

Wellesley Townwide Safe Routes Plan

Public Meeting

October 30, 2024



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Introductions and Contacts

Town of Wellesley

- Meghan Jop, AICP, *Executive Director of General Government Services*

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- Eric Arbeene, AICP, *Planning Director*

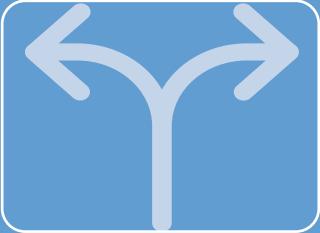
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Kittelson & Associates, Inc

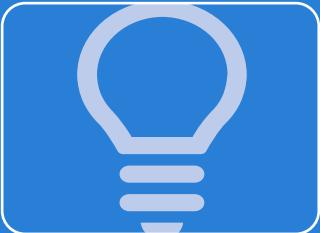
- Rachel Grosso, AICP, *Planner*

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Project Purpose



Develop a network of low-stress routes for people to walk and bike between destinations



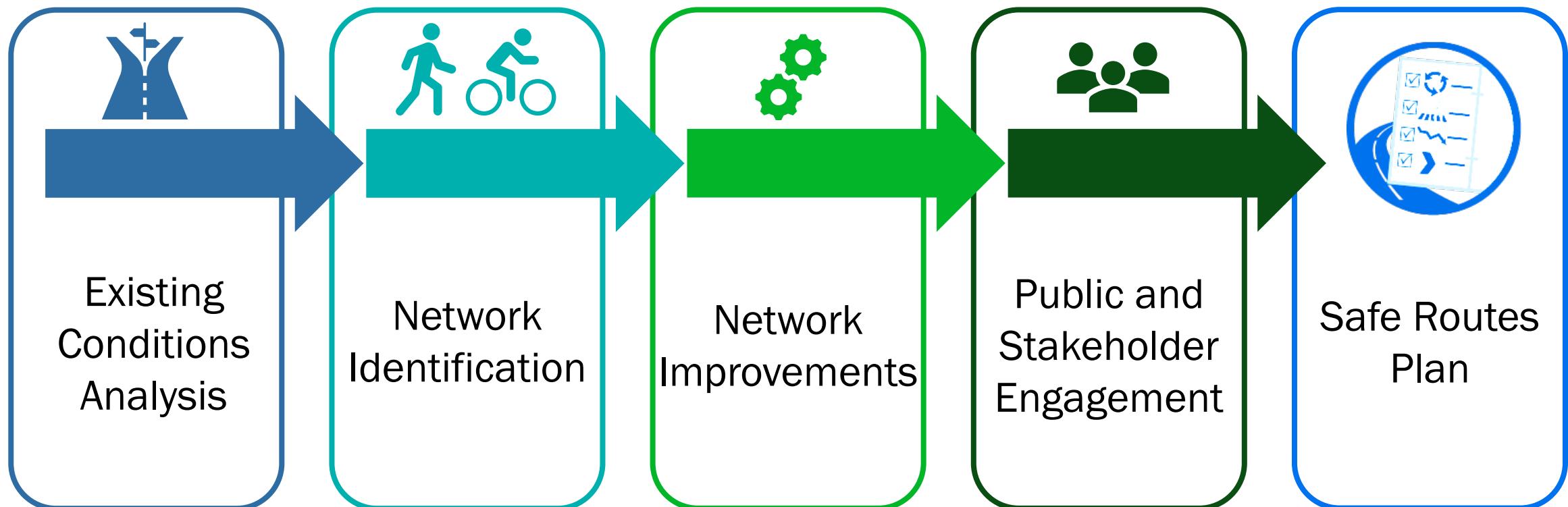
Identify gaps and “low-hanging fruit” to expand these networks



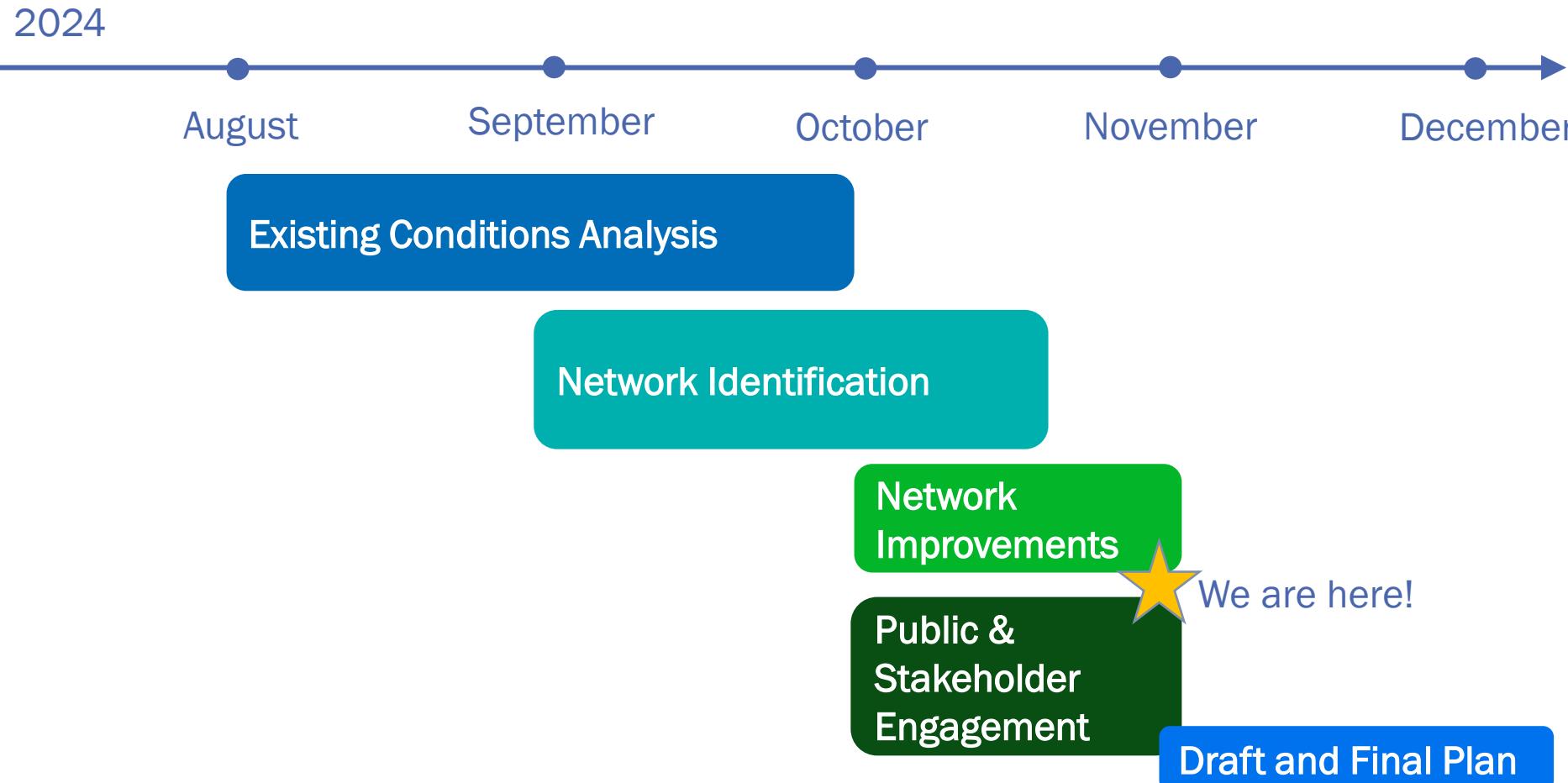
Communicate and publicize these routes



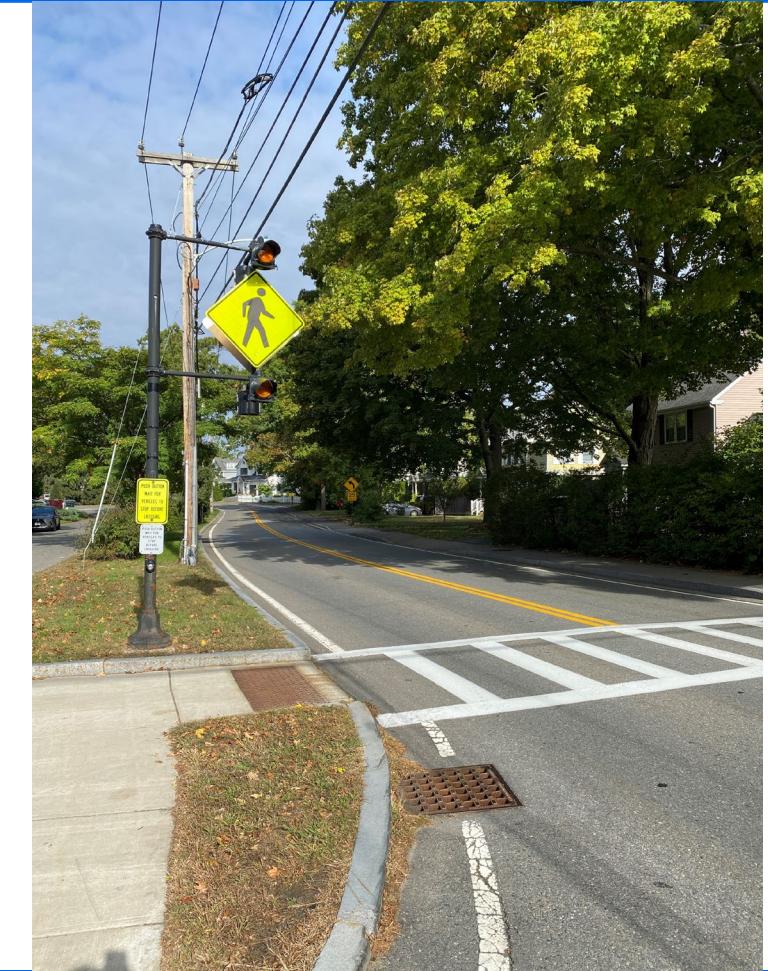
Planning Process



Project Schedule



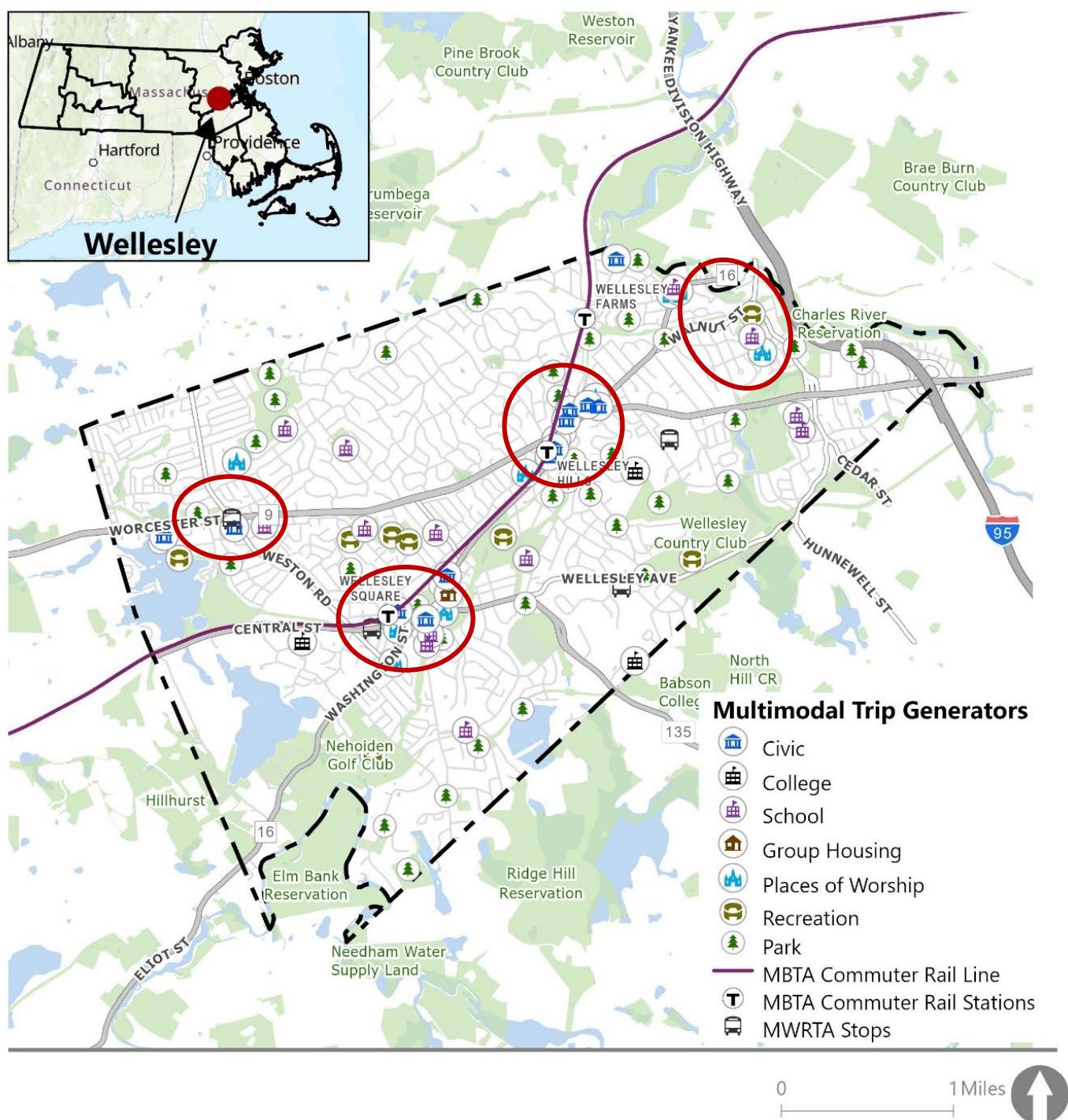
Existing Conditions



Multimodal Trip Generators

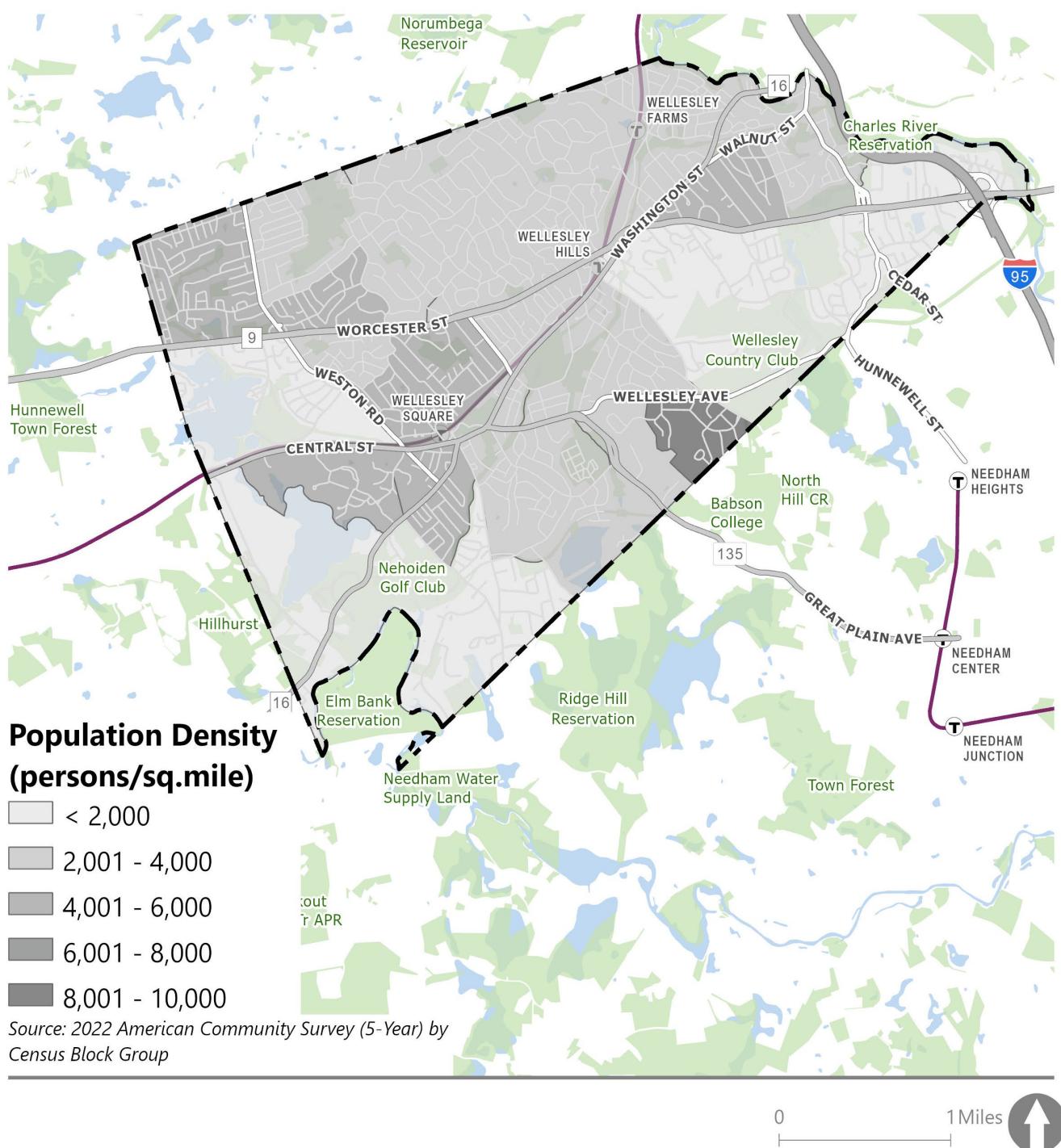
Multimodal trip generators, or key locations in the Wellesley community, are located in and around:

- Wellesley Square
- Wellesley Hills
- The Intersection of Worcester St / Weston Rd
- Lower Falls / Walnut Street area



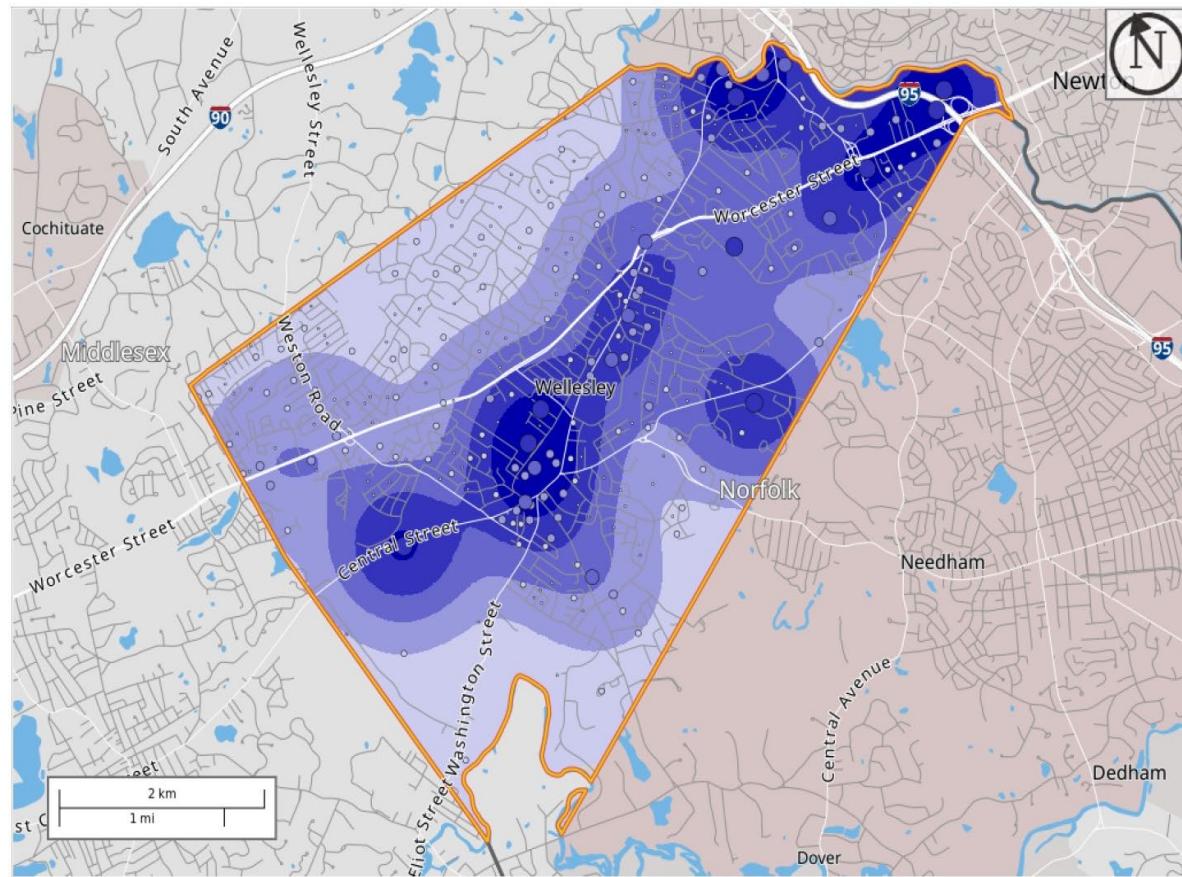
Population Density

- Wellesley Square, Babson Park, and Wellesley Lower Falls are areas with medium to high population densities.
- Population density in the Town is also concentrated around major transportation corridors, including the MBTA Commuter Rail line, State Route 16, and State Route 27.



Employment Density

- Employment areas are concentrated around the center and northeast portions of the Town, with job densities ranging from 4,066 to 6,350 jobs per square mile.
- The areas with high population density also correspond to regions of high employment density in the Town.

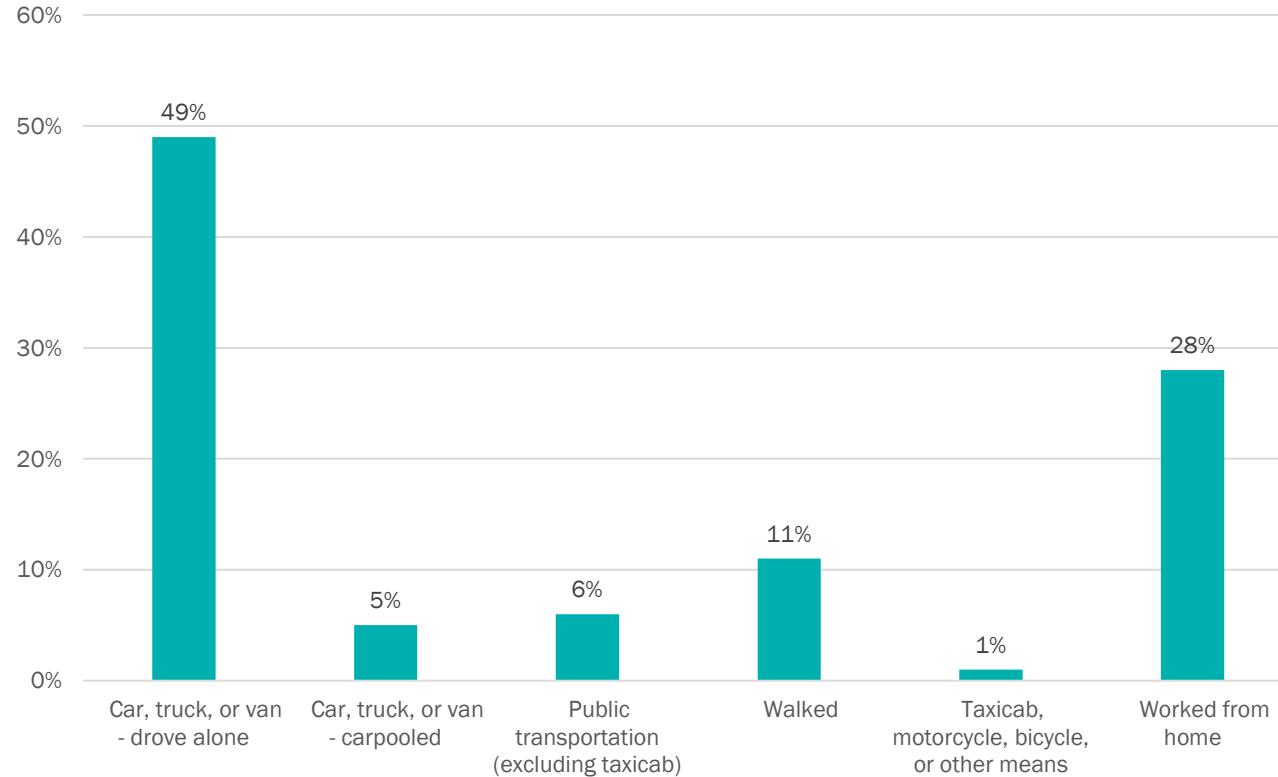


Map Legend

Job Density [Jobs/Sq. Mile]	
■	5 - 258
■	259 - 1,020
■	1,021 - 2,289
■	2,290 - 4,065
■	4,066 - 6,350



Means of Transportation to Work



Source: US Census Bureau, 2022 ACS 5-Year Estimates

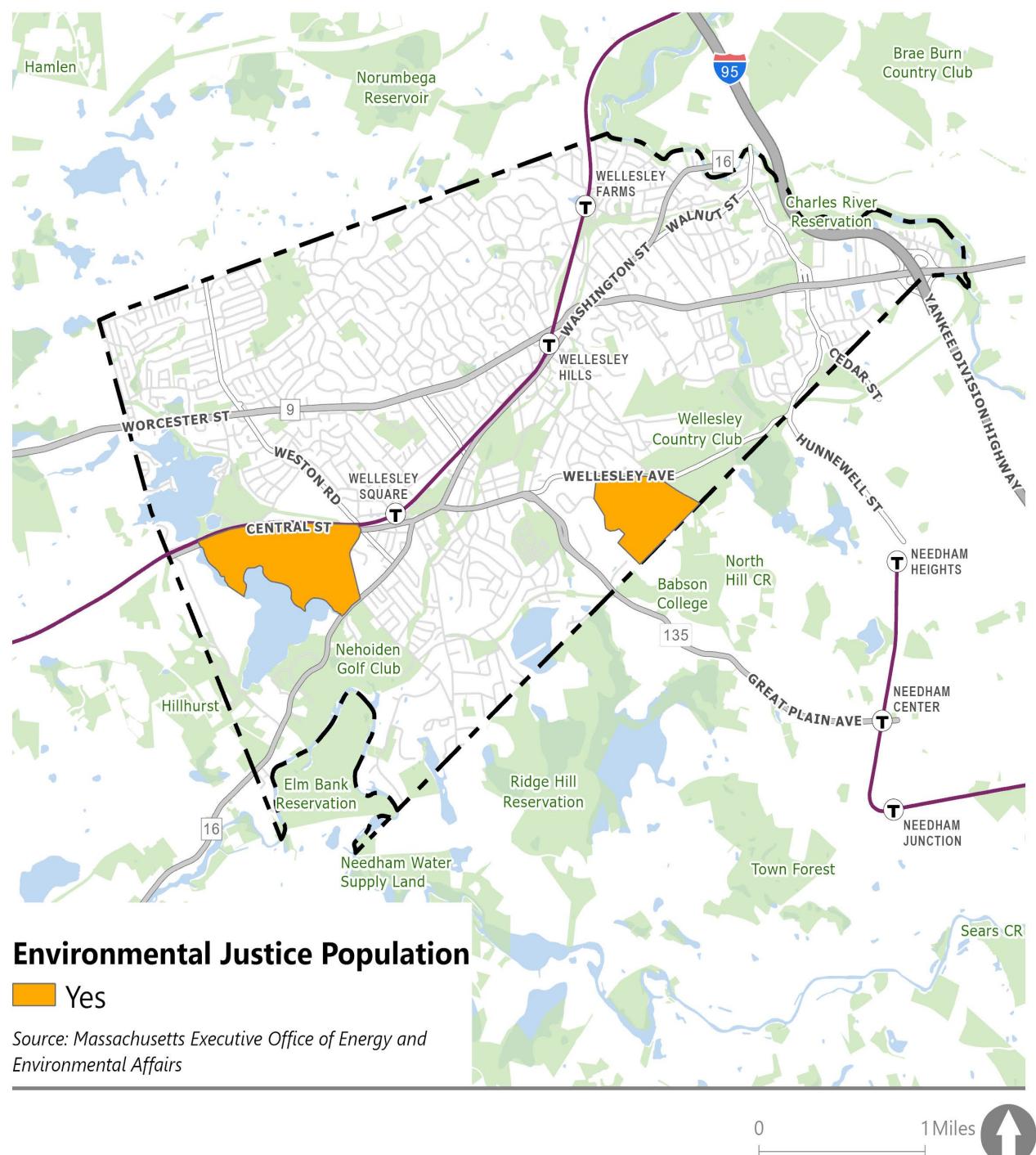
- Nearly half of the Town's workers (49%) drove alone by car.
- 11% walked to work, and fewer than 1% biked to work.
- 28% of the Town's workers worked from home.



Environmental Justice Areas

There are two block groups in Wellesley that meet at least one of the Environmental Justice criteria (percentage of minority population):

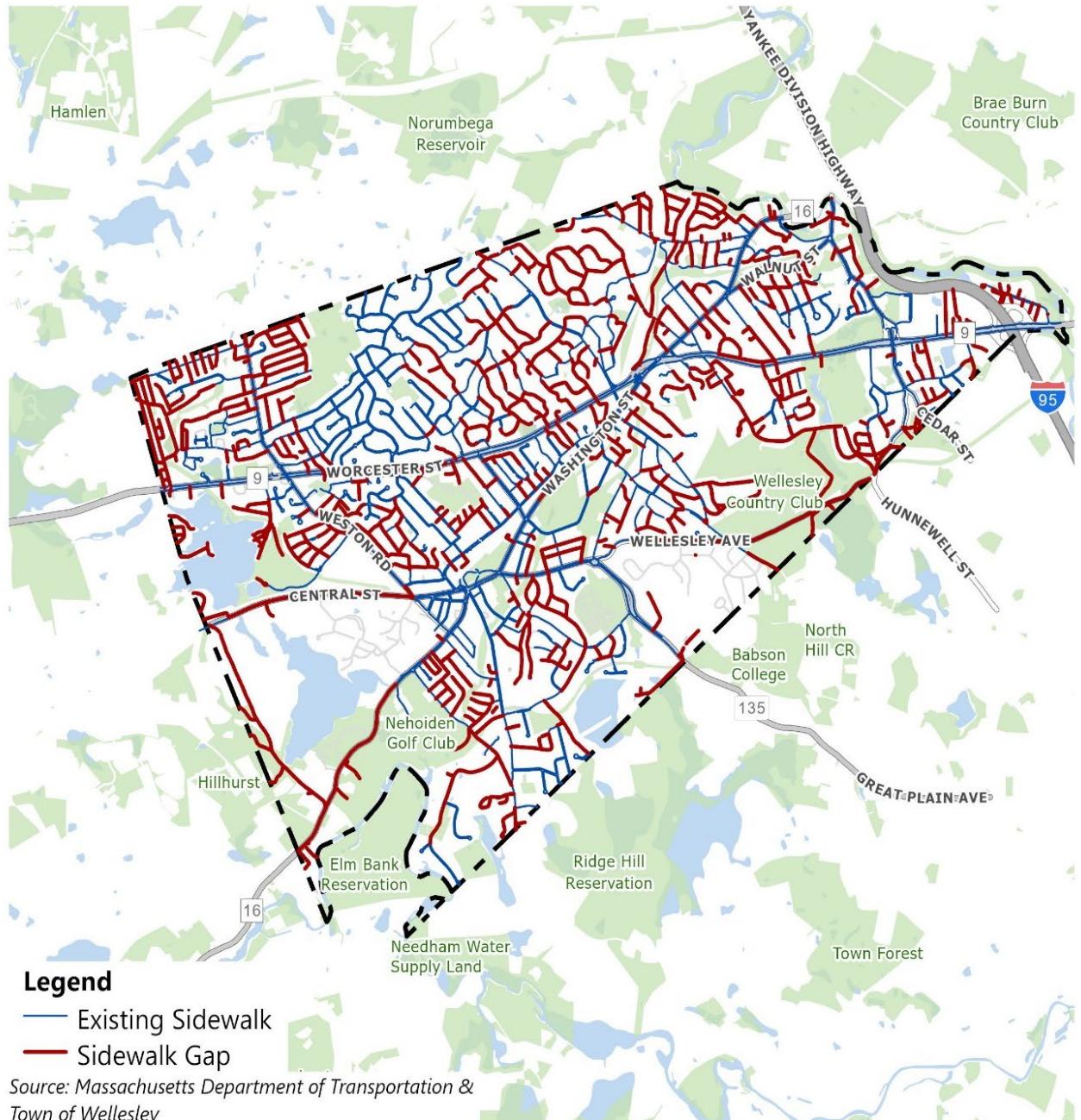
- One immediately west of Wellesley Square, south of Central Street
- One south of Wellesley Ave and west of the Wellesley Country Club



Pedestrian Network Gap Analysis

Gap Identification

- Sidewalks are absent on one or both sides of an arterial road
- Sidewalks are absent on both sides of lower functional class roads, such as a collector or local street
- Existing sidewalk is discontinuous along a roadway



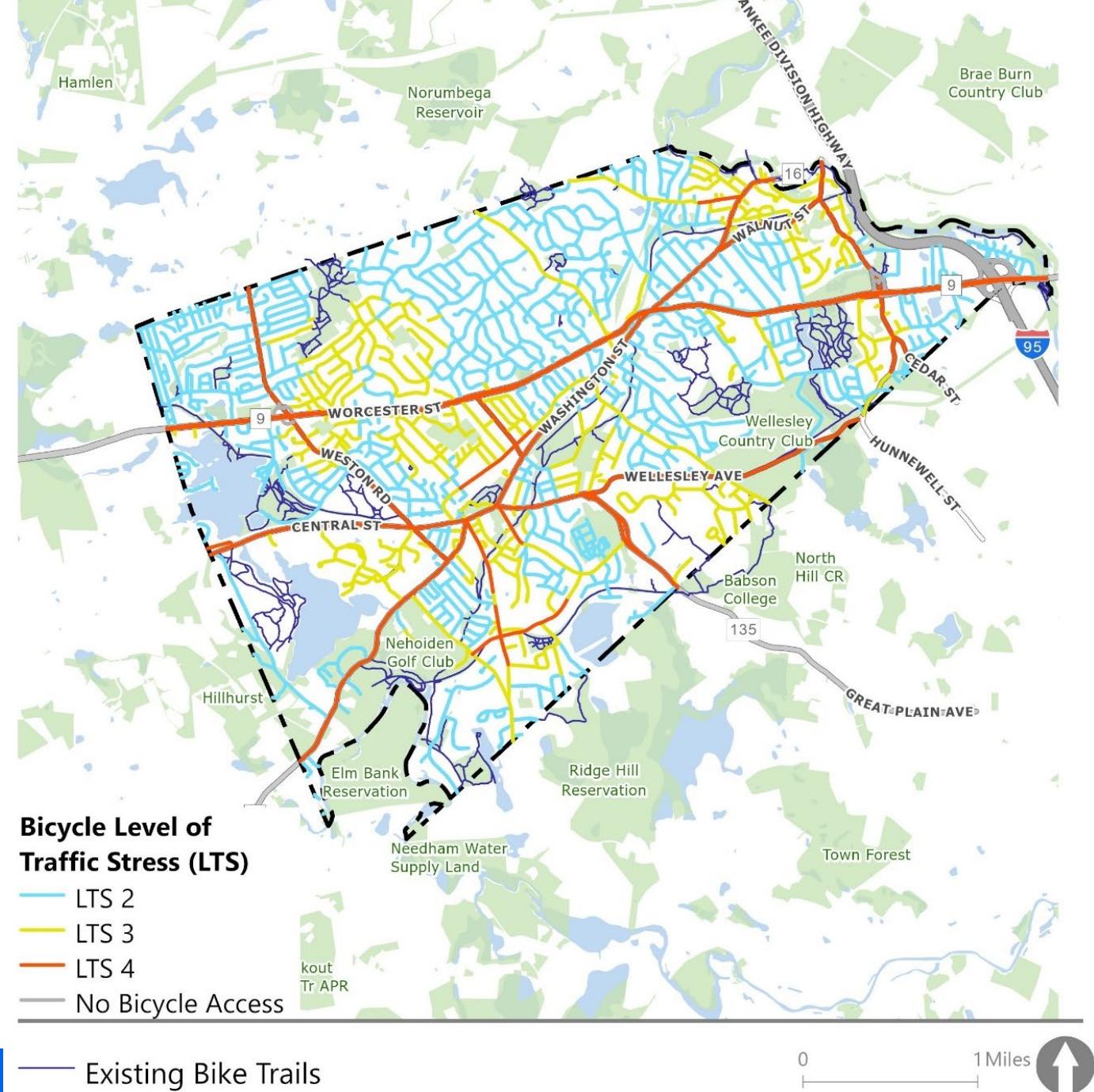
Bicycle Level of Traffic Stress (LTS)

Level of Traffic Stress (LTS)

- LTS is an approach that quantifies the amount of discomfort people feel in different bicycling conditions
- LTS 1 is the least stressful and LTS 4 is the most stressful

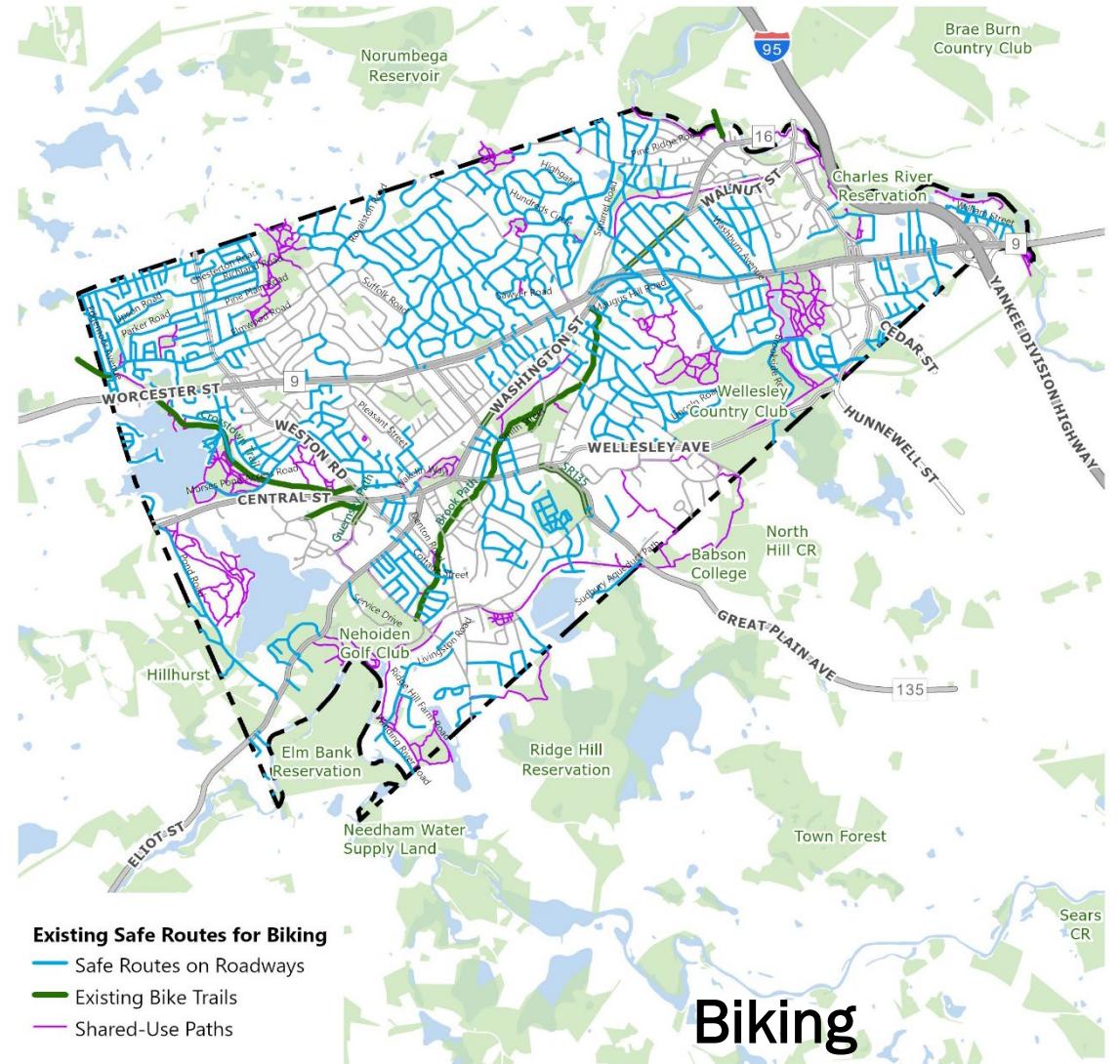
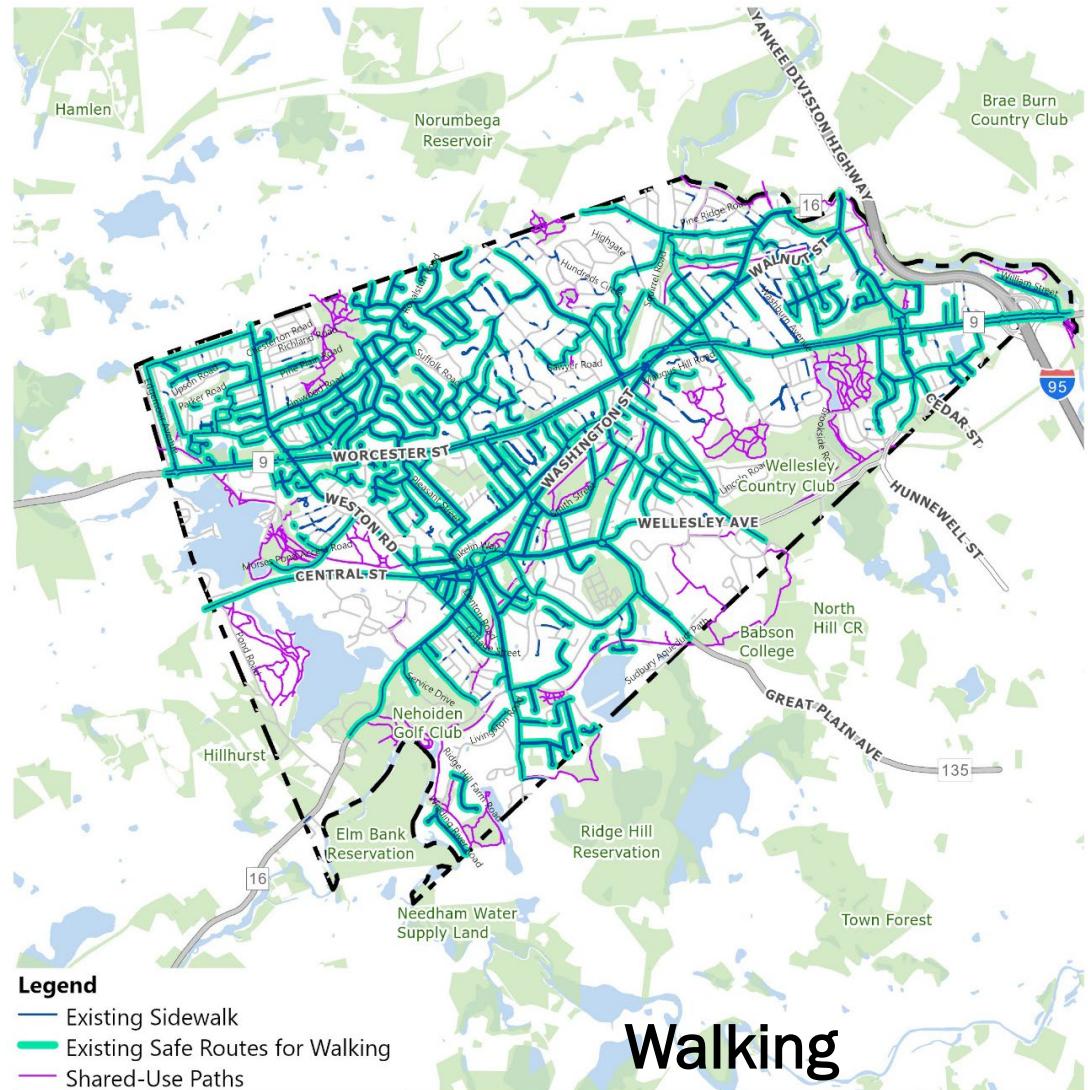
Findings

- Arterials and major collectors (“main roads”) like Worcester St, Weston Rd, Central St, Walnut St, and Wellesley Ave are high stress facilities for people biking.
- Many minor collector and local roads (“neighborhood streets”) in pockets of residential areas are lower stress facilities for people biking



Existing Safe Routes and Proposed Network Improvements

Existing Safe Routes



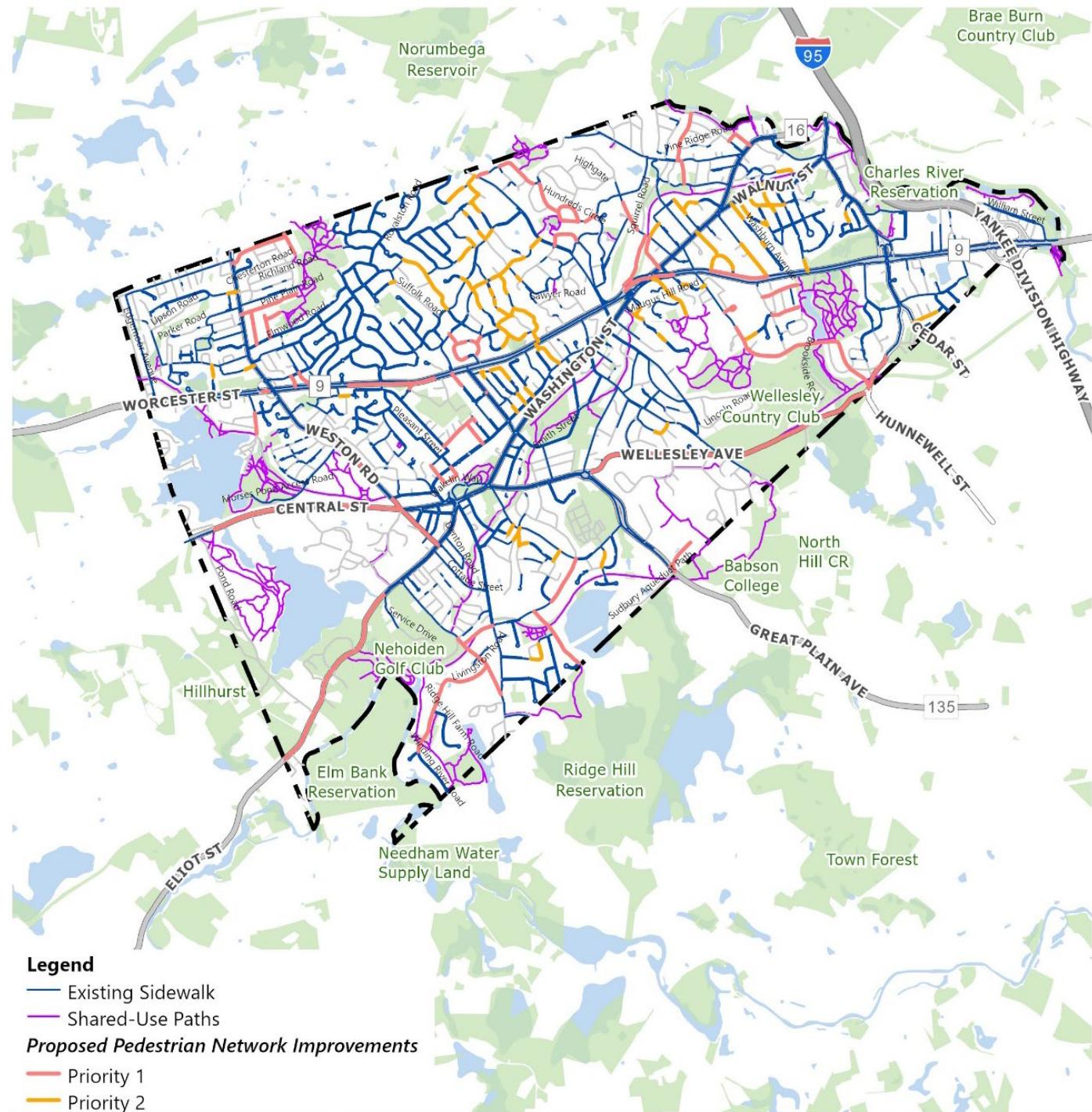
Proposed Pedestrian Network Improvements

Priority 1: Existing sidewalk gaps that are located on

- An arterial or a collector road,
- A local roadway that connects to multimodal trip generators or a shared use path.

Priority 2: Existing sidewalk gaps that are located on

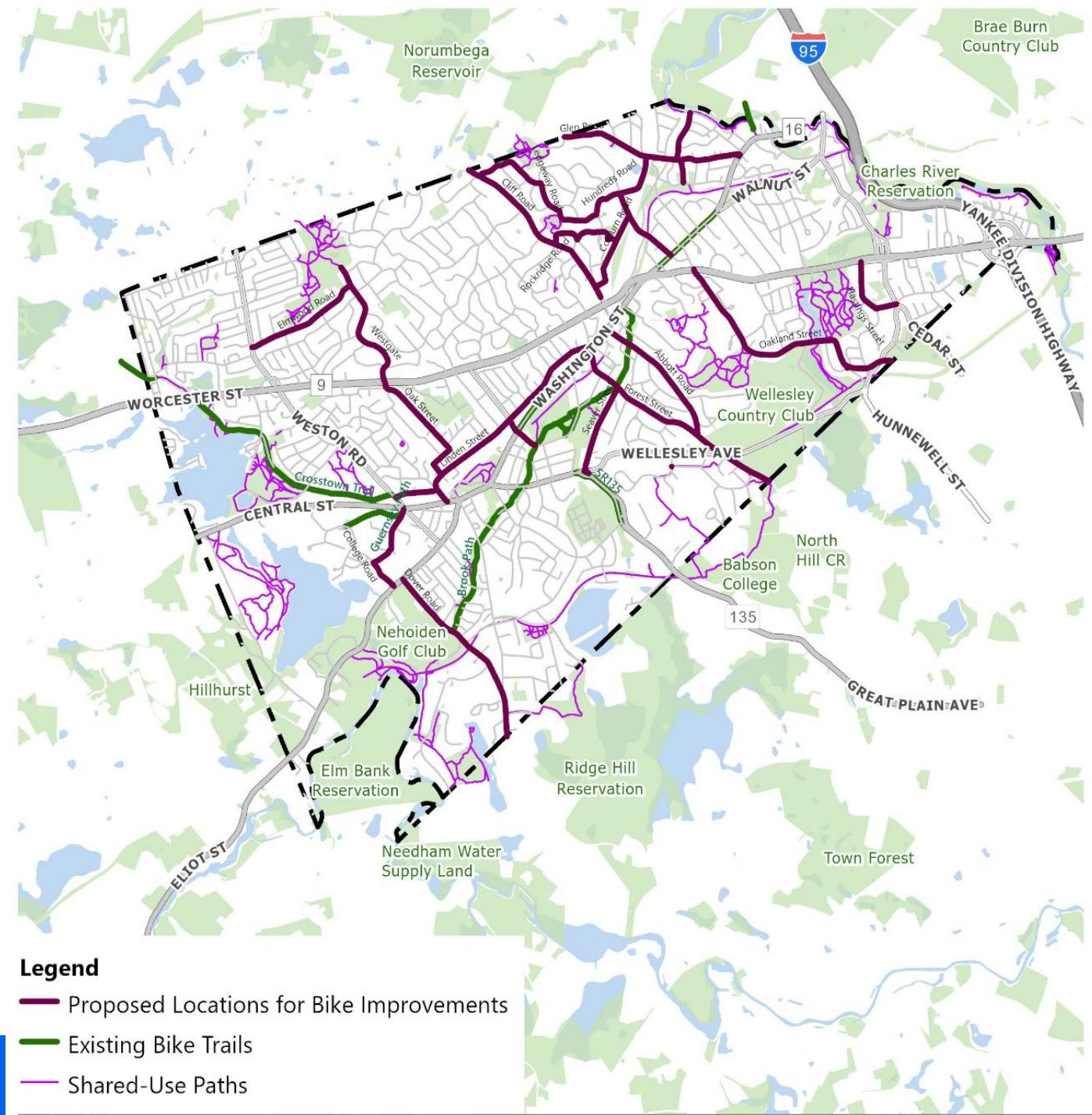
- Local roadways where filling the gaps would create a continuous sidewalk along the roadway.



Proposed Bicycle Network Improvements

The proposed locations were identified if:

- The roadway is an arterial, collector, or local road with Level of Traffic Stress 2 or 3 and,
- Connects to multimodal trip generators, existing bike trails, or shared-use paths



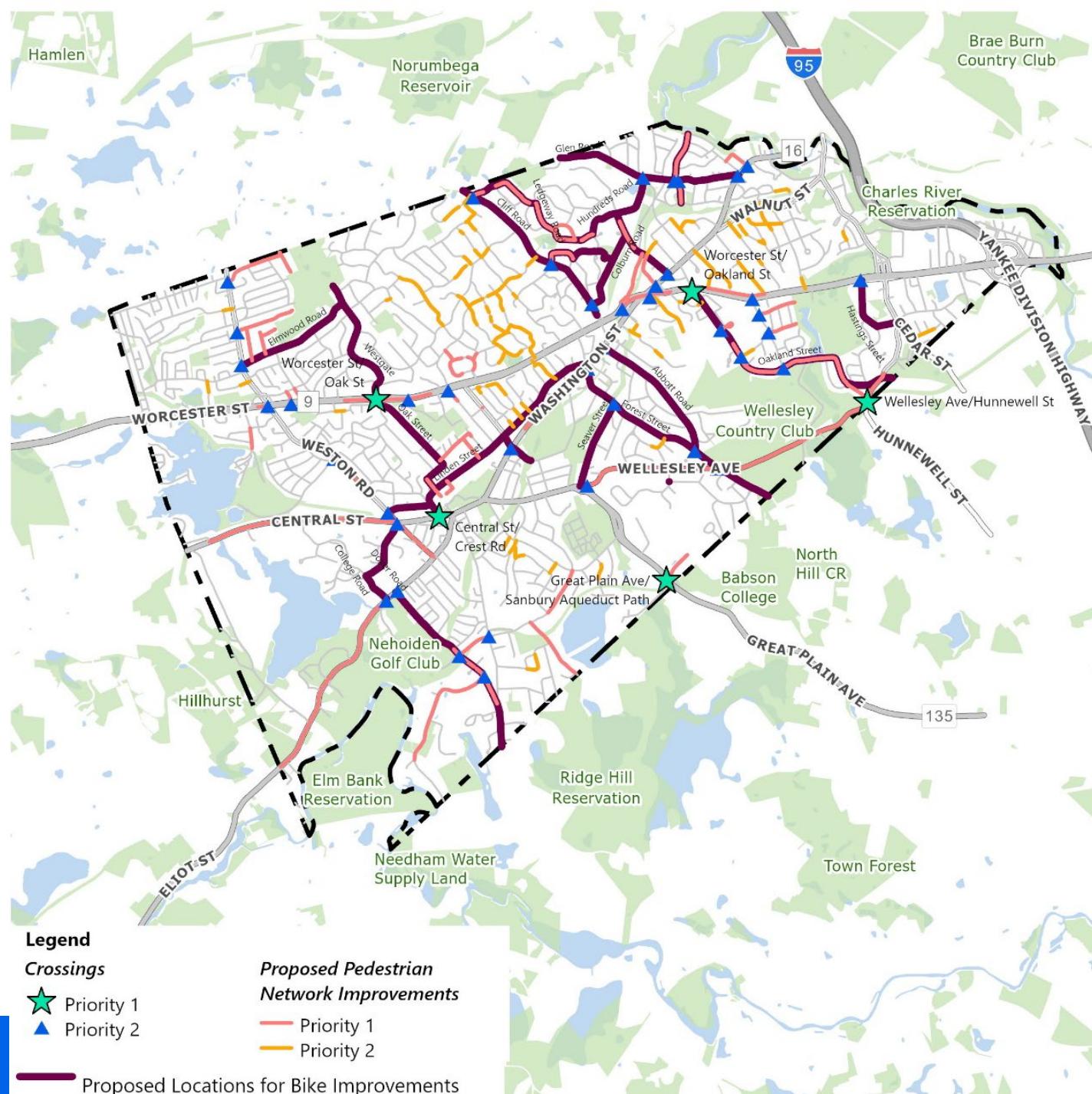
Proposed Crossing Improvements

Priority 1: Intersections with at least one arterial or collector roadway that has sidewalk gaps OR is at the terminus of proposed bicycle network improvements AND has no existing crosswalks

Priority 2: Intersections that have existing crosswalks on approaches of major roadways OR where only local roadway approaches have sidewalk gaps.

Priority 1 Crossings

- Worcester Street / Oak Street
- Worcester Street / Oakland Street
- Wellesley Avenue / Hunnewell Street
- Central Street / Crest Road
- Great Plain Avenue / Sudbury Aqueduct Path



Potential Safety Treatments

Walking Treatments



Lower Cost

- Pedestrian Lane (Paint)
- High Visibility Crosswalk
- Curb Extensions (Paint)
- Wayfinding Signage



Walking Treatments

Higher Cost

- Sidewalk
- Curb Extensions (Concrete)
- Rectangular Rapid Flashing Beacon
- Shared Use Path
- Leading Pedestrian Interval

Bicycling Treatments

Lower Cost

- Shared Use Arrow
- Wayfinding
- Bike Route Signs

Higher Cost

- Shared Use Path
- Bicycle Lanes
- Wide Shoulders





Crossing Treatments

Lower Cost

- Reducing Posted Speed Limit
- No Right Turn on Red
- All Way Stop Control

Higher Cost

- Rectangular Rapid Flashing Beacons
- Speed Table
- Mini Roundabout / Traffic Circle



Next Steps

- Collect and review community feedback
- Incorporate feedback into draft plan
- Draft the Wellesley Townwide Safe Routes Plan

Q & A

Thank You!

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