of bike infrastructure

The number of people using bikes as a primary or occasional form of transportation has been steadily increasing in the region and has increased rapidly during the COVID-19 pandemic. Although there are bike racks available in the business centers, on-street bike lanes and off-street paths are lacking. Since 2017, there have been 27 reported vehicular collisions with pedestrians or cyclists, all of which have been in locations without bike infrastructure.

T5 Ridership on the Franklin Line commuter rail has increased

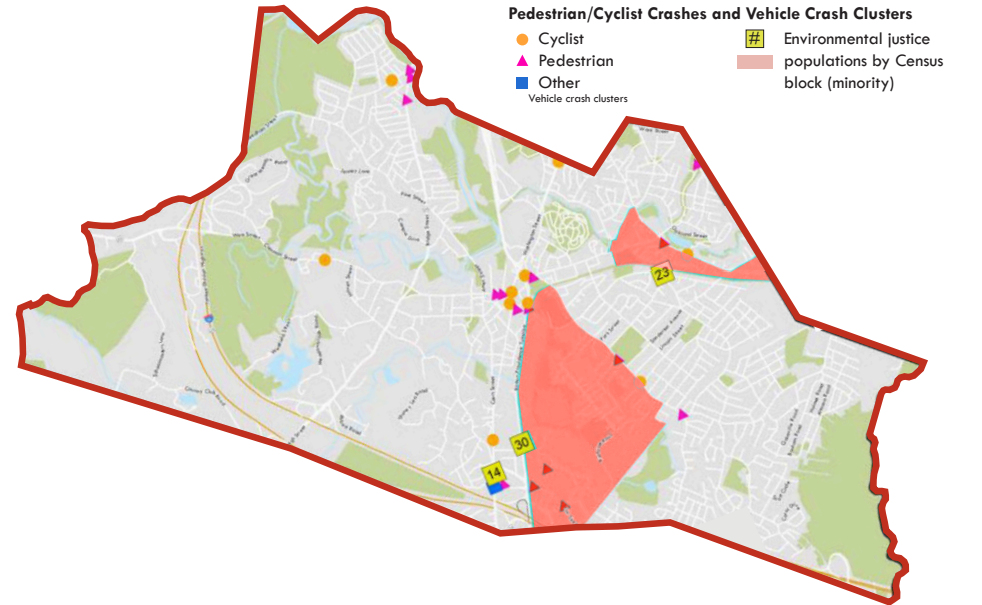
The Dedham Corporate Center has seen a 97 percent increase in commuter rail ridership. As traffic increases in the Boston region, more people rely on the commuter rail for daily transportation.

T6 MBTA Route 34/34E bus is a main connector, but it is unreliable

The Route 34/34E bus is highly important for network connectivity but it has poor on-time performance. There are over 6,500 trips per weekday on the route, and ridership in Dedham totals around 11 percent of the entire Route 34/34E.

T7 Ridesharing is growing quickly and could signal unmet needs

In 2019, Transportation Network Companies (TNCs) like Uber and Lyft, provided over 262,000 rides that started in Dedham. Of those, nearly twenty three percent were within Dedham. The average TNC ride distance was 6.7 miles, a distance that could be traveled by bike or public transit if those modes were more convenient.



Draft Goals and Strategies Transportation and Connectivity

T1 Goal 1: Prioritize walking, biking and rolling infrastructure improvements with a focus on neighborhood business districts, schools and access to transit in order to decrease traffic congestion and healthy, sustainable modes of transportation

Both walking and biking are desirable forms of transportation for Dedham residents, yet safe infrastructure doesn't exist throughout the town. Building out a network of connected walking and biking routes would be beneficial to increasing physical activity and decrease traffic congestion.

Strategy T1.1: Reininvigorate Dedham's Safe Routes to School program to create a safe walking, biking, and rolling environment for students and decrease vehicle traffic around schools

Strategy T1.2: 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.

Strategy T1.3: Improve the experience for walking, biking, and rolling

Strategy T1.4: Integrate bike and pedestrian improvements with upcoming and planned infrastructure and maintenance projects

T2 Goal 2: Reduce risk of traffic related injuries and fatalities and increase safety and convenience for all types of travel

Crashes are clustered in many areas of Dedham, and there are multiple clusters in Dedham's environmental justice areas (see map). The town should focus its initial street safety efforts on these areas, and create a proactive system to improve other unsafe areas in its street network.

Strategy T2.1: 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

Strategy T2.2: Create a safer environment for all by planning multimodal streets that support active transportation and decrease the Town's reliance on vehicles

Strategy T2.3: Continually review traffic crash data and other data to determine the top areas where safety improvements are needed

T3 Goal 3: Optimize streets, parking, and transportation infrastructure to create more vibrant, people-centered, and flexible spaces

In the business districts, parking is seen as a challenge at peak times. Some parking management strategies,

such as implementing parking meters and adopting dynamic pricing, can help to increase turnover of spaces during high demand times. In areas with excess parking, Dedham could designate TNC pick up/drop off areas and delivery areas, or programs to convert strategic locations to other uses, such as outdoor dining, additional green space, or amenities.

Strategy T3.1: Evaluate parking uses and requirements throughout the town to determine if a portion of the space could be used in a more vibrant, flexible way

Strategy T3.2: Consider repurposing street space in economic centers (town centers) to be flexible for various purposes

Strategy T3.3: Identify locations where vehicular infrastructure could be reduced to provide more space for non-vehicular travel, including reducing lane widths, removing travel lanes, etc.

T4 Goal 4: Improve safe, comfortable access to existing transit stops, improve local conditions for reliability, and advocate for an increase in frequency of rail and bus service to encourage mode shift away from vehicles and towards more sustainable modes of transportation

Enhance transit with first and last mile connections, micro-transit options, and transit-oriented development. Ridership at the Dedham Corporate Center commuter rail stop nearly doubled between 2012 and 2018. The 34/34E bus route has significant opportunities for improvements, such as dedicated bus lanes and queue jumps, that would make it more reliable for daily users. Although current transit ridership is down due to COVID-19, Dedham should plan for long-term improvements to ensure bus and rail service is not negatively impacted once traffic increases again.

Strategy T4.1: Evaluate walking and biking conditions to and from transit stops that could be enhanced/improved to reduce the need to drive and park at key stops

Strategy T4.2: Improve transit efficiency with local interventions

Strategy T4.3: Evaluate senior and other localized transit services in Dedham and surrounding towns to determine if a coordinated dispatch system would create a more efficient and effective service

T5 Goal 5: Plan for electric and autonomous vehicles, as well as other potential future transportation technologies

The Town should take advantage of electric vehicle incentives at the state level and be flexible in parking requirements and design. Autonomous vehicles may not need as much parking, and electric vehicles will need designated spaces with charging capabilities.

Strategy T5.1: Develop more electric vehicle infrastructure in Dedham

Strategy T5.2: Rethink parking minimums (potentially switch to parking maximums) to address future uses of autonomous vehicles

Strategy T5.3: Plan for potential new micro-mobility options such as scooters, bikeshare, e-bikes, mopeds, and other non-automobile possibilities

T6 Goal 6: Expand the tools for transportation implementation including regional coordination, collaboration with Transportation Management Associations, and temporary pilot improvements to decrease local and regional traffic congestion

No town staff position is currently responsible for transportation, including grant pursuit, and coordination with neighboring municipalities and the Neponset Valley Transportation Management Association. All transportation projects should be viewed as an opportunity to implement town goals through current DPW plans, repaving plans, and upcoming transportation projects. To address capacity challenges, the Planning Director could work with existing committees to identify funding opportunities and upcoming projects to incorporate transportation improvements.

Strategy T6.1: Coordinate with transportation

planning in neighboring communities, and Neponset Valley TMA

Strategy T6.2: Prioritize pilot and temporary/quick build projects to test new ideas, and involve the public in project evaluation

Strategy T6.3: Price parking appropriately to better manage parking in high demand areas

Strategy T6.4: Continuously evaluate new forms of data such as TNC, Census, Smartphone-based travel data, etc. to understand changing travel needs post-pandemic

T7 Goal 7: Define clear responsibilities for Dedham's transportation committees and town staff and involve diverse perspectives of the public to inform decision-making

Strategy T7.1: Define a specific process for evaluating and implementing projects, create a workplan if necessary

Strategy T7.2: Disseminate information about Dedham's transportation committees (including how to find info and how to join) to the general public through various sources

Strategy T7.3: 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