

**PLANNING BOARD**

John R. Bethoney, Chair  
Michael A. Podolski, Esq., Vice-Chair  
James E. O'Brien IV, Clerk  
Jessica L. Porter  
James F. McGrail, Esq.  
Andrew Pepoli, Associate



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Planning Director  
Jeremy Rosenberger

Senior Planner  
Michelle Tinger

**TOWN OF DEDHAM  
450 WASHINGTON STREET  
O'BRIEN MEETING ROOM, 3<sup>RD</sup> FLOOR  
DEDHAM, MA 02026**

**MINUTES OF THE PLANNING BOARD MEETING  
DECEMBER 1<sup>ST</sup>, 2022, 6:00 P.M.**

**BOARD MEMBERS:**

John R. Bethoney	Chair
Michael A. Podolski, Esq.	Vice-Chair
James E. O'Brien IV	Member
Jessica L. Porter	Member (via Zoom)
James F. McGrail, Esq.	Member

**PLANNING DEPARTMENT STAFF:**

Jeremy Rosenberger	Planning Director
Michelle Tinger	Senior Planner

**GUESTS:**

Josh Fiala	MAPC
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**1. CALL TO ORDER**

**Chairman Bethoney** called the meeting to order at 6:00 p.m.

**2. TOWN OF DEDHAM OUTDOOR DINING TASK FORCE**

Mr. Rosenberger reported that a request came from the Select Board for a member of the Planning Board to join the Outdoor Dining Task Force. Due to COVID-19, state legislation has allowed additional outdoor dining capacity. This has been a successful program, however, needs consistent rules and regulations before the next outdoor dining season. Task Force Meetings would be on a monthly basis, and it is hoped to continue the outdoor dining program. Boston has a comprehensive program that can be used as a template for Dedham.

**On a motion made by Mr. Podolski and seconded by Mr. McGrail, and hearing no discussion, it was voted to appoint Chairman Bethoney as the Planning Board member on the Town of Dedham Outdoor Dining Task Force. Motion carried unanimously.**

### 3. DESIGNING DEDHAM 2030 MASTER PLAN

**Chairman Bethoney** thanked Master Plan Committee Member Dieckmann Cogill of 24 Preston Street for her attendance at the meeting.

The Board continued the review of the 2030 Designing Dedham Master Plan with the Transportation chapter. The Board discussed removing pedestrian and cyclists as a focus because these are two areas that have not historically been prioritized. The Board discussed how to develop priorities that reflects Dedham's needs, adding there are also seniors and individuals with mobility challenges that cannot access walking and cycling areas.

**Mr. McGrail** noted his disappointment with the traffic section of the report, especially as traffic congestion is rarely mentioned or strategies presented to reduce congestion. It was noted that senior transportation was overlooked also.

**Mr. O'Brien** discussed many streets are privately owned, which limits the Town's ability to put in sidewalks; it would also reduce street parking in neighborhoods. The Board discussed how narrowing traffic lanes impacts safety. With traffic planning, it must be ensured that resolving traffic on one street does not create a problem on another. There is a point score that outlines the town's priorities and how to address them. It was noted that traffic has been a significant issue in numerous areas in Dedham.

There was discussion around the definition of a cut-through street and how to identify them.

There was also a discussion about whether environmental justice should have its own section. It was requested that environmental justice data points be reviewed and confirmed.

Data on the total mileage of cycling lanes and paths there are in Dedham was requested.

It was requested that rolling infrastructure be defined, including not just bikes but strollers and rollerblades. There was discussion rolling infrastructure included motorized bikes.

The Board discussed public resistance to methods of resolving traffic congestion. There was brief discussion regarding the abandoned rail path.

Ms. Cogill thanked the Board for their close attention to this chapter of the Master Plan. The Board's feedback and comments echo the focus of the community during preparation of this chapter.

The active participation of many Dedham residents in the Master Planning process is unlike any other community with whom Ms. Cogill has worked. Residents enthusiastically participated in the process by attending numerous virtual and in-person events, including Dedham Day. It is Ms. Cogill's hope that other communities follow Dedham's lead when creating Master Plans of their own.

During the Master Plan preparation process, committee members heard from the community that the ability to safely bike and walk around the town was a top priority.

Committee members also received feedback that congestion is an issue. The Committee supports a multi-modal approach to solving this challenge, such as increasing the ability for residents to bike, walk, and rely on transit and bus transportation. Many of the Board's the suggested edits will help the community find a better balance.

**Chairman Bethoney** thanked Ms. Cogill for her attendance at the meeting and her efforts on the Master Plan Committee.

Below is a summary of the Board's requested/discussed edits and comments:

T2	12/1/22	Summary statement – delete “with a priority to improve walking or biking”
T	12/1/22	Increase discussion of micro-transit/micro-mobility options for an intermodal approach across all ages for those who can't walk or bike a mile in the community
T	12/1/22	Increase discussion of cut-through traffic and how to manage it, from Route 128 through all parts of Dedham. Add to discussion wherever it is appropriate. Define and determine what cut through traffic is, where it occurs, and how to mitigate it. Cut throughs are not always a congestion issue, a speed and safety issue.
T	12/1/22	Find a place in the Transportation Chapter to highlight the important study on Providence Highway from Marine Rotary to Boston.
T	12/1/22	Many streets don't have sidewalks because they are privately owned. The Town has no control over these streets, state that in the Master Plan.
T	12/1/22	Add language about the Transportation Advisory Committee. When residents have an issue they can bring it to the Committee – more than 90% of the request are approved for a traffic study. The Select Board have decided a set of criteria for solutions such as speed humps, sidewalks, narrowing of streets, loss of on-street parking. Historically when residents see the options for mitigation they opt out. Residents impacted are balloted and typically vote it down.
T	12/1/22	Add language regarding snow removal
T5	12/1/22	Under T4 Lack of bike infrastructure, add data that shows people using bikes has been steadily increasing in the region and has increased rapidly during the COVID-19 pandemic.
T11	12/1/22	Check on Environmental Justice Population locations on the map. Correct as needed based on most up-to-date EJ map.
T11	12/1/22	A person was hit at High and Lowder Street, Elm Street and Bridge Street. Show crash location there. Add 2022 data for crashes
T15	12/1/22	Add language/support to the Microtransit – shuttle service, elderly TMA paragraph and senior transportation paragraph
T17	12/1/22	Create a diagram that has public ways and private ways – Private streets are ineligible for sidewalks unless residents choose

		to do so, or bring the street up to standards – the Town does not control private ways
T17	12/1/22	The Town has recently added bike lanes – along with bike signage and bike lane identification. Add figures related to this investment in bicycle infrastructure – percent or miles of bike lanes added – is first sentence under “Bicycle Facilities” still accurate?
T19	12/1/22	Parking paragraph doesn’t discuss municipal parking in Dedham Square causing spillover on to street parking. Parking in Dedham Square is a concern, whether over parking or under parking. Should discuss Dedham Square parking concerns.
T20	12/1/22	Add cut through traffic and changes of technology to discussion
T21	12/1/22	Strategy 1.2 define “rolling environment” here and in the chapter glossary
T	12/1/22	Question – are non-motorized vehicles (electric scooters and bicycles) allowed in bike lanes?
T24	12/1/22	Strategy 4.3 – note that Town-wide shuttle bus was discontinued at Town Meeting
T25	12/1/22	Bylaw does not currently require adequate electric vehicle charging – no overarching regulation in the Town
T26	12/1/22	Add to Strategy 6.4 use cell phone data to learn more about cut through traffic patterns, MBTA used smart phone crowd-sourced data to adjust bus routes in Dedham
T27	12/1/22	Add more direct references to Transportation Advisory Committee
T28	12/1/22	T1 – make clear that the public would be involved in this next step
T29	12/1/22	T3 – the Town does this now – change to “Increase use of creating temporary ...” Already do it through the Transportation Advisory Committee and Select Board
T30	12/1/22	Add Transportation Advisory Committee and Active Transportation Work Group to the glossary
T30	12/1/22	Add “rolling infrastructure or environment” to the glossary

**4. PUBLIC COMMENT**

There were no comments.

**5. NEW BUSINESS/OLD BUSINESS**

**Ms. Porter** noted that there will be a presentation from perspective design firms for the proposed Town Green on Tuesday, December designers for the new green space on Tuesday, December 6. Ms. Tinger discussed a community meeting regarding the Wigwam Pond Recreation Access Plan is Saturday, December 10 at 10am at the Dedham Middle School.

**6. NEXT MEETING**

The next meeting of the Planning Board was scheduled for December 14, 2022, at 6:00 p.m.

7. **ADJOURNMENT**

**On a motion made by Mr. Podolski, seconded by Mr. McGrail, it was resolved to adjourn the meeting at 8:14 p.m. A roll call vote was conducted. Motion carried unanimously.**