8.0 TRANSPORTATION AND CIRCULATION

8.1 Vision

We envision an affordable, accessible, interconnected transportation system, which provides safe and well-maintained multiple transportation options for all with a focus on pedestrians and cyclists.

8.2 Introduction

Transportation is the movement of people and goods and may involve circulation by passenger vehicle, truck or trailer, railcar, plane, boat, bus, subway, bicycle, or other means. In the City of Westfield (referred to as "the City" throughout this section), the predominant means of transportation includes passenger vehicles and trucks for goods and services. A local rail service (Pioneer Valley Railroad) provides local freight shipment. While there is no public rail service, Westfield is serviced by the Pioneer Valley Transit Authority (PVTA), providing local and regional bus service.

This section discusses the current transportation network available in the City including highway and roadway infrastructure, bridges, mass transit, biking, and pedestrian facilities. Effective transportation of people and goods allows for more productivity and is important to the functionality of a municipality. Planning for transportation allows a community to align long-term goals with other aspects of city planning such as land use, economic development, and housing.

Relevant circulation patterns include routes both within City boundaries as well as larger routes that link Westfield to the region and to the State. These circulation routes support connectivity of local goods and services to regional and Statewide markets and connect residents to regional job centers. The scale and location of the road network contributes to both existing and future development patterns within the community. This chapter of the plan ties in closely with the land use, economic development, agriculture, and housing chapters and will reference data from each that helps to inform transportation goals.

8.3 Existing Conditions

The following factors will affect the City's transportation network and have continual impacts on the City's influx in traffic volumes and future development.

8.3.1 Roadways

Westfield has two major highways that service the City, Route 202/Route 10 that runs north to south, and Route 20, running east to west. The Massachusetts Turnpike (Interstate 90) bisects the center of Westfield. All three fall under the jurisdiction of the Massachusetts Department of Transportation, with the exception of some street segments (MassDOT).

Table 8-1. Functional Classification of Westfield Roadways

Classification	Miles
Limited Access Highway	13.24
Multi-Lane Highway, not limited access	2.71
Other Numbered Route	19.5
Major Road	28.77
Minor Street or Road	255.92
Minor Street or Road (minimal info & no street name)	0.51

Table 8-1. Functional Classification of Westfield Roadways	
TOTAL	320.65

Source: MassDOT, MassGIS

The City maintains all municipal roads within the City's boundaries. Additionally, there are several private ways (often subdivision streets that were never accepted as public ways) that the City has historically dedicated incidental maintenance efforts to, such as snowplowing.

8.3.2 Traffic Volume

The Massachusetts Department of Transportation collects and publishes traffic count data throughout the Commonwealth. In Westfield, the heaviest traffic volume occurs around the intersections of the 3 major highways that run through the City. The greatest volume appears at the intersection of the Turnpike (exit 41) and Route 202. The City has studied layout alternatives near the Turnpike to improve traffic flow, including an eastbound slip ramp and roundabout at Southampton Road. There is also significant traffic volume at the intersection of Route 202/10 and Route 20.

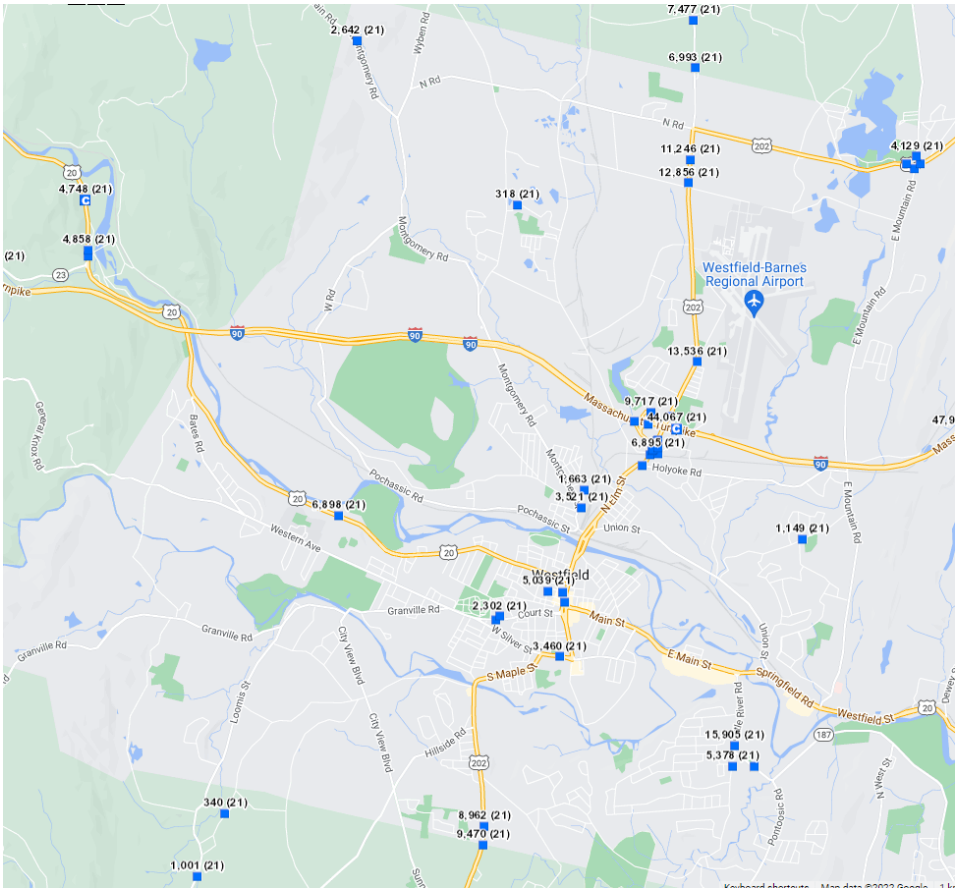

Figure 8-1. Westfield Traffic Volume Map

Source: MassDOT Transportation Data Management System

8.3.3 Roadway Safety

The MassDOT crash data indicates approximately 702 crashes per year from the years 2012 to 2021. The total number of crashes have remained somewhat inconsistent since 2012, with number of

crashes between 2012-2013 and 2015-2017 remaining relatively steady. As shown in Figure 8-2, the City experienced a low of 608 crashes in 2014 and a high of 767 crashes in 2016. There was a surge in total number of crashes in 2019 before a downward trend from 2019 to 2021. This downward trend can be attributed to fewer drivers on the road during the COVID-19 pandemic. The total number of crashes in 2021 (613) remained steady compared to 2020 (611).

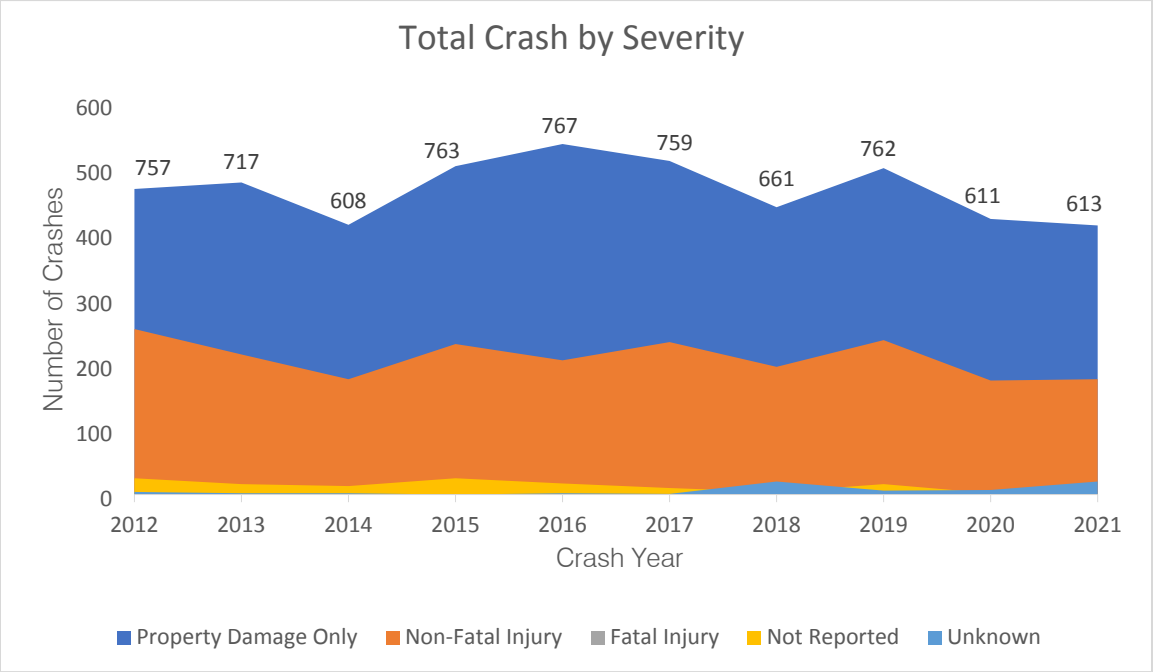

Figure 8-2. Westfield Crashes by Severity
Source: MassDOT Crash Query and Visualization

8.3.4 Crash Type

Of the 7,018 crashes from 2012 to 2021, 217 crashes involved non-motorist actions such as persons walking, running, or cycling. Between 2012 to 2021, 29 crashes resulted in fatalities. Out of the 29 fatal crashes, seven crashes involved a non-motorist walking, running, cycling, or working. The seven fatal crashes involving non-motorists occurred on the following street/roadways:

- 44 Pontoosic Road
- 95 Notre Dame Street
- 177 Main Street Rte 20 E
- 577 Western Ave
- Montgomery Street / Prospect Street
- Mechanic Street / Bartlett St / Mechanic St
- Western Avenue

Between 2012 to 2021, 40 crashes resulted in a suspected serious injury. Of the 69 crashes resulting in a suspected serious or fatal injury, 4 involved an older adult driver (65+ years) and 3 involved a younger driver (less than 18 years old).

Figure 8-3 shows crash locations in the City within the last 3 years. The majority of crashes occur along the main arterial routes within the City.

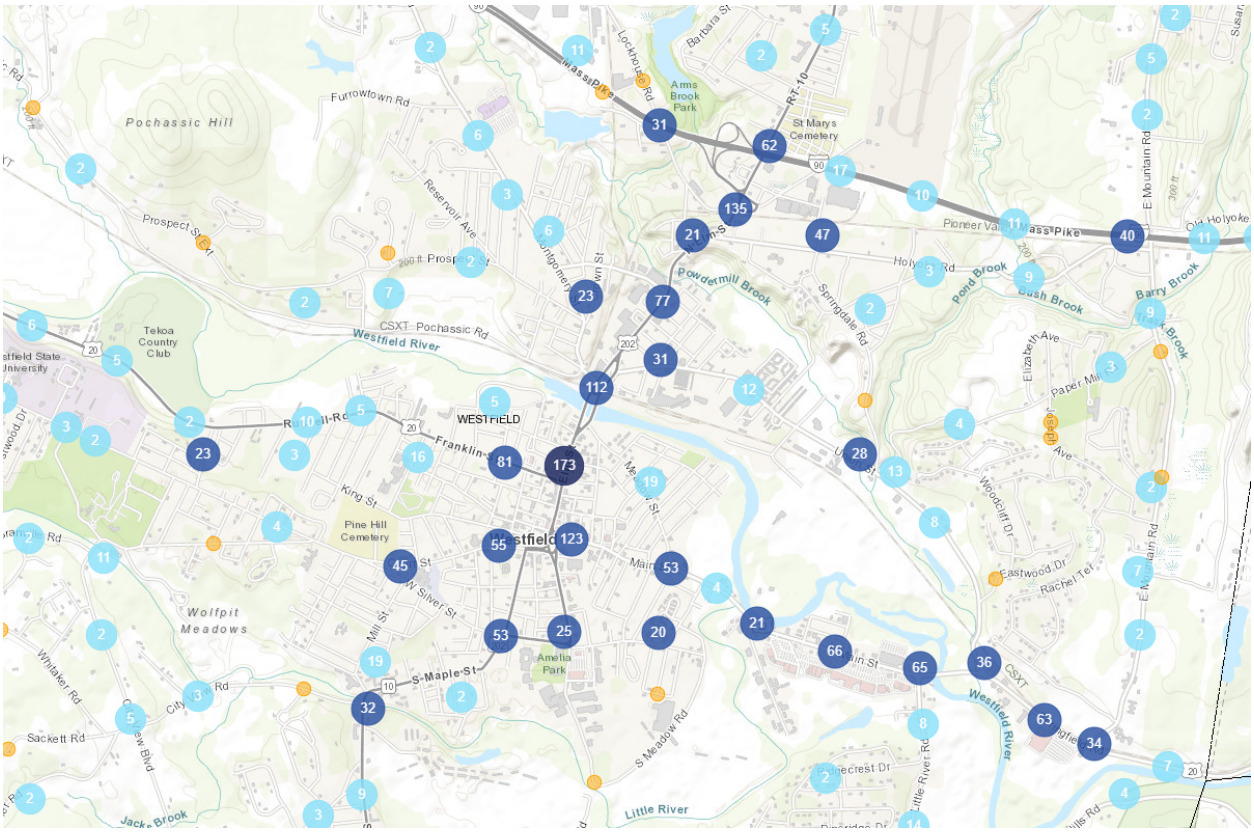

Figure 8-3. Westfield Crashes by Location
Source: MassDOT: Crash Data Portal

8.3.5 Bridges

There are 35 maintained bridges in Westfield. Each bridge is rated based on bridge condition. Bridge condition is determined by the lowest rating of National Bridge Inventory (NBI) condition ratings for deck, superstructure, substructure, or culvert. If the lowest rating is greater than or equal to 7, the bridge is classified as Good; if it is less than or equal to 4, the classification is Poor. Bridges rated 5 or 6 are classified as Fair. Twenty-seven (27) bridges are rated Fair, 7 are rated Good, and only 1 is rated Poor.

The two oldest bridges were constructed in 1850, while the newest bridge was constructed in 2005.

Table 8-2. Westfield Bridge Location and Condition[a]

Bridge Location	AADT	Date Constructed	Construction	Condition
Little River Road over Water Great Brook	13,190	1850	Concrete Tee beam	Fair
Notre Dame over PVRR	6,500	1850	Steel Stringer/Multi-beam or girder	Fair

Table 8-2. Westfield Bridge Location and Condition[a]				
Hwy Pochassic St over Comb Access Rd & PVRR	7,758	1904	Steel Girder and floorbeam system	Good
Hwy Loomis St over Water Munn Brook	776	1916	Concrete Tee beam	Fair
Cowles Bridge *currently being replaced	21,800	1916	Concrete Arch - Deck	Poor
Hwy Lockhouse Rd over RR PVRR	647	1923	Wood Stringer/Multi-beam or girder	Fair
Hwy Dry Bridge Rd over RR PVRR	50	1923	Wood Slab	Fair
Hwy Russellville Rd over Water Powder Mill Brook	2,327	1934	Concrete Tee beam	Fair
Hwy Granville Rd over Water Munn Brook	3,100	1935	Concrete Slab	Fair
Us202 St10/Elm Sb over Water Westfield River	27,300	1938	Steel Truss - Thru	Fair
Hwy Lr Sandy Hill over Water Powdermill Brook	129	1939	Steel Stringer/Multi-beam or girder	Fair
Hwy Pochassic Rd over Water Moose Meadow Brook	129	1939	Steel Stringer/Multi-beam or girder	Fair
20 E Main St over Water Little River	31,293	1951	Steel Stringer/Multi-beam or girder	Fair
Hwy Shaker Rd over Water Great Brook	9,181	1955	Steel Culvert	Fair
Hwy Shaker Rd over Water Great Brook	7,100	1956	Prestressed Slab	Good
Us202 /St10/N Elm over Water Powder Mill Brook	29,000	1956	Prestressed Slab	Good
Hwy Montgomery Rd over Water Powder Mill Brook	2,715	1957	Prestressed Slab	Fair
I 90 over Water Cooley Brook	48,370	1957	Concrete Culvert	Fair

Table 8-2. Westfield Bridge Location and Condition[a]				
I 90 over Water Moose Meadow Brook	29,416	1957	Concrete Culvert	Fair
US202 /ST10 over I 90	18,491	1957	Steel Stringer/Multi-beam or girder	Fair
I 90 Ramps Int 3 over I 90	13,680	1957	Steel Stringer/Multi-beam or girder	Fair
I 90 Wb over Hwy E Mountain Rd	31,191	1957	Steel Stringer/Multi-beam or girder	Fair
I 90 WB over RR PVRR	21,613	1957	Steel Stringer/Multi-beam or girder	Fair
I 90 EB over HWY Lockhouse Rd	16,940	1957	Steel Stringer/Multi-beam or girder	Fair
I 90 WB over Hwy E Mountain Rd	31,191	1957	Steel Stringer/Multi-beam or girder	Fair
I 90 EB over RR PVRR	21,613	1957	Steel Stringer/Multi-beam or girder	Fair
I 90 WB over Hwy Lockhouse Rd	17,845	1957	Steel Stringer/Multi-beam or girder	Fair
Hwy Montgomery Rd over I 90	6,892	1957	Steel Stringer/Multi-beam or girder	Fair
Hwy West Rd over I 90	600	1957	Steel Stringer/Multi-beam or girder	Fair
Hwy Lockhouse Rd over Water Arm Brook	9,569	1980	Concrete Culvert	Good
US202 /ST10/SHMPTN over RR PVRR	25,690	1997	Prestressed Box Beam or girders - Single or Spread	Fair
Hwy Northwest Rd over Water Little River	600	1999	Prestressed Box beam or girders – Multiple	Good

Table 8-2. Westfield Bridge Location and Condition[a]				
Hwy Granville Rd over Water Little River	6,724	2004	Concrete Arch - Deck	Fair
US 20 Springfield Rd over Water Powder Mill Brook	14,000	2005	Steel Stringer/Multi-beam or girder	Good
US 20 Springfield Rd over Water Westfield River	20,504	2005	Steel Stringer/Multi-beam or girder	Good

Source: National Bridge Inventory (2019 edition)

Note:

a. Bridge Condition is determined by the lowest rating of National Bridge Inventory (NBI) condition ratings for deck, superstructure, substructure or culvert. If the lowest rating is greater than or equal to 7, the bridge is classified as Good; if it is less than or equal to 4, the classification is Poor. Bridges rated 5 or 6 are classified as Fair.

The City's non-vehicular bridges include a railroad overpass at East Mountain Road operated by the Pioneer Valley Road. The 103-year-old East Mountain train bridge is narrow with low clearance, which impacts the City's traffic patterns. In 2020, the U.S. Department of Transportation's Federal Railroad administration provided funds for beam installation, signage and warning lights, and replacement of 10,000 feet of rails and ties at the Mountain Road bridge (22 News, 2020). The City recently added or rehabilitated several bridge overpasses for the Columbia Rail Trail, including Little River with overlooks, South Meadow Road, and East Silver Street (City of Westfield). The most recent phases of the trail included the following:

- A new trademark bridge over Main Street
- Rehabilitation to Thomas Street, Chapel Street, Elm Street, and Orange street bridges
- Rehabilitation to the Westfield River railroad bridge

8.3.6 Transportation Users

An important component of understanding and planning for a community's transportation network is having a baseline of information on the network's users. Those that use the network are going to drive the demand for certain types of transportation in certain areas. Table 8-3 provides information related to how Westfield residents get to work.

Table 8-3. Commuting to Work Data in Westfield[a]	
Primary Transportation Mode	Percentage of Population
Car, truck, or van	75.6%
Public transportation (excluding taxicab)	2.5%
Walking	2.2%
Bicycle	0.4%
Taxicab, motorcycle, or other means	1.5%

Source: U.S. Census 2021

Note:

a. 17.9% of the population worked from home.
b. Data is for workers 16 years and over with +/- 0.1 margin of error.

The majority of residents in Westfield commute to work by personal vehicle (i.e., car, truck, or van). A similar percentage of residents walk or take public transportation to work. Since there is no commuter rail service in the City, public transportation is by means of the Pioneer Valley Transit Authority (PVTA) bus system.

According to the U.S. Census American Community Survey 2021 Five-Year Estimate, 18 percent of households in Westfield have access to one vehicle, 43 percent have access to two vehicles, 37 percent have access to 3 or more vehicles, and 2 percent has no access to vehicles.

The average commuting travel time is 25.6 minutes, with only 7.7% traveling an hour or more.

Table 8-4. Commuting Time for Westfield Residents[a]

Commuting Times	Percentage of Population
Less than 10 minutes	13.2
10 to 14 minutes	13.6
15 to 19 minutes	15.7
20 to 24 minutes	14.7
25 to 29 minutes	6.9
30 to 34 minutes	13.7
35 to 44 minutes	6.9
45 to 59 minutes	7.6
60 or more minutes	7.7
Mean travel time to work (minutes)	25.6

Source: U.S. Census 2019

Note:

a. Data is for workers 16 years and over who did not work from home.

Figure 8-4 demonstrates the areas that a Westfield resident could drive to in 30 minutes. Many towns and cities within the region are accessible within this travel time including regional destinations such as Springfield, Chicopee, and Holyoke.

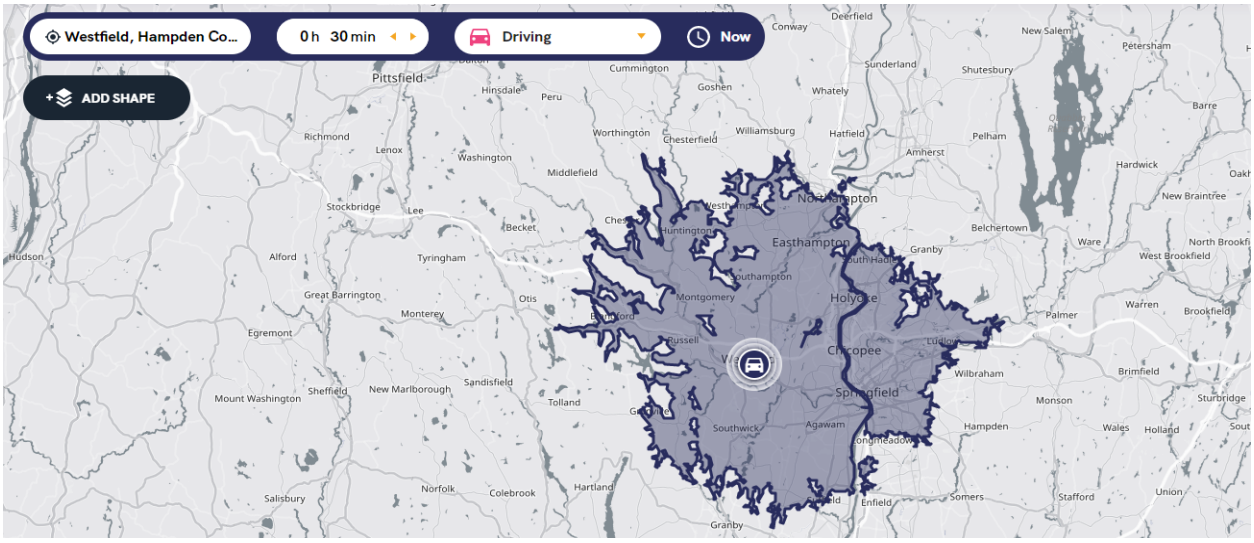

Figure 8-4. Westfield Travel Times
Source: TravelTime (app.traveltime.com)

8.3.7 Parking

The City maintains public parking lots in the central business district and offers a map of downtown public parking on its website. There are 8 separate lots in the downtown area offering 2-3 free hours of parking. The Main Street 1 Lot offers free parking for nearby restaurant patrons. The Downtown Lots are all within the vicinity of Route 20. The City also maintains the Northside Parking Lots, along Union Ave and North Elm Street. There are three lots available here, all offering 2-3 hours of free parking in addition to on-street parking. The City has planned parking improvements for a gravel lot on Elm Street as an interim measure until the area can be redeveloped.

8.3.8 Public Transportation Services

The Pioneer Valley Transit Authority (PVTA) provides bus services to the City. The PVTA is the largest regional transit authority in Massachusetts with 186 buses, 132 vans and 24 participating member communities. The PVTA was created by Massachusetts General Laws Chapter 161B in 1974 as a funding source and to provide oversight and coordination of public transportation within the Pioneer Valley region. There are 24 member communities of the PVTA, including Westfield. The PVTA has three local Routes: R10, which serves Westfield, Westfield State University, and West Springfield via Route 20 (beginning at Union Station in neighboring Springfield, with three stops in Westfield); B23 which serves neighboring Holyoke and Westfield via Holyoke Community College (with beginning and end stops at Westfield Center); and the Westfield State University Shuttle (with four stops) that runs on an academic schedule. The PVTA ridership has seen an increase in ridership with FY22 ridership increasing to 60.1% of the 2019 ridership levels (Pioneer Valley Transit Authority, 2022).

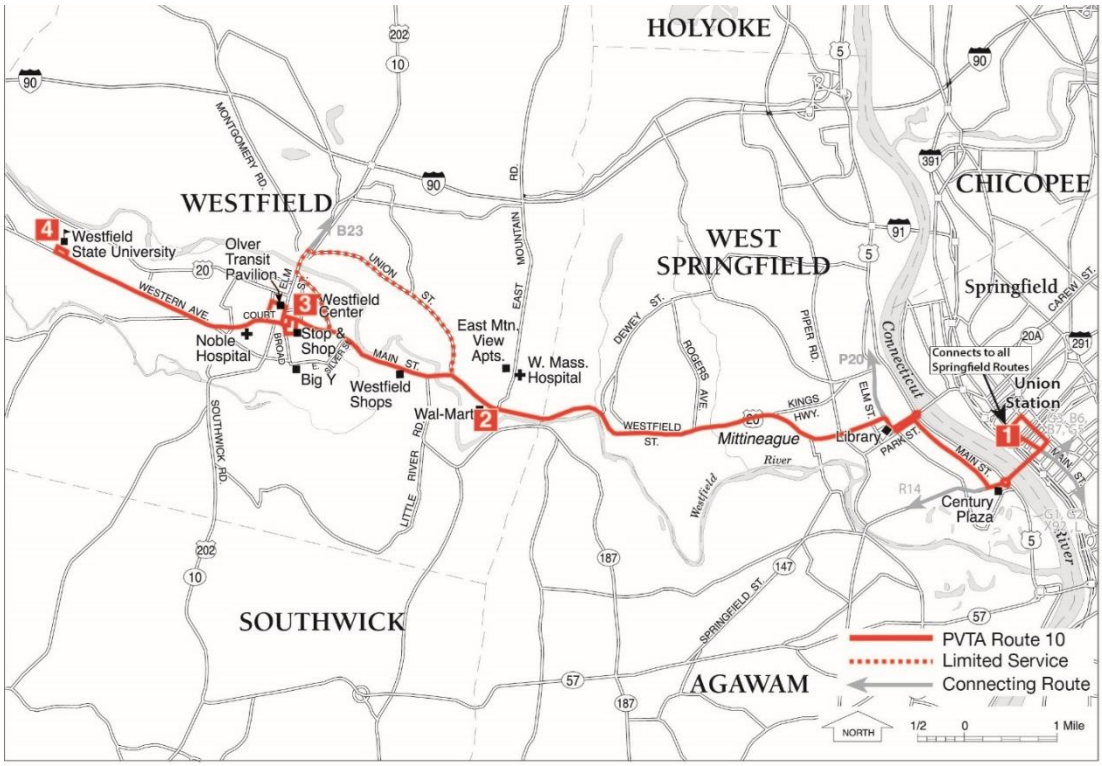

Figure 8-5. Westfield PVTA Route 10 (not to be confused with State Route 10)
Source: Pioneer Valley Transit Authority

Hulmes Transportation services, in conjunction with the PVTA, provides shuttle services for seniors and people with disabilities. The Westfield Council on Aging provides a direct phone number to arrange pickup and drop-off by Hulmes.

8.3.9 Westfield-Barnes Regional Airport

The Westfield-Barnes Regional Airport (Barnes Air National Guard Base) is one of Massachusetts' largest airports. The joint civil-military airport is home of the 104th Fighter Wing, which serves Massachusetts and the Nation at Barnes Air National Guard Base (104th Fighter Wing). In the year ending March 2022, the airport had 47,815 aircraft operations (U.S. Department of Transportation Federal Aviation Administration, 2023):

- 44.38% general aviation local
- 41.20% general aviation international
- 11.99% military
- 0.08% air carrier
- 2.35% air taxi

The airport also includes the following facilities:

- One fixed-base operator and one GA maintenance facility
- Three flight schools approved by the Federal Aviation Administration (FAA)

8.3.10 Rail

While there is no public rail service in Westfield, the Pioneer Valley Railroad (PVRR) does provide freight service. The PVRR was formed in 1982 and serves industries, warehouse operations, and transload facilities in the cities of Westfield and Holyoke. Rail traffic moves via the CSX interchange in Westfield and a PAS interchange in Holyoke. The Amtrak route passes through the City non-stop. A plan for east-west passenger/commuter rail service has been advancing at the State level, though at present Westfield is not envisioned to have a transit stop (Massachusetts Department of Transportation, 2021).

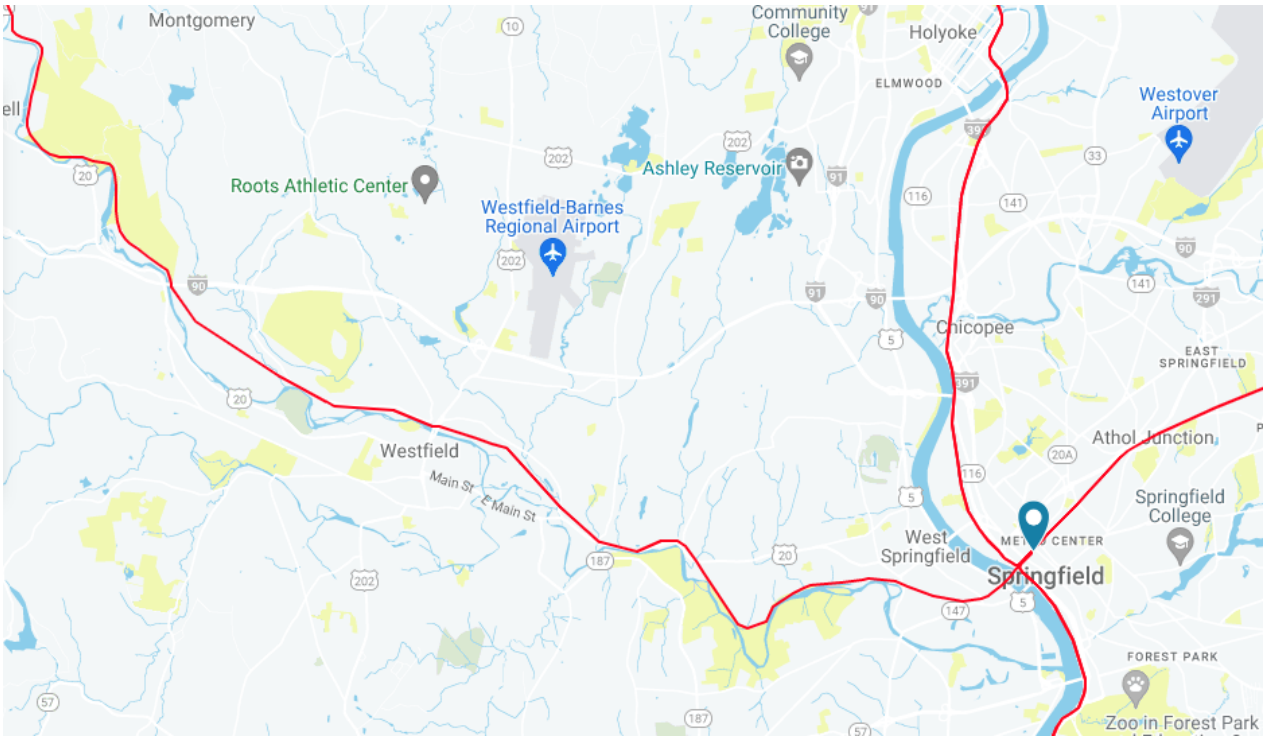

Figure 8-6. Amtrak Route Passing Westfield
Source: Amtrak

8.3.11 Sidewalks, Trails, & Bike Paths

The pedestrian facilities database from MassDOT indicates that there are over 43 miles of roadway with sidewalks in the City (MassDOT, 2020). Majority of these sidewalks are in downtown. Several projects with ongoing efforts towards sidewalk, trails, and bike path improvements are detailed in the Current Measures section of this chapter.

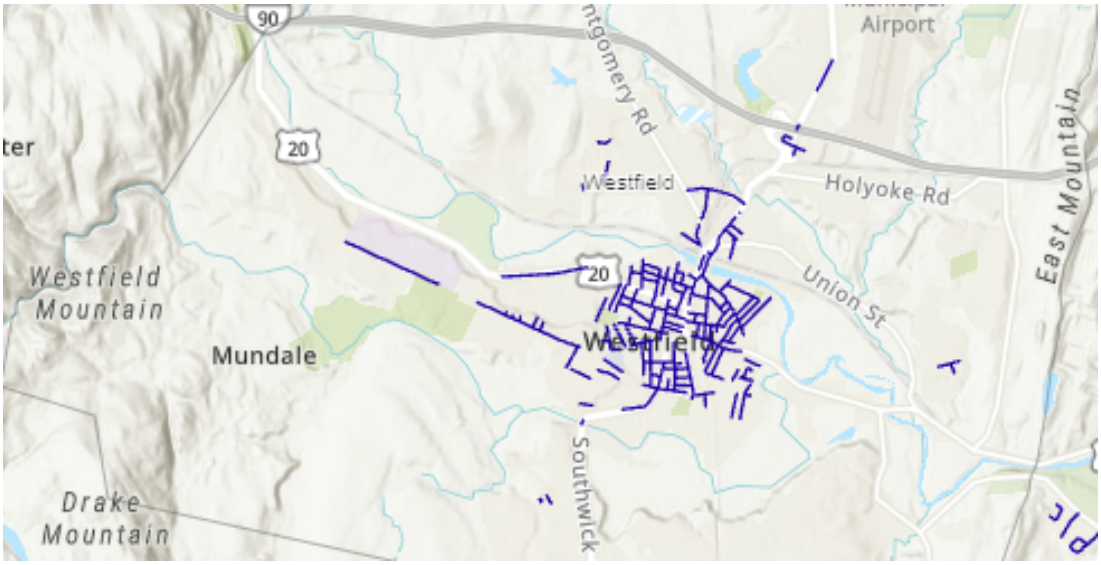

Figure 8-7. Sidewalks
Source: MassDOT

8.4 Challenges and Opportunities

8.4.1 Challenges

Westfield is serviced by PVTA with transportation routes to Westfield, Westfield State University, West Springfield, and Holyoke. Despite these options, residents of Westfield typically depend on cars to travel (75.6%). According to Census ACS 5-year estimates, only 2.5% of residents used public transportation to commute to work. This is primarily due to the infrequency of service. Over the past few years, PVTA has reduced the number of bus trips through the City. However, fewer buses leads to fewer people trusting the system.

The City experiences the majority of its crashes along the main arterial routes within the City and heaviest traffic volume around the intersections of the major highways that run through the City. These areas need traffic improvements to improve roadway safety.

8.4.2 Opportunities

The City can work with the PVTA to further expand transportation routes to better connect the City with Westfield State University and continue its efforts towards infrastructure improvements to improve unsafe and vulnerable roadways, explore options for trail extensions into new neighborhoods to promote use of recreational areas, and increase walking and biking accommodations to improve pedestrian and bicyclist safety.

8.5 Current Measures and Practices

There are several projects with ongoing efforts towards infrastructure improvements. These projects are taking place simultaneously and include the following (City of Westfield):

- American Rescue Plan Act Funded Improvements
- Old Town Roads Improvements
- East Main Street/Route 20 - MassDOT Project
- Southampton Road Improvements (Route 10/US 202) - MassDOT Project
- Western Avenue Improvements
- Westfield River Levee Multi-Use Trail
- Columbia Greenway Rail Trail
- Cowles Bridge Replacement - MassDOT Project
- Mill Street - South Maple Street - Crane Avenue Intersection Improvements

American Rescue Plan Act Funded Improvements

In 2022, a combination of American Rescue Plan Act and community development funds were allocated to repair and revitalize downtown sidewalks (Currier, 2022). Orange Street, Sackett Street, and White Street areas were identified in need of most sidewalk improvements.

Old Town Road Improvements

Over the last decade, the City has been selecting streets to address sidewalk improvements and other key elements as part of the Old Town Roadway effort (City of Westfield). This project was originally designed in 2014 to address neighborhoods along the north and south sides of Main Street and has since been phased. Phase 1 of the efforts include Georgia Street, Fredrick Street, and Parks

ide Avenue. Construction for this phase is anticipated to complete in early 2023. Future phases of this effort may include the following:

- Cleveland Ave
- Clinton Ave
- Cycle Street
- East Silver Street
- Exchange Street
- Lindbergh Boulevard
- Lozier Ave
- Noble Street
- Ashley Street
- Cross Street
- State Street
- Taylor Ave

East Main Street/Route 20 - MassDOT Project

In April 2022, the City voted to implement the MassDOT Complete Streets program. The Complete Streets Policy has been developed and codified into an ordinance by the City and approved by the Commonwealth. Westfield is currently working to implement the program, including developing a prioritization plan. A current State project is the Westfield Main/East Main Street (Route 20) Complete Streets Improvements. This is a priority corridor because it was identified as having a high potential for everyday walking and biking. There is sidewalk on only one side of the roadway between Meadow Street and Delmont Ave., and minimal shoulders exist in many areas. The project is reviewing pedestrian and bike accommodations along East Main Street/Route 20 from Meadow Street to Delmont Avenue. The project, both design and construction, will be fully funded by MassDOT. Some of the sidewalk improvements and bike lanes have recently been completed in East Main Street Corridor and East of Delmont (2023).

Southampton Road (Route 10/US 202) - MassDOT Project

This project includes roadway alignment and new pavement curbing, dedicated turning lanes, new crosswalks, traffic signal improvements, an 8- to 10-foot shared use path along the west side of the right-of-way, sidewalk improvements along sections of the east side, utility pole relocation, and drainage improvements (City of Westfield).

Western Ave Improvements

The City has been improving bicycle and pedestrian connections between Westfield State University and downtown by constructing a multi-use path along Western Ave. Valley Bike rental stations will be installed near the University and at the PVTA terminal downtown. These are the first Westfield locations for this regional bike share network, with potential for additional stations to expand micro mobility in the City. Western Avenue roadway project includes improvements along Western Ave, west from intersection Llewellyn Drive, east to the intersection of Court, High, and Mill streets, and improvements on Lloyds Hill Road and West Silver Street between Western Avenue and Mill Street.

Westfield River Levee Multi-Use Trail

The Westfield River Walk is a stone-dust levee walking path which provides views of the Westfield River and connects downtown neighborhoods, the Great River Bridges and various city parks. The path can be accessed with parking from Whitney Playground, Kane/Wojtkiewicz Park, and Chapman Playground or from various streets if walking. The path also intersects with the Columbia Greenway Rail Trail near Sackett Street and informally continues westward past Shepard Street. The City is proceeding with improvement plans for a 2-mile multi-use levee trail from Ellsworth Street to the Williams Riding Way pump station off Meadow Street.

Figure 8-8. Westfield River Walk – Access from Chapman Playground
Source: City of Westfield

Columbia Greenway Rail Trail

The Columbia Greenway Rail Trail is a multi-use rail trail that connects at its south end to the Southwick Rail Trail and into Connecticut and extends north, through downtown to and over the Westfield River. This was a phased project constructed over a decade which primarily converted a pre-existing railroad to a newly constructed ten-foot-wide multi-use trail elevated, including throughout the downtown area. The unique elevated nature of the trail minimizes conflict with motor vehicles and is one of the first and only of this kind of urban system in the United States.

Improvements and additions to the rail trail include kiosks, benches, lighting, and the rehabilitation or construction of several bridges, including Little River (w/ overlooks), South Meadow Road, Westfield River, Elm Street and Main East Silver Street.

The trail includes several direct connections to streets and neighborhoods and a dedicated parking area off Shaker Road. A newly constructed underpass connects the Taylor Avenue neighborhood to the St. Dennis Street and Hedges Avenue neighborhood. Connections include Thomas Street, Chapel Street, Elm Street, with a final connection to the recently completed Westfield River Esplanade, an extension of the Columbia Greenway. The City is exploring options for a trail extension to the north. However, as the rail line is active on the North Side, such options are often limited to parallel street or utility corridor routes.

Figure 8-9. *Westfield Columbia Greenway Rail Trail*
Source: Friends of the Columbia Greenway Rail trail

8.6 Goals & Policies

8.6.1 Goals

1. Maintain and enhance a cost-effective, efficient, safe, and accessible multi-modal transportation system.

2. Support efforts to enhance and increase alternative modes of transportation such as ride shares, bicycling, walking and public transportation.

8.6.2 Policies

1. Implement road-design and maintenance standards and procedures that protect and promote neighborhood character while minimizing the impacts of development patterns.
2. Maintain a proactive and forward-looking program for street needs, maintenance, reconstruction, and accompanying infrastructure that is fiscally responsible and implementable.
3. Promote cooperative state and local efforts in transportation planning to help ensure that the City's mix of urban and rural character is contextually considered as part of transportation planning and construction projects.
4. Encourage alternative modes of transportation and increase opportunities in the City for access to biking, walking, and carpooling, especially for a growing senior population.
5. Implement policies and actions that will promote safety through reducing traffic conflicts and crashes.
6. Ensure that both new development and redevelopment is consistent with the City's Complete Streets program.
7. Alleviate traffic congestion and mitigate impacts from truck traffic, especially as affecting residential areas.

8.6.3 Actions

1. Submit project applications based on the City's Complete Street Prioritization Plan to maximize Complete Streets funding opportunities.

   Lead Party: Engineering

   Support Party: Planning, DPW

   Timeframe: Short-term/Ongoing

2. Continue to actively participate in the Transportation Improvement Program (TIP) through the Pioneer Valley MPO, to ensure that transportation infrastructure in the City is adequately maintained and improved, including advocating for local priorities for inclusion on the TIP.

   Lead Party: Engineering

   Support Party: Planning, DPW

   Timeframe: Ongoing

3. Maintain relationships with the Pioneer Valley Transit Authority (PVTA) and the Pioneer Valley Planning Commission (PVPC) to continually assess and update the level of bus service in the City.

   Lead Party: Community Development

   Support Party: Engineering, Mayor

Timeframe: Ongoing

4. Identify opportunities to improve access to safe and convenient alternative modes of transportation such as biking/bike share stations, walking, and carpooling.

   Lead Party: Engineering

   Support Party: Planning, DPW, City Council, Friends of the Columbia Greenway Rail Trail

   Timeframe: Short-term/Ongoing

5. Continue to provide increased funding for locally maintained transportation infrastructure (roadways and drainage) to ensure a high level of services to the community.

   Lead Party: DPW

   Support Party: City Council, Mayor

   Timeframe: Short-term/Ongoing

6. Continue to further the Department of Public Works' mission by securing and maintaining the necessary equipment and personnel to maintain roadways, sweep streets, remove snow, and maintain drainage infrastructure.

   Lead Party: DPW

   Support Party: City Council, Mayor

   Timeframe: Ongoing

7. Undertake a downtown municipal parking study to assess needs in order to improve capacity and convenience.

   Lead Party: Off-Street Parking Commission

   Support Party: Community Development, Consultant, DPW

   Timeframe: Short-term/Medium-term

8. Advocate for expansion of public transportation, including bus routes and access, and options for local access to existing and proposed passenger rail lines.

   Lead Party: Community Development

   Support Party: Mayor

   Timeframe: Ongoing

9. Work with the Westfield Police Department, DPW, and MassDOT to identify roadways and intersections with high crash rates in order to develop prioritized measures which improve pedestrian and vehicular safety.

   Lead Party: Traffic Commission

Support Party: Police Department, Engineering, Board of Public Works

Timeframe: Short-term/Ongoing

10. Engage with MassDOT to offer input on improvement projects on state-owned and operated roads and their associated rights-of-way to promote consistency with this Master Plan, and to ensure proper operation and maintenance of transportation infrastructure outside the City's purview.

    Lead Party: Engineering

    Support Party: DPW, Mayor

    Timeframe: Short-term/Ongoing

11. Continue to advocate for improvements and redesign to the Southampton Road/MassPike interchange/jug handle area, such as an eastbound I-90 slip ramp and a roundabout at this gateway to the City.

    Lead Party: Mayor

    Support Party: Engineering, MassDOT

    Timeframe: Ongoing

12. Facilitate the acceptance of contemporary private subdivision roads that meet City standards but that were never accepted as public ways.

    Lead Party: Ward Councilors

    Support Party: Engineering, Board of Public Works, Planning

    Timeframe: Medium-term

13. Work with warehouses, distribution center operators and other sizable truck-generating facilities to identify and promote appropriate trucking routes and shipping/delivery times in order to comprehensively minimize impacts to City traffic and residential neighborhoods.

    Lead Party: Ward Councilors

    Support Party: Police Department, Board of Public Works, Traffic Commission

    Timeframe: Short-term/Ongoing

14. Investigate, advocate for and support improvements to railroad under/overpasses that presently limit vehicular traffic flow due to height, weight, and/or width inadequacies (East Mountain Road (2), Lockhouse Road)

    Lead Party: Mayor

    Support Party: Engineering, MassDOT, Railroads (CSX & PVRR)

    Timeframe: Short-term/Medium-term