



TOWN OF  
**DEDHAM**  
MASSACHUSETTS

**Bowman**

# Dedham Local Roads Safety Plan

Final Report

*December 2024*

# Acknowledgments

The Dedham Local Roads Safety Plan would not have been possible without collaboration between Transportation Safety Working Group members, Town departments, external stakeholders, and the Dedham community.

## Working Group Members

- Dimitria Sullivan, Select Board representative
- John Bethoney, Planning Board representative & Transportation Advisory Committee representative
- Dave Roberts, Finance and Warrant Committee representative
- Bryan Plummer, Active Transportation Working Group representative

## Town Staff

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- Joseph Flanagan, Director of Public Works
- Leon Goodwin, Town Manager
- Nancy Baker, Assistant Town Manager
- Michael D'Entremont, Police Chief
- William Spillane, Fire Chief
- Amanda Smith, Director of Communications
- Jeremy Rosenberger, Director of Planning and Natural Resources

## External Stakeholders

- Massachusetts Department of Transportation (MassDOT)
- Massachusetts Bay Transportation Authority (MBTA)
- WalkMassachusetts
- MassBike
- Central Transportation Planning Staff of the Boston Region Metropolitan Planning Organization
- Federal Highway Administration (FHWA)
- AARP





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# Acronyms List

Accessible Pedestrian Signal	APS	
Active Transportation Working Group	ATWG	
American Association of State Highway Transportation Officials	AASHTO	
Average Annual Daily Traffic	AADT	
Central Transportation Planning Staff of the Boston Region Metropolitan Planning Organization	CTPS	
Department of Conservation and Recreation	DCR	
Environmental Justice	EJ	
Equivalent Property Damage Only	EPDO	
Fatal and Serious Injury Crashes	KSI	
Federal Highway Administration	FHWA	
Geographic Information System	GIS	
High Injury Network	HIN	
Highway Safety Improvement Program	HSIP	
KABCO Scale	K: Killed	A: Suspected Serious Injury
	B: Suspected Minor Injury	C: Possible Injury
	O: No Apparent Injury	
Killed or Seriously Injured	KSI	
Local Roads Safety Plan	LRSP	
MA Executive Office of Public Safety and Security	EOPSS	
MA Office of Grants and Research	OGR	
Manual on Uniform Traffic Control Devices	MUTCD	
Massachusetts Bay Transportation Authority	MBTA	
Massachusetts Department of Transportation	MassDOT	
Metropolitan Area Planning Council	MAPC	
National Association of City Transportation Officials	NACTO	
Public Right-of-Way Accessibility Guidelines	PROWAG	
Rapid Rectangular Flashing Beacon	RRFB	



<b>Road Safety Audit</b>	RSA
<b>Safe Streets and Roads for All</b>	SS4A
<b>Transportation Advisory Committee</b>	TAC
<b>Transportation Safety Working Group</b>	TSWG
<b>US Department of Transportation</b>	U.S. DOT
<b>Vulnerable Road Users (people walking and cycling)</b>	VRU

# Purpose of the Plan

In response to a series of roadway fatalities since 2021, the Town of Dedham chose to address safety issues on its streets through the creation of a Transportation Safety Working Group (TSWG) and a Local Roads Safety Plan (LRSP). The LRSP is an aspirational plan for making Dedham's roadway network safer for everyone. It was assembled with input from Town staff, elected officials, the general public, and other stakeholders to help guide the Town's ongoing and future efforts to improve safety on its roadway network. It is not a prescriptive plan, but rather it intends to present a menu of possible strategies and projects that the Town could pursue to advance its safety goals. The plan accounts for existing data and trends but is meant to be flexible to allow the Town to determine what safety solutions make the most sense based on changing safety needs, availability of funding, and other considerations.

The report is divided into five chapters:

- **Chapters 1 through 3** summarize the planning process and key findings, including community and stakeholder outreach and the analysis of safety data
- **Chapter 4** is the Action Plan, which presents a menu of possible solutions the Town could implement townwide (referred to as Townwide Actions) as well as series of concepts for roadway and intersection improvements (referred to as Targeted Locations)\*
- **Chapter 5** explains the next steps for implementing improvements and tracking progress towards safety goals



*\*Note:* The concepts presented in this plan are intended to serve as ideas to explore in further depth. They are based on approximate roadway dimensions (excluding right-of-way) and must be vetted through additional traffic analyses and land surveys to fully understand design constraints and alternatives.



# 1 Project Overview

Funded in part by a Safe Streets and Roads for All (SS4A) grant from the U.S. Department of Transportation (U.S. DOT), the Dedham LRSP aims to develop a community-driven Action Plan to help the Town of Dedham significantly reduce and eventually eliminate all deaths and serious injuries on roadways in the Town.



An **Action Plan** to identify, analyze, and prioritize future safety improvements



**Funded** in part by an SS4A Action Plan grant from U.S. DOT



**Goal** to significantly reduce and eventually eliminate *all* deaths and serious injuries on roads in Dedham

## A Community-Driven Action Plan

Guided by the TSWG, the LRSP process combined community insight gathered through public meetings, map comments, emails, voicemails, and surveys, with an analysis of crash and safety data from the Massachusetts Department of Transportation (MassDOT) and the Town of Dedham to create

an Action Plan focused on addressing the Town's most pressing safety concerns. The planning process also incorporated equity considerations in both the community outreach methods and the prioritization of recommendations, ensuring that the perspectives of all Dedham community members are reflected in the plan and that recommended improvements are distributed equitably across the Town, especially within the Town's state-designated Environmental Justice census block groups in East Dedham.

A key result of the planning process was the development of a High Injury Network (HIN) of roadway segments and intersections based on crash history, the potential risk for future crashes, and insight from the community.

The LRSP presents concrete next steps towards achieving the Town's goal of eliminating deaths and serious injuries townwide. The LRSP includes a combination of Townwide Actions, which are categories of recommendations that apply to multiple locations throughout the Town, and Targeted Locations, which are prioritized concepts for physical roadway improvements within the HIN.

## A Safe System Approach

The LRSP was developed using the U.S. DOT Safe System Approach as its guiding paradigm. The Safe System Approach accounts for both human mistakes and human vulnerability,

differing from traditional road safety approaches that focus mostly on preventing crashes. The five components of the Safe System Approach as defined by U.S. DOT are:<sup>1</sup>

- **Safer People** – Encourage safe and responsible behavior by all road users so people reach their destinations safely
- **Safer Roads** – Design to mitigate human error, encourage safe behavior, and permit Vulnerable Road Users to travel safely
- **Safer Vehicles** – Expand use of vehicle systems that improve the safety of people inside and outside of the vehicle
- **Safer Speeds** – Encourage safer speeds through design, appropriate speed limits, education, outreach, and enforcement
- **Post-Crash Care** – Make crashes more survivable through prompt access to medical care, safe environments for first responders, and preventing secondary crashes

These components are shown graphically in Figure 1.

The Safe System Approach is built on the understanding that crashes will occur due to human error, so it aims to mitigate safety risks using a series of guiding principles and objectives that are designed to create multiple layers of mitigation that

not only help to reduce the frequency of crashes, but also help to reduce the impact of crashes when they inevitably occur.

**Figure 1: U.S. DOT Safe System Approach**



<sup>1</sup> <https://www.transportation.gov/NRSS/SafeSystem>

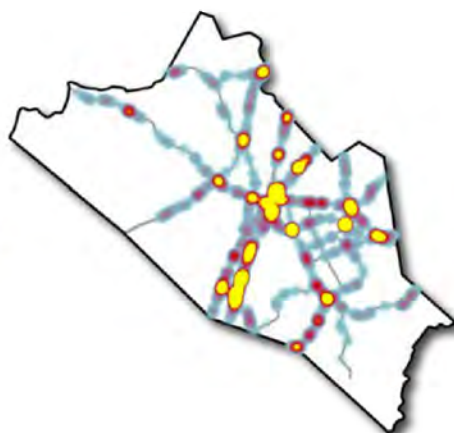


## Dedham Local Roads Safety Plan Process



### Community & Stakeholder Insight

- > Crowdsourced map
- > Priorities survey
- > Email and voicemail comments
- > Public meetings
- > Stakeholder interviews



### Crash & Safety Data Analysis

- > Crash data
- > Risk factor data
- > Citation data
- > Police reports



### A Community-Driven Action Plan for safer roads

- > Townwide actions
- > Targeted locations

## Transportation Safety Working Group

The Town of Dedham's Select Board convened the TSWG in 2022 to help identify the causes of recent serious and fatal crashes within the Town, and to oversee the development of the LRSP.<sup>2</sup>

The TSWG guided the plan's goals and priorities, advised on the community and stakeholder engagement approach, evaluated potential policy and process changes, and provided input on the Action Plan's recommendations.

The TSWG met nine times during the development of the LRSP. Meeting topics included developing the vision, mission statement, and goals of the plan; crafting the community engagement approach; refining the draft recommendations; and discussing and finalizing the Action Plan.

The Working Group's enthusiasm to discuss the Plan among their community networks led to the exceptional volume of feedback received.

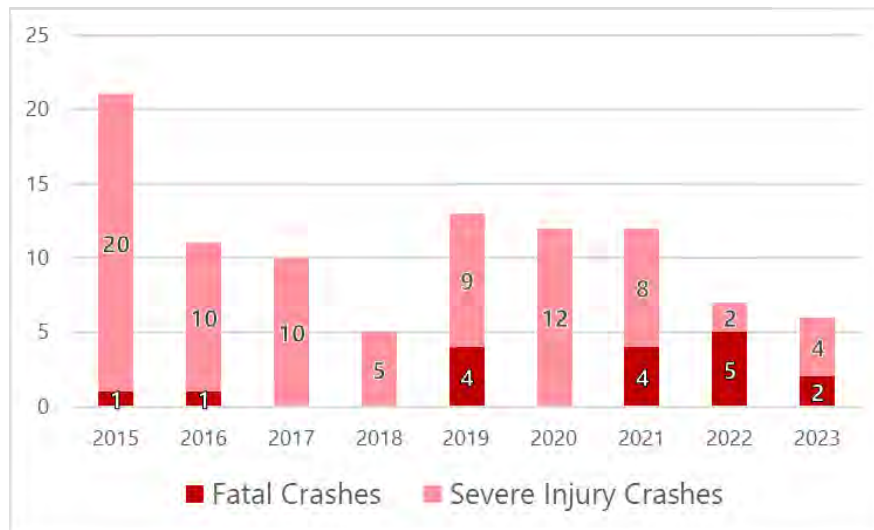
Upon approval of the LRSP by the Town of Dedham's Select Board, the Select Board in conjunction with the Town Manager will continue its work to oversee the implementation of the LRSP and assist in tracking progress towards achieving the Town's safety goals. The Select Board envisions that many Town boards, committees and working groups, such as the Commission on Disabilities, Planning Board, and Active

Transportation Working Group may be called upon to assist in the implementation of the LRSP.

## Road Safety in Dedham Today

Safety of all users remains a key priority for the Town of Dedham. Fatal and serious injury crashes continue to occur within the Town's boundaries, as shown in Figure 2. Crashes which result in one or more fatalities disproportionately impact non-white populations and pedestrians compared to their shares of the Town's population, according to analysis of 2017-2021 data and as shown in Figure 3. Eleven people have died on Dedham roads since 2021, including four people killed while walking.

**Figure 2. Fatal and Serious Injury Crashes in Dedham**



Source: MassDOT (note: 2022 and 2023 are unofficial records and are subject to change)

<sup>2</sup> [www.dedham-ma.gov/TSWG](http://www.dedham-ma.gov/TSWG)



**Figure 3. Fatality Equity Analysis**

Impacted Group	% Population <sup>1</sup>	% Fatalities <sup>2</sup>
Black/Mixed Race	11%	50%
Pedestrians	2.3% (commute mode share)	50%

1 2020 US Census American Community Survey 5-Year Data

2 2017-2021 Fatality Analysis Reporting System (FARS)

## Dedham's Commitment to Safety

On December 11, 2024, the Town of Dedham's Select Board signed a resolution committing to **a 50% reduction in fatal and serious injury crashes by 2040**, with the ultimate goal of eliminating all fatal and serious injury crashes within the Town. The resolution can be found in Appendix A. By making this ambitious commitment and adopting the LRSP, the Select Board recognizes the vision and mission established by the TSWG, as stated to the right. The Select Board aims to use the LRSP as a roadmap for future safety improvements to help the Town achieve its safety goals.

Overall, the LRSP recommendations hope to improve the quality of life in Dedham in multiple ways, not just from a public safety standpoint. The plan also helps improve overall public health outcomes by reducing traumatic injuries on roadways, and by creating a safer and more comfortable transportation network to encourage more walking and biking

trips for everyday needs, reducing air pollution, and encouraging more active lifestyles.

### Vision

To achieve zero traffic-related fatalities and serious injuries in Dedham while increasing safe, healthy, and equitable mobility for all.

### Mission

To improve safety for all road users across Dedham through community collaboration, engagement with stakeholders and policymakers, rigorous data analysis, the formulation of effective policies, and improvements to infrastructure with the goal of reducing traffic-related fatalities, severe injuries, and crashes.

## 2 Community and Stakeholder Input

The LRSP used a multi-pronged engagement campaign to develop an equitable and community-driven action plan based on both safety data and local knowledge. The plan deployed a wide range of communication methods and engagement strategies to engage with as many people as possible in meaningful ways.

Public meetings included both in-person and online open houses, offering flexibility for community members to contribute to the plan through face-to-face conversations, and adding nuance to the community's safety concerns for the project team.



**Community & Stakeholder  
Insight**

**Crowdsource map**

**Open houses**

**Priorities survey**

**Stakeholder interviews**

**Other public comments**

The community engagement approach was guided by conversations among members of the TSWG. TSWG members were pivotal in spreading awareness of the Plan throughout the Town, sharing postcards with friends, neighbors, and colleagues, and promoting public involvement in the survey, online comment map, and public meetings.



*Public Open House at the Endicott Estate, May 15, 2024*

## Community Engagement Methods

The plan's engagement approach included the following methods:

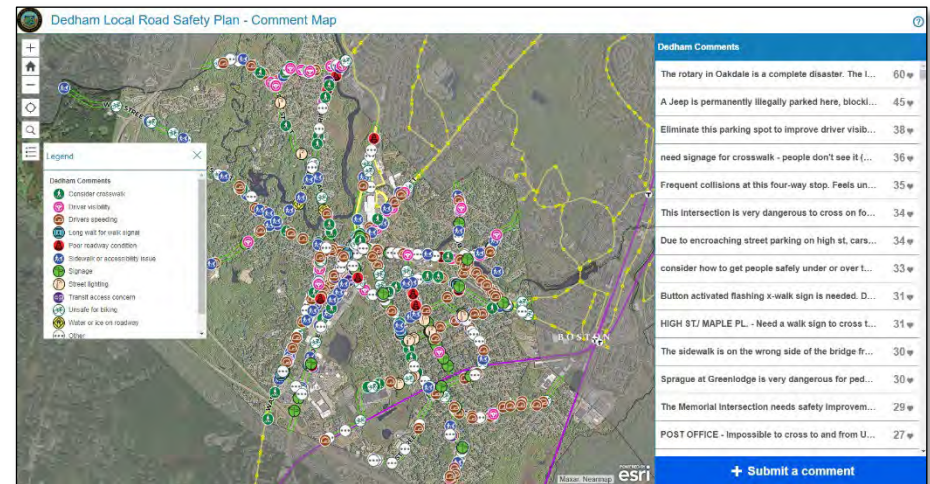
### Crowdsourcing Map

The Dedham LRSP Crowdsourcing Map allowed community members to flag specific locations within the Town where they experience road safety concerns using a Geographic Information System (GIS) based application. It was compatible with desktop, tablet, and mobile use. This crowdsourced map data allowed the project team to ground-truth some of the existing safety data that had been collected and analyzed, and helped focus the team's efforts on specific areas where there might not currently be a high number of crashes, but where the community collectively is concerned about safety.

The Crowdsourcing Map asked respondents to add points on a map of the Town where they experience safety concerns, input their comments, and select the safety category of concern best associated with each location:

- Consider crosswalk
- Driver visibility
- Drivers speeding
- Long wait for walk signal
- Poor roadway condition
- Sidewalk or accessibility issue
- Signage
- Street lighting
- Transit access concern
- Unsafe for biking
- Water or ice on the roadway
- Other

Respondents could "like" other comments to show support or agreement with another person's feedback, helping to reduce duplication of existing comments. Within the user interface, comments were listed on the right side of the screen and were sorted by the number of "likes" to highlight comments with the most support.

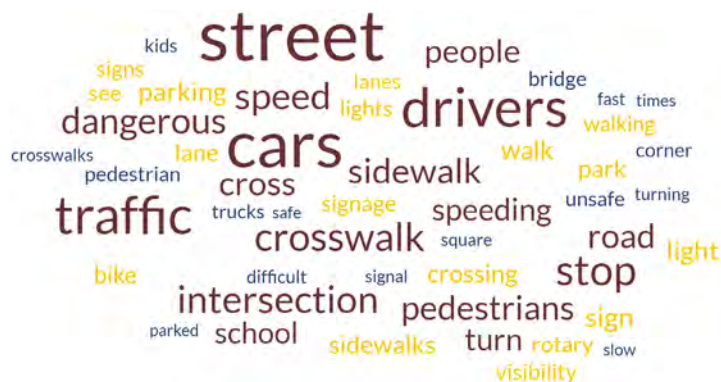


*Image of the Dedham LRSP Comment Map user interface*



In total, the Crowdsourcing Map received over **850** unique comments and over **3,600** “likes”, providing actionable community-based insight into safety issues, themes, and locations to consider in the Action Plan. A full comment summary can be found in Appendix B. Key takeaways include:

- Comments largely focused on overall traffic safety, infrastructure improvements, and traffic calming measures. They emphasize the community’s desire for safer, more accessible streets and neighborhoods.
- Key issues highlighted include speeding, dangerous intersections, lack of pedestrian crosswalks, poor sidewalk conditions, heavy truck traffic near schools, and the need for better signage and enforcement.
- Specific areas where there are relatively few reported crashes but a high number of safety concerns reported include Oakdale Square and specific segments of High Street, Needham Street, and Sprague Street.
- Respondents suggested solutions such as speed bumps, highly visible crosswalks, traffic lights, and sidewalk repairs to enhance safety for pedestrians, cyclists, and motorists.



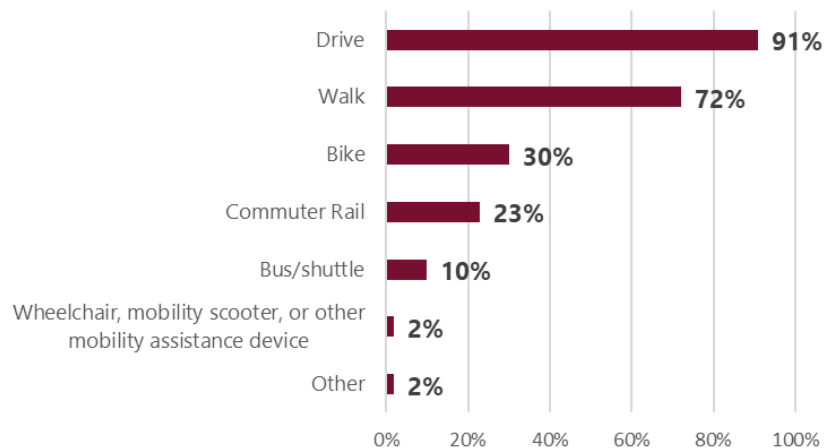
*Most frequently mentioned words in the Comment Map*

## Priorities Survey

The plan also incorporated input from a community survey, which was available both online and in print at key locations across the Town, including Town Hall and the Dedham Food Pantry. The survey received approximately **550** responses, including responses from Dedham residents and those who live, work, visit, and/or go to school in Dedham. A full summary of the survey results can be found in Appendix C. Key findings include:

- While a vast majority respondents drive (91%), a relatively high percentage of respondents walk (72%) or bike (30%), indicating that the survey had balanced perspectives from people who have experience as both drivers and vulnerable road users, as shown in Figure 4.
- Speeding and gaps in the sidewalk network are the two top safety concerns among respondents.
- Creating an accessible sidewalk network and making it easier to cross the street are the two top safety improvements that respondents would like to see.
- Other concerns include a desire for more consistent enforcement of both speeding and illegal parking.

**Figure 4. Survey Question: "How do you travel around Dedham?"**



## Voiceemail and Email

A voiceemail line was set up to receive comments from those who would prefer to provide verbal comments and may not have access to a smartphone or computer. Additionally, the project team accepted email comments. Both the voiceemail and email options provided alternative methods for providing input in an effort to reach as many people as possible. A total of five voiceemails and four emails were received. Themes were similar to the Crowdsourcing Map feedback, including:

- Concerns about speeding
- Challenging crosswalks
- Lack of yielding to stop signs
- Need for improved pavement markings

## Postcard

To raise awareness of the project and to promote public input from as wide of a cross-section of the Town's population as possible, Town staff and TSWG members distributed a postcard containing information about the project across the Town, leaving copies at key locations such as the libraries, Town Hall, and local businesses, and distributing copies to family members, neighbors, and colleagues from various Town groups and committees. The postcard contained links to the online crowdsourcing map, online survey, the phone number to leave a voiceemail comment, information about the next steps, contact information, and instructions on how to sign up for updates and learn more about the Plan.



*Image of the Dedham LRSP postcard that was distributed throughout the Town*

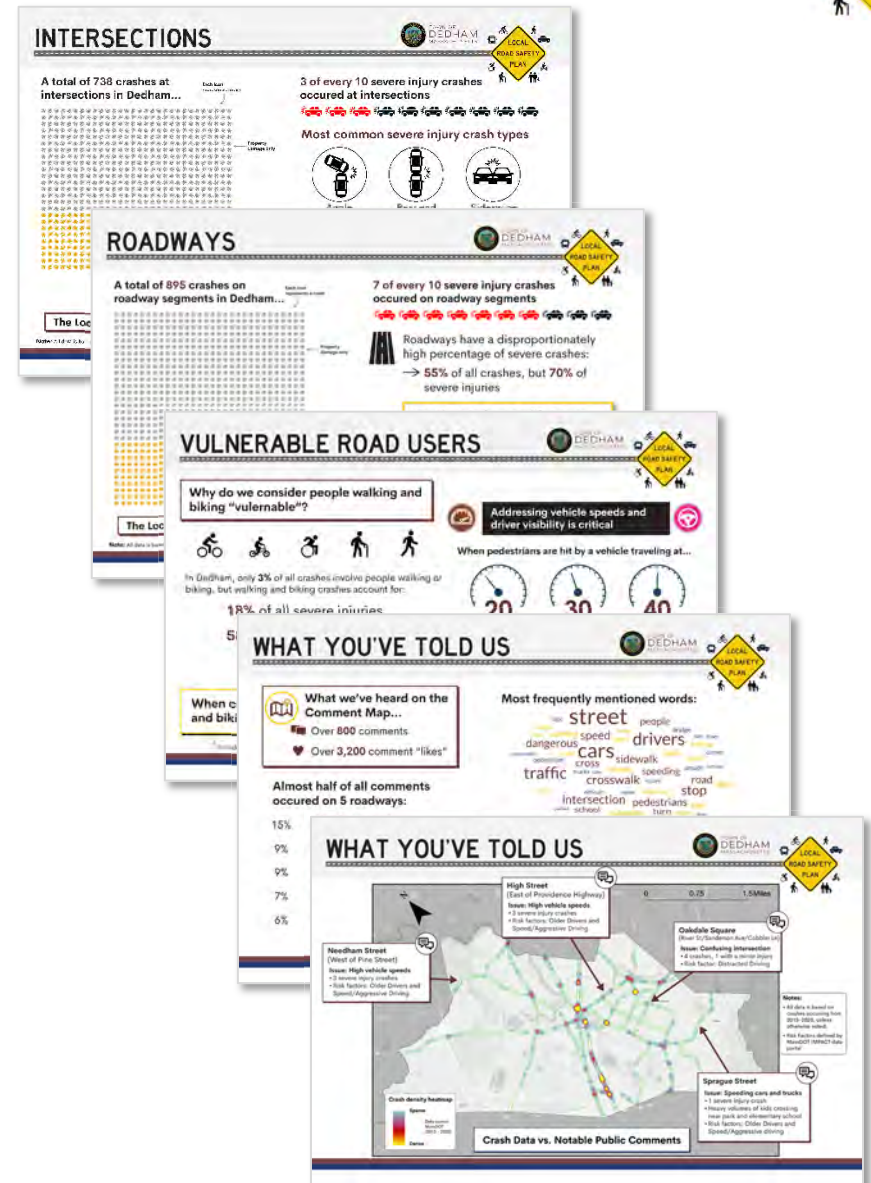
## Community Meetings

The Plan included a series of public “open house” meetings, as well as a public meeting to present and discuss the draft findings and recommendations.

### Endicott Estate Open House - May 15, 2024

An in-person open house was held on May 15, 2024, at the Endicott Estate on East Street in Dedham. While the engagement process had been ongoing for months, with opportunities for input via the crowdsourcing map, online survey, and voicemail, the Open House served as an opportunity for the community to talk to the project team face-to-face and have more nuanced conversations about road safety in Dedham. Additionally, the project team used the Open House to share initial findings of the crash data analysis and gain feedback from attendees to confirm if the findings align with their safety concerns. The meeting included a brief presentation to explain the purpose and goals of the project and its safe systems approach, followed by a group discussion on four major topics. The graphics to the right covered the topics and were displayed on poster boards at the Open House:

- Intersection safety (“Intersections” board)
- Roadway safety (“Roadways” board)
- Vulnerable road user safety (“Vulnerable Road Users” board)
- Key takeaways from public input received to-date (“What You’ve Told Us” boards)



*Images of the five boards that were used for discussion during the public open houses*

Discussions included specific locations where people experience safety concerns, such as specific intersections or crossings, as well as Town-wide trends that occur in many locations, including speeding and parked vehicles on sidewalks. The poster boards and notes from the in-person open house are included in Appendix D. Key themes from the group discussions included:

- Challenges crossing the street, including long pedestrian crossings, long wait times for pedestrians and signals, poor crosswalk conditions, and poor sight lines because of parked vehicles at intersections
- Missing and obstructed sidewalks create accessibility and safety barriers, including illegally parked cars, utility poles, and snow obstructing the sidewalks
- Challenges biking around the Town, including a lack of protected bike facilities, and a disconnected network of low-speed, low-stress bike routes
- Vehicle speeding, wide vehicle lanes
- Cut through traffic, including truck traffic
- Wide vehicular lanes and turning radii at intersections
- Confusing and uncomfortable intersections for all modes, despite relatively low crash rates, including Oakdale Square

### *Virtual Open House – June 5, 2024*

A virtual version of the May 15, 2024, Open House was hosted on June 5, 2024, at 6:00 PM on Zoom. This meeting was designed to mimic the in-person Open House for those who were unable to attend, including group discussions on the same four topic areas discussed during the in-person Open House. The introductory presentation included two interactive polling questions using software from Mentimeter to better understand the audience's vision for Dedham's roadway network and to encourage reflection on roadway safety prior to the group discussion. The polling questions asked what modes of transportation attendees typically use (driving, walking, biking, bus/train, other), and in three words or fewer, describe your vision for Dedham's roads 10 years from now.

The group discussion revealed recurring themes from previous public comments, including concerns with pedestrian visibility, long wait times at crossings, and specific areas of concern including Oakdale Square.

### *Council on Aging Open House – June 6, 2024*

To engage directly with one of the Town's most vulnerable user groups, a meeting was hosted at the Dedham Council on Aging on June 6, 2024. The intent of this meeting was to meet people where they are by including the event as part of the Council on Aging's programming calendar, which is well-attended by the Town's senior residents. The event included a brief overview of the project but focused mostly on discussions surrounding roadway safety. The discussion with the Town's



elderly population provided additional perspectives on their safety challenges, including from people with mobility and vision challenges. Key discussion topics included the importance of clear lane markings and crosswalks, high visibility signage, and accessible and unobstructed sidewalks. The meeting with the Council on Aging helped the project team further refine the recommendations of the plan.



*Meeting flyer advertising the Council on Aging Open House*

## Stakeholder Coordination

In addition to regular TSWG meetings, stakeholder coordination also included:

### Regional Coordination

The LRSP also coordinated directly with the Boston Region Metropolitan Planning Organization's Central Transportation Planning Staff (CTPS) and their concurrent regional Safe Streets for All Regional Vision Action Plan. CTPS was invited to all of the public TSWG meetings. The project team met with CTPS on January 30, 2024, to discuss the planning process and engagement strategies to ensure consistency between action plans. Some key discussion points from the meeting included the importance of providing flexibility in the engagement approach, including offering a wide range of ways for people to engage; meeting people where they are, such as at senior centers or existing events; using interactive elements in presentations, such as Mentimeter polling; facilitating "focus group" style meetings for more nuanced discussions; disseminating project information through printed materials that can be shared among friends and neighbors; offering both in-person and online meetings; and continuing to evaluate the engagement process to identify gaps, and adjusting as needed. Coordinating with CTPS helped ensure that the local and regional plans are aligned in their approach to engaging community members and helped the project team refine the LRSP engagement campaign to make it as equitable and accessible as possible.

## Policy Analysis Stakeholder Interviews

The project team conducted a series of stakeholder interviews to learn more about municipal policies, processes, and guidelines as they relate to road safety. Stakeholder interviews included meetings with the Engineering Department, the Police Department, the Fire Department, the Planning Department, MassDOT, the Active Transportation Working Group (ATWG), the Transportation Advisory Committee (TAC), and the Town Manager's office. The project team also coordinated with the MBTA to understand key safety concerns as they relate to MBTA bus operations, such as pedestrian access to and from bus stops.

Conversations centered around understanding what the Town could be doing differently from a safety standpoint outside of physical changes to the Town's roadways and intersections. The stakeholder interviews resulted in a list of policy recommendations that were further developed and vetted by the TSWG and incorporated into the Plan. The policy analysis process and key policy and program recommendations are described further in the Action Plan section.

## Summary of what we heard

Community feedback focused on overall traffic safety, infrastructure improvements, and traffic calming measures. It supported the desire for safer, more accessible streets and neighborhoods.

Key issues highlighted included speeding, illegal parking, dangerous intersections, limited pedestrian facilities, and accessibility, heavy truck traffic near schools, and the need for better signage and enforcement.

Respondents highlighted several locations for safety concerns that did not arise as problematic areas in the safety data analysis due to a few reported crashes: Oakdale Square and specific segments of High Street, Needham Street, and Sprague Street.

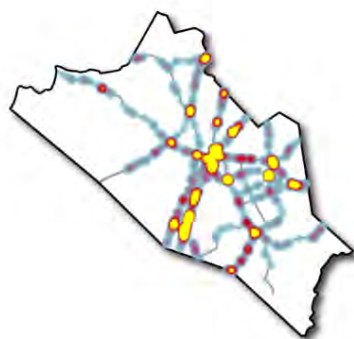
These locations, along with illegal parking, cut-through traffic, truck traffic, speeding, and lack of enforcement, were key safety concerns not represented or underrepresented in the data reviewed. This feedback reiterated the importance of going beyond crash data to evaluate roadway safety.

Respondents suggested several countermeasures to improve safety, including speed bumps, high-visibility crosswalks, traffic signals, and sidewalk repairs.

Key themes from stakeholder engagement included limitations of the traffic calming policy, the need for additional planning for network-level improvements, and community pushback to previous traffic calming efforts.

# 3 Safety Analysis

Crash and safety data were reviewed from the MassDOT IMPACT portal, which included crash reports, Network Screening Risk-Based data, and Test of Proportions data. For crashes involving fatalities, police reports from the Town of Dedham were examined, along with citation data from the Dedham Police Department. Additionally, data for all arterial and collector roadways within the Town were analyzed for the years 2015 to 2020.



Crash & Safety Data Analysis

Crash Data

Risk Factor Data

Citation Data



## Intersection crashes

**3 of every 10 severe injury crashes occurred at intersections**



## Roadway segment crashes

**7 of every 10 severe injury crashes occurred on roadway segments**



Roadways have a disproportionately high percentage of severe crashes:

→ **55%** of all crashes, but **70%** of severe injuries

## Most common severe injury crash types:



Angle



Rear end



Sideswipe

**Note:** All data is based on crashes occurring from 2015-2020, unless otherwise noted.

## Crash Data

Crash data was primarily sourced from the MassDOT IMPACT portal focusing on crashes from 2015 to 2020, the six most recent years that MassDOT deemed to be official crash records at the time of the analysis. More recent crash records exist in the portal but are subject to change and are not considered by MassDOT to be up-to-date or complete, and thus were not included in the analysis. To account for more recent crashes, the Town of Dedham Police Department provided police reports for the Town's fatal crashes from 2015 to 2023, which were further reviewed.

Crash data was compiled for all arterial and collector roads under the scope of the town, regardless of roadway jurisdiction. Detailed crash data review of local residential roads was not performed at the Town's request to focus on arterial and collector roads that have borne the most impactful crash outcomes. However, based on feedback from the public and stakeholder representatives, several recommendations (outlined in the Action Plan section later in this report) address traffic safety on local residential roads. In addition, a detailed crash data review along the portion of Interstate 95/Route 128 (including access ramps) within the Town's boundaries was not performed, as measures to address roadway safety along the Interstate system fall entirely within MassDOT's jurisdiction.

Crashes were categorized into two categories: crashes occurring at intersections, and crashes occurring on roadway segments. Crashes reported to occur at major intersection

within a corridor were summarized by intersection; these intersection crashes are excluded from roadway segment crash summaries. Crashes reported between major intersections along roadway corridors were summarized by segment. Crashes at intersections were then organized by jurisdiction: MassDOT and the Town of Dedham. The data was further analyzed to understand crash patterns townwide, on roadway segments, at intersections, and across jurisdictions.

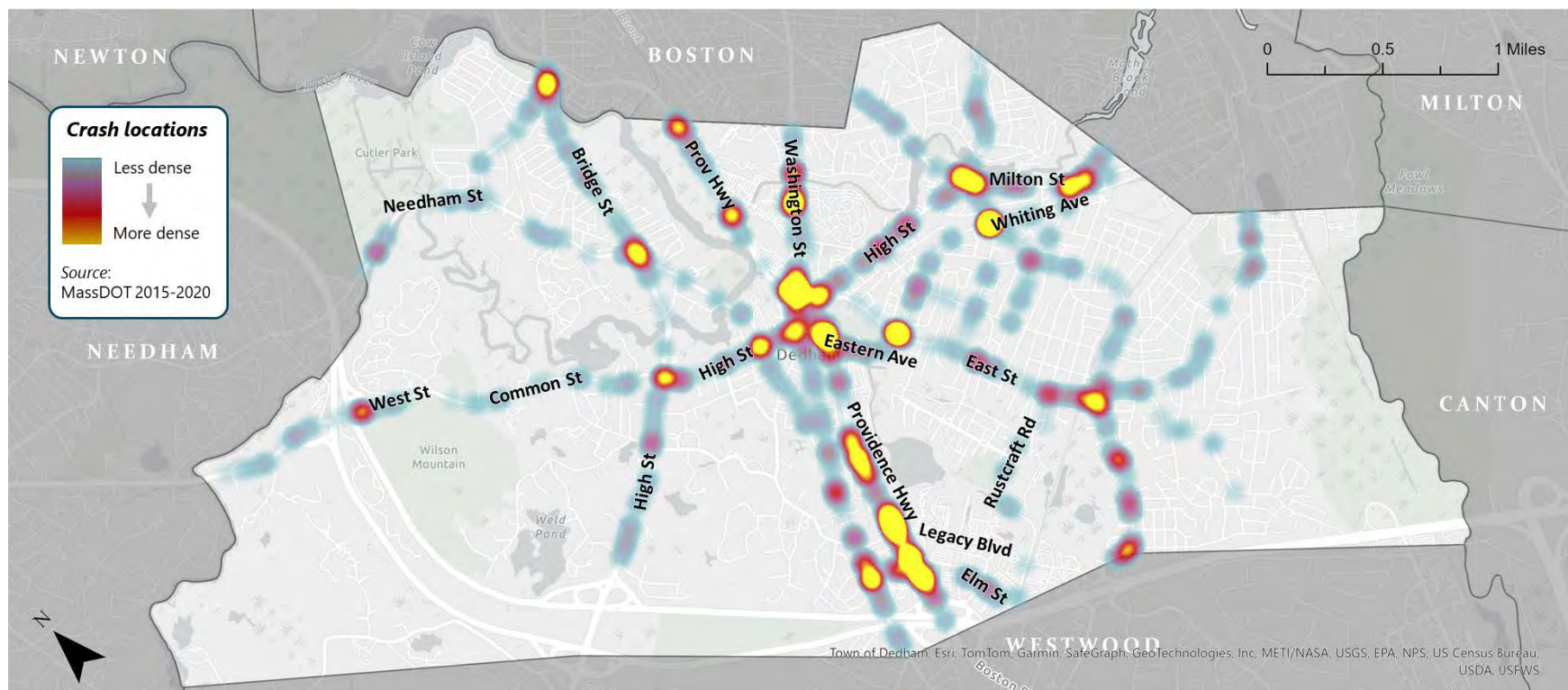
Crash data was also analyzed using GIS to visualize the spatial patterns of crashes and identify hot spots, as shown in Figure 5. The top five intersections with the most crashes, in order from greatest to least, include Providence Highway at Washington Street, Providence Highway at Elm Street, Providence Highway at Legacy Boulevard, Providence Highway at Eastern Avenue, and Walnut Street at Whiting Avenue. The top five roadways with the most crashes (excluding crashes at major intersections), in order from greatest to least, include High Street, Washington Street, East Street, Providence Highway, and Bridge Street. The crash information added to GIS included georeferenced crash locations and Equivalent Property Damage Only (EPDO) rates. The EPDO method calculates the severity of crashes by assigning a weight to each crash based on its severity (a value of 1 for property damage-only crashes and a value of 21 for injury and fatal crashes, which is consistent with MassDOT's methodology for identifying high crash clusters statewide). The crash severity map displaying EPDO data is shown in Figure 6. The top five intersections with the highest EPDO, in order from greatest to least, include Providence Highway at Washington Street,



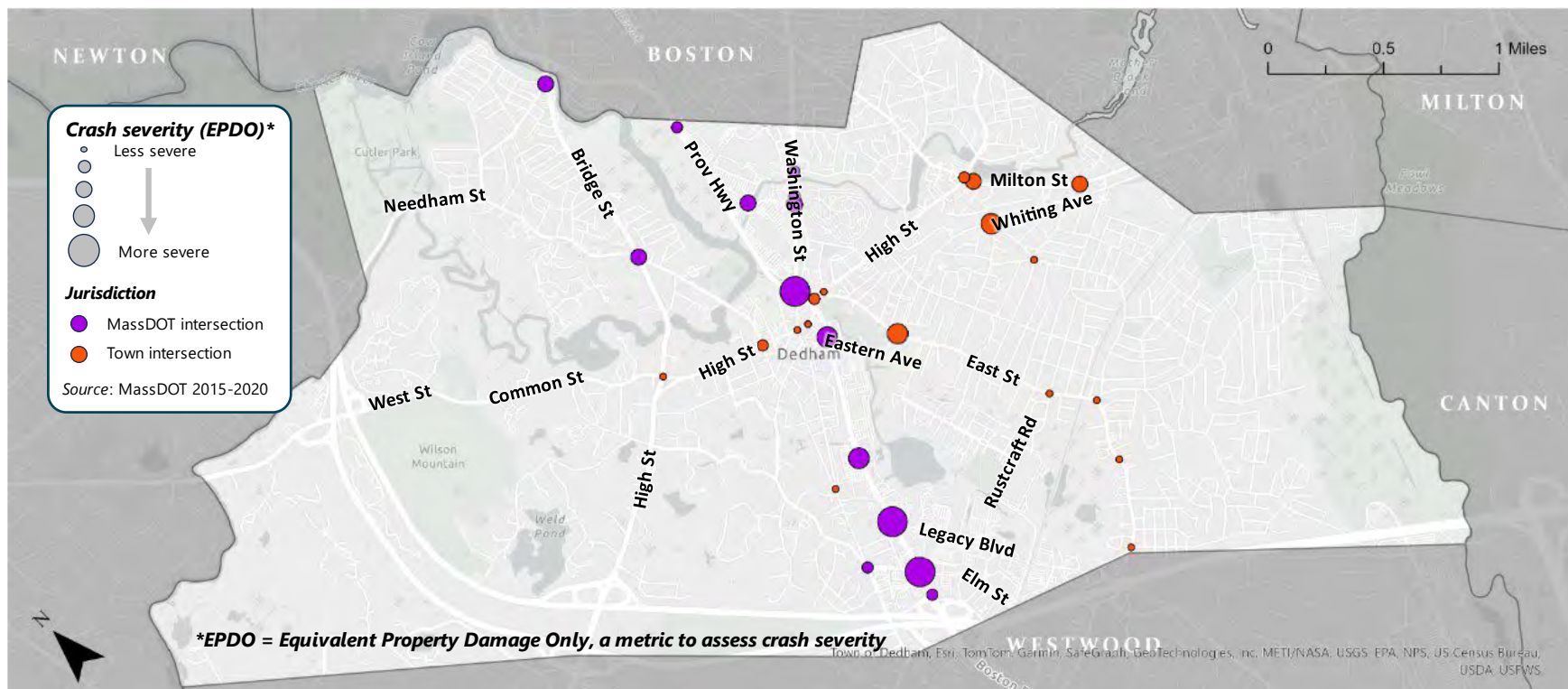
Providence Highway at Legacy Boulevard, Providence Highway at Elm Street, Providence Highway at Eastern Avenue, and Walnut Street at Whiting Street. The top five roadways

(excluding intersections) with the highest EPDO, in order from greatest to least, include High Street, Washington Street, East Street, Providence Highway, and Bridge Street.

**Figure 5. Crash Hotspot Map (2015-2020)**



**Figure 6. Crash Severity Map (2015-2020)**



## Crash Data Key Findings

As the aim of the LRSP is to eliminate all fatal and severe injury crashes around the Town and the disproportionate impacts of vehicle crashes involving people walking and biking, the analysis further investigated crashes that involved pedestrians and bicyclists, also referred to as vulnerable road users (VRUs).

### Key Findings Townwide:

- Within the data set, there were 53 fatal or serious injury (KSI) crashes, with 4 fatal crashes identified during the 2015-2020 time period.
- 36% of KSI crashes townwide were single-vehicle crashes, 26% were rear-end crashes, and 25% were angle collisions.
- 23% of KSI crashes townwide involved a collision with a pedestrian.

### Key Findings for Pedestrian Crashes:

- 75% of fatalities (3 of 4) involved a person walking.
- 73% of the KSI pedestrian crashes occurred outside of daylight conditions.
- 73% of the KSI pedestrian crashes occurred along a roadway segment (or not immediately at an intersection).
- For KSI pedestrian crashes, 67% occurred during daylight conditions when at an intersection, while 88% occurred outside of daylight conditions when along a roadway segment.

### Key Findings for Bicyclist Crashes:

- Out of the severely injured crashes, one involved a bicyclist, which occurred during daylight conditions, along a roadway segment.
- No fatalities involved a bicyclist within the 2015-2020 time period.



In Dedham, only **3%** of all crashes involve people walking or biking, but walking and biking crashes account for:

**18%** of all severe injuries

**58%** of all fatalities\*

\* Includes data from 2015-2023

### Key Findings for crashes occurring on MassDOT Intersections:

- 25% of the fatalities (1 of 4) occurred on a MassDOT intersection.
- 46% of the KSI crashes on MassDOT intersections occurred outside of daylight conditions.
- For KSI crashes on MassDOT intersections, 46% were angle collisions, and 38% were rear-end collisions.



- For severe injury crashes occurring on MassDOT intersections, 58% (7 of 12) were concentrated on 2 intersections along Providence Highway (at Washington Street and at Legacy Boulevard).





#### **Key Findings for crashes occurring on Town Intersections:**

- No fatalities occurred on Town intersections.
- 67% of the KSI crashes on Town intersections occurred outside of daylight conditions.
- For KSI crashes on Town intersections, none occurred during the typical morning and afternoon peak traffic periods (between 8 AM to 12 PM, and 4 PM to 8 PM).
- 67% of the KSI crashes occurred at the intersection of Milton Street at River Street.

#### **Key Findings for crashes occurring on Roadway Segments:**

- 75% of fatalities (3 of 4) occurred on a roadway segment (not within an intersection). 2 of the 3 fatalities along a roadway segment occurred on Bridge Street.
- Of the total townwide KSI crashes, 69% occurred along a roadway segment.

- 79% of the KSI crashes on roadway segments occurred on Town roads, 15% on MassDOT roads, and 6% on roads maintained by the Department of Conservation and Recreation (DCR).

	MassDOT intersections	<b>7 of 12 severe injury crashes</b> occurred on <b>Providence Highway</b> at Washington Street and at Legacy Blvd
	Town intersections	<b>2 of 3 severe injury crashes</b> occurred on <b>Milton Street at River Street</b>
	Fatal crashes	<b>3 of 4 fatal crashes</b> occurred outside of an intersection; Two occurred along <b>Bridge Street</b> (MassDOT)
	Nighttime crashes	<b>67%</b> of KSI crashes at the Town intersections, and <b>46%</b> of KSI crashes at MassDOT intersections occurred during dark light

A summary of the key findings for VRU crashes, MassDOT intersection crashes, Town intersection crashes, and roadway segment crashes are provided through Tables 1 to 4 below.

The crash summary tables can be found in Appendix E.



**Table 1: VRU Crash Summary (KSI), 2015-2020**

Roadway*	Jurisdiction	Lighting Conditions	Crash Severity
Bridge Street	MassDOT	☾☾	●●
Eastern Avenue	Town	☀	●
Providence Highway	MassDOT	☀☾☾	●●●
Washington Street	Town	☀	●
Elm Street	Town	☾	●
Rustcraft Road	Town	☾	●
Sawmill Lane	Town	☾	●
Dedham Boulevard	DCR	☾	●
Common Street	Town	☀	●













Each dot represents a crash




- Pedestrian Fatal Crash
- Pedestrian Severe Injury Crash
- Bicyclist Severe Injury Crash

\* VRU Crashes: Total 12 KSI crashes, including 3 fatalities and 9 severely injured

Each dot  
represents  
a crash




**Table 2: MassDOT Intersection Crash Summary (KSI), 2015-2020**


MassDOT Intersection*	Crash Severity
Providence Highway & Washington Street	    
Providence Highway & Legacy Boulevard	  
Providence Highway & Elm Street	
Providence Highway & Eastern Ave	
Providence Highway & Dedham Place	
Providence Highway & VFW Parkway	
Bridge Street & Pine Street/Ames Street	

-  Fatal Crash
-  Severe Injury Crash
-  Pedestrian Severe Injury Crash

\* MassDOT Intersections: Total 13 KSI crashes,  
including 1 fatality and 12 severely injured

**Table 3: Town Intersection Crash Summary (KSI), 2015-2020**

Town Intersection*	Crash Severity
Milton Street & River Street	 
Washington Street & High Street	

-  Severe Injury Crash

\* Town Intersections: Total 3 KSI crashes,  
all involved severe injuries

**Table 4: Roadway Segment Crash Summary (KSI), 2015-2020**

Roadway*	Jurisdiction	Crash Severity
Washington Street	Town	
High Street	Town	
Providence Highway	MassDOT	
Needham Street	Town	
Bridge Street	MassDOT	
Bridge Street	Town	
West Street	Town	
West Street	MassDOT	
Dedham Boulevard	DCR	
Rustcraft Road	Town	
Common Street	Town	
Whiting Avenue	Town	
Sprauge Street	Town	
Eastern Avenue	Town	
Bussey Street	Town	
Elm Street	Town	
Sawmill Lane	Town	
Milton Street	Town	
Mount Vernon Street	Town	

- Fatal Crash
- Pedestrian Fatal Crash
- Severe Injury Crash
- Pedestrian Severe Injury Crash
- Bicyclist Severe Injury Crash

\* Roadway Segments: Total 37 KSI crashes, including 3 fatalities and 34 severely injured

Each dot represents a crash

## Risk Factor Data

The safety analysis also included a review of MassDOT's Network Screening Risk Based data on the IMPACT portal to identify locations on the Town's roadway network potentially susceptible to crashes across several safety categories based on specific associated risk factors. The safety analysis compared the risk sites to crash locations in GIS. An example risk factor map is shown in Figure 7, highlighting the primary and secondary risk locations for speeding. Risk factor maps for each risk category can be found in Appendix F.

The Network Screening Risk Based tool presents both primary and secondary risk locations for each of the following categories:

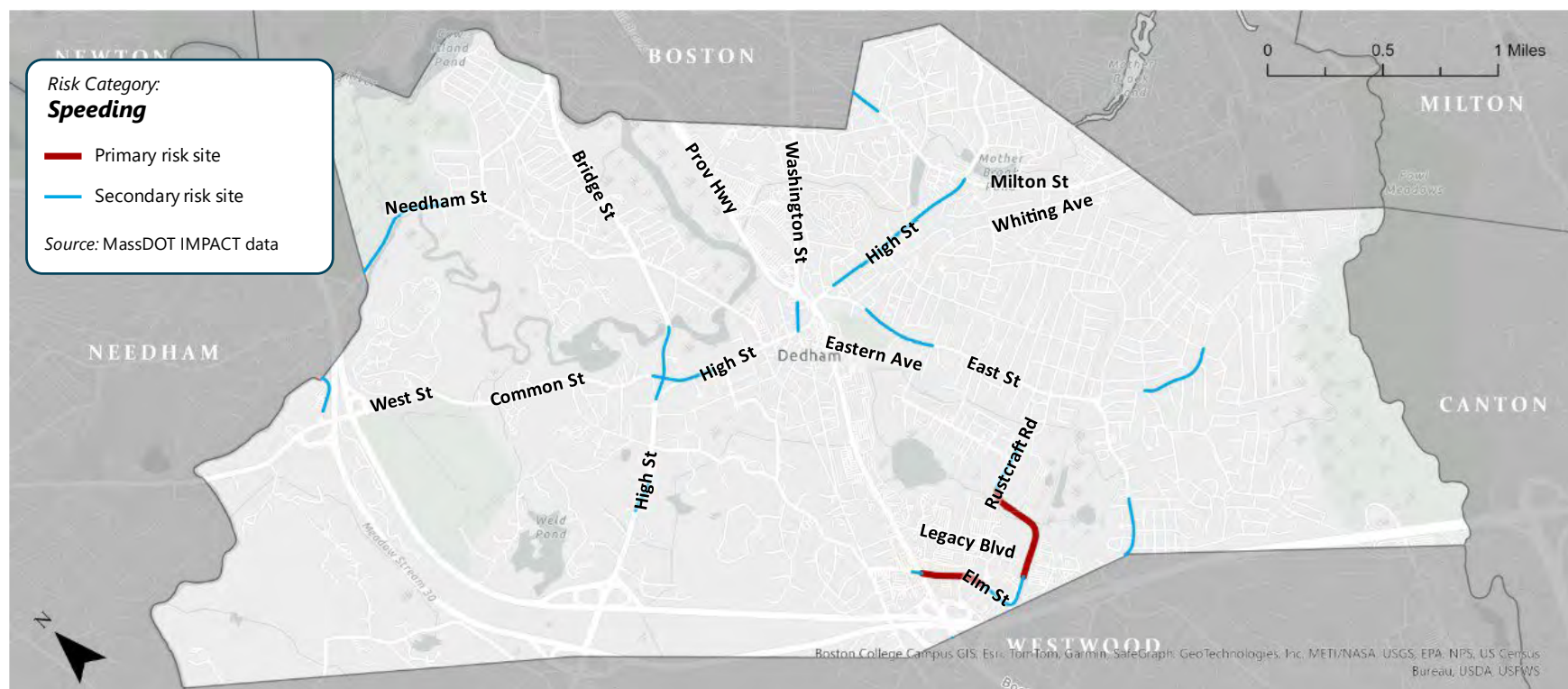
- **Older drivers:** Includes factors such as number of senior care providers, annual impaired driving citations, annual speeding citations, persons aged 65 or older, assisted living facilities, persons aged 65 years or older with self-reported cognitive issues, and licensed drivers aged 65 years or older.
- **Impaired driving:** Includes factors such as population density, Alcoholic Beverages Control Commission (ABCC) licenses, annual operating under the influence (OUI) offender program enrollments, annual OUI citations, annual traffic citations, lane departure risk score, pedestrian risk score, AADT, roadway jurisdiction, access control, shoulders, and curbs.
- **Young drivers:** Includes factors such as persons aged 15-24, if the town is a limited English-speaking community, if the town is a low-income community, average number of vehicles per household, annual unbelted citations, annual impaired driving citations, and licensed drivers aged 16 to 21.
- **Speeding:** Includes factors such as number of active driver's licenses, annual speeding citations, annual unbelted citations, and ABCC licenses.
- **Distracted driving:** Includes factors such as population density, environmental justice criteria, functional roadway classification, annual impaired driving citations, annual distracted driving citations, seat belt usage, younger population (aged 15-24), and posted speed limits.
- **Pedestrian-related:** Includes factors such as curbs, AADT, number of lanes, walking potential, bike trails, colleges, transit, determined zone use, population, environmental justice criteria, alcohol shops, type of intersection, and land use.



- **Occupant protection:** Includes factors such as population density, annual impaired driving citations, annual distracted driving citations, driver seat belt usage, posted speed limits, environmental justice criteria, younger population (aged 15-24), and older drivers (aged 65 or older).
- **Bicyclist-related:** Includes factors such as length of segment, AADT, shoulders, medians, curbs, sidewalks, posted speed limits, alcohol shops, bike potential, bike trails, classified as environmentally disadvantaged, population density, hazardous waste locations, determined zone use, population over age 64, population under 5 years old, employee density, commuters, transit, population of low-income, type of intersection, presence of lighting, environmental justice criteria, and land use.

The risk locations are determined by calculating a standardized score in which the top 5 percentile is a primary risk site and the next 10 percentile is considered a secondary risk site. Further information on the Network Screening Risk Based data can be found on the MassDOT IMPACT portal here: <https://apps.impact.dot.state.ma.us/sat/NetworkEmphasisArea> . For this analysis, we focused on the primary risk sites and determined which of the primary risk sites overlapped with a state-designated Environmental Justice (EJ) census block group.

**Figure 7. MassDOT Primary and Secondary Risk Sites for Speeding**



## Test of Proportions

The MassDOT's Test of Proportions tool was used to compare crash trends in Dedham with the rest of the state, other towns in Dedham's MassDOT District (District 6), and a similar-sized town within the district (Canton, MA). This analysis included both overall town trends and specific locations, focusing on previously identified risk factors. A summary of the Test of Proportions for roadways included in the safety analysis is presented in Tables 5 to 7 for overall crashes, KSI crashes, and risk factors, respectively. The results indicate that crashes in Dedham due to disregarding traffic signs/signals are consistently higher than in other comparison groups. For KSI crashes, collisions outside of daylight conditions, wet roadways, and rear-end crashes are also higher than in other groups.

**Table 5: Test of Proportions Summary – Overall Crashes, 2015-2020**

Category*	vs. MA	vs. MA	vs. Canton
	Statewide	District 6	
<b>All crash locations (Segments &amp; Intersections)</b>	<b>+35%</b>	<b>+30%</b>	<b>+40%</b>
Older drivers	+20%	+35%	+35%
Urban Collector/Minor Arterial	+10%	+40%	+215%
Angle crashes	+20%	+100%	+100%
Crashes at Traffic Signals	+80%	+45%	+200%
<b>All crashes along Segments</b>	<b>+40%</b>	<b>+40%</b>	<b>+30%</b>
Crashes on Urban Collector/Minor Arterial	+10%	+50%	+200%
<b>All crashes at Intersections</b>	<b>+25%</b>	<b>+15%</b>	<b>+90%</b>
Intersection crashes (older drivers)	+25%	+40%	+30%
Crashes due to disregarding signs/signals	+65%	+50%	+235%
Urban Collector/Minor Arterial	+10%	+25%	+125%
Angle crashes	+10%	+20%	+65%
Crashes at Traffic Signals	+45%	+15%	+40%

\* Crashes occurring on roadways in Dedham, including all injury types.

**Table 6: Test of Proportions Summary -KSI crashes, 2015-2020**

Category (KSI)*	vs. MA	vs. MA	vs. Canton
	Statewide	District 6	
<b>All crash locations</b>			
Younger drivers (under 21)	0%	+35%	+90%
Crashes due to disregarding signs/signals	+90%	+85%	+145%
Crashes due to driver inattention	+30%	+80%	+30%
Crashes in dark light conditions	+30%	+25%	+25%
Rear-end crashes	+90%	+65%	-
Crashes involving pedestrians	+40%	+120%	+120%
Crashes with utility poles	+100%	+185%	+80%
Crashes during wet roadway conditions	+35%	+20%	+200%
No roadway control device	+5%	+15%	-
<b>All crashes along Segments</b>			
Crashes due to disregarding signs/signals	+365%	+325%	0%
Crashes due to failing to yield	+65%	+65%	0%
Crashes due to driver inattention	+35%	+80%	-
Urban Collector/Minor Arterial	+10%	+30%	+225%
Crashes during dark light conditions	+30%	+35%	+50%
Rear-end crashes	+60%	+20%	-
Crashes involving pedestrians	+75%	+20%	+115%
Crashes with utility poles	+105%	+145%	+95%
Crashes during wet roadway conditions	+35%	+25%	+130%
<b>All crashes at Intersections</b>			
Crashes due to disregarding signs/signals	+80%	+90%	-
Crashes due to exceeding speed limit	+50%	+35%	0%
Crashes due to driver inattention	+40%	+90%	-
Rear-end crashes	+155%	+160%	-
Crashes involving motor vehicles	+45%	+85%	+70%
Crashes at Traffic Signals	+75%	+15%	-

\* Killed or Severe Injury crashes occurring on roadways in Dedham.

- Lower proportions compared to the Town of Dedham.

**Table 7: Test of Proportions Summary - Crashes with Risk Factors, 2015-2020**

Category*	vs. MA	vs. MA	
	Statewide	District 6	vs. Canton
<b>Risk Factor: Young Drivers</b>			
Non-fatal injury crashes	+50%	+50%	+60%
Crashes due to disregarding signs/signals	+135%	+120%	+425%
Crashes on Urban Collector/Minor Arterial	+15%	+50%	+135%
Crashes during dark light conditions	+20%	+10%	+30%
Angle crashes	+20%	+35%	+105%
Crashes while raining	+50%	+40%	+15%
<b>Risk Factor: Distracted Driving</b>			
Non-fatal injury crashes	+20%	+20%	+15%
Crashes due to disregarding signs/signals	+110%	+95%	+550%
Crashes due to distracted driving	+30%	+35%	+40%
Urban Collector/Minor Arterial	+25%	+60%	+200%
Crashes during dark light conditions	+40%	+25%	+70%
Angle crashes	+40%	+75%	+270%
Crashes while raining	+35%	+30%	+50%
<b>Risk Factor: Pedestrians</b>			
Older drivers	+30%	+40%	+55%
Urban Collector/Minor Arterial	+20%	+35%	+265%
Crashes during dark light conditions	+45%	+50%	+20%
Crashes involving single vehicle	+20%	+30%	-
Crashes while raining	+65%	+45%	+285%
<b>Risk Factor: Bicyclists</b>			
Older drivers	+65%	+80%	+35%
Crashes due to disregarding signs/signals	+250%	+130%	0%
Crashes due to driver inattention	+10%	+35%	0%
Urban Principal Arterial	+50%	+15%	0%
Crashes during daylight conditions	+10%	+10%	0%
Head-on crashes	+25%	+35%	0%
Rear-end crashes	+205%	+145%	0%

\* Crashes occurring on roadways in Dedham, including all injury types.

- Lower proportions compared to the Town of Dedham.



As Providence Highway (which is under MassDOT jurisdiction) had the majority of crashes throughout Dedham, it was compared to roadways with similar classification and jurisdiction in MA Statewide, MA District 6, and Canton, MA, shown in Table 8 below.

**Table 8: Test of Proportions Summary - Crashes occurring on Providence Highway with Risk Factors, 2015-2020**

<b>Category*</b>	<b>vs. MA Statewide</b>	<b>vs. MA District 6</b>	<b>vs. Canton</b>
<b>Risk Factor: Young Drivers</b>			
Non-Fatal Injury Crashes	+70%	+45%	+60%
Disregarding Traffic Signs/Signals	+355%	+225%	+395%
Crashes in dark light conditions	+75%	+55%	+195%
Crashes in dusk light conditions	+115%	+140%	+150%
Rear-End Crashes	+30%	+25%	+10%
<b>Risk Factor: Distracted Driving</b>			
Non-Fatal Injury Crashes	+100%	+85%	+50%
Crashes (Ages 35-44)	+310%	+205%	+280%
Crashes in dark light conditions	+170%	+115%	+225%
Angle Crashes	+45%	+80%	+280%
Rear-End Crashes	+35%	+30%	+30%
Crashes during wet roadway conditions	+180%	+180%	+280%
<b>Risk Factor: Occupant Protection</b>			
Non-Fatal Injury Crashes	+70%	+55%	+80%
Crashes (Ages 45-54)	+160%	+125%	+330%
Crashes in dark light conditions	+50%	+50%	+30%
Rear-End Crashes	+25%	+20%	+5%

\* Crashes occurring on Providence Highway, including all injury types. Providence Highway was compared to roadways with similar classification and jurisdiction.

- Lower proportions compared to the Town of Dedham.

Young drivers as a risk factor on Providence Highway have a significantly higher rate of disregarding traffic signs/signals, as well as an increase in crashes under dark/low light conditions.

With distracted driving as a risk factor, Providence Highway has a substantial increase in non-fatal injury crashes, crashes with drivers aged 35 to 44, crashes in dark light conditions, and crashes in wet conditions. Angle crashes were also shown to be noticeably higher than the comparison groups.

Additionally, for occupant protection as the risk factor, Providence Highway has a prominent increase in crashes involving non-fatal injuries, drivers aged 45 to 54, and dark light conditions.

## Citation Data

Citation data was requested from the Dedham Police Department for the years between 2015 and 2020 to incorporate into the safety analysis. A summarized list of citations from the data reviewed is shown in Table 9.

**Table 9: Dedham Police Department Citations, 2015-2020**

<b>Cause</b>	<b>No. of Citations</b>	<b>% of Citations</b>
Speeding	14,470	39%
Traffic Lights/Signs Violation	10,769	29%
Standards Violation (License, Height, Weight, Seatbelt, etc)	6,767	18%
Improper Turn	2,259	6%
Other	2,014	5%
Crosswalk Violation	475	1%

From the data reviewed, 'Speeding' accounted for approximately 39% of citations, 'Traffic Lights/Signs Violation' accounted for approximately 29% of citations, and is consistent with the analysis and risk factors summarized in prior sections of the safety analysis.

## Police Reports for Fatalities

Police reports were requested from the Dedham Police Department for the years between 2015 and 2023 to review fatal crashes. A total of twelve (12) crashes resulting in fatalities were found in this 9-year period. A summary of these crashes is provided in Table 10 below.

As indicated in the table above, 7 out of the 12 fatal crashes involved collisions with pedestrians, and 6 of those 7 occurred outside of daylight conditions. Reckless driving and speeding are the primary factors contributing to the majority of incidents.

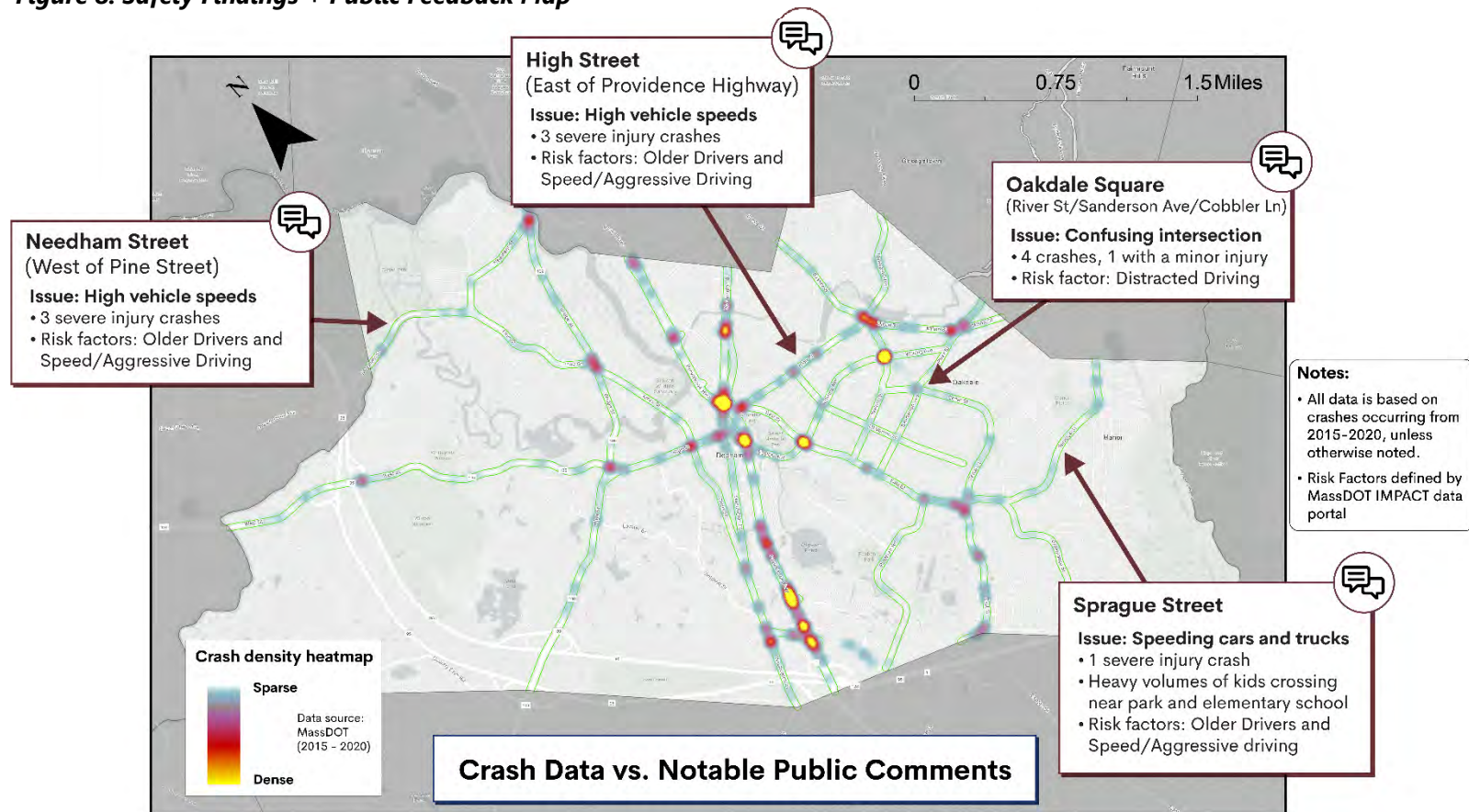
**Table 10: Dedham Fatal Crash Summary, 2015-2023**

Date	Location	Jurisdiction	Lighting	Collision with	Contributing Factor
			Conditions		
4-Nov-2016	Eastern Ave	Town		Pedestrian	Intoxicated
25-Mar-2019	Providence Hwy at Washington St	MassDOT		Motor vehicle	Speeding
22-Sep-2019	Bridge St	MassDOT		Pedestrian	Unknown
7-Nov-2019	Bridge St	MassDOT		Pedestrian	Lack of Visibility
27-Jul-2021	Providence Hwy at Elm St	MassDOT		Pedestrian	Reckless Driving
20-Dec-2021	Bridge St	MassDOT		Pedestrian	Lack of Visibility
4-Feb-2022	Washington St at Ariadne Rd/Fay Rd	MassDOT		Pedestrian	Unknown
28-May-2022	Providence Hwy	MassDOT		Pedestrian	Lack of Visibility
24-Jul-2022	East St at Rustcraft Rd	Town		Parked motor vehicle	Roadway Departure
11-Nov-2022	Milton St	Town		Parked motor vehicle	Reckless Driving
28-Feb-2023	Washington St at Willis St	Town		Motor vehicle	Reckless Driving
2-Feb-2023	Milton St	Town		Utility pole	Roadway Departure

## Safety Findings + Public Feedback

A holistic review of the safety analysis findings and public feedback uncovered several areas in the Town that are not identified in the safety data analysis as high-crash or high-risk locations but have perceived safety concerns that need to be addressed in the Action Plan. These specific locations, shown in the map in Figure 8, highlight the importance of using available data to review high-level safety trends and patterns while relying on the Dedham community to ground-truth the data and identify locations where the data does not tell the full story. These locations, such as Oakdale Square, were further analyzed to better understand the safety concerns and to identify possible solutions.

**Figure 8. Safety Findings + Public Feedback Map**





## High Injury Network

Based on the findings from the safety analysis, combined with insight gathered through the community and stakeholder engagement process, a HIN, shown in Figure 9, was developed to address key roadways and intersections within the Town that are in need of safety improvements. The HIN accounts for crash frequency and severity, the presence of risk factors, and community insight on near-miss locations and perceived safety concerns.

The HIN includes targeted locations both under the Town of Dedham jurisdiction and under MassDOT jurisdiction. The Action Plan proposes improvements for each of these targeted locations, separated and prioritized based on jurisdiction. The Action Plan also presents concepts for each of the Town of Dedham's targeted locations.

**Figure 9. High Injury Network Map**












## 4 Action Plan

The Action Plan developed as part of the LRSP process consists of a combination of **Townwide Actions**, which are categories of safety solutions that apply to multiple locations across the Town, and **Targeted Locations**, which are specific roadway segments and intersections in the Town that are in need of improvements.

### Townwide Actions

Through a combination of community input and safety data analysis, the following Townwide Actions were developed to address key safety concerns. Each Townwide Action has a series of associated strategies, ranging from physical countermeasures (such as narrower travel lanes to slow cars down) to policy or program changes (such as educational campaigns to encourage safe roadway behavior) that are presented in order of greatest crash prevention potential. Together, these strategies aim to address the recurring safety concerns that were uncovered through feedback from community members and a review of existing data.

### *Townwide Action Categories*

-  Speeding
-  Poor Lighting
-  Walking & Biking Facilities
-  Signage & Pavement Markings
-  Signal Equipment & Timing
-  Roadway Geometry
-  Sight Distance & Hazards
-  Illegal Parking
-  Policies and Programs



## Speeding

Speeding was identified as a key priority area across the Town through both the safety analysis and the community and stakeholder engagement process. Reducing vehicle speeds is critical to mitigating the potential impact of crashes – especially crashes involving vulnerable road users. Even a slight reduction in speed can save lives and prevent serious injuries. While lower speed limits and enforcement can help change driver behavior to a certain extent, ensuring roads are designed to encourage drivers to travel at desired speeds is the most effective way to slow down vehicles.

### Strategy Options

- Install speed humps along residential streets that are used as cut-throughs.
- Implement optical pavement markings or other in-road pavement marking speed reduction measures, particularly at curves in the road
- Install permanent speed feedback signage at strategic locations
- Narrow travel lanes where frequent speeding occurs using pavement markings or physical measures, such as curbing, delineators, curb bump-outs, or center traffic islands
- Identify additional strategic locations for speed enforcement



*Optical pavement markings, Dartmouth, MA*

*Source: KLS Engineering, LLC*



*Speed feedback sign (Narragansett, RI)*



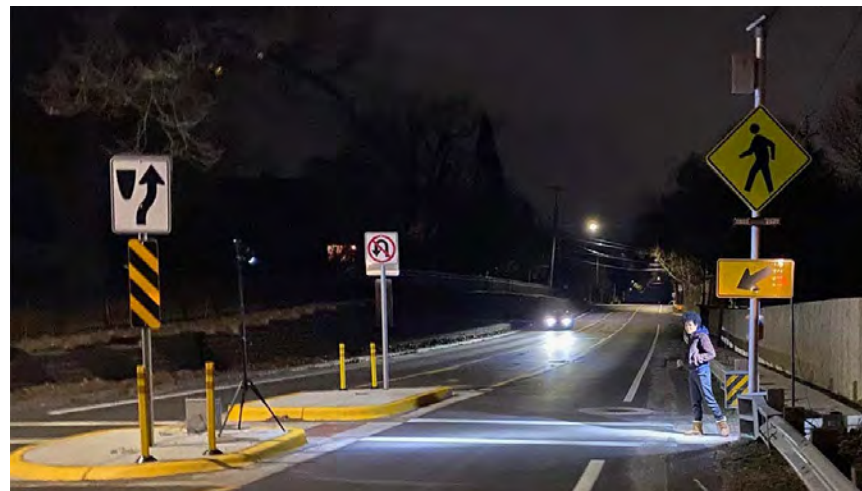


## Poor Lighting

Lighting is important for both driver visibility and pedestrian safety. Drivers need to be able to safely navigate roadways and intersections at night while being able to identify pedestrians on crosswalks and cyclists on the road. Pedestrian scale lighting is especially important in commercial districts such as Dedham Square to ensure sidewalks and crosswalks are safe at night. The plan proposes lighting improvements at several locations across the Town to improve safety for all modes of traveling at night.

### Strategy Options

- Install improved overhead street lighting at crosswalk locations
- Supplement pedestrian-activated crossings (via traffic signals or beacons) with pedestrian-activated lighting directed onto crosswalks to give these crossings greater visibility
- Provide additional pedestrian scale lighting in areas that generate high pedestrian and bicycle volumes
- Add additional streetlights where it is lacking at strategic locations along roadway segments (e.g., at a curve in the road) and at intersections
  - Coordination with Eversource may be required to implement this strategy option
- Replace overhead lighting that is no longer functioning
  - Coordination with Eversource may be required to implement this strategy option



*Lighted pedestrian crossing (Kalamazoo, MI)  
Source: Insurance Institute for Highway Safety*





## Walking and Biking Facilities

Providing safe and comfortable facilities for Dedham's vulnerable road users – i.e., those walking, biking, or using a wheelchair or mobility device – is critical to meeting the Town's safety goals given the disproportionate impacts of crashes involving vulnerable road users. Improving road crossings with updated crosswalks and user-activated flashing beacons, and identifying possible locations for separated bike lanes or shared use paths will help remove barriers for those who would make their everyday trips by walking or biking, but currently do not feel safe doing so. Providing new and improved walking and biking facilities will give the people of Dedham more travel options so they do not always have to get into their vehicles to get to their destinations, helping to remove cars from Dedham's at-times congested streets.

### Strategy Options

- Install bike facilities (protected on-road or off-road) on key high-stress, high-volume bike routes where feasible
- Review pedestrian crossing times at signalized intersections for conformance with current standards
- Provide consistent and high-visibility crosswalk markings
- Evaluate the feasibility of installing pedestrian hybrid beacons or rapid rectangular flashing beacons (RRFBs) at high pedestrian volume crossing locations that are currently unsignalized

- Add traffic refuge islands and curb bump-outs to shorten long crossings
- Review existing warning signage at unsignalized crossings, update missing signs, and make all signs consistent; consider fluorescent yellow-green signage with retroreflective strips on signposts for added visibility
- Evaluate the feasibility of installing APS, pedestrian push buttons, and countdown timers at signalized intersections that currently lack them
- Update and consolidate crossing locations to better match pedestrian-desired lines
- Review existing APS buttons for adequacy, checking for loudness, chirp sounds, and functionality



*Rapid Rectangular Flashing Beacon (Watertown, MA)*



## Signage and Pavement Markings

The need for clear and visible signage and pavement markings was another key theme. Clear street signage can make roadways less confusing to navigate as a driver, encouraging more predictable driver behavior, especially at intersections. In addition, replacing faded, outdated signs with newer signs with retroreflective sheeting enhances sign visibility at night. Meanwhile, updated pavement markings can make crosswalks more visible and can slow vehicles down by visually narrowing the travel lanes. These relatively low-cost improvements can go a long way in improving safety by improving pedestrian visibility and encouraging safer speeds.

### Strategy Options

- Review, update, and provide as-needed curve, intersection warning, lane designation, speed limit, two-way, and all-way signage; signage should meet the standards in the MUTCD and MassDOT speed regulations
- Restripe faded pavement markings throughout the Town, particularly at intersections with lane designation markings; consider more durable materials (such as epoxy) when restriping
- Install gateway signage (e.g., “Welcome to Dedham”) at strategic locations to indicate to drivers that they are entering a residential community, encouraging slower speeds



*Striped turn lanes*

Source: Adobe Creative Suite



*Striped crosswalk (Cambridge, MA)*



## Signal Equipment and Timing

Traffic signals control the safe movement of road users through intersections. Updates to traffic signal placement, signal technology, signal accessibility, and signal visibility can help improve intersection safety. Ensuring efficient and safe movement with improved traffic and pedestrian signals and timing can help reduce conflicts at intersections and improve safety for all users.

### Strategy Options

- Review red and yellow clearance intervals and pedestrian crossing times for conformance with current standards
- Install backplates with retroreflective borders townwide
- Review signal heads for LED lenses/broken LED modules and upgrade/replace
- Review signal head placement for optimal visual placement for drivers, pedestrians, and bicyclists; consider supplemental signal heads where needed
- Consider upgrading pedestal-mounted signal heads with mast arms or overhead signals to improve visibility
- Review existing signal green timings for optimal signal operation



*Overhead traffic signals on Providence Highway  
Source: Google Street View*



*Pedestrian countdown signal*





## Roadway Geometry

Roadway geometry, or the dimensions and design of the shape of the roadway, plays a big role in overall road safety. Wide, straight roadways tend to encourage high vehicle speeds, often beyond the posted speed limit. Meanwhile, narrower roadways can encourage slower vehicle speeds and more compact intersections can make it easier for people to cross the street by reducing the length of the crosswalk while requiring vehicles to slow down to make turns. Reassessing the physical shape and design of roadways is important in promoting a safe roadway network.

### Strategy Options

- Install exclusive turn lanes where feasible at locations where there are a higher number of angle crashes and no existing turn lanes
- Consider the implementation of traffic calming measures (such as chicanes, lateral roadway/lane shifts, and chokers) to slow vehicle speeds
- Install curb bump-outs and smaller turning radii corners at intersections and crosswalks to slow turning traffic at high pedestrian crossing locations and to decrease long pedestrian crossings
- Short-term alternatives to physical intersection and roadway improvements can be piloted via the use of flexible delineator posts, landscaping (such as planters and pocket parks), and street art as a means of

engaging with the community while testing the efficacy of potential roadway modifications.



*Curb bump-outs using planters (Burlington, VT)*





## Sight Distance and Hazards

There are several types of obstructions that can impact sight distance, which is the distance a driver can see down a roadway or around a turn. Things like parked vehicles close to intersections prevent drivers from being able to fully see pedestrians and oncoming vehicles. Similarly, utility poles can limit driver visibility while also creating obstructions and accessibility issues for pedestrians on sidewalks. Identifying these types of obstructions can help not only with improved sight distance for drivers but also with improved pedestrian accessibility, resulting in a safer and more accessible transportation network.

### Strategy Options

- Review fixed objects and other obstructions adjacent to the edge of the roadway (such as utility poles and signposts) for removal, realignment, or protection
- Review existing parking restrictions relative to side streets, driveways, and crosswalks to improve sight distance and pedestrian visibility using “daylighting” strategies such as pavement markings or flex posts to prevent parking too close to intersections



*“Daylighting” using flex posts to improve visibility at intersections  
(Boston, MA)*



## Illegal Parking

Due to the presence of many narrow two-way roads and in some cases, limited off-street parking, there are reports of frequent illegal parking on sidewalks across the Town. Illegal parking is a significant accessibility and safety issue, requiring sidewalk users to enter onto the street to get around parked vehicles – putting themselves and other road users in danger. While this type of illegal parking has become commonplace due to roadway space constraints, there are several strategies that the Town could explore to help address this important safety and accessibility concern.

### Strategy Options

- Identify potential for one-way street conversions to provide space for legal on-street parking
- Install vertical curbing or additional signage to deter parking noncompliance
- Issue more citations for illegal parking on sidewalks



*Illegally parked vehicle on the sidewalk on East Street  
Source: Google Street View*



## Policies and Programs

While many of the recommendations from this plan focus on physical countermeasures to improve safety through roadway design, there are also several policies and program changes that the Town of Dedham can implement to help achieve safety goals. These recommendations are items that the Town may consider to help reduce and eliminate roadway deaths and serious injuries.

**Not all recommendations may be suitable for the Town and they can be considered at the Town's discretion upon further review.**

**Some recommendations may require Select Board approval for municipal departments to advance them.**

### Leadership

- The Select Board shall adopt a formal Vision Zero statement to set clear safety goals for the Town and to be eligible for future SS4A funding.
- When adopting this LRSP, the Select Board should identify elements of the Plan that municipal departments can implement without additional Select Board approval, elements that may require a minor notification and elements that the Select Board should approve individually once funding is identified and design complete, if applicable.

- The Select Board should revisit the LRSP at least every ten years to reexamine emphasis areas, goals, and progress on achieving zero deaths.

### Engineering/Public Works

- Travel lane widths – develop a more flexible policy for determining lane widths when roads are repaved or re-stripped, reducing lane widths where feasible to encourage slower speeds. MassDOT's Project Development and Design Guide and the AASHTO publication *A Policy on Geometric Design of Highways and Streets* ("Green Book") support 10 ft. lanes, with Section 4.3 of AASHTO's Green Book including 9 ft. lanes among the "generally used" lane widths. 9 ft. lanes may be considered on some low-speed, low-volume local streets. Consider narrowing lanes from the middle to reduce the risk of head-on collisions.
- Develop a policy to determine when the Town should add vertical or granite curbing to sidewalks when repairing or replacing a sidewalk.
- Consider removing centerlines from roads when AADT is lower than 6,000 vehicles per day to reduce speeding.
- Continue to implement the Town's *ADA Self-Evaluation and Transition Plan*
  - Create a sidewalk network plan for corridors not in the Town's existing *ADA Self-Evaluation and Transition Plan*. Similar to the Transition Plan's prioritization, corridors that connect schools,

public facilities, then business areas, should be prioritized.

- Create a formal policy for the Town's responsibility for snow clearance on sidewalks. Sidewalks connecting schools should be prioritized, followed by sidewalks in business areas, then on municipal collector roads. If resources allow, the Town can then clear snow on sidewalks on local streets or MassDOT roads.
- Consider adding the NACTO *Urban Street Design Guide*, MassDOT's *Separated Bike Lane Planning & Design Guide*, and the U.S. Access Board's PROWAG to the list of standards and resources in the Town's Complete Streets policy.
- Update the Traffic Calming policy to make emergency response routes eligible for traffic calming projects, except for the use of vertical deflection elements. Should the Town want to include collectors and arterials as routes eligible for traffic calming projects, the Select Board should identify funding for on-call engineering and construction services.
- Create a role for the ATWG to assist the Select Board and Town staff on providing comments specifically advocating for multimodal and transportation safety elements for consideration in MassDOT projects in Dedham.
- Building upon the findings of the 2023 MassDOT Bottleneck program findings and long-term

recommendations, as well as still relevant recommendations from the 2018 Dedham Square Pedestrian Signal Evaluation, develop a final list of recommended improvements for vehicle and pedestrian circulation in Dedham Square, with a particular focus on reducing queues in intersections, pedestrian visibility when crossing the street, and pedestrian circulation.

- Support short-term and long-term improvements for bus passengers near Legacy Place. In the short term, consider advocating to MassDOT to improve the crosswalk crossing Providence Highway at Elm Street. In the long term, consider advocating for MBTA to bring bus service inside or adjacent to Legacy Place, as MBTA envisions in its adopted Bus Network Redesign plan.
- Work with MassDOT to advance improvements identified in Road Safety Audits (RSAs) and at Highway Safety Improvement Program (HSIP) locations, including identifying funding for such projects.
- Establish a Town policy and criteria for evaluating requests for midblock crosswalks and the level of traffic control needed.
- Adopt an official Speed Management Plan.<sup>3</sup>

<sup>3</sup> <https://www.mass.gov/info-details/learn-about-speed-management>

- Should MassDOT update its guidance on setting speed limits, the Town should consider revisiting posted speed limits on municipal streets.

## Public Safety

- Increase and maintain consistent enforcement of parking on sidewalks.
- Consider coordinating with MassDOT to see if materials are available for police officers to share with and educate drivers.
- Consider advocating to the Commonwealth to enhance penalties for drivers who receive numerous moving violation warnings from Police.
- Consider the feasibility of enacting a progressive ticketing campaign to reduce unsafe driving behavior.

Progressive ticketing has three steps:-

- Educating – change some behavior and improve public understanding of the problem and future enforcement.
- Warning – can be official warnings from police officers, media, flyers, and other outreach that indicates what enforcement will be happening and why.
- Enforcement – the final step. Announce when enforcement starts and tickets may be issued

instead of warnings. Enforcement could include strict school zone enforcement and “saturation patrols” such as DUI checkpoints.

- For more information, see the Pedestrian and Bicycle Information Center’s website on progressive ticketing.<sup>4</sup>
- The Educating and Warning steps of this program may be particularly useful in increasing compliance with the state law to provide at least four feet when passing vulnerable road users. Using the Enforcement step with this law may not be practical short of a crash where a driver collides with a vulnerable road user while overtaking them, or an officer observes a driver passing a vulnerable road user with unmistakably less than four feet of clearance.
- Improve data collection and dissemination
  - Incorporate review of citation data into the Police Department’s quarterly review of crash and complaint data. Consider conferring with municipal IT staff to see if they can efficiently extract data from the police records system for review and collaboration.
  - Share crash, complaint, and citation data with the Engineering Department for use in

4

[http://guide.saferoutesinfo.org/enforcement/progressive\\_ticketing.cfm](http://guide.saferoutesinfo.org/enforcement/progressive_ticketing.cfm)



prioritizing roadway projects and developing project scopes.

- Track citation categories by location or corridor to help identify hot spots for driving safety issues.
- Encourage officers to include where speed may have been a factor in crash reports.
- Ensure crash reports provide sufficient detail to help the department fully understand the factors behind the crash.
- Share before and after data from speed feedback signs with the Engineering Department, TAC, and the ATWG to inform safety efforts by these other organizations.
- Ensure emergency preemption systems at traffic signals are functional at all signals within the existing emergency response route network; make sure on-vehicle equipment is functional; consider upgrades to emergency preemption systems (GPS-based instead of optical emitters).
- Work with developers at Legacy Place to develop an emergency access plan to ensure first responders can access and leave Legacy Place in times of peak congestion.

## Education and Public Awareness

*This is a collaborative policy area between multiple municipal departments, the Select Board, Precinct Chairs, and the ATWG.*

- Develop a roadway safety content repository to include new educational topics, such as the Vulnerable User Law and Dedham's 25 mph speed limit policy.
- Implement combined paid/earned media and enforcement campaigns; seek to partner with local news media including the *Dedham Times* and Boston 25 to raise awareness of the importance of roadway safety.
- Explore educational opportunities through the MA Executive Office of Public Safety and Security (EOPSS), and the Office of Grants and Research (OGR).
- Pursue grassroots educational campaigns with local community groups and integrate street safety education into the K-12 curriculum to reach young people in Town following a similar format as MassDOT and the City of Brockton's "Buckle Up, Brockton" seatbelt initiative.<sup>5</sup> Philadelphia's Bicycle and Pedestrian Safety Activity Book may be a useful resource for this effort.<sup>6</sup>
  - Coordinate with the existing Safe Routes to School program, including implementing a "bike bus" program.

<sup>5</sup> <https://www.mass.gov/news/massdot-partners-with-city-of-brockton-to-remind-drivers-to-buckle-up>

<sup>6</sup> <https://www.phila.gov/media/20210212122740/SRP-Bicycle-and-Pedestrian-Safety-Activity-Book.pdf>

- Develop an education program on roadway safety for board and commission members with jurisdiction over safety to ensure everyone is aware of the latest guidance on roadway safety, including the Select Board. Consider coordinating with the MAPC and MassDOT to discuss education opportunities.
- Expand “MOTORISTS GIVE 4 FT TO PASS” signage across the Town to spread awareness of new requirements as part of the state’s Vulnerable Road User law.
- Educate drivers who park on sidewalks about the importance of keeping sidewalks clear for people walking

## Planning and Zoning

- Develop an updated plan for a connected bike network with accompanying bike route signs to identify dedicated bike routes connected to major destinations; consider using location-based data on current bicycle and pedestrian activity patterns (e.g., Strava data) and feedback from the community to inform the plan.
- Work with MassDOT to advance recommendations from the *2021 VFW Parkway/Providence Highway Corridor Action Plan* to improve multimodal safety along this corridor in Dedham.
- Coordinate with MassDOT to determine the process and implications of replacing the “Highway” suffix of Providence Highway with a less auto-oriented suffix, such as Street or Avenue. Along with changes to the

road’s design and land use regulations, changing the suffix can help shift the mentality that the road is meant to move vehicles quickly to other places. Implications to consider include those for abutters with addresses on Providence Highway and for emergency dispatch.

- Advance strategies in *Designing Dedham 2035* draft, including those in Appendix G.
- Consider the following modifications to planning and zoning regulations:
  - Reduce minimum parking requirements as discussed in *Designing Dedham 2035’s* draft Housing and Transportation and Connectivity chapters. Navigating parking areas is generally not comfortable for people on foot or bike. Largely empty parking areas, such as those required by high minimum parking requirements, unnecessarily increase the distance between sidewalk and bike lane networks, as well as bus stops, and popular destinations, which may discourage people from walking, cycling, or taking transit. While there are many possible ways to repurpose excess parking areas, safe walking and cycling connections between the street network and off-street destinations should be included.
  - Develop bike parking regulations covering parking quantity and bike rack design for

projects meeting a certain threshold for vehicle parking requirements.

- Develop standards for ensuring safe and comfortable pedestrian and bicycle access across surface and structured parking lots of a certain size.
- Review Zoning Bylaw and Subdivision Rules and Regulations to incorporate safety mitigation, rather than focusing only on traffic mitigation.

Examples of incorporating safety improvements into projects when legally possible may include:

- When a municipal or Planning Board applicant's project impacts bus stops, requires mitigation to upgrade bus stops to be consistent with MBTA's Bus Stop Design Guidelines.
- Ensure development approvals along the High Injury Network or near crash clusters include mitigation measures to improve safety. MAPC may be able to provide guidance to the Town on how to best incorporate mitigation measures into the development approval process.

length of the trial (1, 3, 6, or 12 months). Ongoing, identified safety issues backed up by data should be prioritized over potential areas of concern.

- Install side guards and adopt hands-free phone technology on municipal vehicles, such as DPW trucks, and ask local businesses who operate trucks if they would consider adopting similar policies or potentially include them as a condition in the Planning Board review.
- Evaluate existing routes that exclude trucks to see if some routes should be added, removed, or modified.
- Improve truck restriction signage (e.g., Needham Street from I-95 and Rustcraft Road).
- To better track safety-related requests that are not covered by other categories in DPW's 311 reporting system (sidewalk repairs or streetlight issues), consider adding a Traffic Safety or Street Safety option to the list of incident categories.
- Pursue implementation funds from SS4A or other state/federal sources. Possible funding sources include:

## Other Policies and Programs

- Create a quick-build pilot program so municipal departments can conduct their own safety-related pilot programs with minimal cost or disruption, potentially three per year per department depending on the

<b>Funding Program</b>	<b>Source</b>
SS4A Demonstration	USDOT
SS4A Implementation	USDOT
Reconnecting Communities	USDOT
RAISE	USDOT
Shared Streets and Spaces	MassDOT
Complete Streets	MassDOT
Chapter 90	MassDOT
Local Bottleneck Reduction Program	MassDOT
Transportation Improvement Program (TIP) Includes STP, CMAQ, & HSIP funds	MassDOT
Vulnerable Road User Assessments	MassDOT
Community Transit Grant Program	MassDOT
Municipal ADA Grant Program	MA Office on Disability
Safe Routes to School	FHWA via MassDOT
MassWorks	MA EOED
Community Connections	CTPS
Congressionally Directed Spending Opportunity	Senators and Congressional Representatives

## Targeted Locations

The Targeted Locations listed in the following sections propose potential improvements for the roadway segments and intersections identified in the HIN. The Targeted Locations are separated by jurisdiction between the Town of Dedham and MassDOT, enabling the Town to identify which projects could be done through municipal action, and which would require coordination with MassDOT.

### Prioritization

Targeted Locations for each jurisdiction are prioritized based on the following factors; the sum of the individual factors results in a prioritization score that is used to rank Targeted Locations:

- **EPDO Score:** As noted earlier in the Safety Analysis section, this value calculates crash severity at a given location by weighing injury and fatal crashes higher than crashes only resulting in property damage.
  - *Prioritization Weighing Factor:* Raw EPDO value divided by 10
- **Risk Factor Score:** This value is based on the number of primary risk factor categories present at a given location, derived from the review of MassDOT's Network Screening Risk-Based data on the IMPACT portal.
  - *Prioritization Weighing Factor:* Raw Risk Factor value multiplied by 2

- **VRU Score:** This value is based on the number of crashes at a given location that involved a vulnerable road user (pedestrian or bicyclist), derived from the review of MassDOT's crash data on the IMPACT portal.
  - *Prioritization Weighing Factor:* Raw VRU value multiplied by 5
- **EJ Score:** This value is based on whether a given Targeted Location is within or adjacent to a state-designated EJ Census block group, derived from the review of MassDOT's crash data on the IMPACT portal.
  - *Prioritization Weighing Factor:* 5 points added if within/adjacent to an EJ census block group; 0 points added otherwise
- **Public Comment Score:** This value is based on an initial overall ranking of the number of comments and "likes" received from respondents to the crowdsourced comment map (described above under "Community Engagement Methods") across all locations in the 11 defined comment categories (excluding the "Other" category); the overall ranking of comment categories is listed below:
  - Drivers speeding (*raw value: 11 points*)
  - Sidewalk or accessibility issue
  - Consider crosswalk
  - Signage
  - Driver visibility
  - Unsafe for biking (*raw value: 6 points*)
  - Long wait for the walk signal
  - Poor roadway condition



- Street lighting
- Transit access concern
- Water or ice on the roadway (*raw value: 1 point*)

Once the initial comment category ranking was established, a raw Public Comment score was assigned to each potential Targeted Location based on the comment category that received the most comments and likes for that specific location.

- *Prioritization Weighing Factor:* Raw Public Comment value multiplied by 2

The final prioritized lists of targeted locations for both Town of Dedham locations and MassDOT locations are included in the following sections. The full results of the prioritization scoring (including supplemental raw values for each of the above prioritization factors) can be found in Appendix H.

## Cost

While not used as an evaluation criterion in the prioritization process, each targeted location is listed with an approximate cost for the proposed improvements. Costs are categorized into low, medium, and high costs based on the below ranges:

Cost	Approximate Range	Icon
Low	Less than \$1M	\$\$\$
Medium	\$1M to \$5M	\$\$\$
High	Over \$5M	\$\$\$

## Time frame

Each targeted location also lists the approximate time frame for implementation, which is subject to change based on the availability of funding. Time frames are categorized into short-term, mid-term, and long-term based on the below ranges:

Time frame	Approximate Range	Icon
Short-term	Less than 5 years	
Mid-term	5 to 10 years	
Long-term	More than 10 years	

## Town of Dedham Targeted Locations

The following table shows the results of the prioritization process for targeted locations under Town of Dedham jurisdiction. A concept for each location is included on the subsequent pages. The full detailed concepts can be found in Appendix I.

Priority Ranking	Project Location	Segment or Intersection
1	High Street from East Street/Harvard Street to Bussey Street	Segment
2	East Street from High Street to Cedar Street	Segment
3	<i>Walnut Street at Whiting Avenue *</i>	Intersection
4	East Street at Eastern Avenue/Whiting Avenue	Intersection
5	East Street from Cedar Street to Westwood Town Line	Segment
6	High Street from Deerpath Road to Bridge Street	Segment
7	Milton Street at River Street	Intersection
8	Washington Street from Providence Highway to Boston City Line	Segment
9	Washington Street from Court Street to Providence Highway	Segment
10	Milton Street at Walnut Street	Intersection
11	High Street from Court Street/Ames Street to East Street/Harvard Street	Segment
12	High Street at East Street/Harris Street	Intersection
13	East Street at Cedar Street	Intersection
14	East Street from Washington Street to High Street	Segment
15	High Street at Sawmill Lane/Bussey Street/Milton Street	Intersection
16	Oakdale Square (Sanderson Avenue at Cedar Street/River Street/Cobbler Lane)	Intersection
17	Bridge Street from High Street to Pine/Ames Streets	Segment
18	Washington Street at High Street	Intersection
19	High Street at Ames Street/Court Street	Intersection
20	Bridge Street at Common Street	Intersection
21	High Street from Bridge Street to Court Street/Ames Street	Segment

\*No concept shown - intersection redesign is in progress

# High Street from East Street/Harvard Street to Bussey Street

## Description

Design to encourage slower speeds and pedestrian safety with narrower travel lanes, flashing beacons, restriped crosswalks, and speed feedback signs. Depending on available right-of-way, consider addition of bike lanes.

**Priority Ranking**

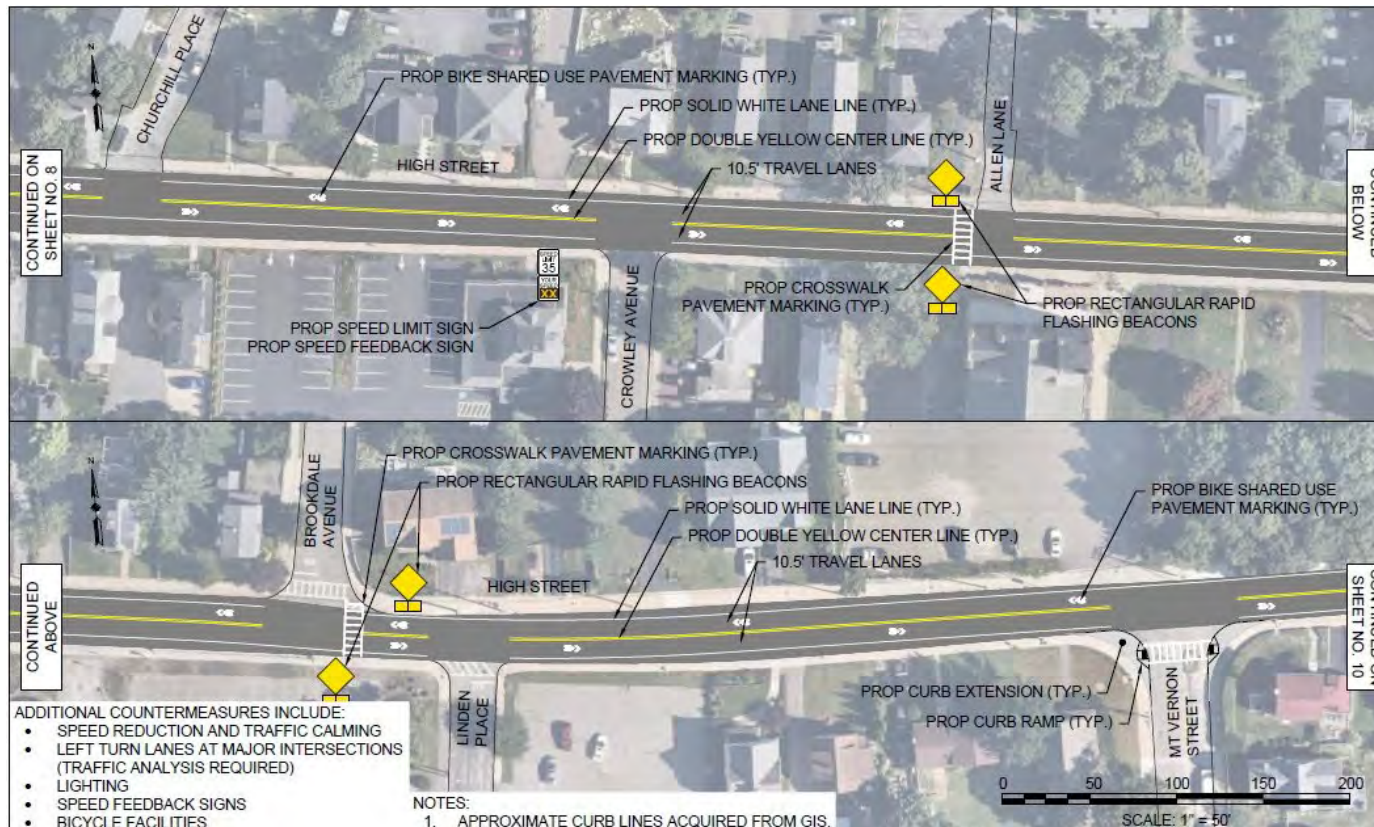
1 of 21

**Approx. Cost**

\$\$\$  
Medium

**Time Frame**

Short-term



## Key Relevant Townwide Actions



Speeding



Lighting



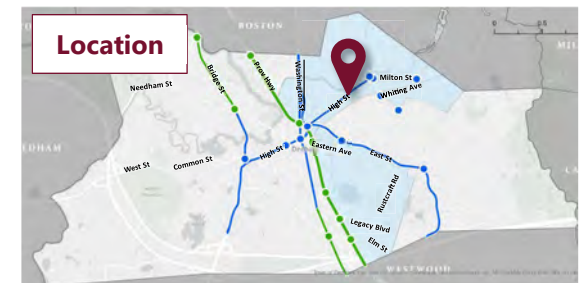
Walk & Bike



Roadway Geometry



Signage & Striping



*The concepts presented in this plan are intended to serve as ideas to explore in further depth. They are based on approximate roadway dimensions (excluding right-of-way) and would need to be vetted through additional traffic analyses and land surveys to fully understand design constraints and alternatives.*



# East Street from High Street to Cedar Street

## Description

Assess existing recent upgrades and build upon them with speed feedback signs, additional signage, and enhancement of existing bike lanes, while improved lighting and additional flashing beacons at strategic locations make the street more pedestrian-friendly

**Priority Ranking**

2 of 21

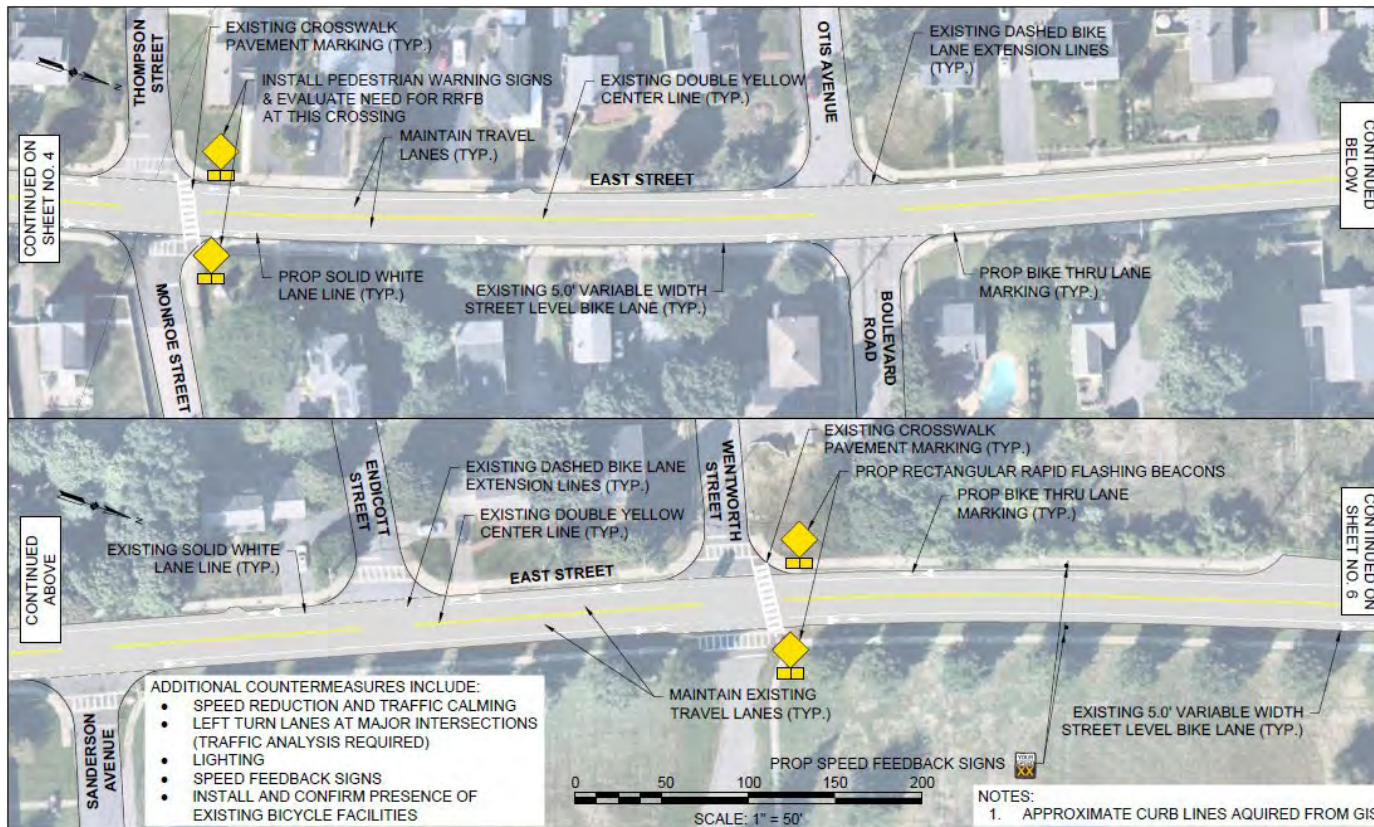
**Approx. Cost**

\$\$\$  
Medium

**Time Frame**



Mid-term



## Key Relevant Townwide Actions



Speeding



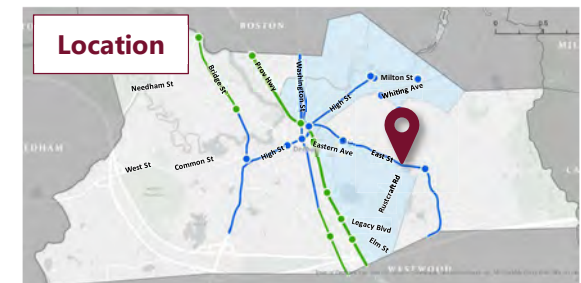
Lighting



Walk & Bike



Illegal Parking



The concepts presented in this plan are intended to serve as ideas to explore in further depth. They are based on approximate roadway dimensions (excluding right-of-way) and would need to be vetted through additional traffic analyses and land surveys to fully understand design constraints and alternatives.



# East Street at Eastern Avenue/Whiting Avenue

## Description

A redesigned intersection with reduced crossing distances for pedestrians, better driver visibility, safer accommodations for biking, narrower travel lanes, and improved lighting for all users

**Priority Ranking**

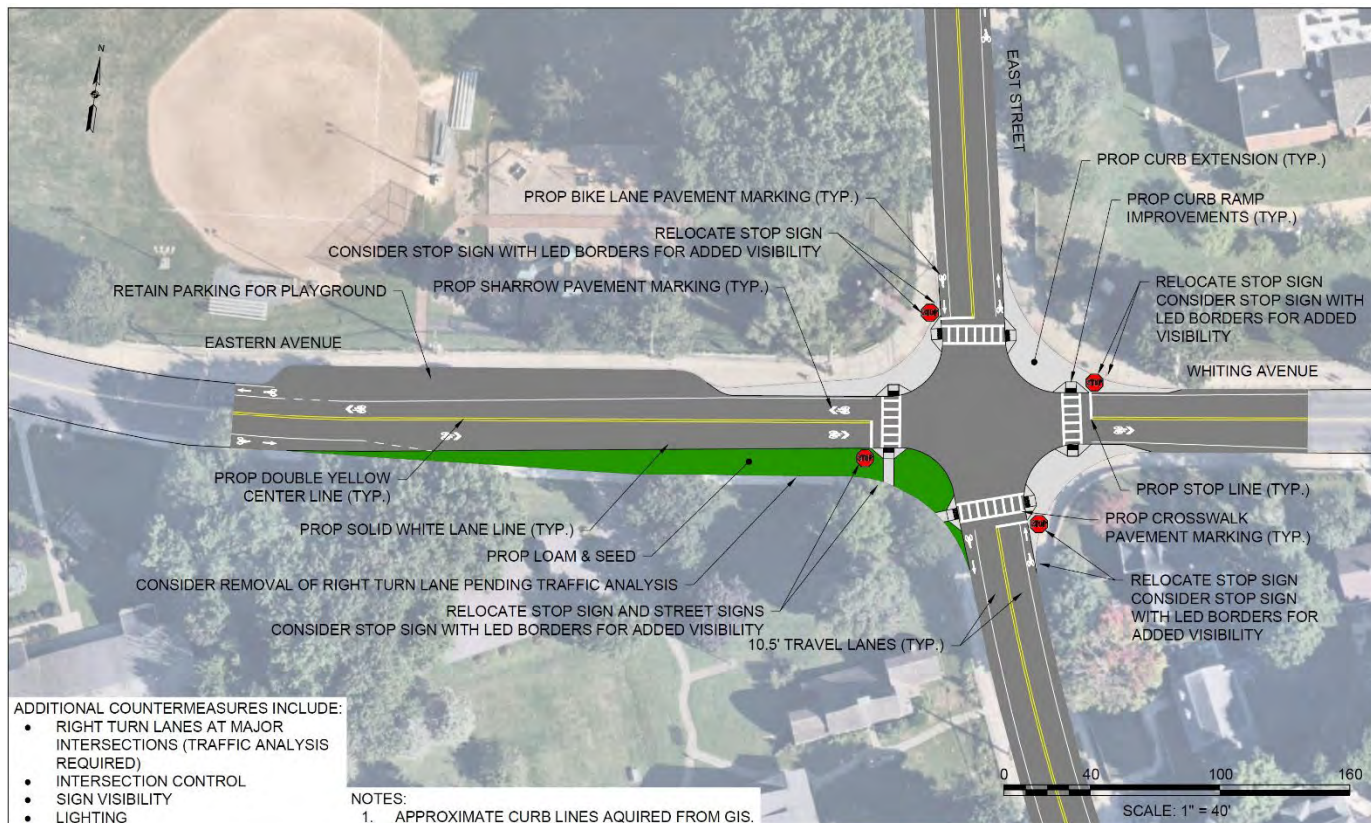
4 of 21

**Approx. Cost**

\$\$\$  
Low

**Time Frame**

Short-term



## Key Relevant Townwide Actions



Signage & Striping



Lighting



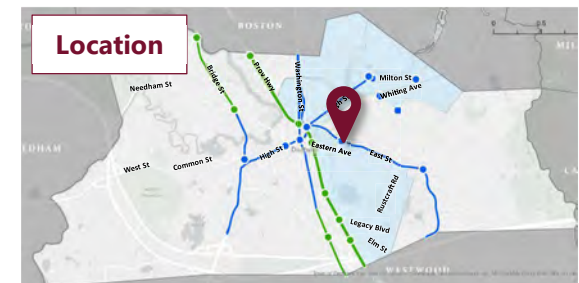
Walk & Bike



Roadway Geometry



Sight Distance



The concepts presented in this plan are intended to serve as ideas to explore in further depth. They are based on approximate roadway dimensions (excluding right-of-way) and would need to be vetted through additional traffic analyses and land surveys to fully understand design constraints and alternatives.



# East Street from Cedar Street to Westwood Town Line

## Description

Narrowed travel lanes, speed feedback signs, and buffered bike lanes encourage slower speeds and provide more comfortable conditions for biking, while improved lighting, traffic signals and flashing beacons make the street more pedestrian-friendly

**Priority Ranking**

5 of 21

**Approx. Cost**

\$\$\$  
Medium

**Time Frame**



Mid-term

## Key Relevant Townwide Actions



Speeding



Lighting



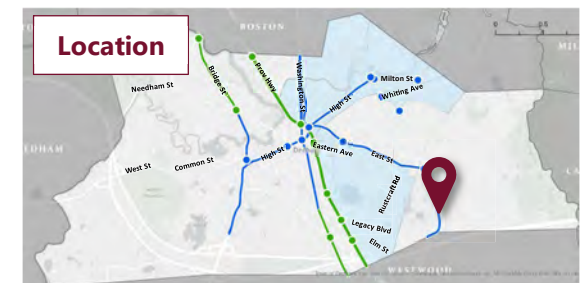
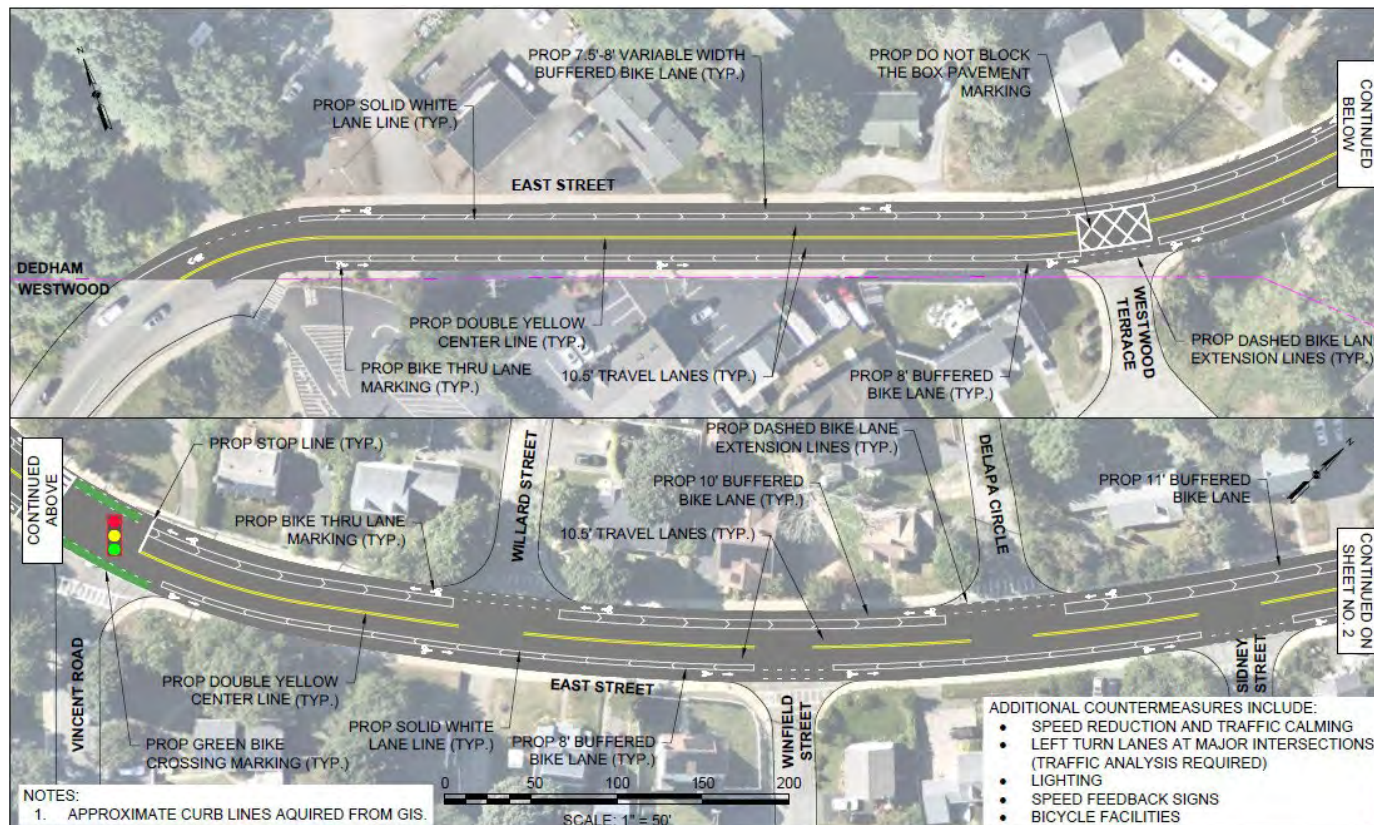
Walk & Bike



Sight Distance



Signals



The concepts presented in this plan are intended to serve as ideas to explore in further depth. They are based on approximate roadway dimensions (excluding right-of-way) and would need to be vetted through additional traffic analyses and land surveys to fully understand design constraints and alternatives.



# High Street from Deerpath Road to Bridge Street

## Description

Improved sidewalks, narrowed travel lanes, additional speed feedback signs, truck signage, illumination system on crosswalks, school speed limit signs, curb extensions, curb ramps, gateway treatment (welcome sign), investigate the feasibility of bike lanes or shared use path

**Priority Ranking**

6 of 21

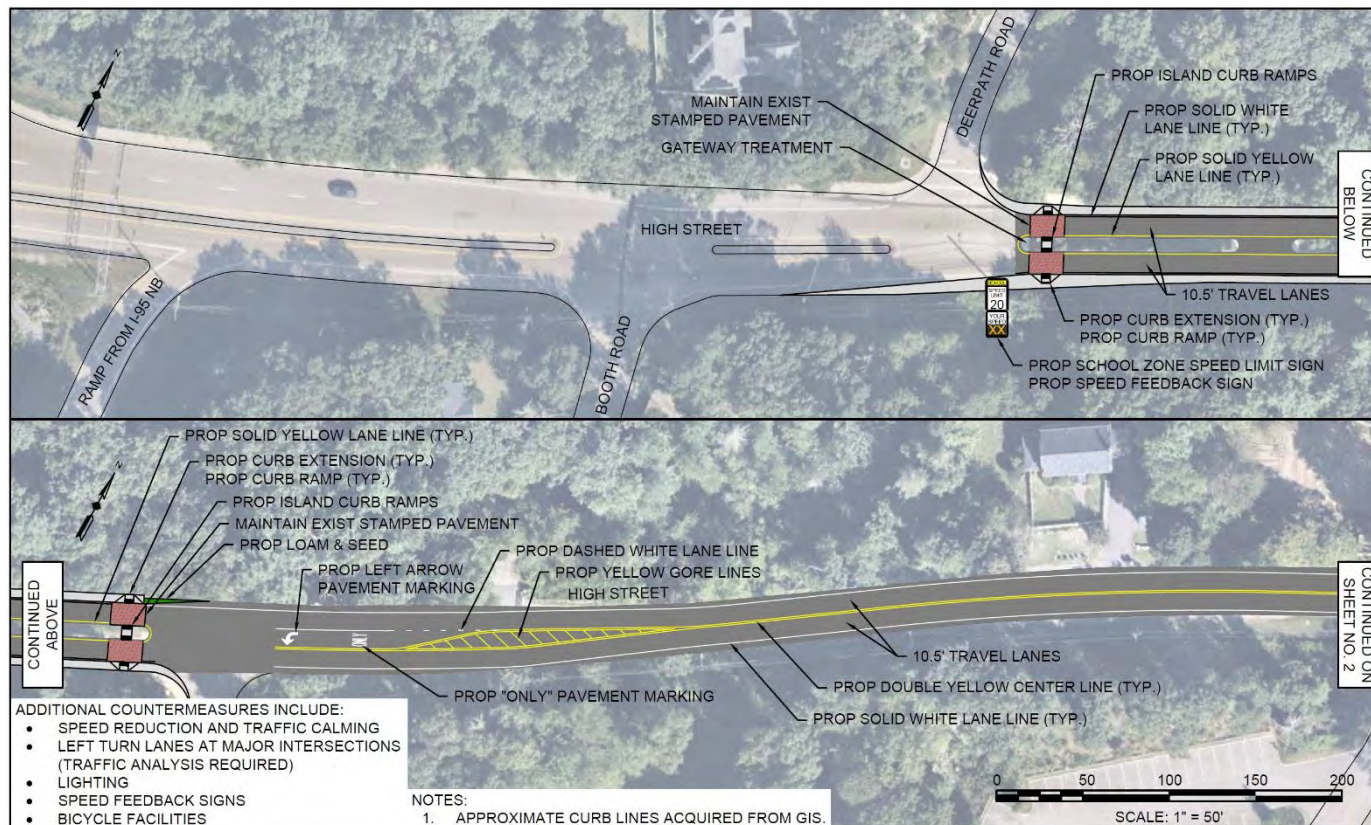
**Approx. Cost**

\$\$\$  
Medium

**Time Frame**



Mid-term



## Key Relevant Townwide Actions



Speeding



Lighting



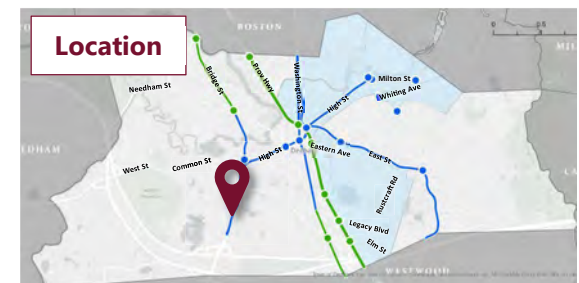
Walk & Bike



Roadway Geometry



Signage & Markings



The concepts presented in this plan are intended to serve as ideas to explore in further depth. They are based on approximate roadway dimensions (excluding right-of-way) and would need to be vetted through additional traffic analyses and land surveys to fully understand design constraints and alternatives.



# Milton Street at River Street

## Description

Clearer pavement markings, narrower travel lanes, improved curb ramps and crosswalks, reduced crossing distances for pedestrians, additional signage, updated signal equipment, and improved lighting

**Priority Ranking**

7 of 21

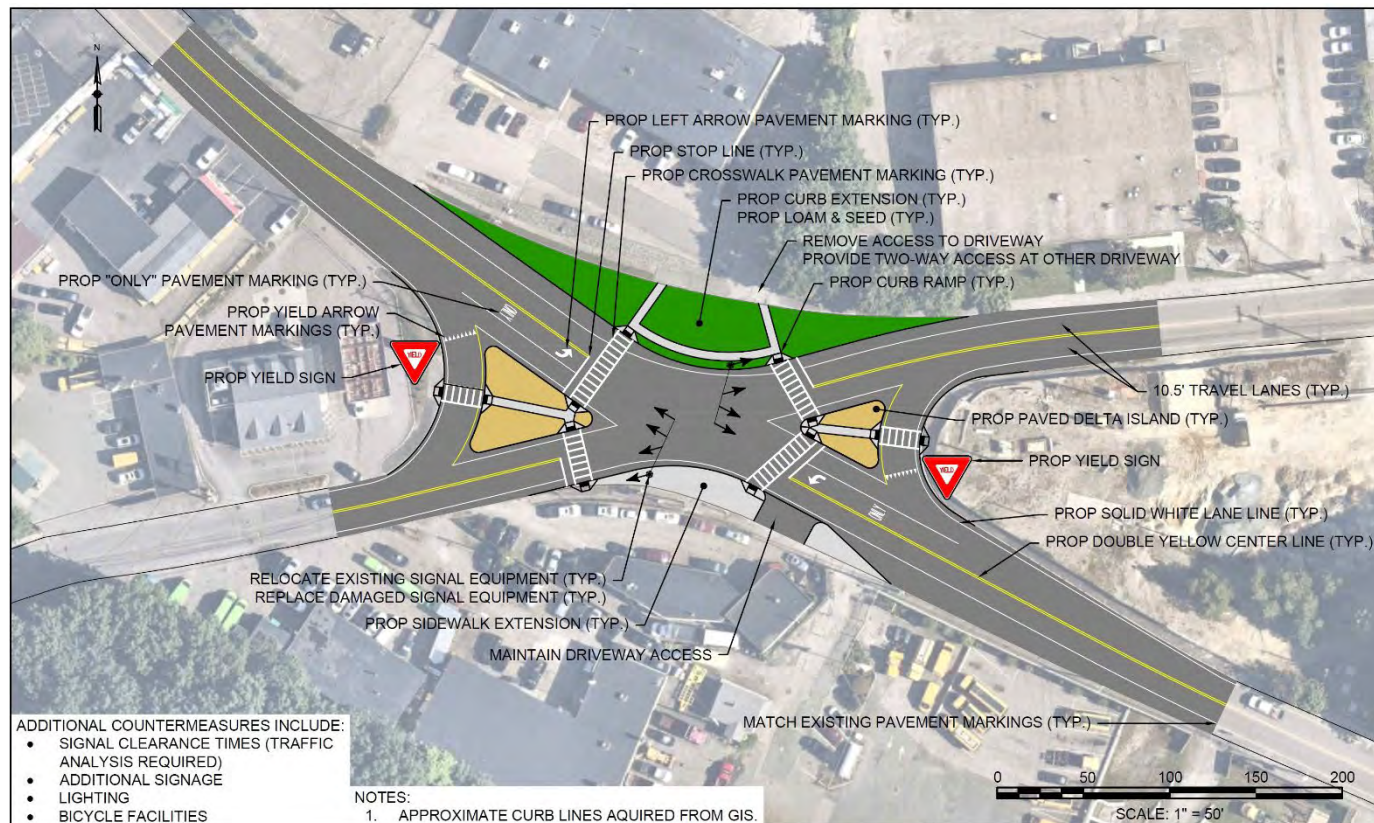
**Approx. Cost**

\$\$\$  
Medium

**Time Frame**



Short-term



## Key Relevant Townwide Actions



Signage & Striping



Lighting



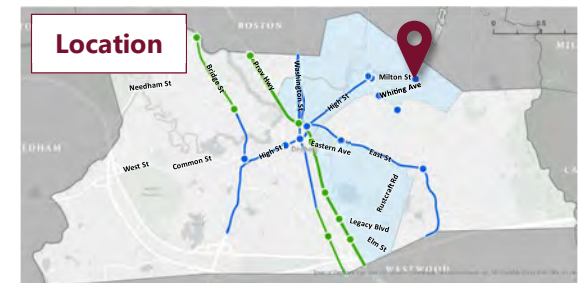
Walk & Bike



Roadway Geometry



Signals



The concepts presented in this plan are intended to serve as ideas to explore in further depth. They are based on approximate roadway dimensions (excluding right-of-way) and would need to be vetted through additional traffic analyses and land surveys to fully understand design constraints and alternatives.



# Washington Street from Providence Highway to Boston City Line

## Description

Design features a road diet with a two-way left-turn lane, buffered bicycle lanes, traffic signal improvements, clearer pavement markings, additional signage (including speed feedback signs), and improved lighting

**Priority Ranking**

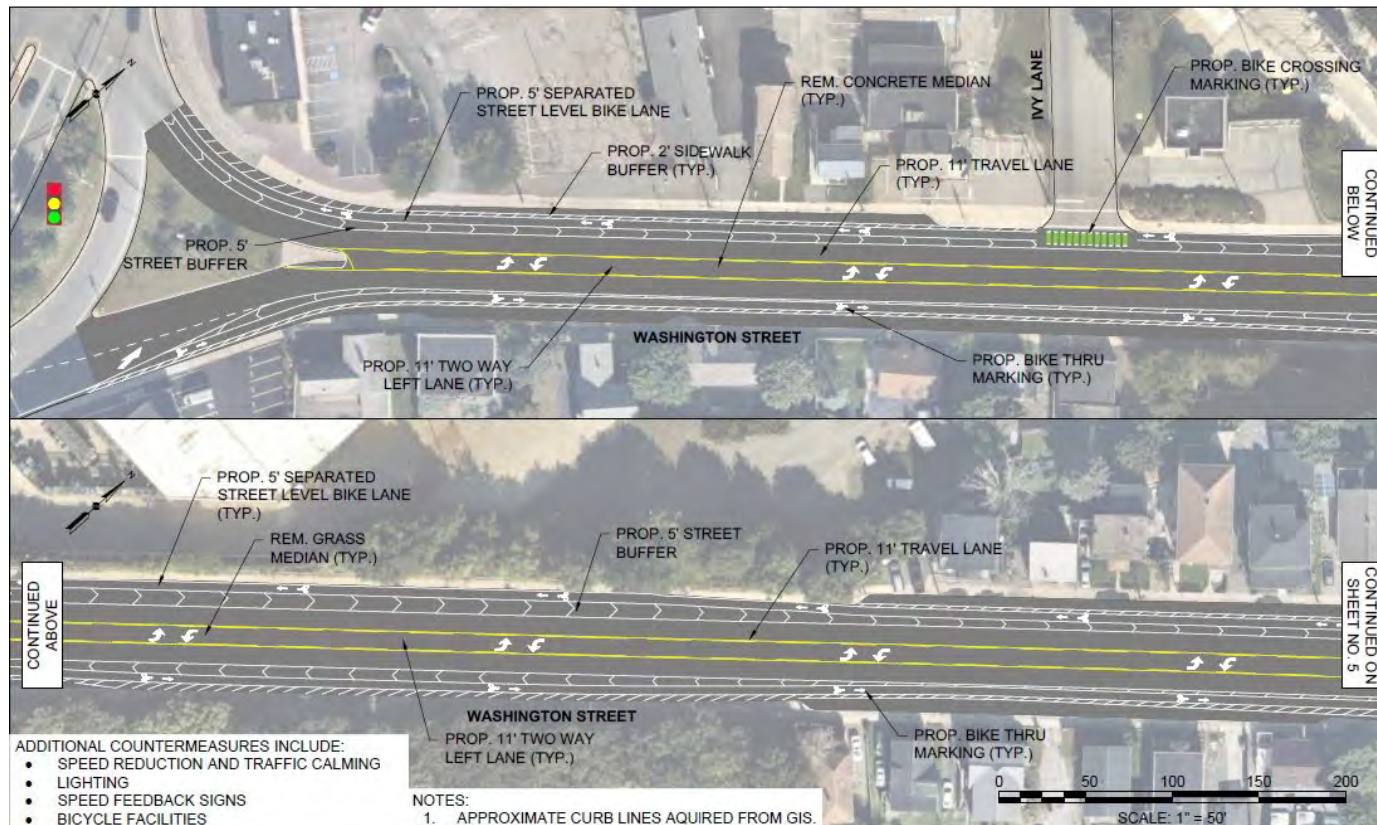
8 of 21

**Approx. Cost**

\$\$\$  
High

**Time Frame**

Long-term



## Key Relevant Townwide Actions



Speeding



Lighting



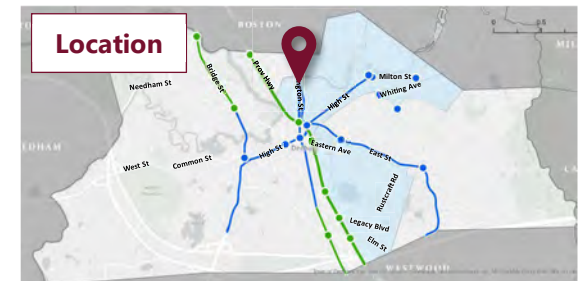
Walk & Bike



Signage & Striping



Signals



The concepts presented in this plan are intended to serve as ideas to explore in further depth. They are based on approximate roadway dimensions (excluding right-of-way) and would need to be vetted through additional traffic analyses and land surveys to fully understand design constraints and alternatives.



# Washington Street from Court Street to Providence Highway

## Description

Enhanced pedestrian crossings using pedestrian hybrid beacons, speed feedback signs, pedestrian scale street lighting, clearer management of on-street parking

**Priority Ranking**

9 of 21

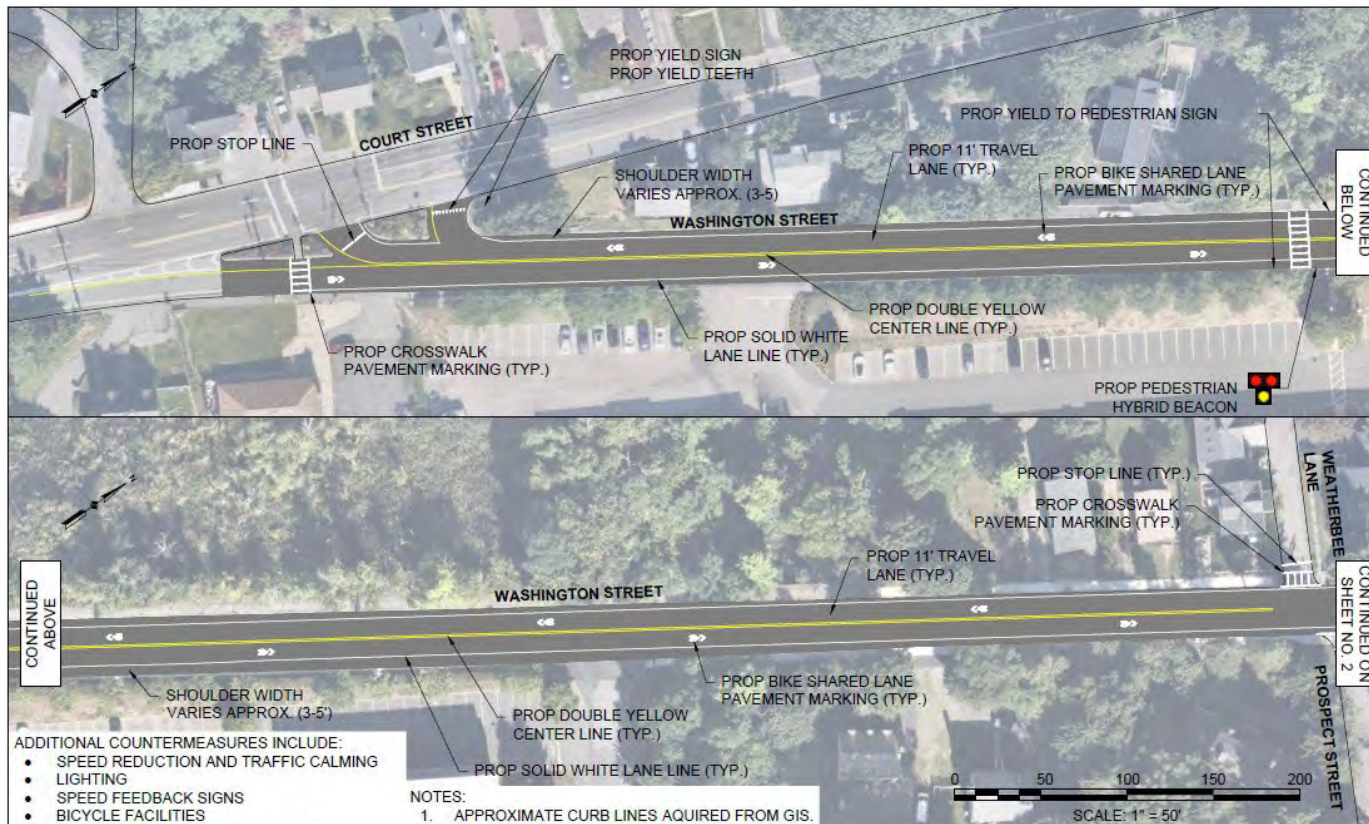
**Approx. Cost**

\$\$\$  
Low

**Time Frame**



Mid-term



## Key Relevant Townwide Actions



Signage & Striping



Lighting



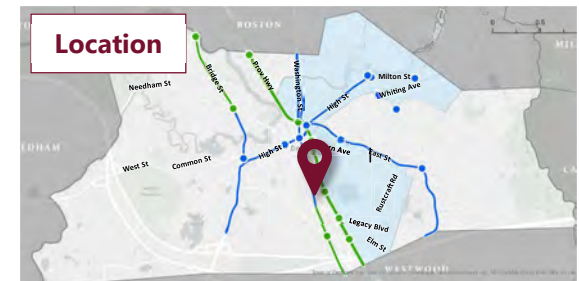
Walk & Bike



Illegal Parking



Sight Distance



The concepts presented in this plan are intended to serve as ideas to explore in further depth. They are based on approximate roadway dimensions (excluding right-of-way) and would need to be vetted through additional traffic analyses and land surveys to fully understand design constraints and alternatives.



# Milton Street at Walnut Street

## Description

Evaluate conversion of traffic signal from flashing mode to standard operation, coordinate operations with existing signal at High Street/Sawmill Lane, provide curb extensions to enhance and shorten pedestrian crossings, update signage and pavement markings

**Priority Ranking**

10 of 21

**Approx. Cost**

\$\$\$  
Low

**Time Frame**



Mid-term

## Key Relevant Townwide Actions



Signage & Striping



Lighting



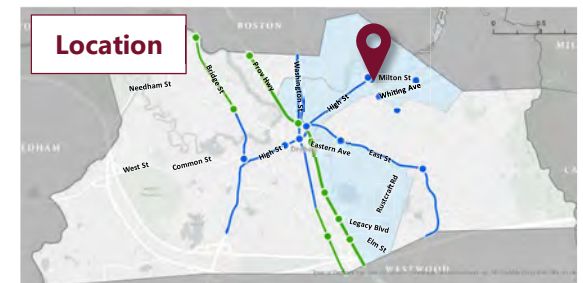
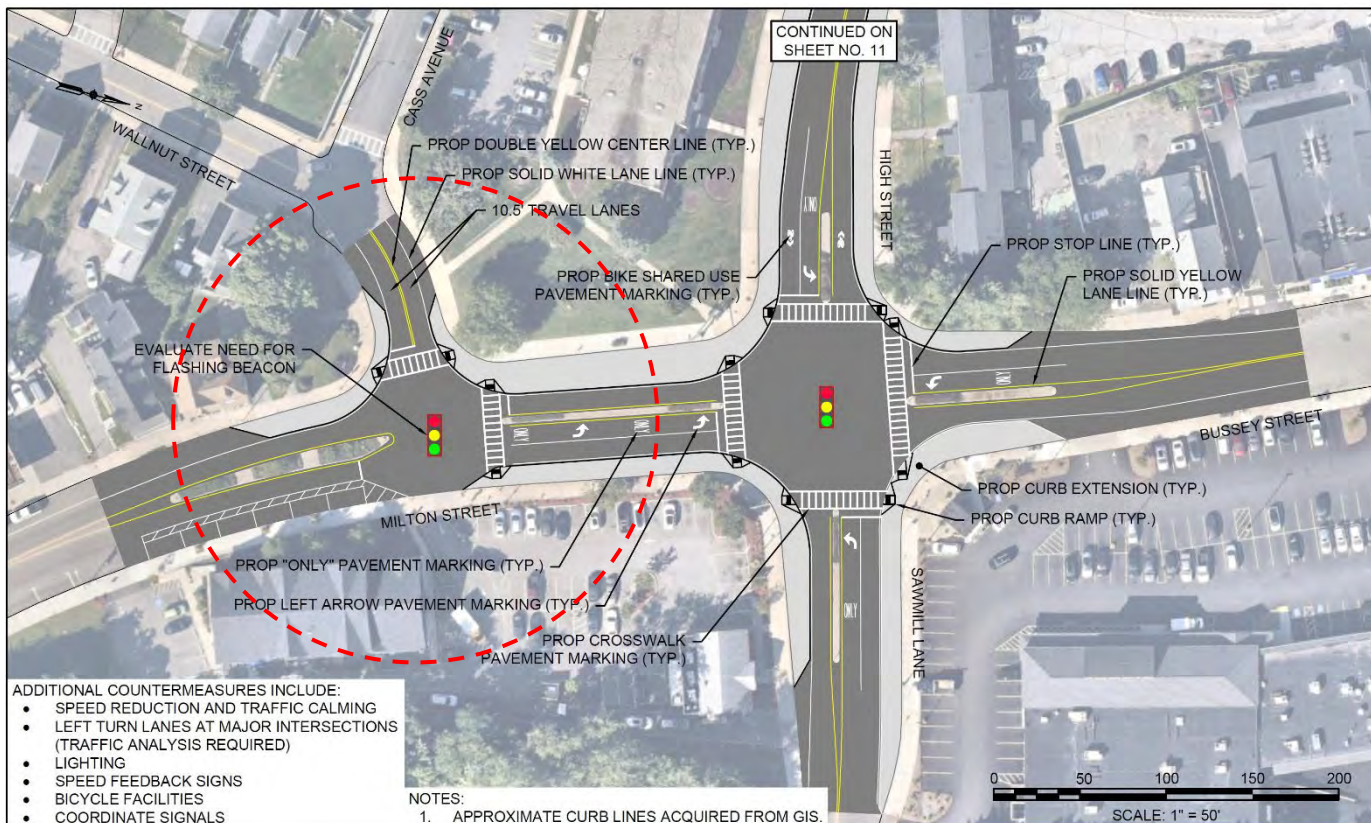
Walk & Bike



Roadway Geometry



Signals



The concepts presented in this plan are intended to serve as ideas to explore in further depth. They are based on approximate roadway dimensions (excluding right-of-way) and would need to be vetted through additional traffic analyses and land surveys to fully understand design constraints and alternatives.



# High Street from Court Street/Ames Street to East Street/Harvard Street

## Description

Clearer pavement markings, narrower travel lanes, improved curb ramps and crosswalks, wider sidewalks and reduced crossing distances for pedestrians, clearer management of on-street parking, and improved lighting

**Priority Ranking**

11 of 21

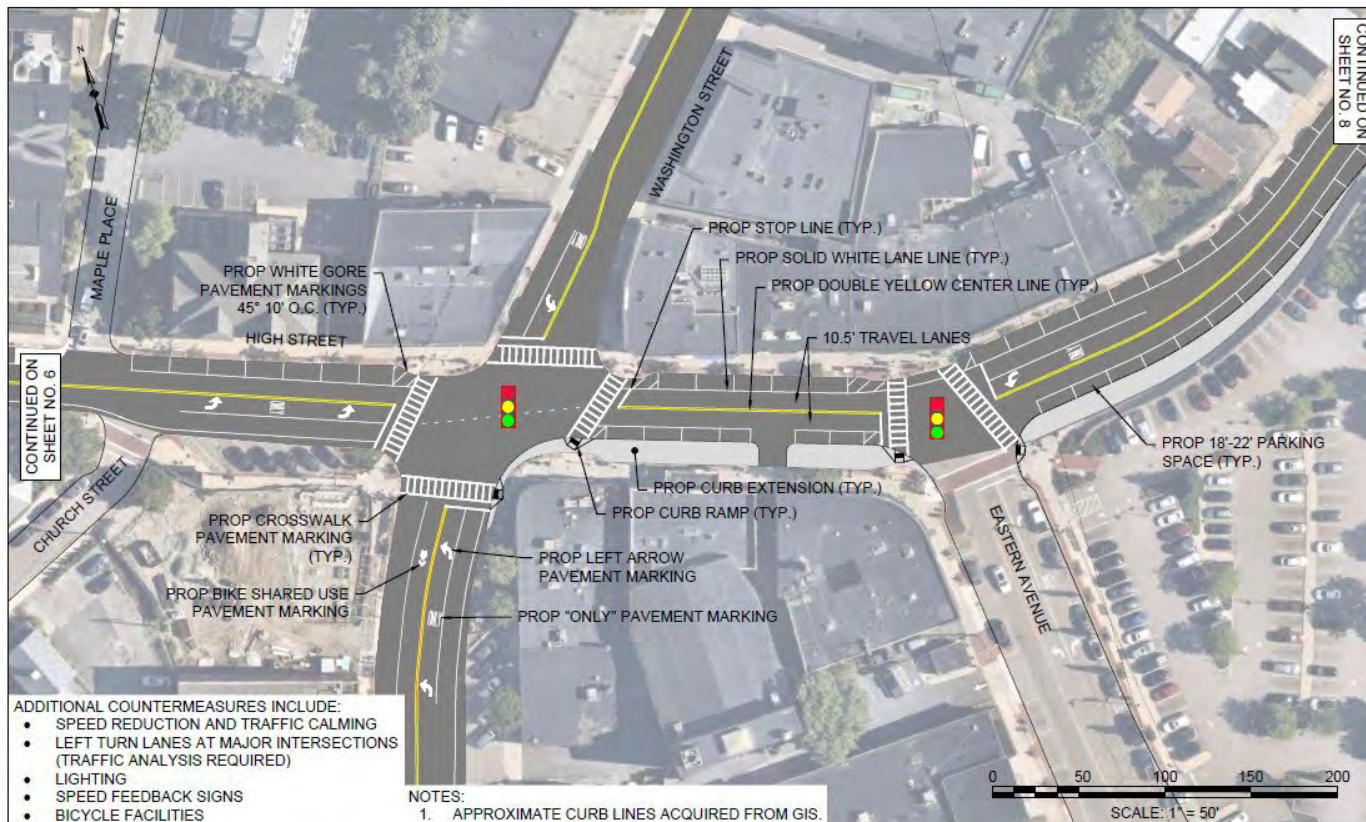
**Approx. Cost**

\$\$\$  
Medium

**Time Frame**



Long-term



## Key Relevant Townwide Actions



Signage & Striping



Lighting



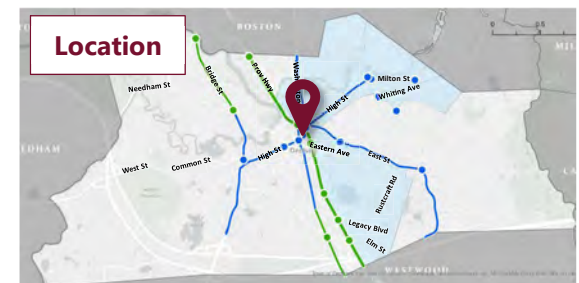
Walk & Bike



Signals



Illegal Parking



The concepts presented in this plan are intended to serve as ideas to explore in further depth. They are based on approximate roadway dimensions (excluding right-of-way) and would need to be vetted through additional traffic analyses and land surveys to fully understand design constraints and alternatives.



# High Street at East Street/Harris Street

## Description

Narrower travel lanes, improved curb ramps and crosswalks, signal system improvements for shared signal with East Street/Harvard Avenue intersection, wider sidewalks and reduced crossing distances for pedestrians, and improved lighting

**Priority Ranking**

12 of 21

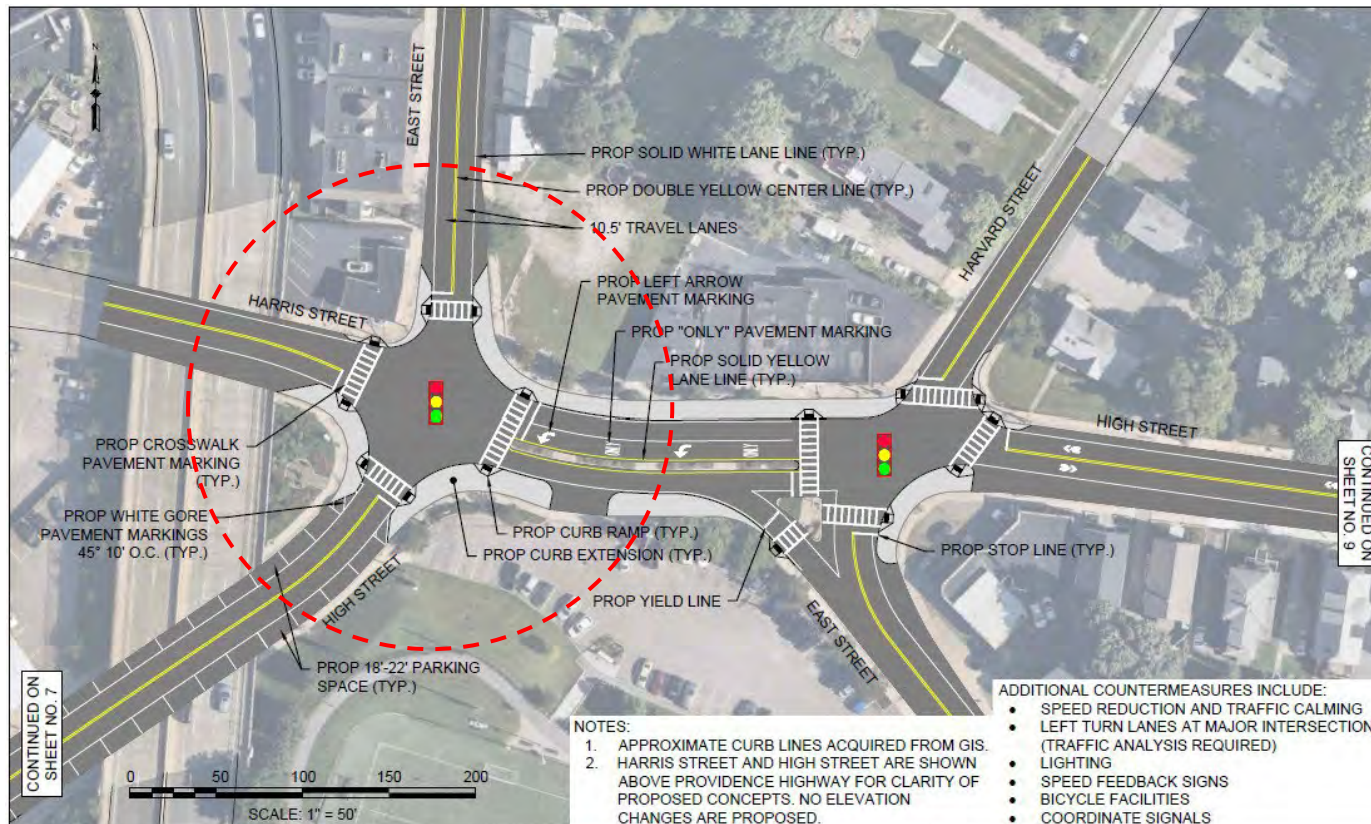
**Approx. Cost**

\$\$\$  
Low

**Time Frame**



Long-term



## Key Relevant Townwide Actions



Signals



Lighting



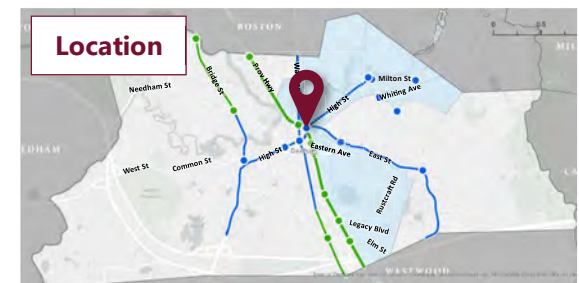
Walk & Bike



Roadway Geometry



Sight Distance



The concepts presented in this plan are intended to serve as ideas to explore in further depth. They are based on approximate roadway dimensions (excluding right-of-way) and would need to be vetted through additional traffic analyses and land surveys to fully understand design constraints and alternatives.



# East Street at Cedar Street

## Description

Provide clearer pavement markings on all approaches to roundabout and improved crosswalk pavement markings and warning signage (including flashing beacons) on all legs.

**Priority Ranking**

13 of 21

**Approx. Cost**

\$\$\$  
Low

**Time Frame**

Short-term

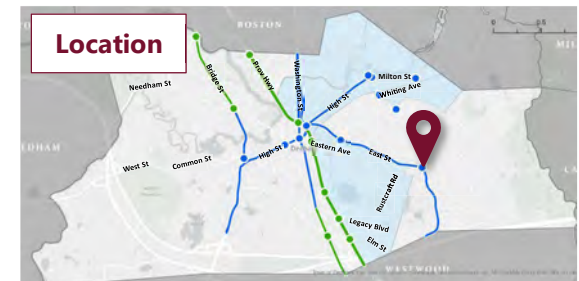
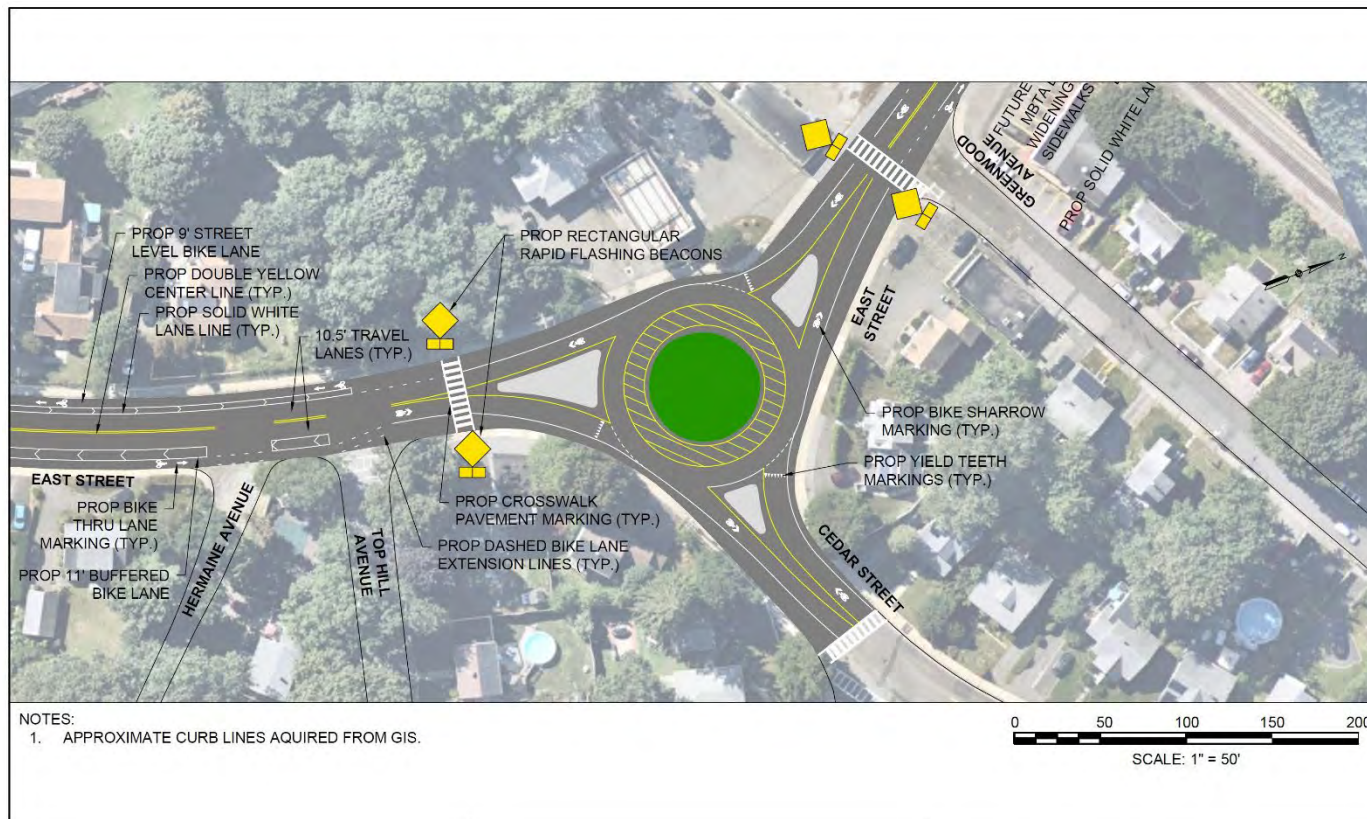
## Key Relevant Townwide Actions



Signage & Striping



Walk & Bike



*The concepts presented in this plan are intended to serve as ideas to explore in further depth. They are based on approximate roadway dimensions (excluding right-of-way) and would need to be vetted through additional traffic analyses and land surveys to fully understand design constraints and alternatives.*



# East Street from Washington Street to High Street

## Description

Narrowed travel lanes, speed feedback signs, and bike lanes encourage slower speeds and provide improved conditions for biking, while improved lighting, particularly on the curved portions of this roadway, improves overall visibility for road users.

**Priority Ranking**

14 of 21

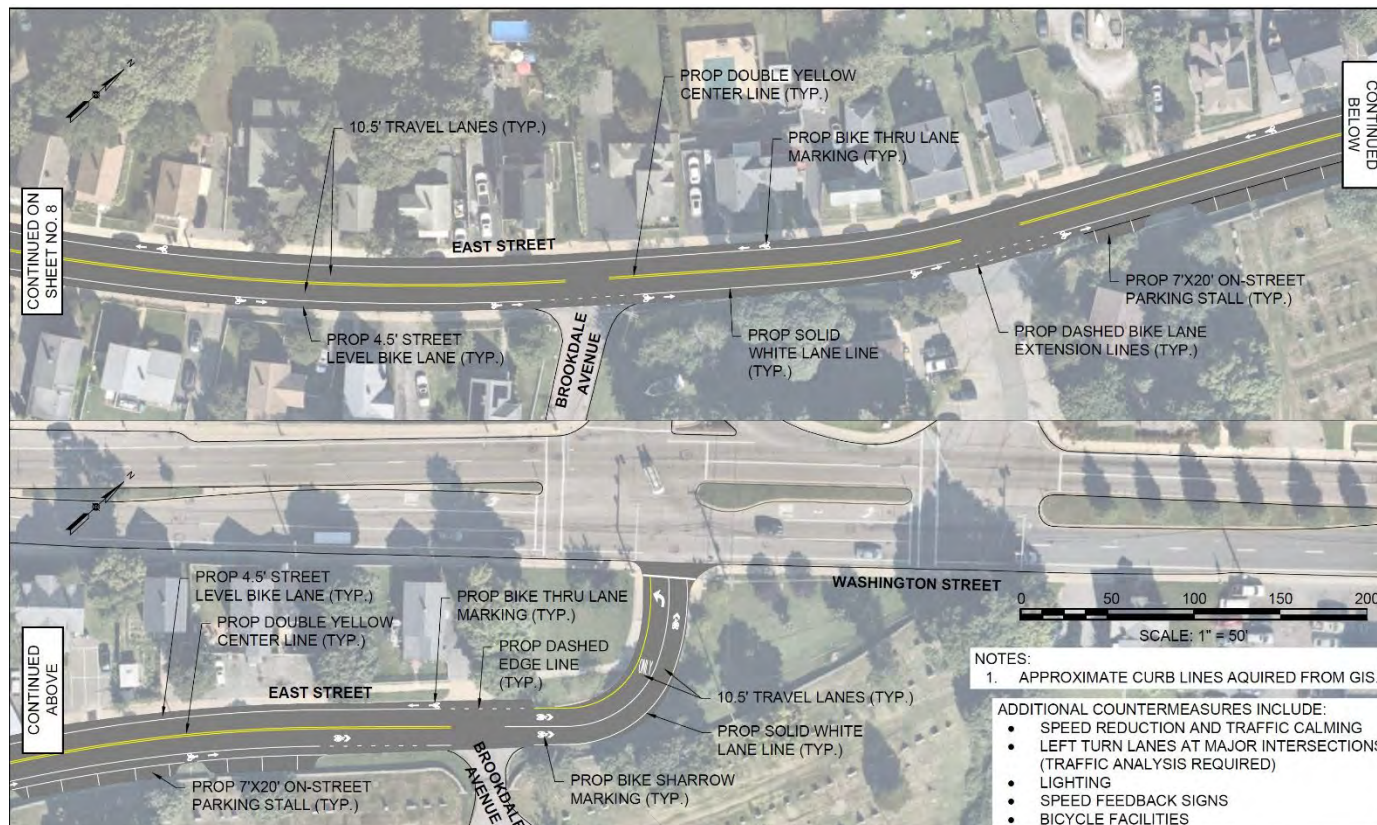
**Approx. Cost**

\$\$\$  
Low

**Time Frame**



Mid-term



## Key Relevant Townwide Actions



Signage & Striping



Lighting



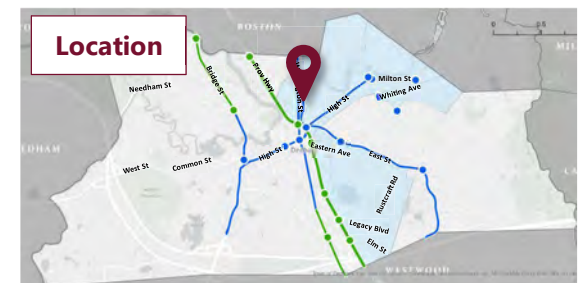
Walk & Bike



Speeding



Sight Distance



The concepts presented in this plan are intended to serve as ideas to explore in further depth. They are based on approximate roadway dimensions (excluding right-of-way) and would need to be vetted through additional traffic analyses and land surveys to fully understand design constraints and alternatives.



# High Street at Sawmill Lane/Bussey Street/Milton Street

## Description

Coordinate operations with existing signal/flashing beacon at Walnut Street, update signal equipment and timings, provide wider sidewalks and curb extensions to enhance and shorten pedestrian crossings, update signage and pavement markings

**Priority Ranking**

15 of 21

**Approx. Cost**

\$\$\$  
Medium

**Time Frame**



Mid-term

## Key Relevant Townwide Actions



Signals



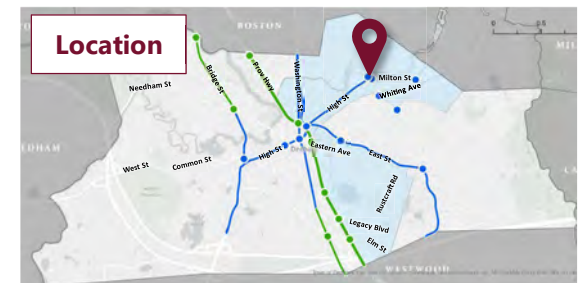
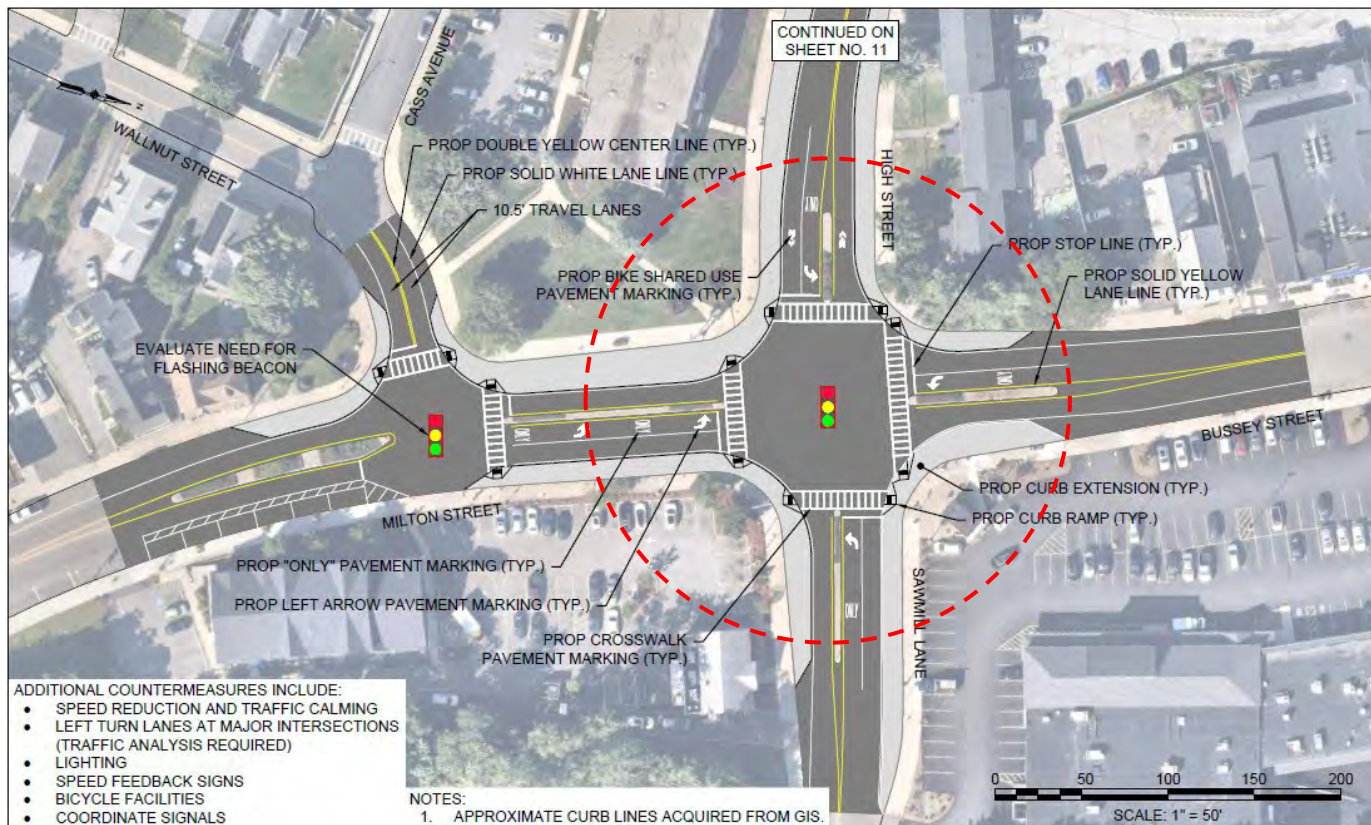
Sight Distance



Walk & Bike



Roadway Geometry



The concepts presented in this plan are intended to serve as ideas to explore in further depth. They are based on approximate roadway dimensions (excluding right-of-way) and would need to be vetted through additional traffic analyses and land surveys to fully understand design constraints and alternatives.



# Oakdale Square (Sanderson Avenue at Cedar Street/River Street/Cobbler Lane)

## Description

Create a clearly delineated mini-roundabout with a center island, updated pavement markings, improved signage, and curb extensions to create a less confusing and more comfortable intersection for all modes of travel

**Priority Ranking**

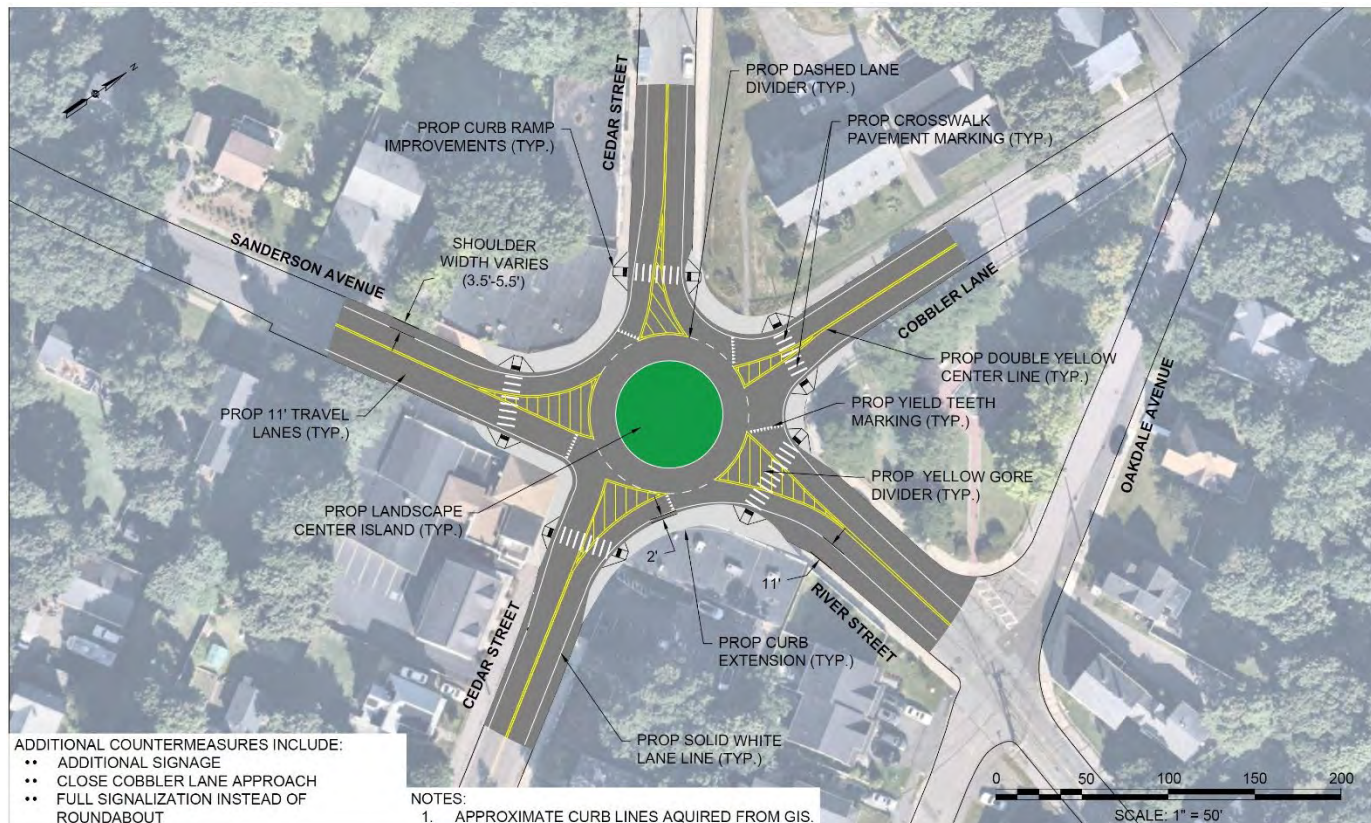
**16 of 21**

**Approx. Cost**

**\$\$\$**  
*Low*

**Time Frame**

**Long-term**



## Key Relevant Townwide Actions



Roadway Geometry



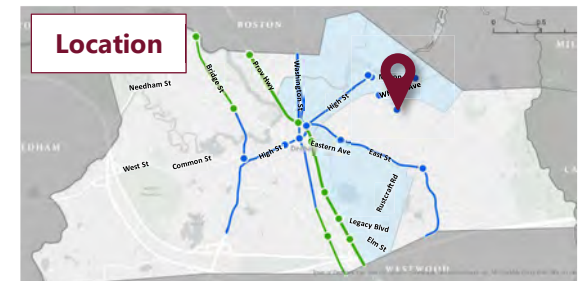
Signage & Striping



Walk & Bike



Sight Distance



*The concepts presented in this plan are intended to serve as ideas to explore in further depth. They are based on approximate roadway dimensions (excluding right-of-way) and would need to be vetted through additional traffic analyses and land surveys to fully understand design constraints and alternatives.*



# Bridge Street from High Street to Pine/Ames Streets

## Description

Improved sidewalks, narrowed travel lanes, additional speed feedback signs and other traffic calming measures, clearer pavement markings, curb extensions, curb ramps, lighting enhancements

**Priority Ranking**

17 of 21

**Approx. Cost**

\$\$\$  
Medium

**Time Frame**



Mid-term

## Key Relevant Townwide Actions



Signage & Striping



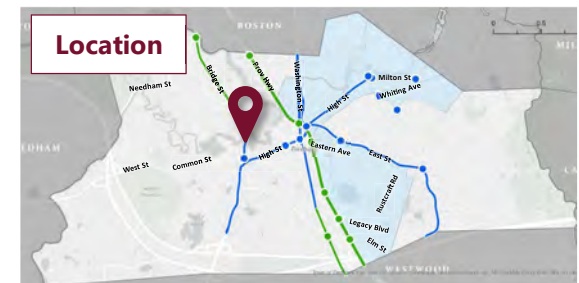
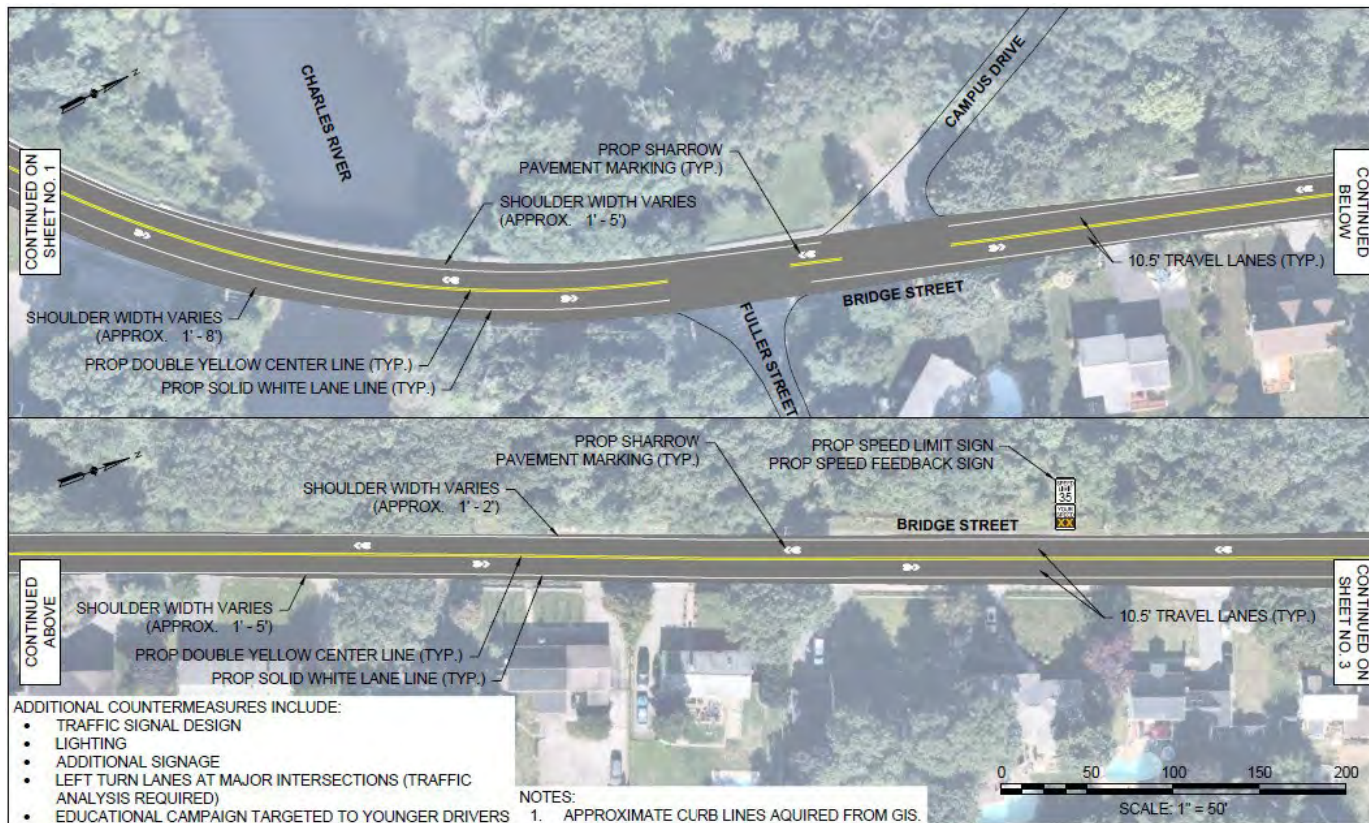
Lighting



Walk & Bike



Speeding



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# Washington Street at High Street

## Description

Narrower travel lanes, improved curb ramps and crosswalks, consideration of lane assignment changes, signal system improvements for shared signal with Eastern Avenue intersection, wider sidewalks and reduced crossing distances for pedestrians, and improved lighting

**Priority Ranking**

18 of 21

**Approx. Cost**

\$\$\$  
Low

**Time Frame**



Long-term

## Key Relevant Townwide Actions



Signals



Lighting



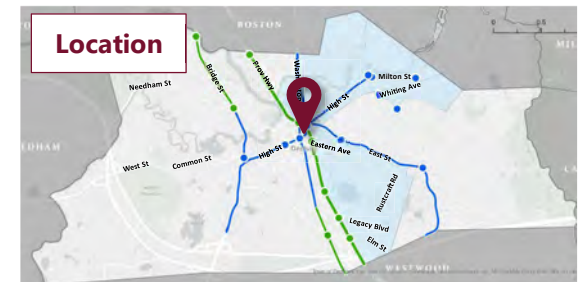
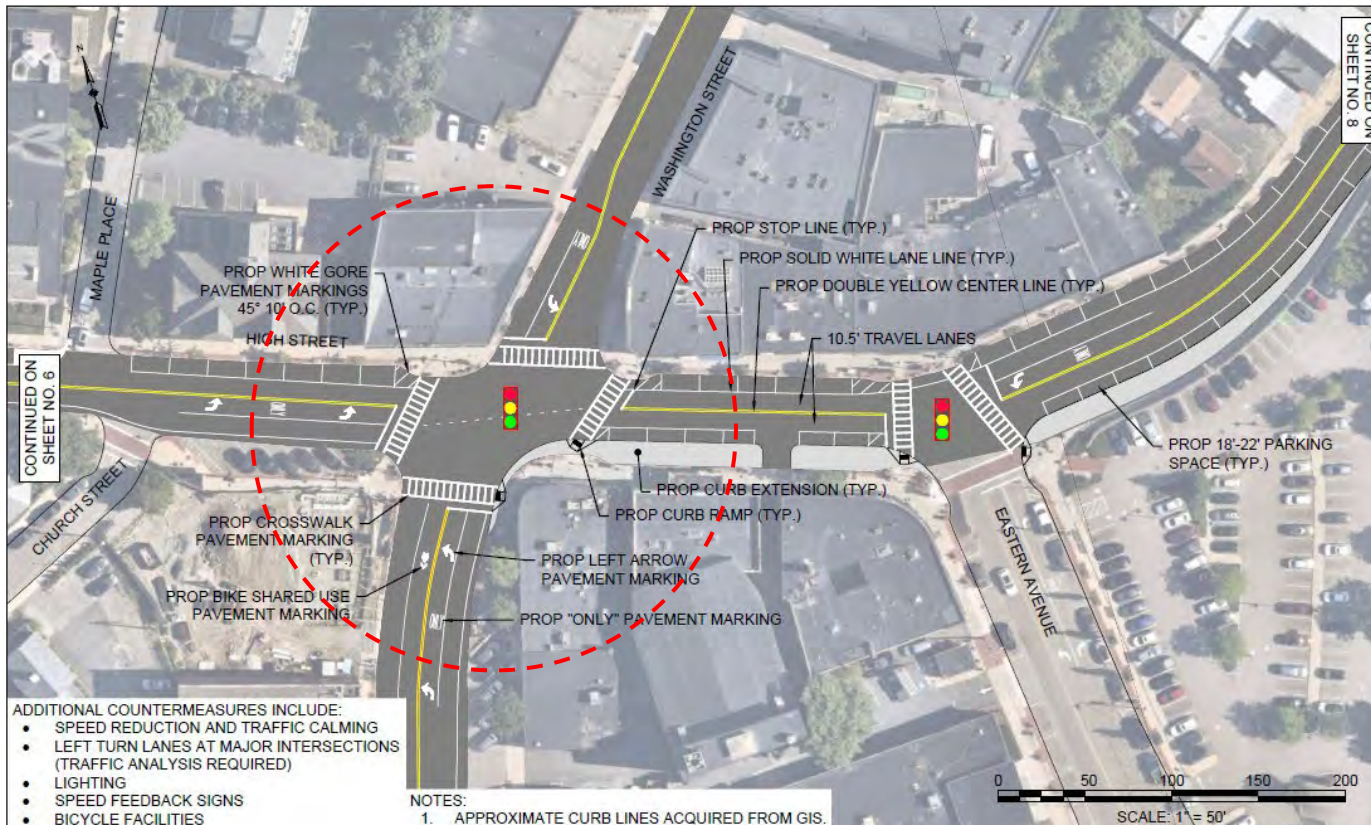
Walk & Bike



Roadway Geometry



Signage & Striping



The concepts presented in this plan are intended to serve as ideas to explore in further depth. They are based on approximate roadway dimensions (excluding right-of-way) and would need to be vetted through additional traffic analyses and land surveys to fully understand design constraints and alternatives.



# High Street at Ames Street/Court Street

## Description

Clearer pavement markings, improved curb ramps and crosswalks, reduced crossing distances for pedestrians, additional signage, improved lighting, consider parking space removal to add left turn lanes

**Priority Ranking**

19 of 21

**Approx. Cost**

\$\$\$  
Low

**Time Frame**



Mid-term

## Key Relevant Townwide Actions



Signage & Striping



Lighting



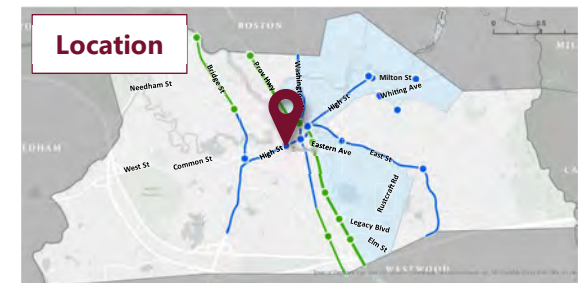
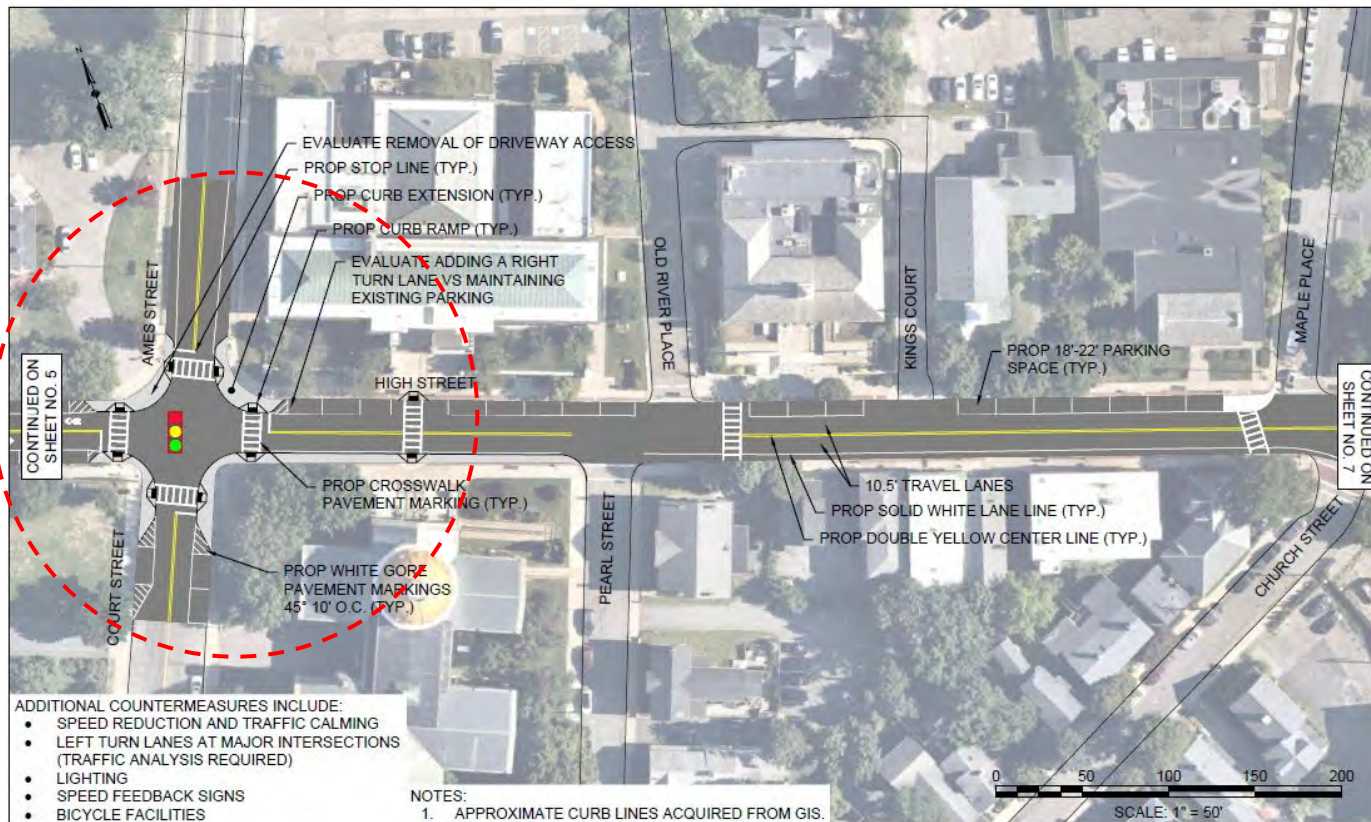
Walk & Bike



Roadway Geometry



Sight Distance



The concepts presented in this plan are intended to serve as ideas to explore in further depth. They are based on approximate roadway dimensions (excluding right-of-way) and would need to be vetted through additional traffic analyses and land surveys to fully understand design constraints and alternatives.



# Bridge Street at Common Street

## Description

Clearer pavement markings, improved curb ramps and crosswalks, curb extensions for reduced crossing distances for pedestrians, additional signage, improved lighting

**Priority Ranking**

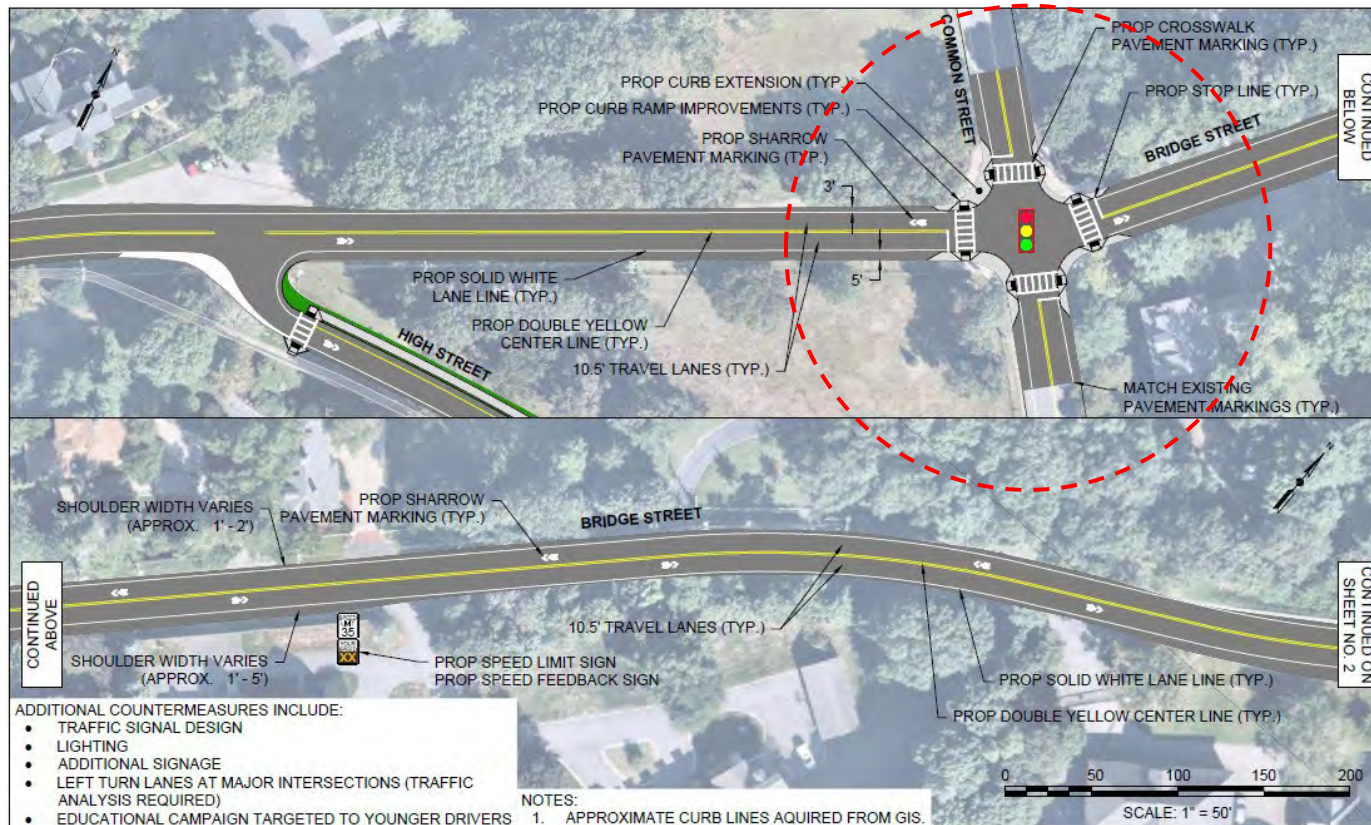
20 of 21

**Approx. Cost**

\$\$\$  
Low

**Time Frame**

Short-term



## Key Relevant Townwide Actions



Signage & Striping



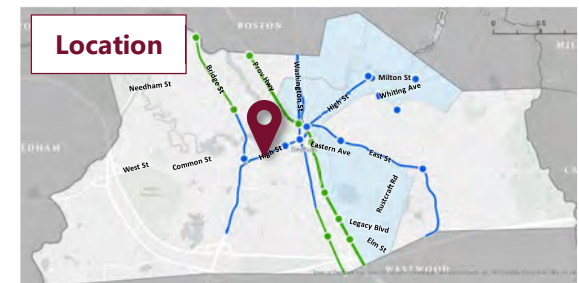
Lighting



Walk & Bike



Roadway Geometry



The concepts presented in this plan are intended to serve as ideas to explore in further depth. They are based on approximate roadway dimensions (excluding right-of-way) and would need to be vetted through additional traffic analyses and land surveys to fully understand design constraints and alternatives.



# High Street from Bridge Street to Court Street/Ames Street

## Description

Improved sidewalks, narrowed travel lanes, additional speed feedback signs and other traffic calming measures, clearer pavement markings, curb extensions, curb ramps, lighting enhancements

**Priority Ranking**

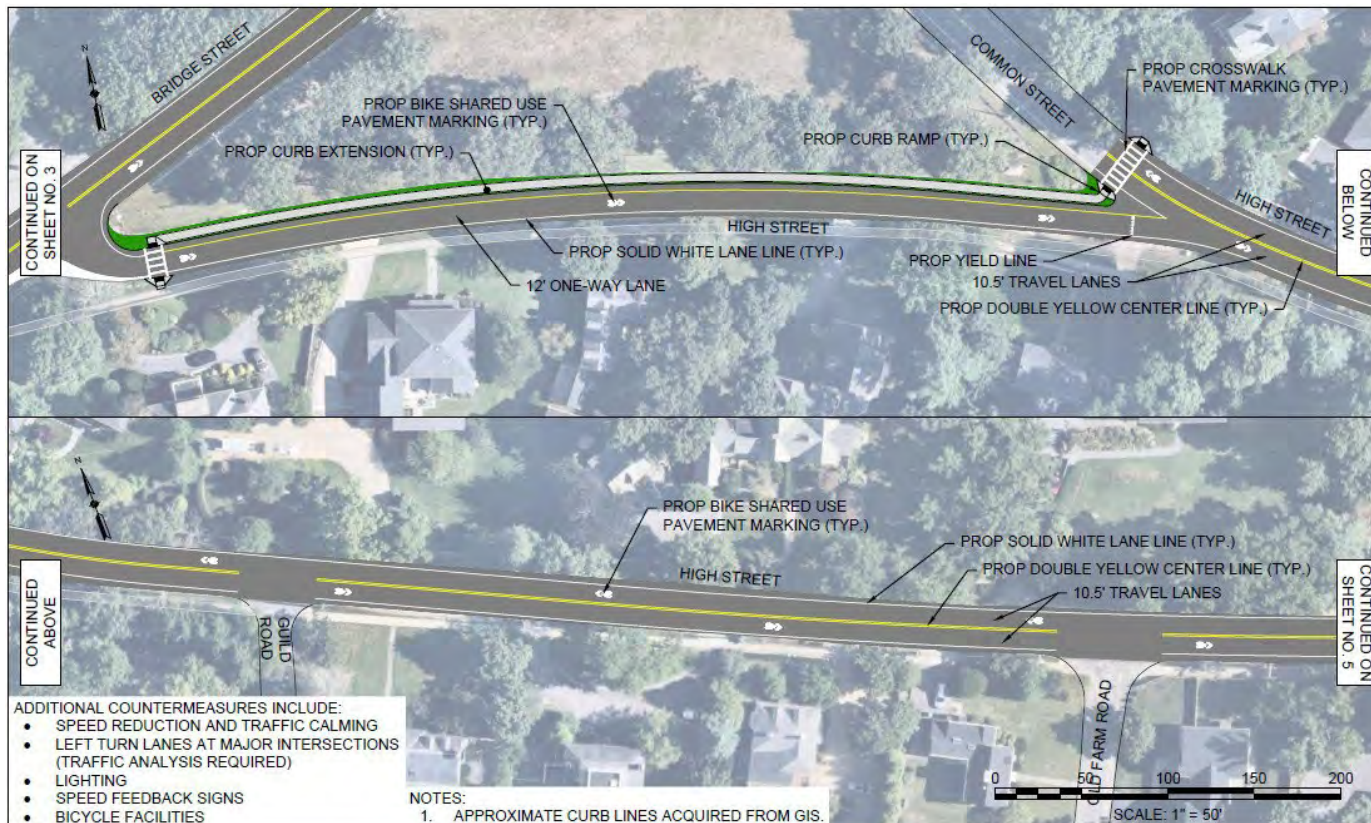
21 of 21

**Approx. Cost**

\$\$\$  
Medium

**Time Frame**

Long-term



## Key Relevant Townwide Actions



Signage & Striping



Lighting



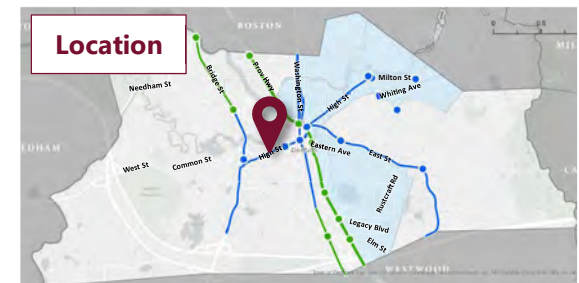
Walk & Bike



Roadway Geometry



Speeding



The concepts presented in this plan are intended to serve as ideas to explore in further depth. They are based on approximate roadway dimensions (excluding right-of-way) and would need to be vetted through additional traffic analyses and land surveys to fully understand design constraints and alternatives.

## MassDOT and DCR Targeted Locations

The following table shows the results of the prioritization process for targeted locations under MassDOT or DCR jurisdiction. Proposed countermeasures are described in the subsequent pages. The prioritization scoring can be found in Appendix G.

Priority Ranking	Project Location	Segment or Intersection
1	Providence Highway at Elm Street	Intersection
2	Providence Highway at Washington Street	Intersection
3	Providence Highway at Legacy Boulevard	Intersection
4	Providence Highway at Eastern Avenue	Intersection
5	Providence Highway from Westwood Town Line to Washington Street	Segment
6	Washington Street from Westwood Town Line to Court Street	Segment
7	Bridge Street from Pine Street/Ames Street to Boston City Line	Segment
8	Providence Highway at Dedham Plaza	Intersection
9	Bridge Street at Pine Street/Ames Street	Intersection
10	Bridge Street at Needham Street/Riverside Drive	Intersection
11	Providence Highway from Washington Street to Boston City Line	Segment
12	Washington Street at Elm Street/Highland Street/Harmony Hill	Intersection
13	Providence Highway at Veterans of Foreign Wars Parkway	Intersection

## MassDOT/DCR Targeted Locations (Priority 1-5)

Priority Ranking	Project Location	Segment or Intersection	Potential Countermeasures
1	Providence Highway at Elm Street*	Intersection	Signal clearance times, signal head backplates, no turn on red, additional signalization, signage, pavement markings, accessible pedestrian crossings, pedestrian refuge islands, enforcement, bike facilities, lighting, new and restriped crosswalks
2	Providence Highway at Washington Street	Intersection	RSA, signal clearance times, signal head locations, signal timings/phasing, signage, curb extensions, pavement markings, accessible pedestrian crossings, bike facilities, lighting, innovative redesign, new and restriped crosswalks
3	Providence Highway at Legacy Boulevard*	Intersection	No turn on red, double left turn evaluation, pedestrian refuge islands, sidewalks, new and restriped crosswalks, protected bike facilities, accessible pedestrian crossings, resurfacing, signal clearance times, signal head backplates, pedestrian crossing times, exclusive pedestrian phase, dilemma zone detection, pavement markings, signage, lighting, speed feedback signs
4	Providence Highway at Eastern Avenue	Intersection	RSA, signal clearance times, signal head locations and backplates, no turn on red, signal timings/phasing, pedestrian walk/clearance timings, additional signalization, signage, curb extensions, bike facilities, accessible pedestrian crossings, sidewalk obstructions, lighting, new and restriped crosswalks
5	Providence Highway from Westwood Town Line to Washington Street	Segment	Speed reduction/traffic calming, speed feedback signs, pavement markings, lighting, bike facilities, signage, education, restriped crosswalks

\*RSA completed



## MassDOT/DCR Targeted Locations (Priority 6-10)

Priority Ranking	Project Location	Segment or Intersection	Potential Countermeasures
6	Washington Street from Westwood Town Line to Court Street	Segment	Speed reduction/traffic calming, lane reduction, pavement markings, lighting, signage, bike facilities, speed feedback signs, signal clearance intervals, accessible pedestrian crossings, restriped and new crosswalks
7	Bridge Street from Pine Street/Ames Street to Boston City Line	Segment	Speed reduction/traffic calming, left turn lanes, pavement markings, lighting, educational campaign for younger drivers, new, upgraded, and restriped existing crosswalks
8	Providence Highway at Dedham Plaza	Intersection	Signal clearance times, signal head locations and backplates, no turn on red, pedestrian walk/clearance timings, signal timing/phasing, pavement markings, bike facilities, accessible pedestrian crossings, new and restriped crosswalks, lighting
9	Bridge Street at Pine Street/Ames Street	Intersection	Post-construction crash monitoring (intersection redone in 2023) to determine if improvements have reduced crashes, signal clearance times, supplemental pavement markings, signage
10	Bridge Street at Needham Street/Riverside Drive	Intersection	Signal clearance times, signal head locations and backplates, no turn on red, bike facilities, visibility, enforcement, pavement markings, accessible pedestrian crossings, lighting, innovative redesign, new and restriped crosswalks

\*RSA completed

## MassDOT/DCR Targeted Locations (Priority 11-13)

Priority Ranking	Project Location	Segment or Intersection	Potential Countermeasures
11	Providence Highway from Washington Street to Boston City Line	Segment	Speed reduction/traffic calming, speed feedback signs, pavement markings, lighting, bike facilities, signage, education, restriped crosswalks
12	Washington Street at Elm Street/Highland Street/Harmony Hill*	Intersection	Signal clearance times, signal head placement, no turn on red, additional signalization, speed reduction/traffic calming, geometric modifications, curb extensions, pavement markings, sidewalks, lighting, accessible pedestrian crossings, new and restriped crosswalks
13	Providence Highway at Veterans of Foreign Wars Parkway	Intersection	Speed reduction/traffic calming, speed feedback signs, pavement markings, lighting, bike facilities, signage, education, restriped crosswalks
*RSA completed			

## 5 Next Steps

The LRSP and the associated Action Plan are meant to serve as a roadmap for future improvements to Dedham's roadway network to help achieve the goal of reducing fatal and serious injury crashes by 50% by 2040, with the ultimate goal of eliminating all fatal and serious injury crashes within the Town. The prioritization of projects is based on the methodology used in this report, which includes crash data, risk factor data, and community input, among other factors. The prioritization proposed in this report may differ from the Town's own priorities when it comes to implementing the improvements. The Town should use discretion in selecting potential projects depending on the availability of funding, project cost, and changing priorities based on evolving crash patterns and community needs.

### Progress Tracking

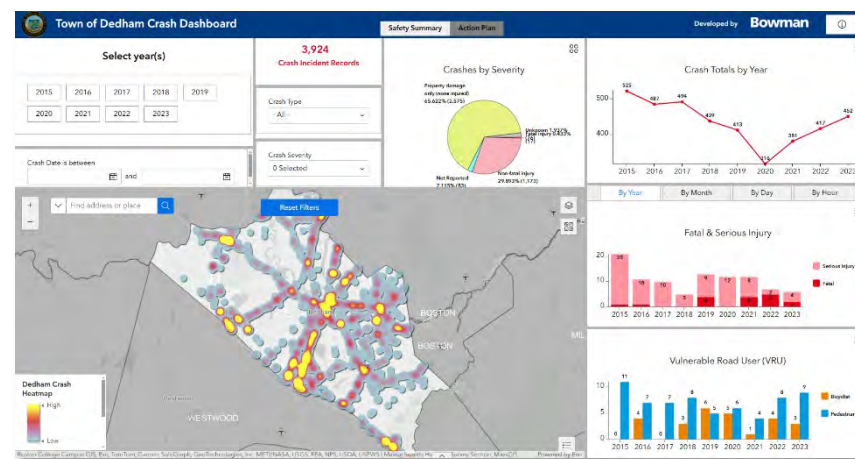
The Town of Dedham will be responsible for tracking progress towards the established goal of reducing fatal and serious injury crashes by 50% by 2040. The baseline crash number is **10.4 KSI crashes/year**, which is the average of the five most recent years of official MassDOT crash records as of the publishing of this report (2017 to 2021). The goal would be to achieve a five-year average of **5.2 KSI crashes/year** or lower by the year 2040.

### Safety Dashboard

A GIS-based dashboard has been developed to assist in tracking progress towards both achieving safety goals and implementing recommended projects. The dashboard will be updated on an ongoing basis with updated crash data from MassDOT's IMPACT portal and updated project statuses as improvements to the Town's roads are constructed.

The dashboard will be publicly available so the Dedham community can also track progress towards safety goals. The dashboard can be accessed through the TSWG website:

[www.dedham-ma.gov/TSWG](http://www.dedham-ma.gov/TSWG)





# Appendices

Appendix A: Select Board Leadership Commitment Resolution

Appendix B: Crowdsourced Map Results

Appendix C: Priorities Survey Results

Appendix D: Open House Materials

Appendix E: Crash Summary Tables

Appendix F: Risk Factor Maps

Appendix G: Draft Designing Dedham Comprehensive Plan Strategies

Appendix H: Targeted Location Prioritization Results

Appendix I: Targeted Location Concepts



# **Dedham Local Road Safety Plan**

Appendix A

Select Board Leadership Commitment Resolution

Dennis J. Teehan, Jr., Chair  
Erin Boles Welsh, Vice Chair  
James A. MacDonald  
Dimitria Sullivan

Leon I. Goodwin III  
Town Manager

Nancy A. Baker  
Assistant Town Manager



**TOWN OF DEDHAM**  
Select Board

DEDHAM TOWN HALL  
450 Washington Street  
DEDHAM, MA 02026

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[SelectBoard@dedham-ma.gov](mailto:SelectBoard@dedham-ma.gov)

December 16, 2024

Jason Mammone, P.E.  
Director of Engineering  
Town of Dedham  
55 River Street  
Dedham, MA 02026

Jason,

Please be advised that the Select Board, at its meeting of December 11, 2024, voted to adopt the Local Roads Safety Plan as prepared by Bowman.

Thank you,

Nancy A. Baker  
Assistant Town Manager





# **Dedham Local Road Safety Plan**

## Appendix B Crowdsource Map Results

Street Name	Category	Comment (some comments lightly edited for spelling or clarity)	Likes	Location Coordinates	
				X	Y
AMES STREET	Consider_Crosswalk	Drivers are driving 40mph here, and this is a key crosswalk to the community pool. Improve the paint, signage of the crosswalk, and reduce speed limit	2	-71.1760221	42.25164612
AMES STREET	Consider_Crosswalk	Add a crosswalk at entrance to DCH field/pool	1	-71.175697	42.25073246
AMES STREET	Driver_visibility	Destroy the cement post on the corner of Ames and Pleasant Street so that drivers can see oncoming traffic		-71.1762978	42.25272657
AMES STREET	Drivers_speeding	Drivers do not see the crosswalk here on Ames and Pleasant St. need to get them to slow down.	3	-71.17637	42.25292002
AMES STREET	Drivers_speeding		2	-71.175932	42.25164319
AMES STREET	Other	The advance left streams more cars onto High St and into Dedham Square, creating more traffic and congestion. This should be eliminated.	5	-71.1764288	42.2491836
AMES STREET	Other	The intersection is too backed up because of the bottleneck in the square. Causes road rage to drivers trying to navigate to cross to Ames street.	3	-71.1764685	42.2490662
AMES STREET	Other	Traffic bottlenecks on High St turning right onto Ames. This could be fixed by taking out the three parking places on High St before Ames St and allowing a right turn on right.	3	-71.1765	42.24905999
AMES STREET	Other	Keep pull in parking in front of the old police station	1	-71.17868	42.25836501
AMES STREET	Sidewalk_Access	Sidewalks are obstructed with branches etc. Please keep clean.	7	-71.1757827	42.25088075
AMES STREET	Sidewalk_Access	streets OFF AMES HAVE MULTIPLE CARS PARKED ON THE SIDEWALK, OFTEN COMPLETELY BLOCKING EVEN A SKINNY PEDESTRIAN. THERE NEEDS TO BE TICKETS GIVEN OR SIGNAGE. NO PARKING ON THE SIDEWALK This is a problem all over Dedham!		-71.17782	42.257155
AMES STREET	Signage	Single southbound travel lane, or two? Cars often do both	3	-71.1761579	42.24963404
AMES STREET	Unsafe_bike	The speed limit is 40mph, with cars often traveling faster. The speed limit should be reduced to make this safer for everyone, and to encourage people to use this bike lane.	3	-71.1771321	42.25481853
AMES STREET	Unsafe_bike	The bike lane around this corner needs physical barriers, like posts. Cars coming up Ames st are going 40mph, then 35mph and if they have green light, can turn right quickly and often go into the bike lane.	3	-71.1786324	42.25844881
AMES STREET	Unsafe_bike	Reporting on the existing bike comment, as a commuter that uses this location delay to travel from ames to burgess st the right turn lane is significantly safer and does not require posts		-71.1785814	42.25832764
AMES STREET	Water_ice	Pleasant street is a private road but we get plowing. How do we make this into a public rd? It is in very bad shape and is unsafe.	1	-71.1768251	42.25341617
BRIDGE STREET	Consider_Crosswalk	All other crosswalks on Bridge St have a flashing beacon, but this one does not, despite there being a daycare and other social services across the street.	5	-71.1777274	42.26201422
BRIDGE STREET	Consider_Crosswalk	There used to be a crosswalk here, but it was removed during the MassDOT project. This crosswalk is mostly used for people who park across the street and go to Brickhouse. Often they cross here, and not at the new crosswalk on the other side of Breede.	4	-71.1760733	42.26792643
BRIDGE STREET	Consider_Crosswalk	Riverdale community members like to walk to McGolf but there is no longer a crosswalk to easily get to it.	2	-71.1766126	42.26655729
BRIDGE STREET	Consider_Crosswalk	School kids cross here for the bus stop on the northbound side. Need signage and/or crosswalk	1	-71.1779347	42.26108298
BRIDGE STREET	Driver_visibility	New wooden fence complete obstructs view onto Bridge St. Cars must go out past bicycle lanes and into travel lane to see traffic	3	-71.1769305	42.26604393
BRIDGE STREET	Driver_visibility	Cars taking a left turn from Needham onto Bridge often cut across the solid line where you stop at the light. I have learned to stop ~10 feet from the line/light to avoid being clipped.		-71.174011	42.27023176
BRIDGE STREET	Drivers_speeding	The light at bridge street and Needham street heading towards Westwood is often ran. There needs to be a delayed green or move the stop line	5	-71.1731114	42.2707919
BRIDGE STREET	Drivers_speeding	Consider putting a speed radar visual so drivers are aware of their speed.		-71.1769534	42.2653294
BRIDGE STREET	Long_wait	The walk signal takes forever here, and even when it turns, the light is very faint or not working.	7	-71.1741641	42.27009184
BRIDGE STREET	Other	Bikes do not obey traffic lights.	5	-71.17409	42.27006998
BRIDGE STREET	Other	Light too short. I often wait through 4 light cycles	5	-71.1731761	42.27080906
BRIDGE STREET	Other	Making a turn onto Bridge St from side streets can be extremely difficult/long wait with cars at top speeds from both directions	4	-71.1775486	42.26286029
BRIDGE STREET	Other	Great work at the Pine, Bridge and Ames St intersection. The new intersection is excellent!	3	-71.1786798	42.25885525
BRIDGE STREET	Other	Cars do not slow down even when beacons are flashing.	1	-71.1770392	42.26526469
BRIDGE STREET	Poor_roadway	need better lighting to prevent crashes	6	-71.1749242	42.26904658
BRIDGE STREET	Poor_roadway	Rough unpaved road many pot holes	2	-71.1763	42.26745998
BRIDGE STREET	Sidewalk_Access	no sidewalk on this entire stretch of road! desperately need sidewalk from bridge ames intersection to 135.	20	-71.1823402	42.25331399
BRIDGE STREET	Sidewalk_Access	no sidewalks	7	-71.1855077	42.25157123
BRIDGE STREET	Sidewalk_Access	No way can one walk on Bridge Street, No sidewalks. Especially the bridge.	3	-71.18053	42.25478998
BRIDGE STREET	Sidewalk_Access	This whole stretch is extremely dangerous to walk on and does not connect houses to the rest of the town	1	-71.1791944	42.25690922
BRIDGE STREET	Signage	Illegal pan-handlers and charity money collector people - need signage saying its illegal to do so in Dedham	4	-71.1735791	42.2706725

Street Name	Category	Comment (some comments lightly edited for spelling or clarity)	Likes	Location Coordinates	
				X	Y
BRIDGE STREET	Signage	In spite of NO LEFT HAND TURN sign from Bridge St onto Needham St, many cars still do this making it very dangerous	4	-71.1738634	42.27021997
BRIDGE STREET	Signage	Need deer crossing signs on Riverdale Bridges	1	-71.17364	42.27053
BRIDGE STREET	Transit_Access	The light at Needham and Bridge is extremely long and backs traffic up to Riverdale at times. The light cycle should be re-examined	9	-71.1739001	42.27033229
BRIDGE STREET	Transit_Access	No real transit access at all in the Riverdale neighborhood. Having to cross the VFW parkway to catch a bus is crazy	6	-71.1760357	42.26844319
BRIDGE STREET	Transit_Access	Would like a public transit option	3	-71.1743051	42.27006365
BRIDGE STREET	Unsafe_bike	There are no signs or safe space for cyclists on the bridge, despite there being bike lanes on Bridge St and VFW on either side.	10	-71.1734432	42.27080029
BRIDGE STREET	Unsafe_bike	The bike lane just ends and cyclists then have to navigate the big, dangerous intersection ahead while in one of the car lanes.	9	-71.1743034	42.26972337
BRIDGE STREET	Unsafe_bike	Biking on Bridge St to get to West Roxbury T station is very dangerous.	2	-71.17364	42.27053
BRIDGE STREET	Unsafe_bike	coming from burgess st travelling onto ames st unsafe condition requiring cyclists to use turn box on burgess st.	1	-71.1784527	42.25880408
BRIDGE STREET	Unsafe_bike	I have never biked here because I would be killed.		-71.1733511	42.27078948
BRIDGE STREET	Water_ice	Icy and dangerous on bridge over river on Bridge St.	4	-71.1808541	42.25410904
BUSSEY STREET	Consider_Crosswalk	Excessively wide intersection. Could be redesigned to provide safer crossings for pedestrians.	2	-71.1554917	42.25100298
BUSSEY STREET	Consider_Crosswalk			-71.1552319	42.25352205
BUSSEY STREET	Driver_visibility	Need more signage for “blind drive” or something - very difficult to see speeding traffic turning left onto Bussey from Clisby.	1	-71.1553324	42.25334073
BUSSEY STREET	Driver_visibility	Cars are parked in the roadway, forcing drivers almost into other lane.	1	-71.1550638	42.25360941
BUSSEY STREET	Drivers_speeding	Bussey st unsafe cause speeding cars and bad sidewalks that people park on	1	-71.1553133	42.25431353
BUSSEY STREET	Drivers_speeding	As this is a major connector between Washington street and East Dedham, cars regularly speed here. Genuinely frightening for pedestrians.		-71.1555019	42.25444853
BUSSEY STREET	Other	Lot is too small for sporting events. Means cars quickly overload lot and have to exit. Creates backups and logjams	1	-71.1555623	42.25029922
BUSSEY STREET	Other	This area is a nightmare. The cars park too densely, pedestrians almost get hit, and visibility is nonexistent.	1	-71.1551859	42.25364399
BUSSEY STREET	Other	There is something very wrong with the traffic patterns in and out of this parking lot. Not exactly sure what the fix is but I do not feel safe driving in the lot, nor exiting from the lot.		-71.1545442	42.24826507
BUSSEY STREET	Other	The walk signal should be louder		-71.1546375	42.24808538
BUSSEY STREET	Sidewalk_Access	Bad sidewalks and people park on them	1	-71.1557317	42.25502822
BUSSEY STREET	Sidewalk_Access			-71.1555656	42.25092058
BUSSEY STREET	Sidewalk_Access	Wheelchair access unsafe! No proper sidewalks		-71.1551675	42.25342676
BUSSEY STREET	Signage	We need signs at the end of congress place and Bussey st for no parking. It's a 2 lane road and cars park all the way to the sidewalk making it physically impossible to fit 2 cars. I have almost hit and have gotten hit by drivers turning on to the street.		-71.1554342	42.25183494
CEDAR STREET	Consider_Crosswalk	The curve and the elevation change at this intersection makes crossing the road very difficult. This is an access way for children to school and also to the playground over the bridge. Cars frequently speed around this corner in both directions.	13	-71.1515387	42.23593109
CEDAR STREET	Consider_Crosswalk	All cross walks on Sprague St. have very poor visibility. The street is so wide, the risk is extremely high.	1	-71.159095	42.23192
CEDAR STREET	Driver_visibility	Due to large trucks often parked close to the corner, drivers lose visibility of people walking on Turner St	12	-71.1530287	42.23424705
CEDAR STREET	Driver_visibility	While stopped at the stop sign from Quincy St, leading to Cedar, the fence of the house on the left blocks all visibility to oncoming traffic, which causes cars to go out further than necessary to make a turn.	2	-71.1529502	42.23866358
CEDAR STREET	Drivers_speeding	This intersection is so wide, its really hostile for pedestrians. Oakdale Square could be such a nice public space but its ruined by cars and exclusionary zoning	24	-71.1551298	42.24103892
CEDAR STREET	Drivers_speeding	Instead of having a flashing speed advisory sign and/or a police patrol car at the Oakdale school, why not install some traffic calming measures here to slow vehicles down 24/7?	10	-71.1536894	42.23958696
CEDAR STREET	Drivers_speeding	Drivers both directions on this stretch of a cedar speed horribly. We need to turn on Kimball to access our house, and multiple times a week I'm tailgated coming up the hill, passed over the double yellow as I turn, or almost hit leaving Kimball.	10	-71.1543686	42.23382169
CEDAR STREET	Drivers_speeding		6	-71.1550585	42.24106235
CEDAR STREET	Drivers_speeding		6	-71.1549034	42.24083674
CEDAR STREET	Drivers_speeding	Drivers regularly speed in front of the Oakdale School. Although there is a blinking sign that shows a driver's speed, but this does little to curb the speed. There is a crosswalk, but the paint is fading and lacks visibility.	4	-71.1531863	42.23885421
CEDAR STREET	Drivers_speeding	Drivers especially trucks use Pratt Ave to avoid Oakdale Sq. Tow trucks are a particular problem. Lots of vehicles only cutting through.	2	-71.1522006	42.23803607
CEDAR STREET	Drivers_speeding	Somebody drove off the road at this spot and crashed into shrubs. There is no curb to warn people if they are driving off the road and onto the sidewalk.	2	-71.1515666	42.23702259



Street Name	Category	Comment (some comments lightly edited for spelling or clarity)	Likes	Location Coordinates	
				X	Y
CEDAR STREET	Drivers_speeding	Need more signs and enforcement of speeding near paul park. People speeding extremely with lots of kids on the area	1	-71.1545428	42.23371086
CEDAR STREET	Drivers_speeding	Sprague Street has speeding drivers constantly	1	-71.159095	42.23192
CEDAR STREET	Drivers_speeding	Extreme speeds on cedar street. With the park and school and overall pedestrian traffic, we need to get traffic controlled over here.	1	-71.15262	42.23427486
CEDAR STREET	Other	Surprised there isn't a category for pedestrian safety. Although there are crosswalks, crossing at this location is not safe. Additional measures to emphasize crossing pedestrians should be considered.	15	-71.1589652	42.23191952
CEDAR STREET	Other	Why are heavy trucks coming from Boston allowed to use out neighborhood as an access to 128. They are traveling directly by an elementary school. Dedham receives no benefit for allowing this.	14	-71.1533335	42.23929425
CEDAR STREET	Other	Drivers do not understand this intersection and how to properly navigate. I've seen cars go through stop signs, go the wrong way, etc	5	-71.1550411	42.24097398
CEDAR STREET	Other	We need to have a set of street lights here.it is very dangerous. Cars drive right through the stop signs three at a time and causes a lot of confusion. I have witnessed multiple actions here and it is dangerous to walk across the crosswalk	4	-71.1549907	42.24092127
CEDAR STREET	Other	Please fix this intersection. It should be a proper rotary it is very confusing for anyone who doesn't know the area.	4	-71.1543129	42.24049841
CEDAR STREET	Other	There are no sidewalk signs for either of the crosswalks in front of Oakdale school. Unfamiliar cars driving on the road have no idea cross walks are ahead.	3	-71.1535052	42.23912874
CEDAR STREET	Other	Drivers entering rotary here pull too far into the rotary before yielding; it creates confusing if you are trying to exit onto Cedar/Sprague from the rotary -- you think they are not going to stop.	2	-71.1594962	42.23176675
CEDAR STREET	Other	Repaint the lines since it's 2 lanes (left lane goes up Cedar, right lane turns to Sprague).	2	-71.1590672	42.23193988
CEDAR STREET	Other	There is not a crossing guard here in the morning while kids are walking to school, despite it being the only crosswalk to cross Cedar St. coming from the large neighborhood on the other side of Cedar. Many drivers are not aware of the crosswalk.	2	-71.153145	42.23887129
CEDAR STREET	Other	Considering making rotary bigger to make clear what this intersection is. Signage is not clear.	2	-71.1549539	42.24088569
CEDAR STREET	Other	Excessive truck traffic on Sprague St. Lots of speeding. Poor visibility.	1	-71.159095	42.23192
CEDAR STREET	Other	High volumes of drivers cut through this intersection to bypass Oakdale Square and they drive at excessively fast speeds. Just a couple weeks ago, there was a crash when kids were walking to school.	1	-71.1522827	42.23799882
CEDAR STREET	Other	Turning onto turner street from cedar street is dangerous as there are work trucks parked by one of the residents daily. It creates essentially a one lane road. It's incredibly dangerous for both directions and pedestrians.	1	-71.1529553	42.2340862
CEDAR STREET	Sidewalk_Access	This is 5way rotary is very unsafe for a pedestrian. At a minimum we need to be able to press a button to stop all five sides from going when somebody is crossing the street I almost got run over last night picking up food from Johnny's Pizza	9	-71.1550497	42.24084184
CEDAR STREET	Sidewalk_Access	Lack of sidewalks around very popular Paul Park area create dangerous conditions for pedestrians	5	-71.152701	42.23434387
CEDAR STREET	Sidewalk_Access	With hundreds of kids attending the Oakdale School, how is it that Madison Street does not have sidewalks?	4	-71.1530565	42.23863633
CEDAR STREET	Sidewalk_Access	Parked cars completely block the sidewalks on Cedar. Pedestrians have to choose to either walk across the lawn or walk into the busy street!! In my opinion, if a baby carriage can't fit thru, the car should be ticketed!!!	2	-71.1581794	42.23248205
CEDAR STREET	Sidewalk_Access	Sidewalk on Circuit Road- the sidewalk is in very poor condition, uneven and impossible for strollers or children's bikes to pass. It would help to have a solid curved edge so that cars do not park on the sidewalk area too. Thank you.	2	-71.1516316	42.23591381
CEDAR STREET	Sidewalk_Access	Walking to the school bus stop is challenging here with no sidewalk, business trucks parked here, and bushes into the shoulder.	2	-71.1528859	42.23418305
CEDAR STREET	Sidewalk_Access	The entire side of the uneven block from Winchester to Carlisle has unsafe/unsteady sidewalks. Difficult for strollers and disabled individuals to walk. Crossing the street is just as dangerous an option on this road.		-71.159095	42.23192
CEDAR STREET	Sidewalk_Access	This is an unsafe intersection for everyone - drivers and pedestrians. Cars don't understand the rotary so they speed through it. I was almost hit while in the crosswalk walking my dog.		-71.1550108	42.24082952
CEDAR STREET	Signage	Very few people seem to understand how to enter a rotary/traffic circle. I have almost been hit SEVERAL times here while driving home. There are no longer yield signs prior to entering the rotary as they have all faded/worn away. Seems an easy fix.	10	-71.1594289	42.23191828
CEDAR STREET	Signage	should be a roundabout	6	-71.1549008	42.24088638
CEDAR STREET	Signage	The stop sign is too far back from the intersection. Drivers often miss it and don't completely stop - but rather yield when entering an already confusing 5 way intersection.	3	-71.1550397	42.24123312
CEDAR STREET	Signage	There are many 18 wheelers using Sanderson Ave as a quick cut through. They should not. Sanderson is NOT a main road and is in a heavily populated neighborhood with kids. It's not safe for kids. 18 wheelers need to use a different route.	3	-71.1551846	42.24095562
CEDAR STREET	Signage		2	-71.1550746	42.24103455

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				X	Y
CEDAR STREET	Signage	Make no left turn from cedar to Sprague for cars coming down cedar		-71.1588189	42.23203769
CEDAR STREET	Signage	There is a one way sign on this street pointed towards the train tracks, but a stop sign the other direction. It's very confusing because everything about this street (including the stop sign) would lead you to believe it is a two way road.		-71.1582309	42.23273178
CEDAR STREET	Signage	Speed limit signs needed to be posted on cedar street.		-71.1536071	42.23396108
CEDAR STREET	Street_lighting	This area is very dark at night and there are many commuter rail riders who need to cross here. A flashing light cross walk would be really helpful, or at minimum, better street lighting. Lots of commuters are in all black and it's scary to cross.	11	-71.1590355	42.23199598
CEDAR STREET	Unsafe_bike	Cedar Street is a common biking corridor, because it is slightly safer than East St. It is one of the main thorough fairs to get from The Manor and Greenlodge to Dedham Square. Cars go very quickly and do not give any space to bikes or scooters.	2	-71.1517164	42.23542006
CEDAR STREET	Unsafe_bike	extremely unsafe for biking with all the trucks, poor visibility around curves	1	-71.159095	42.23192
COMMON STREET	Consider_Crosswalk	The parking and the safety at Wilson Mountain is of concern. I have often felt unsafe getting from my car to the trailhead.	6	-71.1972562	42.25927261
COMMON STREET	Consider_Crosswalk	I see many runners and walkers looping around Beni's and haven as the outer loop of their walk- there's fast traffic and mud on the side of the road	2	-71.1897503	42.25582629
COMMON STREET	Drivers_speeding	Drivers treat Haven Street like it's a racetrack. Please find ways to slow drivers down.	14	-71.1901808	42.25586879
COMMON STREET	Drivers_speeding	Numerous accidents and low driver visibility at the intersection of about Common and Glenridge/Channing. Drivers speed through there. Please find a way to slow traffic down (it's also not safe for pedestrians because there are no sidewalks or crosswalks).	6	-71.1876892	42.25358731
COMMON STREET	Drivers_speeding	Excessive speed in this area. Many residents have been hit when pulling in to their drive ways. Many times impatient motorists honk horns as one slows to pull into driveway. Ways	3	-71.1901954	42.25615187
COMMON STREET	Drivers_speeding		2	-71.1862694	42.25322502
COMMON STREET	Drivers_speeding	Commuters use haven st as a cutoff from the intersection. They speed over the 20mph limit on the narrow road	2	-71.1901004	42.25586104
COMMON STREET	Drivers_speeding	Drivers are going super fast down this hill coming off the highway I'd love to see some traffic calming like Westwood did on canton street near the east street rotary.	1	-71.198092	42.25991376
COMMON STREET	Other	Concrete and wire Guardrail is crumbling. Will not stop vehicle		-71.1883395	42.25492102
COMMON STREET	Sidewalk_Access	Please extend the sidewalk to connect Parks and Rec/dog park/Wilson mountain to center of town	15	-71.1890729	42.25518704
COMMON STREET	Sidewalk_Access	Sidewalks on Common Street, northwest of High and Bridge Streets, are in disrepair and just end. Please repair and extend the sidewalks at least as far as Wilson Mtn Res and the dog park.	10	-71.1873029	42.25325775
COMMON STREET	Sidewalk_Access	There is no sidewalk on the green. In addition, the narrow clearance of the stone pillars make it nearly impossible to get a stroller or wheelchair through onto the green.	10	-71.1841945	42.25170444
COMMON STREET	Sidewalk_Access	very dangerous to walk even where there is a sidewalk given road widths, speeding, and sad state of sidewalks	6	-71.1870553	42.25339179
COMMON STREET	Sidewalk_Access	Is there any way to have a sidewalk to come all the way to Wilson mountain and the red center from town?	3	-71.1969516	42.25914155
COMMON STREET	Sidewalk_Access	I'd love to be able to walk my dog from town to the dog park safely. Can the sidewalk be extended out to here?	3	-71.1927008	42.25727748
COMMON STREET	Sidewalk_Access	Can the town build a sidewalk out to Wilson mountain? So I can walk from town to here. I also see employees of the linden walking all the way here from town on the side of this fast road- u safe!	3	-71.1970272	42.25894701
COMMON STREET	Sidewalk_Access	Overgrown plants and debris on sidewalk- not ADA accessible	2	-71.1855607	42.25292977
COMMON STREET	Sidewalk_Access	While there is a crosswalk, the lack of sidewalk makes crossing from High to Common especially perilous along the town green side of the street.		-71.1843764	42.25204753
COMMON STREET	Unsafe_bike	dedicated and separate bike/walking lane needed to connect popular recreation areas (Wilson Mountain, Whitcomb Woods, Dolan Center/Park and Rec)	7	-71.1935734	42.25754079
COURT STREET	Consider_Crosswalk	Court street has heavy traffic and can be hard to cross, which ends up isolating neighborhoods. The Court/Richards intersection would not require much to add a crosswalk, ideally RRFB, since sidewalks already don' have curbs at the corners.	14	-71.1783722	42.24372313
COURT STREET	Consider_Crosswalk	I'll add my voice to need for a crosswalk here. Children frequently use this route to visit friends.	2	-71.1784205	42.2437549
COURT STREET	Consider_Crosswalk	Court st is very hard to cross and this is a key break in a very pedestrian/family friendly neighborhood.	1	-71.1784312	42.24370551
COURT STREET	Consider_Crosswalk	So much foot traffic, maybe an elevated square like in Needham downtown could improve visibility and make drivers aware of the pedestrians	1	-71.1774617	42.24735075
COURT STREET	Consider_Crosswalk	Move the crosswalk to align with the intersection and other crosswalks. And add flashing lights.		-71.1776038	42.24644064
COURT STREET	Driver_visibility		1	-71.1776695	42.24728523
COURT STREET	Driver_visibility	Drivers exiting School have limited visibility and often stop on the crosswalk. I have had several close calls as a pedestrian actually trying to cross here.		-71.1775206	42.24648035
COURT STREET	Driver_visibility	Drivers entering rotary from Marsh Street have poor visibility of the traffic heading north on Court Street. Removing vegetation would help.		-71.177652	42.24469783
COURT STREET	Drivers_speeding	This is a prime area for traffic calming. Signage, lane narrowing or landscape islands, and a series of crosswalks could help indicate to drivers they are in a residential neighborhood and also prevent the quarterly accidents at Court/Marsh roundabout	13	-71.178737	42.24312744

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				X	Y
COURT STREET	Drivers_speeding	speed of drivers makes it hard to cross even at the school st crosswalk - landscape islands, signage posting speed limits, narrowed widths would all be helpful	6	-71.1775246	42.24547045
COURT STREET	Drivers_speeding	Drivers speed on Church St as they cut through to the square	6	-71.1772741	42.24722373
COURT STREET	Drivers_speeding	Court st and marsh st at rotary. Cars crash and go through fence at corner.	5	-71.177616	42.24473722
COURT STREET	Drivers_speeding	traffic calming needed to slow entry into roundabout AND better mark the roundabout for those driving at night	3	-71.1779645	42.24446972
COURT STREET	Drivers_speeding	Cars go really fast. Particularly at the rotary, they come up on the curb, and they also crash straight through the rotary every six months or so. It's amazing someone hasn't died. The new light up sign is a minor improvement but needs more.	3	-71.1778037	42.24478033
COURT STREET	Drivers_speeding	There are multiple accidents at the Court St rotary each year. In 2023, there were three known accidents: (1) Jan 24, 2023 (2) Jul 22, 2023 & (3) Dec 27, 2023. In all cases, the driver went over rotary and 2 times, also through fence at 120 Court St	2	-71.1777017	42.24471196
COURT STREET	Drivers_speeding	Northbound traffic goes far too fast as it is downhill with no sidewalk or buildings on the east side. Traffic calming and road narrowing are needed.	1	-71.1802122	42.24030579
COURT STREET	Drivers_speeding	Between the lights and the rotary is basically a straightway that people at all hours of the day speed through. Please do something to slow or divert the traffic. .	1	-71.1787598	42.24294329
COURT STREET	Drivers_speeding	There has been an unrelenting number of late-night, single vehicle accidents which have resulted in damage to the property at 120 Court Street. This needs to be fixed before it gets tragically worse.		-71.1776829	42.24475564
COURT STREET	Drivers_speeding	This rotary has never worked as a traffic calming feature - in fact, it is the cause of numerous accidents. Outbound traffic does not slow or yield at the rotary. Need to address this intersection with alternative measures. Next accident could be fatal.		-71.1777419	42.24474472
COURT STREET	Drivers_speeding	Drivers are way to fast to stop in time for pedestrians at the crosswalk		-71.1775261	42.24714823
COURT STREET	Drivers_speeding	The speed limit of 25mph should be made visible		-71.177172	42.24793846
COURT STREET	Drivers_speeding	Especially before or after the traffic lights		-71.1767536	42.24857381
COURT STREET	Drivers_speeding	It takes me so long to get access to the road, any time of the day because people are speeding and don't let me in.		-71.177491	42.24788216
COURT STREET	Other	this roundabout has been the scene of multiple accidents with cars ending up in a Court Street property with frightening regularity	4	-71.1777332	42.24471047
COURT STREET	Other	Add a speed bump to reduce accidents at the rotary	1	-71.177838	42.24460888
COURT STREET	Other	On this stretch of the road its very dark, the sidewalk has trash and broken glass everywhere. The sidewalk is also very narrow with cars speeding by. Makes it very difficult to walk, especially with a dog	1	-71.1793241	42.24234795
COURT STREET	Other	overgrowth and hanging foliage with littered sidewalks make walking from Court st toward Westwood make walking unpleasant and unsafe.		-71.1796064	42.24162266
COURT STREET	Other	So unsafe to bike, the speeding close to the crosswalk is such a hazard		-71.1773544	42.24752945
COURT STREET	Other	Consider removing parking spots here so that there could be another travel lane. The northbound cars on Court St. can be stuck for an entire light rotation when a car ahead of them is making a left hand turn onto High St.		-71.1765001	42.24892701
COURT STREET	Poor_roadway	Martin Bates Street is a major cut through street for people who want to avoid the intersection of Highland and Court Streets, and is a favorite route for walkers. The street is in extremely poor condition and not wide enough to support two-way traffic.	7	-71.176595	42.2489
COURT STREET	Sidewalk_Access	location of crosswalk difficult for cars - they don't expect it and not well marked. can it be at the intersection?	7	-71.1775646	42.24620528
COURT STREET	Sidewalk_Access	Cars park directly and fully on the sidewalk on Norfolk St.	6	-71.1766739	42.24842882
COURT STREET	Sidewalk_Access	Cars and trucks frequently park on Court blocking the sidewalk. There is clearly no parking, but it needs better enforcement. Often, vehicles are on the sidewalk in front of homes with empty driveways.	2	-71.1786592	42.2434233
COURT STREET	Sidewalk_Access	Needs a crosswalk with flashing lights like there is on Washington St.	2	-71.1784147	42.24366125
COURT STREET	Sidewalk_Access	Cars and trucks frequently park on Court blocking the sidewalk. There is clearly no parking, but it needs better enforcement. Often, vehicles are on the sidewalk in front of homes with empty driveways.	1	-71.179016	42.24273826
COURT STREET	Sidewalk_Access	Cars and trucks frequently park on Court blocking the sidewalk. There is clearly no parking, but it needs better enforcement. Often, vehicles are on the sidewalk in front of homes with empty driveways.		-71.1776963	42.24509915
COURT STREET	Sidewalk_Access	Cars and trucks frequently park on Court blocking the sidewalk. There is clearly no parking, but it needs better enforcement. Often, vehicles are on the sidewalk in front of homes with empty driveways.		-71.177935	42.24462857
COURT STREET	Sidewalk_Access	Cars and trucks frequently park on Court blocking the sidewalk. There is clearly no parking, but it needs better enforcement. Often, vehicles are on the sidewalk in front of homes with empty driveways.		-71.1781308	42.24431087
COURT STREET	Signage	roundabout signage hard to read and often blocked by bushes and branches	2	-71.1777821	42.24453326
COURT STREET	Street_lighting	More street lights along the main routes to Dedham Square would increase walking	2	-71.178526	42.24375391



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				X	Y
COURT STREET	Unsafe_bike		3	-71.1776561	42.24494427
COURT STREET	Unsafe_bike	In all directions		-71.177809	42.24470998
COURT STREET	Unsafe_bike	Cut off by drivers in the curve		-71.1773544	42.24751356
DEDHAM BOULEVARD	Consider_Crosswalk	School bus stop on pkwy and Emmett Ave twice daily. No crossing guard, no signage, no lights, no identified cross walk and lots of speeding cars and trucks and no visibility. Emmett has become an illegal detour bc of the Bussey Street Bridge project.	1	-71.1521347	42.24817256
DEDHAM BOULEVARD	Consider_Crosswalk	There is a crosswalk but it's needs lighting and some sort of flashing sign. People come down the parkway and don't stop because they are trying to make the light up ahead		-71.1523228	42.24806156
DEDHAM BOULEVARD	Consider_Crosswalk	There needs to be a lighted crosswalk here.		-71.1494962	42.25040438
DEDHAM BOULEVARD	Driver_visibility	poor driver visibility combined with speeding makes this a dangerous approaching intersection	1	-71.1515921	42.24825214
DEDHAM BOULEVARD	Driver_visibility	Drivers coming around the corner on the parkway have little visibility of the crosswalk from stormy hill to emmett		-71.1522021	42.24802582
DEDHAM BOULEVARD	Driver_visibility	Dense overgrowth make it hard to see crossing traffic.		-71.1495008	42.25049412
DEDHAM BOULEVARD	Drivers_speeding	driver speeding combined with blocking intersection in traffic makes this a dangerous intersection to navigate		-71.1522895	42.24814492
DEDHAM BOULEVARD	Drivers_speeding			-71.152009	42.24816877
DEDHAM BOULEVARD	Drivers_speeding			-71.150582	42.24849439
DEDHAM BOULEVARD	Sidewalk_Access	No safe viable sidewalk from Dedham Pkway up Emmitt Ave. People have to walk in street	1	-71.1513783	42.24837784
DEDHAM BOULEVARD	Sidewalk_Access	Sidewalk accessibility going up Emmett from Sawmill		-71.1521914	42.24831173
DEDHAM BOULEVARD	Sidewalk_Access	This side of the road needs a sidewalk.		-71.1498805	42.24979535
DEDHAM BOULEVARD	Signage	No crosswalk signs at Emmett Avenue and Dedham Blvd .	1	-71.1521986	42.24813502
DEDHAM BOULEVARD	Signage	Need signage at Emmett Ave and Parkway		-71.15039	42.24898816
DEDHAM BOULEVARD	Signage	There needs to be a do not enter sign on the western leg of Sherwood so that people understand that that segment is one way for cars entering Sherwood.		-71.1511706	42.24826904
DEDHAM BOULEVARD	Unsafe_bike		2	-71.1503217	42.24892126
EAST STREET	Consider_Crosswalk		8	-71.1634307	42.23708603
EAST STREET	Consider_Crosswalk	The area surrounding the crosswalk is poorly lit. When driving I can see the crosswalk illuminated, but I don't think i would be able to see someone if they were waiting to cross.	6	-71.1645348	42.23898706
EAST STREET	Consider_Crosswalk		5	-71.1627441	42.23512401
EAST STREET	Consider_Crosswalk		5	-71.1597615	42.23172407
EAST STREET	Consider_Crosswalk	Lack of crosswalk between Endicott Estate and Whiting. Consider crosswalk with blinking signage	5	-71.1668196	42.24249601
EAST STREET	Consider_Crosswalk	Consider moving the crosswalks away from this busy intersection	5	-71.1676638	42.24374397
EAST STREET	Consider_Crosswalk		4	-71.1596756	42.23201006
EAST STREET	Consider_Crosswalk	Lots of speeding children wait for the bus here	3	-71.1674826	42.25187555
EAST STREET	Consider_Crosswalk	The crosswalk's visibility here is very poor, especially in the evening. Drivers do not stop (or notice you) even if you are covered in lights, with a dog covered in lights, and with a child, also covered in lights.	3	-71.1630407	42.23609294
EAST STREET	Consider_Crosswalk	Many children cross here in the morning walking to the middle school, high school. This is a fast traffic area, drivers rarely stop for children here. Please consider crosswalk, visibility and drivers speed	2	-71.1645038	42.2389952
EAST STREET	Consider_Crosswalk		1	-71.16215	42.23438486
EAST STREET	Driver_visibility	Cars parked on both sides of street narrow travel lanes so much that one needs to cross the double yellow line.	2	-71.1684645	42.25114493
EAST STREET	Driver_visibility	East Street - White edge lines 128 to Endicott Circle need to be painted. Without them driving at night is difficult.		-71.16603	42.25356
EAST STREET	Driver_visibility	Cars parked on both sides of the street - effectively reducing the street to single lane.		-71.1705677	42.24932828
EAST STREET	Driver_visibility	This section has too many side traffic and sometimes it is hard to know when the person will start walking or the car will join the traffic.		-71.1600908	42.23245634
EAST STREET	Drivers_speeding	No one, including the Dedham police follow the speed limit or respect the crosswalk across East Street at Endicott.	6	-71.1643343	42.23864112
EAST STREET	Drivers_speeding		5	-71.16499	42.24012002
EAST STREET	Drivers_speeding		5	-71.1670932	42.24254168
EAST STREET	Drivers_speeding	From the lights at High street to the stop sign at Whiting Ave during all hours, drivers speed down this part of East street.	4	-71.1682781	42.24690189

Street Name	Category	Comment (some comments lightly edited for spelling or clarity)	Likes	Location Coordinates	
				X	Y
EAST STREET	Drivers_speeding	Drivers speed up this part of East and also up and down Brookdale ave. This is a bus stop for both Avery and ECEC. Some cars are going well over 40mph on both roads.	3	-71.1675576	42.25176437
EAST STREET	Drivers_speeding	Drivers, trucks speed down this street using as cut through. Many children in the area/many walking dogs/many jogging, no sidewalks	2	-71.1647568	42.23886042
EAST STREET	Drivers_speeding	There is a significant amount of speeding down both Brookdale Ave and East St. There are multiple bus stops on this corner and many more children walking to/from school and the playground. The lack of sidewalks on Brookdale make this even more dangerous.	1	-71.1675197	42.25174452
EAST STREET	Drivers_speeding	Live on Walnut St since 1997.This a Huge cut through from Hyde Park. Sanderson ave from Oakdale square suffer the same issue.	1	-71.1660744	42.24160123
EAST STREET	Drivers_speeding	Cars speed up this section of the street - its uphill and not good visibility for what is ahead. Plus most of the time cars are parked on both sides of the street	1	-71.1703987	42.25011054
EAST STREET	Drivers_speeding	Cars drive way too fast on East Street. I don't like to let my kids bike on sidewalk on this street for fear of cars jumping curbs or not being able to stop quick enough		-71.1692074	42.24792102
EAST STREET	Drivers_speeding	Drivers often begin picking up speed here right after flying thru the lights on Jefferson and then speed all the way down East St. to Whiting Ave. stop sign.		-71.1627742	42.23517298
EAST STREET	Drivers_speeding	Cars & trucks speed causing unsafe conditions on East Street from the Endicott rotary to the highway. Difficult and dangerous to pull out of your driver onto East Street		-71.1618801	42.22782577
EAST STREET	Long_wait	This intersection is insane during rush hour, backing up traffic on East Street and Vincent road for DOZENS of blocks. It makes it dangerous for both pedestrians and cyclists as well	4	-71.166073	42.2237824
EAST STREET	Long_wait	Unsafe to use crosswalk during nighttime, need long wait crosswalk	2	-71.1646347	42.23897838
EAST STREET	Other	The only intersection in Dedham I fear. No one respects the 4-way stop. Could it be a roundabout? Lights?	14	-71.167534	42.24353803
EAST STREET	Other	Homeowners often park here - sometimes on street, others mounting curb. Creates a choke point.	10	-71.1671876	42.24286638
EAST STREET	Other	I see a lot of dangerous driving here - safety risk to drivers and pedestrians given how people enter and exit these two businesses. parking lots are a free for all	6	-71.1597819	42.23226091
EAST STREET	Other	This is a great spot for a rotary. With a rotary, there's no confusion about who has the right of way. It's really hard with this multi-way stop to figure out whose turn it is next. (It's usually more than 4-ways because people turn right as well)	3	-71.1675887	42.24372808
EAST STREET	Other	Traffic calming, street narrowing and bike lanes usually cause more traffic congestion and in turn lead to frustrated and speeding drivers.	1	-71.1697731	42.24843681
EAST STREET	Other	Repaint white lines on East St between the 2 rotaries	1	-71.1640159	42.22546125
EAST STREET	Other	Despite an no exit sign on company driveway, customers still exit and turn right blocking traffic flow or taking chances they should not. A town no left turn is needed and enforced	1	-71.1685362	42.22415271
EAST STREET	Other	There is a 35 MPH speed limit sign as you approach Rustcraft from the roundabout on East Street. Coming from Whiting toward Rustcraft on East Street there is a 30 MPH sign. They should be consistent!		-71.1608789	42.23334544
EAST STREET	Other	Light cycle is too long to turn left on East St. causing delays and drivers running red light		-71.1660884	42.22375135
EAST STREET	Other	Crossing signal broken		-71.1617459	42.22826613
EAST STREET	Other	This seems like a good spot for a small roundabout		-71.170685	42.2489163
EAST STREET	Other	Parking on Abbott Road for school functions (eg teacher trading days, parents night, etc) park on BOTH sides. Fire trucks and ambulances can not get by and put residents at risk		-71.1675088	42.24338632
EAST STREET	Other	This light frequently skips coming out of east street, if there is no car on the other side it often skips , have waited 2-3 cycles for a green light		-71.1707158	42.2490208
EAST STREET	Other	Please do not use this section of Madison for detours - there are no sidewalks on Madison between East and Elmwood. Added traffic makes it more difficult for homeowners to safely access their homes by foot.		-71.1625381	42.23510943
EAST STREET	Other	Lowd cars, trucks, motorcycles, speeding, revving engines, downshifting, pumping hydraulics, day and night.		-71.1690365	42.22408828
EAST STREET	Poor_roadway	Lines were never repainted either direction after resurfacing	1	-71.1700788	42.24874787
EAST STREET	Sidewalk_Access	A Jeep is permanently illegally parked here, blocking the bike lane and the sidewalk.	45	-71.1674319	42.24328727
EAST STREET	Sidewalk_Access	consider how to get people safely under or over the tracks if they are walking or biking	33	-71.1601799	42.23253435
EAST STREET	Sidewalk_Access	This whole area should be redeveloped, rerouting traffic to improve safety and increase the focus on transit. Consider turning it into a mixed-use development with small retail/food and residential and a park	18	-71.1599351	42.23207045
EAST STREET	Sidewalk_Access	Study should include adding a sidewalk to Allied Drive to allow and promote safe pedestrian (or bike!) access from the Greenlodge neighborhood to Dedham Corp MBTA station.	14	-71.1690517	42.22421143
EAST STREET	Sidewalk_Access	needs more visible and signed crosswalk, particularly given speeding on East St	11	-71.1645251	42.23895268

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				X	Y
EAST STREET	Sidewalk_Access	The crosswalk goes across Grant Ave, and then there is a curb cut to... absolutely nowhere. What an absolute waste of time and money this was.	4	-71.160352	42.23277343
EAST STREET	Sidewalk_Access	No sidewalk for pedestrians crossing through to the other side. Please raise the bridge and add a sidewalk.	3	-71.1602482	42.23264135
EAST STREET	Sidewalk_Access	Sidewalk ends on one side of street with no safe crosswalk to gain access to sidewalk on the other side of the street	2	-71.1692474	42.25073197
EAST STREET	Sidewalk_Access	There are no sidewalks on Brookdale ave and children are walking on this road daily to get to the bus stop. I have had to walk daily on the street with a stroller because the sidewalk is either non existent or blocked by cars.	2	-71.1675415	42.25180209
EAST STREET	Sidewalk_Access	I know the T wants to raise this bridge. PLEASE don't let them. We don't need 18 wheelers on East Street.	2	-71.1603155	42.23263516
EAST STREET	Sidewalk_Access	The property owner of 637 East Street allows plant overgrowth onto the sidewalk including poison ivy and invasive species. Pedestrians, esp those with strollers or walking dogs, at times must step into East Street to get around the obstruction.	2	-71.1648297	42.23938688
EAST STREET	Sidewalk_Access	Regardless of whether the bridge is raised, it needs to be widened to allow for pedestrian and bike crossing in both directions. It is SO UNSAFE right now.	2	-71.1602909	42.23262015
EAST STREET	Sidewalk_Access	Like others, the sidewalk across from the estate is very pedestrian unfriendly due to a combination of lighting and overgrowth.		-71.1649437	42.23983542
EAST STREET	Sidewalk_Access	Greenlodge neighborhood safe walking, and biking, access to corp station.		-71.1690365	42.22420149
EAST STREET	Signage	Need blinking cross walk light to push for pedestrians	3	-71.1644669	42.23899917
EAST STREET	Signage	Stop sign needed between Bonham road and Trenton	1	-71.1668548	42.24254366
EAST STREET	Signage	Drivers entering the rotary from East Street rarely yield to traffic already in the rotary. I've almost been hit multiple times and when I beep/slam on my brakes, they give me the finger. Need better signage so they know to yield.	1	-71.1598247	42.23209826
EAST STREET	Signage	The stop sign (Fairbanks on your left) is often obscured by tree leaves and come up quickly on you as there is a slight right bend on the road. A stop sign ahead is needed here.	1	-71.1674605	42.24331385
EAST STREET	Signage	No turn on red signage.		-71.1622263	42.23436795
EAST STREET	Street_lighting	this area lacks sufficient lighting for walkways	2	-71.1647353	42.23923554
EAST STREET	Street_lighting	this area lacks sufficient lighting for walkways	1	-71.1648963	42.23963666
EAST STREET	Transit_Access	Need a safe legible bike/ped connection to access the Dedham Corp station from the Greenlodge Neighborhood.	13	-71.1684169	42.22415383
EAST STREET	Unsafe_bike	The bike lanes are great but get ignored. Consider painting them a color (Dedham maroon?) to make it more clear	3	-71.1656834	42.24141382
EAST STREET	Unsafe_bike	There are technically bike lanes on East St, but at times it is visually unclear. There is a long stretch without a bike sign too.	2	-71.168088	42.24666367
EAST STREET	Unsafe_bike	This left turn is always a problem on bike - especially if there is any traffic and then the next left into the square is worse	2	-71.1696726	42.24865037
EAST STREET	Unsafe_bike		2	-71.1680565	42.24584771
EAST STREET	Unsafe_bike	This is part of the safe way for children to get to Dedham Square. Cars drive over the bike lane on a regular basis, and speed. Posts or barriers are needed.	1	-71.1679042	42.24446807
EAST STREET	Unsafe_bike		1	-71.167606	42.24351663
EAST STREET	Unsafe_bike	There are not nearly enough bike racks (are there any?) at Endicott station. Undermines its regular use by non-drivers coming from farther in Dedham to the nearest station.		-71.1600675	42.23273799
EASTERN AVENUE	Consider_Crosswalk	many people park in the keystone lot and exit here on foot - would be good to alert cars	8	-71.1723987	42.24732511
EASTERN AVENUE	Consider_Crosswalk		6	-71.1722539	42.24705111
EASTERN AVENUE	Consider_Crosswalk	There is a crosswalk here but, youth athletes and families who park at the legion for memorial field sports often cross at various spots along this section. Consider a wide raised walkway and flashing signage to warn drivers of pedestrian crossing	3	-71.1694261	42.2435345
EASTERN AVENUE	Consider_Crosswalk			-71.1717348	42.24548155
EASTERN AVENUE	Consider_Crosswalk			-71.1717247	42.24538337
EASTERN AVENUE	Driver_visibility	Foliage obstructs the view for drivers exiting this decrepit parking lot. Never sure if someone will peel out in front of me onto Eastern before I can react.	3	-71.1709677	42.24454442
EASTERN AVENUE	Driver_visibility	Exiting from Memorial Parking onto Eastern Ave, very hazardous as speeding vehicles and very poor visibility leads to endless close calls, especially during sports events. Consider traffic lights or slow zones.	3	-71.1704061	42.24397729
EASTERN AVENUE	Driver_visibility	This is a frequent block point to traffic. Cars coming out have poor visibility to Rte 1 when busy. Cars turning into parking lot have very sharp angle and/or block crossing traffic from Rte 1. This area gets a lot of usage because of Gonzalez.	1	-71.1717987	42.24594181
EASTERN AVENUE	Long_wait	Extraordinarily long wait for walk signal	15	-71.1723842	42.24790768
EASTERN AVENUE	Long_wait	Could a center island (and trees between each direction) help with a more pedestrian friendly crossing?	15	-71.1721193	42.24658236
EASTERN AVENUE	Long_wait	Feels like drivers coming down eastern ave get way too long of a green light here	9	-71.1724454	42.24789317



Street Name	Category	Comment (some comments lightly edited for spelling or clarity)	Likes	Location Coordinates	
				X	Y
EASTERN AVENUE	Other	The Memorial intersection needs safety improvements. I feel that the town has ignored this intersection for years. It needs blinking pedestrian. Also, cars speed through this intersection coming from the middle school.	29	-71.1677347	42.24368918
EASTERN AVENUE	Other	so hard to turn here - to go left people are often blocking the box, to go right there is such a short lead and the right only lane onto pvd hwy means only 2-3 cars going straight have space before the box	10	-71.1724644	42.24690319
EASTERN AVENUE	Other	i think a left turn signal would be helpful here, there's often traffic backed up onto eastern ave because they're waiting for someone to turn left on route 1.	7	-71.1720065	42.24647391
EASTERN AVENUE	Other	Dangerous to cross.	4	-71.17245	42.24783501
EASTERN AVENUE	Other	Too many cars not following “right turn only” signage and cutting other cars off.	3	-71.1721068	42.24664192
EASTERN AVENUE	Other	Drivers constantly cutting traffic off creating potential lane is a mandatory turning lane onto Highway going south from Eastern Avenue in front of Gulf Station. Drivers constantly fail to turn and proceed across intersection cutting off t	3	-71.17212	42.24664
EASTERN AVENUE	Other	From East Dedham there are only 2 ways to get to the other side of Dedham Center to get to the highway going North. Both funnel you directly into the highest congestion area, High St, shopping area.	2	-71.1724532	42.24797947
EASTERN AVENUE	Other	This 4-way stop intersection could use a traffic light instead of just stop signs. It is high volume, plus near schools, so includes buses and pedestrians, with many drivers uncertain and proceeding out of turn. Always feels like accident about to happen.	2	-71.167736	42.24366224
EASTERN AVENUE	Other	on either end of Bryant street there should be red/green light signal with control over ride for the fire trucks to control for faster response times	1	-71.1723255	42.24699415
EASTERN AVENUE	Other	Intersection at Lower East, Washington and Curve - dangerous for pedestrian crossing because people run through the light all of the time, make illegal uturns, and stack the intersection when the light is red.	1	-71.171585	42.24538
EASTERN AVENUE	Other	Often difficult to make left turn from Eastern Ave onto Providence Highway	1	-71.1722224	42.24684471
EASTERN AVENUE	Other	There is a cap off of a sidewalk pipe of some sort, around this area.		-71.1690527	42.24346681
EASTERN AVENUE	Poor_roadway	There needs to be a painted line indicating that there are two lanes here. Cars waiting to turn left onto Bryant idle in the middle of the road.	4	-71.1721594	42.24690004
EASTERN AVENUE	Poor_roadway	Please paint a line to show there are two lanes here.	4	-71.1719475	42.24639373
EASTERN AVENUE	Poor_roadway	Fulton st - Morse Ave - edison Ave : these roads are a disgrace of tax payers hard earned dollars		-71.1714968	42.24542829
EASTERN AVENUE	Sidewalk_Access	often unshoveled	10	-71.171932	42.24651899
EASTERN AVENUE	Sidewalk_Access	distance too far to cross, timing too short	9	-71.1721573	42.24674932
EASTERN AVENUE	Sidewalk_Access	often not shoveled so kids walking to school end up in the street in an already dangerous intersection	7	-71.1720661	42.24629661
EASTERN AVENUE	Sidewalk_Access	Cars going left from PVD highway north frequently ignore left turn traffic light without looking for pedestrians crossing the sidewalk. This is risk for pedestrians is compounded by the short time of the pedestrian light.	3	-71.1720932	42.24636153
EASTERN AVENUE	Signage	The right turn lane onto Providence Highway is not properly marked. People think both lanes go straight across and accidents almost happen every day.	20	-71.1722585	42.24670423
EASTERN AVENUE	Signage	The two lane (left lane straight and right line turns right only) needs signage on the asphalt as well as clear road signage	10	-71.1677796	42.24357066
EASTERN AVENUE	Signage	The marking of the "don't block the box" area needs to be extended, as cars hang over on both sides and no one can turn.	2	-71.1723272	42.24697704
EASTERN AVENUE	Signage	Need appropriate road paint and signage to mark both lanes and which direction each lane goes	2	-71.171947	42.24645982
EASTERN AVENUE	Unsafe_bike		3	-71.1713931	42.24500583
EASTERN AVENUE	Unsafe_bike	Eastern Ave has signs that say there is a bike lane, but there is not a bike lane.	1	-71.1712223	42.24479006
ELM STREET	Long_wait	This is a very hard intersection for a pedestrian. There are too many ways for cars to be coming and turning and the double crosswalk is dangerous/inefficient.	3	-71.1833695	42.2342825
ELM STREET	Other	The short length of the light from Elm Street onto Providence Highway on the weekends, combined with Legacy Place traffic makes this whole intersection a disaster on Saturdays.	7	-71.1802398	42.23175208
ELM STREET	Other	Leaving Dedham Savings is especially difficult making a left turn as traffic backs up Elm Street from the Rt-1 intersection. Or you get stuck blocking Elm if you pull out but can't finish because there's no break in cars towards Washington St.		-71.181261	42.23271614
ELM STREET	Sidewalk_Access	this whole intersection is a pedestrian nightmare	9	-71.1806172	42.23215982
ELM STREET	Signage	Drivers making the right turn onto Washington from Elm constantly run the 2nd half of the traffic light. Better signage or removing the right turn on red will help with this issue.	3	-71.1832238	42.2346368
ELM STREET	Signage	The double traffic light situation here is confusing and inefficient	2	-71.1830502	42.2345787
ELM STREET	Unsafe_bike			-71.1806306	42.23201485
ENTERPRISE DRIVE	Other	short light cycles create backup into legacy place, practically during the weekend hours, causing gridlock through the whole area	1	-71.1788557	42.23543622
ENTERPRISE DRIVE	Poor_roadway	So many potholes and poor striping		-71.1786923	42.2351441

Street Name	Category	Comment (some comments lightly edited for spelling or clarity)	Likes	Location Coordinates	
				X	Y
ENTERPRISE DRIVE	Sidewalk_Access	need sidewalks to connect to legacy place	5	-71.1785487	42.2349366
ENTERPRISE DRIVE	Sidewalk_Access	dangerous to cross here as a pedestrian	2	-71.1788953	42.23541079
ENTERPRISE DRIVE	Signage	Many drivers do a right on red arrow even though it is not allowed. Most just don't know the law. A sign that says "No right on red arrow it's the law" is needed.		-71.1788402	42.23541513
GREENLODGE STREET	Consider_Crosswalk	Put crosswalk back. Before re-do of green lodge street there was one here	3	-71.1549136	42.22560872
GREENLODGE STREET	Driver_visibility	The intersection of Fox Meadow and Intervale road is extremely dangerous for both drivers and pedestrians	5	-71.1569471	42.22208612
GREENLODGE STREET	Driver_visibility	The redesigned Greenlodge Street only made things more dangerous. There used to be plenty of room for pedestrians, parked cars, and cars. To much of a narrow path when taking the corner. Not to mention when landscapers are double parked.	4	-71.1569213	42.22716786
GREENLODGE STREET	Driver_visibility	The redesigned Greenlodge Street only made things more dangerous. There used to be plenty of room for pedestrians, parked cars, and cars. To much of a narrow path when taking the corner. Not to mention when landscapers are double parked.	1	-71.1567925	42.22812915
GREENLODGE STREET	Drivers_speeding	Sprague at Greenlodge is very dangerous for pedestrians and cyclists. A lot of people use this as their avenue to get from Greenlodge to the Endicott train station for their commute. Speeding cars, low visibility on the downhill and a wide street to cross	30	-71.1560945	42.23012019
GREENLODGE STREET	Drivers_speeding	Fox Meadow and Vincent Road have a high volume of speeding out of towners cutting through. They should be on this map.	12	-71.1565578	42.22196099
GREENLODGE STREET	Drivers_speeding	This is probably one of the most dangerous streets in Dedham: The intersection of Dresser and Sprague/Greenlodge and Sprague. Kids cross that street daily and the cars/trucks go about 50+ miles per hour right around the corner. Accident waiting to happen	8	-71.1561	42.23023
GREENLODGE STREET	Drivers_speeding	The redesigned Greenlodge Street only made things more dangerous. There used to be plenty of room for pedestrians, parked cars, and cars. Now everyone is crammed together in an ultra-narrow path, and I've never felt more unsafe running and walking here	6	-71.1552261	42.22485298
GREENLODGE STREET	Drivers_speeding	Greenlodge and Stoughton are like a racetrack throughout the day and especially early an and late at night.	6	-71.1562634	42.22703976
GREENLODGE STREET	Drivers_speeding	Fox Meadow could use a line down the middle of the street. When 128 backs up you get a lot of new drivers who don't cut the bend at Intervale to the point some are almost on the sidewalk. This also might help to slow them down.	4	-71.1560817	42.22253349
GREENLODGE STREET	Drivers_speeding	Drivers speeding on Fox Meadow Lane to and from Vincent Road. A speed bump should be put in like the one around 350 Whiting Ave	3	-71.156983	42.22211355
GREENLODGE STREET	Drivers_speeding	We can't pull on or out of our driveway due to speeding cars. The problem increases during the afternoon commute. 4pm-6pm	2	-71.1562497	42.22321925
GREENLODGE STREET	Drivers_speeding	Speeding, disregard for stop sign, drivers honking at drivers who are going speed limit. Consider speed bumps now	1	-71.1568601	42.2222824
GREENLODGE STREET	Other	Fox meadow is a dangerous cut through street. It's very wide and there is no striping. Please consider traffic calming here including adding speed limit signs and striping 10 foot wide lanes.	10	-71.1568877	42.22210003
GREENLODGE STREET	Other	I disagree with the other comment and think the narrower street and better sidewalks have improved safety and slowed cars dramatically	10	-71.1552261	42.22429882
GREENLODGE STREET	Other	100% disagree that the road is worse now. The traffic calming measures installed have definitely encouraged slower speeds. Great job! Do more of this everywhere.	7	-71.1549741	42.22508834
GREENLODGE STREET	Other	Greenlodge St reconstruction not done according to the plan shown to us and listed on Town website. Please do as designed.	2	-71.1550018	42.22551336
GREENLODGE STREET	Other	The narrowed Greenlodge street has helped traffic immensely. The additional sidewalk provides a safe space for pedestrians and cars have started to slow down.		-71.1569322	42.22713807
GREENLODGE STREET	Other	The narrowed greenlodge roadway is much safer now. It discourages commuters cutting through to/from Sprague and forces cars to slow down especially during school pickup/dropoff.		-71.1550263	42.22560525
GREENLODGE STREET	Poor_roadway	The redesigned Greenlodge Street only made things more dangerous especially with a school here. There used to be plenty of room for pedestrians, parked cars, and cars. Now everyone is crammed together in an narrow path.	3	-71.1550223	42.22561071
GREENLODGE STREET	Sidewalk_Access	Colwell was fine before the addition of the new Greenlodge sidewalks. Now the traffic backs up because of school. Design of new streets was done poorly	3	-71.1547326	42.22565838
GREENLODGE STREET	Sidewalk_Access	I was running on the sidewalk this morning while a truck was salting the street. His plow hung over the sidewalk and nearly hit me. The people say "great job!" to this redesign are delusional.	3	-71.1557022	42.22383404
GREENLODGE STREET	Sidewalk_Access	Cars parking on sidewalks on various streets in Greenlodge area. For example Vincent Rd, Foxmeadow and	1	-71.1567926	42.22812735
GREENLODGE STREET	Signage	Reposition stop sign to intersection. It is about 3-4 car lengths from end of colwell		-71.1549138	42.22564889
GREENLODGE STREET	Transit_Access	Can you prevent commuters from turning left onto Greenlodge from Stoughton? Make it "Local Traffic Only" and enforce it? There is way too much traffic for this newly redesigned street and it is dangerous.	2	-71.1565809	42.22704031
HIGH STREET	Consider_Crosswalk	Button activated flashing x-walk sign is needed. Due to distractions, speed, or visibility drivers do not yield for such high traffic x-walk	31	-71.1743456	42.24847776
HIGH STREET	Consider_Crosswalk	crosswalk needs signage	15	-71.1760556	42.24889092

Street Name	Category	Comment (some comments lightly edited for spelling or clarity)	Likes	Location Coordinates	
				X	Y
HIGH STREET	Consider_Crosswalk	lots of foot traffic here but given the speeding it's dangerous without a crosswalk and signage to drivers	10	-71.1778178	42.24943097
HIGH STREET	Consider_Crosswalk	If a pedestrian wants to continue walking on Common, they need to cross High without benefit of a crosswalk.	8	-71.1828213	42.2508944
HIGH STREET	Consider_Crosswalk	Need to help pedestrians and drivers at this intersection	7	-71.177755	42.24958501
HIGH STREET	Consider_Crosswalk		5	-71.1634474	42.24823429
HIGH STREET	Consider_Crosswalk	This is a point of interest and bus stop for kids- should have a crosswalk	4	-71.157169	42.24798412
HIGH STREET	Consider_Crosswalk	The walk time at the intersection of High and Bussey is not long enough to cross if your destination is on the opposite corner if you use both crosswalks. I have seen corner to corner crosswalks in cities that enable pedestrians to cross more efficiently.	1	-71.196295	42.24627001
HIGH STREET	Consider_Crosswalk		1	-71.1635961	42.24821841
HIGH STREET	Consider_Crosswalk	It is difficult for pedestrians specially middle and high school students to cross high st. Plus cars go above speed limit. Dangerous.	1	-71.1637231	42.2483074
HIGH STREET	Consider_Crosswalk	School children are picked up here; cross road for school; also point of crossing for the arts center	1	-71.1572399	42.24785892
HIGH STREET	Consider_Crosswalk	Families and students walking to the Avery and High School often cross here to go down Mt. Vernon and cut through the tennis courts		-71.1637212	42.24821245
HIGH STREET	Consider_Crosswalk	Being a pedestrian here is very dangerous and crossing High to get the sidewalk that exists while crossing 128 is very difficult.		-71.1977324	42.2457524
HIGH STREET	Driver_visibility	Eliminate this parking spot to improve driver visibility exiting maple place so the x-walk doesn't get blocked	38	-71.1741209	42.2484473
HIGH STREET	Driver_visibility	Due to encroaching street parking on high st, cars exiting maple place block the crosswalk in order to see if high st traffic is oncoming	34	-71.1742463	42.24850984
HIGH STREET	Driver_visibility	Get rid of parking spots and create a right turn lane onto Ames Street	17	-71.1760832	42.24910521
HIGH STREET	Driver_visibility	angled parking really challenging - cars backing out have poor visibility and don't see bikes or other cars. makes it hard to navigate an already congested intersection	17	-71.1739919	42.24825432
HIGH STREET	Driver_visibility	The parking spot on High St next to Maple Pl makes it really hard to see cars coming from the left and exit Maple Pl. It forces you to inch out into the crosswalk and pedestrians do not look both ways before crossing this street	12	-71.1741543	42.24845642
HIGH STREET	Driver_visibility	It's very challenging to take a left onto High St. from Mt. Vernon St. as the visibility of the cars coming up High St. from E. Dedham is poor.	9	-71.1632871	42.24820371
HIGH STREET	Driver_visibility	very challenging to take a left onto High Street from Mt. Vernon St. as the visibility of cars coming up High St. from East Dedham is poor.	6	-71.1633358	42.2481926
HIGH STREET	Driver_visibility	Eliminate parking at the top of the street. When cars are parked here the street becomes a one-way.	6	-71.175408	42.24888373
HIGH STREET	Driver_visibility	Difficult to take a left onto High Street from Maverick St. Given that it's a detour for the Bussey St. bridge construction there's an increased volume of traffic trying to take a left here and it's not easy. Drivers on High St. are speeding both ways.	4	-71.1606586	42.24821165
HIGH STREET	Driver_visibility	Drivers turning onto Lowder from High, especially during rush hour for Ursuline and DCD do not watch for or yield to pedestrians crossing Lowder, and the ped traffic alert is only for peds crossing High.	3	-71.1888499	42.24964612
HIGH STREET	Driver_visibility	There's a large bush on the corner that makes it hard to see eastbound traffic on High St. Turning left out of this condo complex is unsafe, especially with cars speeding in both directions.	1	-71.156715	42.24764979
HIGH STREET	Drivers_speeding	at non rush hour times the speeds here are crazy, feels very dangerous to be walking at 7 am because they treat it like a highway	21	-71.1750739	42.24865664
HIGH STREET	Drivers_speeding	Cars are constantly flying down High St and we consistently have to wait for drivers who aren't paying attention, to stop for us to use crosswalk. I suggest installing in a button crosswalk blinking sign for users to press to get the attention of drivers.	20	-71.1743473	42.24850432
HIGH STREET	Drivers_speeding	Drivers speed here and don't stop at the crosswalk. It would be greatly improved with a flashing light push button at the crosswalk.	14	-71.1743085	42.24847528
HIGH STREET	Drivers_speeding	Despite the new crosswalk, drivers still speed and still don't always stop. Something more effective needs to be implemented.	13	-71.1891595	42.24952015
HIGH STREET	Drivers_speeding	This is an awful intersection with high rates of speed, drivers no abiding by the lights and the not stopping before taking a right on red.	6	-71.1704239	42.2488339
HIGH STREET	Drivers_speeding	This is an awful intersection with high rates of speed, drivers no abiding by the lights and the not stopping before taking a right on red.	5	-71.1695013	42.24878625
HIGH STREET	Drivers_speeding	Drivers speed to cut through registry parking lots onto Ames St	5	-71.1754317	42.24896405
HIGH STREET	Drivers_speeding	Need more enforcement in this area for speeding and illegal passing	4	-71.1563727	42.24769561
HIGH STREET	Drivers_speeding	High street is set up for higher speeds/throughput, but the on-street parking on the south side makes it too dangerous and narrow.	4	-71.1682174	42.2486294
HIGH STREET	Drivers_speeding	Drivers fly down high street	4	-71.1684385	42.24867904
HIGH STREET	Drivers_speeding	Drivers speed on High Street, which can make turning left from Village onto High unnecessarily risky. There need to be ways to enforce/implement the speed limit.	3	-71.1869948	42.25087058
HIGH STREET	Drivers_speeding		3	-71.1868166	42.25100937
HIGH STREET	Drivers_speeding	Brookdale Ave. is a cut through and there is a high rate of speed and the road is narrow, no sidewalks and lighting is not great at night..	3	-71.1645589	42.24839181
HIGH STREET	Drivers_speeding		3	-71.1619452	42.24821345
HIGH STREET	Drivers_speeding		2	-71.1801164	42.25001865



Street Name	Category	Comment (some comments lightly edited for spelling or clarity)	Likes	Location Coordinates	
				X	Y
HIGH STREET	Drivers_speeding		2	-71.1820493	42.25059714
HIGH STREET	Drivers_speeding	High Street is setup for higher traffic, but as a resident I frequently hear extreme speeding later at night.	2	-71.1685691	42.24870153
HIGH STREET	Drivers_speeding		2	-71.1618624	42.24810325
HIGH STREET	Drivers_speeding		2	-71.1642717	42.24827698
HIGH STREET	Drivers_speeding	Crossing High from the Historical Society to USPS is very difficult because cars backed up heading into the downtown block visibility and drivers heading to the courthouse speed.	2	-71.1743603	42.24846883
HIGH STREET	Drivers_speeding	Drivers speeding on High street making it difficult to pull out of drive from ECEC and needs school speed limits posted	1	-71.1940366	42.24719129
HIGH STREET	Drivers_speeding	Consider buffers and slow down for areas of High St in East Dedham.	1	-71.1552825	42.24756542
HIGH STREET	Drivers_speeding	Enforcement		-71.1970707	42.24608144
HIGH STREET	Drivers_speeding	Drivers us Pearl to avoid the downtown traffic lights! They speed through the neighborhood to come out on Washington Street.		-71.1756672	42.24867929
HIGH STREET	Long_wait	HIGH ST./ MAPLE PL. - Need a walk sign to cross to post office and maple place. Heavy volume of traffic never stops and makes impossible for pedestrians to cross.	31	-71.1743543	42.24850829
HIGH STREET	Long_wait	POST OFFICE - Impossible to cross to and from USPS as traffic never stops	27	-71.1743328	42.24842887
HIGH STREET	Long_wait	Signal should prioritize the pedestrian phase during off peak times.	15	-71.1764417	42.24898281
HIGH STREET	Long_wait	Signal should prioritize the pedestrian phase during off peak times.	14	-71.1731862	42.2482065
HIGH STREET	Long_wait	Signals should be programmed to prioritize pedestrians during off peak times.	13	-71.1722689	42.24818267
HIGH STREET	Long_wait		11	-71.173595	42.24822653
HIGH STREET	Long_wait	not enough time to diagonally safely cross street at High and Washington when you finally get the wait light	10	-71.1732217	42.24820501
HIGH STREET	Long_wait		9	-71.1735446	42.24829757
HIGH STREET	Long_wait		7	-71.1724767	42.24807562
HIGH STREET	Long_wait	This intersection is really terrible for pedestrians and cyclists. The crossing distance is so far and it feels like such a hostile environment for pedestrians, its completely built for cars. I would love to see hard corners instead of rounded ones	5	-71.1544963	42.247645
HIGH STREET	Long_wait	Same as in the square; making walkers wait longer than drivers. People lose patience and jay-walk, then drivers have to wait anyway when the light turns. More responsive walk lights are better for everyone.	5	-71.1766662	42.24901358
HIGH STREET	Long_wait		3	-71.1706502	42.24872388
HIGH STREET	Other	why is there the second lane here? Wouldn't it move more smoothly with designated right turn lane onto Eastern and designated straight, and then no merge under bridge	24	-71.1717603	42.24806769
HIGH STREET	Other	angled parking here should be eliminated or restricted to compact cars. Vans a delivery vehicles extending into roadway unsafe for bicyclists and vehicles.	18	-71.1739372	42.2482634
HIGH STREET	Other	Turning left out of Avery onto High is nearly impossible during high traffic times which means it is unsafe and backs up traffic of cars leaving Avery at the end of the school day.	17	-71.1620284	42.24809035
HIGH STREET	Other	Angled nose in parking is unsafe and a traffic hazard	15	-71.173905	42.24824025
HIGH STREET	Other	As a walker, a cyclist, and a driver, I find Dedham to be overall difficult to navigate with consistency and safety. Though the Square lights are timed to slow cars down, they are so long, that pedestrians cross in between lights after pushing the cross	13	-71.172569	42.248111
HIGH STREET	Other	Make this a more walkable town by cleaning under the overpass at Providence Highway.	12	-71.1715954	42.24812717
HIGH STREET	Other	The angle parking is going to create very dangerous conditions and congestion when drivers try to back out of the spaces. Better to have 3 regular spaces.	11	-71.173871	42.2482266
HIGH STREET	Other	The parking spots at the courthouse, the last 4 spots before you turn right on to Ames need to go, it would elevate back up in the Square.	10	-71.1762854	42.24910168
HIGH STREET	Other	Consider closing this section of road to traffic. Solves turning issues on Wash Street, long pedestrian wait times at cross walks on Eastern ave, dangerous lane drop under bridge on High Street.	9	-71.1729708	42.24812311
HIGH STREET	Other	Eastbound High St west of Eastern Ave has two lanes. After the traffic light at High/Eastern, no lines are painted. When all the street parking is full, merging those two lanes is dicey and ambiguous.	7	-71.1723174	42.24804845
HIGH STREET	Other	Drivers who want to take a right turn will not wait in line but will drive along the empty parking spaces. I have seen this way too often.	7	-71.1763163	42.24904642
HIGH STREET	Other	Consider eliminating the angled parking in front of the Town Green. The loss of those (currently unsafe) spots is minor; benefit of opening that area for people using the Town Green is significant (e.g, wider sidewalks; seating, trees. .	7	-71.1738534	42.24820519

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				X	Y
HIGH STREET	Other	People run these lights all the time. Especially people turning left onto Milton from Saw Mill Lane. Most days I have to wait for at least five cars to run the light before I can cross over from High Street.	6	-71.1544644	42.24766644
HIGH STREET	Other	The space under the bridge could be so much better than what it is now - Compare it to Borough Market in London. That would also connect areas cut by Prov Hwy	6	-71.1712934	42.24838616
HIGH STREET	Other	Dangerous and nearly impossible to take a left onto High after school events.	6	-71.162029	42.2482133
HIGH STREET	Other	People constantly ignoring and turning right on red off of high and onto Milton. Need better enforcement. Seen many pedestrian near misses	6	-71.154508	42.24754955
HIGH STREET	Other	Drivers turning left from Eastern to High often block this intersection. Increased enforcement would do the trick.	6	-71.1725438	42.24800993
HIGH STREET	Other	Consider closing High betw Washington and Eastern to cars, at least on weekends. Would help reroute cut through traffic to rt 1, change nav app recommendations, provide better ped and bike experience, protect downtown economy	6	-71.1730668	42.24823429
HIGH STREET	Other	Unclear rules of engagement at this “Intersection”. Cars entering from Harvard St and wanting to continue “straight” onto East Street face cars coming off of East Street turning left	5	-71.1695095	42.2488885
HIGH STREET	Other	Can we consider a series of One-Ways throughout the Center. Hopefully alleviate congestion, danger to pedestrians, and more.. Could encompass High Street, Harris Street, and Washington Street circle at the very least.	5	-71.1727584	42.2480981
HIGH STREET	Other	Drivers at all of the crosswalks in the square REGULARLY do not abide by the posted "no right on red" signs. I have almost been hit multiple times as a pedestrian.	3	-71.1728013	42.24780781
HIGH STREET	Other	It can take an EXTREMELY long time to exit Recreation Rd and take a left onto High St at school drop off & pick up. There should be a fully functional traffic light for student & driver safety. Cars dart out to exit into speeding traffic, it is dangerous.	3	-71.1620006	42.24815387
HIGH STREET	Other	Trying to turn out of here in mornings and evenings can be dangerous. People speed down high street and the traffic leaving recreation road can be very bad	3	-71.1618761	42.24825415
HIGH STREET	Other	Consider a crosswalk at this location. People cross for church, who park on each side of the street. Many older folks and too many speeding cars.	2	-71.1778136	42.24938052
HIGH STREET	Other	Cars always park in front of the barbershop and hair salon but the painted lines don't acknowledge this. That means the double yellow line is not painted to allow westbound traffic room to squeeze by parked cars and traffic from the Square.	2	-71.1715625	42.24828454
HIGH STREET	Other	NEED a traffic light here, trying to exit the school is a pain and takes forever	2	-71.1620338	42.24817484
HIGH STREET	Other	Add crosswalk signals	2	-71.165173	42.2483147
HIGH STREET	Other	Add fully functional traffic light	2	-71.1620186	42.24817374
HIGH STREET	Other	High St/East St/Harvard St is a disaster. Who has right of way? It seems straight so Harvard should have right of way, but cars turning left from East to High think they do. Also why no left arrow from East to Harvard? Very dangerous intersection!	2	-71.170612	42.248854
HIGH STREET	Other	Can the light just beyond Recreation Rd. On High St. be moved slightly to accommodate Recreation Rd. And access to housing across the street? It’s a nightmare trying to get out of Recreation Rd. At any hour and unsafe for students trying to cross.	1	-71.196295	42.24627001
HIGH STREET	Other	Easy to pull in and out of parking spaces.	1	-71.196295	42.24627001
HIGH STREET	Other	Consider putting cameras at intersections and sending folks significant fines as in tickets. That is really the only way folks will stop running red lights, making illegal turns, blowing through crosswalks, et. al.	1	-71.1544418	42.24758702
HIGH STREET	Other	This is the High Street, Dedham's main street, and THE connection between two important squares. Why does this street look so neglected, so unplanned, so uncelebrated?	1	-71.1592598	42.24799965
HIGH STREET	Other	The crosswalk needs some signage as it is often ignored	1	-71.1605518	42.24811318
HIGH STREET	Other	Keep the angle parking. Easy in and out. Very good for people coming to square.	1	-71.1740636	42.24828194
HIGH STREET	Other	Part of the problem here is that both google and apple maps default to maverick street when giving directions for east Dedham. Fix that and the intersection will be better	1	-71.1603947	42.24829138
HIGH STREET	Other	There are always cars are parked in front of St. Mary's. Road lines should be moved so traffic can pass the parked cars without crossing the double yellow line.		-71.1661595	42.24834985
HIGH STREET	Other	trying to parallel park in the square on high st is impossible.		-71.196295	42.24627001
HIGH STREET	Poor_roadway	Potholes are all over Maple Place and it is highly traveled due to the post office. They get patched and just come back. It needs to be paved.	13	-71.1741315	42.24864404
HIGH STREET	Poor_roadway	There really needs to be a signal change here so you can make a left turn onto Washington Street. Navigating between those making a right and your desire to make a left turn, when everyone has a green light, takes years off of my life every time.	4	-71.1733619	42.24821444
HIGH STREET	Poor_roadway	Bullard Street is awful!	3	-71.17783	42.24941001

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				X	Y
HIGH STREET	Poor_roadway	Partially replaced utility pole leaning into the roadway	1	-71.1582718	42.24785445
HIGH STREET	Sidewalk_Access	need signage for crosswalk - people don't see it	36	-71.1743497	42.24845412
HIGH STREET	Sidewalk_Access	dangerous crosswalk particularly with the angled parking - cars use Church to cut through and are trying to get into the congestion, don't look for pedestrians or bikers	19	-71.1742172	42.24832977
HIGH STREET	Sidewalk_Access	Sidewalk along maple place has actual craters and chunks of softball sized asphalt strewn about. Lots of downtown businesses/customers use maple pl for parking	11	-71.1740981	42.24862903
HIGH STREET	Sidewalk_Access	The sidewalk is poorly constructed on Lowder Street and is not safe for walkers or runners. There should also be speed bumps to prevent speeding my people cutting through the neighborhood in high traffic hours.	8	-71.1890188	42.24939248
HIGH STREET	Sidewalk_Access	The sidewalk is very on-and-off along High street and walk by the ECEC is very dangerous.		-71.1946425	42.24702314
HIGH STREET	Sidewalk_Access	There should be a sidewalk on the ali med side and the crosswalk at maverick and colburn should be redesigned.		-71.1603894	42.24817622
HIGH STREET	Sidewalk_Access	Needs shoveling in winter		-71.1777225	42.24930743
HIGH STREET	Signage	Confusing and dangerous lane drop here.	21	-71.1720901	42.24799761
HIGH STREET	Signage	People park on both sides of this street which is not permitted but there is no clear signage. It makes it impossible for two cars to get through, prevents emergency vehicle access, and they park on the sidewalk so it limits pedestrian access.	15	-71.1741436	42.24859341
HIGH STREET	Signage	In-street signage makes a big difference but the sign isn't always there.	10	-71.1753805	42.24876163
HIGH STREET	Signage	Nobody ever respects the yield sign when merging onto 109W from Route 128	3	-71.2057691	42.24302196
HIGH STREET	Signage	majority of drivers exiting 95N to 109E ignore STOP sign	3	-71.1990091	42.24530763
HIGH STREET	Signage	St Mary's has a huge parking lot. There should be no on-street parking here as it makes the road too narrow	2	-71.1664874	42.24840306
HIGH STREET	Signage	Traveling West bound on High st, signage to turn left is unclear to remain on High st.	2	-71.1703662	42.24881088
HIGH STREET	Signage	Consider signage at the cross-walk	1	-71.1892506	42.24947795
HIGH STREET	Signage	Unclear signage to help drivers stay on East St.	1	-71.1701007	42.24883669
HIGH STREET	Signage	Use yield sign on merge to 109E. Remove Stop signs.		-71.1985719	42.24527388
HIGH STREET	Unsafe_bike	Drivers honk at me on my bike when I am following the lanes to take a left or right and follow the "no right on red" signage	16	-71.1760027	42.24899324
HIGH STREET	Unsafe_bike	Entire Dedham square is unsafe for biking. Let's help people who prefer not to drive get off the road and alleviate traffic.	8	-71.1734761	42.24821626
HIGH STREET	Unsafe_bike	Biking on streets in Dedham square is dangerous. Bikers end up on the sidewalks.	8	-71.1737742	42.24838314
HIGH STREET	Unsafe_bike		3	-71.154978	42.24749172
HIGH STREET	Unsafe_bike	As a daily bike commuter I would avoid this area due to unsafe road conditions	1	-71.1731258	42.24798809
HIGH STREET	Unsafe_bike	Biking to Westwood is dangerous because the lack of bike lanes create the sense that only cars are present. Even with the lights cars pass at an unsafe (close) distance and speed (too fast).		-71.2025175	42.24439427
MILTON STREET	Drivers_speeding	Instead of patrolling with occasional speed traps, why not install traffic calming measures on this stretch of Milton St to encourage safer speeds 24/7?	4	-71.1516541	42.24516567
MILTON STREET	Drivers_speeding	Crossing on Milton street is a near death experience every time with the way cars speed. Very unsafe walking the dog when people are constantly speeding on Milton street and there's only one cross walk and hardly any street lights.	4	-71.1499372	42.24391404
MILTON STREET	Drivers_speeding	Milton street is a DRAG RACING STRIP from the lights at citgo to midway on the street. The cops are never there to do anything about it. Something needs to be changed there's already been fatal accidents on the street .	2	-71.1506	42.24412423
MILTON STREET	Drivers_speeding	The speeding on this street is out of control. There needs to be a better solution. Occasional speed traps by mother brook DO NOT DO ANYTHING. Drives come in speeding from hide park and accelerate as they pass the storage facility.	2	-71.1492481	42.24324261
MILTON STREET	Drivers_speeding	This section of Milton Street, leading to Hype Park is straight and long and drivers love to speed. Not sure what the solution is because half of the street is in Dedham and the other section is in Boston.	1	-71.1498174	42.24360797
MILTON STREET	Drivers_speeding	It oftentimes takes 5-10 minutes to turn out of Flanagan place due to the high speeds coming from the intersection at citgo on Milton street. Milton street has become extremely dangerous due to the Bussey street bridge closure and changes in traffic.	1	-71.1503049	42.24374497
MILTON STREET	Drivers_speeding	Police need to be near the storage because people come flying through the light from Hyde park and accelerate up Milton street.	1	-71.1496691	42.24329722
MILTON STREET	Drivers_speeding	Myrtle street should be a one way. People fly around the corner and there is a day care here. Very dangerous		-71.1531773	42.24606276
MILTON STREET	Drivers_speeding			-71.154026	42.24719191
MILTON STREET	Drivers_speeding	Having the cops sit up here is useless since people come speeding up Milton street from the intersection prior at citgo. Very dangerous walking on Milton street these days!		-71.1526871	42.24603218



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				X	Y
MILTON STREET	Drivers_speeding	This street has become a drag racing strip. Drivers often going around another car in front of them towards oncoming traffic. Fatal accidents have already occurred and will continue. Speed traps are needed and better police presence.		-71.1513433	42.24469608
MILTON STREET	Drivers_speeding	I can't walk my dog on this street without seeing a car speed around the car in front of it, drag racing or excessive speeds of 60 mph+. Having the police officer where they currently sit has done nothing to reduce speed on this street.		-71.1520341	42.2450922
MILTON STREET	Drivers_speeding	The speeding on Milton street is out of control! You can hear the speeding and drag racing from whiting Ave in the night.		-71.1510994	42.24455709
MILTON STREET	Other	Taking a left hand turn onto River Street from Milton is dangerous as drivers are coming down Milton, going straight (and many are speeding) and then you have the folks trying to turn right onto River. Would be nice to hand a left turn only signal.	1	-71.1479345	42.24236496
MILTON STREET	Other	Intersection of Bussey Street and High Street - VERY unsafe for pedestrians, especially school kids walking home	1	-71.1543554	42.24763098
MILTON STREET	Other	Enterprise Car Rental and Car Repair businesses across the street both regularly park cars o the street, making walking of bicycling through that area dangerous.		-71.1455033	42.24154204
MILTON STREET	Sidewalk_Access	The street is broken up and floods CONSTANTLY. the area where the "sidewalk" use to be is now rubble. It's a dangerous area to walk especially at night never mind for someone with accessibility issues		-71.1494574	42.24614776
MILTON STREET	Signage	people are always turning from Milton St. onto Saw Mill Lane on a red light, there is a small sign on the opposite side of the intersection.	1	-71.1543088	42.24727
MILTON STREET	Signage	The stop sign that is located at this spot has been down for weeks and weeks.		-71.1484793	42.24255756
MILTON STREET	Signage	People blow this right on red like no other. I saw a kid almost get hit on a bike because of it		-71.1541933	42.24760341
MILTON STREET	Unsafe_bike	Would love to have bike lanes in this area, and the street is really wide	2	-71.1445581	42.24110105
MOUNT VERNON STREET	Driver_visibility	Consider traffic lights here. Nearly impossible to pull out from Mt. Vernon onto High, especially during rush hour.	2	-71.1634699	42.24818664
MOUNT VERNON STREET	Driver_visibility	The large tree at the intersection of Elmwood and Madison makes it difficult for drivers to see when turning Right onto Madison from the train station. Poor visibility.		-71.1586187	42.23672801
MOUNT VERNON STREET	Driver_visibility	Visibility issues here along with speeding. Consider traffic signal of some kind.		-71.1636103	42.24814488
MOUNT VERNON STREET	Drivers_speeding	Would be good to change the speed limit sign on mt Vernon from 30 to 25 miles per hour due to lots of speeding	3	-71.1628935	42.24375887
MOUNT VERNON STREET	Drivers_speeding	Mount Vernon is a flat straightaway for many speeding cars	2	-71.1626384	42.24317113
MOUNT VERNON STREET	Drivers_speeding	Drivers often speed down Lincoln ST. We would like to see the speed limit dropped from 30 to 20. There are a lot of children on this street and the speed limit should not be that high to help protect them.		-71.1592052	42.23835578
MOUNT VERNON STREET	Other	Drivers don't respect pedestrians here. Turning left onto Mount Vernon, cars at night will almost hit you even in crosswalk	3	-71.1634102	42.24818069
MOUNT VERNON STREET	Poor_roadway	Park St is completely torn up. Not safe for bicycles and causes cars to swerve unpredictably.		-71.162281	42.24221802
MOUNT VERNON STREET	Poor_roadway			-71.1627575	42.24351999
MOUNT VERNON STREET	Sidewalk_Access	Would be great to have sidewalk on both sides of mt Vernon st.	6	-71.1623145	42.24253572
MOUNT VERNON STREET	Signage	Drivers run through stop sign with out stopping	2	-71.1600459	42.23913818
MOUNT VERNON STREET	Signage	Mount Vernon and Dartmouth Street . No crosswalk signs and crown in the road coming from north cannot see crosswalk .	1	-71.1604499	42.24018417
MOUNT VERNON STREET	Signage	Consider a 4 way stop	1	-71.1590664	42.23758479
MOUNT VERNON STREET	Signage	Consider a 4 way stop		-71.1572612	42.23518192

Street Name	Category	Comment (some comments lightly edited for spelling or clarity)	Likes	Location Coordinates	
				X	Y
MOUNT VERNON STREET	Signage	Consider a 4 way stop		-71.157905	42.23601598
MOUNT VERNON STREET	Signage	Consider a 4 way stop		-71.1585246	42.23680238
MOUNT VERNON STREET	Signage	Consider a 4 way stop		-71.1594794	42.23826195
MOUNT VERNON STREET	Street_lighting	this area lacks sufficient lighting for walkways	1	-71.1610178	42.2404667
MOUNT VERNON STREET	Street_lighting	this area lacks sufficient lighting for walkways		-71.1613396	42.24099887
MOUNT VERNON STREET	Unsafe_bike	Cars back up here after school dismissal, making the road unsafe for bicyclists and everyone else.	1	-71.1635718	42.24561341
MOUNT VERNON STREET	Unsafe_bike	given how people fly down our street, there's not a great opportunity for kids to bike in their neighborhood.		-71.1637504	42.24622309
NEEDHAM STREET	Consider_Crosswalk	The sidewalk is on the wrong side of the bridge from the walking trails. Signage and crosswalks would help.	30	-71.1880413	42.27023899
NEEDHAM STREET	Consider_Crosswalk	Need crosswalk and sidewalk to safely cross busy street from the cutler park entrance	11	-71.1868146	42.26936018
NEEDHAM STREET	Consider_Crosswalk	Frequent crossing for school families in the Lindale neighborhood, with blind curve of Needham Street and speeding. Extremely dangerous for children, families, cyclists, etc. Needs at least a crosswalk, if not additional traffic calming measures.	10	-71.1791988	42.26956361
NEEDHAM STREET	Consider_Crosswalk	There is no place for children to safely cross from Lindale to the Riverdale school Please consider crosswalk with crossing guard here There are many children who live in this neighborhood that attend Riverdale	10	-71.1790505	42.26964203
NEEDHAM STREET	Consider_Crosswalk	There are two pedestrian crosswalks here, but one is 'pedestrianized' with a traffic light, and the other half has no sign at all. This is dangerous as cars drive fast as they enter Needham St here.	8	-71.1741069	42.27031352
NEEDHAM STREET	Consider_Crosswalk	The crosswalk at Vine Rock has no signs, and bad visibility when drivers exit Needham St.	8	-71.1822035	42.27013086
NEEDHAM STREET	Consider_Crosswalk	Flashers on Needham street close to field entrance. Safer	6	-71.1793288	42.26957603
NEEDHAM STREET	Consider_Crosswalk	Very dangerous to cross the street to go to Lindale/Riverdale School	5	-71.1792479	42.26947801
NEEDHAM STREET	Consider_Crosswalk	Flashers needed. Crosswalk needs to be moved	2	-71.1795289	42.26955469
NEEDHAM STREET	Consider_Crosswalk	Flasher to cross from neighborhood to school parking lot / soccer field. Move from current location. Too far people don't walk down there to come back up and cross. That's the way it is. Keep crosswalk at school too	2	-71.1869638	42.26939546
NEEDHAM STREET	Consider_Crosswalk	There's a crosswalk here already but people ignore it. Having solar flashing lights may help	1	-71.1830031	42.26941113
NEEDHAM STREET	Consider_Crosswalk	Flashers needed to cross from neighborhood to field / playground. Crosswalk. It it right place. dangerous		-71.1794604	42.26957135
NEEDHAM STREET	Driver_visibility	Bushes extending onto the sidewalk area block pedestrians and make it impossible to see oncoming traffic when entering from the side streets	14	-71.1752068	42.27032572
NEEDHAM STREET	Driver_visibility	Need stop sign. Drivers coming to fast from west Roxbury	10	-71.1821129	42.26986184
NEEDHAM STREET	Driver_visibility	house at corner of Needham has high hedge. cars from Lindale end up half way out on Needham st to see.	6	-71.1791569	42.26953084
NEEDHAM STREET	Driver_visibility	Bushes extending out and blocking visibility to see oncoming traffic without edging out of intersection to see if can then proceed out from Lindale to Needham St	3	-71.1793412	42.26950561
NEEDHAM STREET	Driver_visibility	Bushes are overgrown onto the sidewalk and block the view of oncoming traffic when exiting Vine Rock St.	3	-71.1822241	42.26989806
NEEDHAM STREET	Driver_visibility	Hedges at corner of Pine Hill Road mark it hazardous to cross or turn onto Needham Street	2	-71.1758027	42.27017395
NEEDHAM STREET	Driver_visibility	There is a pole that blocks visibility of pedestrians about to cross.	2	-71.1803849	42.26969741
NEEDHAM STREET	Driver_visibility	Sight line is blocked when making a left turn from Lindale Ave on to Needham St. This intersection is in a highly traveled school zone		-71.1790374	42.26961424
NEEDHAM STREET	Driver_visibility	Poor sight line coming out of Vine Rock at Needham St roundabout, cannot see westbound vehicles coming into roundabout		-71.182102	42.26988813
NEEDHAM STREET	Drivers_speeding	There is a crosswalk here but has poor visibility/not safe for children, especially considering that it's within the school zone for Riverdale Elementary. Consider traffic calming measures such as speed bumps to ensure 25mph cars. (Frequent area for DPD)	18	-71.1781734	42.26969138
NEEDHAM STREET	Drivers_speeding	The roundabout is not effective at slowing down cars, particularly on this one side.	15	-71.1823644	42.26972596
NEEDHAM STREET	Drivers_speeding	The start of the residential area starts here, so the speed limit should reduce here to 25mph.	12	-71.1883301	42.27021121

Street Name	Category	Comment (some comments lightly edited for spelling or clarity)	Likes	Location Coordinates	
				X	Y
NEEDHAM STREET	Drivers_speeding	Needham street residential area, drivers aggressively speeding and trashing whole street. Need cameras for trash violators to be fined! Please add a speed monitor. Also oversized trucks coming at 2,3,4 am	12	-71.1863051	42.26929612
NEEDHAM STREET	Drivers_speeding	Cut through and the don't slow down coming from Needham at the roundabout	9	-71.1824294	42.26969512
NEEDHAM STREET	Drivers_speeding	People speed along straightaways in Riverdale neighborhood. I live on Riverside Drive and my kids have almost been hit on numerous occasions. It's not a matter of "if" but "when"	6	-71.1741779	42.27044578
NEEDHAM STREET	Drivers_speeding	Drivers speeding all day long, cutting each off, beeping, trucks and large vehicles in a residential area. There needs to be police control and sidewalk all the way to park.	5	-71.1863051	42.26929612
NEEDHAM STREET	Drivers_speeding	Need to slow drivers coming from m side and west Roxbury	4	-71.1823292	42.26984844
NEEDHAM STREET	Drivers_speeding	Drivers regularly speed past the school- especially before/after school hours when there are a lot of children around	4	-71.1790708	42.26956137
NEEDHAM STREET	Drivers_speeding	Arrangement of the speed limit signs- 35 followed by "25 unless otherwise posted" makes it confusing as to what the speed limit actually is. Is it 25 or 35?		-71.1927417	42.27056746
NEEDHAM STREET	Other	Homeless person sleeps in their car in the woods and dumps their trash onto the trail.	12	-71.1915093	42.27103189
NEEDHAM STREET	Other	Trucks constantly ignore the no trucks sign	8	-71.1903639	42.270778
NEEDHAM STREET	Other	Need for a trash can; sign for fine for violators who litter	8	-71.1916747	42.27099168
NEEDHAM STREET	Other	Design - this roundabout is entirely for cars, that often speed. There should be crosswalks and better design to force cars to go slow, and to make it safer for people.	7	-71.1823902	42.26981835
NEEDHAM STREET	Other	Bikes do not follow traffic laws	4	-71.17427	42.27027999
NEEDHAM STREET	Other	People always run the red light. May need to move the stop line back or a delayed green	2	-71.1740295	42.27029347
NEEDHAM STREET	Other	Enforce the do not block the box Needham and bridge streets. Signal too short to get out of Dedham	2	-71.1747107	42.27025979
NEEDHAM STREET	Other	Put rumble strip around the rotary to slow the cars down coming from the high way	1	-71.1825568	42.26973134
NEEDHAM STREET	Other	People go the wrong way through the traffic circle		-71.1824483	42.26983852
NEEDHAM STREET	Poor_roadway	Road was dug up for gas line work and not properly repaired	18	-71.1841165	42.26851902
NEEDHAM STREET	Poor_roadway	All School areas should have safe walking, biking, handicapped ramps etc; with required lighting and proper signage. If you live less than two miles from your school your not eligible for getting the bus. sidewalks are in poor condition this is a problem	2	-71.1802	42.26966
NEEDHAM STREET	Sidewalk_Access	There is an entry/exit point to Cutler park here. There is no sidewalk from this entrance, going to Rosemary rd, which makes it dangerous for walkers to get back to the neighborhood.	19	-71.1872035	42.26960966
NEEDHAM STREET	Sidewalk_Access	The trail ends and forces walkers to dangerously 1) cross the bridge on the shoulder or 2) cross the dangerous street to get to the sidewalk on other side. Need pedestrian bridge.	18	-71.1895866	42.27097597
NEEDHAM STREET	Sidewalk_Access	Sidewalks are in very poor condition and not wide enough for people to pass each other	5	-71.1832446	42.26904112
NEEDHAM STREET	Sidewalk_Access	New sidewalks that were put in have been damaged by delivery trucks to businesses and need repairs.	2	-71.1748894	42.27024453
NEEDHAM STREET	Signage	This crosswalk is not designed for pedestrians. There is no signs signaling it is a crosswalk to drivers, despite it being in a school zone. There is a 'slow down' sign in the middle of the road, but its missing most of its letters because of being hit	12	-71.1830449	42.26933202
NEEDHAM STREET	Signage	Yield sign is missing	11	-71.1819077	42.26979667
NEEDHAM STREET	Signage	The crosswalk sign is not visible around the corner. A tree is obstructing it.	8	-71.1740479	42.27046436
NEEDHAM STREET	Signage	This crosswalk needs flashing beacons. And removal of the 'must yield' sign that does nothing.	6	-71.1804079	42.26962957
NEEDHAM STREET	Signage	No trucks sign is small and often ignored resulting in trucks dangerously driving on Needham street.	3	-71.1739888	42.27034223
NEEDHAM STREET	Transit_Access	The Needham St Bridge St intersection gets backed up during busy traffic times and drivers "cut through" Commonwealth ave and through the adjoining streets to reach Bridge Street at high speeds. Consider crosswalks at all stop signs in the area	4	-71.179168	42.26946692
NEEDHAM STREET	Transit_Access	Dedham needs more public transit	1	-71.1792554	42.26953103
NEEDHAM STREET	Unsafe_bike	Biking trails in Cutler empty on the other side of the bridge and force mountain bikers to bike on Needham St. from entrance to entrance without bike lanes, breakdown lanes, signage, or crosswalks. Very dangerous, needs attention.	25	-71.1934725	42.27049493
PINE STREET	Consider_Crosswalk	There is no meaningful crosswalk on Ames St. there should be one to get to either/both of Animal rescue and Nobles.	3	-71.1829223	42.2632703
PINE STREET	Driver_visibility	For cars that stop at the flashing stop sign, there is bad visibility looking back down Needham St because of the shrubs. This is dangerous, as cars are merging while going fast.	16	-71.1842039	42.26827448
PINE STREET	Driver_visibility	Coming out of Pine onto Needham heading towards 128, sometimes tough to see	9	-71.18522	42.26827001



Street Name	Category	Comment (some comments lightly edited for spelling or clarity)	Likes	Location Coordinates	
				X	Y
PINE STREET	Driver_visibility	Cannot see turning here in the morning	2	-71.1844635	42.26785748
PINE STREET	Other	This 'intersection' is inefficient. Cars often get backed up, there aren't meaningful or safe crosswalks, and cars go really fast on all sides of this.	6	-71.1846102	42.26803602
PINE STREET	Street_lighting	Street lighting is too dark along here at night when taking walks.	1	-71.1838	42.26589749
PINE STREET	Street_lighting	Street lighting too dark when taking walks at night.	1	-71.1804477	42.25992948
PROVIDENCE HIGHWAY	Consider_Crosswalk	Pedestrians should feel safer crossing providence highway. 3D painting for crosswalks, larger lighted signs indicating pedestrians walking etc.	8	-71.1722266	42.24656846
PROVIDENCE HIGHWAY	Consider_Crosswalk	The entire Dedham Mall area is hostile to pedestrians, making it easier to walk around after parking would be great	7	-71.169976	42.25599747
PROVIDENCE HIGHWAY	Consider_Crosswalk		6	-71.1709235	42.24985857
PROVIDENCE HIGHWAY	Consider_Crosswalk	would be great to have a clearly delineated diagonal crosswalk - shorter distance than what is there	5	-71.1720446	42.24662224
PROVIDENCE HIGHWAY	Consider_Crosswalk	Need crosswalks at all legs of this intersection.	5	-71.1719491	42.24675956
PROVIDENCE HIGHWAY	Consider_Crosswalk	Consider diagonal cross-walk to staples	5	-71.1720221	42.24658505
PROVIDENCE HIGHWAY	Consider_Crosswalk	need to signal to cars to be careful takin this right turn - there are a lot of people who walk to work and shop	2	-71.1770516	42.24067939
PROVIDENCE HIGHWAY	Consider_Crosswalk	Consider pedestrian overpass. Intersection too busy. Long wait for crossings. High pedestrian traffic from Washington Street bus stop.	2	-71.1711227	42.249749
PROVIDENCE HIGHWAY	Consider_Crosswalk		1	-71.1756702	42.24186485
PROVIDENCE HIGHWAY	Consider_Crosswalk		1	-71.1731061	42.2450617
PROVIDENCE HIGHWAY	Consider_Crosswalk		1	-71.1712429	42.24990207
PROVIDENCE HIGHWAY	Drivers_speeding		3	-71.1731819	42.24525221
PROVIDENCE HIGHWAY	Drivers_speeding		1	-71.1740431	42.24421358
PROVIDENCE HIGHWAY	Long_wait		11	-71.1722485	42.2464634
PROVIDENCE HIGHWAY	Long_wait	in addition to the wait, the signal timing for walking is insufficient, there's not a protected island for those who can't make the long crossing, distance encourages cutting the distance by leaving the crosswalk	7	-71.1804214	42.23218167
PROVIDENCE HIGHWAY	Long_wait	and walk signal too quick to get across, no landing island for those who can't make it	6	-71.1792139	42.23523448
PROVIDENCE HIGHWAY	Long_wait		3	-71.1773417	42.23988525
PROVIDENCE HIGHWAY	Long_wait	The crosswalk signal on this side of Pvd Hwy is essentially defunct. At night, with cars zooming past, it is incredibly dangerous for pedestrians who end up having to cross an eight-lane highway on a no-walk sign. PLEASE FIX!	1	-71.1805088	42.23232199
PROVIDENCE HIGHWAY	Other	murals and/or lights under the bridge would add to walkability and also encourage more people to park in lower Gonzalez lot	17	-71.1712882	42.24832085
PROVIDENCE HIGHWAY	Other	Terrifying intersection. Could something be done to make it safer and more attractive? The retail on the south side could really be unlocked if it was safe to walk	10	-71.1718975	42.24687224

Street Name	Category	Comment (some comments lightly edited for spelling or clarity)	Likes	Location Coordinates	
				X	Y
PROVIDENCE HIGHWAY	Other	Why is this one of the only 2 legal egress points from Legacy Place to return to Dedham. Why not allow a left turn on at the Elm St egress? Why force all traffic out to D-P hwy?	7	-71.1800307	42.23255652
PROVIDENCE HIGHWAY	Other	Why is this one of the only 2 legal egress points from Legacy Place to return to Dedham. Why not allow a left turn on at the Elm St egress? Why force all traffic out to D-P hwy?	5	-71.1791187	42.23554335
PROVIDENCE HIGHWAY	Other	Signal timings need to be adjusted for Saturday peak hours. You have to wait at least two cycle lengths to make a northbound left turn from Elm Street to Route 1. The queue reaches past the entrance to Legacy some Saturdays.	3	-71.1804947	42.23190702
PROVIDENCE HIGHWAY	Other	I'd prefer to walk to Legacy place because the parking lot is always packed but I feel unsafe crossing here. Add an island or other physical barriers to help protect people as they're crossing.	2	-71.1803379	42.23199395
PROVIDENCE HIGHWAY	Other	All-way stops in mall lot are free-for-all. Consider a rotary.	2	-71.169546	42.25607327
PROVIDENCE HIGHWAY	Other	Signal is poorly timed. Inadequate time for left turns into plaza at peak times or even exiting the plaza.	1	-71.1773336	42.23975028
PROVIDENCE HIGHWAY	Other	Despite signage indicating no U-turns from this left-turn lane of Providence Highway onto Elm, cars frequently make U-turns here. Needs better enforcement.	1	-71.180569	42.23164347
PROVIDENCE HIGHWAY	Other	What in god's name is this thing? Who was in charge when someone came up with this idea? I can't believe this still exists to comment on. Get rid of the direct through and make a proper rotary or intersection.	1	-71.1713081	42.25006206
PROVIDENCE HIGHWAY	Other	Several times I have been waiting to turn left onto Elm St. from Providence Hwy and the light has cycled through 3 times before I got the green left arrow.	1	-71.1803505	42.23219521
PROVIDENCE HIGHWAY	Other	short light signals results in traffic backup to take a left into legacy blvd		-71.1790918	42.23555041
PROVIDENCE HIGHWAY	Other	cars making a left turn from elm run the red light more often than not		-71.1803666	42.23184608
PROVIDENCE HIGHWAY	Poor_roadway	This small island is in poor condition and there is limited visibility for cars to see people waiting to cross.	2	-71.1805634	42.23227471
PROVIDENCE HIGHWAY	Poor_roadway	Lines need to be painted on Mah Way to show it's two-way. Also, the Petco parking lot feeds into Mah right where people are still at a high speed from Rte 1.	2	-71.1728023	42.2452354
PROVIDENCE HIGHWAY	Poor_roadway	Potholes and lack of turn lines around rotary make cars take the turn too sharp, squeezing the inside turn lane.	1	-71.1715282	42.25026058
PROVIDENCE HIGHWAY	Sidewalk_Access	crosswalk timing too short and does not have countdown - very hard to make it across particularly with children or disabled people	17	-71.1721948	42.24638795
PROVIDENCE HIGHWAY	Sidewalk_Access	the entire Dedham Mall is treacherous for cyclists and pedestrians, and even vehicles. entering and exiting onto the roads as well as the chaotic parking lots, lack of sidewalks within the shopping centers	6	-71.1715017	42.25225277
PROVIDENCE HIGHWAY	Sidewalk_Access	sidewalks in horrible condition, often overgrown with poison ivy and other brush, hard to walk let alone bike or use a wheel chair or stroller	5	-71.17901	42.23616784
PROVIDENCE HIGHWAY	Sidewalk_Access	I wish we could have an over RT One cross walk to Legacy Place so pedestrians getting off the bus and going to the mall did not have to cross Route One	4	-71.180331	42.23263542
PROVIDENCE HIGHWAY	Sidewalk_Access	Suggest a highway overpass, with accessibility, for pedestrian crossing. The highway is too wide and it is dangerous for both pedestrians and drivers as pedestrians cross toward legacy place	3	-71.1805376	42.2322503
PROVIDENCE HIGHWAY	Sidewalk_Access	Incredibly dangerous. Road is way too wide. Beg buttons malfunctioning. No protection for pedestrians	3	-71.1805559	42.23240013
PROVIDENCE HIGHWAY	Sidewalk_Access	dangerous crossing, not well marked, need to signal cars to look for pedestrians	3	-71.1776099	42.23984554
PROVIDENCE HIGHWAY	Sidewalk_Access	sidewalks in very poor condition, not plowed in winter, pushes people into the street	3	-71.174818	42.24324578

Street Name	Category	Comment (some comments lightly edited for spelling or clarity)	Likes	Location Coordinates	
				X	Y
PROVIDENCE HIGHWAY	Sidewalk_Access	timing of walk signal is too short - an able bodied person can barely make it in the allotted time. Don't think it has a countdown	2	-71.177229	42.23985348
PROVIDENCE HIGHWAY	Sidewalk_Access	crossing shopping center entrance very dangerous - not well marked so cars don't look for pedestrians	2	-71.1772022	42.23966682
PROVIDENCE HIGHWAY	Sidewalk_Access	For a highway of this magnitude how a pedestrian crossing bridge wasn't recommended for this intersection is beyond me!	2	-71.1802015	42.23210223
PROVIDENCE HIGHWAY	Sidewalk_Access	need better marking and signage to protect pedestrians	1	-71.1761745	42.24124928
PROVIDENCE HIGHWAY	Sidewalk_Access	Sidewalk in terrible shape. Fences falling into the walkway	1	-71.1745011	42.24370526
PROVIDENCE HIGHWAY	Sidewalk_Access			-71.1714575	42.24993384
PROVIDENCE HIGHWAY	Sidewalk_Access			-71.1736919	42.24469806
PROVIDENCE HIGHWAY	Sidewalk_Access			-71.1755427	42.24281967
PROVIDENCE HIGHWAY	Signage	Newton has its Death Rotary and we have ours. There are too many cross streets and possible options for this to be a rotary. What other rotary has a major road (Rte 1) cut through the middle??	6	-71.1712158	42.24972418
PROVIDENCE HIGHWAY	Signage	U turn sign is not enforced. Taking a right with a green arrow from elm onto providence highway has caused numerous close calls as vehicles make an illegal u turn from the other side of providence hwy. tavern in the square has increased # of illegal turns	3	-71.1806248	42.2318088
PROVIDENCE HIGHWAY	Signage	We need enforcement of the no U-turn sign here. When there's a green light to turn left onto Eastern, there's also a green light to turn right onto Rte 1.	3	-71.1722001	42.24649956
PROVIDENCE HIGHWAY	Signage	Confusing signage (none) and unclear if right on red is legal here. Lanes are a free for all	2	-71.1710397	42.24946925
PROVIDENCE HIGHWAY	Signage	There is no yield sign here. cars merge from highway directly into southbound US 1 land		-71.1815388	42.22989113
PROVIDENCE HIGHWAY	Signage	Cars constantly entering through restaurant exit - too wide on both sides. Needs entrance and exit signs very badly!		-71.1808721	42.23142699
PROVIDENCE HIGHWAY	Transit_Access	Mah Way acts as a quick cutover and drivers speed through. The expansive and largely unused parking lots for these businesses add to that to create a non-pedestrian friendly route.	2	-71.1728369	42.24514472
PROVIDENCE HIGHWAY	Unsafe_bike	There are a ton of amenities on Providence Hwy, but there is no safe way to navigate as a cyclist. Traffic is too fast to share the road. Left turns require pulling over to a crosswalk and trigger a crossing like a pedestrian.	1	-71.1782017	42.2379193
PROVIDENCE HIGHWAY	Unsafe_bike	Disgracefully unsafe road conditions for cyclists crossing Providence highway		-71.1717901	42.2465347
RIVER STREET	Drivers_speeding	River street is a raceway for cars, poor sidewalks and no traffic enforcement at all.	10	-71.1530175	42.24126489
RIVER STREET	Drivers_speeding	Should have speed bumps or stop sign at Dale st and Quincy Ave very unsafe speeders all the time used as a cut through	4	-71.1548806	42.24101763
RIVER STREET	Drivers_speeding	We need speed limit signs clearly posted on dale street. Cars use it as a Raceway to avoid the rotary at Cedar Street and River Street. i Have witnessed cars going by 40-45 mph!	4	-71.1517064	42.24126876
RIVER STREET	Drivers_speeding	This is an unsafe intersection. Traffic is heavy at times, with high speeds and 18 wheelers. We need speed humps, a set of lights and a way to stop all traffic so that pedestrians can safely cross		-71.1548982	42.24097051
RIVER STREET	Long_wait	Hostile area for pedestrians and cyclists	4	-71.1478315	42.2421765
RIVER STREET	Other	The intersection is too wide. It needs to be the standard size for a five street intersection.	3	-71.1549773	42.2409859
RIVER STREET	Other	This intersection creates significant confusion on a consistent basis. The flashing light and spacing for the intersection are unusual(also unsightly). Can we please match the east street rotary? Larger island, plant an oak tree.		-71.1548619	42.24111894
RIVER STREET	Sidewalk_Access		7	-71.1536397	42.24118546



Street Name	Category	Comment (some comments lightly edited for spelling or clarity)	Likes	Location Coordinates	
				X	Y
RIVER STREET	Sidewalk_Access	There is no sidewalk along parts of River between Oakdale Square and Whiting Ave. Many people walk there and cars come speeding down that road.	6	-71.1519153	42.24137609
RIVER STREET	Sidewalk_Access	Widen sidewalks to create safer crossings for pedestrians and create safer, more predictable traffic patterns.	5	-71.1549768	42.24110405
RIVER STREET	Sidewalk_Access	Limited and it no sidewalk on main street	4	-71.1490242	42.24209888
RIVER STREET	Signage	The little red-light island is completely inadequate (and confusing) for most drivers. Some understand it's a 5 way stop sign, but most treat it like a rotary. It's usually the most aggressive person that goes first. It needs better traffic signals.	8	-71.1549756	42.24098533
RIVER STREET	Street_lighting	Blinking light is unclear		-71.1549327	42.24102015
RIVER STREET	Unsafe_bike	Hostile for cyclists, road is narrow and cars take up too much space with street parking	5	-71.1454567	42.24256901
RIVER STREET	Unsafe_bike		2	-71.1549365	42.24094874
RUSTCRAFT ROAD	Consider_Crosswalk	Provide a safe crosswalk for those that park across the street for soccer games.	14	-71.1699274	42.23266724
RUSTCRAFT ROAD	Consider_Crosswalk			-71.1681344	42.23303762
RUSTCRAFT ROAD	Consider_Crosswalk	Flashing lights don't make people stop when kids are crossing, please consider elevated crosswalk		-71.1688293	42.2327576
RUSTCRAFT ROAD	Drivers_speeding	Drivers speeding down the hill towards the train stop. Consider traffic calming measures.	3	-71.1766584	42.22647693
RUSTCRAFT ROAD	Drivers_speeding	Speed Feedback sign does not work	2	-71.1678389	42.23311531
RUSTCRAFT ROAD	Drivers_speeding		1	-71.1628796	42.23384461
RUSTCRAFT ROAD	Drivers_speeding			-71.1663083	42.23330771
RUSTCRAFT ROAD	Drivers_speeding	Speeding and horn		-71.1623891	42.23428889
RUSTCRAFT ROAD	Other	allow apartments to enter and exit via Rustcraft to help ease congestion on legacy blvd	12	-71.1734515	42.22760896
RUSTCRAFT ROAD	Other	Why doesn't the study include Elm Street? The lack of a permissible left turn out of Legacy Place from the Elm Street egress prohibits a viable egress point that would be a major benefit to residents of Dedham instead of forcing all traffic out to Rte 1.	11	-71.1765782	42.22653527
RUSTCRAFT ROAD	Other	Many drivers are terrible about staying in their lane on this very sharp curve. Perhaps some safety poles in the double yellow line would help?	1	-71.1760215	42.22679387
RUSTCRAFT ROAD	Street_lighting			-71.1650767	42.23308528
RUSTCRAFT ROAD	Street_lighting			-71.1625532	42.2340313
RUSTCRAFT ROAD	Unsafe_bike	There's a utility pole right in the middle of the bike lane somewhere around here.	1	-71.1710494	42.2287249
RUSTCRAFT ROAD	Unsafe_bike	There is a gap in the bike lane between the Fields and East St along Rustcraft.		-71.1633849	42.23360524
RUSTCRAFT ROAD	Unsafe_bike	Bike path gets cut off		-71.1691511	42.23266227
SANDERSON AVENUE	Consider_Crosswalk	Poorly lit	2	-71.1638509	42.23803041
SANDERSON AVENUE	Driver_visibility	Cars park on each side of the road at this location (for businesses), problem is that the road is not wide enough and navigating on Sanderson Ave when cars are parked, narrows the lane and cars parked on the corner block your line of sight.	2	-71.1552154	42.24086279
SANDERSON AVENUE	Drivers_speeding	Please Consider lowering the speed limit and change the speed limit sign from 30 to 25mph . There are lots of kids on Sanderson and many speeding drivers that come up from river street.	2	-71.1560086	42.24040706
SANDERSON AVENUE	Drivers_speeding		1	-71.1584136	42.23970329
SANDERSON AVENUE	Other	The rotary in Oakdale is a complete disaster. The Ingres and egress into the rotary are too large and creates a dangerous condition. These is a major walking area and neighborhood business district, however it operates as a cut through for 18 wheelers	60	-71.155093	42.24091461
SANDERSON AVENUE	Other	Drivers speed and run stop sign	8	-71.1598864	42.23919973
SANDERSON AVENUE	Signage	people drive through this stop sign all the time. needs to be clearer.	4	-71.1601571	42.23916713
SANDERSON AVENUE	Street_lighting	this area lacks sufficient lighting for walkways		-71.1626486	42.23833003
SANDERSON AVENUE	Street_lighting	Trying to pull out onto East St can take some time. Street lights should be considered at this intersection.		-71.1634645	42.23812741
SANDERSON AVENUE	Street_lighting	Need a blinking light to alert drivers of stop signs. Cars drive through stop signs daily.		-71.1600111	42.23920172
SAWMILL LANE	Consider_Crosswalk	Very busy intersection. Lots of students walking to school. Needs some high visibility crosswalks and larger signs for pedestrians	2	-71.1542598	42.24768829
SAWMILL LANE	Drivers_speeding	Dedham Parkway	2	-71.1527977	42.24811014
SAWMILL LANE	Other	the left turn signal is too short, causing folks to cut in front of oncoming traffic or take a left from straight only lane	2	-71.1542467	42.24780658
SAWMILL LANE	Unsafe_bike		2	-71.153433	42.2479047
SPRAGUE STREET	Consider_Crosswalk	Make the crosswalk shorter here by adjusting the angle. It is dangerous at night when walking home from the train.	9	-71.1586915	42.23187002
SPRAGUE STREET	Consider_Crosswalk	Crosswalk between Hillsdale & Turner st	3	-71.150338	42.22931582
SPRAGUE STREET	Driver_visibility	There is a car routinely parked on the corner of Sprague and Hillsdale that impedes driver visibility for drivers turning onto Sprague	1	-71.1500523	42.22950174

Street Name	Category	Comment (some comments lightly edited for spelling or clarity)	Likes	Location Coordinates	
				X	Y
SPRAGUE STREET	Drivers_speeding	This intersection is very dangerous to cross on foot and takes forever to turn/cross in a car from Greenlodge because of speeding drivers on Sprague. It's the main connector between the elementary school and the one park so lots of people kids try to cross	34	-71.1558688	42.22989378
SPRAGUE STREET	Drivers_speeding	Drivers speed coming out of the traffic circle toward Sprague and Drivers coming off Sprague jump out in front of speeding vehicles to make the turn. The speed and lack of signals are hard for cars and pedestrians!	16	-71.1588469	42.23199499
SPRAGUE STREET	Drivers_speeding		10	-71.1533579	42.22929399
SPRAGUE STREET	Drivers_speeding	Sprague street is just awful with speeding especially trucks at night and early in the morning. There shouldn't be tractor trailers on the road. There are signs saying no trucks over 2.5 tons. Not sure how much enforcement there is.	6	-71.1454818	42.23093949
SPRAGUE STREET	Drivers_speeding	There is a cross walk with blinking lights people constantly speed through when lit, on multiple occasions this year they have continued even when the school bus was letting kids off.	4	-71.1473999	42.23042387
SPRAGUE STREET	Drivers_speeding		3	-71.1484871	42.23033468
SPRAGUE STREET	Drivers_speeding	Drivers speeding through the traffic circle onto Sprague or cedar cause a danger to pedestrians and also to those trying to turn left off of Sprague.	3	-71.1586934	42.23198208
SPRAGUE STREET	Drivers_speeding	Cars go extremely fast where kids are trying to cross over Sprague from beech st./	2	-71.1504659	42.22923043
SPRAGUE STREET	Drivers_speeding	Consider moving the painted stripes on the sides of the road inward to narrow the lanes to reduce speeds on Sprague St. I understand the large trucks and busses need to pass, so perhaps the widened shoulders could be a buffer for them?	2	-71.1578654	42.23156021
SPRAGUE STREET	Drivers_speeding	vehicles, especially very large trucks are speeding constantly.	2	-71.1519673	42.22912019
SPRAGUE STREET	Drivers_speeding		1	-71.1554677	42.22963773
SPRAGUE STREET	Drivers_speeding	speeding drivers cross double yellow lines to pass slower cars	1	-71.1554677	42.22963773
SPRAGUE STREET	Drivers_speeding	Speeding traffic descends the hill and ascends the hill making this intersection very dangerous for automobiles and bicycles	1	-71.1421259	42.2308768
SPRAGUE STREET	Drivers_speeding	Trucks going super fast down the road, shaking our homes	1	-71.145632	42.23060584
SPRAGUE STREET	Drivers_speeding	Drivers speeding makes it dangerous to cross. I witness multiple near misses on daily walks to school. Most people fly through the crossing light. Traffic calming up the hill would reduce speeding.	1	-71.1561789	42.23030092
SPRAGUE STREET	Drivers_speeding	Everything about Sprague street is the worst. People speed and it's worse at the bottom of the hill near the Village Manor. Westwood has "traffic calming" things maybe Sprague would benefit from those.		-71.143172	42.23060557
SPRAGUE STREET	Drivers_speeding			-71.1534143	42.22904396
SPRAGUE STREET	Other	The intersection in the Manor near Village manor is terrible. Many people think it is two lanes in front of the village manor. This needs to be fixed. People coming speeding out and not looking for other cars. I was hit at Durham Rd by a delivery driver	6	-71.1417752	42.23097911
SPRAGUE STREET	Other	large trucks using road despite posted sign banning trucks over 2.5 tons	1	-71.1554677	42.22963773
SPRAGUE STREET	Other	Fix giant hump in road here		-71.1521536	42.22911673
SPRAGUE STREET	Poor_roadway	intersection of Alden Ave and Sprague St has a big bump that is never done when paving a road. Was it to slow people down?	1	-71.152264	42.22906118
SPRAGUE STREET	Poor_roadway	pothole keeps forming around utility service access point. speeding vehicles make it worse and dangerous.		-71.1519673	42.22912019
SPRAGUE STREET	Sidewalk_Access	Hillsdale Rd should really have a sidewalk. So many young families live on this road and walk here. Please consider adding a sidewalk here.	9	-71.1501582	42.22930491
SPRAGUE STREET	Sidewalk_Access	The sidewalks on Sprague street past Greenlodge rd are terrible and not great to use. Some of the sidewalk is barely there	8	-71.145632	42.23060584
SPRAGUE STREET	Sidewalk_Access	Consider sidewalks for Sprague and Turner Streets	2	-71.1501272	42.22960012
SPRAGUE STREET	Signage	As a runner, coming down Cedar street, cars don't stop behind the line on Sprague. I've almost been hit about 4 times.	17	-71.1588015	42.23191952
SPRAGUE STREET	Signage	Yield sign at Endicott Rotary for traffic proceeding from Route 128 down East Street to rotary is not effective. Drivers constantly fail to yield to traffic in rotary. Need a stop sign which is clearly visible.	5	-71.1587734	42.23173886
SPRAGUE STREET	Signage	Drivers do not stop at stop signs at corner of Dresser and Kimball	2	-71.1559948	42.23034709
SPRAGUE STREET	Unsafe_bike	I wouldn't bike here. You will be hit	6	-71.1416894	42.23104266
SPRAGUE STREET	Unsafe_bike	There is a major commuting corridor not just for cars and trucks, but for bicycles as well. There are bike lanes painted on the road, but cars ignore them and regularly drive over them or park in them. Recommend putting posts to protect bikers.	2	-71.157797	42.23158322
VETERANS OF FOREIGN WARS PARKWAY	Consider_Crosswalk		2	-71.1713955	42.2504264

Street Name	Category	Comment (some comments lightly edited for spelling or clarity)	Likes	Location Coordinates	
				X	Y
VETERANS OF FOREIGN WARS PARKWAY	Consider_Crosswalk	No way to cross over the rotary for pedestrians	2	-71.1712992	42.250397
VETERANS OF FOREIGN WARS PARKWAY	Consider_Crosswalk		1	-71.1717228	42.25031124
VETERANS OF FOREIGN WARS PARKWAY	Drivers_speeding	Many drivers on VFW run red light	1	-71.170632	42.25621143
VETERANS OF FOREIGN WARS PARKWAY	Other	This strip should look more like VFW in West Roxbury - TREES, TREES, and more TREES. Now, it looks like an industrial wasteland	6	-71.1696276	42.25970777
VETERANS OF FOREIGN WARS PARKWAY	Other	Fence between Rte one is cut and allows people to cross		-71.1693309	42.26034883
VETERANS OF FOREIGN WARS PARKWAY	Poor_roadway	You should schedule more streetsweepers to clean this highway.		-71.168901	42.26171459
VETERANS OF FOREIGN WARS PARKWAY	Sidewalk_Access	These sidewalks are in horrible shape and get easily overgrown	5	-71.1705362	42.25718418
VETERANS OF FOREIGN WARS PARKWAY	Unsafe_bike	I hope those bike lanes are coming along!	12	-71.170148	42.25874694
VETERANS OF FOREIGN WARS PARKWAY	Unsafe_bike	Lack of parking for cyclists along the entire highway.		-71.1697972	42.25790368
VETERANS OF FOREIGN WARS PARKWAY ROTARY	Consider_Crosswalk		4	-71.170961	42.25006902
VETERANS OF FOREIGN WARS PARKWAY ROTARY	Other	Clearly marked two lanes. Putting lines throughout the rotary so unfamiliar drivers understand where their lane is and goes.	3	-71.1714985	42.24978617
VETERANS OF FOREIGN WARS PARKWAY ROTARY	Signage		1	-71.1711034	42.25019591
VETERANS OF FOREIGN WARS PARKWAY ROTARY	Unsafe_bike			-71.1716077	42.25007679
WALNUT STREET	Consider_Crosswalk	This crosswalk is poorly lit. I was almost hit by a car a speeding car turning left from east onto walnut. I assume they did not see, as they braked late.	3	-71.1649172	42.24015975
WALNUT STREET	Driver_visibility	The stop sign on Walnut coming from East St is hard to see due to the trees. The bushes on the corner of Walnut and Mount Vernon (on left when coming from East) make it difficult to see other car approaching. Cars consistently roll through or do not stop.	8	-71.1614884	42.24135592
WALNUT STREET	Driver_visibility	can barely see around the corner if you're on mount Vernon and someone is at the stop on walnut.	5	-71.1615647	42.24135183
WALNUT STREET	Driver_visibility	The high bushes at the house on this corner makes it difficult for cars to see pedestrians crossing and other cars approaching.	2	-71.1618176	42.24139992
WALNUT STREET	Drivers_speeding	Tons of speeding on Walnut	6	-71.1573672	42.24314234



Street Name	Category	Comment (some comments lightly edited for spelling or clarity)	Likes	Location Coordinates	
				X	Y
WALNUT STREET	Drivers_speeding	Speeding on Oakdale ave between walnut st and Oakdale square	5	-71.1556492	42.24402296
WALNUT STREET	Drivers_speeding	I frequently walk on Walnut Street between Whiting and Milton. Drivers speed like crazy and I'm always scared about what would happen if I trip and fall. Also, as drivers approach the four-way stop at Whiting, many of them are texting.	4	-71.1547634	42.24603514
WALNUT STREET	Drivers_speeding	This intersection is dangerous and has many accidents. Drivers speed and don't stop reliably at stop sign. Both and auto and a pedestrian/biker danger	2	-71.1554086	42.24446873
WALNUT STREET	Drivers_speeding	In recent months there have been many oversized trucks and tractor trailers speeding down Walnut St. Trees from the Endicott Estate grounds are often damaged by the height of the tractor trailers.	1	-71.154315	42.246985
WALNUT STREET	Drivers_speeding	Drivers come fast onto Walnut from Milton and go way too fast on the curve.	1	-71.1542733	42.24704935
WALNUT STREET	Drivers_speeding	Walnut street has many speeding cars and accidents at Mt Vernon St. 4-way stop	1	-71.1607072	42.24161437
WALNUT STREET	Drivers_speeding			-71.154492	42.24685699
WALNUT STREET	Other	People regularly run stop signs and don't yield to pedestrians	17	-71.1554383	42.2444995
WALNUT STREET	Other	Cars coming down Oakdale, often only look left before turning onto walnut so pedestrians (including school children walking home), are very unsafe crossing there	11	-71.1555724	42.24410139
WALNUT STREET	Other	Turning left from Walnut onto Milton can be extremely difficult during higher traffic times where there is traffic coming from both ways on Milton frequently	10	-71.1541866	42.24707179
WALNUT STREET	Other	Drivers run stop signs all the time	5	-71.1611739	42.241527
WALNUT STREET	Other	Drivers do not follow 4way stop at Walnut/Mt. Vernon. The bushes (often overgrown restricting sidewalk access) reduce visibility on this corner for both pedestrians and drivers.	2	-71.154315	42.246985
WALNUT STREET	Other	Too many accidents happen at this intersection	1	-71.1553792	42.2444525
WALNUT STREET	Other	There are crosswalks here but the intersection can't handle the congestion. People blow through the stop signs and it's on a main walking route for many school kids. Please consider traffic calming.		-71.155574	42.24436051
WALNUT STREET	Poor_roadway	Oakdale avenue needs to be included in this road study. The roadway is in horrible condition, sidewalks are narrow on this curvy road and so many kids walk on it to get to and from the middle and high schools. PLEASE consider adding this road!	2	-71.1555168	42.24395247
WALNUT STREET	Poor_roadway	Oakdale Ave needs to be fixed. The road itself is falling apart, there are no lane dividers, and cars drive so fast around the corner that it's dangerous for other cars and pedestrians. Especially with the daycare and high traffic. This needs to be fixed!		-71.1555145	42.2439743
WALNUT STREET	Sidewalk_Access	Low hanging branches on trees or overgrown bushes make passing on sidewalks difficult on roads like Walnut and East..	1	-71.154315	42.246985
WALNUT STREET	Sidewalk_Access	Has it been forgotten about? Its barley passible		-71.1631889	42.24082516
WALNUT STREET	Sidewalk_Access	The sidewalk on the section of Walnut Street across from the Endicott Estate is very dangerous. It is uneven, narrow, dark, and often covered in leaves and debris		-71.154315	42.246985
WALNUT STREET	Sidewalk_Access	There needs to be a sidewalk here		-71.1622926	42.24118348
WALNUT STREET	Sidewalk_Access	Sidewalk is in poor condition on Oakdale ave. It's very windy and cars often park ON the sidewalk, causing pedestrians to have to walk in the street. I see school kids having to do this all the time.		-71.1555579	42.24406664
WALNUT STREET	Signage	Simple stop signs aren't very visible and drivers can go right through the four way stop!		-71.1554754	42.24440556
WASHINGTON STREET	Consider_Crosswalk	crosswalk at MBTA bus stop could use improvement - not well signed from both directions, traffic very dangerous and a lot of near misses as pedestrians are crossing	10	-71.1794397	42.24066918
WASHINGTON STREET	Consider_Crosswalk		5	-71.171653	42.24960443
WASHINGTON STREET	Consider_Crosswalk		4	-71.1720715	42.24915572
WASHINGTON STREET	Consider_Crosswalk		3	-71.1720983	42.24923911
WASHINGTON STREET	Consider_Crosswalk		3	-71.172286	42.24911204
WASHINGTON STREET	Consider_Crosswalk	It is terrible crossing at the rotary on foot and dangerous going around the rotary on a bike	2	-71.1710897	42.25059696
WASHINGTON STREET	Consider_Crosswalk	Washington St from Boston Line to the Rotary, sidewalks are rarely cleared in the winter; often plows leave huge mounds on the crosswalks	2	-71.1683783	42.25229644
WASHINGTON STREET	Consider_Crosswalk	Missing sidewalk after hogan tire on northbound side		-71.185746	42.22891266
WASHINGTON STREET	Consider_Crosswalk	To access 34E bus stop at this location		-71.1846486	42.23203073
WASHINGTON STREET	Driver_visibility	angled parking a safety issue - adds confusion with cars backing out near the intersection, hard to see other cars and bikes when backing out	11	-71.1736218	42.24778972
WASHINGTON STREET	Driver_visibility	difficult for drivers to navigate entering and exiting la taqueria given length of opening, long gap without a sidewalk, confusion at intersection	11	-71.1716762	42.24953755

Street Name	Category	Comment (some comments lightly edited for spelling or clarity)	Likes	Location Coordinates	
				X	Y
WASHINGTON STREET	Driver_visibility	It is very difficult to see from Bryant St. towards the center) when trying to make a left. Not sure why this traffic signal isn't always working to allow Bryant to safety turn onto Washington St.	8	-71.1742556	42.24658605
WASHINGTON STREET	Driver_visibility	This parking lot is impossible to get in and out of. Could the entrance/exit be rerouted through the neighboring bank?	4	-71.1715113	42.2495169
WASHINGTON STREET	Driver_visibility	I avoid this intersection whenever possible. Low visibility combined with speeding cars makes turning left onto Washington from Harris scary.	3	-71.1720224	42.24922385
WASHINGTON STREET	Driver_visibility	intersection needs a 24 hr green/red signal as well as an remote signal override for fire house on Bryant street to speed fire response time	2	-71.1742028	42.2466274
WASHINGTON STREET	Driver_visibility	Difficult when people park on washington to cross over from Maple to the opposite side of Washington street. Parking in front on the corner of Washington and maple should be eliminated	1	-71.1668548	42.25329705
WASHINGTON STREET	Driver_visibility	The hedges on the left side at the end of Curve make it challenging for drivers exiting to see. Drivers (especially at night and early morning) frequently fly through the red light- they can't see cars exiting, exiting cars can't see them.	1	-71.1642559	42.25543719
WASHINGTON STREET	Driver_visibility			-71.1825833	42.23568087
WASHINGTON STREET	Driver_visibility	Low visibility at intersection		-71.1641298	42.25539947
WASHINGTON STREET	Drivers_speeding	tremendous speeding, particularly in mornings and on weekends. likely contributes to cut through traffic because road width encourages drivers to go fast, dangerous for other drivers and pedestrians	7	-71.1759214	42.24468559
WASHINGTON STREET	Drivers_speeding		3	-71.1747735	42.24595635
WASHINGTON STREET	Drivers_speeding	Speeds are excessive on this stretch, encourages cut through traffic via apps. Could we make this three lanes: one travel lane in each direction and a shared left turn lane, with bike lanes as well?	2	-71.1818645	42.23722586
WASHINGTON STREET	Drivers_speeding	Drivers go very fast on the Oakdale Ave portion approaching walnut street. I walk there with my children and find it very scary when cars are driving so fast, often texting too. I would like to have a guard rail near the corner or speed humps.	2	-71.1695874	42.2512737
WASHINGTON STREET	Drivers_speeding	When it isn't blocked by traffic, vehicles often speed around this low visibility corner	2	-71.1717854	42.24951412
WASHINGTON STREET	Drivers_speeding	Lower East constantly plagued by drivers avoiding lights on Wash.- Going WELL above limits	2	-71.1647495	42.25548483
WASHINGTON STREET	Drivers_speeding	Washington Street at intersection of WRox needs enforcement	2	-71.1656829	42.25430956
WASHINGTON STREET	Drivers_speeding	Drivers use Pearl/School/Worthington as a cut through to avoid downtown traffic lights. They speed relentlessly. A change to one way traffic or features such as a speed table would reduce aggressive speeds that threaten the lives of children/pedestrians.	2	-71.1754496	42.24563708
WASHINGTON STREET	Drivers_speeding	Drivers coming from Washington street via Dedham using as a cut through skipping the lights at Elm street	1	-71.182755	42.23560143
WASHINGTON STREET	Drivers_speeding	Drivers frequently blow through this very visible red light- going way over the speed limit.	1	-71.1642023	42.25541336
WASHINGTON STREET	Drivers_speeding	We live on Washington St. between Marion and Marsh St. The speed limit is poor marked but "supposedly" is 30 miles per hour, which is rarely observed. There is rarely a police presence and the average speed is MUCH more than 30mph. It is UNSAFE!	1	-71.1768059	42.24408042
WASHINGTON STREET	Drivers_speeding	School st is a speedway for drivers cutting through to Court st.	1	-71.1740889	42.24747782
WASHINGTON STREET	Drivers_speeding	Cars spending at all times along Washington St. from The intersection after Dedham Plaza to set of lights at Elm Street. It's just so dangerous. Many speeds in excess of 50mph. Also Court St. to Washington St. from Dedham Center is just as bad.		-71.1817904	42.23725339
WASHINGTON STREET	Drivers_speeding	Lower East Street neighborhood has constant speeding vehicles.		-71.1646555	42.25551461
WASHINGTON STREET	Drivers_speeding			-71.1646287	42.25519697
WASHINGTON STREET	Drivers_speeding	School St is like a drag racing strip. Fast rolling stops at the stop sign puts everybody at risk.		-71.1741062	42.24745623
WASHINGTON STREET	Drivers_speeding	Even with the flashing lights I waited minutes to cross here. People make eye contact with me, see the flashing lights, and keep going. INCLUDING COPS!!!		-71.1753923	42.24526817
WASHINGTON STREET	Drivers_speeding	Worthington Street is a GPS cut-through and invites fast acceleration and inattention. A speed table or something similar would slow drivers down and make it safer for pedestrians and the kids who play in driveways.		-71.1753055	42.24569432
WASHINGTON STREET	Drivers_speeding	There are too many lanes and the road is too wide. There is a lot of speeding here because of how wide and straight the road is at this section of Washington St.		-71.1811787	42.2384796
WASHINGTON STREET	Drivers_speeding	General comment: Too many big trucks, Cars speeding.		-71.1771734	42.24327653
WASHINGTON STREET	Drivers_speeding	So dangerous because the road is way too broad at that part. Drivers speed recklessly		-71.1737053	42.24792456
WASHINGTON STREET	Long_wait	Really long wait here, for an area that needs to be more friendly for pedestrians and cyclists	4	-71.1660449	42.25399236
WASHINGTON STREET	Long_wait	Making walkers wait 2 light cycles is unfair. The wait is so long pedestrians regularly jay-walk	4	-71.1737007	42.24812997
WASHINGTON STREET	Long_wait	Unsafe drop off point for 34E riders crossing Washington st to access Legacy Place		-71.1835811	42.23406435
WASHINGTON STREET	Long_wait	Once a pedestrian pushes the button to get a walk signal it should happen quickly. The wait is far too long.		-71.1732255	42.24825514

Street Name	Category	Comment (some comments lightly edited for spelling or clarity)	Likes	Location Coordinates	
				X	Y
WASHINGTON STREET	Other	Other really should be turn signals/lanes from each direction.	8	-71.1734309	42.2482178
WASHINGTON STREET	Other	Pretty much a constant stream of illegal rights on red from Washington onto High in the morning rush hour - would love more monitoring of this to break the habit.	7	-71.1733726	42.24832088
WASHINGTON STREET	Other	Left turns are dangerous due to oncoming traffic	7	-71.1734691	42.24820054
WASHINGTON STREET	Other	Everything - speeding, poor sidewalks, sidewalks aren't shoveled, all make for dangerous commuting for those who use this bus stop and walk to Legacy	6	-71.1834684	42.23430862
WASHINGTON STREET	Other	As soon as this light turns red, the lights on Providence Highway turn green. I think there needs to be a longer delay since cars often are still crossing Providence Highway when the Providence Highway light turns green.	5	-71.1711464	42.25035475
WASHINGTON STREET	Other	Left turn from Washington to high needed	4	-71.1735932	42.24811914
WASHINGTON STREET	Other	Consider re-routing the traffic in the square and making High St to Washington St to Bryant Ave one ways.	2	-71.1741706	42.24693666
WASHINGTON STREET	Other	The traffic lights and timing in the square used to work. The over concern for pedestrians and slowing cars down has made this intersection a total mess. I recently sat at a red light (with no pedestrians crossing) for three full songs.	2	-71.1733887	42.24822635
WASHINGTON STREET	Other	People park behind the last spot in the bus area causing problems for traffic trying to get around the car, cutting into oncoming lane	2	-71.1730041	42.24850073
WASHINGTON STREET	Other	During the morning rush hour, the blocking of the intersection downtown of High Street and Washington Street is ridiculous. Other cities have signs stating fines for blocking the intersection, which we should have AND then enforce it.	2	-71.1733761	42.24824311
WASHINGTON STREET	Other	As usual, Dedham ignoring a whole swath of properties in the town that can't even comment! Lower East Street is part of town!!!!	2	-71.1647174	42.25545108
WASHINGTON STREET	Other	Disagree with comment about angled parking. This type of parking is common in the country.	1	-71.1736265	42.24783835
WASHINGTON STREET	Other	The intersection at Harris and Washington Street continues to very unsafe- two pedestrians struck within a year. Poor parking enforcement, odd crosswalk locations, a bus stop, poor lighting, traffic build up coming off route 1.	1	-71.1720091	42.24923719
WASHINGTON STREET	Other	Love the quick response for a pedestrian crossing signal here.		-71.1741501	42.24666649
WASHINGTON STREET	Other	Even on the crosswalk people don't stop because they speed or already look at the signal ahead crossing high street, it's every time a dangerous crossing and needs improvement. Maybe an elevated platform		-71.1739963	42.24735571
WASHINGTON STREET	Other	Cars heading south on Washington St. cannot see the green left turn arrow until they are right in front of it. There should be some adjustment to the illumination so it can be seen from a distance.		-71.1833099	42.23454192
WASHINGTON STREET	Poor_roadway	Repaint lines. Stop lines/crosswalk is not well marked. Cars routinely inching up unto cross traffic.	2	-71.1714209	42.24966174
WASHINGTON STREET	Poor_roadway	The new paving and man hole covers are an uneven level and feel like pot holes		-71.1773694	42.24298448
WASHINGTON STREET	Sidewalk_Access	needs signage for crosswalk. drivers constantly miss it - don't slow	8	-71.1739312	42.24735813
WASHINGTON STREET	Sidewalk_Access	difficult to cross here with strollers given length of crossings	8	-71.1736915	42.24815108
WASHINGTON STREET	Sidewalk_Access	The whole stretch of sidewalk from Washington/Court to downtown is in bad condition. It is not continuous, there is not room for a stroller or wheelchair, bad lighting, and unwelcoming.	3	-71.1779877	42.24229417
WASHINGTON STREET	Sidewalk_Access	This intersection is very large and would be better with corner bump outs to reduce walking distance diagonally to and corner to corner	3	-71.1736948	42.24810926
WASHINGTON STREET	Sidewalk_Access	lack of snow removal means people have to walk in the road after storms, which is very dangerous and has been fatal in the past	2	-71.1821354	42.23674727
WASHINGTON STREET	Sidewalk_Access	sidewalks along wash st here re narrow and the poles are smack in the middle - impossible to navigate for wheelchairs and strollers. also very torn up and overgrown with vegetation in many areas	2	-71.182339	42.23622032
WASHINGTON STREET	Sidewalk_Access	This sidewalk is very challenging/impossible for pedestrians especially if using a stroller or wheelchair. Large trees block view, roots tear up asphalt, lack of snow removal, and significant slope near the crosswalk forces one to walk in street.	1	-71.1839144	42.23359044
WASHINGTON STREET	Sidewalk_Access	Sidewalks are far too narrow and not maintained at all. Can't even walk single file due to light poles and brush. Not ever shoveled or salted either.	1	-71.1824763	42.23580598
WASHINGTON STREET	Sidewalk_Access	Safer crossing infrastructure for accessing 34E bus stop		-71.1795417	42.24048252
WASHINGTON STREET	Sidewalk_Access	No sidewalks until you reach Boston end. Bushes and trees along side make visibility difficult.		-71.1646126	42.25547094
WASHINGTON STREET	Sidewalk_Access	No sidewalks		-71.1648593	42.25543123
WASHINGTON STREET	Sidewalk_Access	State does not attend to sidewalks after snow		-71.1669461	42.25351345
WASHINGTON STREET	Sidewalk_Access	The long stretch of drive turnoff into the Plaza parking lot is very difficult to cross as a pedestrian as cars think they have plenty of time to pull out or try to squeeze in front of you to make a turn across traffic.		-71.1785707	42.24155008
WASHINGTON STREET	Signage	Crosswalks are in place for Harris and Washington Street just no signs to warn drivers.	4	-71.1719963	42.24936005
WASHINGTON STREET	Signage	Add signage to crosswalk (lots of walkers use this when they don't want to wait at lights in the intersection)	2	-71.1739655	42.24736729



Street Name	Category	Comment (some comments lightly edited for spelling or clarity)	Likes	Location Coordinates	
				X	Y
WASHINGTON STREET	Street_lighting	The stretch along Washington across from the plaza feels very unsafe. There is poor lighting after the bus stops heading towards downtown; sidewalks are in poor condition; crosswalks lack visibility; and the forested area could be better kept or enhanced.	3	-71.1786642	42.2415525
WASHINGTON STREET	Transit_Access	There needs to be better signage for the 34E stop as well a pull-off space or covered waiting area. Very unfriendly for actual use, especially in inclement weather.		-71.1750986	42.24549651
WASHINGTON STREET	Unsafe_bike	The Dedham section of Washington street before it connects to Boston's bike lanes and eventually the SW Corridor is the worst part of my commute. No bike lanes, aggressive drivers, dim lighting, pot holes. A painted bike lane would go a long way.	2	-71.1634856	42.25601612
WASHINGTON STREET	Unsafe_bike	Square is too congested for addition of bike lanes on the road	1	-71.1717659	42.24943053
WASHINGTON STREET	Unsafe_bike	As a bike commuter coming from Wilson Ave, unsafe situation when changing lanes to access Court st		-71.1809257	42.2389257
WEST STREET	Other	tree work needed to rid the fear that branches will fall as one drives 'under them'		-71.1987252	42.2615399
WEST STREET	Sidewalk_Access	No lane or walk area at the corner of Rosemary rd and Needham street to continue walking or biking safety to cutler park.	1	-71.204556	42.2636631
WEST STREET	Sidewalk_Access	There's a sidewalk the moment you get into Needham but Dedham makes it incredibly dangerous for anybody who isn't driving to get around.		-71.2179469	42.26759492
WEST STREET	Sidewalk_Access	The lack of sidewalks makes this stretch of windy road terrifying as a pedestrian. I feel I am taking my life into my hands whenever I go along West Street on foot.		-71.1991285	42.26170356
WEST STREET	Unsafe_bike	Turns, poor visibility and speeding drivers make me feel unsafe when biking here. I'd love to be able to mike with my kids from Dedham to Needham	1	-71.2006294	42.26237128
WEST STREET	Unsafe_bike	The yield sign coming off of exit 17 means that drivers don't see or stop for bikers (or the unlucky pedestrian) along West Street.		-71.2096749	42.26551474
WEST STREET	Unsafe_bike	Drivers often cut around cyclists to get into the highway. A lack of bike lanes makes the road dangerous as drivers to not expect/make room for non-cars.		-71.2041281	42.26364888
WHITING AVENUE	Consider_Crosswalk	There should be a crosswalk here at the entrance to the parking area/Recreation Road.	14	-71.1587367	42.24553133
WHITING AVENUE	Consider_Crosswalk	Kids walking to Avery (and high school) have no safe place to cross Whiting other than at the intersections so instead, many kids just run across Whiting	10	-71.1586166	42.24557271
WHITING AVENUE	Consider_Crosswalk	Please consider crosswalks here. It's very dangerous for pedestrians trying to cross over river street.	4	-71.1502519	42.24190031
WHITING AVENUE	Consider_Crosswalk	Why not a cross walk across whiting where people are exiting from the high school stadium	3	-71.1587911	42.2454506
WHITING AVENUE	Consider_Crosswalk	Please add a crosswalk at high school entrance	1	-71.1655173	42.24439876
WHITING AVENUE	Consider_Crosswalk		1	-71.1618118	42.24533226
WHITING AVENUE	Consider_Crosswalk	So many kids run across the road here. Given the access to the fields, theater, etc it seems like a crosswalk here would be important		-71.1605406	42.24564518
WHITING AVENUE	Consider_Crosswalk			-71.1587549	42.24559356
WHITING AVENUE	Consider_Crosswalk	Kids often run across the street here to get to and from the middle school.		-71.1666718	42.24380231
WHITING AVENUE	Driver_visibility	Constant issue!!!		-71.1555728	42.24447667
WHITING AVENUE	Drivers_speeding	The stretch of Whiting Ave between Mt. Vernon and Walnut should be a school zone. Many students walk to and from school along this route and drivers frequently go down Whiting way too fast.	20	-71.1605606	42.24549825
WHITING AVENUE	Drivers_speeding	Drivers not stopping at stop signs and speeding through	14	-71.1676135	42.24363137
WHITING AVENUE	Drivers_speeding	Speeding here all the time- its SCARY to walk	2	-71.1580894	42.24542677
WHITING AVENUE	Drivers_speeding	Constant issue!!! Need speed humps	1	-71.1557591	42.24456799
WHITING AVENUE	Drivers_speeding	Lots of drivers go right through the stop sign. It seems very unsafe during the DHS start time.	1	-71.1553108	42.2444274
WHITING AVENUE	Drivers_speeding	People speed here daily. Have even seen cars pass other cars to go faster		-71.1559891	42.24473579
WHITING AVENUE	Drivers_speeding	Really dangerous as folks don't see the stop signs and will blow through the 4 way stop!		-71.1554057	42.24438967
WHITING AVENUE	Long_wait	The lights in Dedham Square are not timed efficiently. There is a long time when neither cars nor pedestrians are moving.		-71.1558155	42.24460394
WHITING AVENUE	Other	Frequent collisions at this four-way stop. Feels unsafe for motorists and pedestrians. Drivers do not observe the rules of the 4-way stop and frequently run the stop signs.	35	-71.1555395	42.24444986
WHITING AVENUE	Other	Would a roundabout work here? I think decades of experience have shown Dedham cannot handle this four way stop in a reasonable manner.	20	-71.1674326	42.2436548
WHITING AVENUE	Other	The town really needs to put a set of Lights at this 4-way intersection and it's very dangerous have seen many accidents here	6	-71.1676084	42.24363833
WHITING AVENUE	Other	Parents let their kids out on the wrong side of Whiting Ave. to cross in front of traffic to get to Dedham High School. Very dangerous as there's no crosswalk. No school drop-off on opposite side of road should be enforced.	2	-71.1619031	42.24527882
WHITING AVENUE	Other	Four way stop is frequently ignored	1	-71.1632245	42.24496612
WHITING AVENUE	Other	Drivers park on side streets to pick up students at dismissal time rather than wait in the car line. They sometimes park on the sidewalk, or park on both sides of the side streets near the corners obstructing traffic as well as visibility for drivers.	1	-71.16608	42.24414
WHITING AVENUE	Other	Stop signs are impossible to see....drivers on whiting ave routinely ignore stop signs	1	-71.1632694	42.24490258

Street Name	Category	Comment (some comments lightly edited for spelling or clarity)	Likes	Location Coordinates	
				X	Y
WHITING AVENUE	Other	Have crossing guard direct traffic! Whiting Ave is a disaster at pickup time. Please have the crossing guard direct traffic (allowing at least 10 cars at a time) through the intersection. The school’s pickup rules cause a large traffic jam.	1	-71.1633563	42.24488967
WHITING AVENUE	Other	Wait?!?! There’s a four way stop here? Not according to most!	1	-71.1675469	42.24369335
WHITING AVENUE	Other	Two problems. Despite changing signage student drop off and pick up continues. No thing will happen until police start to enforce signage.		-71.1664051	42.2436107
WHITING AVENUE	Other	Student drop-off on either side of the street continues to be a major problem. Car on the school side block traffic. Cars on the opposite side has kids running a cross the street. In the morning, solar glare makes seeing them difficult		-71.1663984	42.24386883
WHITING AVENUE	Other	High school drop off in the morning is a complete disaster. People stop in the middle of the road and kids are let off on the opposite side of the street and often run out in front of traffic.		-71.1620659	42.24524437
WHITING AVENUE	Sidewalk_Access	This path between Morse and Whiting was fenced off years ago, and made the walk for my kids to the high school so much longer. Please open up this route again, it makes walking to school so much quicker for the people in these neighborhoods	5	-71.160403	42.24546132
WHITING AVENUE	Sidewalk_Access	There is not a curb cut with the driveway that makes it difficult for anyone on a bike, stroller, or wheelchair.	2	-71.1557808	42.24464753
WHITING AVENUE	Sidewalk_Access	Sidewalks, when extant, are in terrible condition, not accessible, and frequently parked on. Three of seven schools are on this street and the sidewalks are some of the worst in town.	2	-71.1562304	42.2447929
WHITING AVENUE	Sidewalk_Access	Cars frequently parked blocking this sidewalk. Not even during game days! Just on regular days.	1	-71.1628047	42.2448718
WHITING AVENUE	Sidewalk_Access	private bushes growing on sidewalk limits sidewalk space		-71.1638379	42.24472049
WHITING AVENUE	Signage	At the very least, flashing stop signs and clearer road signage is needed. The amount of people who do not stop is astounding	16	-71.1675445	42.24360102
WHITING AVENUE	Signage	Flashing stop signs should be added. People routinely blow through the stop sign, especially coming both directions on Whiting. Safety improvements are drastically needed.	16	-71.1635265	42.244844
WHITING AVENUE	Signage	Need more traffic calming	1	-71.155507	42.24449849
WHITING AVENUE	Signage	This is the most dangerous intersection in Dedham and in front of a school no less. There should have been lights put at this intersection years ago.		-71.1674978	42.24361988
WHITING AVENUE	Unsafe_bike	Cars run four way stop ALL the time! So awful for children on bikes	2	-71.1626813	42.24501377



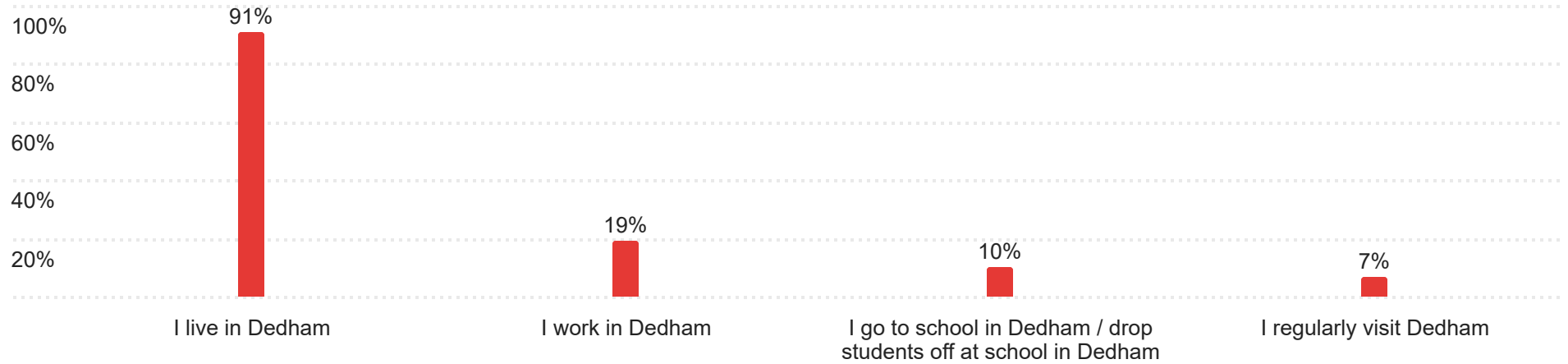
# **Dedham Local Road Safety Plan**

## Appendix C Priorities Survey Results



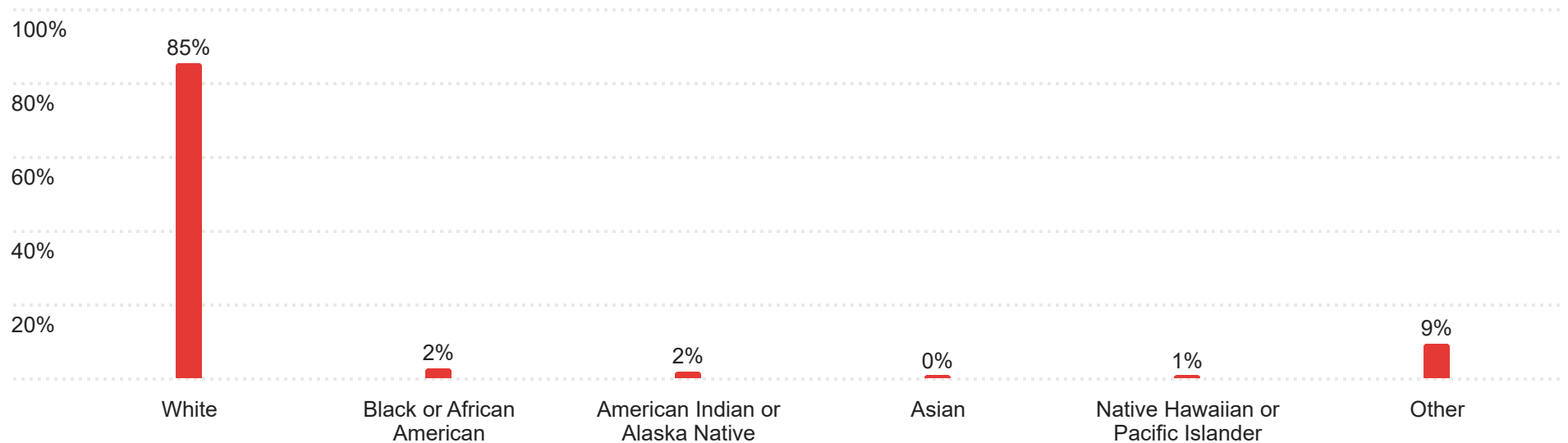
## How are you associated with Dedham? (Select all that apply)

499 Responses



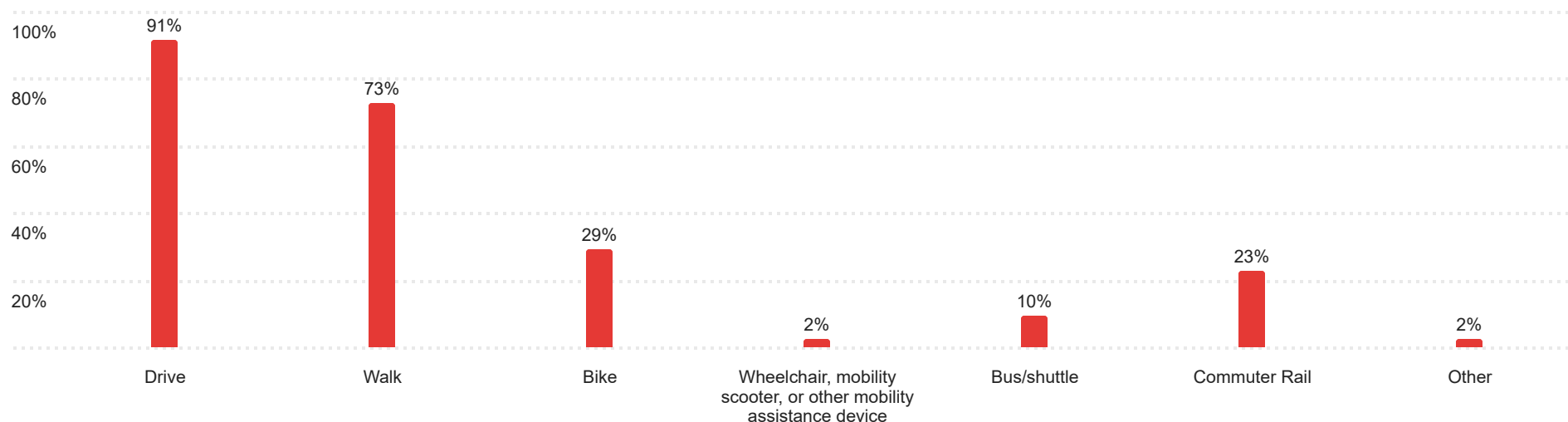
## What is your race/ethnicity? (Select all that apply)

483 Responses



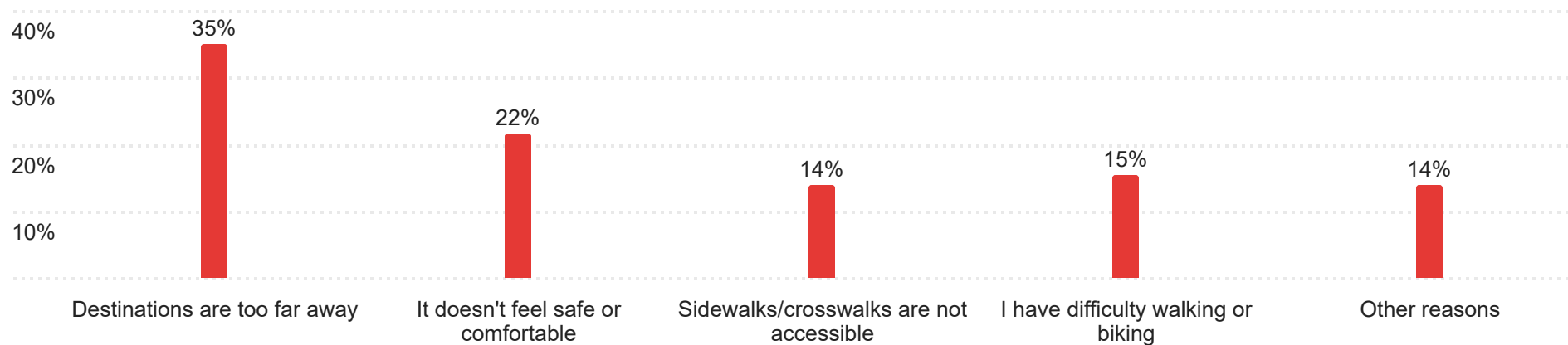
## How do you travel around Dedham? (Select all that apply)

493 Responses



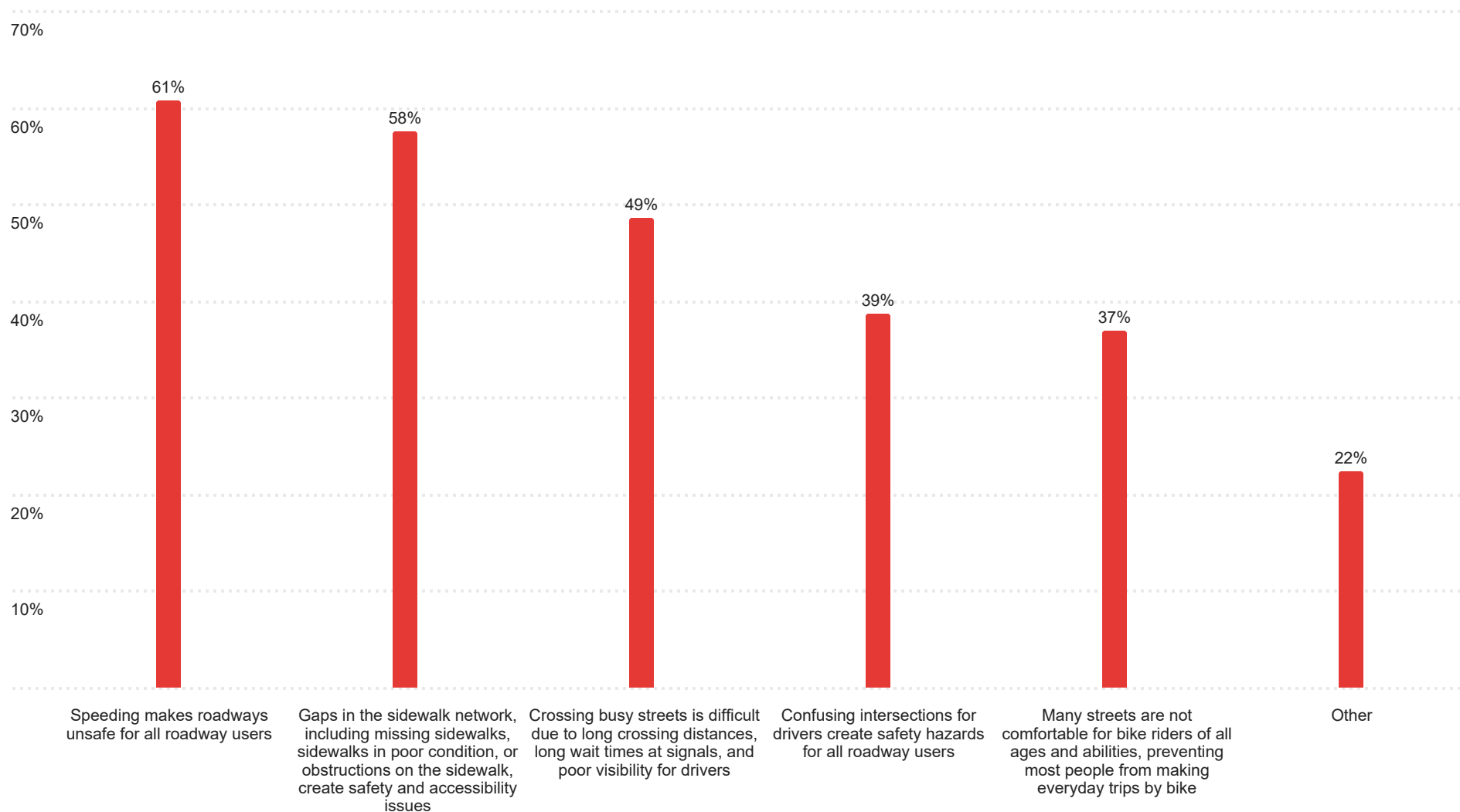
## Why don't you walk or bike around town? (Select all that apply)

162 Responses



Feedback from the Comment Map and an analysis of crash and safety data have revealed several preliminary town-wide safety concerns. Please indicate your primary safety issues in Dedham (Select all that apply)

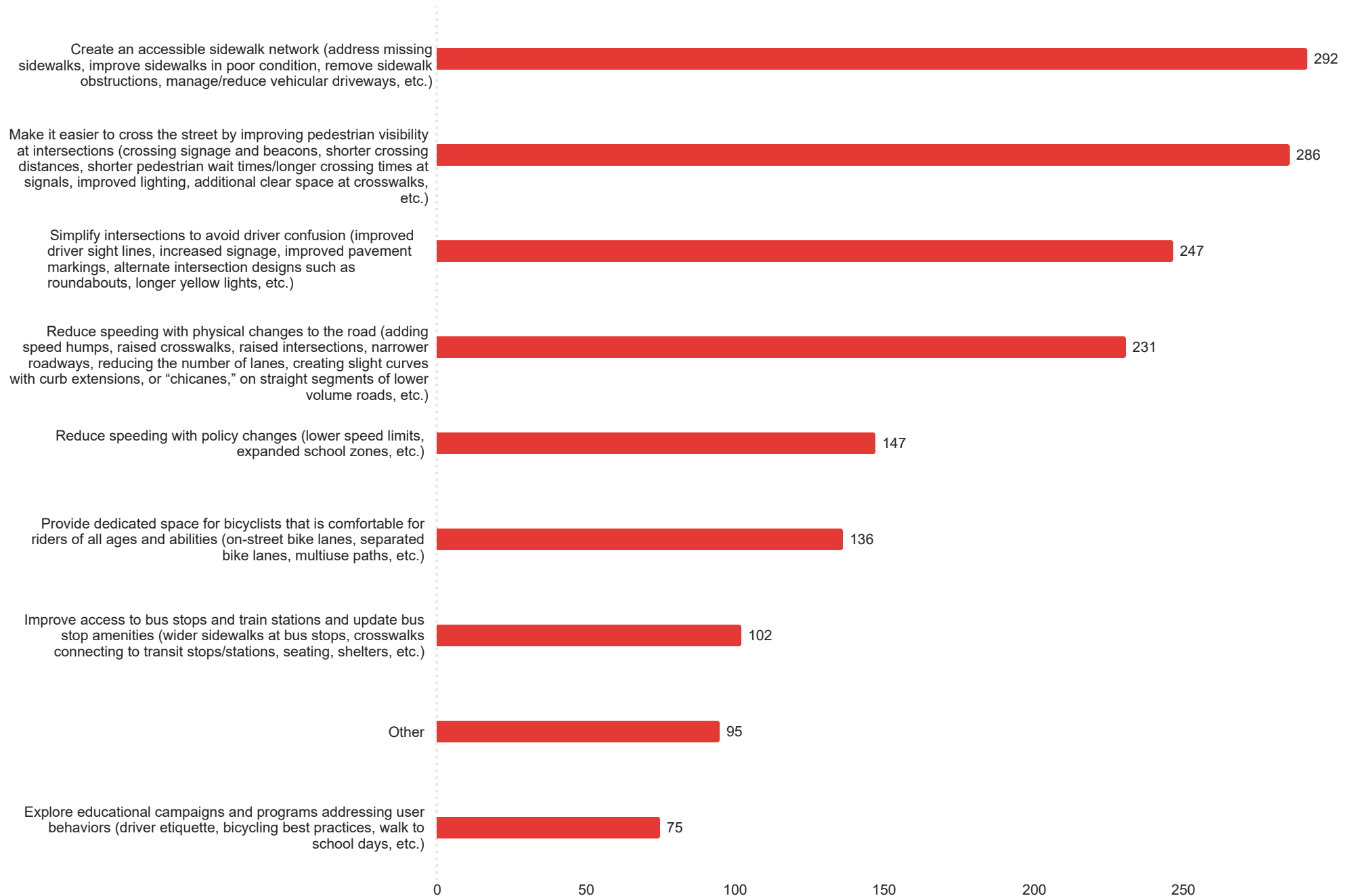
474 Responses





# Choose the top 5 safety improvements that you'd like to see in Dedham

476 Responses





# **Dedham Local Road Safety Plan**

Appendix D  
Open House Materials

# Town of Dedham

## Local Road Safety Plan

## Townwide Open House

**May 2024**







# Local Road Safety Plan

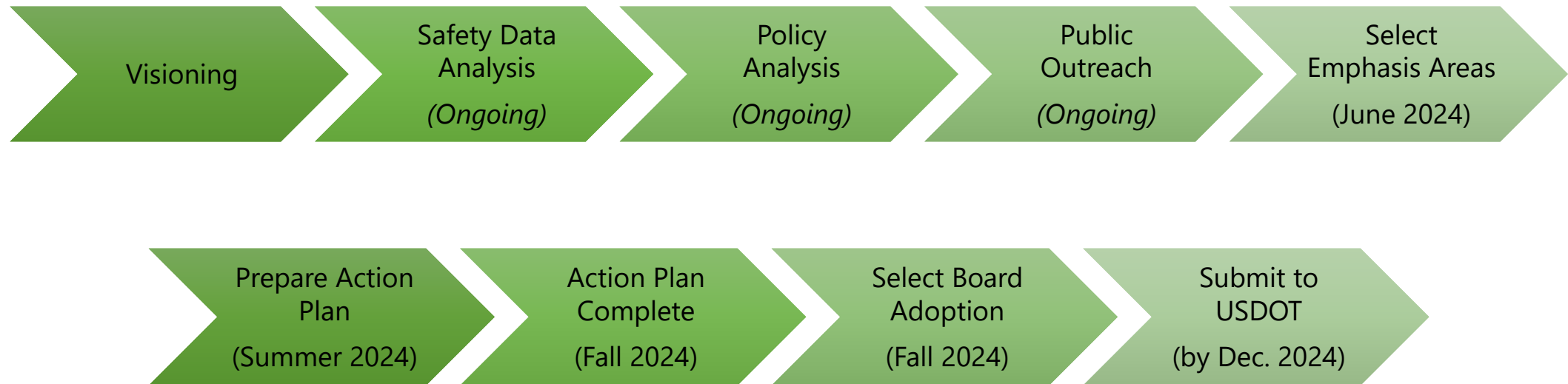
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- Identify, analyze, and prioritize safety improvements
- Funded by in part by a 2022 [USDOT Safe Streets and Roads for All](#) (SS4A) Action Plan grant
- Action Plan components
  - Leadership & goal setting
  - Planning structure
  - Safety analysis
  - Engagement & collaboration
  - Equity considerations
  - Policy & process changes
  - Strategy & project selection
  - Progress & transparency



# Dedham's Local Road Safety Plan

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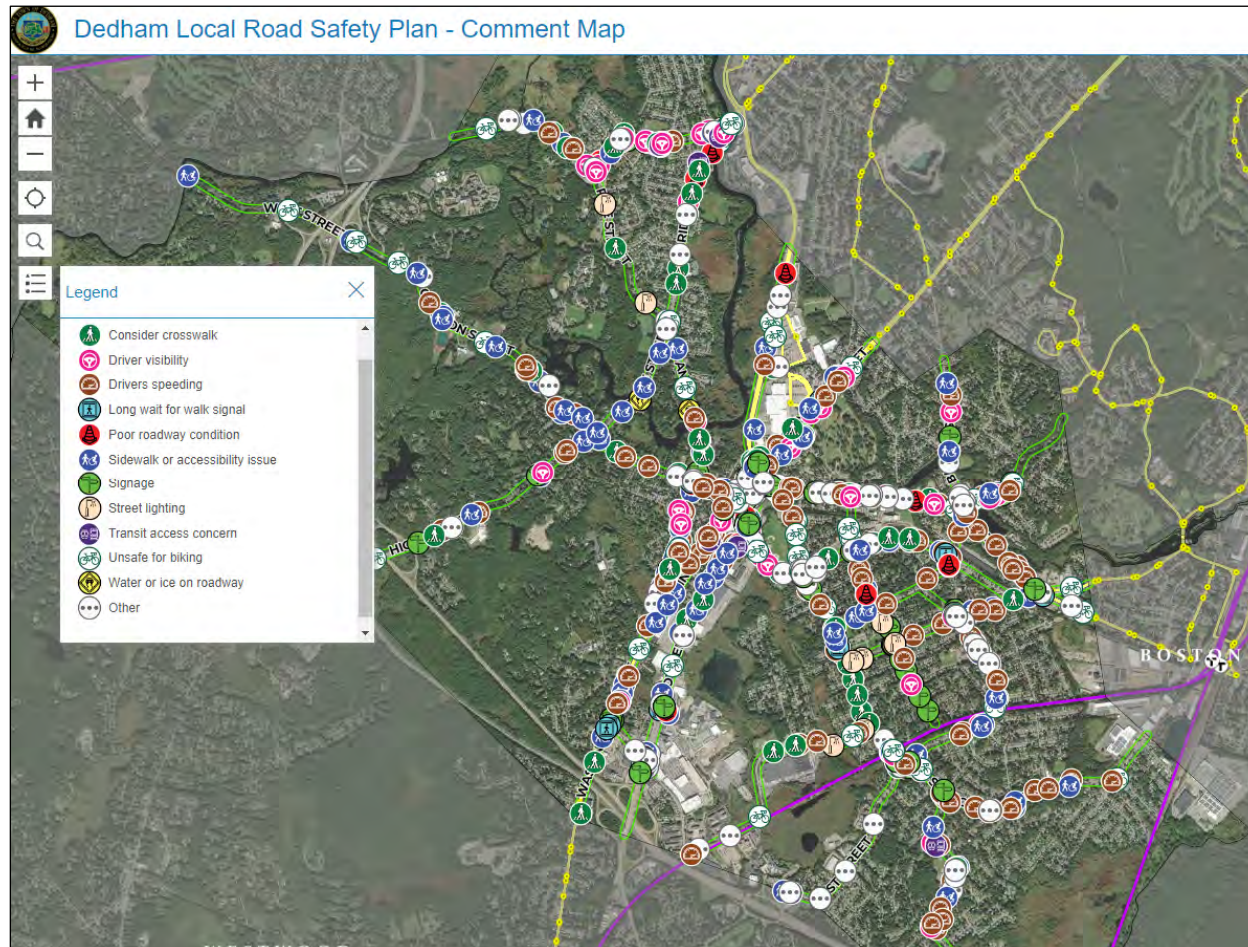


# SS4A Grant Program





# Public Outreach



- Crowdsourced Map Feedback:
  - 750+ comments
  - 3,000+ comment "likes"





# Breakout Discussion Areas

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- Intersections
- Roadways
- Vulnerable Road Users
  - Pedestrians/Bicyclists/Transit Riders
- “What You’ve Told Us”
  - Digging into public feedback already received



# Breakout Session Discussions



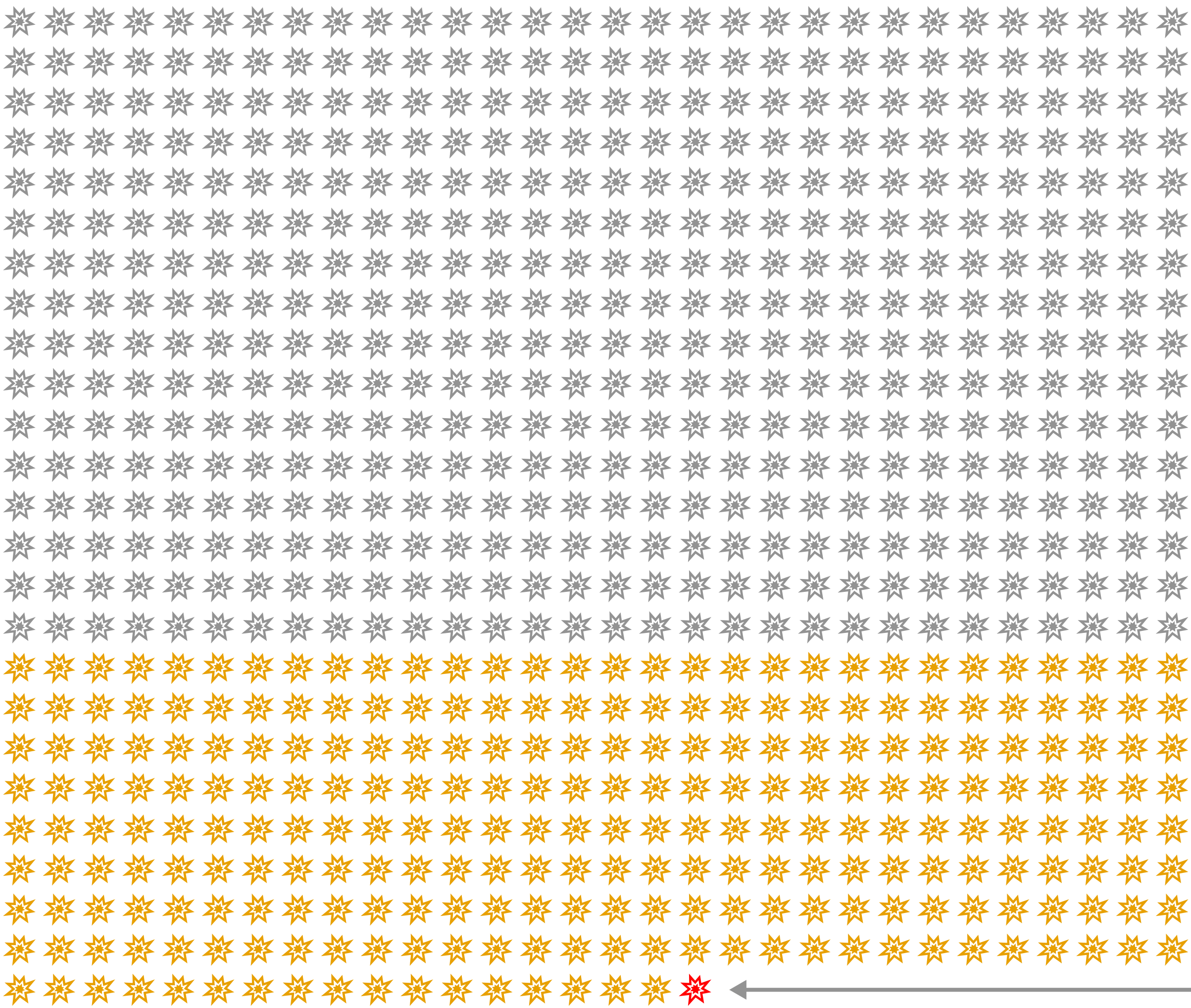


# INTERSECTIONS



A total of **738** crashes at intersections in Dedham...

Each icon represents a crash



Property damage only

**1 in 3** crashes resulted in an injury

**1** crash resulted in a fatality

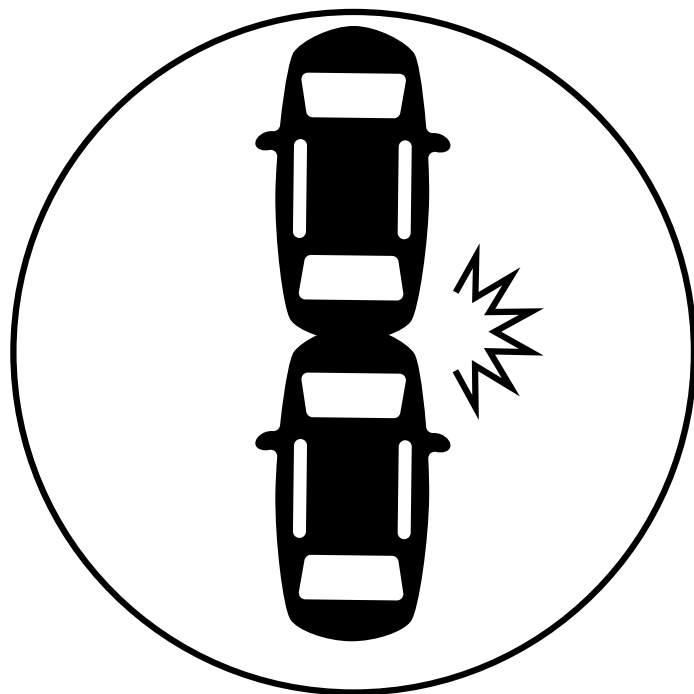
**3 of every 10** severe injury crashes occurred at intersections



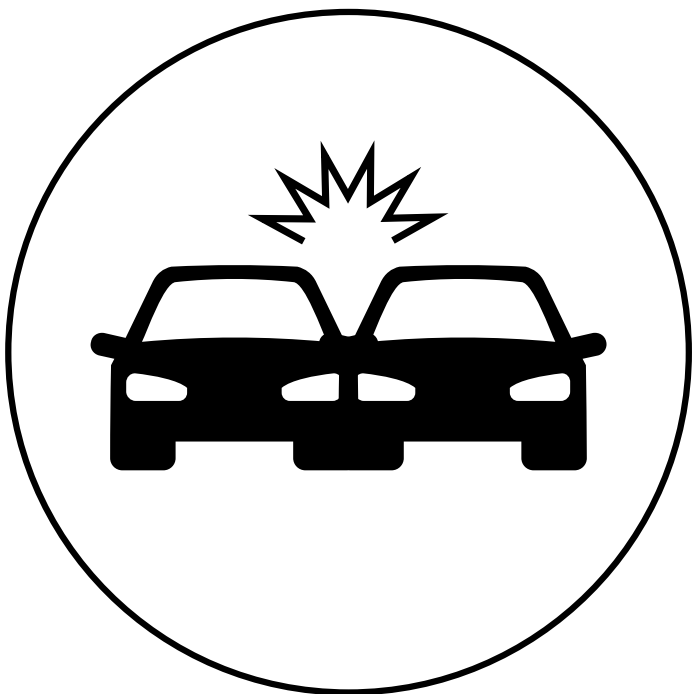
**Most common severe injury crash types**



Angle



Rear end



Sideswipe



**Key intersections with severe injury crashes**

**Washington Street @ Providence Highway**

**Legacy Boulevard @ Providence Highway**

The Local Road Safety Plan aims to help **eliminate all severe injury and fatal crashes** in Dedham

**Note:** All data is based on crashes occurring from 2015–2020, unless otherwise noted.

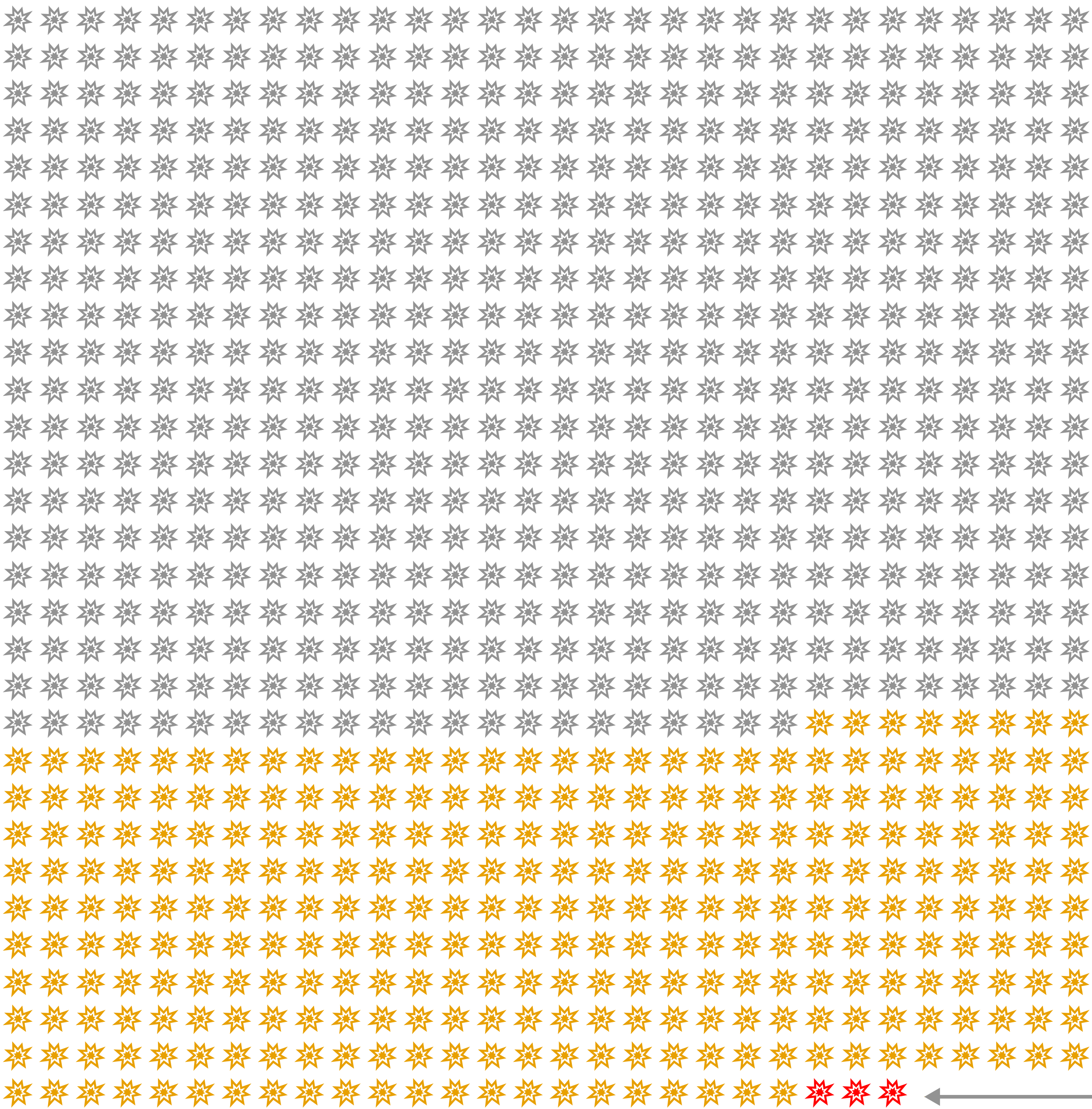


# ROADWAYS



A total of **895** crashes on roadway segments in Dedham...

Each icon represents a crash

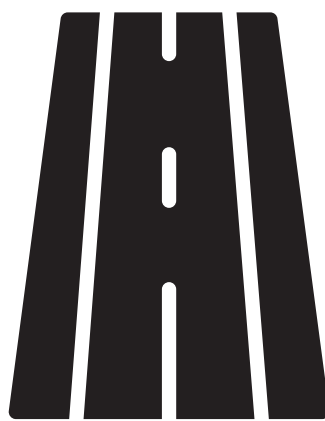


Property damage only

1 in 3 crashes resulted in an injury

3 crashes resulted in a fatality

7 of every 10 severe injury crashes occurred on roadway segments



Roadways have a disproportionately high percentage of severe crashes:  
→ **55%** of all crashes, but **70%** of severe injuries



Key roadways with severe injury crashes

Washington Street

Providence Highway

High Street

The Local Road Safety Plan aims to help eliminate all severe injury and fatal crashes in Dedham

**Note:** All data is based on crashes occurring from 2015–2020, unless otherwise noted.



# VULNERABLE ROAD USERS



TOWN OF  
DEDHAM  
MASSACHUSETTS



Why do we consider people walking and biking “vulnerable”?



In Dedham, only **3%** of all crashes involve people walking or biking, but walking and biking crashes account for:

**18%** of all severe injuries

**58%** of all fatalities\*



When crashes occur with people walking and biking, they are often more severe



Addressing vehicle speeds and driver visibility is critical

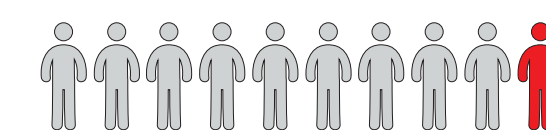


When pedestrians are hit by a vehicle traveling at...



**20**

mph

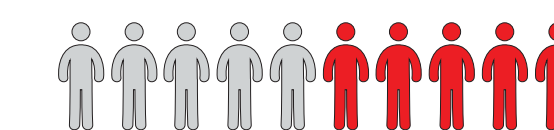


9 out of 10  
pedestrians survive



**30**

mph

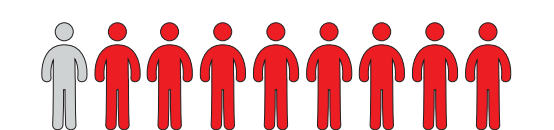


5 out of 10  
pedestrians survive



**40**

mph



1 out of 10  
pedestrians survive

Source: Vision Zero Network



Think about possible solutions the Plan should consider to protect Vulnerable Road Users

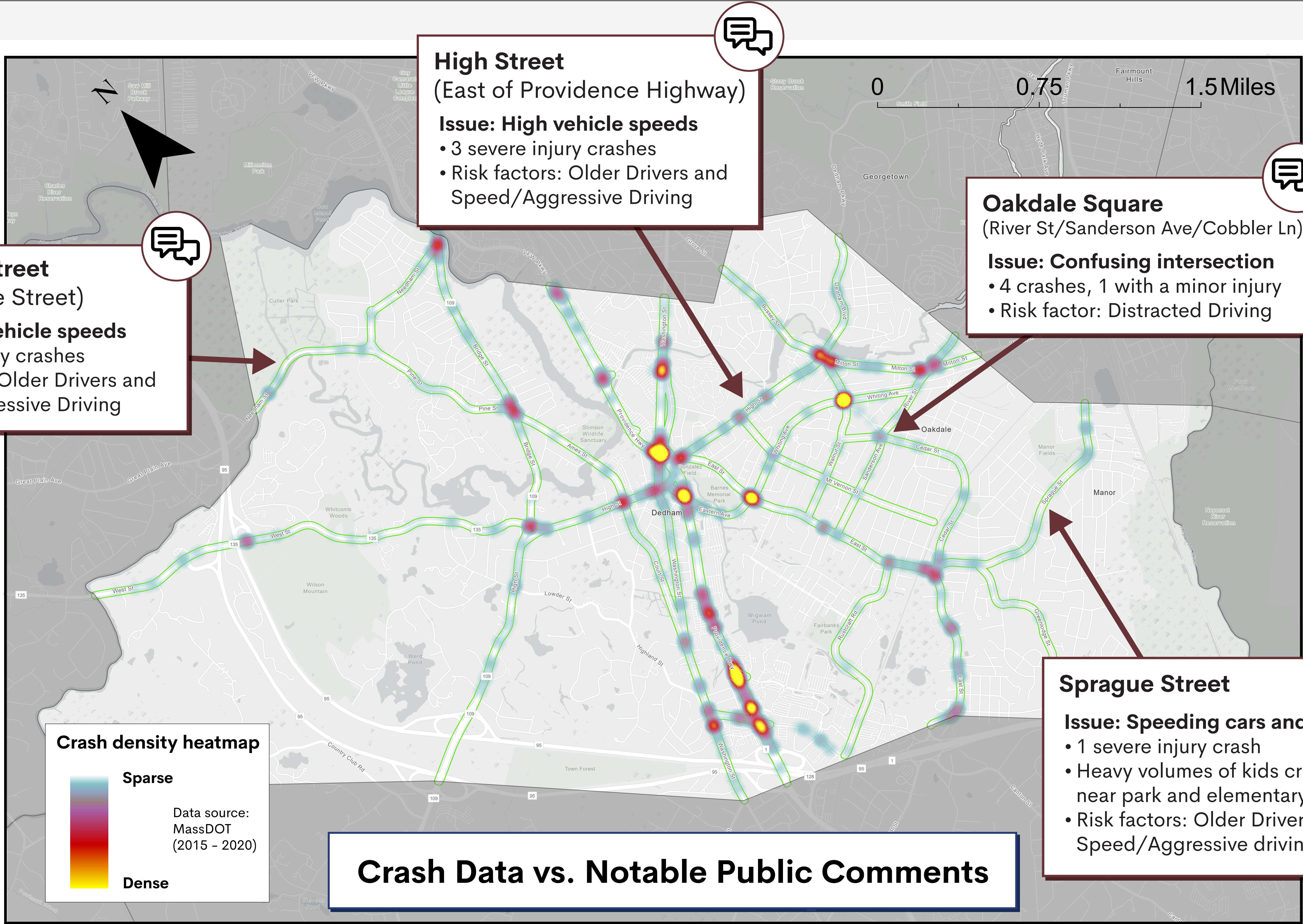
\* Includes data from 2015-2023







# WHAT YOU'VE TOLD US



**Notes:**

- All data is based on crashes occurring from 2015-2020, unless otherwise noted.
- Risk Factors defined by MassDOT IMPACT data portal





# **Dedham Local Road Safety Plan**

## Appendix E Crash Summary Tables



## CRASH ANALYSIS

Town Intersections  
Dedham, MA

	East Street at Rustcraft Road/ Jefferson Street	Ames Street/ Court Street at High Street	Bridge Street at Common Street	Cedar Street at River Street/ Sanderson Avenue/ Cobbler Lane	East Street at High Street/ Harvard Street	East Street at Eastern Avenue/ Whiting Avenue	East Street at Cedar Street	East Street at Lamoine Street	East Street at Vincent Road	Eastern Avenue at High Street	High Street at Washington Street	High Street at East Street/ Harris Street	High Street/ Sawmill Lane at Bussey Street/ Milton Street	Milton Street at River Street	Milton Street at Walnut Street	Walnut Street at Whiting Avenue	Washington Street at Court Street
<b>Year</b>																	
2015	2	2	1	1	2	5	3	3	2	0	3	1	6	4	3	8	3
2016	2	3	2	0	4	5	1	0	1	0	4	3	2	3	4	9	0
2017	1	1	2	1	1	6	0	0	0	0	1	0	6	5	2	15	0
2018	0	3	1	2	1	8	4	1	1	1	3	4	4	7	1	10	1
2019	1	2	4	0	0	11	6	2	2	0	1	2	1	4	2	8	2
2020	0	2	2	0	0	4	1	1	0	0	1	0	1	5	5	5	1
<b>Type</b>																	
Angle	2	10	7	1	2	30	4	2	1	1	5	3	5	11	7	46	2
Rear-end	3	3	2	0	6	4	3	2	4	0	3	3	6	5	0	2	2
Sideswipe	0	0	0	0	0	2	1	1	0	0	4	2	5	6	4	4	1
Head-on	0	0	1	0	0	1	1	0	1	0	0	1	1	2	2	2	0
Pedestrian	0	0	0	0	0	1	1	0	0	0	0	1	0	0	1	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
Single Vehicle	0	0	2	3	0	1	5	2	0	0	0	0	2	4	2	0	2
Unknown	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
<b>Severity</b>																	
Property Damage	4	8	11	3	6	24	13	5	4	0	10	5	14	14	10	34	5
Personal Injury	2	4	1	1	2	12	2	2	2	1	2	4	3	11	6	18	2
Fatality	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	1	0	0	0	3	0	0	0	0	1	1	3	3	1	3	0
<b>Weather</b>																	
Clear	3	9	6	3	5	27	8	3	4	1	7	8	16	21	14	35	3
Cloudy	0	1	2	0	0	4	3	0	1	0	3	0	1	4	1	8	0
Rain	2	2	4	1	3	6	3	2	1	0	0	1	3	2	2	11	2
Snow	0	1	0	0	0	2	0	2	0	0	3	0	0	1	0	0	2
Unknown	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0
<b>Road Surface</b>																	
Dry	2	9	7	3	5	29	8	3	5	1	10	7	17	24	15	39	3
Wet	3	3	5	1	3	9	6	3	1	0	1	2	3	3	2	14	3
Ice	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Snow	0	1	0	0	0	1	0	1	0	0	2	0	0	0	0	1	1
Slush	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0
Unknown	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
<b>Time</b>																	
7:00 AM to 9:00 AM	0	1	0	1	1	3	3	1	2	0	2	1	1	5	2	3	1
9:00 AM to 4:00 PM	4	7	5	0	6	14	3	2	1	1	4	4	8	9	4	26	2
4:00 PM to 6:00 PM	1	2	1	1	1	8	1	0	2	0	5	1	5	6	4	9	0
6:00 PM to 7:00 AM	1	3	6	2	0	14	8	4	1	0	2	4	6	8	7	17	4
<b>Total</b>	6	13	12	4	8	39	15	7	6	1	13	10	20	28	17	55	7
EPDO	46	92	32	24	48	276	55	47	46	21	52	89	77	245	136	412	47

Source: MassDOT

**CRASH ANALYSIS**  
**MassDOT Intersections**  
**Dedham, MA**

	Washington Street at Elm Street/ Highland Street/ Harmony Hill	Providence Highway at Elm Street	Providence Highway at Washington Street	Providence Highway at Eastern Avenue	Providence Highway at Dedham Plaza	Providence Highway at Legacy Boulevard	Bridge Street at Pine Street/ Ames Street	Bridge Street at Needham Street/ Riverside Drive	Washington Street at Lower East Street/ Curve Street	Washington Street at Eastbrook Road	Washington Street at Incinerator Road/ East Street	Providence Highway at Veterans of Foreign Wars Parkway	Providence Highway at Incinerator Road	Providence Highway at Interstate 95 Northbound Ramps
<b>Year</b>														
2015	2	20	12	7	12	18	5	4	4	3	0	2	1	0
2016	1	14	23	10	6	19	6	3	1	2	5	1	7	1
2017	3	16	17	7	8	12	2	2	2	3	7	2	1	3
2018	3	11	17	11	6	14	3	7	0	2	2	1	2	1
2019	3	5	14	14	3	9	2	4	1	2	2	1	1	0
2020	1	13	12	7	5	6	4	0	2	0	3	6	2	1
<b>Type</b>														
Angle	7	11	39	18	7	18	7	12	2	2	6	5	3	2
Rear-end	4	53	31	19	22	49	8	5	4	3	6	4	6	2
Sideswipe	0	7	19	8	6	9	3	0	1	4	5	2	3	2
Head-on	0	2	1	2	1	1	0	0	0	0	0	0	0	0
Pedestrian	1	3	0	2	0	0	1	1	0	0	0	0	0	0
Bicycle	0	0	0	2	0	0	1	0	2	0	0	0	0	0
Single Vehicle	1	2	5	5	4	1	2	1	0	3	1	2	2	0
Unknown	0	1	0	0	0	0	0	1	1	0	1	0	0	0
<b>Severity</b>														
Property Damage	7	48	51	33	27	40	11	12	5	9	13	8	5	3
Personal Injury	4	28	38	19	13	37	8	7	4	3	6	5	8	3
Fatality	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Unknown	2	3	5	4	0	1	3	1	1	0	0	0	1	0
<b>Weather</b>														
Clear	8	57	75	47	31	59	14	14	7	7	11	10	9	6
Cloudy	0	12	3	5	3	8	5	2	0	1	4	2	1	0
Rain	4	8	11	3	5	5	3	2	0	1	4	1	2	0
Snow	1	2	4	0	0	4	0	1	2	2	0	0	0	0
Sleet	0	0	1	0	1	1	0	0	0	1	0	0	2	0
Other	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Unknown	0	0	1	1	0	1	0	0	1	0	0	0	0	0
<b>Road Surface</b>														
Dry	8	67	76	50	31	63	18	15	7	8	14	11	10	5
Wet	4	12	14	5	7	13	3	5	1	2	5	2	3	0
Ice	0	0	2	0	0	0	0	0	0	1	0	0	1	1
Snow	1	0	1	0	0	1	0	0	1	1	0	0	0	0
Slush	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Unknown	0	0	2	1	1	1	1	0	1	0	0	0	0	0
<b>Time</b>														
7:00 AM to 9:00 AM	3	2	7	9	1	4	5	2	0	3	4	0	1	1
9:00 AM to 4:00 PM	5	39	34	21	18	37	6	4	5	6	6	6	7	3
4:00 PM to 6:00 PM	2	14	18	5	5	15	3	5	3	1	4	2	1	0
6:00 PM to 7:00 AM	3	24	36	21	16	22	8	9	2	2	5	5	5	2
<b>Total</b>	<b>13</b>	<b>79</b>	<b>95</b>	<b>56</b>	<b>40</b>	<b>78</b>	<b>22</b>	<b>20</b>	<b>10</b>	<b>12</b>	<b>19</b>	<b>13</b>	<b>14</b>	<b>6</b>
<b>EPDO</b>	<b>91</b>	<b>636</b>	<b>870</b>	<b>432</b>	<b>300</b>	<b>817</b>	<b>179</b>	<b>159</b>	<b>89</b>	<b>72</b>	<b>139</b>	<b>113</b>	<b>173</b>	<b>66</b>

Source: MassDOT

Dedham, MA

Source: MassDOT



CRASH ANALYSIS

Targeted Locations

Dedham, MA

	High Street from Bridge Street to Court Street	High Street from Court Street to Ames Street/ Harvard Street	High Street from East Street/ Harvard Street to Bussey Street	Washington Street from Court Street to Providence Highway	Washington Street from Providence Highway to Boston City Line	East Street from Washington Street to High Street	East Street from High Street to Cedar Street	East Street from Cedar Street to Westwood Town Line	Walnut Street at Whiting Avenue	Eastern Avenue/ Whiting Avenue	Milton Street at River Street	Milton Street at Walnut Street	High Street at East/ Harris Street	East Street at Cedar Street	High Street/ Sawmill Lane at Bussey Street/ Milton Street	Oakdale Square (Cedar Street at River Street/ Sanderson Avenue/ Cobbler Lane)	Bridge Street from High Street to Pine Street/Ames Street	High Street at Washington Street	Ames Street/ Court Street at High Street	Bridge Street at Common Street	Bridge Street from Pine Street/Ames Street to Boston City Line	Providence Highway from Westwood Town Line to Washington Street	Providence Highway from Washington Street to Boston City Line	Washington Street from Westwood Town Line to Court Street	Bridge Street at Pine Street/ Ames Street	Bridge Street at Needham Street/ Riverside Drive	Providence Highway at Highway at Washington Street	Providence Highway at Highway at Eastern Avenue	Providence Highway at Highway at Dedham Plaza	Providence Highway at Highway at Legacy Boulevard	Washington Street at Elm Street/ Highland Street/ Harmony Hill	Providence Highway at Veterans of Foreign Wars Parkway			
Year																																			
2015	6	8	2	16	9	6	3	10	9	8	5	4	3	1	3	6	1	1	3	2	1	3	15	5	14	5	4	20	12	7	12	18	2	2	
2016	8	6	5	17	14	3	2	8	5	9	5	3	4	3	1	2	0	2	4	3	2	6	1	1	10	6	3	14	23	10	6	19	1	1	
2017	10	6	4	7	4	0	0	4	10	15	6	5	2	0	0	6	1	2	1	1	2	9	13	6	12	2	2	16	17	7	8	12	3	2	
2018	3	2	0	5	8	3	1	10	4	10	8	7	1	4	4	4	2	1	3	3	1	7	13	3	12	3	7	11	17	11	6	14	3	1	
2019	5	3	6	5	5	2	1	11	6	8	11	4	2	2	6	1	0	2	1	2	4	9	2	2	9	2	4	5	14	14	3	9	3	1	
2020	3	0	2	3	1	0	1	6	9	5	4	5	5	0	1	1	0	0	1	2	2	2	5	2	1	4	0	13	12	7	5	6	1	6	
Type																																			
Angle	7	7	9	12	11	2	1	11	8	46	30	11	7	3	4	5	1	0	5	10	7	8	5	4	20	7	12	11	39	18	7	18	7	5	
Rear-end	9	11	2	24	14	2	2	10	16	2	4	5	0	3	3	6	0	6	3	3	2	15	33	6	20	8	5	53	31	19	22	49	4	4	
Sideswipe	3	2	5	8	7	4	4	5	4	4	2	6	4	2	1	5	0	0	4	0	0	3	4	6	9	3	0	7	19	8	6	9	0	2	
Head-on	3	3	0	2	1	0	0	1	3	2	1	2	2	1	1	1	0	0	0	0	1	1	1	0	4	0	0	2	1	2	1	1	0	0	
Pedestrian	0	0	2	0	1	2	0	2	0	0	1	0	1	1	1	0	0	0	0	0	0	3	2	0	1	1	1	3	0	2	0	0	1	0	
Bicycle	0	0	1	0	1	1	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	
Single Vehicle	12	2	0	6	5	3	1	19	12	0	1	4	2	0	5	2	3	2	0	0	2	6	4	3	3	2	1	2	5	5	4	1	1	2	
Unknown	1	0	0	1	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	
Severity																																			
Property Damage	20	20	14	27	27	7	5	38	26	34	24	14	10	5	13	14	3	4	10	8	11	17	28	13	36	11	12	48	51	33	27	40	7	8	
Personal Injury	15	5	4	25	11	6	1	11	15	18	12	11	6	4	2	3	1	3	2	4	1	16	20	6	21	8	7	28	38	19	13	37	4	5	
Fatality	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	
Unknown	0	0	1	1	3	1	2	0	2	3	3	3	1	1	0	3	0	1	1	1	0	1	1	0	1	3	1	3	5	4	0	1	2	0	
Weather																																			
Clear	19	19	15	41	27	13	5	34	30	35	27	21	14	8	8	16	3	7	7	9	6	26	30	14	42	14	14	57	75	47	31	59	8	10	
Cloudy	4	2	2	6	5	0	1	4	3	8	4	4	1	0	3	1	0	1	3	1	2	3	4	3	2	5	2	12	3	5	3	8	0	2	
Rain	7	3	1	2	6	1	2	10	7	11	6	2	2	1	3	3	1	0	0	2	4	6	11	1	7	3	2	8	11	3	5	5	4	1	
Snow	2	1	0	3	2	0	0	1	1	0	2	1	0	0	0	0	0	0	3	1	0	1	2	1	4	0	1	2	4	0	0	4	1	0	
Sleet	2	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	1	0	1	1	0	0	
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	
Unknown	1	0	0	1	1	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	1	0	1	0	0
Road Surface																																			
Dry	18	18	17	43	30	13	4	32	29	39	29	24	15	7	8	17	3	8	10	9	7	28	32	15	44	18	15	67	76	50	31	63	8	11	
Wet	10	4	0	8	7	1	3	14	12	14	9	3	2	2	6	3	1	0	1	3	5	6	13	3	10	3	5	12	14	5	7	13	4	2	
Ice	5	1	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	2	0	0	0	0	0	
Snow	0	1	0	1	2	0	0	0	0	1	1	0	0	0	0	0	0	0	2	1	0	1	1	1	3	0	0	0	1	0	0	1	1	0	
Slush	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	
Dirt, oil, gravel	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Other	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Unknown	1	1	1	1	1	0	0	1	1	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	2	1	1	1	0	0	
Time																																			
7:00 AM to 9:00 AM	4	4	1	7	4	1	0	8	3	3	3	5	2	1	3	1	1	2	2	1	0	2	1	0	9	5	2	2	7	9	1	4	3	0	
9:00 AM to 4:00 PM	22	12	9	22	23	8	1	18	19	26	14	9	4	4	3	8	0	4	4	7	5	16	15	10	25	6	4	39	34	21	18	37	5	6	
4:00 PM to 6:00 PM	3	5	4	14	6	2	2	4	10	9	8	6	4	1	1	5	1	1	5	2	1	5	18	3	14	3	5	14	18	5	5	15	2	2	
6:00 PM to 7:00 AM	6	4	5	10	8	3	5	19	11	17	14	8	7	4	8	6	2	1	2	3	6	13	15	6	10	8	9	24	36	21	16	22	3	5	
Total	35	25	19	53	41	14	8	49	43	55	39	28	17	10	15	20	4	8	13	13	12	36	49	19	58	22	20	79	95	56	40	78	13	13	
EPDO	335	125	98	552	258	133	26	269	341	412	276	245	136	89	55	77	24	67	52	92	32	395	448	139	477	179	159	636	870	432	300	817	91	113	

Source: MassDOT



Dedham Police Department  
26 Bryant Street  
Dedham, MA 02026

## Citations Summary

Printed On: 03/20/24 16:18

### Dedham Police Department

Reporting Period: 01/01/2015 - 12/31/2020

	Total
	0
0	1
Abandon Mv	1
Accident Report, Fail File	1
Alcohol In Mv, Possess Open Container Of	11
Allowing Operation of MV with revoked reg	23
Allowing Veh on Pub Way W/rev Reg	1
Attaching Plates	20
Bicycle Violation	4
Blocking Intersection	25
Brakes Violation, Mv	7
Breakdown Lane Violation	11
Care Exit Driveway Alley	4
Child < 8 Years & < 58 Inches Without Carseat	16
Child 8-12 Or Over 57 Inches Without Seat Belt	5
Conversion	1,225
Crosswalk Violation	475
Disorderly Conduct	1
Display of Reflectorized License Plate Violation	5
DPW Regulations Movement on Highway	55
DPW Signs/Signals/Markings	182
Driving School Employ Felon, 3Rd Offense	1
Emergency Vehicle, Obstruct	21
Emergency Vehicle, Wilfully Obstruct	10
Emergency Vehicle, Wilfully Obstruct, 2Nd	1
Emergency Vehicle, Wilfully Obstruct, 3Rd	26
Emissions, Register Mv With Improper	1
Equipment Violation, Miscellaneous Mv	174
Equipment, Sell Nonconform Mv	5
Fail to Obey DPW Sign	3
Failur to exhibit license and reg after accident	9
Failure to use care: start, stop, turn, back	47
False name/address to police, while a operating mv	2
Flr Use Care Start/Stop/Turn/Back	214
Following Too Closely	51
Handicap Parking Plate/Placard Misuse	135
Hang Onto Mv	812
Hang Onto Mv, 3Rd Offense	1
Height, Modify Mv	12
Height, Modify Mv, 2Nd Offense	1
Height, Operate Mv With Modified	30



Dedham Police Department  
26 Bryant Street  
Dedham, MA 02026

## Citations Summary

Printed On: 03/20/24 16:18

	Total
Horn Violation, Mv	1
Identify Self, Mv Operator Refuse	7
Idle Engine Of Stopped Mv Over 5 Minutes	5
Improper Left Turn	631
Improper Operation of MV, Allow	43
Inspection/Sticker, No	3,167
Junior Operator's License Violation	8
Keep Right For Oncoming Mv, Fail To	11
Keep Right On Hill/Obstructed View, FI	5
Learners Permit Violation	2
Leave Scene Of Personal Injury	7
Leave Scene Of Property Damage	71
Left Lane Restriction Violation	7
License Class, Operate Mv In Violation	1
License Not In Possession	167
License Restriction, Operate Mv In Viol	2
License Revoked As Hto, Operate Mv With	48
License Suspended For Oui, Oper Mv With	3
License Suspended, Op Mv With	167
License Suspended, Op Mv With, Subsequent Offense.	19
License, Allow Another To Use	2
License, Exhibit Another's	7
License, False Statement In Applic For	1
License/Regis/Plates, Refuse Produce	2
Lights Violation	22
Lights Violation By Non-Motor Vehicle	3
Lights Violation, Mv	1,035
Littering	1
Load Unsecured/Uncovered	34
Marked Lanes Violation	1,110
Mobile Phone, Operator Use Improperly	6
Moped Operation By Unlic -17	2
Moped Operation By Unlic -17, 2Nd Offense	2
Moped Operation By Unlic -17, 3Rd Offense	1
Moped Violation	5
Motor Veh By - Law Violation	2
Motor Veh Homicide By Negligent Op	1
Motor Veh In Area Closed To Travel	4
Motor Veh In Felony/Larceny, Use	1
Motorcycle Equipment Violation	3
Name/Address Change, FI Notify Remove Of	8
Negligent Operation Of Motor Vehicle	32
No Caution after Stopping	2





Dedham Police Department  
26 Bryant Street  
Dedham, MA 02026

## Citations Summary

Printed On: 03/20/24 16:18

	Total
No U Turn	1,848
Number Plate Violation	401
Number Plate Violation To Conceal Id	21
Number Plate, Fail Return Repossessed Mv	7
Number Plate, Misuse Official	1
Obstruct Traffic	1
Obstructed Windshield/ critical viewing area	9
One Way	3
One Way Street Violation	7
Open Vehicle Door unsafely	2
Operating to Endanger	10
Operation Of Motor Vehicle, Improper	267
Oui - Drugs & Serious Injury	1
Oui - Liquor/.08% - Serious Injury & Negligent	1
Oui--Drugs	15
Oui--Drugs, 3Rd Offense	1
Oui--Drugs, 4Th Offense	7
Oui-Liquor Or .08%	44
Oui-Liquor Or .08%, 2Nd Offense	8
Oui-Liquor Or .08%, 3Rd Offense	2
Oui-Liquor Or .08%, 4Th Or Greater Offense	1
Oui--Liquor Or .08%, 5Th Offense	2
Oversize Mv	2
Parking Ticket, Lessee Fail Pay, 2Nd Off	1
Passing Violation	32
Pedestrian Violation (Civil)	1
Poss Class A Substance Subsequent Offense	1
Poss Class C w/intent to Distribute	2
Possession Class A Substance	3
Possession Class B Substance	1
Possession Class E Substance	1
Pupils, Transport Without License	1
Reckless Operation Of Motor Vehicle	8
Red Light Violation	2,290
Register Mv Operated +30 Days Year, FI	1
Registration Not In Possession	105
Registration sticker missing	39
Registration Suspended, Op Mv With	6
Registration Suspended, Op Mv, Subsequent Offense	10
Registration, FI Surrender On Transfer	1
Remove Document, Forge/Misuse	2
Remove Document, Possess/Use False/Stolen	3
Resist Arrest	1



Dedham Police Department  
26 Bryant Street  
Dedham, MA 02026

## Citations Summary

Printed On: 03/20/24 16:18

	Total
Revoked License, Operating MV with	4
Right Lane, Fail Drive In	3
Safety Glass Violation	10
Safety Standards, Mv Not Meeting Remove	58
School Bus Operation/Equipment Viol	2
School Bus, Fail Stop For	33
Seat Belt, Fail Wear	680
Sign Name, Mv Operator Refuse	3
Signal, Fail To	42
Slow, Fail To	18
Speeding In Viol Special Regulation	8,364
Speeding Rate Of Speed Exceeding Posted Limit	6,091
Speeding While Overweight Viol Permit	15
State Hway - Closed To Travel, Mv Where	3
State Hway - Closed To Travel, Person Where	1
Stop For Police, Fail	19
Stop/Yield, Fail To	4,160
Streetcar Fail Stop For Fire Apparatus	1
Student Motor Veh Registration Viol	1
Tire Outside Fender	2
Tires, Sell Nonconforming	1
Trash, Litter	1
Trash, Litter From Mv	1
Trespass With Motor Vehicle	2
Truck Tire Rims, Improper Servicing Of	1
Turn, Improper	403
Uninsured mv	110
Uninsured Trailer	1
Unlicensed Operation Of Mv	123
Unregistered Vehicle	486
Unsafe Lane Change	5
Unsafe Operation Of Mv	338
Use Mv Without Authority	13
Use Mv Without Authority, 2Nd Offense	1
U-Turn Where Signs Prohibit	2
Vandalize Property	1
Vehicle Id Number Not Displayed	2
Weight Viol On Munic Way & No Sticker	1
Weight Violation On County Way	1
Weight Violation On Hway Bridge	1
Weight Violation On Municipal Way	1
Window Obstructed/Nontransparent	80
Yield At Intersection, Fail	212



Dedham Police Department  
26 Bryant Street  
Dedham, MA 02026

Citations Summary

Printed On: 03/20/24 16:18

	Total	36,754
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Report includes all charges per citation.

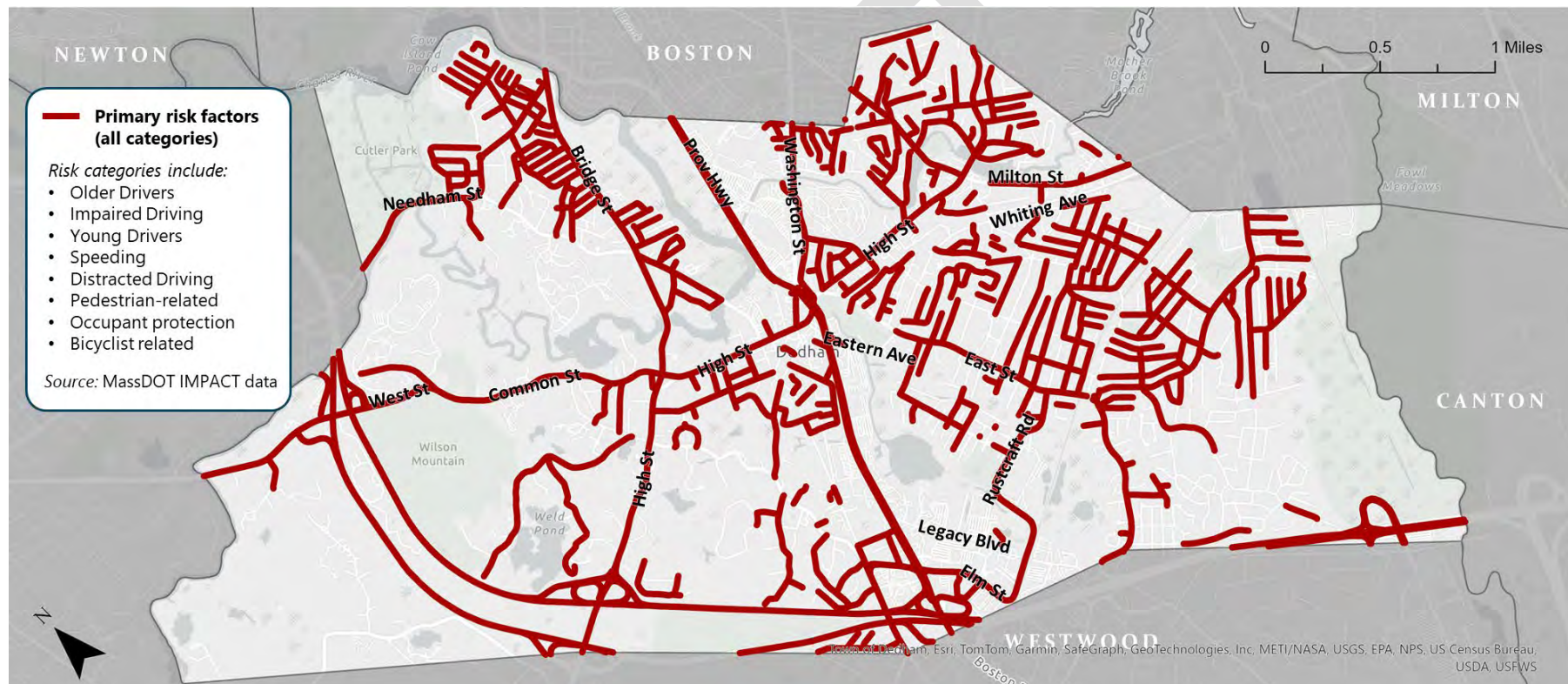


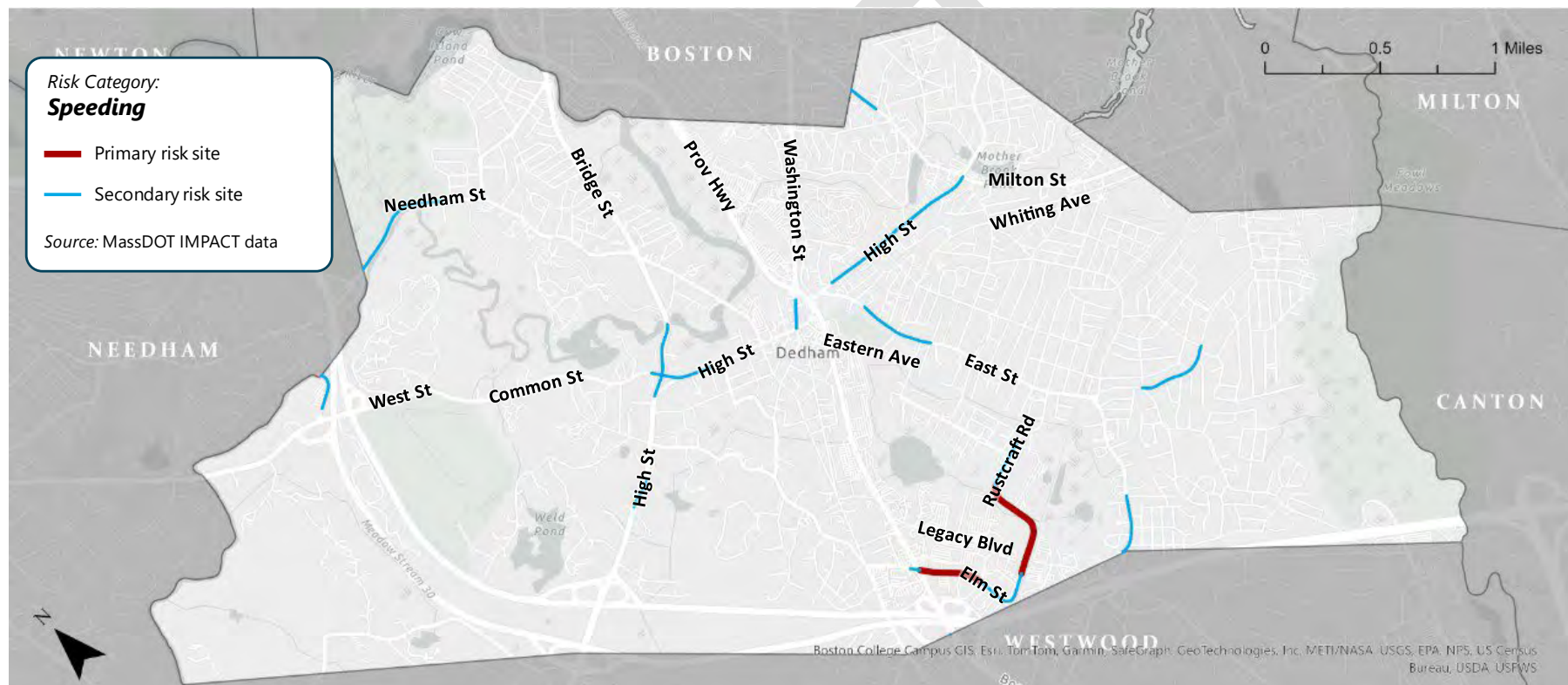


# **Dedham Local Road Safety Plan**

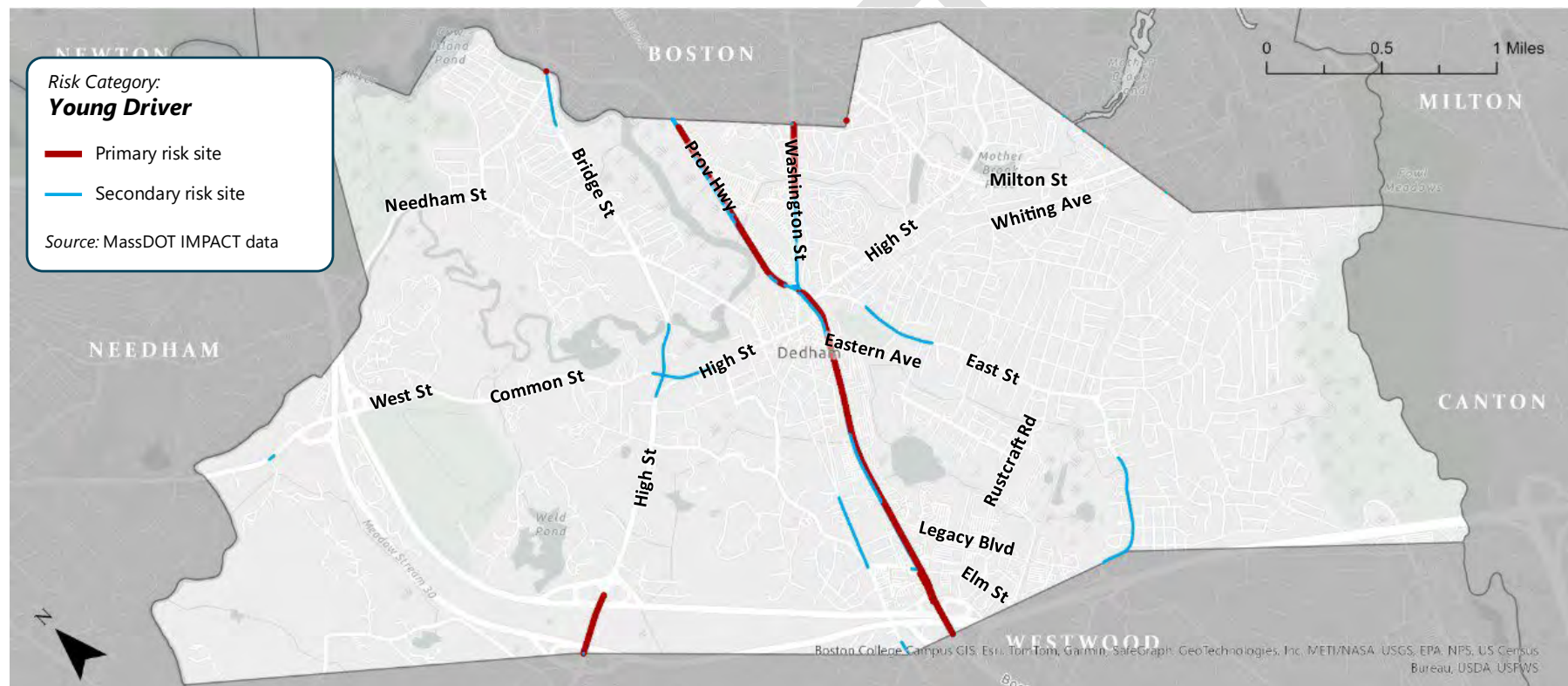
## Appendix F Risk Factor Maps

# Risk Factor Maps













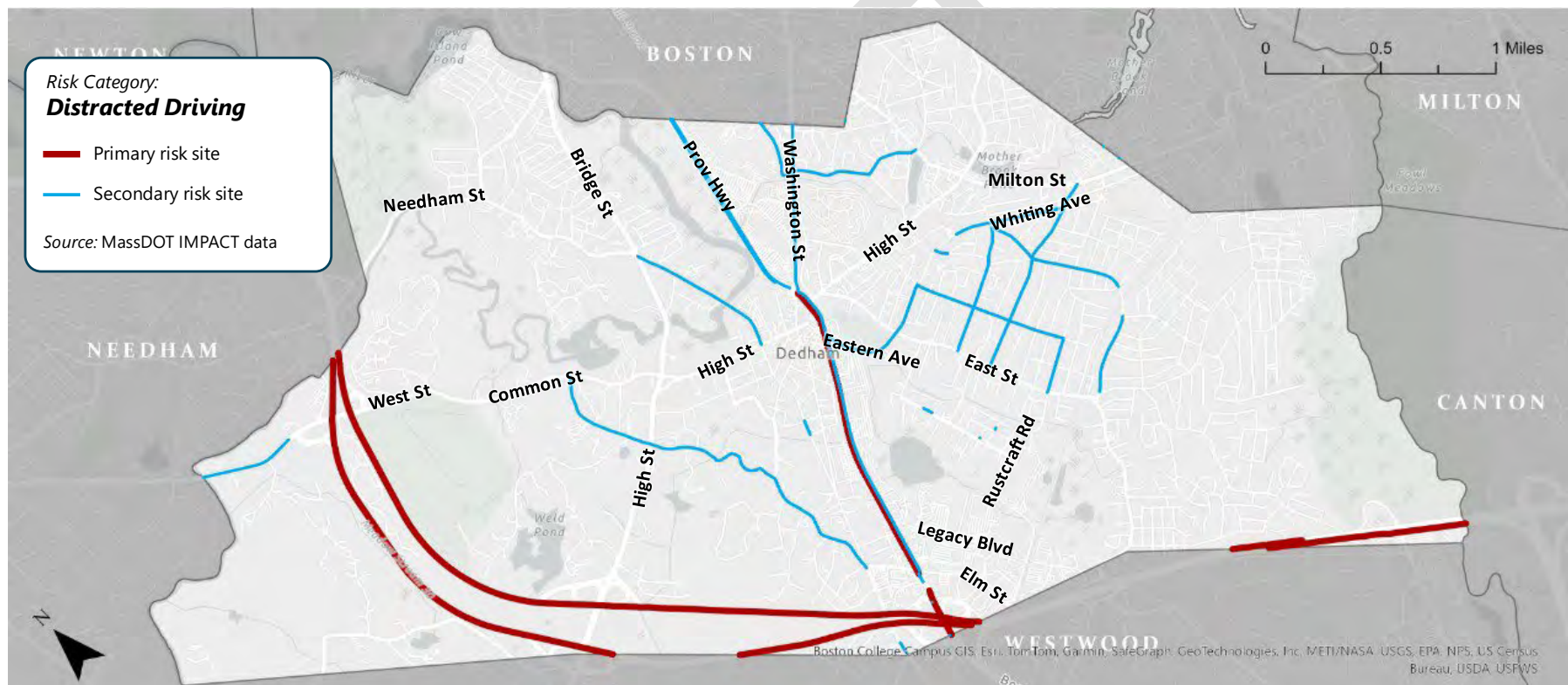


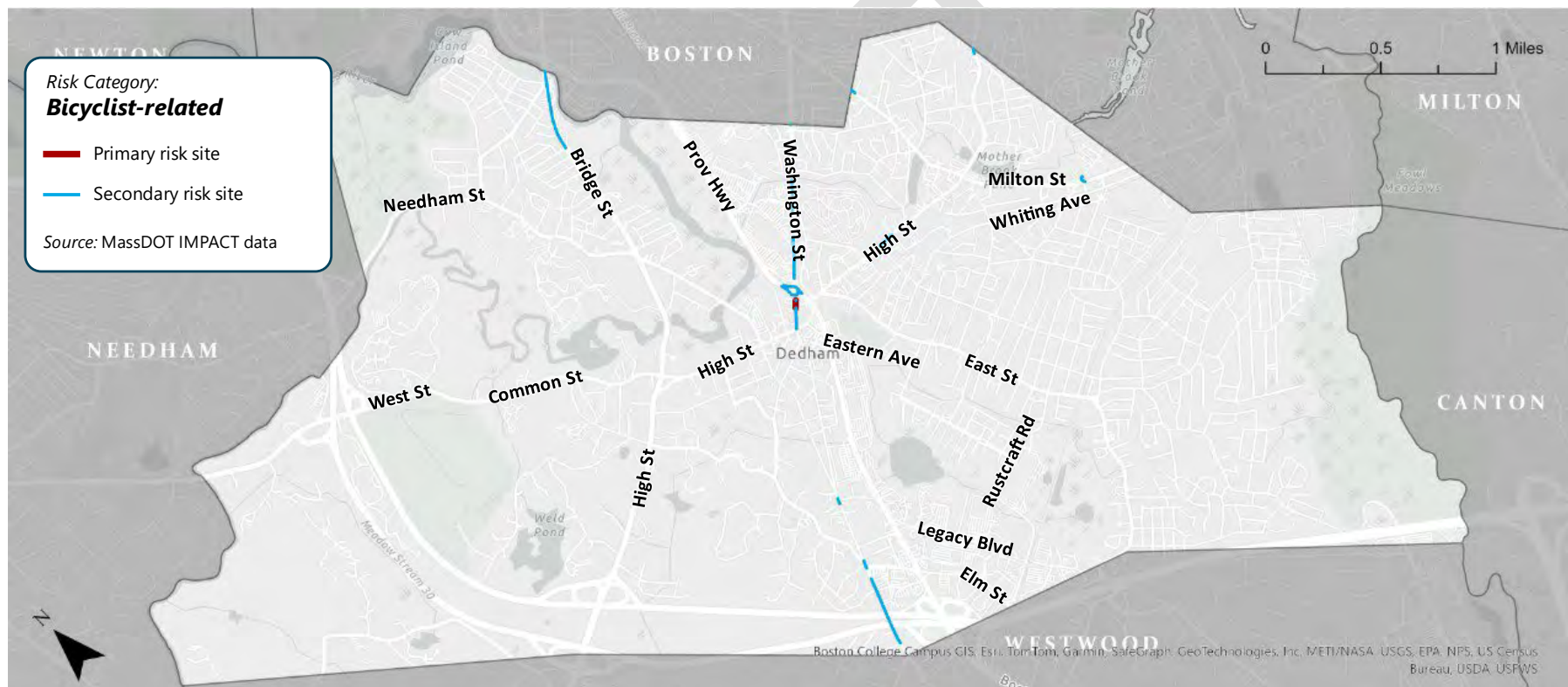














# **Dedham Local Road Safety Plan**

Appendix G

Draft Designing Dedham Comprehensive Plan Strategies



**Strategies from the draft *Designing Dedham 2035*, to consider advancing to support the Local Road Safety Plan.**

- H7.6: Reduce minimum parking requirements or offer a fee-in-lieu option to pay for public parking to reduce housing development costs, avoid negative impacts, and generate funding for shared public parking.
- T1.1: Improve the experience for walking, biking, and rolling by upgrading curb and sidewalk conditions and improving regulations.
- T1.2: Reinvigorate Dedham's Safe Routes to School (SRTS) program to strengthen safe walking, biking, and rolling for students and decrease vehicle congestion around schools.
- T1.3: 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.
- T1.4: Integrate bike and pedestrian improvements with upcoming and planned infrastructure and maintenance projects.
- T2.1: 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.
- T2.3: Identify locations where vehicular infrastructure could be reduced to provide more space for non-vehicular travel, including reducing lane widths, removing travel lanes, etc.
- T3.1: For upcoming repaving and/or reconstruction projects, consider design for reduced speed using elements such as reducing travel lane width, reducing travel lanes, adding speed humps, signage, reducing streets to one-way travel to make space for sidewalks and bike lanes, and other traffic management design items.
- T3.2: Create a safer environment for all by planning multimodal streets that support active transportation and decrease the Town's reliance on vehicles by adding crosswalks, flashing beacons, improved street lighting.
- T3.3: Continually review traffic crash data and other data to determine the top areas for needed safety and enforcement improvements.
- 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.
- T4.3: Engage surrounding towns to determine if a coordinated senior/ disabled transportation service, and/or a flexible, on-demand microtransit service pilot could be implemented.
- T6.1: Coordinate with transportation planning in neighboring communities, and Neponset Valley TMA.
- T6.2: Prioritize pilot and temporary/quick build projects to test new ideas and involve the public in project evaluation.
- 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.

- T7.3: Determine how to ensure that the membership on the committees and the decisions that are being made are reflective of Town demographics and address concerns of the most vulnerable residents.
- LUZ4.5: Develop a plan to address roadway safety, traffic, and congestion issues in the neighborhoods that are created or amplified by GPS and app-based navigation (e.g. Google Maps, Waze, or others).
- LUZ5.1: Leverage private development projects to improve the characteristics of the surrounding public realm for pedestrians and bicyclists (provide generous and continuous sidewalks, provide streets with bike lanes, orient buildings to street, conceal parking areas, and reduce curb cuts).
- LUZ5.2: Improve roadway configuration, regulation, and enforcement to equitably allocate infrastructure for all modes of transportation. Increase the likelihood that walking and biking feel safe and accepted, by reducing impediments such as vehicles parking on sidewalks.
- LUZ5.3: Increase the public and private investments in non-vehicular infrastructure to improve and support multimodal access, create continuous connections for bicycle routes to transit and other destinations, add strategic and convenient locations for bicycle storage and shelter, provide benches, lighting, and trash receptacles to support walking, and leverage town-owned land to add more walking paths in strategic locations.



# **Dedham Local Road Safety Plan**

## Appendix H

### Targeted Location Prioritization Results



## Town Locations

Priority Ranking	Project Location	Segment or Intersection	Total Score	EPDO Score	Risk Factor Score	VRU Score	EJ Score	Public Comment Score
1	High Street from East Street/Harvard Street to Bussey Street	Segment	76.2	55.2	2	0	5	14
2	East Street from High Street to Cedar Street	Segment	70.9	26.9	4	15	5	20
3	<i>Walnut Street at Whiting Avenue *</i>	Intersection	68.2	41.2	0	0	5	22
4	East Street at Eastern Avenue/Whiting Avenue	Intersection	59.6	27.6	2	5	5	20
5	East Street from Cedar Street to Westwood Town Line	Segment	58.1	34.1	4	0	0	20
6	High Street from Deerpath Road to Bridge Street	Segment	57.5	33.5	2	0	0	22
7	Milton Street at River Street	Intersection	53.5	24.5	4	0	5	20
8	Washington Street from Providence Highway to Boston City Line	Segment	53.3	13.3	2	15	5	18
9	Washington Street from Court Street to Providence Highway	Segment	49.8	25.8	4	10	0	10
10	Milton Street at Walnut Street	Intersection	48.6	13.6	0	10	5	20
11	High Street from Court Street/Ames Street to East Street/Harvard Street	Segment	45.8	9.8	2	15	5	14
12	High Street at East Street/Harris Street	Intersection	39.9	8.9	4	5	0	22
13	East Street at Cedar Street	Intersection	34.5	5.5	4	5	0	20
14	East Street from Washington Street to High Street	Segment	33.6	2.6	4	0	5	22
15	High Street at Sawmill Lane/Bussey Street/Milton Street	Intersection	32.7	7.7	2	0	5	18
16	Oakdale Square (Sanderson Avenue at Cedar Street/River Street/Cobbler Lane)	Intersection	29.4	2.4	0	0	5	22
17	Bridge Street from High Street to Pine/Ames Streets	Segment	28.7	6.7	2	0	0	20
18	Washington Street at High Street	Intersection	26.2	5.2	2	5	0	14
19	High Street at Ames Street/Court Street	Intersection	25.2	9.2	2	0	0	14
20	Bridge Street at Common Street	Intersection	25.2	3.2	2	0	0	20
21	High Street from Bridge Street to Court Street/Ames Street	Segment	24.5	12.5	2	0	0	10

\*No concept shown - intersection redesign is in progress



## Town Locations – Backup Prioritization Information

Project Location	Segment or Intersection	Jurisdiction	Total Score	EPDO	Primary Risk Factors	Number of VRU crashes	EJ Classification*	Top Public Input Category*	Comment Category Ranking (1-11)*
High Street from East Street/Harvard Street to Bussey Street	Segment	Town	76.2	552	Older Driver	0	Yes	Driver visibility (top comment was "other")	5
East Street from High Street to Cedar Street	Segment	Town	70.9	269	Impaired Driving, Older Driver	3	Yes	Sidewalk or accessibility issue	2
Walnut Street at Whiting Avenue	Intersection	Town	68.2	412	0	0	Yes	Speeding (top comment was "other")	1
East Street at Eastern Avenue/Whiting Avenue	Intersection	Town	59.6	276	Impaired Driving	1	Yes	Sidewalk or accessibility issue	2
East Street from Cedar Street to Westwood Town Line	Segment	Town	58.1	341	Impaired Driving, Older Driver	0	No	Sidewalk or accessibility issue	2
High Street from Deerpath Road to Bridge Street	Segment	Town	57.5	335	Older Driver	0	No	Speeding	1
Milton Street at River Street	Intersection	Town	53.5	245	Older Driver, Pedestrian Related	0	Yes	Sidewalk or accessibility issue	2
Washington Street from Providence Highway to Boston City Line	Segment	Town	53.3	133	Younger Driver	3	Yes	Consider crosswalk	3
Washington Street from Court Street to Providence Highway	Segment	Town	49.8	258	Bicyclist Related, Older Driver	2	No	Long wait for walk signal	7
Milton Street at Walnut Street	Intersection	Town	48.6	136	0	2	Yes	Sidewalk/accessibility (top comment was "other")	2
High Street from Court Street/Ames Street to East Street/Harvard Street	Segment	Town	45.8	98	Older Driver	3	Yes	Driver visibility	5
High Street at East Street/Harris Street	Intersection	Town	39.9	89	Impaired Driving, Older Driver	1	No	Speeding	1
East Street at Cedar Street	Intersection	Town	34.5	55	Impaired Driving, Older Driver	1	No	Sidewalk or accessibility issue	2
East Street from Washington Street to High Street	Segment	Town	33.6	26	Impaired Driving, Older Driver	0	Yes	Speeding	1
High Street at Sawmill Lane/Bussey Street/Milton Street	Intersection	Town	32.7	77	Older Driver	0	Yes	Crosswalks (top comment was "other")	3
Oakdale Square (Sanderson Avenue at Cedar Street/River Street/Cobbler Lane)	Intersection	Town	29.4	24	0	0	Yes	Speeding (top comment was "other")	1
Bridge Street from High Street to Pine/Ames Streets	Segment	Town	28.7	67	Older Driver	0	No	Sidewalk or accessibility issue	2
Washington Street at High Street	Intersection	Town	26.2	52	Older Driver	1	No	Driver visibility	5
High Street at Ames Street/Court Street	Intersection	Town	25.2	92	Older Driver	0	No	Driver visibility	5
Bridge Street at Common Street	Intersection	Town	25.2	32	Older Driver	0	No	Sidewalk or accessibility issue	2
High Street from Bridge Street to Court Street/Ames Street	Segment	Town	24.5	125	Older Driver	0	No	Long wait for walk signal	7
			Sum of component scores	*EPDO calculation does not include crashes with unknown injury severities	*Risk factor may only apply to a portion of the segment, not necessarily on the entire segment	*Environmental Justice Block Group as classified by the Commonwealth of Massachusetts		*For top comments that were in the "other" category, picked the most relevant category for the top comments at each intersection	*Ranking of comment category (speeding, signage, etc.)



## MassDOT or DCR Locations

Priority Ranking	Project Location	Segment or Intersection	Total Score	EPDO Score	Risk Factor Score	VRU Score	EJ Score	Public Comment Score
1	Providence Highway at Elm Street	Intersection	113.6	63.6	10	15	5	20
2	Providence Highway at Washington Street	Intersection	105	87	4	0	0	14
3	Providence Highway at Legacy Boulevard	Intersection	104.7	81.7	8	0	5	10
4	Providence Highway at Eastern Avenue	Intersection	87.2	43.2	8	20	0	16
5	Providence Highway from Westwood Town Line to Washington Street	Segment	85.8	44.8	10	10	5	16
6	Washington Street from Westwood Town Line to Court Street	Segment	71.7	47.7	4	10	0	10
7	Bridge Street from Pine Street/Ames Street to Boston City Line	Segment	68.5	39.5	2	15	0	12
8	Providence Highway at Dedham Plaza	Intersection	63	30	8	0	5	20
9	Bridge Street at Pine Street/Ames Street	Intersection	41.9	17.9	2	10	0	12
10	Bridge Street at Needham Street/Riverside Drive	Intersection	36.9	15.9	2	5	0	14
11	Providence Highway from Washington Street to Boston City Line	Segment	36.9	13.9	6	0	5	12
12	Washington Street at Elm Street/Highland Street/Harmony Hill	Intersection	34.1	9.1	4	5	0	16
13	Providence Highway at Veterans of Foreign Wars Parkway	Intersection	23.3	11.3	4	0	0	8





## MassDOT or DCR Locations – Backup Prioritization Information

Project Location	Segment or Intersection	Jurisdiction	Total Score	EPDO	Primary Risk Factors	Number of VRU crashes	EJ Classification*	Top Public Input Category*	Comment Category Ranking (1-11)*
Providence Highway at Elm Street	Intersection	MassDOT	113.6	636	Distracted Driving, Impaired Driving, Occupant Protection, Older Driver, Younger Driver, Speeding	3	Yes	Sidewalk or accessibility issue	2
Providence Highway at Washington Street	Intersection	MassDOT	105	870	Impaired Driving, Older Driver	0	No	Driver visibility	5
Providence Highway at Legacy Boulevard	Intersection	MassDOT	104.7	817	Distracted Driving, Impaired Driving, Occupant Protection, Younger Driver	0	Yes	Long wait for walk signal	7
Providence Highway at Eastern Avenue	Intersection	MassDOT	87.2	432	Distracted Driving, Impaired Driving, Occupant Protection, Younger Driver	4	No	Signage	4
Providence Highway from Westwood Town Line to Washington Street	Segment	MassDOT	85.8	448	Distracted Driving, Impaired Driving, Occupant Protection, Older Driver, Younger Driver	2	Yes	Signage	4
Washington Street from Westwood Town Line to Court Street	Segment	MassDOT	71.7	477	Older Driver, Pedestrian Related	2	No	Long wait for walk signal	7
Bridge Street from Pine Street/Ames Street to Boston City Line	Segment	MassDOT	68.5	395	Older Driver	3	No	Unsafe for biking	6
Providence Highway at Dedham Plaza	Intersection	MassDOT	63	300	Distracted Driving, Impaired Driving, Occupant Protection, Younger Driver	0	Yes	Sidewalk or accessibility issue	2
Bridge Street at Pine Street/Ames Street	Intersection	MassDOT	41.9	179	Older Driver	2	No	Unsafe for biking	6
Bridge Street at Needham Street/Riverside Drive	Intersection	MassDOT	36.9	159	Older Driver	1	No	Driver visibility	5
Providence Highway from Washington Street to Boston City Line	Segment	MassDOT	36.9	139	Impaired Driving, Occupant Protection, Younger Driver	0	Yes	Unsafe for biking	6
Washington Street at Elm Street/Highland Street/Harmony Hill	Intersection	MassDOT	34.1	91	Older Driver, Pedestrian Related	1	No	Signage (top comment was "other")	4
Providence Highway at Veterans of Foreign Wars Parkway	Intersection	MassDOT / DCR	23.3	113	Impaired Driving, Occupant Protection	0	No	Poor roadway conditions	8
			Sum of component scores	*EPDO calculation does not include crashes with unknown injury severities	*Risk factor may only apply to a portion of the segment, not necessarily on the entire segment		*Environmental Justice Block Group as classified by the Commonwealth of Massachusetts	*For top comments that were in the "other" category, picked the most relevant category for the top comments at each intersection	*Ranking of comment category (speeding, signage, etc.)

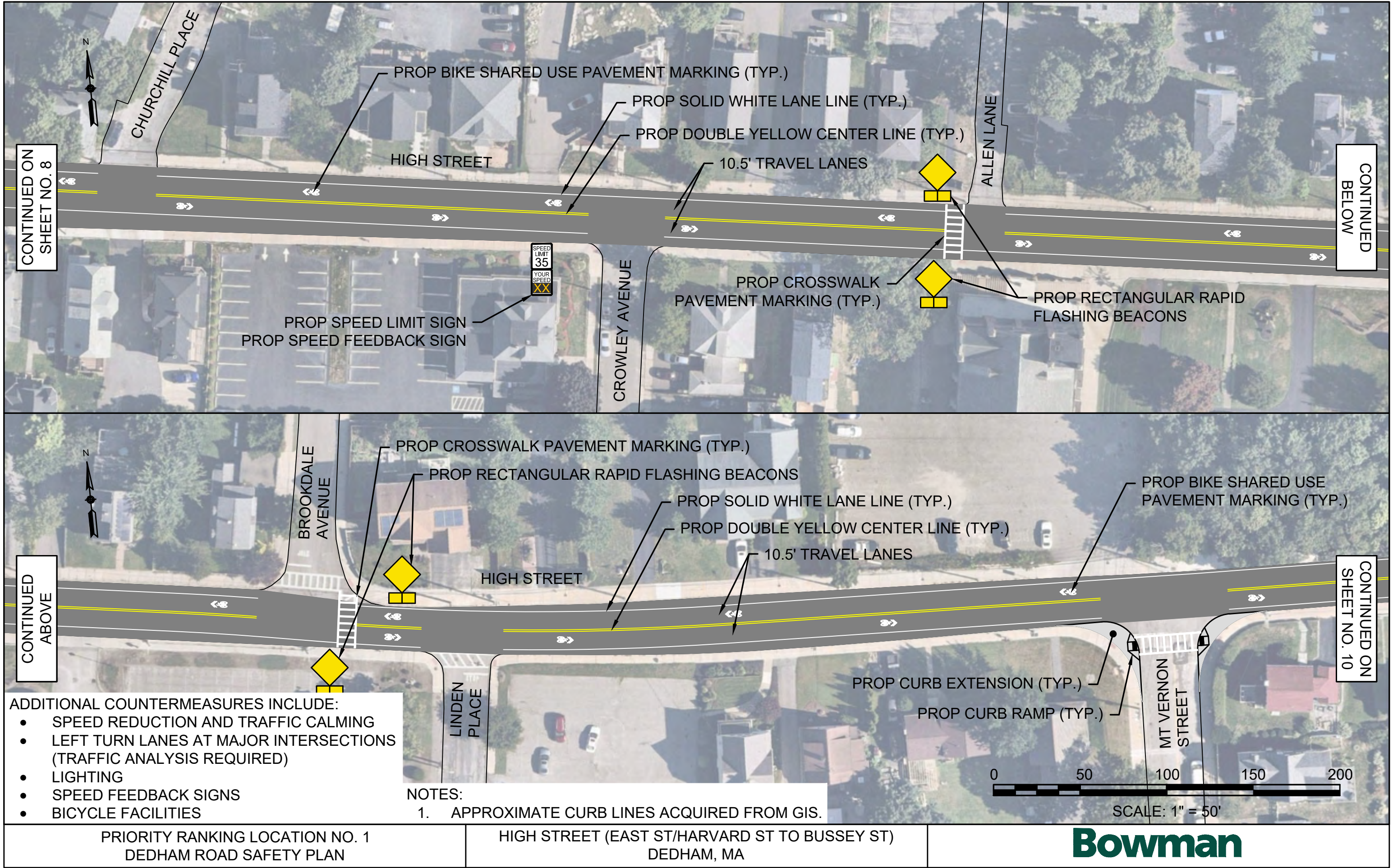


# Dedham Local Road Safety Plan

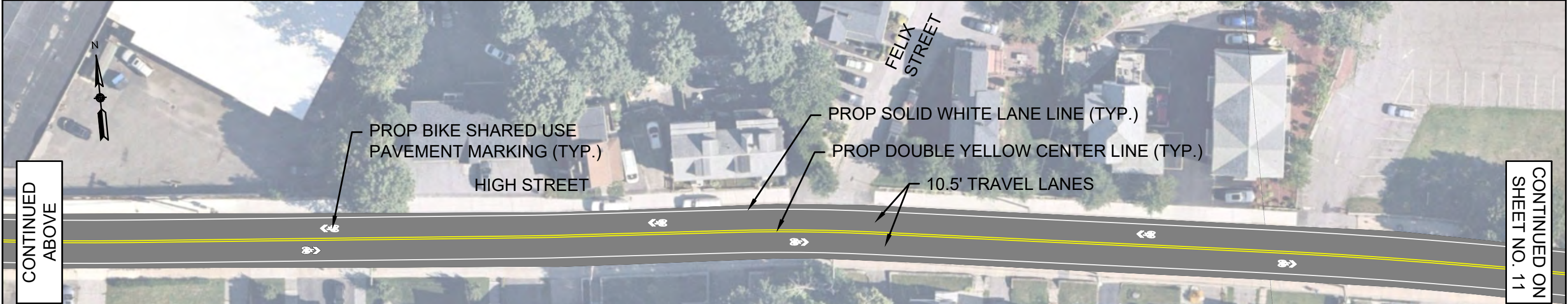
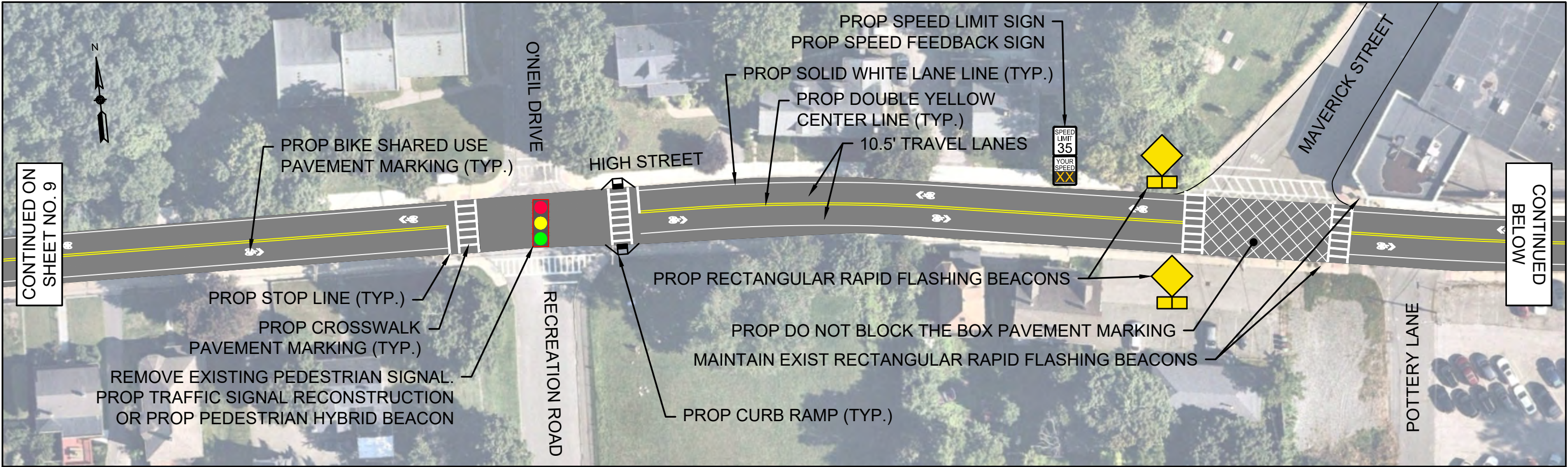
## Appendix I Targeted Location Concepts

*The concepts presented in this appendix are intended to serve as ideas to explore in further depth. They are based on approximate roadway dimensions (excluding right-of-way) and would need to be vetted through additional traffic analyses and land surveys to fully understand design constraints and alternatives.*



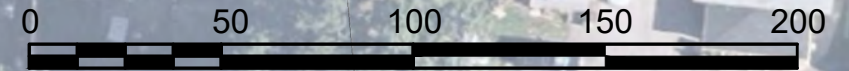






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- SPEED REDUCTION AND TRAFFIC CALMING
  - LEFT TURN LANES AT MAJOR INTERSECTIONS (TRAFFIC ANALYSIS REQUIRED)
  - LIGHTING
  - SPEED FEEDBACK SIGNS
  - BICYCLE FACILITIES

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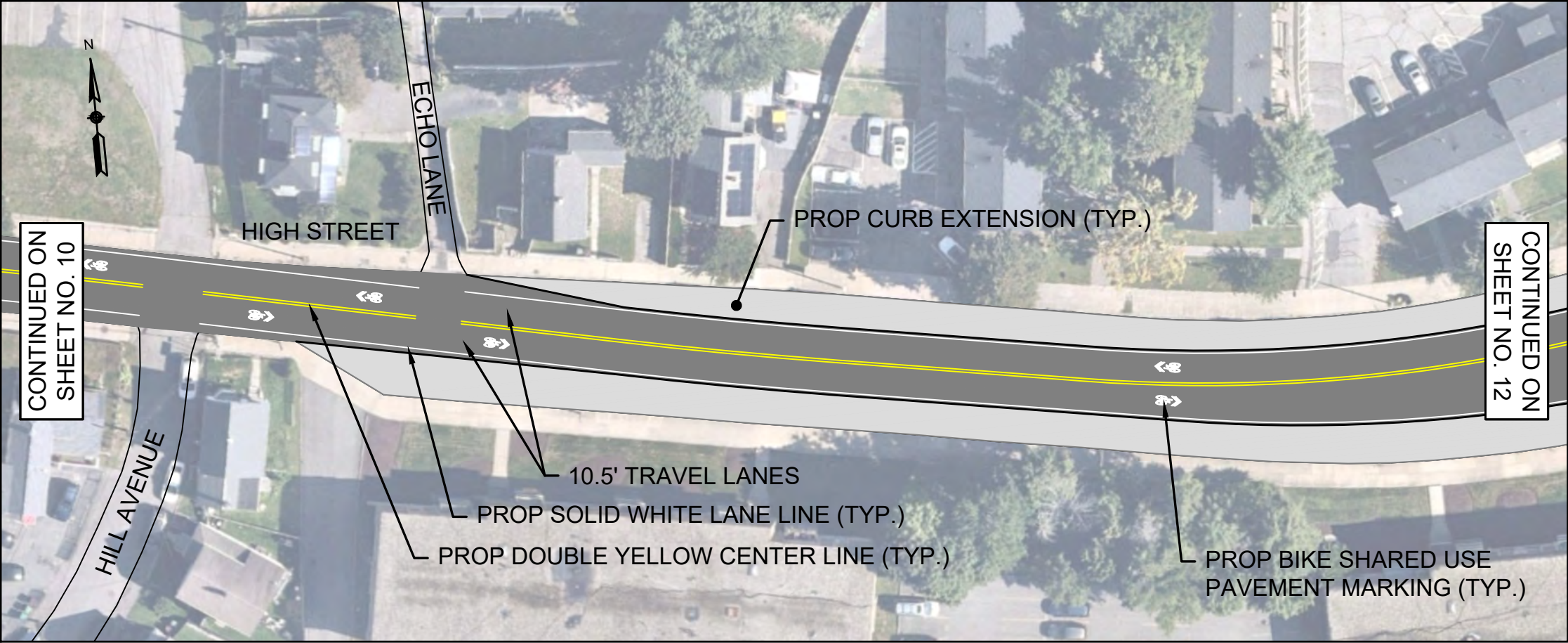
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PRIORITY RANKING LOCATION NO. 1  
DEDHAM ROAD SAFETY PLAN

HIGH STREET (EAST ST/HARVARD ST TO BUSSEY ST)  
DEDHAM, MA

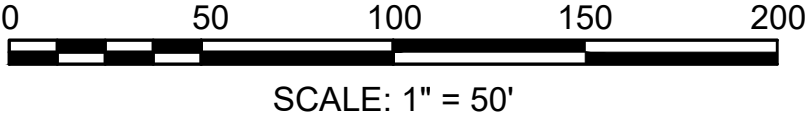
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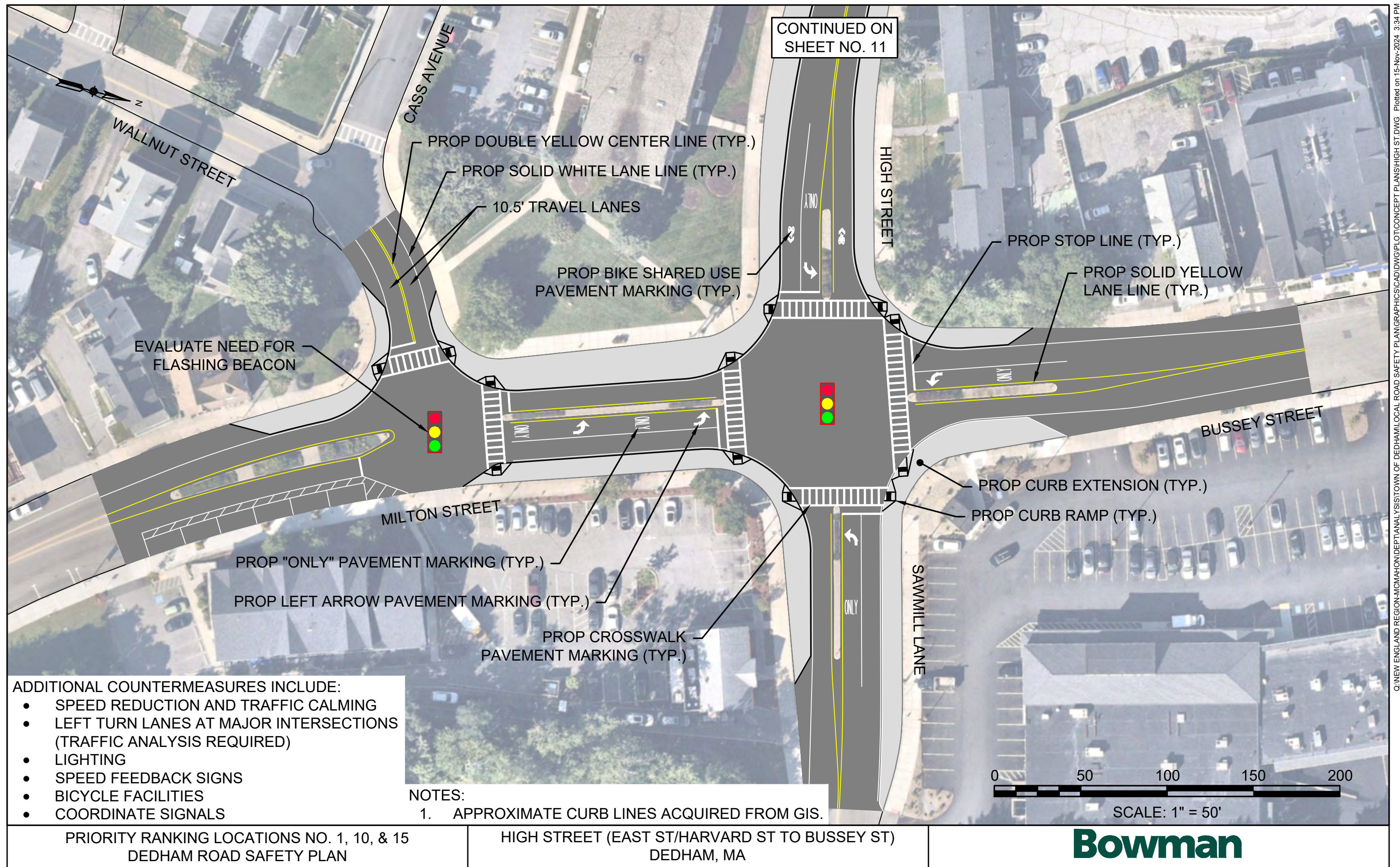
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  - SPEED FEEDBACK SIGNS
  - BICYCLE FACILITIES

NOTES:  
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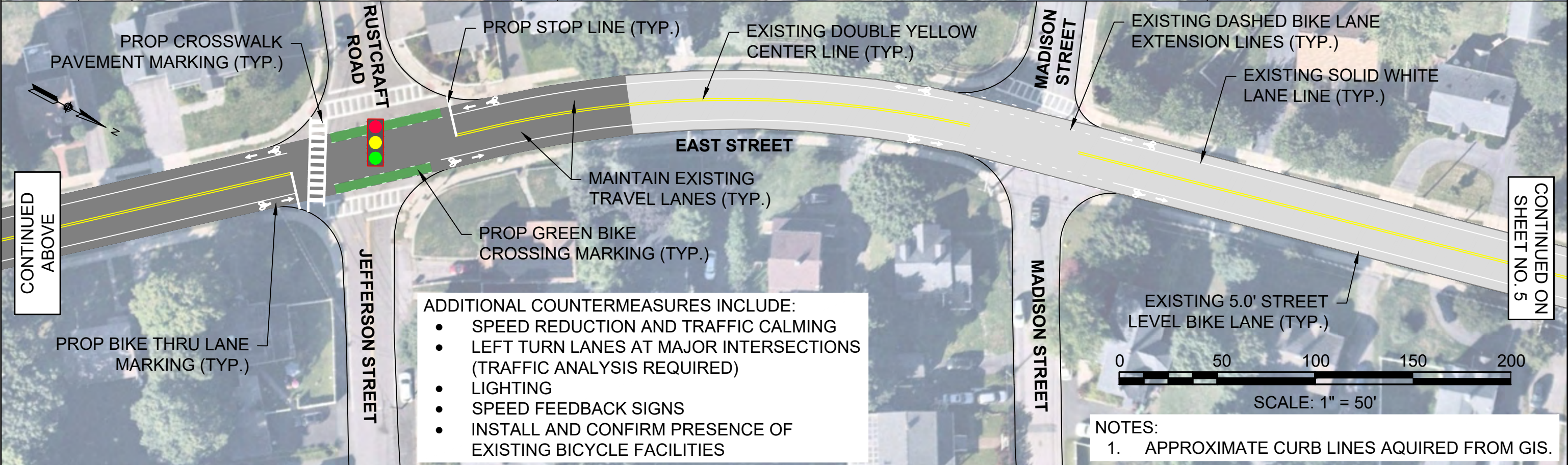
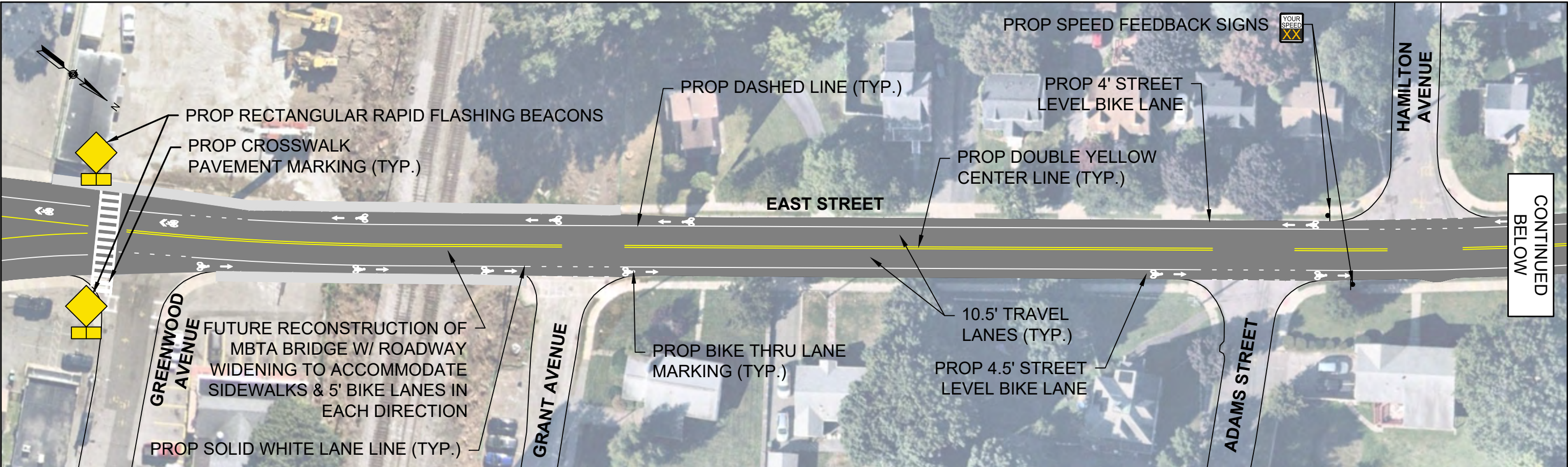


PRIORITY RANKING LOCATION NO. 1 DEDHAM ROAD SAFETY PLAN	HIGH STREET (EAST ST/HARVARD ST TO BUSSEY ST) DEDHAM, MA	<b>Bowman</b>
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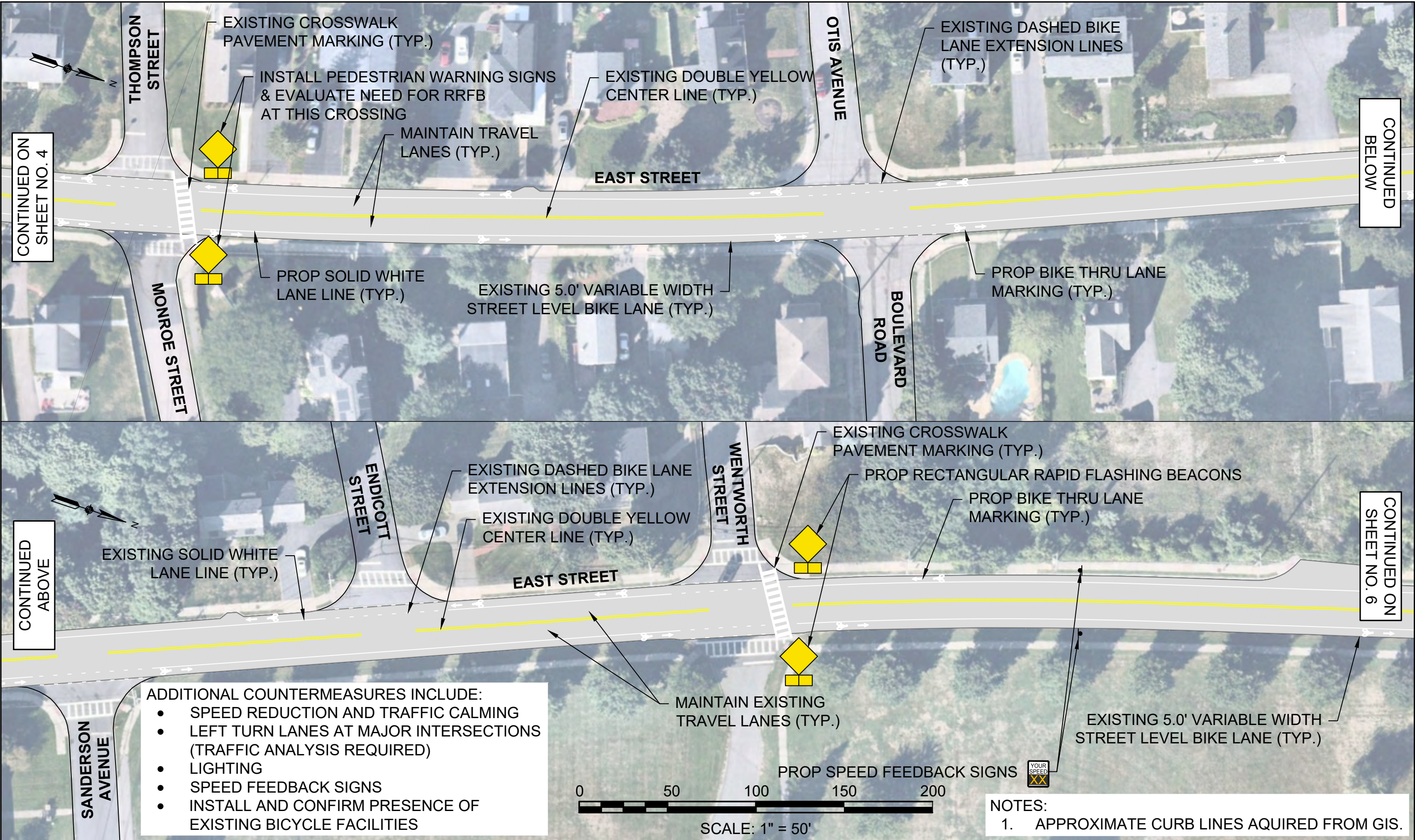




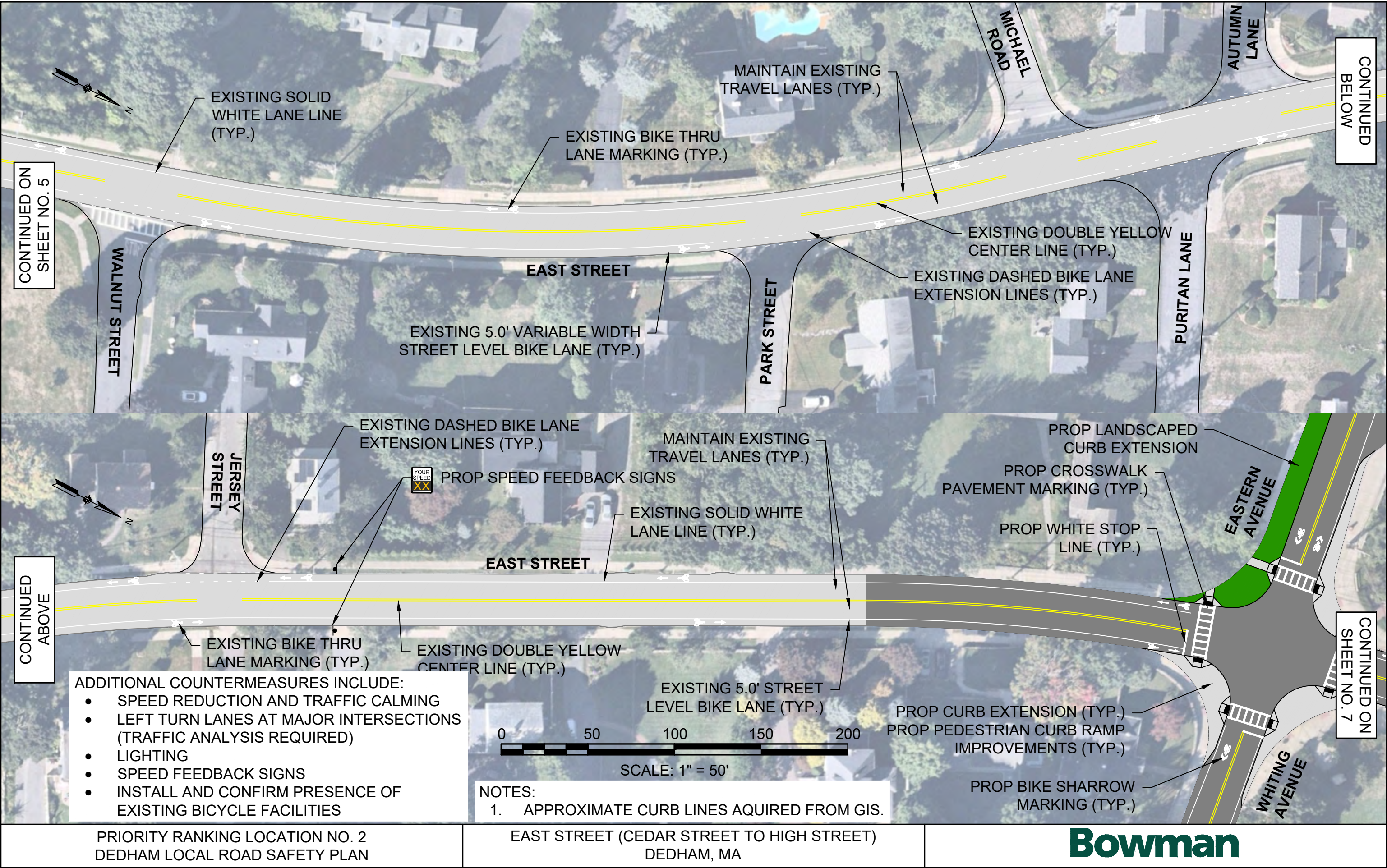




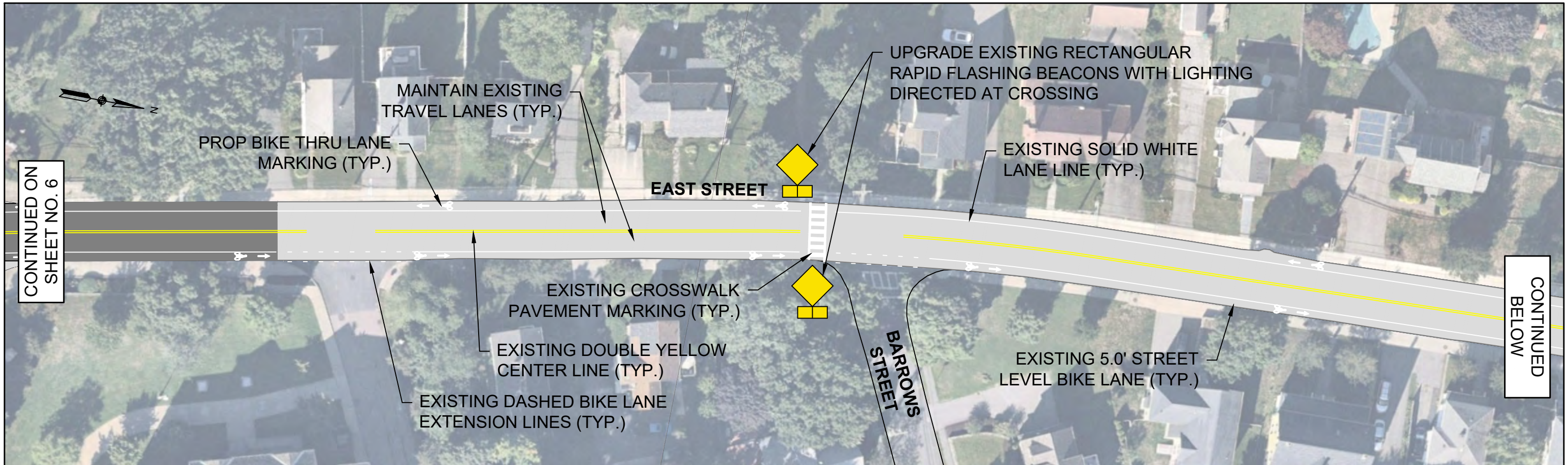




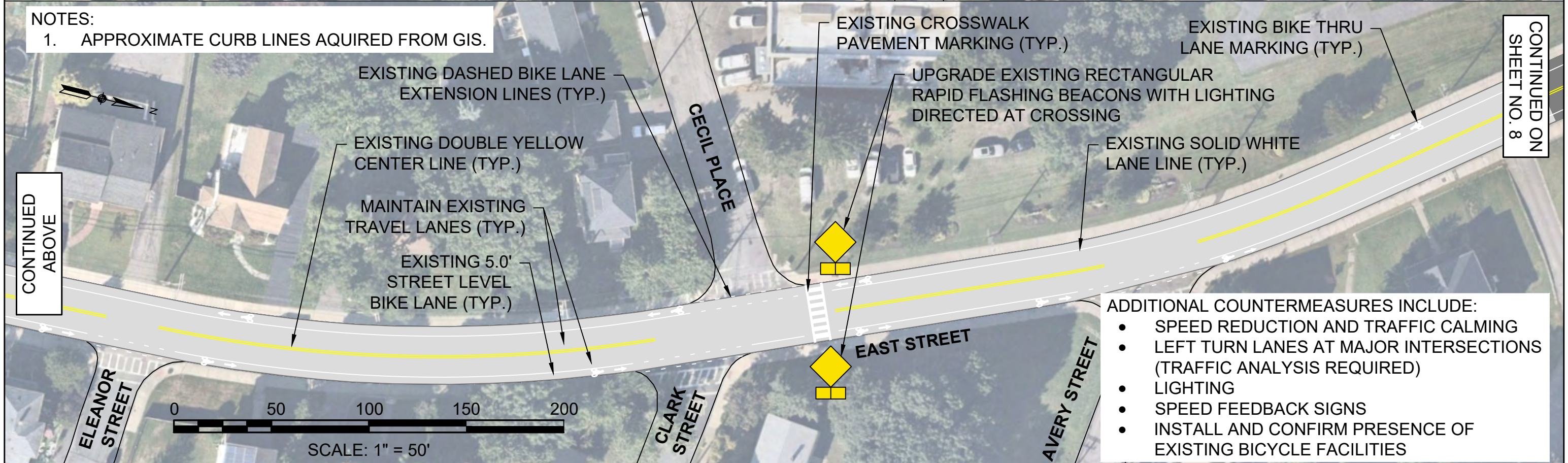








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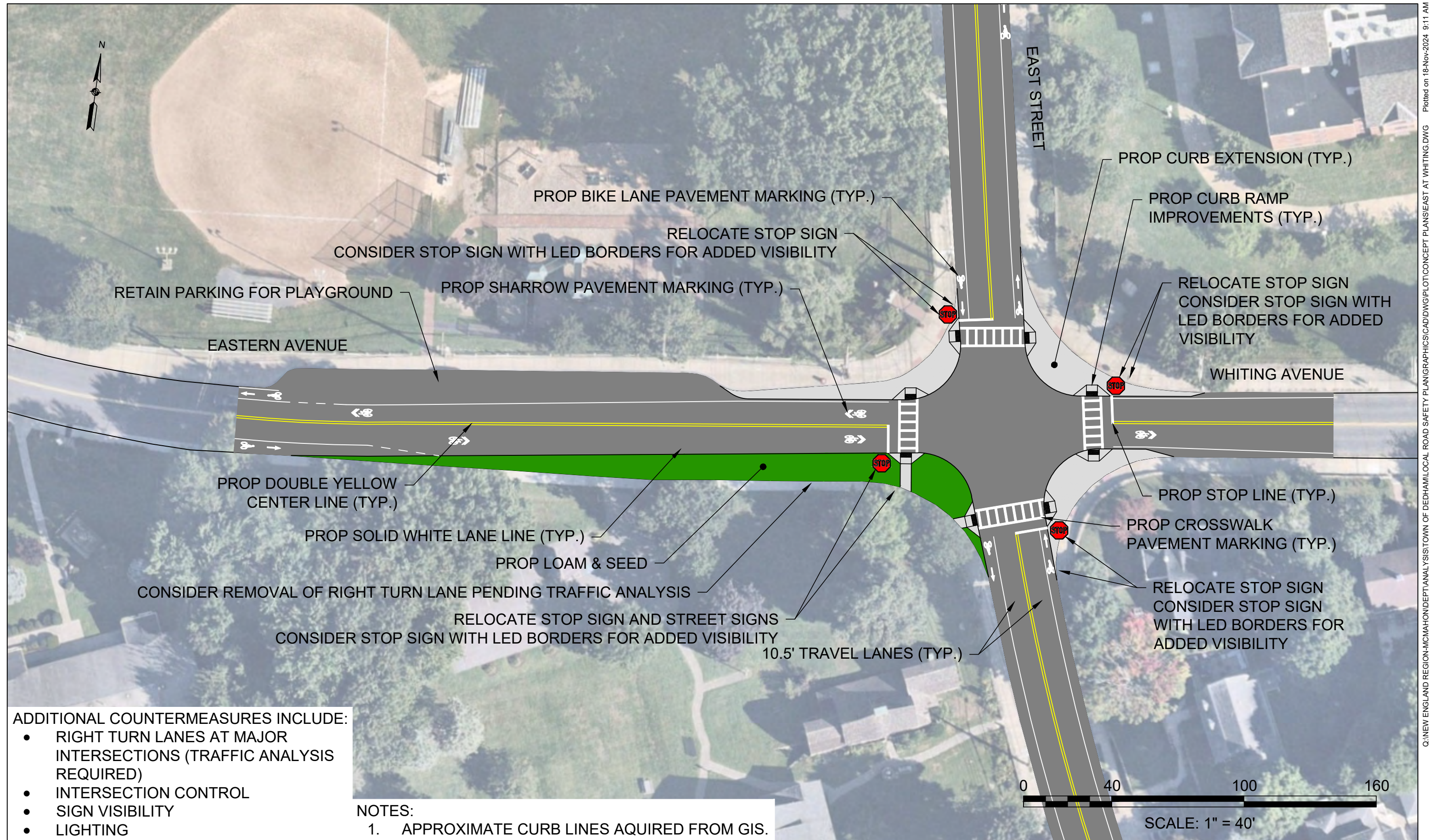
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  - LEFT TURN LANES AT MAJOR INTERSECTIONS (TRAFFIC ANALYSIS REQUIRED)
  - LIGHTING
  - SPEED FEEDBACK SIGNS
  - INSTALL AND CONFIRM PRESENCE OF EXISTING BICYCLE FACILITIES

PRIORITY RANKING LOCATION NO. 2  
DEDHAM LOCAL ROAD SAFETY PLAN

EAST STREET (CEDAR STREET TO HIGH STREET)  
DEDHAM, MA

**Bowman**





ADDITIONAL COUNTERMEASURES INCLUDE:

- RIGHT TURN LANES AT MAJOR INTERSECTIONS (TRAFFIC ANALYSIS REQUIRED)
- INTERSECTION CONTROL
- SIGN VISIBILITY
- LIGHTING

NOTES:

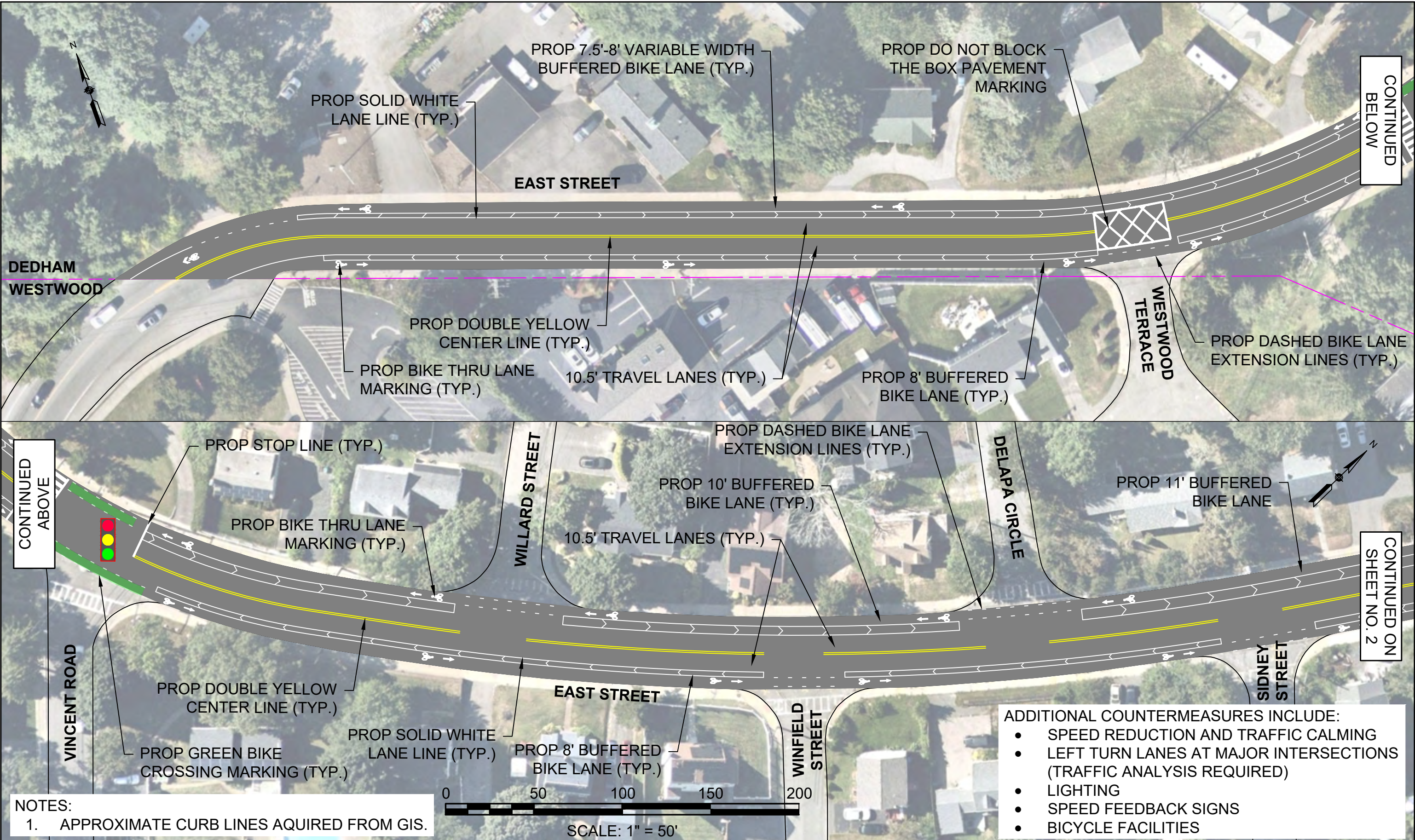
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DEDHAM ROAD SAFETY PLAN

EAST STREET & EASTERN AVENUE/WHITING AVENUE  
DEDHAM, MA

**Bowman**



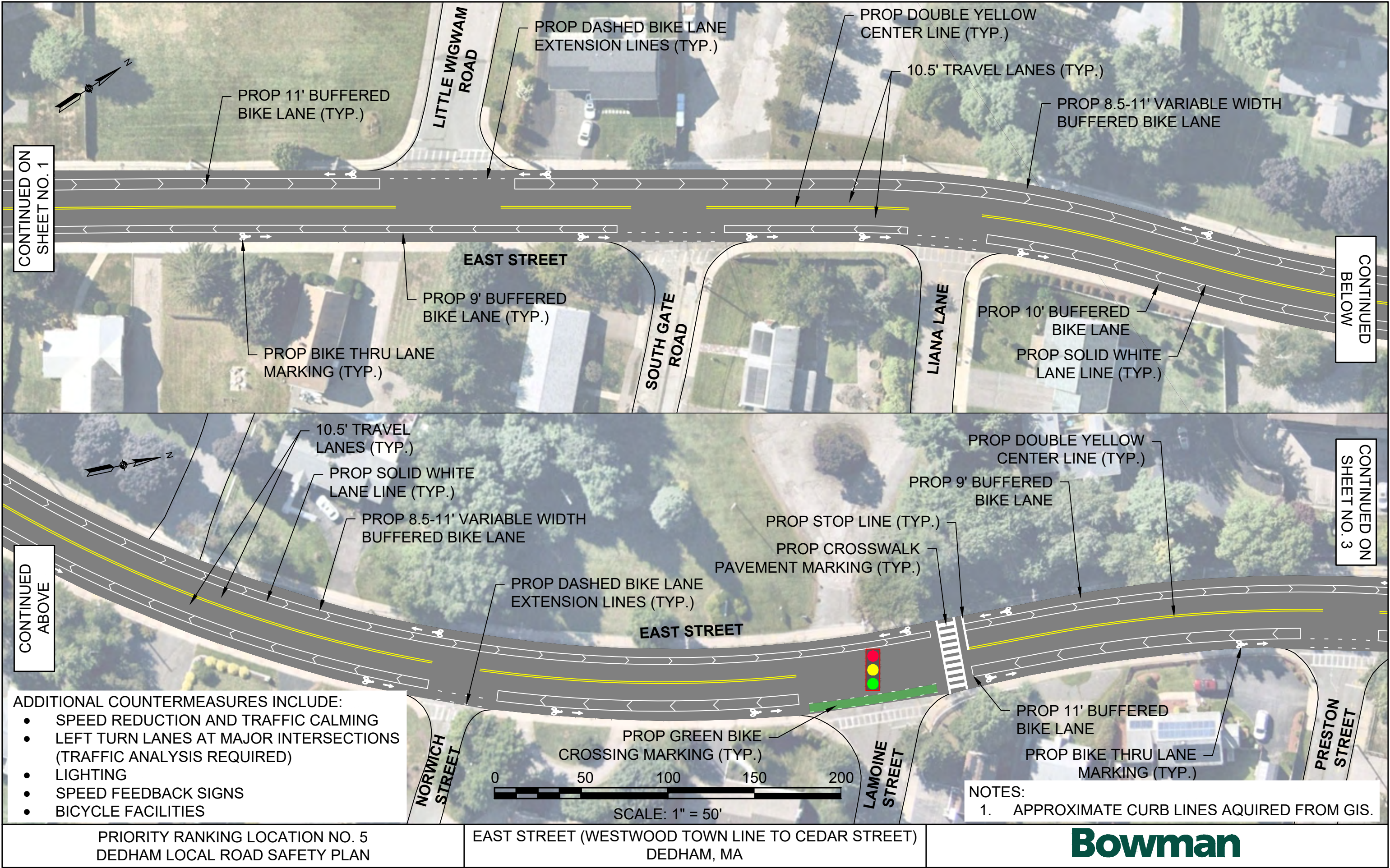


PRIORITY RANKING LOCATION NO. 5  
DEDHAM LOCAL ROAD SAFETY PLAN

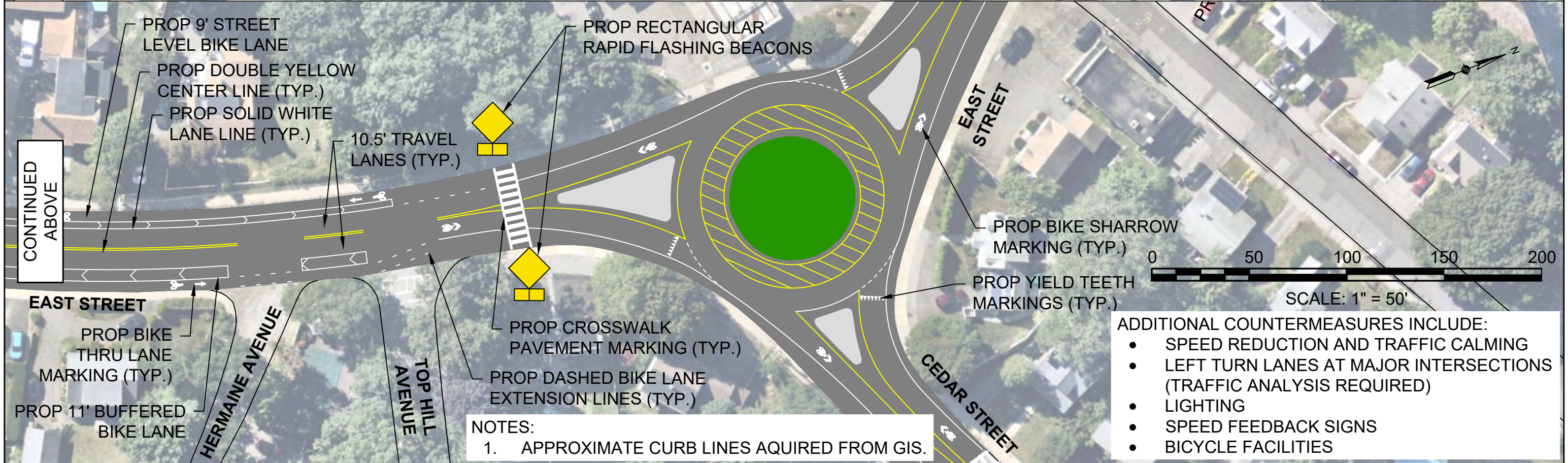
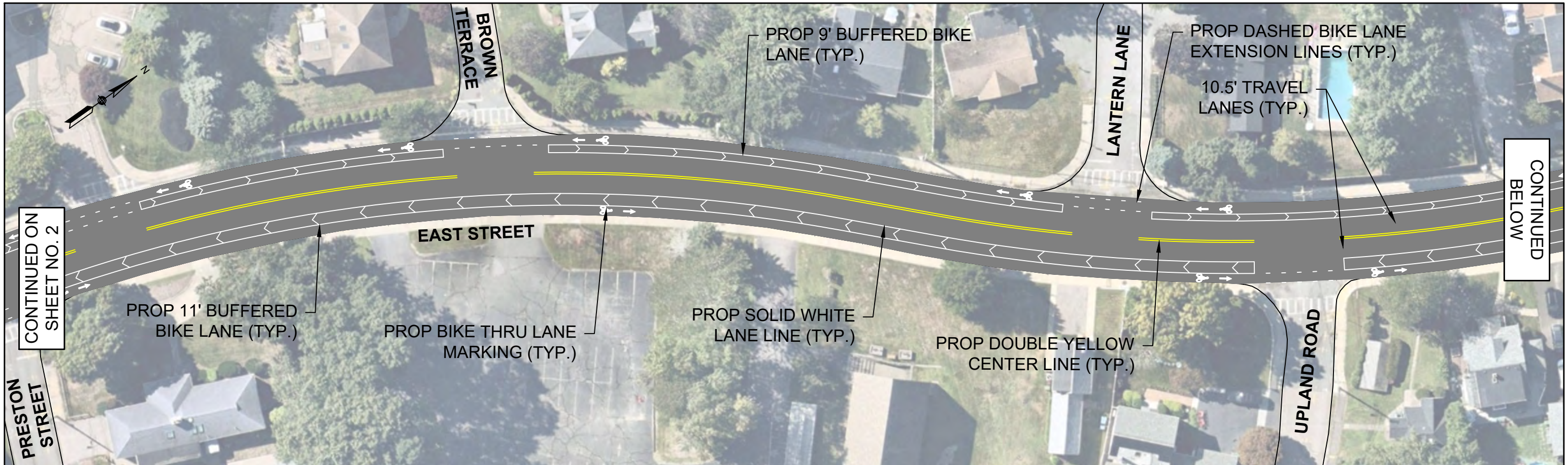
EAST STREET (WESTWOOD TOWN LINE TO CEDAR STREET)  
DEDHAM, MA

**Bowman**







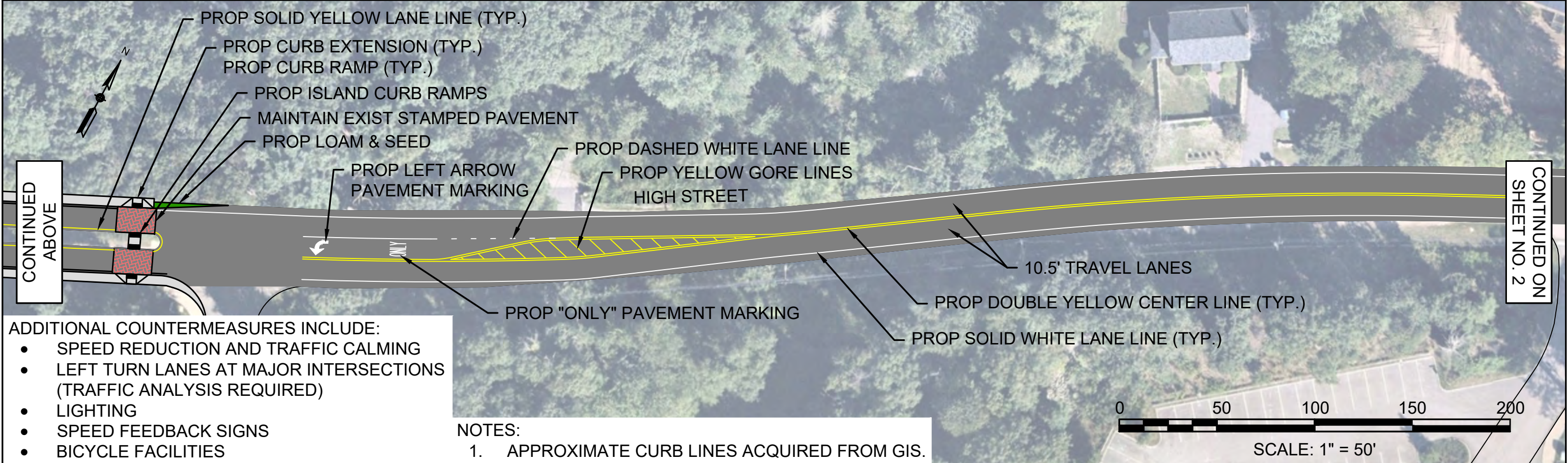


PRIORITY RANKING LOCATION NO. 5 & 13  
DEDHAM LOCAL ROAD SAFETY PLAN

EAST STREET (WESTWOOD TOWN LINE TO CEDAR STREET)  
DEDHAM, MA

**Bowman**

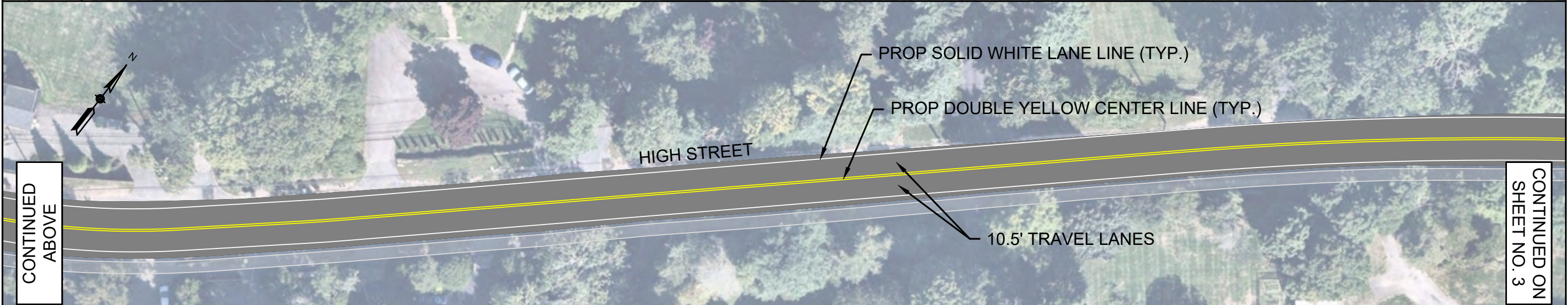
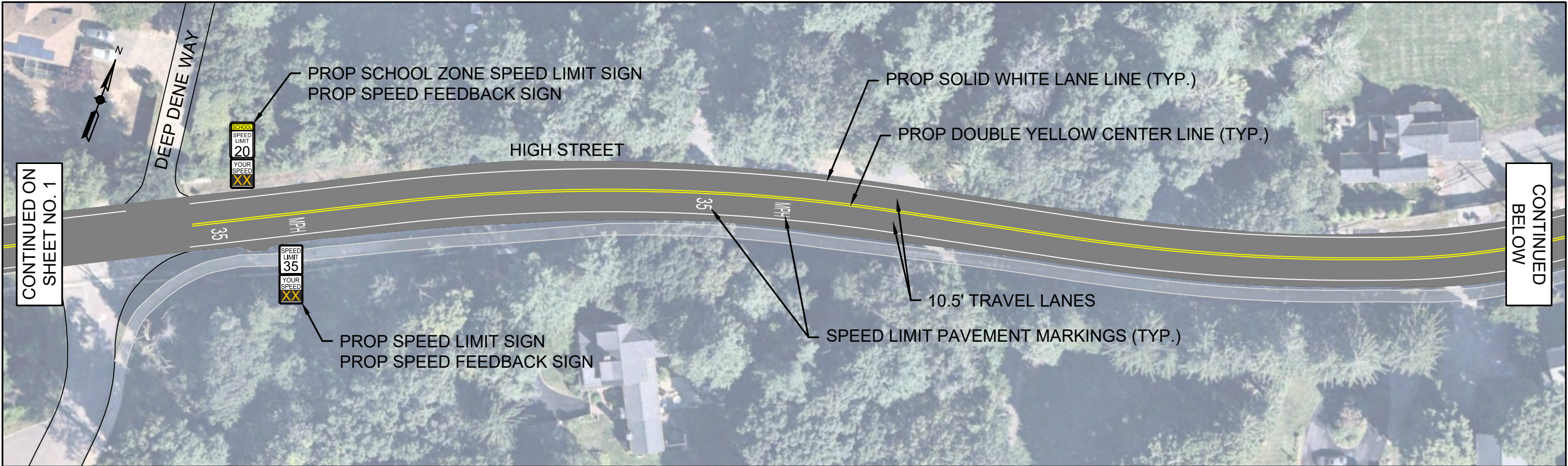




- ADDITIONAL COUNTERMEASURES INCLUDE:
- SPEED REDUCTION AND TRAFFIC CALMING
  - LEFT TURN LANES AT MAJOR INTERSECTIONS (TRAFFIC ANALYSIS REQUIRED)
  - LIGHTING
  - SPEED FEEDBACK SIGNS
  - BICYCLE FACILITIES

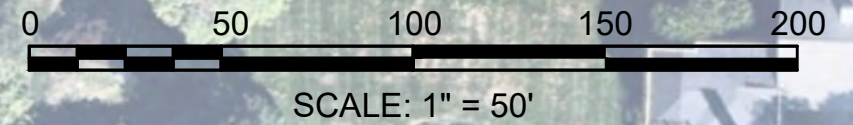
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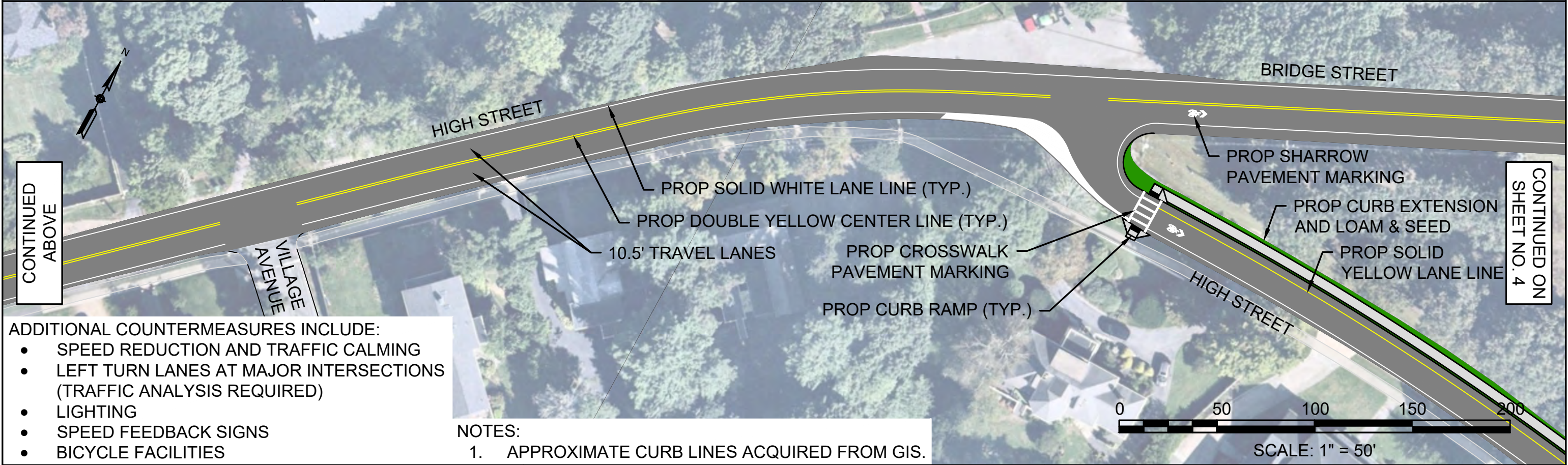
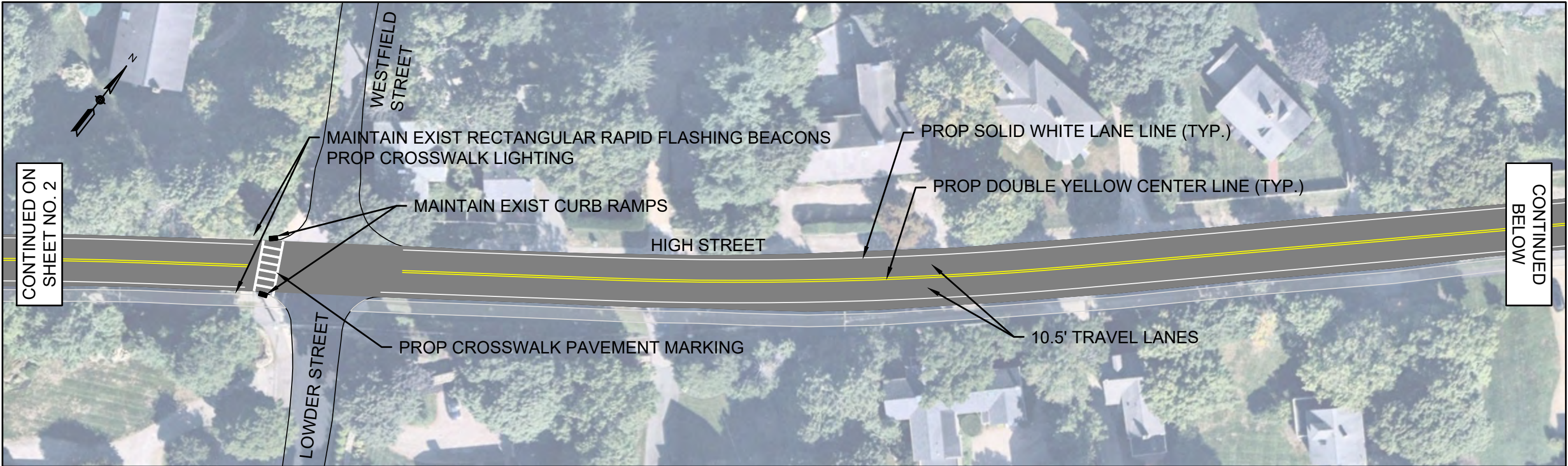


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  - SPEED FEEDBACK SIGNS
  - BICYCLE FACILITIES

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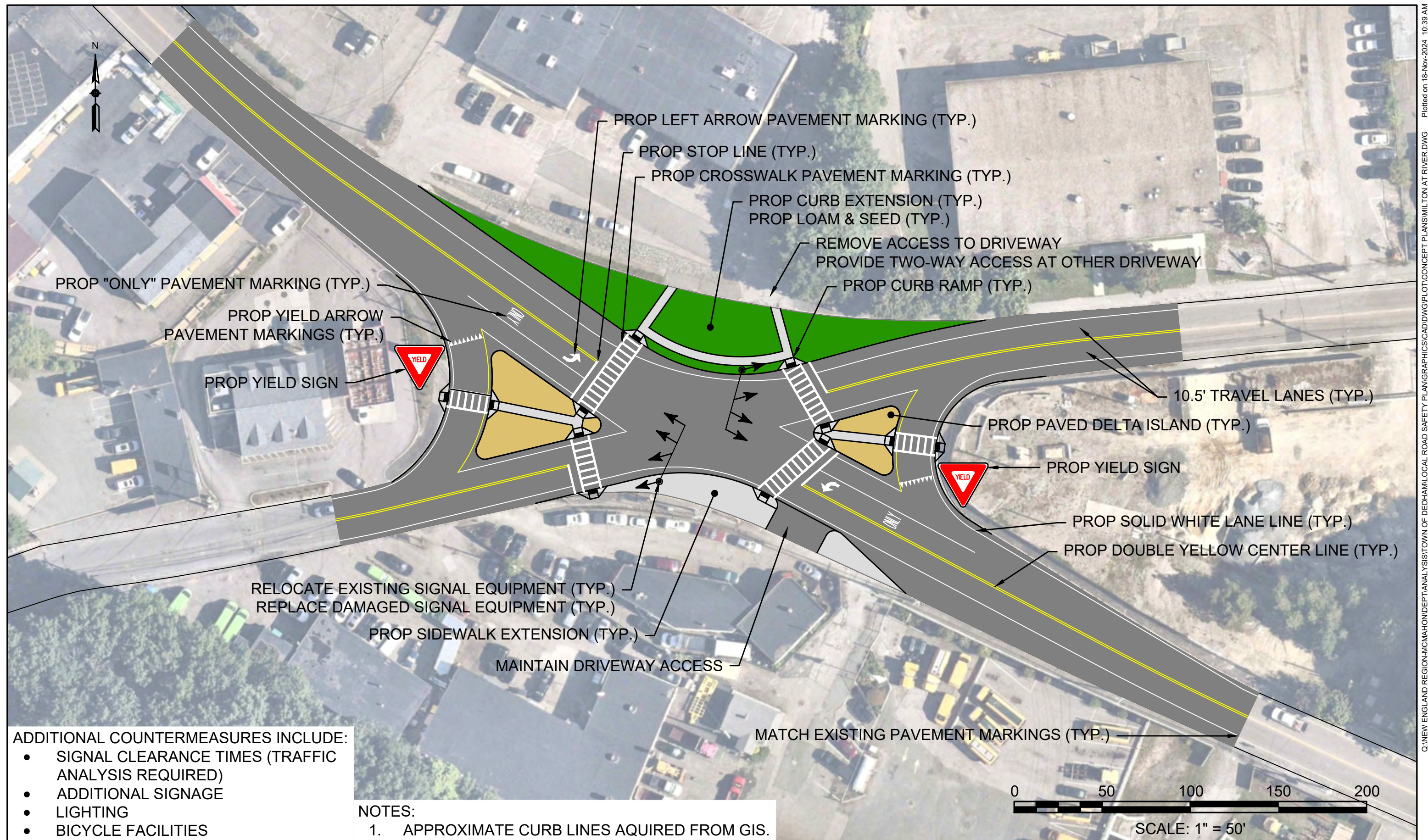




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  - BICYCLE FACILITIES

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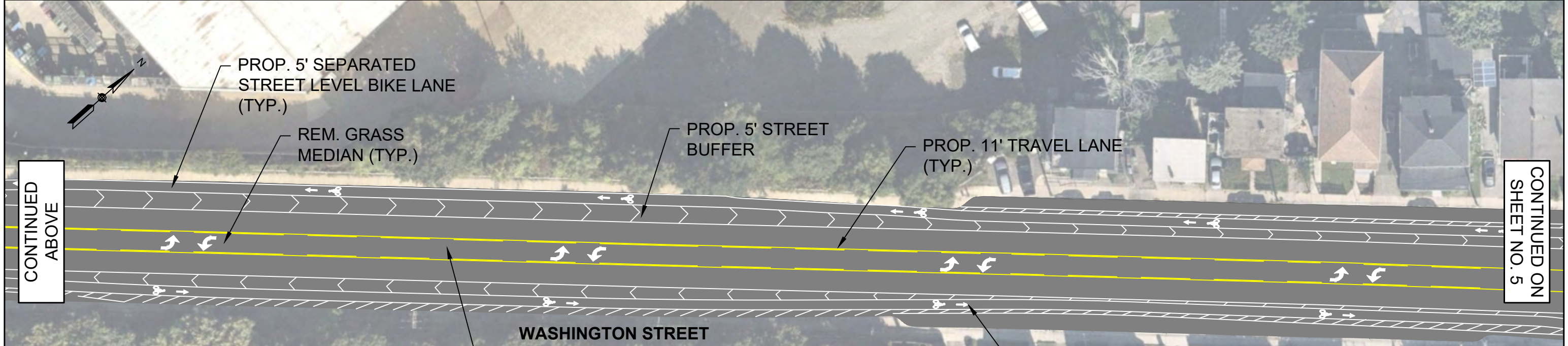
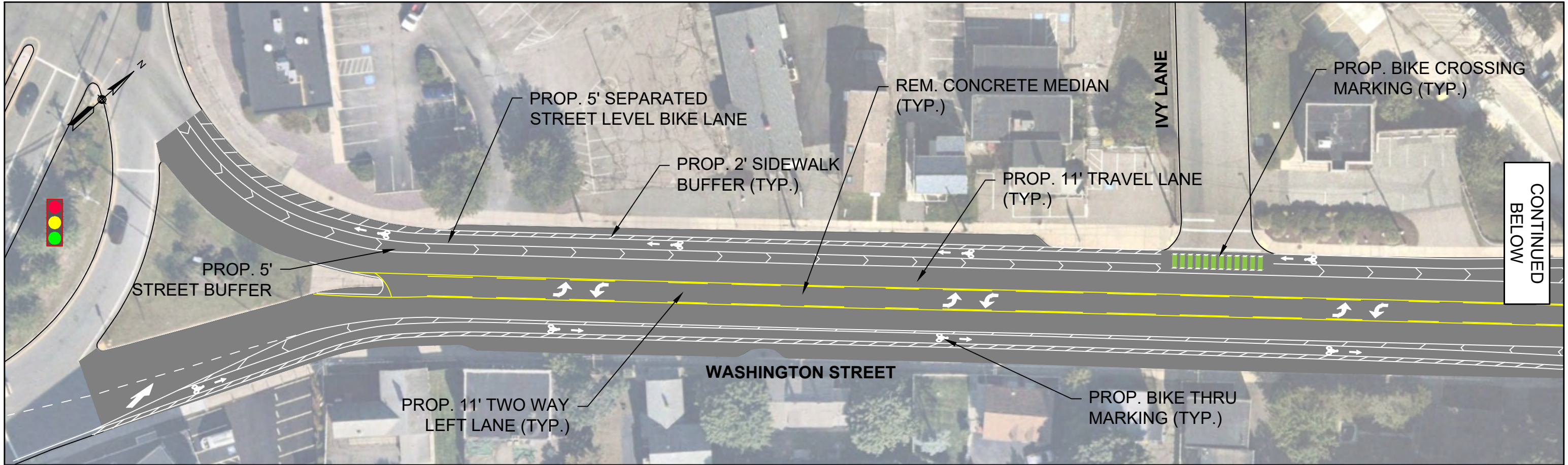


PRIORITY RANKING LOCATION NO. 7  
DEDHAM LOCAL ROAD SAFETY PLAN

MILTON STREET AT RIVER STREET  
DEDHAM, MA

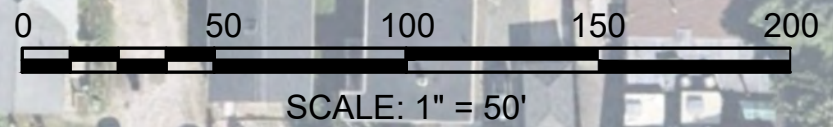
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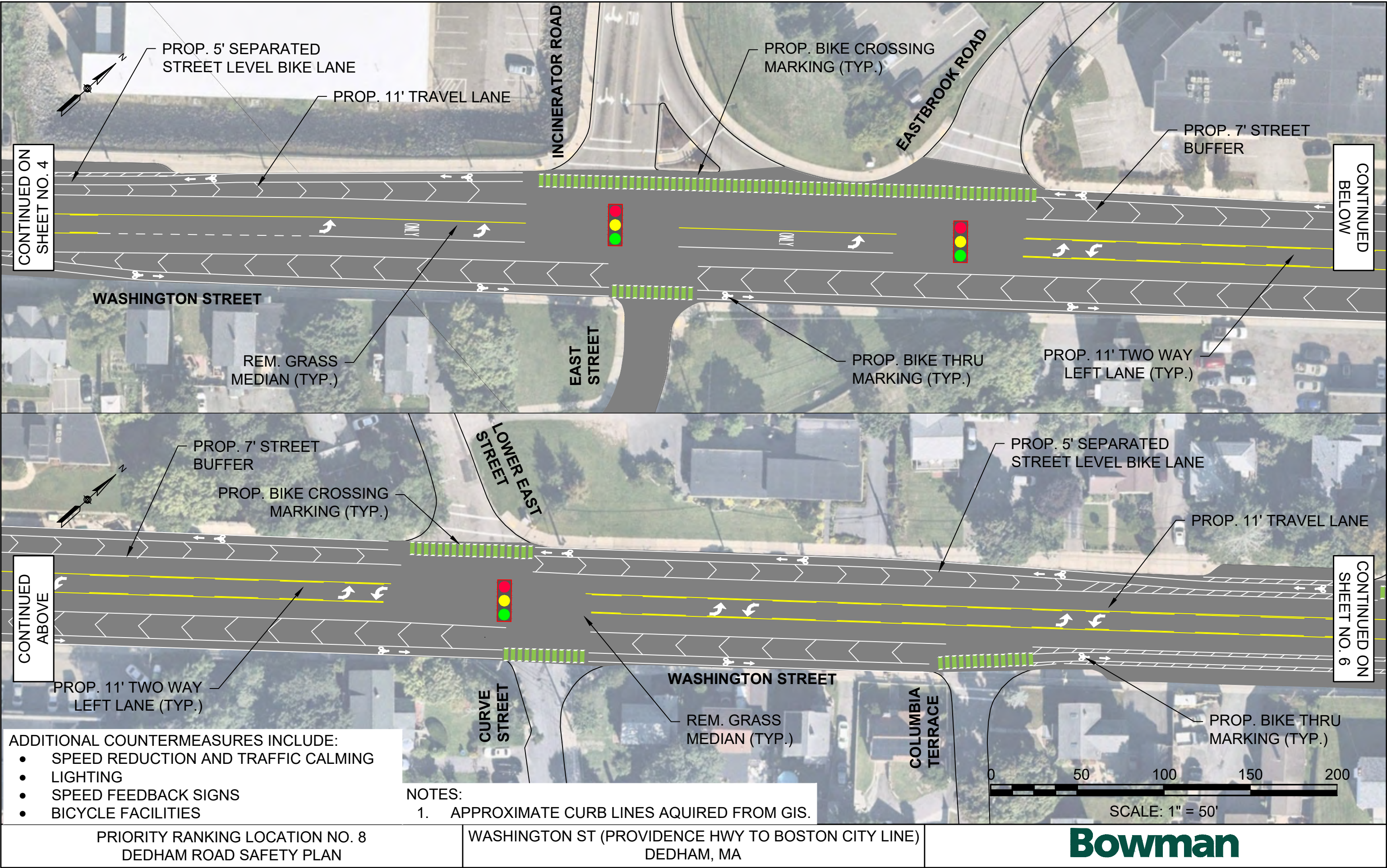


- ADDITIONAL COUNTERMEASURES INCLUDE:
- SPEED REDUCTION AND TRAFFIC CALMING
  - LIGHTING
  - SPEED FEEDBACK SIGNS
  - BICYCLE FACILITIES

NOTES:  
1. APPROXIMATE CURB LINES ACQUIRED FROM GIS.







- ADDITIONAL COUNTERMEASURES INCLUDE:
- SPEED REDUCTION AND TRAFFIC CALMING
  - LIGHTING
  - SPEED FEEDBACK SIGNS
  - BICYCLE FACILITIES

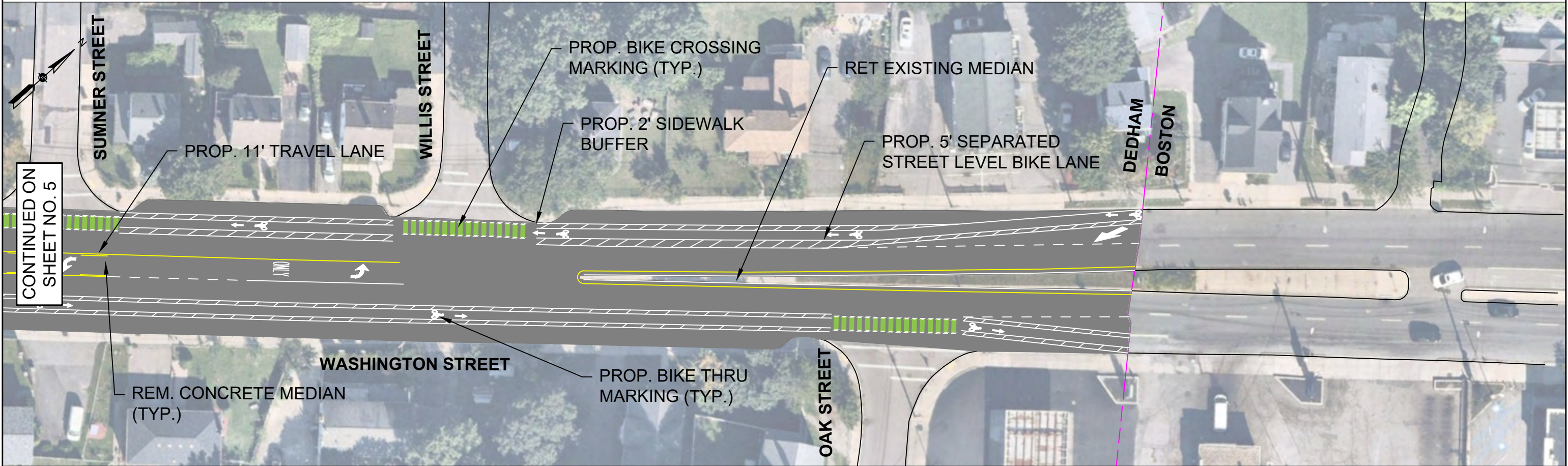
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PRIORITY RANKING LOCATION NO. 8  
DEDHAM ROAD SAFETY PLAN

WASHINGTON ST (PROVIDENCE HWY TO BOSTON CITY LINE)  
DEDHAM, MA



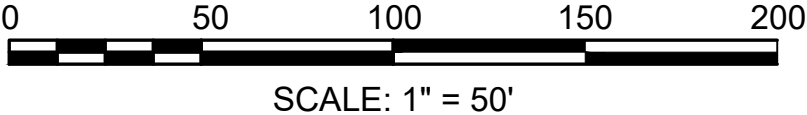




- ADDITIONAL COUNTERMEASURES INCLUDE:
- SPEED REDUCTION AND TRAFFIC CALMING
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  - SPEED FEEDBACK SIGNS
  - BICYCLE FACILITIES

NOTES:

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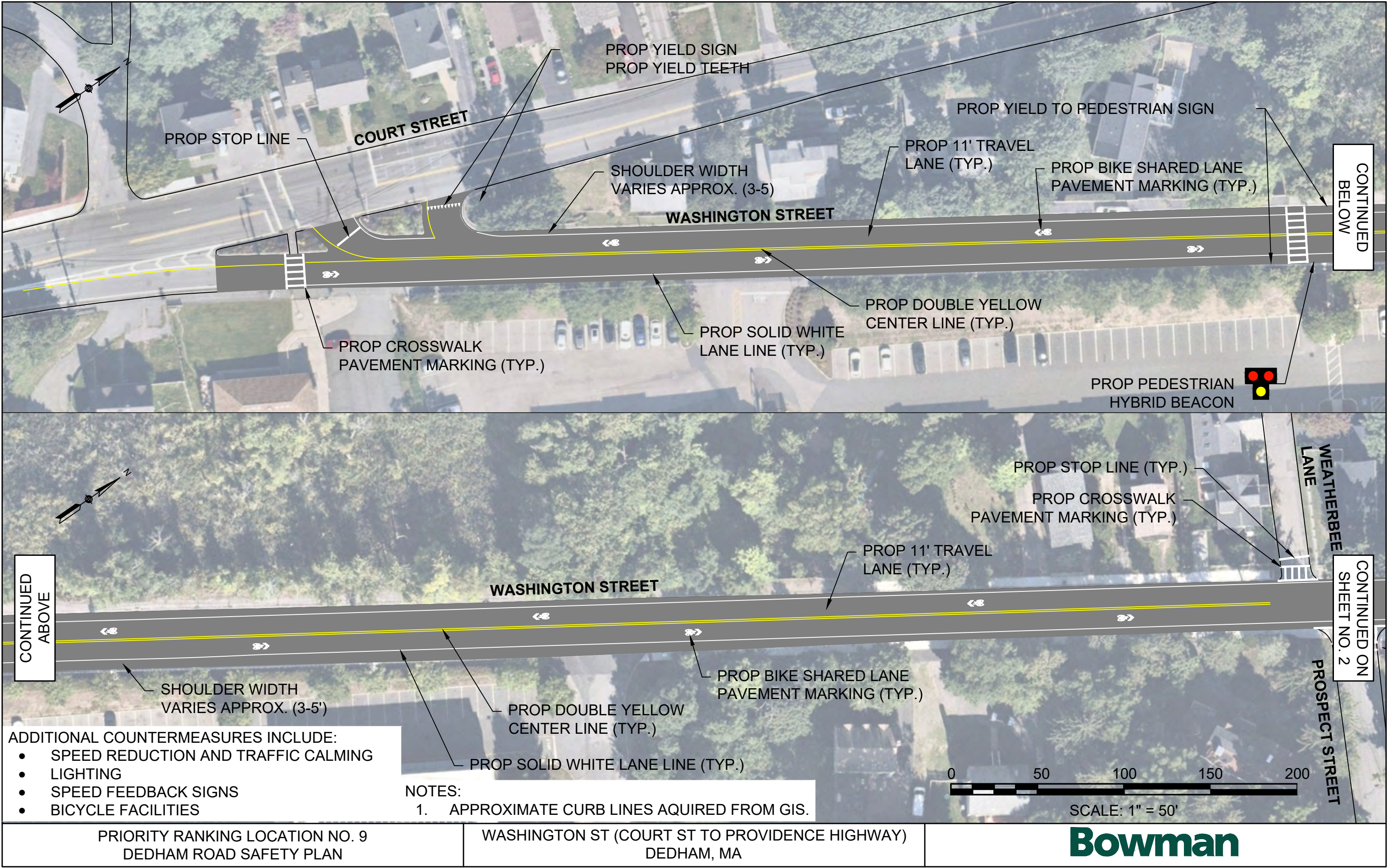


PRIORITY RANKING LOCATION NO. 8  
DEDHAM ROAD SAFETY PLAN

WASHINGTON ST (PROVIDENCE HWY TO BOSTON CITY LINE)  
DEDHAM, MA

**Bowman**





- ADDITIONAL COUNTERMEASURES INCLUDE:
- SPEED REDUCTION AND TRAFFIC CALMING
  - LIGHTING
  - SPEED FEEDBACK SIGNS
  - BICYCLE FACILITIES

NOTES:  
1. APPROXIMATE CURB LINES ACQUIRED FROM GIS.

PRIORITY RANKING LOCATION NO. 9  
DEDHAM ROAD SAFETY PLAN

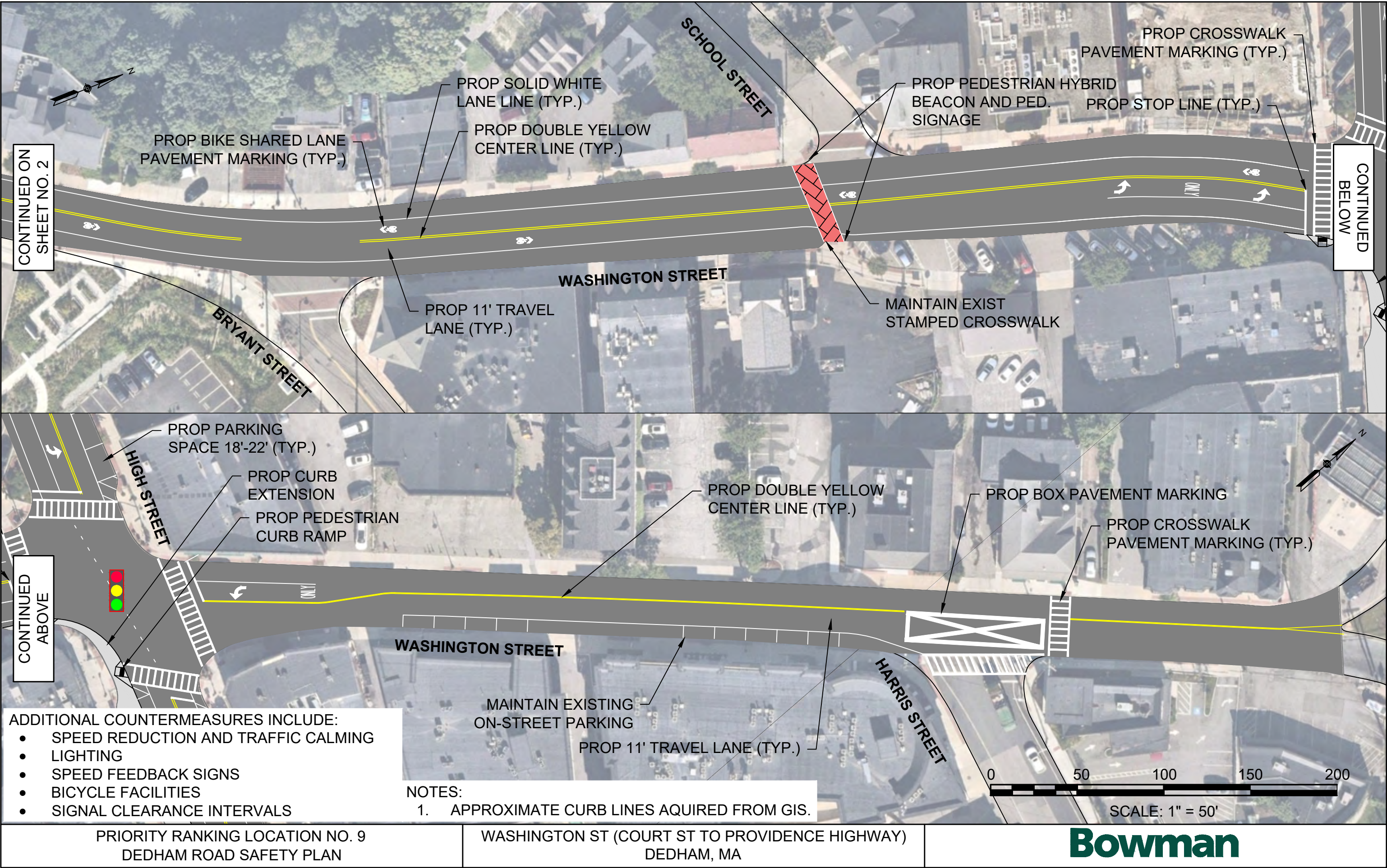
WASHINGTON ST (COURT ST TO PROVIDENCE HIGHWAY)  
DEDHAM, MA

**Bowman**

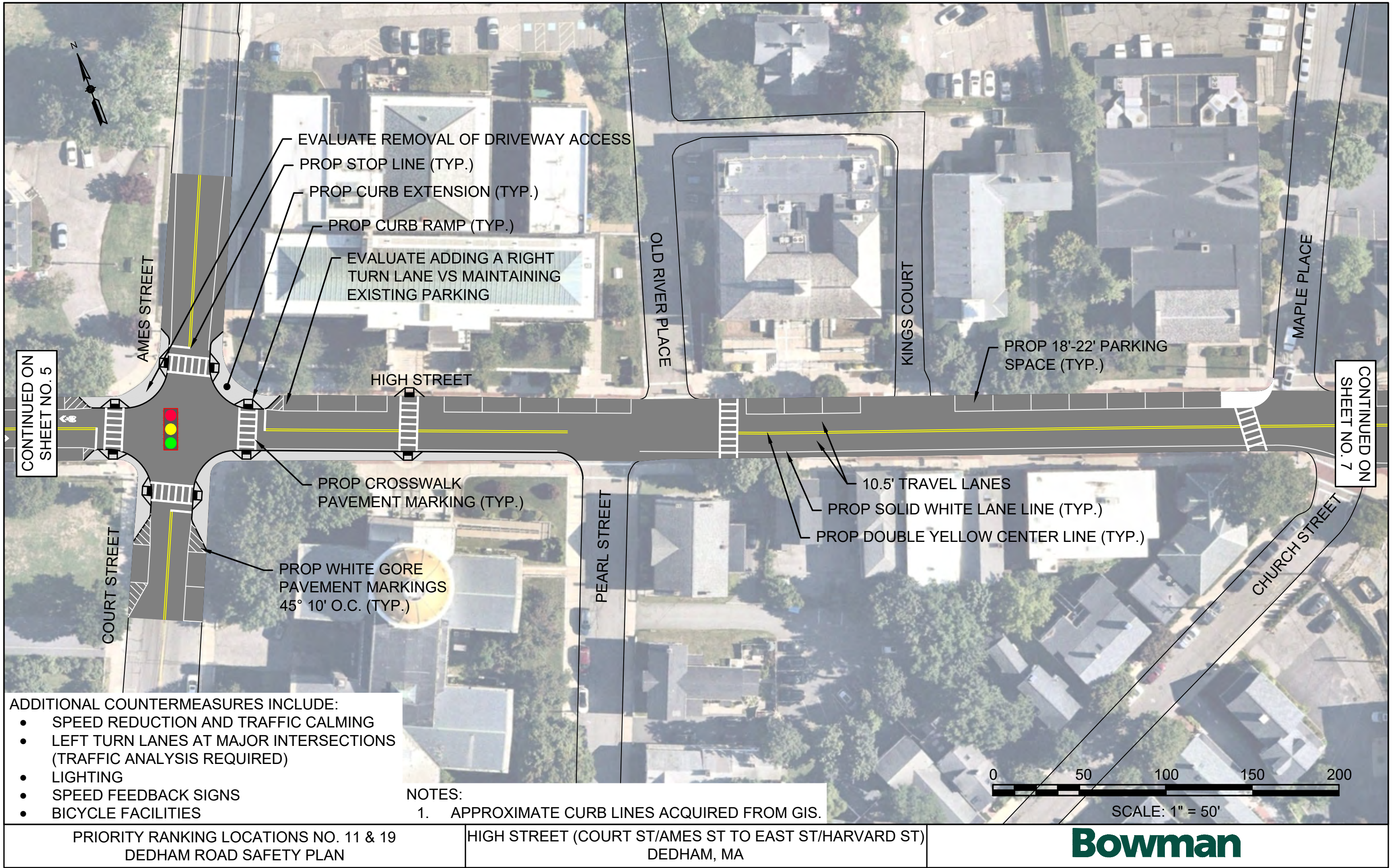




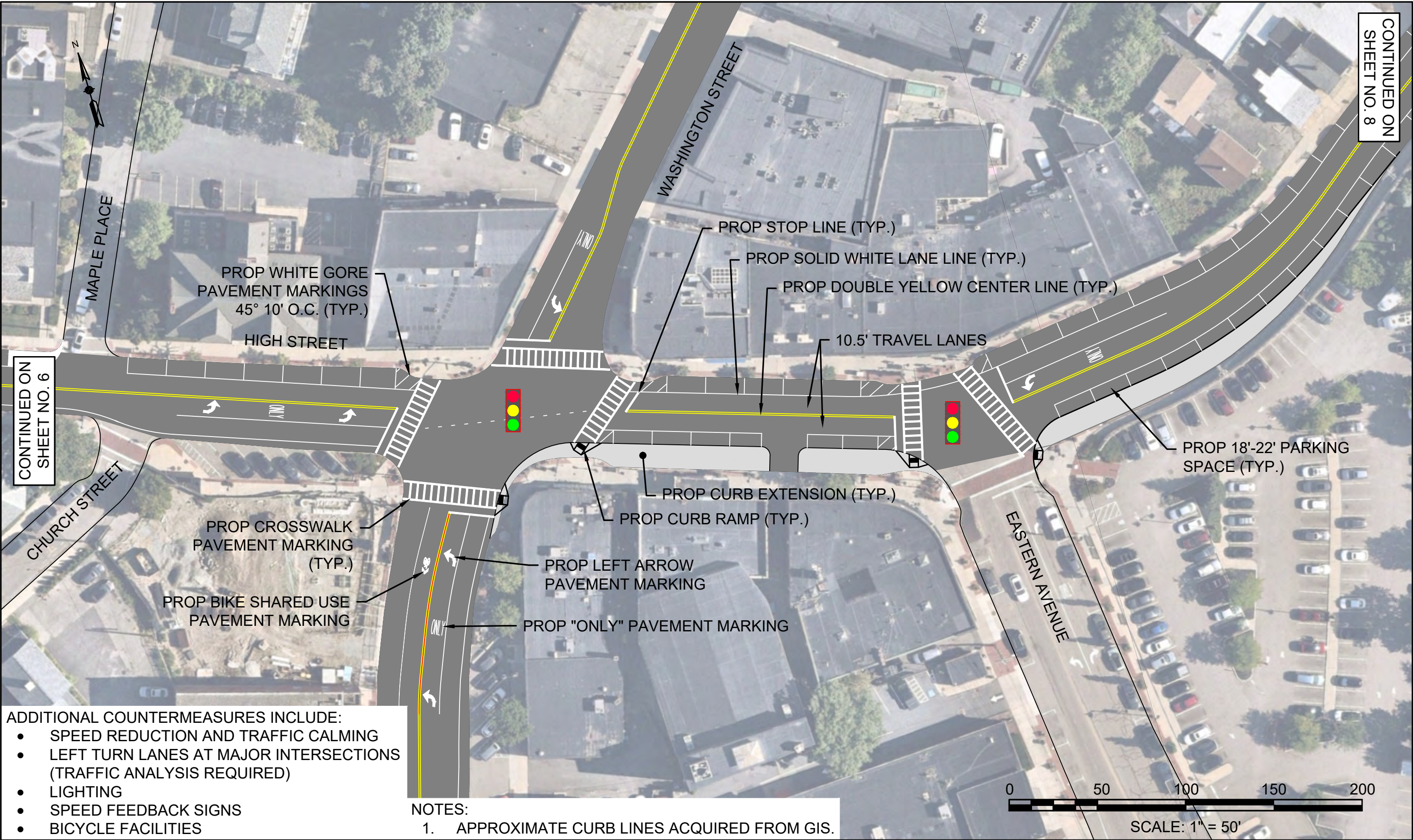












CONTINUED ON  
SHEET NO. 6

CONTINUED ON  
SHEET NO. 8

- ADDITIONAL COUNTERMEASURES INCLUDE:
- SPEED REDUCTION AND TRAFFIC CALMING
  - LEFT TURN LANES AT MAJOR INTERSECTIONS (TRAFFIC ANALYSIS REQUIRED)
  - LIGHTING
  - SPEED FEEDBACK SIGNS
  - BICYCLE FACILITIES

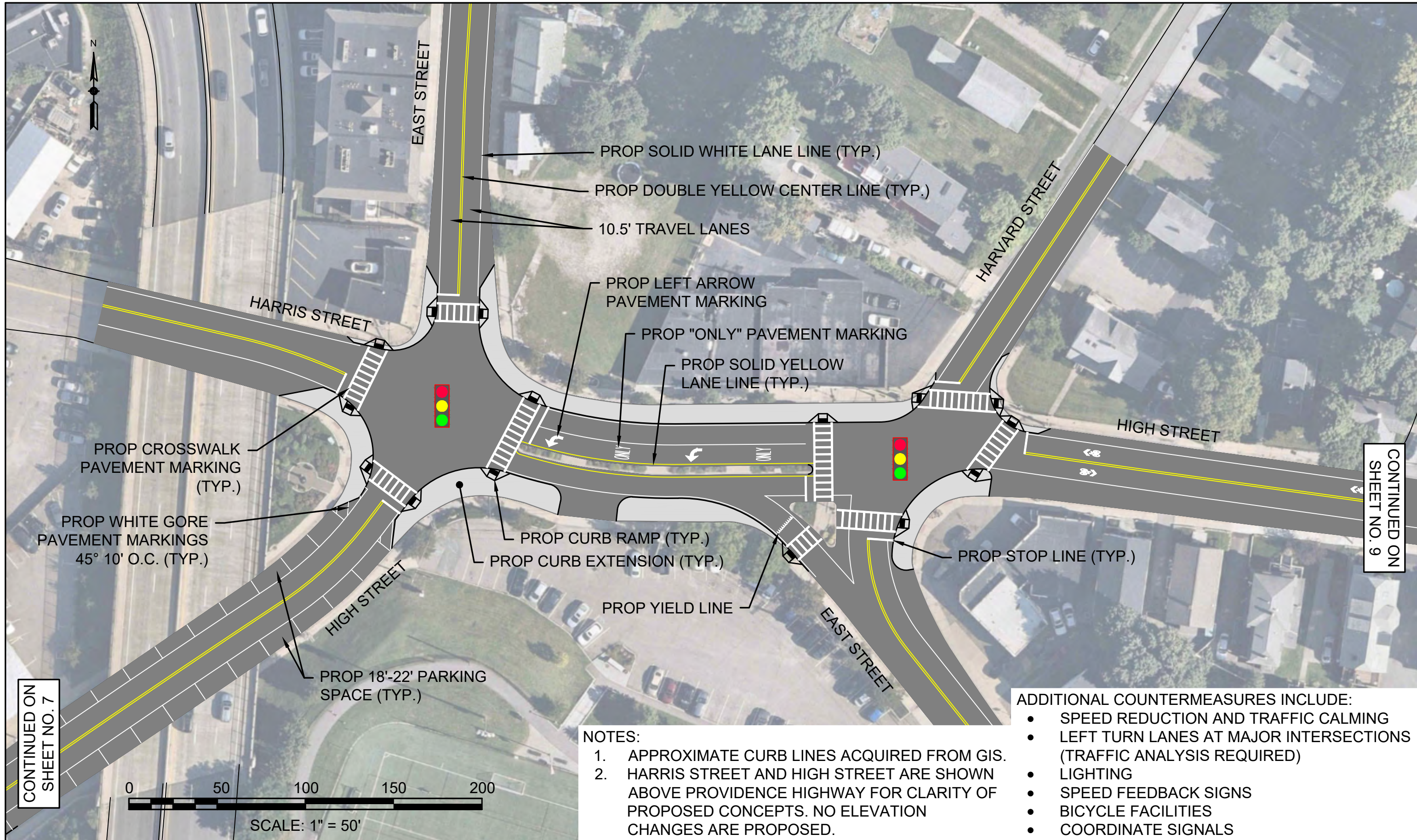
NOTES:  
1. APPROXIMATE CURB LINES ACQUIRED FROM GIS.

PRIORITY RANKING LOCATIONS NO. 11 & 18  
DEDHAM ROAD SAFETY PLAN

HIGH STREET (COURT ST/AMES ST TO EAST ST/HARVARD ST)  
DEDHAM, MA

**Bowman**



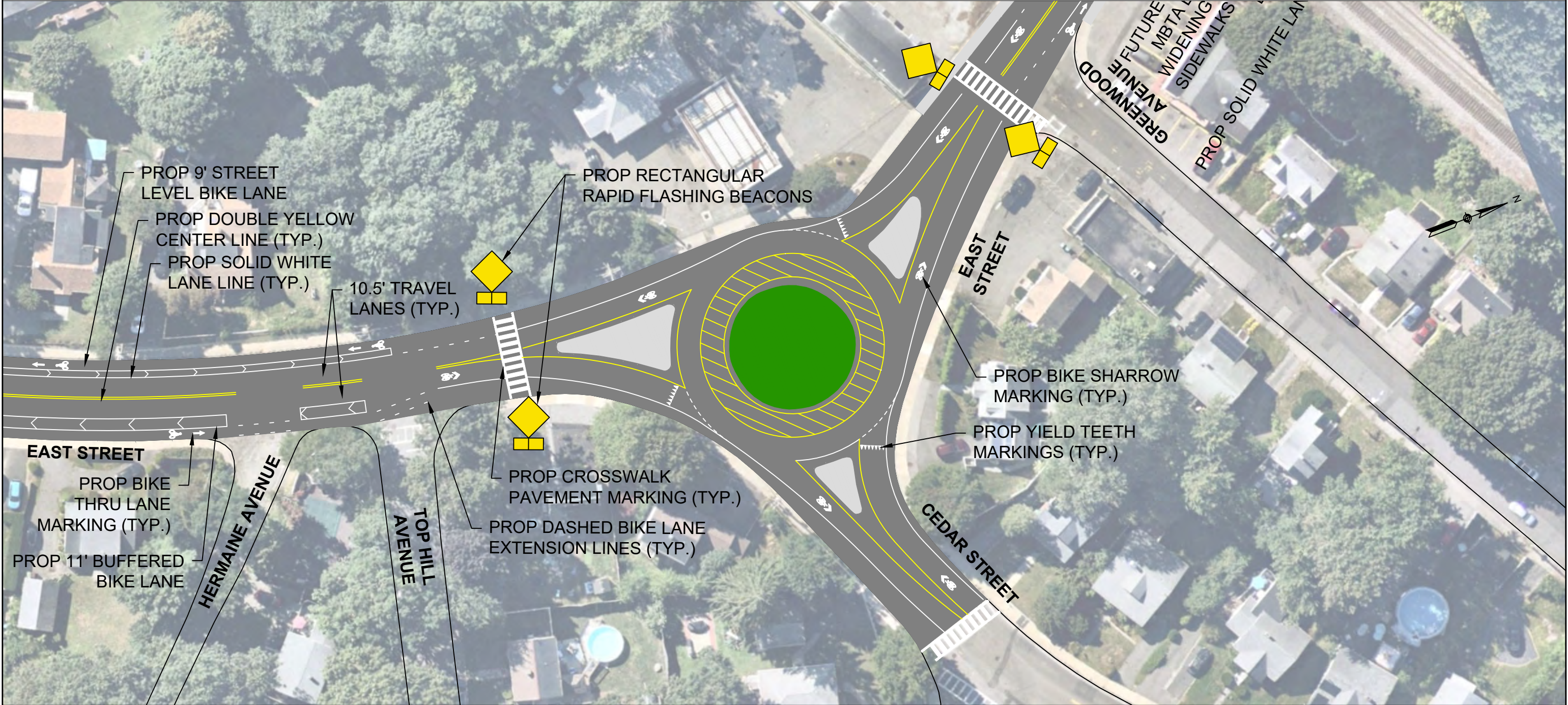


PRIORITY RANKING LOCATION NO. 12  
DEDHAM ROAD SAFETY PLAN

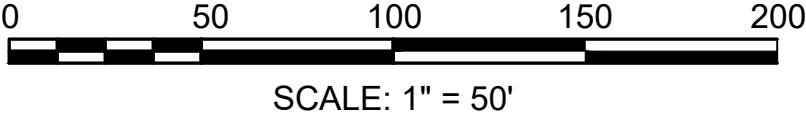
HIGH STREET AT EAST STREET/HARRIS STREET  
DEDHAM, MA

**Bowman**

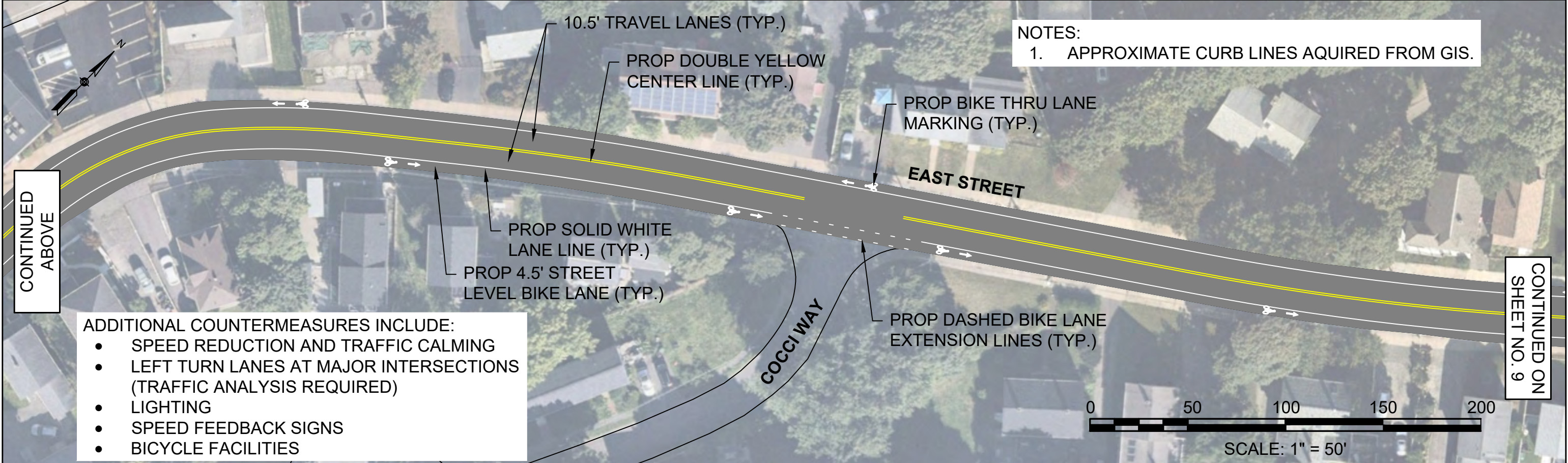
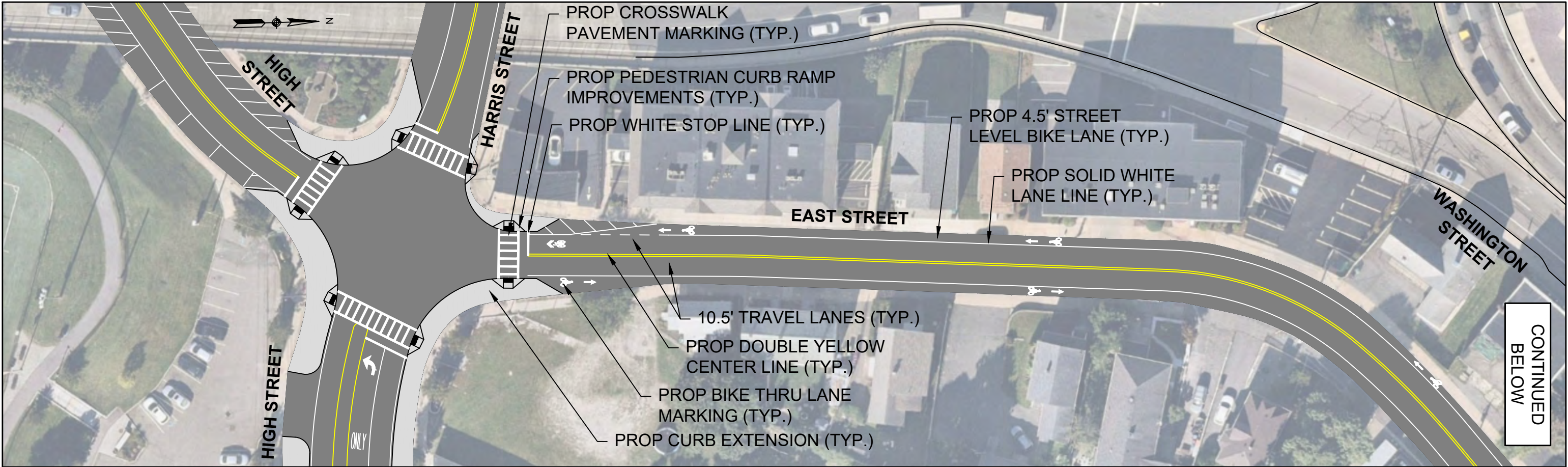




NOTES:  
1. APPROXIMATE CURB LINES ACQUIRED FROM GIS.







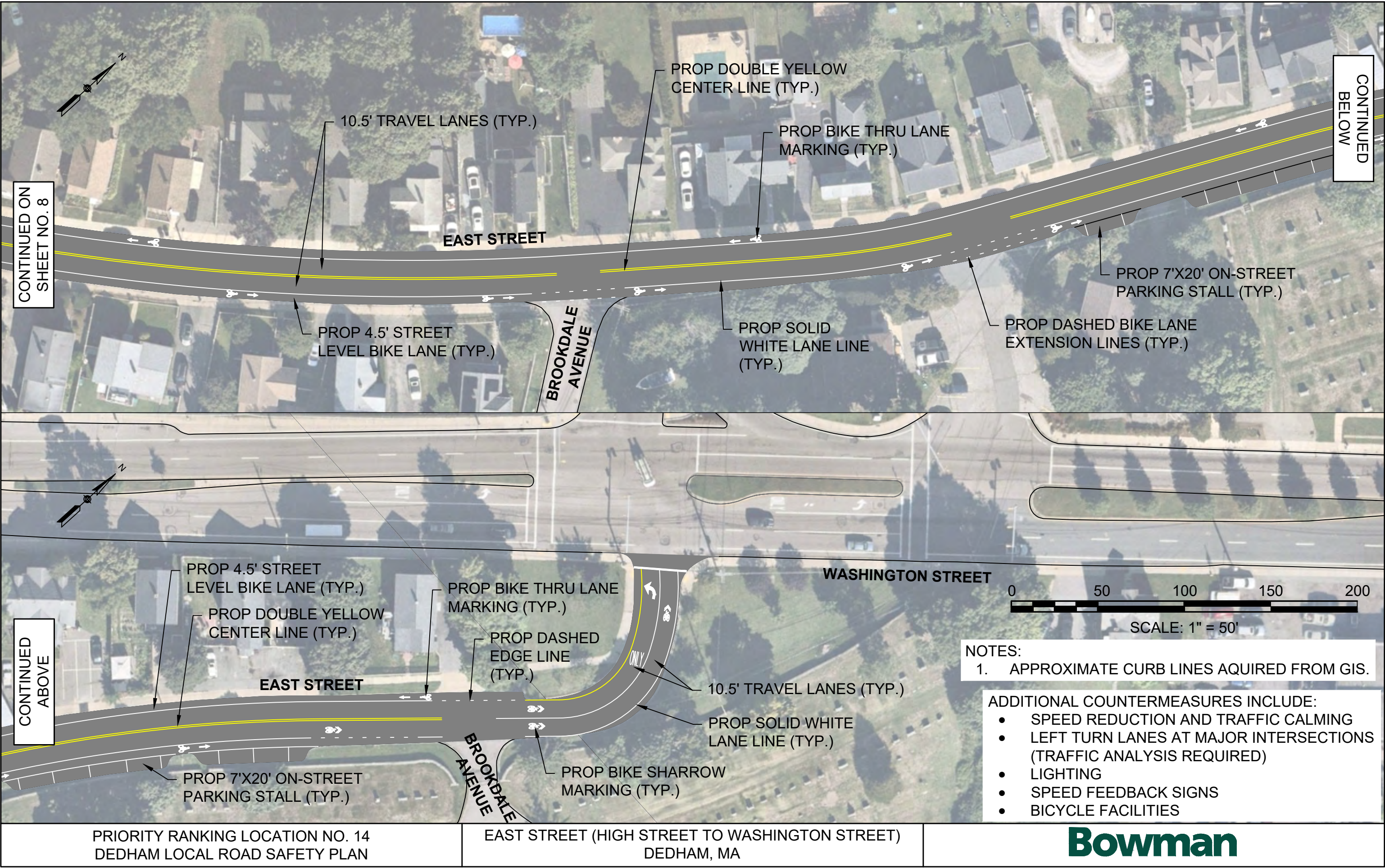
- ADDITIONAL COUNTERMEASURES INCLUDE:
- SPEED REDUCTION AND TRAFFIC CALMING
  - LEFT TURN LANES AT MAJOR INTERSECTIONS (TRAFFIC ANALYSIS REQUIRED)
  - LIGHTING
  - SPEED FEEDBACK SIGNS
  - BICYCLE FACILITIES

PRIORITY RANKING LOCATION NO. 14  
DEDHAM LOCAL ROAD SAFETY PLAN

EAST STREET (HIGH STREET to WASHINGTON STREET)  
DEDHAM, MA

**Bowman**





CONTINUED ON  
SHEET NO. 8

CONTINUED  
BELOW

CONTINUED  
ABOVE

NOTES:  
1. APPROXIMATE CURB LINES AQUIRED FROM GIS.

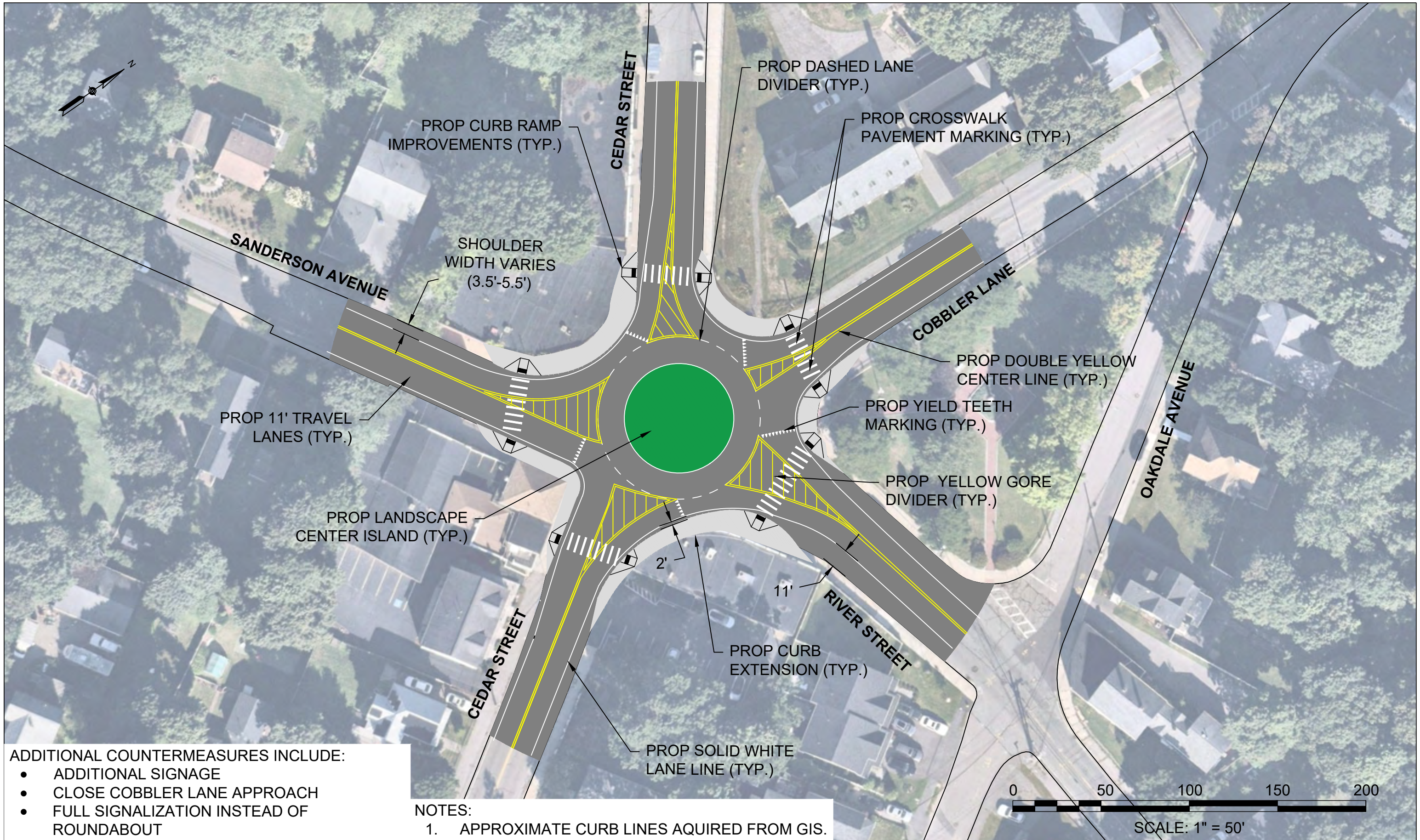
- ADDITIONAL COUNTERMEASURES INCLUDE:
- SPEED REDUCTION AND TRAFFIC CALMING
  - LEFT TURN LANES AT MAJOR INTERSECTIONS (TRAFFIC ANALYSIS REQUIRED)
  - LIGHTING
  - SPEED FEEDBACK SIGNS
  - BICYCLE FACILITIES

PRIORITY RANKING LOCATION NO. 14  
DEDHAM LOCAL ROAD SAFETY PLAN

EAST STREET (HIGH STREET TO WASHINGTON STREET)  
DEDHAM, MA

**Bowman**





ADDITIONAL COUNTERMEASURES INCLUDE:

- ADDITIONAL SIGNAGE
- CLOSE COBBLER LANE APPROACH
- FULL SIGNALIZATION INSTEAD OF ROUNDABOUT

NOTES:

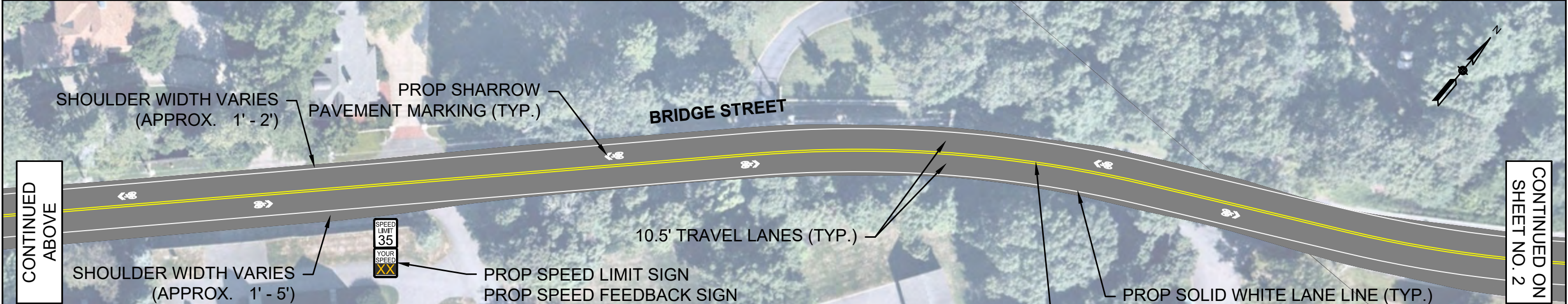
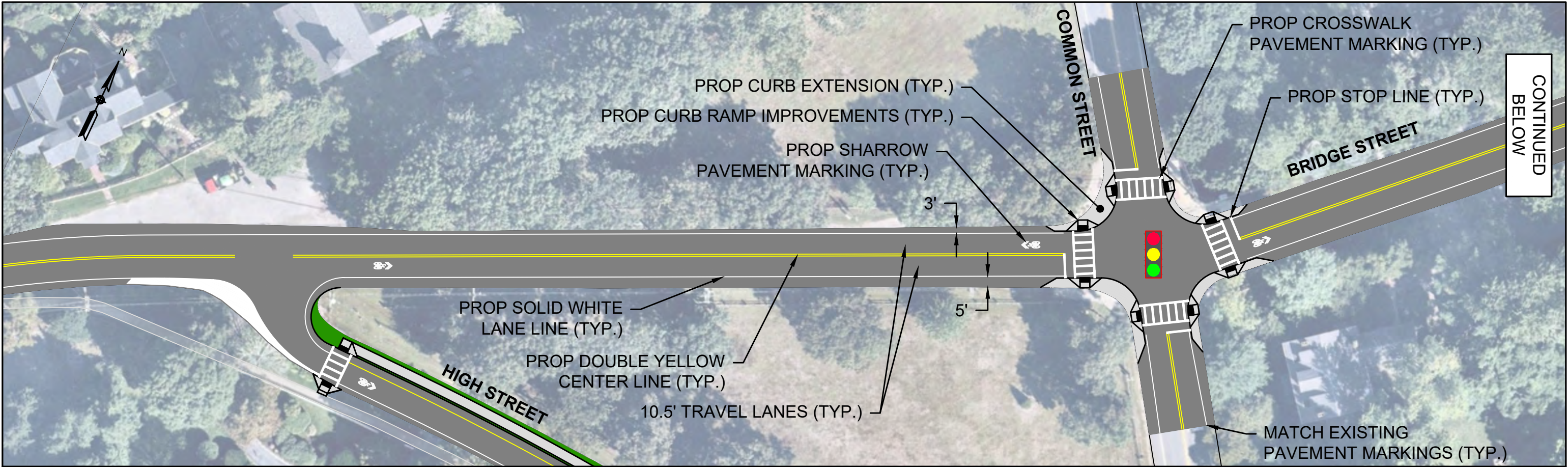
1. APPROXIMATE CURB LINES ACQUIRED FROM GIS.

PRIORITY RANKING LOCATION NO. 16  
DEDHAM ROAD SAFETY PLAN

SANDERSON AVE AT CEDAR ST/RIVER ST/COBBLER LN  
DEDHAM, MA

**Bowman**

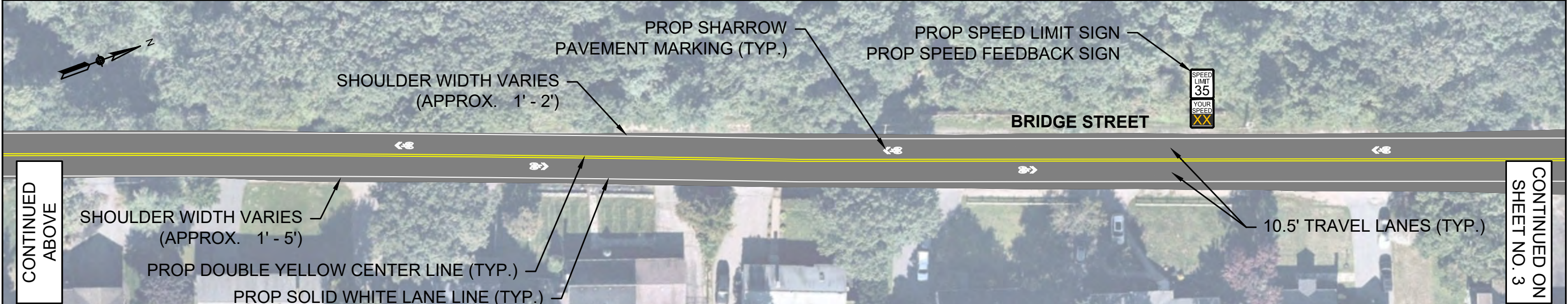
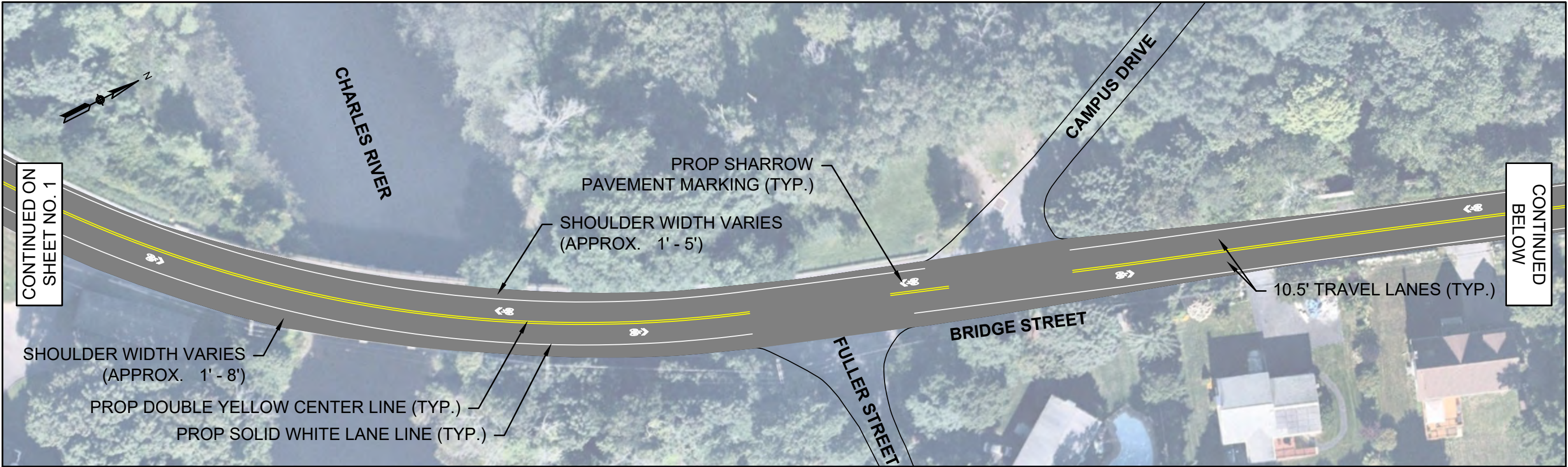




- ADDITIONAL COUNTERMEASURES INCLUDE:
- TRAFFIC SIGNAL DESIGN
  - LIGHTING
  - ADDITIONAL SIGNAGE
  - LEFT TURN LANES AT MAJOR INTERSECTIONS (TRAFFIC ANALYSIS REQUIRED)
  - EDUCATIONAL CAMPAIGN TARGETED TO YOUNGER DRIVERS

NOTES:  
1. APPROXIMATE CURB LINES ACQUIRED FROM GIS.





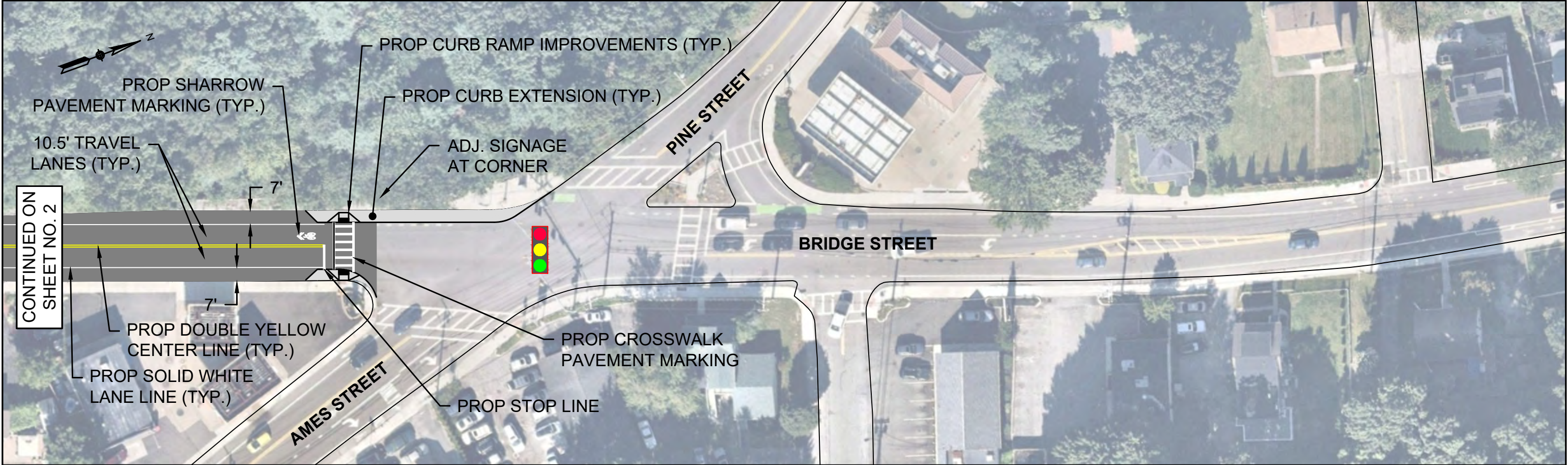
- ADDITIONAL COUNTERMEASURES INCLUDE:
- TRAFFIC SIGNAL DESIGN
  - LIGHTING
  - ADDITIONAL SIGNAGE
  - LEFT TURN LANES AT MAJOR INTERSECTIONS (TRAFFIC ANALYSIS REQUIRED)
  - EDUCATIONAL CAMPAIGN TARGETED TO YOUNGER DRIVERS

NOTES:  
1. APPROXIMATE CURB LINES ACQUIRED FROM GIS.



SCALE: 1" = 50'

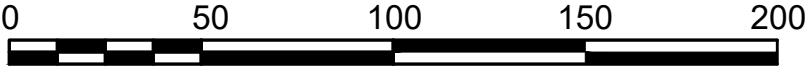




- ADDITIONAL COUNTERMEASURES INCLUDE:
- TRAFFIC SIGNAL DESIGN
  - LIGHTING
  - ADDITIONAL SIGNAGE
  - LEFT TURN LANES AT MAJOR INTERSECTIONS (TRAFFIC ANALYSIS REQUIRED)
  - EDUCATIONAL CAMPAIGN TARGETED TO YOUNGER DRIVERS

NOTES:

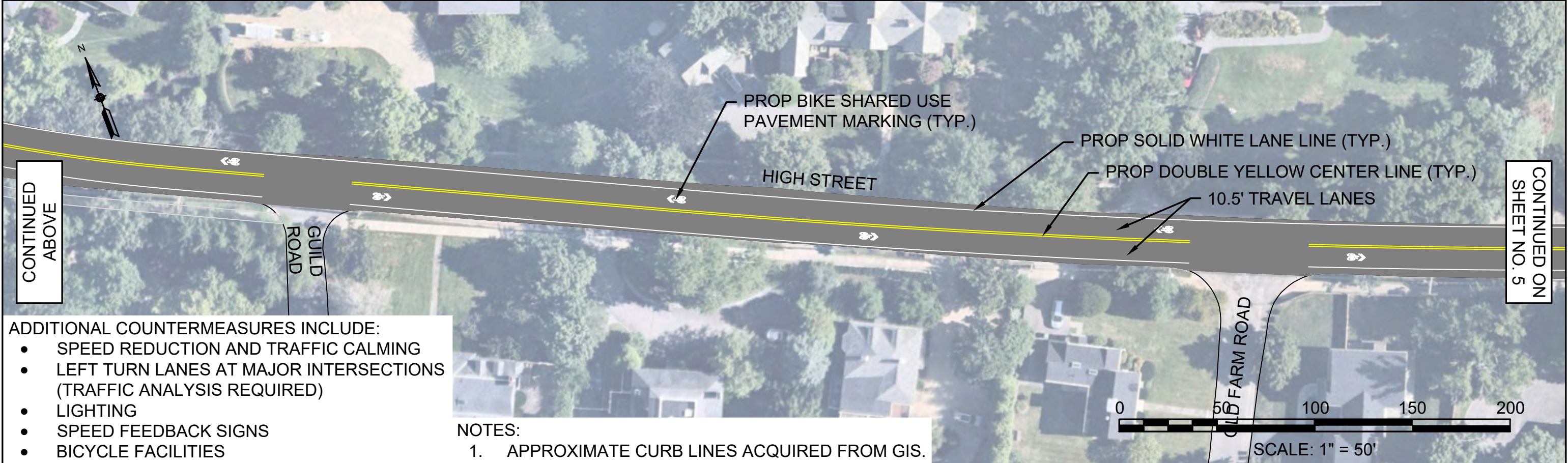
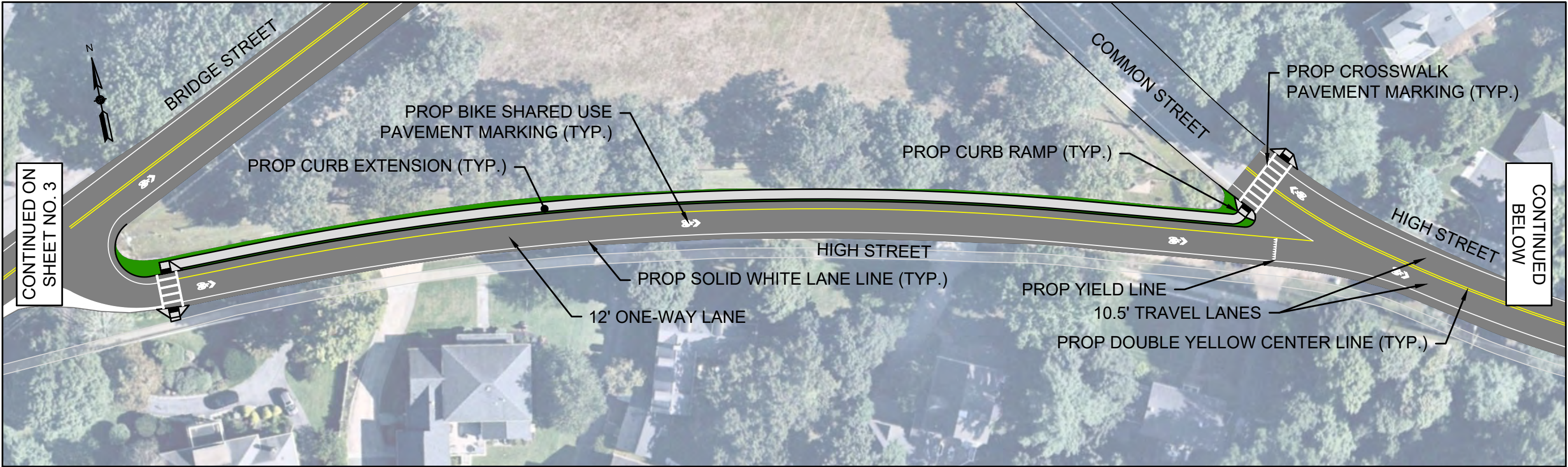
1. APPROXIMATE CURB LINES ACQUIRED FROM GIS.



SCALE: 1" = 50'

PRIORITY RANKING LOCATION NO. 17 DEDHAM ROAD SAFETY PLAN	BRIDGE STREET (HIGH ST TO AMES ST/PINE ST) DEDHAM, MA	<b>Bowman</b>
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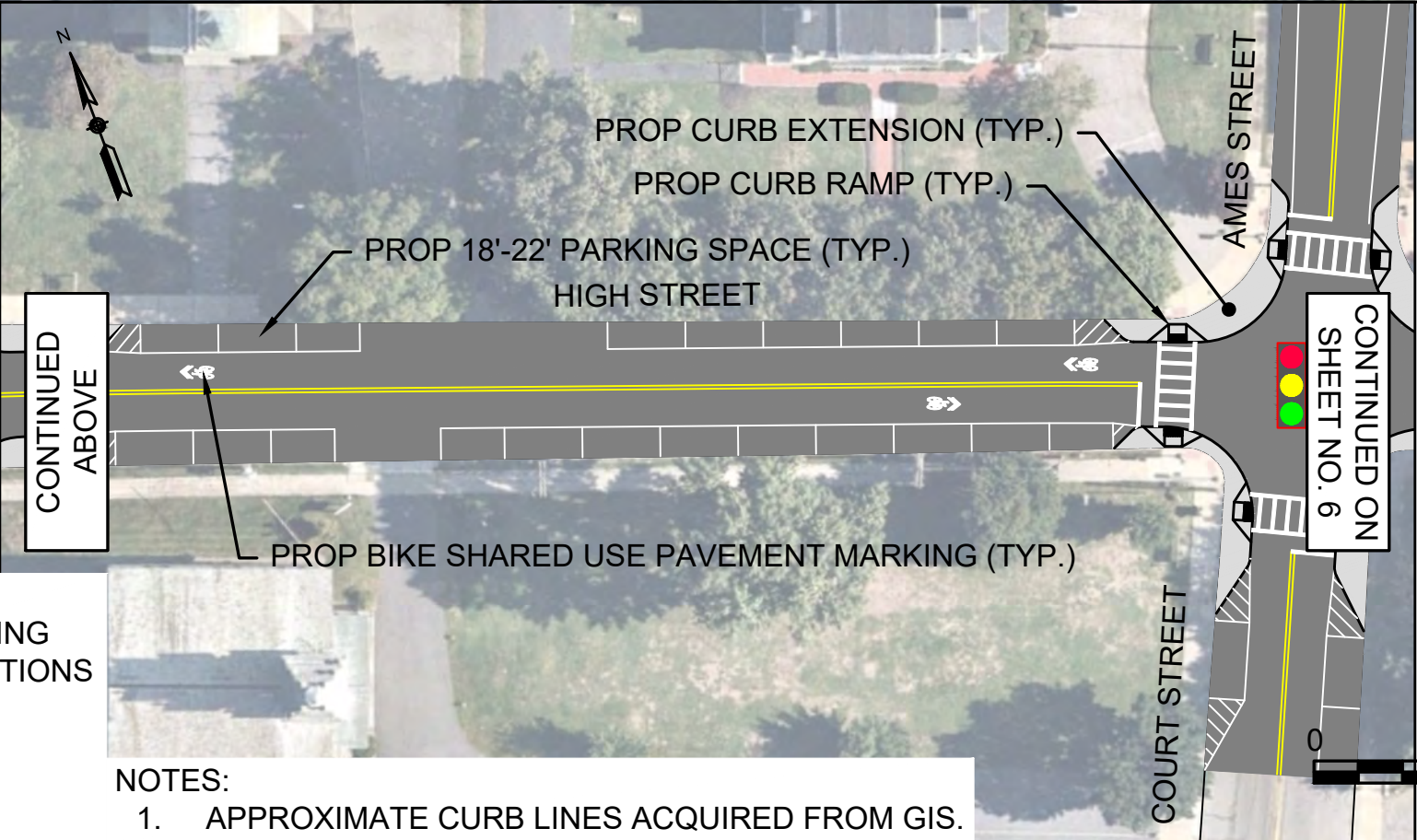
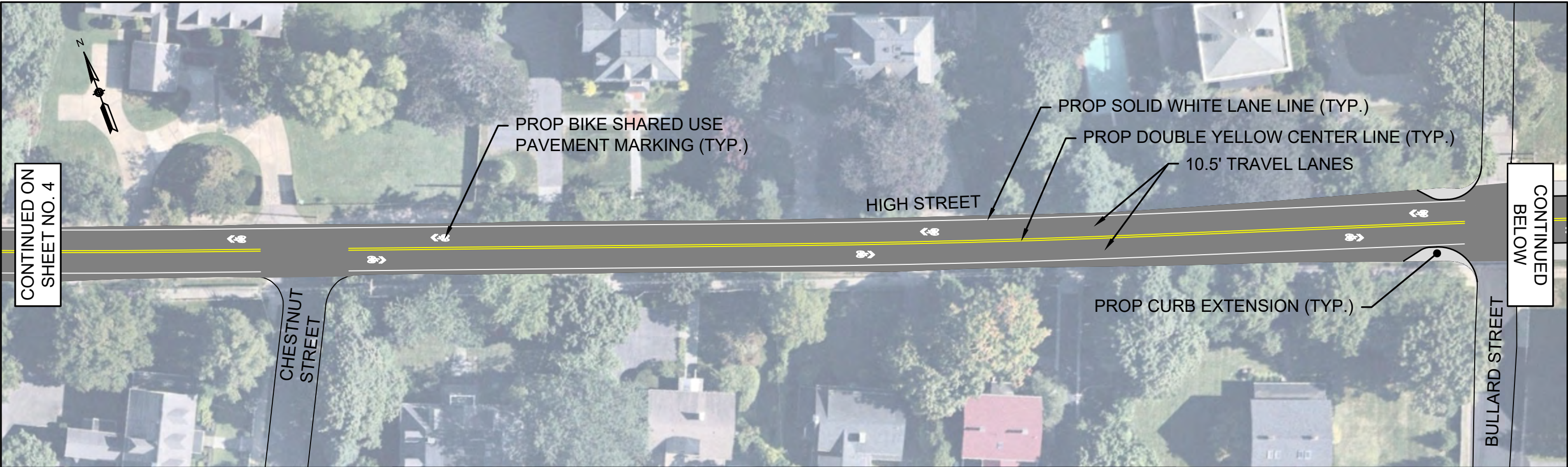




- ADDITIONAL COUNTERMEASURES INCLUDE:
- SPEED REDUCTION AND TRAFFIC CALMING
  - LEFT TURN LANES AT MAJOR INTERSECTIONS (TRAFFIC ANALYSIS REQUIRED)
  - LIGHTING
  - SPEED FEEDBACK SIGNS
  - BICYCLE FACILITIES

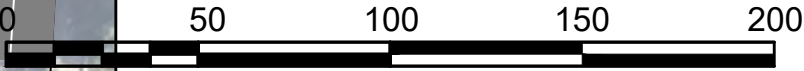
NOTES:  
1. APPROXIMATE CURB LINES ACQUIRED FROM GIS.





- ADDITIONAL COUNTERMEASURES INCLUDE:
- SPEED REDUCTION AND TRAFFIC CALMING
  - LEFT TURN LANES AT MAJOR INTERSECTIONS (TRAFFIC ANALYSIS REQUIRED)
  - LIGHTING
  - SPEED FEEDBACK SIGNS
  - BICYCLE FACILITIES

NOTES:  
 1. APPROXIMATE CURB LINES ACQUIRED FROM GIS.



SCALE: 1" = 50'



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