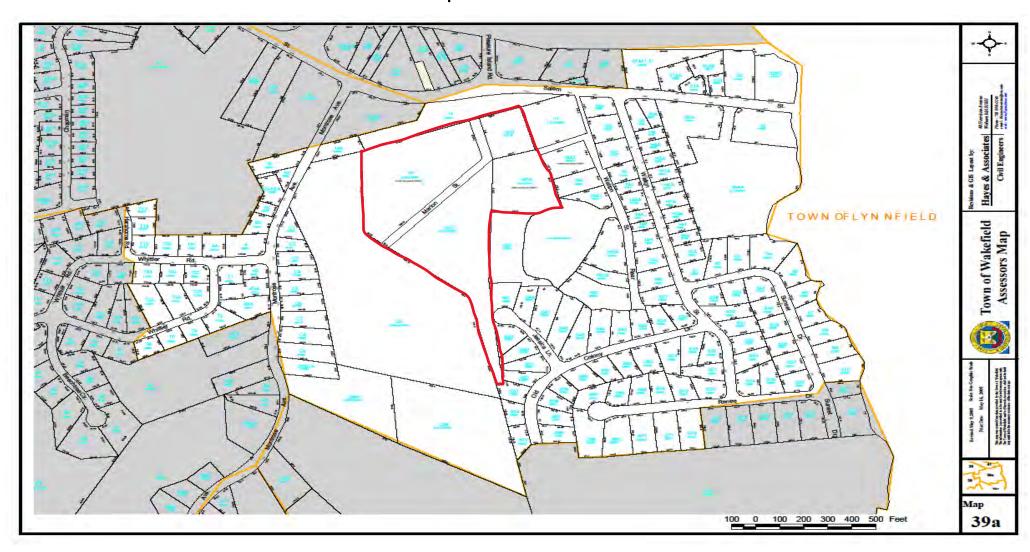
# 484 & 504 Salem Street Wakefield, Massachusetts

Possible "Friendly" MGL Chapter 40B Multifamily Development

484 & 504 Salem Street contains approximately 415,000 square feet or 9.5 acres of land and includes property shown as Lots 16, 16D, 16G, and 16FA on Wakefield Assessors Map 39A

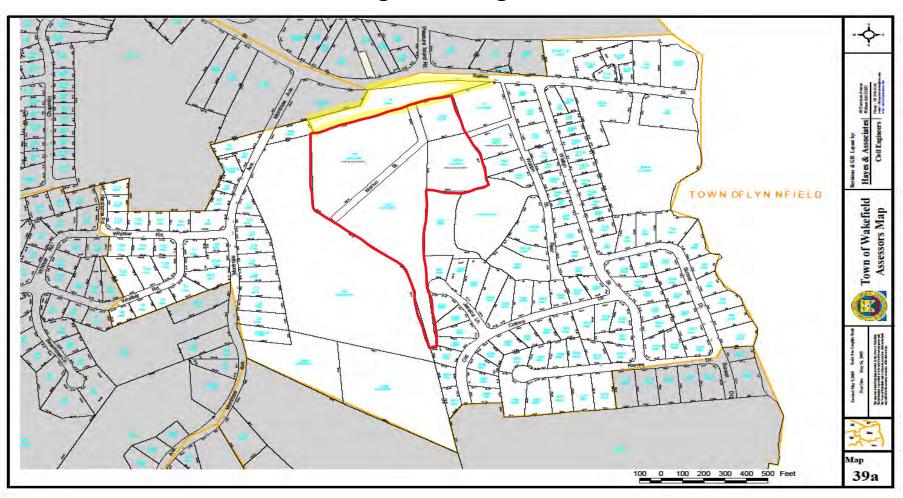


The properties at 484 & 504 Salem Street currently contain a three-family dwelling and a two-family dwelling for a total of five units. Those buildings would be removed as part of the project.



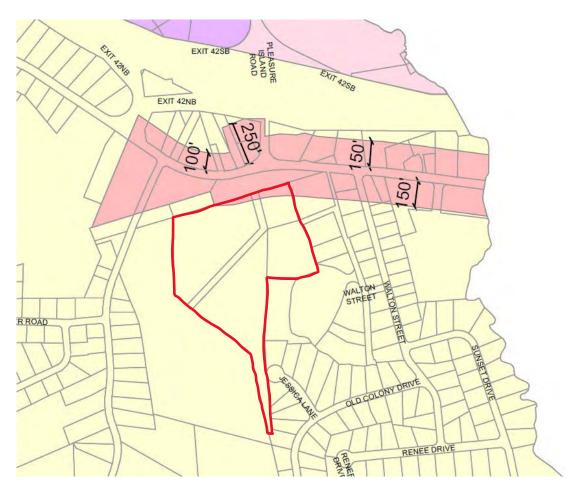


The Dunkin Donuts at 518 Salem Street, which is in front of the subject properties, is owned by a related entity of my clients and it provides legal access to the properties with the added benefit of an existing traffic light on Salem Street.





The properties at 484 & 504 Salem Street are zoned mainly single-residence zoning district with a small portion in the business zoning district.



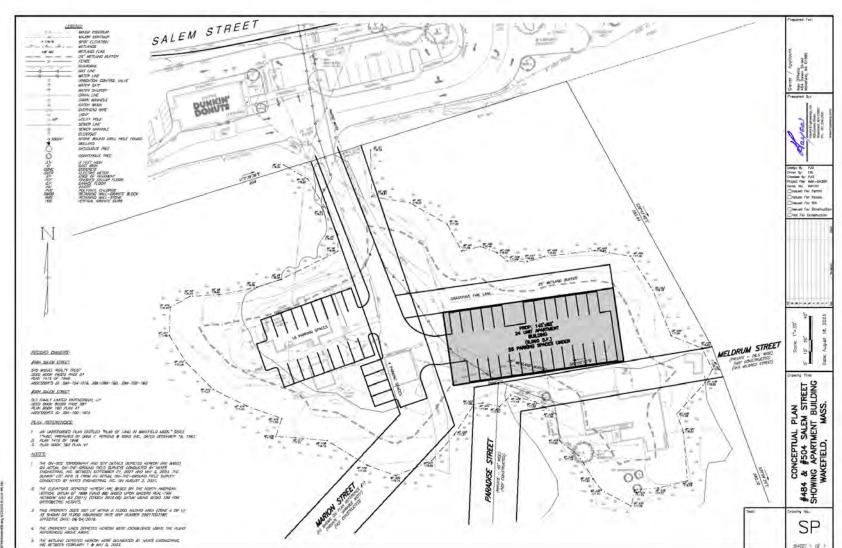
## THE POSSIBLE PROJECT

My clients are interested in working cooperatively with the Town Council for both parties to determine if it could be beneficial to my clients and the Town of Wakefield for the properties to be developed into a modest twenty-four (24) unit multifamily rental building pursuant to a Friendly MGL Chapter 40B through the Local Initiative Program ("LIP"). Six (6) of the units would be affordable dwelling units. Also, since it would be a rental building, all twenty-four (24) units would count toward Wakefield's Subsidized Housing Inventory (SHI). The SHI is used by the State to measure a community's stock of low-or moderate-income housing for the purposes of reaching 10% pursuant to MGL Chapter 40B.

# What does a "Friendly MGL Chapter 40B Multifamily Development" and "Working Cooperatively" mean?

- 1. The Local Initiative Program— is known more informally as a Friendly 40B.
- 2. Submitting the plan to the Town Council is the first step with a Friendly 40B development and this highlights one of the main differences between a Friendly 40B development and a Conventional 40B development that you are used to seeing.
- 3. A Conventional 40B development goes to a subsidizing agency first—either Mass Housing or the Massachusetts Housing Partnership—for a letter of eligibility. As part of that process, the developer comes to your council for comments, which you provide and historically, notwithstanding your comments or objections, the subsidizing agency issues a letter of eligibility allowing the developer to proceed with the Board of Appeals for their project and your involvement is done.
- 4. A Friendly 40B development is significantly different in that it involves the Town Council and the developer working together without Mass Housing or Massachusetts Housing Partnership being involved in the process at all. The Town Council and the developer can work cooperatively to develop plans and conditions together that would eventually be sent to the Board of Appeals.
- 5. If after working together the Town Council or the developer determine that they do not like the direction of the project or determine it is not in their best interest to proceed there is no obligation for either party to move forward.
- 6. If, however, after working together, the Town Council and the developer determine that they each like the project and want to move forward they both execute and send a Local Initiative Program application to the Executive Office of Housing and Livable Communities ("EOHLC") for approval.
- 7. If EOHLC approves the Local Initiative Program application the developer would then be able to proceed before the Board of Appeals for the project.
- 8. With a Friendly 40B development the Town Council would be the subsidizing agency (NOT Mass Housing or the Massachusetts Housing Partnership) with the subsidy being "in-kind" through your signatures on the Local Initiative Program application to EOHLC.
- 9. Unlike a Conventional 40B development, a Friendly 40B development allows municipalities to remain in control of all aspects of project including design and construction.

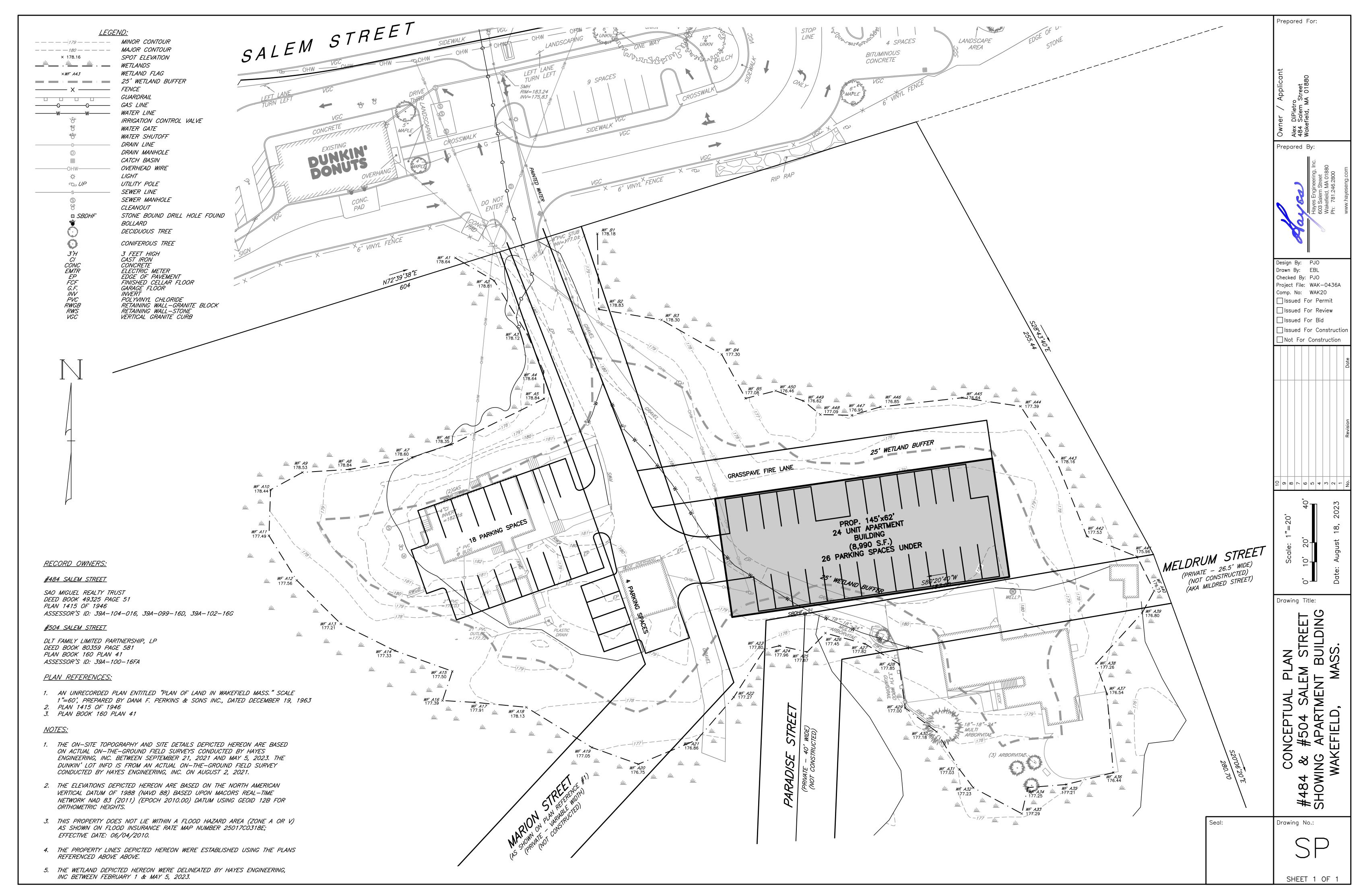
# Draft Development Plans





# Next Steps If Any





N:\WAK20\CPT484Salem40B.dwg, 9/27/2023 8:15:14

	et No. 39					5					
Acct. I	No. 193										
		TOW	N OF WAK	EFIELD							
		0	and divine of D	ine Desireda Mille	Cationales Car	the Cineal Darie	4 -4 2025				
		Summary of Ex		nor Periods With	Estimates For	the Fiscal Perio	d 01 2025				
-			I UI Gei	iciai ilisulalice							
====											
		Actual	Actual			Act. Expend.	Departmental	Town Admin.			
		Expend.	Expend.	Approp.	Approp.	Thru Wk. 26	Request For	Request For	Recommended		
EOC	Dept/Appropriation	FY 2022	FY 2023	FY 2023	FY 2024	12/26/23	FY 2025	FY 2025	FY 2025	+/- \$	+/- %
====		=========				========	========		========		
	Property & Liabiltiy	317,000.00	339,866.00	339,866.00	356,000.00	358,910.00	381,000.00	381,000.00	0.00	25,000.00	7.02%
					722 222 22		100 000 00	400 000 00	0.00	0.000.00	7.000
	Motor Vehicle	103,994.00	118,778.00	117,375.00	123,000.00	127,900.00	132,000.00	132,000.00	0.00	9,000.00	7.32%
_	Bonds	2,025.00	1,925.00	1,925.00	1,925.00	0.00	1,925.00	1,925.00	0.00	0.00	0.00%
-	Bonus	2,025.00	1,925.00	1,925.00	1,525.00	0.00	1,525.00	1,323.00	0,00	0.00	0.007
	RFT	9,000.00		1,405.00							
	TM 1	0,000.00		1,100.00							
	TOTAL TAX LEVY	432,019.00	460,569.00	460,571.00	480,925.00	486,810.00	514,925.00	514,925.00	0.00	34,000.00	7.07%
	TRANSFERS:	00 000 00	05.045.00	05.045.00	00 400 00	20, 400,00	20,000,00	20 000 00	0.00	1,600.00	6.06%
-	Water	23,800.00	25,245.00	25,245.00	26,400.00	26,400.00	28,000.00	28,000.00	0.00	1,000.00	0.00%
	Sewer	13,600.00	14,720.00	14,720.00	15,400.00	15,400.00	16,500.00	16,500.00	0.00	1,100.00	7.14%
-	Sewei	13,000.00	14,720.00	14,720.00	15,400.00	15,400.00	10,000,00	10,000.00	0.00	1,700.00	7.117
	SUBTOTAL	37,400.00	39,965.00	39,965.00	41,800.00	41,800.00	44,500.00	44,500.00	0.00	2,700.00	6.46%
	TOTAL	469,419.00	500,534.00	500,536.00	522,725.00	528,610.00	559,425.00	559,425.00	0.00	36,700.00	7.02%



Professionals Since 1870

January 09, 2024

Stephen P. Maio Town Administrator Town of Wakefield 1 Lafayette St Wakefield MA 01880

RE: General Insurance Budget - FY 2025

Dear Steve:

The Fiscal Year 2025 General Insurance Budget request is \$559,425 with \$44,500 attributed to the revenue producing departments. This represents a 7% increase (5.5% over expiring premiums) over FY 2024 budget.

Enclosed is the insurance schedule of policies with the last three years of premiums listed and the property statement of values.

If you should have any questions please feel free to contact me at any time.

Sincerely,

John Spinello



Budge	t No. 39										
cct. N	No. 193										
	*	TOWI	N OF WAK	EFIELD		·					
-		Summary of Expe	anditures of Price	or Periods With	Estimates Fo	r the Fiscal Peri	od of 2025		l l		
				eral Insurance							
====		Actual	Actual			Act. Expend.	Departmental	Town Admin.			
		Expend.	Expend.	Approp.	Approp.	Thru Wk. 26	Request For	Request For	Recommended		
EOC	Dept/Appropriation	FY 2022	FY 2023	FY 2023	FY 2024	12/26/23	FY 2025	FY 2025	FY 2025	+/- \$	+/- %
	Property & Liabiltiy	317,000.00	339,866.00	339,866.00	356,000.00	358,910.00	381,000.00	0.00	0.00	(356,000.00)	-100.00%
	Motor Vehicle	103,994.00	118,778.00	117,375.00	123,000.00	127,900.00	132,000.00	0.00	0.00	(123,000.00)	-100.00%
	Bonds	2,025.00	1,925.00	1,925.00	1,925.00	0.00	1,925.00	0.00	0.00	(1,925.00)	-100.00%
	RFT	9,000.00		1,405.00							
	TOTAL TAX LEVY	432,019.00	460,569.00	460,571.00	480,925.00	486,810.00	514,925.00	0.00	0.00	(480,925.00)	-100.00%
	TRANSFERS:										
	Water	23,800.00	25,245.00	25,245.00	26,400.00	26,400.00	28,000.00	0.00	0.00	(26,400.00)	-100.009
V. A	Sewer	13,600.00	14,720.00	14,720.00	15,400.00	15,400.00	16,500.00	0.00	0.00	(15,400.00)	-100.009
	SUBTOTAL	37,400.00	39,965.00	39,965.00	41,800.00	41,800.00	44,500.00	0.00	0.00	(41,800.00)	-100.00
	TOTAL	469,419.00	500,534.00	500,536.00	522,725.00	528,610.00	559,425.00	0.00	0.00	(522,725.00)	-100.009

### Statement of Values Report

Insured: Town of Wakefield

Term: 07/01/2023 - 07/01/2024

As Of: 06/02/2023

	m1.1-11	Bullding	Contents	Valuation	Const	Оссиралсу	Address	City/Town	ST	Zlp	Area	Year	Sprid
Loc#	Bldg#				Joisted Masonry	Town Office Building	Lafavette St	Wakefield	MA	01880	26,849	1900	Y
1	1	\$6,500,000	\$852,574	RG		Total Comes Services	1 Union St	Wakefield	MA	01880-2426	36,000	2003	Y
2	1	\$13,397,585	\$2,557,721	RC	Joisted Masonry	Police					va same		
		e40 C00 000	\$1,461,558	RC	Joisted Masonry	Greenwood School	1030 Main St	Wakefield	MA	01880-3928	48,774	1900	Y
3	1	\$12,500,000	\$0	RC	Fire Resistive	Water Treatment Plant	108 Broadway	Wakefield	MA	01880	3,000	2002	N
4	1	\$795,675	\$0	RC	Frame	Office Building- LRO	11 Lafayette St	Wakefield	MA	01880-2304	1,500	1950	N
5	1	\$304,491	\$1,120,000	RC	Non-Combustible	Walton School	18 Davidson Rd	Wakefield	MA	01880-1568	28,103	1960	Y
6	1	\$11,200,000		RC	Joisted Masonry	Business Office DPW	27 North Ave	Wakefield	MA	01880	5,609	1945	Y
7	1	\$900,000	\$304,491	RC	Joisted Masonry	Warren Senior Center	30 Converse St	Wakefield	MA	01880-2717	21,000	1910	Y
8	1	\$5,785,322	\$548,084	RC	Joisted Masonry	Woodville School	30 Ferm St	Wakefield	MA	01880-3502	66,000	1970	Y
9	1	\$18,037,726	\$2,679,516	RC	Joisted Masonry	Beebe Library	331 Main St	Wakefield	MA	01880-5014	25,000	1922	Y
10	1	\$8,525,736	\$4,262,868	RC	Joisted Mesonry	Dolheare School	340 Lowell St	Wakefield	MA	01880-1726	79,107	1950	Y
11	1	\$21,619,853	\$2,435,926		Frame	DPW Garage	35 North Ave	Wakefield	MA	01880-3212	22,484	1972	Y
12	1	\$3,300,000	\$304,491	RC	Freme	West Ward School (Little	39 Prospect St	Wakefield	MA	01880-1521	1	1840	N
13	1	\$594,128	\$0	RC	Listua	Red S	407.114			T. 100 0 00 10		1636	N
14	1	\$730,778	\$0	RC	Frams	Hartshome House- Historic Hou	41 Church St	Wakefield	MA	01880-2340	3,273		
		** *** ***	\$O	RC	Joisted Masonry	Stale Armory-LRO	467 Main St	Wakefield	MA	01880-3354	29,000	1890	Y
15	1	\$6,800,000	\$D \$D	RC	Frame	Office Building-LRO	5 Common St	Wakefield	MA	01880-2303	5,700	1920	N
16	1	\$950,000	\$8,306,255	RC	Joisted Masonry	Galvin Middle School	525 Main St	Wakefield	MA	01880-7313	181,722	2014	Y
17	1	\$69,218,792		RC	Joisted Masonry	Greenwood Fire Station	5A Oak St	Wakefield	MA	01880-3934	5,600	1970	Y
18	1	\$1,217,962	\$121,795	RC	Non-Combustible	Memorial High School	60 Farm St	Wakefield	MA	01880-3502	265,000	1970	Y
19	1	\$72,424,200	\$9,743,699	RC	Fire Resistive	Pumping Station-Water	72 Broadway	Wakefield	MA	01880	2,000	1920	N
20	1	\$426,288	\$0	RC.	1 ho Lipsiphio	Dept. B			MA	01880	16,000	1985	Y
		\$4,628,256	\$0	RC	Joisted Masonry	Robert Yuell School - LRO		Wakefield	0.00		17,000	1960	Y
21	1	4.4	\$462,826	RC	Joisled Masonry	Dayle School	Doyle Ave	Wakefield	MA	01880		1900	N.
22	1	\$4,628,256 \$500,000	\$02,020	RC	Joisted Masonry	Art Studio	9 Albion St	Wakefield	MA	01880-2801	5,000	1800	N
23	1	\$500,000	4.4										

\$300,146,850.00

Insured Signature:

\$264,985,048

\$35,161,802 Sty U. Mais Policy Level TIV:

06/02/2023 21:27:34

FY 2025	TOWN OF WAKEFIELD			
PROPERTY COVERAGE	(see statement of values)	LIMIT OF LIABILITY		Premium
Total Building & Contents	\$100,000 ded/\$250,000 wind	See S.O.V.	(23-24)	\$258,560*
* Deductible changed too \$100/\$250K wind			(22-23)	\$237,600
			(21-22)	\$218,000
PUBLIC ENTITY ERRORS & OMISSIONS		\$1,000,000	(23-24)	\$29,843
EMPLOYMENT PRACTICE LIABILITY		\$1,000,000	(22-23)	\$28,444
	\$25,000 deductible		(21-22)	\$28,444
EDUCATORS LEGAL LIABILITY (E&O)		\$1,000,000	(23-24)	\$11,555
Employment Practice Liability		\$1,000,000	(22-23)	\$10,926
	\$25,000 deductible		(21-22)	\$10,870
LAW ENFORCEMENT LIABILITY		\$1,000,000	(23-24)	\$22,814
	\$25,000 deductible		(22-23)	\$21,973 \$19,267
			(====)	720,20
COMMERCIAL GENERAL LIABILITY			(23-24)	\$70,057
	Each Occurrence:	\$1,000,000	(22-23)	\$70,054
	Aggregate:	\$3,000,000	(21-22)	\$71,154
	Zero (0) deductible except			
	water/sewer back up \$2,500			
Cyber Liability/Data Compromise	(premium included)	\$1,000,000		
COMMERCIAL AUTO COVERAGE			(23-24)	\$132,730
Bodily Injury Limit (CSL)	15	\$1,000,000	(22-23)	\$127,080
Uninsured/Underinsured		\$100,000/\$300,000	(21-22)	\$120,870
Collision & Comprehensive		specified vehicles		
184 Units, trailers, vehicles & special equipment				

EXCESS LIABILITY COVERAGE			(23-24)	\$3,061
(over General Liability Only)	Each Occurrence	\$1,000,000	(22-23)	\$3,061
	Aggregate	\$1,000,000	(21-22)	\$3,252
FAITHFUL PERFORMANCE BONDS				
	Town Clerk	\$6,500	(23-24)	\$100
	Tax Collector	\$200,000	(23-24)	\$1,100
	Treasurer	\$250,000	(23-24)	\$825

Budget No. 43 Acct. No. 912

#### TOWN OF WAKEFIELD

## Summary of Expenditures of Prior Periods With Estimates For the Fiscal Period of 2025 For Workers Compensation

=====	: ===========	=======================================	=======================================	=========	======== :	========	========	========	=========	=========		1
EOC	Dept/Approp	riation ====================================	Actual Expend. FY 2022	Actual Expend. FY 2023	Approp. FY 2023	Approp. FY 2024	Act. Expend. Thru Wk. 26 12/26/23	Departmental Request For FY 2025	Town Admin. Request For FY 2025	Recommended FY 2025	+/- \$	+/- %
	TAX LEVY		420,942.00	430,135.00	436,500.00	434,000.00	230,014.00	456,610.00	456,610.00	0.00	22,610.00	5.21%
	Estimated 24 Dividen	d	0.00	0.00	0.00	0.00	0.00	(9,500.00)	(9,500.00)	0.00	(9,500.00)	
	RFT / SUI	PPLEMENTAL	9,800.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
	TAX LEVY TOTAL		430,742.00	430,135.00	436,500.00	434,000.00	230,014.00	447,110.00	447,110.00	0.00	13,110.00	3.02%
	TRANSFERS:	Water	11,124.00	8,259.00	8,259.00	7,400.00	4,144.00	9,220.00	9,220.00	0.00	1,820.00	24.59%
		Sewer	6,202.00	8,848.00	8,848.00	10,600.00	6,048.00	5,880.00	5,880.00	0.00	(4,720.00)	-44.53%
		Light	34,224.00	34,173.00	34,173.00	41,000.00	23,464.00	39,700.00	39,700.00	0.00	(1,300.00)	-3.17%
	TOTAL TRANSFER		51,550.00	51,280.00	51,280.00	59,000.00	33,656.00	54,800.00	54,800.00	0.00	(4,200.00)	-7.12%
	TOTAL		482,292.00	481,415.00	487,780.00	493,000.00	263,670.00	501,910.00	501,910.00	0.00	8,910.00	1.81%



Professionals Since 1870

February 20, 2024

Stephen P. Maio Town Administrator Town of Wakefield 1 Lafayette St Wakefield MA 01880

Sincerely, John Spinetto Well

RE: Workers Compensation Insurance Budget - FY 2025

Dear Steve:

The Fiscal Year 2025 workers compensation insurance budget request is \$501,910. The Tax Levy is \$447,110 which is up \$13,000 over FY2024 and the revenue producing departments is \$54,800 which is down \$4,200. The underlined components of the budget will be discussed at the upcoming meetings:

- The Experience Modification Factor The ERM has increased from .99 to 1.13 over the past year.
- <u>Rates</u> Rates typically change every 18-24 months, however over the past two (2) years there has been four (4) changes. There is also a current proposal from the Workers Compensation Bureau for an 8.3% decrease that will need approval from the Division of Insurance.
- <u>Payrolls</u> Payrolls have been steadily increasing mid-term with excess return premiums from previous audits. The current policy has sufficient payroll contain in it.

Attached are the supporting materials for your review. As always, if you should have any questions, please feel free to reach out to me to discuss.

Hartshorne & Curley Insurance, Inc.

P.O. Box 490, 35 Albion Street, Wakefield, MA 01880 t: (781)245-0033 / (781)245-4300 f: (781)246-1490 handcinsurance.com



	t No. 43			1					1	]	
Acct. N	No. 912										
		TOWN	OF WAKE	FIELD							
_											
_	Sun	nmary of Expen			estimates For t	he Fiscal Perio	d of 2025				
	1		FOR VVOIKERS	Compensation							
		Actual	Actual			Ad Francis	Deserted	T A 1-1-	========		
-	-	Actual		Anna	A	Act. Expend.	Departmental	Town Admin.	2 1 1		
EOC	Dept/Appropriation	Expend. FY 2022	Expend. FY 2023	Approp. FY 2023	Approp. FY 2024	Thru Wk. 26	Request For	Request For	Recommended		
	DepuAppropriation	F1 2022	F1 2023	F1 2023	FY 2024	12/26/23	FY 2025	FY 2025	FY 2025	+/-\$	+/- %
									==========		
-	TAX LEVY	420,942.00	430,135.00	436,500.00	434,000.00	230,014.00	456,610.00	0.00	0.00	(434,000.00)	-100.00%
	Estimated 24 Dividend			•		3.576.33374	9,500.00	212		(10.1)00.120)	100.00
	RFT / SUPPLEMENTAL	9,800.00	0.00							1	
	Total			Ī			447,110.00	0.00			
	TRANSFERS:										
	Water	11,124.00	8,259.00	8,259.00	7,400.00	4,144.00	9,220.00	0.00	0.00	(7,400.00)	-100.009
	Sewer	6,202.00	8,848.00	8,848.00	10,600.00	6,048.00	5,880.00	0.00	0.00	(10,600.00)	-100.009
	Light	34,224.00	34,173.00	34,173.00	41,000.00	23,464.00	39,700.00	0.00	0.00	(41,000.00)	-100.009
	The state of the s			A comment					-		
	TOTAL TRANSFER	51,550.00	51,280.00	51,280.00	59,000.00	33,656.00	54,800.00	0.00	0.00	(59,000.00)	-100.009
-									LI LILING		
	TOTAL	482,292.00	481,415.00	487,780.00	493,000.00	263,670.00	501,910.00	0.00	0.00	(493,000.00)	-100.009



#### EXPERIENCE RATING

PAGE: I

COMBO GROUP ID: COVERAGE GROUP ID: 000014020

0014020

CARRIER: POLICY CITY:

34274 WAKEFIELD WAKEFIELD TOWN OF WAKEFIELD TOWN OF

MA EDUCATION & GOV ASSOC WC SIG INC

RATING DATE: 07/01/2024 to 07/01/2025

POLICY: WCX3400300023 POLICY PLAN TYPE: SIG

Policy Effective Date	Policy Numbe	er	Actual Incurred Losses	Actual Primary Losses	Expected Losses	Expected Primary Losses	Eligibility Premium
Coverage Gro	oup ID 0014020	WAKEFI	ELD TOWN OF				**************
07/01/2020 07/01/2021 07/01/2022	MXWR0000003912 WCX3400300021 WCX3400300022 EXPERIENCE	TOTALS:	193,597 451,748 294,452 A = 939,797	62,416 64,164 60,940 B = 187,520	259,134 268,557 269,053 C = 796,744	45,800 47,426 47,566 D = 140,792	500,265 518,318 528,463 1,547,046
Actual Exces	s Losses	E = ( 2	A - B ) =	752,277			
Expected Exc	ess Losses	F = ( (	C - D ) =	655,952			
Weighting Va	lue	G =		.23			
Ballast Valu	ie	H =		115,000			

Experience Mod Formula

 $B + H + (E \times G) + ((1 - G) \times F)$ 

 $D + H + (F \times G) + ((1 - G) \times F)$ 

Actual Calculation

302,520 + 173,024 + 505,083

255,792 + 150,869 + 505,083

Experience Modification 1.08

Expected Losses (thousands) I = 40 J = Weighted Test Ratio 1.2

ARAP Surcharge Formula

 $(0.08) \times I \times (J-1)^1.25$ (I+3)°0.5

Actual Calculation

3.200 x .1025

6.557

All Risk Adjustment Program (ARAP) Surcharge

Preliminary rating due to pending rate revision.



PAGE: 1 EXPERIENCE RATING

COMBO GROUP ID: COVERAGE GROUP ID: 000014020 WAKEFIELD TOWN OF

RATING DATE: 07/01/2024 to 07/01/2025

CARRIER:

34274

0014020 WAKEFIELD TOWN OF MA EDUCATION & GOV ASSOC WC SIG INC

POLICY: WCX3400300023

Policy Period 07/01/2020 to 07/01/2021 Carrier 34274 Policy MXWK0000003912

Claim Number or #claims	Class Code	Inj Type	Open = 0 Close = 1	Actual Incurred Losses	Primary Actual Losses	Class	Payroll	Exp. Loss Rate	Expected Losses	D Ratio	Primary Expected Losses
Under \$7500						5192	26,601	1 16	309	.17	53
J512571	9410	06	C	92	92	5509	1,361,652		31,726	.18	5,711
J485443	9410	06	c	97	97	7380	60,843		1,685	.17	286
J512563	9101	06	C	151	151	7382		1.56	4,573	.17	777
J823193	9101	06	C	164	164	7502	1,150,809	.83	9,552	.16	1,528
J551015	8868	06	Č	210	210	7520	334,896	1.37	4,588	.17	780
J472232	9101	06	Č	825	825	7539	1,824,097	.56	10,215	.17	1,737
J595447	9102	05	Č C	906	906	7580	326,580	1.29	4,213	.17	716
J601398	9410	06	č	1,590	1,590	8810	5,892,604	.02	1,179	.18	212
J524045	8868	06	č	1,772	1,772	8831	60,034	.40	240	.21	
J610872	9102	05	č	3,847	3,847	8832	177,279	.11	195	.17	50 33
J405670	9410	05	č	4,398	4,398	8868	34,810,777	.33	114,876	.18	20,678
J449701	9410	06	Č	4,481	4,481	9015	725,615	1.21	8,780	.17	1,493
J355865	9220	05	C	6,383	6,383	9063	238,718	.26	621	.19	118
\$7500 and ove		02		2,200	0/.000	9101	1,683,984		28,291	.17	4,809
J372507	9410	05	C	12,186	7,500	9102	696,666		7,315	.18	1,317
J522871	9410	05	CCC	19,261	7,500	9220	250,266		3,729	.17	634
J436046	9410	05	Č	21,415	7,500	9410	1,791,196		27,047	.18	4,868
J523995	9101	05	Č	51,447	7,500 1	0.000	21.021.220	-035	TC-7-	350	24.6 46
J524995	9410	05	č	64,372	7,500						
			Tables, Spares		20 112		54 005 046		055.454		
			POLICY TOTALS:	193,597	62,416		51,705,748		259,134		45,800

Policy Period 07/01/2021 to 07/01/2022 Carrier 34274 Policy WCX3400300021

Claim Number	Class	Inj	Open = 0	Actual Incurred	Primary Actual			Exp.	Expected	D	Primary Expected
or #claims	Code	Type	Close = 1	Losses	Losses	Code	Payrol1	Rate	Losses	Ratio	Losses
Under \$7500						5509	1,476,131	2.33	34,394	.18	6,191
J861881	9101	06	C	8	8	7380	12,547		348		55
J893168	5509	06	C	73	73	7382	212, 165	1.56	3,310	.17	56:
K219170	8810	06	C	125	125	7502	1,236,346	.83	10,262	.16	1,643
J899960	5509	06	C	128	128	7520	285,035	1.37	3,905	.17	664
J959411	9410	06	С	133	133	7539	1,926,662	.56	10,789		1,834
J946060	9410	06	C	138	138	7580	392,819		5,067	.17	861
J899852	9410	06	C	144	144	8810	7,064,028	.02	1,413	.18	254
J824130	9410	06	C	267	267	8868	37, 433, 655	.33	123,531	.18	22,236
K304697	9410	06	C	519	519	9015			9,478	.17	1,611
J830780	9101	06	C	584	584	9101	2,014,403	1.68	33,842	.17	5,753
JB93153	9410	06	C	807	807	9102	733,036		7,697	.18	1,385
J941439	8868	06	C	922	922	9220	275,379		4,103	.17	698
K040121	9101	06	C	1,346	1,346	9410	1,352,166	1.51	20,418	.18	3,675
J946136	9410	0.5	C	6,470	6,470						
\$7500 and ove	r										
K017708	9102	05	C	12,433	7,500						
K343351	9410	05	C	33,789	7,500						
K328864	9410	05	C	46,570	7,500						
J901538	9410	05	C	57,956	7,500						
K220643	9101	05	0	70,541	7,500						
K173511	9102	05	0	94,648	7,500						
K214722	9410	05	0 /	124,147	7,500		بالمالات				war wind
			POLICY TOTALS:	451,748	64,164		55,197,708		268,557		47,426

34274 Policy WCX3400300022 Policy Period 07/01/2022 to 07/01/2023 Carrier

Primary | Exp. Primary Actual Claim Number Class Inj Open = 0 Incurred Actual | Class Loss Expected D Expected or #claims Code Type Close = 1 Losses Losses | Code Payroll Rate Losses Ratio Losses

Release Date: 01/25/2024

#### EXPERIENCE RATING

Under \$7500 5509 7380 7382 1,100,669 2.33 25,646 4,616 1,100,669 2.33 92,385 2.77 96,873 1.56 1,051,172 .83 426,987 1.37 1,753,484 .56 204,165 1.29 94,197 .66 7,205,442 .02 32,457 .11 40,233,106 .33 K499956 7502 06 2,559 1,511 8,725 5,850 9,820 000000000000 .17 435 K439376 9101 06 124 124 .17 257 K630563 9410 126 126 7502 .16 1,396 K576624 8868 06 166 166 7520 K391770 226 278 318 226 278 318 .17 9410 06 7539 1,669 K549331 9101 5509 06 7580 7720 8810 2,634 448 K688794 622 K566382 9410 06 390 390 1,441 .18 259 K685421 9101 06 439 439 8832 32,457 .11 40,233,106 .33 785,609 1.21 92,125 .26 2,001,468 1.68 612,456 1.05 203,604 1.49 1,629,378 1.51 K572163 05 132,769 908 908 8868 .18 23,898 9410 06 930 930 9,506 9015 .17 1,616 2,169 2,289 2,169 K528318 9015 06 C 9063 .19 46 5,716 K596398 9102 06 0 9101 33,625 \$7500 and over K453521 1,158 6,431 3,034 .18 9102 C 9101 8,826 7,500 9220 7,500 7,500 7,500 7,500 7,500 7,500 7,500 10,800 21,822 K596296 9102 9410 24,604 4,429 .18 0-K812733 9410 05 K481782 9410 05 C 22,121 05 05 05 36,909 9410 0 K681736 K467581 0 88,695 K497043 5509 0 96,839 POLICY TOTALS: 294,452 60,940 57,615,577 269,053 47,566

Release Date: 01/25/2024

PAGE: 3



#### EXPERIENCE RATING

#### Rating History

COMBO GROUP ID: Rating Effective Date: COVERAGE:

000014020 WAKEFIELD TOWN OF 07/01/2024

0014020 Wakefield Town Of

Rating Eff Per From	iod To	Rev	Туре	Status	Mod Factor	ARAP Factor	Issued Date
07/01/2024	07/01/2025	00	N	R	1.08	1.05	01/25/2024
Policy Year				Exposure		Actual	Incurred Losses
2020 3rd report 2021 2nd report 2022 1st report	t.			51,705,748 55,197,708 57,615,577			193,597 451,748 294,452
				Total 164,519,033			Total 939,797
07/01/2023	07/01/2024	02	N	R	0.99	1.00	04/09/2023
Policy Year				Exposure		Actual 1	Incurred Losses
2019 3rd report 2020 2nd report 2021 1st report				49,388,656 51,705,748 55,197,708			80,257 193,556 330,395
				Total 156, 292, 112			Total 604,208
07/01/2023 07/01/2023	07/01/2024 07/01/2024	01	N	B R	0.98 0.96	1.00	02/13/2023 01/10/2023
07/01/2022	07/01/2023	01	N	R	1.00	1.00	05/01/2022
Policy Year  2018 3rd report				Exposure 48,646,487		Actual I	ncurred Losses
2019 2nd report 2020 1st report				49,388,656 51,705,748			80,257 203,009
				Total 149,740,891			Total 578,444
07/01/2022	07/01/2023	00	N	R	0.99	1.00	01/25/2022
07/01/2021	07/01/2022	00	N	R	1.02	1.02	01/25/2021
Policy Year				Exposure		Actual I	ncurred Losses
2017 3rd report 2018 2nd report 2019 1st report				45,897,268 48,646,487 49,388,656		*******	228,509 294,655 79,826
				Total 143,932,411			Total 602,990

TYPE CODES	STATUS CODES
N = NORMAL	R = RELEASED
P = PRELIMINARY	M = MERIT RATED
C = CONTINGENT	D = DOES NOT QUALIFY FOR RATING
B = BOTH CONTINGENT	X = NO CURRENT COVERAGE
AND PRELIMINARY	

# MEGA PROPERTY & CASUALTY GROUP INC.

## WORKERS COMPENSATION QUOTATION

Insured:

WAKEFIELD TOWN OF

Address:

ONE LAFAYETTE STREET

WAKEFIELD MA 01880

Member #:

X340030

TOTAL FINAL SUBJECT PREMIUM

EXPERIENCE MODIFICATION

TOTAL MODIFIED PREMIUM

SRPS

Public Entity

Entity: Policy #:

WCX3400300023

Risk Id#:

FEIN#:

046001332

Agency:

HARTSHORNE & CURLEY INSURANCE, INC

3 CHESTNUT STREET

WAKEFIELD MA 01880

MASSACHUSETTS

Rating ID:

604885

\$579,155

\$573,363

\$573,363

(\$17,201)

0.99000

-0.03000

7/1/2023 - 7/1/2024				004000
Classifications and Description	Code Number	Premium Basis Estimated Total Annual Remuneration	Rate Per \$100 of Remuneration	Estimated Annual Premium
VENDING OR COIN OPERATED MACH	5192	IF ANY	2,16	\$0
STREET/ROAD MAINTENANCE & DRVR	5509	\$1,610,000	4.84	\$77,924
DRIVERS/CHAUFFEURS/DELIVERY	7380	\$100,000	5.31	\$5,310
BUS CO/EMPLOYEES & DRIVERS	7382	\$240,000	2.91	\$6,984
GAS DISTRIBUTION & DRIVERS	7502	\$1,316,000	1.61	\$21,188
WATERWORKS OPERATION & DRIVERS	7520	\$313,500	2.55	\$7,994
ELECTRIC UTILITIES	7539	\$2,110,000	1.13	\$23,843
SEWAGE DISPOSAL PLANT & DRVERS	7580	\$470,000	2.49	\$11,703
CLEDICAL OFFICE FAMI OVERED MOC				

WATERWOOKS OF ERATION & DRIVERS	/320	\$313,500	2.55	\$7,994
ELECTRIC UTILITIES	7539	\$2,110,000	1.13	\$23,843
SEWAGE DISPOSAL PLANT & DRVERS	7580	\$470,000	2.49	\$11,703
CLERICAL OFFICE EMPLOYEES NOC	8810	\$7,628,000	0.04	\$3,051
HOSPITAL - VETERINARY & DRVRS	8831	IF ANY	0.75	\$0
PHYSICIAN & CLERICAL	8832	IF ANY	0.21	\$0
COLLEGE: PROF EMPL/CLERICAL * *	8868	\$44,000,000	0.60	\$264,000
CUSTODIAL OPERATIONS	9015	\$856,000	2.27	\$19,431
HEALTH INSTITUTE & CLERICAL	9063	\$100,000	0.46	\$460
COLLEGE: ALL OTHER EMPLOYEES *	9101	\$2,200,000	3.01	\$66,220
PARK NOC:ALL EMPLOYEES & DRVRS	9102	\$760,000	1.96	\$14,896
CEMETERY OPERATIONS & DRIVERS	9220	\$297,000	2.86	\$8,494
MUNICIPAL EMPLOYEES, NOC	9410	\$1,684,000	2.83	\$47,657
TOTAL MANUAL PREMIUM				\$579,155
ADJUSTED MANUAL PREMIUM				\$579,155
INCREASED LIMITS 100/500/100			0.00000	\$0
PRO RATA FACTOR			1.00000	\$0

#### 7/1/2023 - 7/1/2024

Classifications and Description	Code Number	Premium Basis Estimated Total Annual Remuneration	Rate Per \$100 of Remuneration	Estimated Annual Premium
TOTAL STANDARD PREMIUM				\$556,162
ARAP			1.00000	\$556,162
PREMIUM DISCOUNT	0063			(\$57,536)
EXPENSE CONSTANT	0900			\$338
ANNUAL PREMIUM				\$498,964
TOTAL AMOUNT DUE	and the same of th			\$498,964
POLICY TOTAL PREMIUM	×			\$498,964

# INCREASED MID-TERM

Budg	et No. 22	Page 1									
Acct.	No. 292										
			TOW	/N OF WA	KEFIELD						
		Summary of Exp	enditures of Pri			he Fiscal Period	l of 2025				
				Animal Insp	ector		T	T			
				========							
		Actual	Actual			Act. Expend.	Departmental	Town Admin.			
		Expend.	Expend.	Approp.	Approp.	Thru Wk. 26	Request For	Request For	Recommended		
EOC	Dept/Appropriation	FY 2022	FY 2023	FY 2023	FY 2024	12/26/23	FY 2025	FY 2025	FY 2025	+/- \$	+/- °
====		== ====================================		=======	========	========	========	========	========		
SHEE	ET A										
1	Personal Services	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
2	Contractual Services	36,918.00	35,555.00	38,700.00	38,700.00	19,714.00	39,425.00	39,425.00	0.00	725.00	
4	Materials/Supplies	0.00	0.00	400.00	400.00	0.00	400.00	400.00	0.00	0.00	
7	Sundry Charges	3,000.00	0.00	1,500.00	1,500.00	0.00	1,500.00	1,500.00	0.00	0.00	
	RFT	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
	TOTAL SHEET A	39,918.00	35,555.00	40,600.00	40,600.00	19,714.00	41,325.00	41,325.00	0.00	725.00	

Budge	t No. 22												
Acct.	No. 292												
			TOV	VN OF WA	KEFIELD		T		1				
	Summary of Expenditures of Prior Periods With Estimates For the Fiscal Period of 2025												
		Summary of Ex	penditures of Pr			he Fiscal Perioc	l of 2025						
	Animal Inspector												
====		A . ( )				^ · · · · · · · · · · ·							
		Actual	Actual	Δ	A	Act. Expend.	Departmental	Town Admin.	Danamanandad				
<b>500</b>	5 44	Expend.	Expend.	Approp.	Approp.	Thru Wk. 26	Request For	Request For	Recommended				
EOC	Dept/Appropriation	FY 2022	FY 2023	FY 2023	FY 2024	12/26/23	FY 2025	FY 2025	FY 2025				
====		========					========						
SHEE	TB-2CONTRACTUAL SERVI	ICES											
5000	Deletie e O Die die e	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00				
5306	Printing & Binding	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00				
E246	Drofossional Comissos	26 572 00	25 200 00	27 500 00	27 500 00	10.200.00	20 625 00	20 625 00	0.00				
5316	Professional Services	36,572.00	35,209.00	37,500.00	37,500.00	19,368.00	38,625.00	38,625.00	0.00				
5341	Telephone	346.00	346.00	1,200.00	1,200.00	346.00	800.00	800.00	0.00				
3341	relepriorie	340.00	340.00	1,200.00	1,200.00	340.00	800.00	000.00	0.00				
5399	Not Classified	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00				
3333	Not Classified	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00				
	TOTAL 2	36,918.00	35,555.00	38,700.00	38,700.00	19,714.00	39,425.00	39,425.00	0.00				
	101/12	33,313.00	00,000.00	33,733.00	00,7 00.00	10,7 1 1.00	00,120.00	30, 120.00	3.00				

Budge	et No. 22									
Acct. I	No. 292									
			TOV	VN OF WAL	KEFIELD					
		Summary of Ev	roonditures of Dr	ior Doriodo With	Fatimatas Fart	ha Figgal Dariad	of 2025			
		Summary of Ex	penditures of Pr	Animal Inspe		ne riscai renou	01 2025			
				7 (IIIIIai IIISP)	CCIOI					
====		=======			=======					
		Actual	Actual			Act. Expend.	Departmental	Town Admin.		
		Expend.	Expend.	Approp.	Approp.	Thru Wk. 26	Request For	· · · · · · · · · · · · · · · · · · ·	Recommended	
EOC	Dept/Appropriation	FY 2022	FY 2023	FY 2023	FY 2024	12/26/23	FY 2025	FY 2025	FY 2025	
====			========	=======					========	
SHEE	TB-4MATERIALS/SUPPLIES									
SIILL	T B - 4 WATERIALS/SOLT LIES									
5422	Office Supplies	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
5452	Janitorial Supplies	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
= 404		0.00	0.00				0.00		2.22	
5481	Motor Vehicle Parts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
5482	Oil and Additives	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
0 102	on and riddinvec	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
5483	Tires Automotive	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
5502	Medical Supplies	0.00	0.00	200.00	200.00	0.00	200.00	200.00	0.00	
EEDE	Conoral Hardware	0.00	0.00	200.00	200.00	0.00	200.00	200.00	0.00	
5535	General Hardware	0.00	0.00	200.00	200.00	0.00	200.00	200.00	0.00	
5593	Uniforms	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
		2.20	3.33	3.33	2.20	3.30	3.30	2.30	3.30	
	TOTAL 4	0.00	0.00	400.00	400.00	0.00	400.00	400.00	0.00	

Budget No. 22									I
Acct. No. 292									
		TOW	N OF WA	KEFIELD					
	Summary of Ex	penditures of Pri	or Periods With	Estimates For t	he Fiscal Period	of 2025			
			Animal Insp	ector					
=======================================	= =====================================	=======================================			========		========	=======	
	Actual	Actual			Act. Expend.	Departmental	Town Admin.		
	Expend.	Expend.	Approp.	Approp.	Thru Wk. 26	Request For	Request For	Recommended	I
EOC Dept/Appropriation	FY 2022	FY 2023	FY 2023	FY 2024	12/26/23	FY 2025	FY 2025	FY 2025	<u> </u>
=======================================	= =======	=======================================	========	========	========	========	========	========	<u> </u>
SHEET B - 7 SUNDRY CHARGES									
5733 Dog Pound Rental Fee	3,000.00	0.00	1,500.00	1,500.00	0.00	1,500.00	1,500.00	0.00	
									<del> </del>
TOTAL 7	3,000.00	0.00	1,500.00	1,500.00	0.00	1,500.00	1,500.00	0.00	1

Budget No. 22	Page 5						
Acct. No. 292							
		TO	WN OF WA	KEFIELD			
	PERSO	NAL SERVICE	S BREAKDOWN				
	= =====================================		========		========	=========	
				Salary/Wage	Salary/Wage	Total	
	Salary/Wage	Date	Longevity	7/1/24 to	1/1/25 to	For	
Employee/Class/Rate	FY 2024	Of Hire	Pay	12/31/24	06/30/25	FY 2025	
==== ==================================	= =====================================	========	========	========	========	=========	
Animal Control Officer				0.00	0.00		
	0.00		0.00	0.00	0.00	0.00	
Vacation Replacement							
	0.00			0.00	0.00	0.00	
We also ad Cassa as a	0.00			0.00	0.00	0.00	
Weekend Coverage	0.00			0.00	0.00	0.00	
TOTAL PERSONAL SERVICES	0.00		0.00	0.00	0.00	0.00	

et No. 24	Page 1									
No. 297										
		TOW	N OF WAR	KEFIELD		I				
	Summary of Exp				he Fiscal Period	d of 2025				
		F	Parking Clerk De	partment						
	Δctual	Δctual		=======		Departmental	Town Admin	========		
			Annron	Annron				Recommended		
Dent/Appropriation		-				•	•		+/- \$	+/- %
=======================================	=======================================	=========	=========	=========	=========	=========	=========	=========	., φ	17 70
TA										
Personal Services	11,050.00	11,050.00	11,382.00	11,723.00	5,464.00	8,524.00	10,024.00	0.00	(1,699.00)	-14.49%
Contractual Services	402.00	419.00	1,000.00	500.00	144.00	550.00	550.00	0.00	50.00	10.00%
Materials/Supplies	53.00	0.00	400.00	350.00	0.00	350.00	350.00	0.00	0.00	0.00%
S-T	2.22		2.22	0.00	2.22	0.00	2.22	2.22	0.00	
KFI	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%
TOTAL SHEET A	11 505 00	11 /60 00	12 782 00	12 573 00	5 608 00	0.424.00	10 024 00	0.00	(1 640 00)	-13.12%
TOTAL SHEET A	11,505.00	11,409.00	12,102.00	12,373.00	5,006.00	9,424.00	10,924.00	0.00	(1,049.00)	-13.12%
		Summary of Exp   Summary of Exp	T O W   Summary of Expenditures of Pri   F	No. 297	No. 297	No. 297	No. 297	No. 297	No. 297	No. 297

Budge	et No. 24									
Dept.	No. 297									
			TOW	N OF WAL	KEFIELD	I	1		I	
			(5)	D : 1 14791	<u> </u>		1 (0005			
		Summary of Exp				ne Fiscai Period	d of 2025			
			<u>-</u>	Parking Clerk De	partment					
		Actual	Actual			Act. Expend.	Departmental	Town Admin.		
		Expend.	Expend.	Approp.	Approp.	Thru Wk. 26	Request For	Request For	Recommended	
EOC	Dept/Appropriation	FY 2022	FY 2023	FY 2023	FY 2024	12/26/23	FY 2025	FY 2025	FY 2025	
====		=======================================					========		========	
SHEE	TB-2 CONTRACTUAL SER	VICES								
5000	Deletie e O Die die e	0.00	0.00	500.00	0.00	0.00	0.00	0.00	0.00	
5306	Printing & Binding	0.00	0.00	500.00	0.00	0.00	0.00	0.00	0.00	
5311	Prof. ServContractor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
0011	1 Tot. Cerv. Contractor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
5340	Postage	258.00	275.00	250.00	250.00	0.00	300.00	300.00	0.00	
	3									
5341	Telephone	144.00	144.00	250.00	250.00	144.00	250.00	250.00	0.00	
							_	_	_	
	TOTAL 2	402.00	419.00	1,000.00	500.00	144.00	550.00	550.00	0.00	

Budge	et No. 24									
	No. 297									
		1	TOW	'N OF WAL	KEFIELD		1			
		Summary of Exp				he Fiscal Period	l of 2025			
			F	Parking Clerk De	partment	I	I	I		
====		=======	========	========	=======	=======	=======	=======	=======	
		Actual	Actual			Act. Expend.	Departmental	Town Admin.		
		Expend.	Expend.	Approp.	Approp.	Thru Wk. 26	Request For	Request For	Recommended	
EOC	Dept/Appropriation	FY 2022	FY 2023	FY 2023	FY 2024	12/26/23	FY 2025	FY 2025	FY 2025	
====		========	========	========	========	=======	========	=======	========	
SHEE	TB-4 MATERIALS AND SUPF	PLIES								
5422	Office Supplies	53.00	0.00	400.00	350.00	0.00	350.00	350.00	0.00	
	TOTAL 4	53.00	0.00	400.00	350.00	0.00	350.00	350.00	0.00	

### FIVE YEAR SUMMARY OF PENSION ACCUMULATION FUND

	APPROPRIATION FISCAL YEAR 2025 Funding Schedule	APPROPRIATION FISCAL YEAR 2024 Funding Schedule	APPROPRIATION FISCAL YEAR 2023 Funding Schedule	APPROPRIATION FISCAL YEAR 2022 Funding Schedule	APPROPRIATION FISCAL YEAR 2021 Funding Schedule
Town	\$6,787,120.00	\$6,439,450.00	\$6,080,134.00	\$5,592,202.00	\$5,376,673.00
Housing Authority	\$182,599.00	\$172,033.00	\$181,558.00	\$182,541.00	\$176,567.00
Light Dept	\$1,024,744.00	\$982,016.00	\$944,249.00	\$982,772.00	\$907,696.00
Water Department	\$281,486.00	\$272,067.00	\$227,586.00	\$200,819.00	\$196,010.00
Sewer Department	\$227,059.00	\$182,719.00	\$184,200.00	\$194,387.00	\$155,175.00
Total Necessary to Fund - Pension Fund Military Service Credit	\$8,503,008.00 \$0.00	\$8,048,285.00 \$0.00	\$7,617,727.00 \$0.00	\$7,152,721.00 \$0.00	\$6,812,121.00 \$8,005.00
,	·	·			. ,
Workers Comp Credit Water Sewer	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Transfer from Lynnfield	(\$30,615.00)	(\$30,215.00)	(\$29,945.00)	(\$29,945.00)	(\$29,623.00)
Grand Total	\$8,472,393.00	\$8,018,070.00	\$7,587,782.00	\$7,122,776.00	\$6,790,503.00



#### Department of Public Works

William J. Lee Memorial Town Hall One Lafayette Street Wakefield, MA 01880 781-246-6300

#### **MEMORANDUM**

2/22/24

To:

Town Council

Date:

February 22, 2024

From:

William Renault, P.E., Town Engineer WIR

Project#:

10231

Erin Kokinda, Community Economic &

Development Director G V 2/12

CC:

Stephen Maio, Town Administrator

Subject:

Wakefield Bicycle and Pedestrian Master Plan

Please consider this memo as support to the previously submitted Bicycle and Pedestrian Master Plan. The updated draft includes substantive changes to the document's format. The plan has been reorganized to follow a multi-level list to better clarify the many sub-sections of the plan. Chapter 3 and 4 were revised to address comments provided by the Town Council and Traffic Advisory Committee (TAC) and provide better clarity. Highlights of those changes are included below.

- Chapter 3 Policy Recommendations We have combined the previous sub-section on cross sections into sub-section A. Bicycle Accommodations. These two sections provided very similar language on the general approaches to implementation of bicycle accommodations. We also updated the figures to include a cross section and an example photo for each tier of bicycle accommodations proposed. Lastly, Section B. Pedestrian and Rolling Accommodations was updated to provide more information on sidewalk and crosswalk design and construction requirements.
- Chapter 4 Project Recommendations was reorganized to better define the Greenway Projects and the sections of Wakefield's roadways that are proposed to be incorporated into the greenways. We also improved the outline of the proposed Arterial and Collector section to provide similar information for all projects proposed in the Bicycle, Sidewalk and Intersection sub-subsections. Lastly, Chapter 4 includes the note that implementation of any recommended projects will require TAC review and recommendation prior to Town Council approval.

In addition to the updated plan, a recommendation letter from the TAC is attached as well as a draft of the PowerPoint planned to be presented at the February 26<sup>th</sup> meeting. The PowerPoint provides a high-level summary of comment themes received on the Bicycle and Pedestrian Master Plan's 36 responses to date. The public comment period for Plan began on February 16<sup>th</sup> and comments are still coming in during the writing of this memo. Our intent is to provide a comprehensive comment summary as well as answers to questions at a future Town Council meeting.



Lastly, in response to Council member comments requesting Bicycle and Pedestrian usage studies, the following links are provided:

https://safety.fhwa.dot.gov/ped\_bike/docs/case1.pdf

Federal Highway Administration Study - Reasons Why Bicycling And Walking Are And Are Not Being Used More Extensively As Travel Modes.

https://rosap.ntl.bts.gov/view/dot/5536/dot\_5536\_DS1.pdf

Federal Highway Administration - *National Bicycling and Walking Study Ten Year Status Report October* 2004



# Town of Wakefield

William Renault, Jr., P.E.
Town Engineer

Erin Kokinda
Community & Economic Development Director

# Metropolitan Area Planning Council:

David Loutzenheiser Senior Transportation Planner

Bicycle and Pedestrian Master Plan

Traffic Council

February 26, 2024



## **Key Goals:**

- Encourage walking, bicycling, and rolling to key destinations throughout town.
- Establish a plan that connects local destinations and surrounding communities through safe, comfortable, and convenient routes.
- Advance the Town's Complete Streets Policy.







## **Chapter 3 - Policy Recommendations**

- Consolidated Cross Section subgroup into the Bicycle Accommodations subgroup:
  - Addressed comments by Town Council on redundant and sometimes conflicting information.
  - Reformatted Chapter 3 and clarified each general recommendations and requirements for Bicycle Accommodations and Pedestrian and Rolling Accommodations.
  - Provided example photo and cross section within each Tier and added alternate example configurations within the same Tier.
  - Expanded on the Sidewalks and Crosswalk subgroups outlining requirements and other considerations.
- Expanded on the Crosswalk and Sidewalk subchapters.











Planning
THIS PLAN

# **Design**

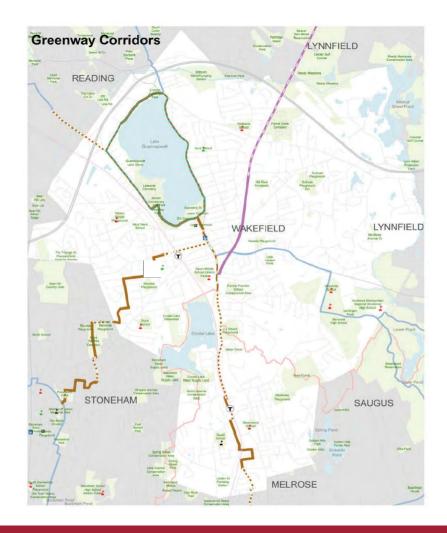
TAC RECOMMENDATION
TOWN COUNCIL APPROVAL

Construction

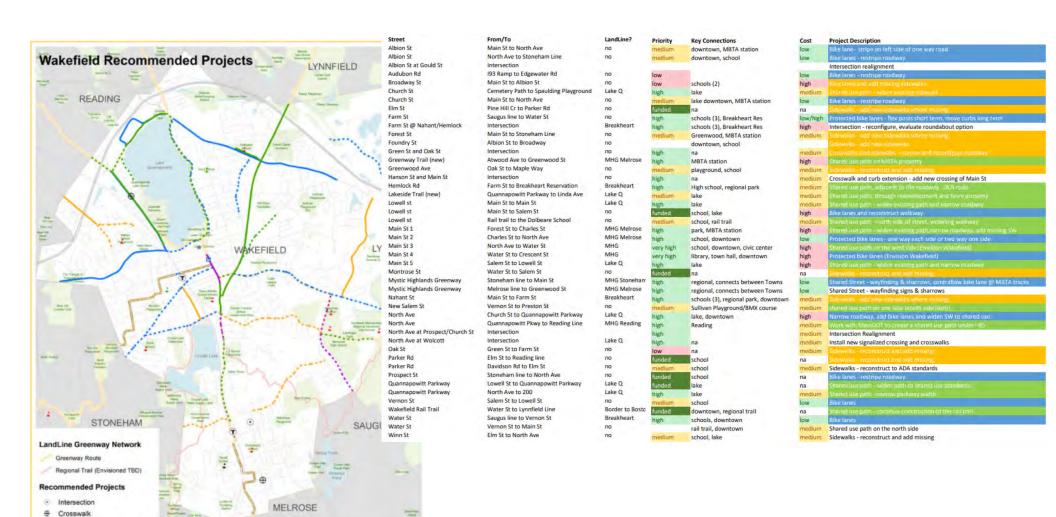


## Chapter 4 - Project Recommendations

- Chapter 4 highlights the process for project development including a TAC recommendation and Town Council Approval
- All bicycle network project recommendations were consolidated in Chapter 4. We reorganized to clarify the hierarchy of the bicycle network recommendations. Connected Networks The section is now formatted as follows:
  - A. Connected Regional Network (Landline)
    - 1. Wakefield's (3) "Greenway" Corridors (Mystic Highlands, Breakheart, Rail to Trail)
      - a) Wakefield Corridor Branches (segments of Greenways)
        - i. Street Specific Projects. (Projects within each corridor branch)
- The Arterial and Collector Streets section's project recommendations were subgrouped into Bicycle Accommodations and Sidewalk Projects.
  - The projects included in the section are not part of a regional network or a greenway corridor. They project Wakefield specific mobility.
  - The subgroups are formatted to provide consistent information for each recommended project's scope in a bulleted format.









■ Grade Separated Intersection

Public Feedback - Plan was available for public comment on February 16th

## Total Respondents – 36

- Supportive **17**
- Not Supportive **12**
- Indifferent 2
- Needs more detail 5

Common Themes	#
Creates safer conditions for travel, recreation and commuting and more walkable	7
Supportive of parking needing to be removed to create a more walkable/bikeable community	5
Creates unsafe conditions	5
Believes it will create traffic issues	5
Concerned with overall reduction of parking	4





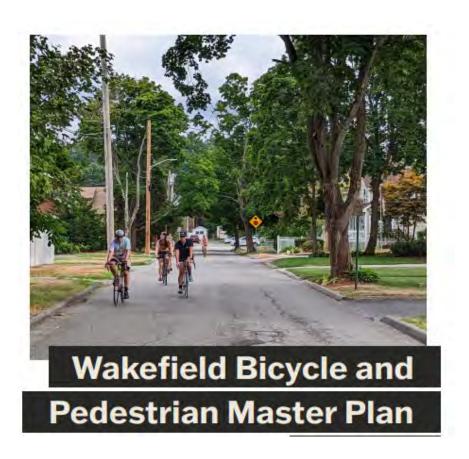


Common Themes	#
Believes it will reduce traffic	4
Will bike more with these improvements	3
The people that are already biking will continue to do it, doesn't believe it will create more biking	3
Supportive of keeping parking around lake and having dedicated bike lanes	3
Spend tax money on existing sidewalk and roadway connections	3
Seen policy play out in other communities and has been a disaster	3
Projects that are presented are critical in the safety of Wakefield residents and revitalization of public spaces such as Main Street and North Ave	3
More visible crosswalks (Most Blessed Sacrament & Greenwood Area)	3
Concerned the bike lanes won't be used or will be safe	3









# ?? Questions ??

# Town of Wakefield

William Renault, Jr., P.E. Town Engineer

Erin Kokinda Community & Economic Development Director

# Metropolitan Area Planning Council:

David Loutzenheiser Senior Transportation Planner

**Bicycle and Pedestrian Master Plan** 

Town Council February 26, 2024





# **Wakefield Bicycle and**

# **Pedestrian Master Plan**





February 2024 DRAFT

#### Acknowledgments

Thank you to the Town of Wakefield for its support throughout the Plan. Special thanks to William Renault, Town Engineer, and Erin Kokinda, Community and Economic Development Director. Also, thanks to the Safe Streets Working Group (SSWG), a volunteer bicycle and pedestrian advocacy organization.

This Plan was developed by the Metropolitan Area Planning Council (MAPC). David Loutzenheiser, Senior Transportation Planner, and Jessica Boulanger (formerly of MAPC). Funding was provided by MAPC and the Town of Wakefield.



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# Chapter 1: Introduction

#### A. Plan Overview

The Wakefield Bicycle and Pedestrian Plan (the Plan) provides policy and infrastructure recommendations for improving biking, walking, and rolling in the Town of Wakefield. The term rolling has been used throughout this report to include users of wheeled mobility devices. The Plan should be used as a guideline to advance the Plan's goals.

The goals of this Plan are to:

- Encourage a culture where residents and visitors choose to walk, bicycle, and roll to schools, retail, places of employment, and other points of interest. Users should be able to access the mentioned locations safely and conveniently.
- Establish a bicycle and pedestrian network plan connecting local destinations and surrounding communities through safe, comfortable, and convenient routes.
- Advance the Town's Complete Streets Policy to identify targeted areas for major infrastructure improvements.
- Institutionalize pedestrian, bicycle, and rolling accommodations locally as part of all roadway projects.
- Reinforce the value of walking, rolling, and biking through initiatives and the installation of supportive infrastructure.

This study examined pedestrian and bicycle use throughout the Town of Wakefield. MAPC, in collaboration with Town staff, assessed existing conditions, demographics, key destinations in Wakefield, and gathered community input. The recommendations in this report include a broad set of design "best practices" and related policies, as well as specific bicycle and pedestrian improvements such as exclusive bicycle lanes, widened pedestrian footpaths, enhanced pavement markings, and curb extensions.

#### B. About MAPC

The Metropolitan Area Planning Council (MAPC) is the regional planning agency for the 101 cities and towns in Greater Boston, with a mission to promote smart growth and regional collaboration.

MetroCommon 2050 is Greater Boston's regional land use and policy plan developed by MAPC and adopted in 2022. Among its many recommendations is to create safe, accessible, and well-connected networks of biking and walking infrastructure. For more information on our long-range plan, visit metrocommon.mapc.org.

#### C. About Wakefield

#### 1. Demographics

Wakefield, Massachusetts, is a town in Middlesex County. As of July 1, 2022, the US Census estimated the population in Wakefield to be 27,069. The race and origin of the population in Wakefield is 91.9% White, 1.2% Black, 2.7% Hispanic or Latino, 3.8% Asian, and 2.7% of one or more races. The average travel time to work is estimated to be 33 minutes. The average household income is \$110,372, with 5.1% of residents considered to be living in poverty.

Wakefield is often recognized for Lake Quannapowitt, with many pedestrians and cyclists attracted to the location. The lake was named after James Quannapowitt, a member of the Indigenous Pawtucket tribe. Lake Quannapowitt is 3.6 miles in circumference and serves as a local hub for year-round Town events, such as farmer's markets, parades, races, and sporting events.

### 2. Recreational Activities and Lake Experience

Lake Quannapowitt is the center of recreation and leisure activity in the Town. The open space is used for movie nights, community gatherings, races, baseball games, and more throughout the year. The path around the lake is used for exercise by a diverse set of users. Residents and non-residents travel to the lake to walk, run, roll, skate, bicycle, walk dogs and park to enjoy scenic views of Lake Quannapowitt. Some of the regular activities at the lake include a weekend farmer's market on the West side of Lake Quannapowitt and a food truck on the north side. Baseball games are well-attended throughout the spring and summer months.

## 3. Transportation

Wakefield is 10 miles north of Boston at Interstate 93 and I-95/128. The Town is within the MBTA bus service network, providing further access to the Orange Line. Within Wakefield, there are two commuter rail stations: Greenwood and Wakefield. Both stations are on the Haverhill Line and provide direct access to Boston's North Station.

### D. Previous Town Planning Processes

The following planning processes within Wakefield set the stage for the Bicycle and Pedestrian Master Plan. They all highlight the need and desire for safer streets, improved bicycle and pedestrian infrastructure, and a community where residents prioritize walking and pedaling.

## 1. Complete Streets Policy

In 2017, the Town of Wakefield adopted a Complete Streets Prioritization Plan. Using an evaluation matrix, projects were selected and assigned a score to determine priority levels. The

vision and purpose statement of the 2017 policy reads, "The Town of Wakefield aims to improve the health of its residents and recognizes that Complete Streets can increase everyday physical activity by enabling additional healthy opportunities, such as walking and bicycling, by its residents and visitors." The purpose of the Town of Wakefield's Complete Streets Policy is to accommodate roadway users of all ages and abilities by creating a transportation network that meets the needs of individuals utilizing a variety of transportation modes. This policy will be applied in all decision-making for related infrastructure planning and construction.

#### 2. Wakefield Vision 2030

Vision 2030 was a high-level, aspirational community visioning-for-planning initiative. Visioning is a collective process where the community can "imagine the future" and envision how we can transform different areas of Town with new and forward-looking ideas. Led by MAPC, the initiative covered a broad range of topics, from public infrastructure and historic preservation to environmental resiliency and educational opportunities.

The Vision 2030 Statement:

We envision a Wakefield that:

- Protects and enhances its beautiful natural landscape, neighborhood character, and signature open space assets, including Lake Quannapowitt, Crystal Lake, and Breakheart Reservation.
- Welcomes and supports residents in different life stages and is inviting to people of all backgrounds.
- Enhances its neighborhoods with housing options for all and safe walking and biking amenities.
- Improves its business districts with more services, leisure retail, job opportunities, and pedestrian amenities.
- Expands its social, civic, and cultural landscape with more creative placemaking amenities and more festive events.
- Invest in legacy civic projects that enhance our beautiful landscape and foster community gatherings for present-day residents and future generations.
- Reduces car dependency by leveraging its commuter rail access and other creative transportation innovations to support shops and residents.

## 3. Wakefield Master Plan 2033

When this report was being developed, the Town of Wakefield was undergoing a Master Plan process. The Master Plan is a strategic framework that guides the Town's future physical and economic development based on the community's vision and goals. It provides a roadmap of strategies and recommendations for the next ten years.

The Metropolitan Area Planning Council (MAPC), which led the Vision 2030 initiative, has been engaged to lead the project.

#### 4. Safe Routes to Schools

Beginning in 2008, Wakefield has participated in the Massachusetts Department of Transportation's Safe Routes to School Program. The Safe Routes to School (SRTS) Program is a free, federally funded program that works to increase safe biking and walking among public school students by using a collaborative, community-focused approach that bridges the gap between health and transportation. SRTS has a public health foundation that utilizes the Six E's to support our student commuters — Education, Encouragement, Engagement, Evaluation, Engineering, and Equity.

- Education: SRTS offers students the tools to be smart, safe pedestrians and bicyclists
  through a combination of Massachusetts Department of Elementary & Secondary
  Education approved pedestrian and bike safety curriculum and Professional
  Development, school assemblies, workshops, videos, and printed materials. They also
  have resources available for parents/guardians, educators, and community
  stakeholders, including webinars, lesson plans, videos, and other materials.
   Some Wakefield elementary schools and community events have benefited through
  pedestrian safety instruction, bike assemblies, bike rodeos, and attending numerous
  workshops and webinars.
- Encouragement: SRTS celebrates active transportation for our student commuters.
   Wakefield has been a regular participant in the program's flagship walking-biking events, lawn sign contests, and Crossing Guard Appreciation events.
- Engagement: SRTS works with many stakeholders, including the Wakefield Safe Streets Working Group (SSWG) with its SRTS Taskforce, Youth Commission, municipal departments, school administration, Mass in Motion (Dept of Health), and local law enforcement officials to promote safe walking and biking within the local community.
- Evaluation: Using various qualitative and quantitative evaluation tools, SRTS gathers
  data to better understand existing environmental conditions and current behaviors
  regarding walking and biking. These strategies help track trends over time and can aid
  in allocating resources to improve walking and biking conditions near schools.
  Wakefield has participated in numerous Family Travel Surveys and Student Route
  Mapping.
- Engineering: Changes to the built environment through engineering improvements are a critical component of Safe Routes to School. Best practice opportunities include SRTS infrastructure funding, Arrival Dismissal Observation of school properties and school zones, as well as examining the student's journey from home to school with Walk

Audits.

• **Equity:** Embracing a sustainable approach, Equity is the umbrella under which all other SRTS E's function by providing the needed resources to best benefit the programmatic needs of all students in all schools. Wakefield has employed SRTS multi-language materials, policy, and planning.

#### 5. Current Walking and Biking Conditions

Wakefield has the condition to see more demand for biking and walking — a dense population, active commercial corridors, two commuter rail stations, and numerous schools and parks spread across Town. While most streets have sidewalks, there are currently no bike lanes in Town. A number of locations have recently experienced bicycle and pedestrian crashes, particularly along Main Street and North Avenue, highlighting the need for safer infrastructure.

The following maps provide existing conditions for demographics, transportation, and vulnerable populations within the Town of Wakefield.



Figure 1: Population Density

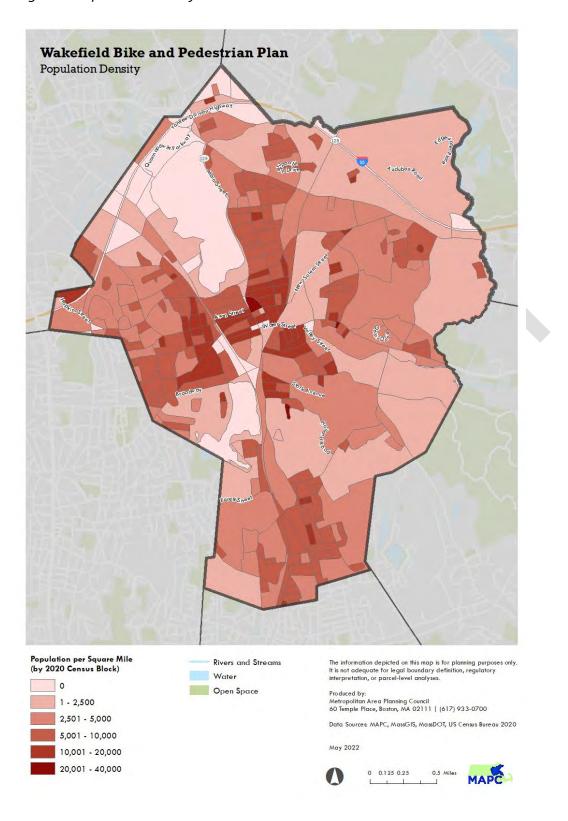


Figure 2: Road Classification

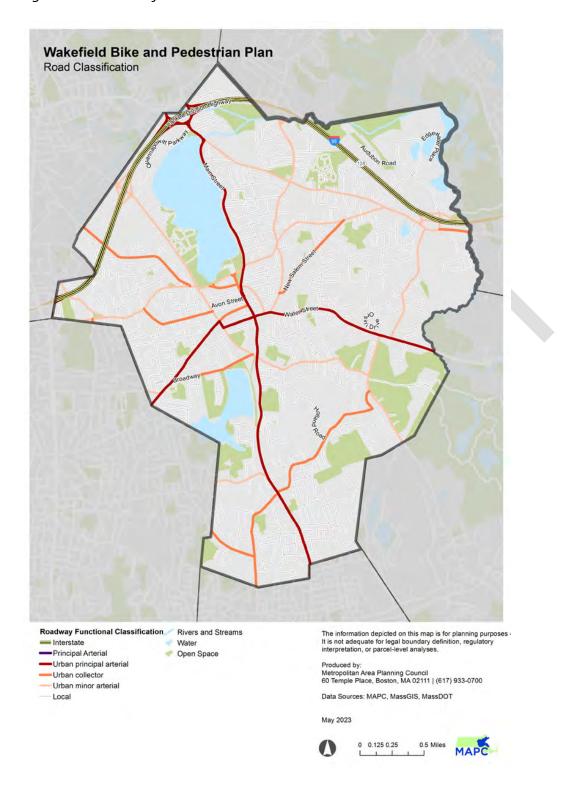


Figure 3: Crashes involving pedestrians or bicyclists

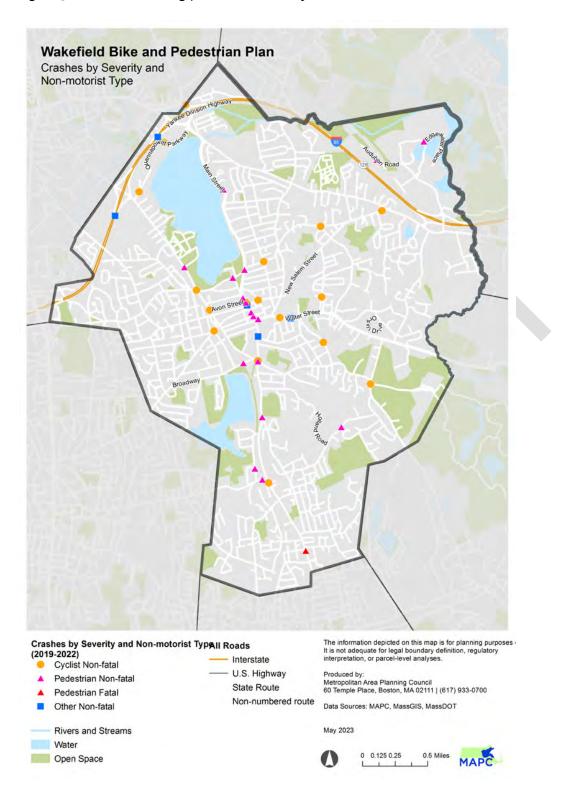


Figure 4: Sidewalk Inventory

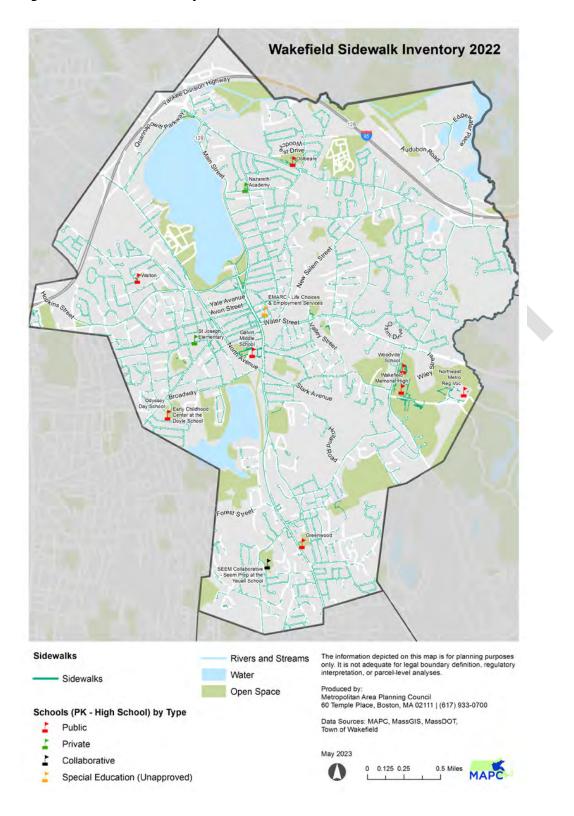
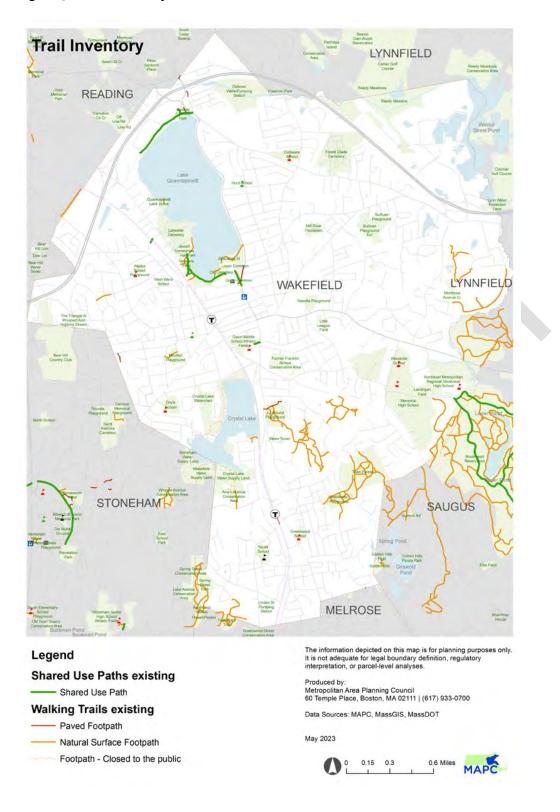


Figure 5: Trail Inventory



# **Chapter 2: Community Engagement**

This study included several community engagement techniques, including site visits, a survey, and stakeholder meetings. MAPC staff held public and internal meetings with Town staff and residents, along with multiple walking tours led by local advocates and municipal staff. For all meetings, MAPC invited and welcomed community organizations throughout the planning process, including public meetings to solicit feedback.

#### A. Site Visits

MAPC conducted two formal site visits with Town staff and SSWG to evaluate the existing conditions. The walking tours took place on June 28, 2021, and March 25, 2022. During these site visits, residents and town staff highlighted areas of concern. The site visits served as an opportunity to observe travel behavior, ask questions of key stakeholders, and evaluate current conditions.

#### **B.** Survey

In the fall of 2021, the project team distributed a bicycle and pedestrian survey to people who live or work in Wakefield. The survey was distributed through the Safe Streets Working Group (SSWG), newspaper posts, public postings, press releases, and the Town of Wakefield website. The press release appeared in a November 17, 2021, Patch article.

The objectives of the survey were to:

- Establish locations of interest
- 2. Aggregate areas of concern
- 3. Classify barriers for pedestrian and bicyclist behavior
- 4. Identify user groups

### 1. Who took the Survey?

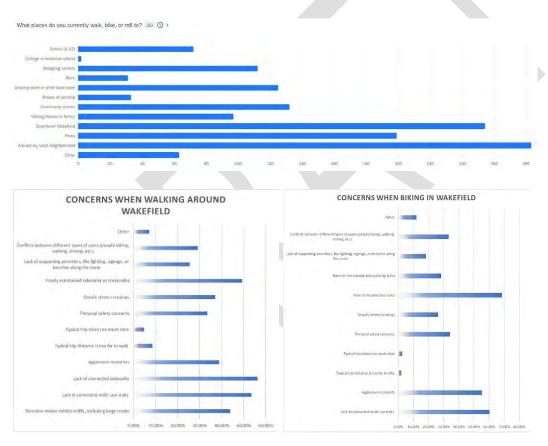
The survey recorded a total of 360 complete responses. 85% of people indicated that they reside in Wakefield, while 7% of survey respondents travel to the Town for work and shopping. 5% indicated they travel through Wakefield to get to another destination, while 3% of survey respondents travel to Wakefield for some other reason.

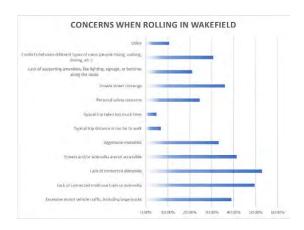
## 2. Concerns for Walking, Biking, and Rolling

MAPC asked respondents to identify their concerns or barriers to walking, biking, and rolling in the Town.

- Walking- For walking facilities, a lack of connected sidewalks, multi-use trails, and crosswalk and sidewalk maintenance were the greatest concerns or barriers facing pedestrians. Excessive motor vehicle traffic and aggressive motorists were also cited as a concern among survey respondents.
- Biking- For biking, respondents cited poor or missing bike lanes as the greatest barrier in Wakefield. According to the survey, a lack of multiuse trails and aggressive motorists were the second greatest concerns facing bicyclists in Wakefield.
- Sidewalk- Respondents revealed sidewalk connectivity was the biggest barrier
  or concern when rolling in Wakefield. The lack of multi-use trails and
  inaccessible streets and sidewalks were also selected as the most significant
  barriers.

Figure 6: Survey, What places do you currently walk, bike or roll to?





## 3. Top Locations of Concern

The most frequent locations that people access by walking, biking, or rolling are the downtown area, parks, grocery stores, shopping areas, and schools.

The following locations were the most frequently identified by survey respondents as needing improvement:

- Crossing Main Street was identified as a challenge, with many intersections along the corridor identified by survey respondents. The North Avenue intersection was consistently mentioned as the most difficult to cross.
- The North Avenue corridor was frequently mentioned as difficult to cross, particularly the Albion Street intersection and the Prospect Street/Church Street intersection.
- Walking conditions around Lake Quannapowitt, particularly the need for wider sidewalks to accommodate heavy foot traffic.
- Greenwood Street and the Myrtle Avenue and Spring Street intersections were identified as unsafe to cross or cycle through.
- Oak Street was mentioned several times for its poor sidewalk condition.
- Lowell Street was highlighted for lack of safe bike accommodation given that it connects to a school and the lake.
- Audubon Road is heavily used by bicyclists to commute to work. Local businesses and property owners have installed bike racks in the area to promote bike usage.

For full survey results, see Appendix A, B.

### C. Workshops or Public Meetings

MAPC conducted three public meetings in coordination with the Town of Wakefield. The first public meeting took place on December 13, 2021. During this meeting, the project team presented some initial findings and survey results and facilitated breakout groups. During the

breakout sessions, residents and other meeting attendees proposed improvements and made suggestions for the plan.

The second public meeting was held on July 14, 2022. A draft plan was shared for feedback. Following the presentation, attendees were separated into virtual breakout rooms for further discussion. The meeting was an opportunity to speak directly with stakeholders and obtain real-time feedback on the public process.

The third public meeting, held on June 8, 2023, summarized modifications to the draft of the plan and provided new updates.

On July 10, 2023, November 13, 2023, and February 26, 2024, a draft plan was presented to the Town Council incorporating comments and feedback from the public and the Town Council.

## D. Additional Engagement

In addition to the survey, community engagement was conducted through conversations with residents, boards and committees, frequent observation, and stakeholder meetings. The project team joined the Wakefield Traffic Advisory Committee meeting, Safe Streets Working Group meetings, and consulted with the MassDOT Safe Routes to Schools Outreach Coordinator assigned to the Town of Wakefield.

The project team presented to the Town of Wakefield's Traffic Advisory Committee at their June 24, 2022, December 1, 2023, February 2, 2024, and February 16, 2024, meetings to provide a project overview, existing conditions, community engagement strategy, key recommendations, and the project action plan. The committee members offered initial feedback for MAPC and Town staff to explore and incorporate into the final plan.

# **Chapter 3: Policy Recommendations**

A key goal of this plan is to establish a process and a culture of designing for and including the needs of pedestrians and bicyclists in all infrastructure projects in Wakefield. This includes projects moving through the phases of design and the selection of new projects for funding. While this plan will not identify every necessary infrastructure change, it does highlight significant projects or corridors to prioritize. This section will focus on design "best practices" and policy-based solutions that can be adopted within the Town of Wakefield.

Roads designed to accommodate all modes of travel, including bicyclists and pedestrians, should be "low stress" and designed and built to encourage use through safety, comfort, and connectivity. Low stress bicycle and pedestrian facilities, are for the most part, separated from vehicle traffic. Low traffic streets can be made low stress without separate facilities.

Encouraging bicycle and pedestrian travel is best accommodated with a complete or continuous network. Missing segments of paths, safe street crossings, sidewalks, or other infrastructure can deter use and create greater safety concerns. We can create Complete Street cross-sections that will address a wide range of elements, including sidewalks, bicycle lanes, crosswalks, curb extensions, modified vehicle travel lanes and streetscape/ landscape treatments. To create Complete Streets, which will enable safe use and mobility for all users, including drivers, pedestrians, bicyclists, or public transportation riders of all ages and abilities, thoughtful planning and repurposing of the right-of-way is needed.

## A. Bicycle Accommodations

This section will find general cross section recommendations to create a Complete Street concentrating on bicycle and pedestrian infrastructure improvements. The section is broken into five "Tiers" of bicycle protection, with the lower numbered tier providing a higher level of security. When looking to implement new bicycle infrastructure, the highest level of protection that the street's unique characteristics can accommodate should be used.

#### 1. Tier 1 — Shared Use Paths

Shared use paths are infrastructure designed to be shared with non-motorized users, including walkers, strollers, wheelchair users, dogs, and more. Shared use paths are often referred to as mixed-use paths and bike paths. Shared use paths are typically two-directional, with lanes separated by a thin dashed yellow line. Besides providing a bi-directional travel flow, the dashed yellow line allows faster users (bikes and pedestrians) to use the adjacent lane to pass slower users.

Shared use paths can be located in abandoned rail beds, open space land, or roadway rights-of-way. When installed in roadways, they are separated from vehicular travel ways with a

separation of curbing, vegetation, or on-street parking. Typically, shared use paths have a width of 10-12 feet, but that width can be reduced to 8' in very limited circumstances.

In Figures 7 & 8, below, you will find an example photo and a cross-section.

Figure 7: Shared use path-adjacent to roadway



Figure 8: Example cross section of shared use path adjacent to the roadway



### 2. Tier 2 — Protected Bicycle Lanes

Protected bicycle lanes are for exclusive use by bicyclists and are separated from motor vehicle traffic. The preferred width for a protected bike lane is 6-7 feet wide to allow bicyclists to pass each other and allow for plowing and sweeping. Sometimes, a roadway can be restriped to use the available shoulder area.

Vehicle and bicyclist separation options include flex posts, concrete barriers/ partial curbs, painted gore strips, vertical curbing vegetated strips, and parked vehicles. Wider cross-sections may consist of both planted buffers and protected bicycle lanes.

Wakefield has a network of collector and arterial roads that provide opportunities to be restriped or reconstructed for safe motor vehicle, bicyclist, and pedestrian use. In many cases, a general-purpose travel lane of 11 feet wide is sufficient for motor vehicle use and meets MassDOT design guidelines.

In Figures 9 -14, below you will find example photos and cross sections.

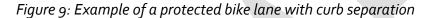




Figure 10: Example of a cross section with protected bike lanes with a curb separation



Figure 11: Example of protected bike lanes with parking separation



Figure 12: Example cross section of protected bike lanes with parking separation



Figure 13: Example of protected bike lanes with gore strip and flex post



Figure 14: Example cross section of protected bike lanes with gore strips and flex posts



# 3. Tier 3 — Conventional Bicycle Lanes

Conventional bike lanes are separated from vehicular traffic by a white line pavement marking. They can be installed next to a curb and next to on-street parking.

A conventional bike lane is typically 5 feet-wide. However, 4 feet-wide lines may be accommodated next to a curb or in other constrained conditions. Conventional bike lanes should be deployed only on streets that cannot accommodate a shared-use path-protected bike lane configuration.

Figure 15: Example of a one-way bike lane



Figure 16: Example cross section of conventional bike lanes



# 4. Tier 4- One-Way Bicycle Lane

One-way bike lanes are reserved for space-constrained roadways where bike lanes cannot be accommodated in both directions. One-way bike lanes are separated from vehicular traffic by a single solid white line; they are typically 5 feet wide, can be reduced to 4 feet wide, and may be accommodated next to a curb and constrained conditions. Normally, a one-way bike lane is deployed on roads with a 40-foot right-of-way with a curb-to-curb roadway width of 24 feet.

It is essential when a one—way bike lane is implemented that an adjacent street be identified to receive the same treatment to accommodate bicycle traffic in the opposite direction.

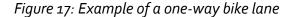




Figure 18: Example cross section of a one-way bike lane



# 5. Tier 5- Shared Streets

Shared Streets, sometimes called bike boulevards, are roadways where bicyclists and perhaps pedestrians, if no sidewalk exists, share the traveled way with motor vehicles. This can be a helpful treatment when the correct roadway characteristics and volumes are present on a street. Generally, low-volume residential streets with less than 5,000 daily trips and without centerlines are the best candidates to deploy shared streets/bike boulevards. Traffic-calming elements should be considered on streets that receive excess cut-through traffic. This includes

signage identifying the road as a shared street/bike boulevard to inform all roadway users; pavement can be marked with sharrows (share the lane markers) and painted pedestrian areas. The NACTO Urban Street Design Guide provides good examples of treatments for various street contexts.

It should be noted that MassDOT recognizes signed shared streets/bike boulevards on low-volume streets as bike accommodations for state funding opportunities. However, MassDOT does **not** recognize painted sharrows as a bike accommodation on arterial and collector roadways, which impacts state funding opportunities.

Figure 19: Example of shared street



Figure 20: Example cross section of a shared street



# 6. Bicycle Parking

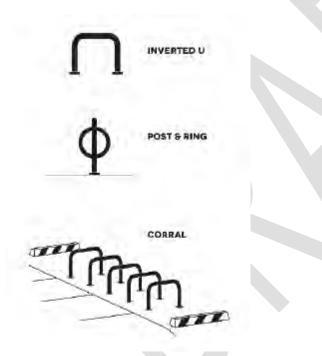
Bicycle parking is a critical element to accommodating and encouraging biking as transportation and a viable way to replace driving trips. Bicycle parking should be secure and in convenient locations where people will use them.

All bicycle parking installed should meet general standards for bicycle parking design. The APBP Essentials of Bicycle Parking guideline is recommended for use in selecting racks, general design guidance, and placement.

In general, racks should be designed to support a bicycle at two points of contact, allow for a variety of bicycle sizes, and be able to use a strong U-Lock to attach to the rack. The figure below demonstrates good bicycle parking, including adequately spaced racks and a shelter.

Inverted U or Post and Ring design bike parking can be installed along streets, parallel sidewalks, or in a row parallel to each other (spaced as noted on p. 12 of the Essentials for Bicycle Parking). Preferably, in-ground-mounted bicycle racks should be utilized over surface-mounted racks for enhanced security and tamper-resistant qualities. All short-term bicycle parking should be included in business districts, libraries, Town Hall, and other civic buildings.

Figure 21: Most popular acceptable bike parking designs (Source APBP)



Bicycle parking is generally categorized into short and long-term parking. Short-term parking is for short trips such as to patronize businesses or parks. Long-term parking is categorized by trips to work, transit facilities, or parking at residential buildings. Short-term parking is easily visible and accessible. Long-term parking should be sheltered from the elements and in a secure area such as a locked room or card-accessed facility.

The following are general recommendations for bicycle parking. Note that each inverted U rack holds two bicycles if installed correctly. If racks are consistently close to full, then plan on increasing parking to meet demand.

- Encourage short- and long-term bicycle parking in all new multi-family, business, and retail developments.
- Install bicycle parking (or ensure adequate supply) at all key destinations in the Town, including but not limited to:
  - Schools (based on Safe Routes to Schools Assessment), particularly the Wakefield Memorial High School and Galvin Middle School. Install racks to initially serve the current school demand with the ability to expand to serve 10% of the school population.
  - Downtown and Greenwood commercial districts (recommend two racks per block, each side of the street)
  - Library 8 racks (replace existing non-standard ribbon rack)
  - o Grocery stores (Shaw's and Farmland) and larger retail establishments 6+ racks per big box business
  - o Lake Quannapowitt, north and south ends of the lake (6 racks south end, four racks north end)
  - o Greenwood and Wakefield Commuter Rail stations in collaboration with the MBTA or appropriate owner. (10 racks at each station)
  - o Americal Civic Center (Main St)
  - Parks Recommend two racks per park. Lower priority than locations noted above
- Install sheltered bike parking at heavily used locations

Figure 22: Bicycle parking example



# B. Pedestrian and Rolling Accommodations

When greater numbers of people walk, communities can experience social, economic, health, and environmental benefits. (Citation of a study) Establishing local guidelines and standards for pedestrian and accessible mobility allows for enhancements to be dovetailed into planned infrastructure improvement projects or incorporated into development offsite scope of work.

Core principles to consider when creating a strong pedestrian network include:

- <u>Connectivity</u> Provide connections between key destinations including transit stations, bus stops, civic buildings, downtown business districts, parks, open space, etc.
- <u>Safe Roadway Crossings –</u> Provide crosswalks at appropriate intervals, including MUTCD approved signage.
- <u>Accessibility –</u> Remove mobility barriers in the network utilizing the standards within the Public Rights of Way Accessibility Guidelines (PROWAG).

### 1. Sidewalks

The sidewalk network in Wakefield is largely "complete" as most streets have sidewalks. The Department of Public Works utilizes a Town-wide inventory and condition assessment to prioritize sidewalk repairs and replacement projects and to address incomplete accessibility and safety enhancements. The sidewalk inventory is shown in Figure 4.

A few locations in Town have network gaps or limited connectivity. In general, priority should be given to completing the sidewalk network on both sides of all arterial streets. Suggested sidewalk project areas are highlighted within the plan recommendations section.

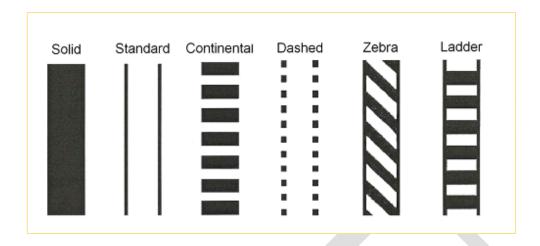
All sidewalk projects should ensure that sidewalks have sufficient width to allow pairs and groups to walk past each other comfortably. Downtown areas and areas with higher pedestrian volumes will need wide sidewalks and clear paths to accommodate peak periods. Sidewalks must also have minimum continuous widths meeting ADA Pedestrian Access Routes (PARs) as well as maximum slope requirements in the PROWAG.

#### 2. Crosswalks

Crosswalks are an important component of a pedestrian network. It is generally recommended that crosswalks be spaced no closer than 200'-300' from each other. The final determination of crosswalk locations should be based on several factors, including but not limited to demand (present and future), pedestrian compliance, roadway speed, safety, and crash history.

It is recommended that ladder-style crosswalks be used for optimum visibility throughout Town. High-visibility crosswalks such as the ladder style have been shown to improve yielding behavior.

Figure 23: Crosswalk designs showing the recommended latter pattern



All crosswalks require the installation of ADA-compliant curb ramps where the roadway meets the sidewalk. Careful planning is needed to ensure that the grading of ramps meets the requirements within the PROWAG. All crosswalks will need appropriate signage consistent with requirements in the Manual for Uniform Traffic Contractor Devices (MUTCD). Like sidewalks, the Department of Public Works utilizes a Town-wide inventory and condition assessment to confirm compliance with requirements and prioritize curb ramp repairs, replacement and new installation projects.

Mid-block crossings, in general, are not preferred, but when necessary, due to conditions, may need to include the installation of traffic calming measures such as chicanes, bump outs, raised crosswalks, etc. Additionally, safety enhancements, including rapid reflecting beacons, pedestrian phases at traffic signals, and improved sight distance at crosswalks, may also need to be incorporated at several crosswalks.

When crosswalks are located at a signalized intersection, pedestrian signals with vibrotactile buttons and auditory crossing signals are required. Signal equipment must be properly placed as required by the PROWAG and MUTCD. Additionally, all legs of an intersection should be striped when pedestrian facilities are located at all approaches to facilitate full mobility through the intersection.

It should be noted that budgeting for crosswalk projects is a necessity due to the significant costs associated with all of the above-referenced requirements and recommendations. Further, the project may require significant time to implement. Currently, new crosswalk requests are vetted by the Traffic Advisory Committee and budgeted and constructed through the Department of Public Works.

# **Chapter 4: Project Recommendations**

Ultimately, this Plan's goals and policy recommendations lead to specific project recommendations. This section provides specific project recommendations in Wakefield to provide regional bicycle network connections, to accommodate bicycle use on arterial and collector streets, and intersection projects to improve connectivity.

Before implementing any of the recommendations below, a full engineering analysis is required to balance each street's unique characteristics, rights of way widths, grading limitations, utility needs, parking needs, and other competing interests. Some projects may warrant traffic and parking studies to ensure the improvements will not have adverse impacts and remain within the public interest. Projects must be vetted through the Traffic Advisory Committee (TAC) and approved by the Town Council.

## A. Connected Networks

LandLine is MAPC's vision to connect our greenways and trails into a seamless network. The Plan has been developed in coordination with the Landline Coalition, a group of transportation planners, engineers, municipal officials, and local trail and greenway advocates.

In May 2018, MAPC unveiled the Landline Trail and Greenway Plan, connecting 1,400 miles of trails and greenways throughout the Boston Region. In 2021, MAPC released the first Trail and Greenways Rankings report. These rankings compared Metro Boston municipalities based on their trail, bicycle way, and greenway inventories.

In 2022, MassDOT released the Wayfinding Design Guide. The Guide provides prescriptive signage standards for marking and wayfinding Greenways. It's MAPC's goal to sign the entire LandLine Network eventually; this parallels our complete state highway signage. Installing signage to direct users is critical for access, encouraging the use of amenities and discovery through walking, biking, and wheelchairs. Accurate and visible wayfinding can also be used to avoid multi-modal conflict points by clearly communicating the use of space and dedicating space for specific modes.

Three Greenway Corridors within Wakefield have been proposed as part of the LandLine. These are the Mystic Highlands (which include branches and individual projects within Malden, Melrose, Wakefield, Reading, and Stoneham), the Breakheart Greenway, and the Wakefield/Lynnfield Rail Trail.

# **B. Greenway Corridors**

The three proposed Greenway Corridors connect downtown, the lake, all schools (within ¼ miles), and adjacent communities. Recommendations follow, describing

the path of each Greenway Corridor.

# 1. Mystic Highlands Greenway

MAPC is working with Wakefield and neighboring cities to connect the Mystic Highlands Greenway. The goal of the Mystic Highlands Greenway is to develop a safe and inviting corridor for walking and biking. The corridor has been structured to connect several town centers, parks, transit, and established regional trail corridors. The municipalities included in this new development are Malden, Melrose, Wakefield, Stoneham, and Reading. MAPC and state Senator Jason Lewis are leading a coalition to scope plan and implement this shared-use path. The new Greenway will connect the Malden River paths, Tri-Community Greenway, Lynn Fells Parkway, Wakefield/Lynnfield Rail Trail, and Lake Quannapowitt.

Within Wakefield, the Mystic Highland Greenway is divided into three segments that intersect in the Downtown Wakefield area: the Melrose Branch, Wakefield Branch, and Stoneham Branch.

#### (a.) Melrose Branch

From North Avenue south, the Greenway follows Main Street to Forest Street, then to Atwood Street. At the end of Atwood Street, a shared use path is proposed along the MBTA ROW to Greenwood St. From Greenwood Street, the Greenway follows low-traffic streets, creating Shared Streets on; Foundry Street, Cooper Street, Grove Street, Hanson Street, Renwick Road, Morgan Avenue, Overlook Road, and Nowell Road into Melrose.

Consider short-term flex post and paint installation before a complete build. Sections with limited ROW shall consider widening the sidewalk on one side to a shared-use path width.

Between North Ave and Forest Street, construct a protected bike lane or shared use path along Main Street. Evaluate a mix of one-way protected bike lanes or two-way protected bike lanes on one side and widening the sidewalk to create a share use path on one side. Parking would be retained on one side of these roadways in most areas. Install wayfinding signs per MassDOT guidelines on the shared streets and consider traffic calming on selected streets as needed.

Figure 24: Melrose Branch future location on Main Street



Figure 25: Recommended cross section for Main Street, Wakefield (Melrose Branch)



### (b.) Wakefield Branch

Within the Town of Wakefield Mystic Highland Greenway branch, there are two project recommendations: Downtown Wakefield (between North Ave and Main Street), and the Lake Quannapowitt Loop. These two projects connect the Greenway to other communities but are also standalone projects which could create Complete Streets within the community.

### i. Downtown Wakefield

Stretching from Church Street to North Avenue, the Envision downtown revitalization project has been developed as a holistic multi-model project incorporating new bicycle accommodations and sidewalk and crosswalk improvements consistent with recommendations in this plan. The project also includes parking reconfigurations, streetscape improvements, place-making, safety enhancements, and traffic signal upgrades. The project

has gone through significant outreach and refinement over the past three years. The project is phased into two sections. Both sections are currently programmed for state funding on the Transportation Improvement Program (TIP). The downtown proper between Church Street and Water Street is included in the fiscal year 2028 TIP, while the section from Waster Street to North Ave is incorporated into the Wakefield Rail to Trail project and programmed on the Fiscal Year 2026 TIP.

### i. Lake Quannapowitt Loop

Lake Quannapowitt is a popular walking, running, and recreational and scenic destination for Wakefield residents and visitors. This Plan acknowledges that recommendations for the Lake Loop must accommodate a variety of users. The overall goal of the Lake Loop is to construct a 12-foot-wide paved path around the lake. This will allow two-way travel with room to pass each other.

Currently, most sections around the lake are extremely narrow. The most limited areas are about five feet wide, with guardrails on both sides.

The narrow path width forces users to move into the street to avoid conflicts with children or walkers. Recreational or leisure walkers are forced to step aside, to allow bicyclists the ability to pass them at a faster speed.

There are three objectives related to the improvements around Lake Quannapowitt.

- Create a consistent, clockwise shared-use path width of 12 feet paved.
- Install bicycle parking, benches, improved crosswalks, and other features to improve access to the lake by foot, bike, and roll.
- Install wayfinding around Lake Quannapowitt, indicating directions to transit, appropriate routes for bicyclists, and highlighting key destinations.

The Lake Quannapowitt Loop project recommendations are divided into the following sections (clockwise from Main St): North Avenue, North Avenue-Reading, Quannapowitt Parkway, Lowell Street, Main Street (Lakeside), and Church Street.

#### (1) North Avenue

North Ave runs along the west side of the lake, separated by a cemetery, houses, or business uses.

In 2021, the Town of Wakefield was awarded \$2,000,000 under the MassWorks program to fund water system upgrades and multi-modal improvements along North Avenue. These improvements will support ongoing housing development that advances the goals and aims of the Town's 2015-2020 Housing Production Plan. The Town received a Housing Choice grant to update it's Housing Production Plan in 2024.

The Town has completed the final design for the project, and construction began in the Fall of 2023 and will be completed in the Spring of 2024. Missing sidewalks were added on the west side of the work area. The remaining work includes narrowing travel lanes to 11 feet to allow for a northbound bike lane and a shared-use path constructing pedestrian crossings at Winn Street and Willard Road.

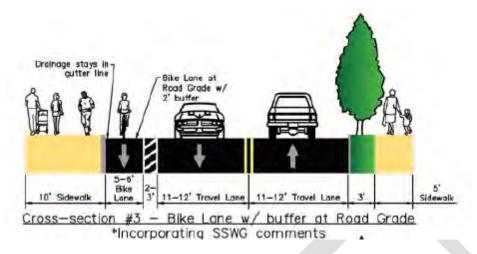
Figure 26: North Ave in 2022



Figure 27: Proposed North Ave Plan



Figure 28: Proposed North Ave cross section



### (2) North Avenue to Reading

The Town of Reading has begun planning the reconstruction of Walkers Brook Drive, which would connect with the Greenway and the Lake Quannapowitt Loop. Currently, the underpass of I-95 has a cross section of four lanes and a narrow 5-foot sidewalk on the west side, which limits connectivity and impacts the ability to install new bike facilities.

Wakefield and Reading have initiated contact with MassDOT to evaluate and create a shared use path along North Avenue into the Town of Reading under I-95.

# (3) Quannapowitt Parkway

A mixed-use multifamily project on Quannapowitt Parkway has provided funds to reconstruct the roadway. The proposed road will install a new 10-12' wide shared-use path to replace the sidewalk. The project is currently in the design and permitting phases and will constructed in conjunction with the development.

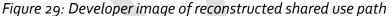
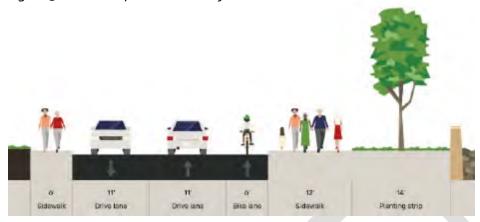




Figure 30: Quannapowitt Parkway cross section



## (4) Lowell Street

A short section of Lowell St on the northeast corner of the Lake has a narrow sidewalk and a relatively wide roadway cross section of about 45 feet for three lanes of traffic.

The crossing distance and demarcation between the Cumberland Farms parking lot and the entrance to Main Street could be improved using a new design. The separation between the driveway and the road would increase visibility, facilitating safer crossings. Reducing to 33–35 feet will gain at least 10 feet for widening the path and landscaping.

- Reduce the pavement width to 33-35 feet to accommodate three 11-foot travel lanes
- Move the curb outward to widen the path to 12 feet and landscaped buffer between the path and roadway
- Realign the crosswalks along with a narrowing of the intersection of Lowell St and Main St (north segment).

## (5) Main Street (Lakeside)

This section of Main Street lakeside has a ROW of 60 feet with a pavement width between 32-38 feet. Additionally, the Town owns land that abuts the ROW on the lakeside.

Currently, sidewalks are 5 feet wide and do not accommodate heavy pedestrian usage. Users are walking in the street in the parking area to pass one another. As noted previously, a continuous 12-foot-wide path is recommended around the lake to safely accommodate recreational use in both directions without walking or running into the roadway.

Parking is allowed in some sections of the roadway segment, but not all. Parking use for the area is typically concentrated on the north and south ends near the Lower Common and Gertrude Spaulding Park. Parking use can expand significantly during nicer weather and lakeside events. The preservation of the parking in this section of Main Street is required to support the Town's frequent event programming and recreational use at the lake.

The following pedestrian and bicycling accommodations are recommended to be installed to the maximum extent practicable:

- Narrow the roadway and curbing to two 12-foot lanes to accommodate a widened shared-use path and protected bicycle lane in the southbound direction.
- Use on-street parking as a buffer for the bike lane from vehicular traffic.
- Add missing sidewalks along the east side of Main Street.

Figure 31: Main Street (Lake Quannapowitt) current cross section



Figure 32: Main Street (Lake Quannapowitt) proposed cross section



## (6) Church Street

The section of Church Street from Main Street to Floral Way is included within the Downtown Envision project and is currently proposed to include a 10-12-foot shared use path on the north side of the roadway adjacent to the Lower Common. Closer to the North Avenue intersection the right of way narrows. Installation of a one-way a bike should be installed to complete the Quannapowitt Loop.

### (c.) Stoneham Branch

This Greenway section will follow a series of lower-traffic residential streets between downtown Wakefield and the rail trail. Given Stoneham's elevated height, the corridor aims to minimize steep hills where possible. Bicyclists will share the relatively low-traffic roads in this section with vehicles and pedestrians on the sidewalks.

Beginning at Main Street, this section of the Greenway is proposed to head west via Chestnut Street, Emerson Street, Gould Street, Converse Street, Jordan Avenue, Fox Road, and Mountain Avenue to the Stoneham line.

Install wayfinding signs per MassDOT guidelines and consider traffic calming on selected streets as needed.

Figure 33: Mass Trails Wayfinding Design Guide signage sample



# 2. Breakheart Reservation Greenway

The proposed Breakheart Greenway provides direct access between downtown Wakefield and DCR's Breakheart Reservation. Importantly, this greenway also directly connects to Wakefield Memorial High School, Northeast Metropolitan Regional Vocational High School, and Woodville School. The three sections of this greenway include Water Street, Farm Street, and Hemlock Rd. Recommended treatments for the greenway include conventional bike lanes on Water St., shared-use paths and protected bike lanes on Farm Street, and a shared-use path on Hemlock Rd. The Wakefield Memorial High School project incorporates a shared-use path along Farm Street.

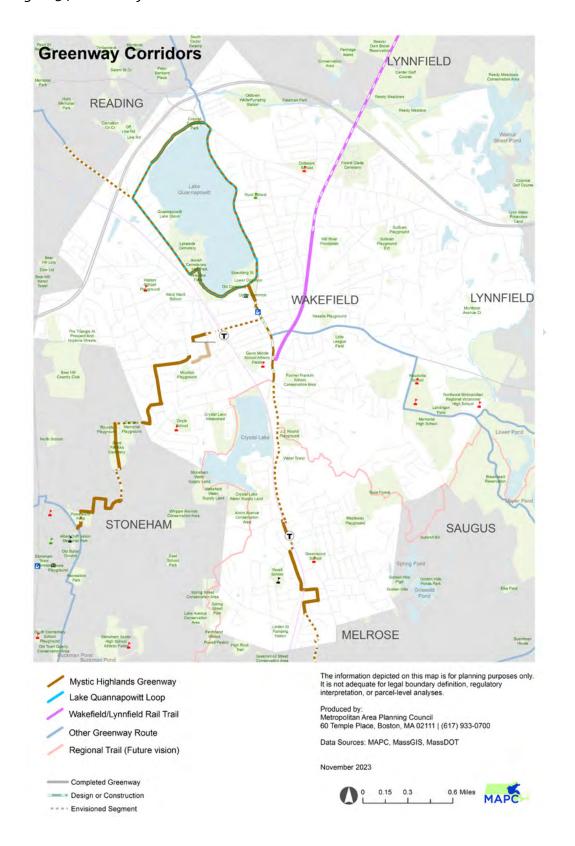
# 3. Wakefield Lynnfield Rail Trail

The rail trail is a connection to the Border to Boston Trail that will eventually connect into New Hampshire and Maine. Over 50% of the trail is complete. Within Wakefield, a portion is complete but has yet to be opened to the public. The town is working with the MBTA to finalize a lease agreement to open the constructed trail. The completed section of the trail is anticipated to be open in 2024.

The remaining Wakefield sections within the abandoned rail bed, from Salem Street to Fosters Lane, on Water Street from the trail crossing to Main Street, and a portion in Main Street from Water Street to North Avenue, are currently under design. The Water Street portion of the trail proposes a new shared-use path on the north side of the road. The project's Main Street portion proposes installing a new shared-use path on the western side of the roadway and expanded sidewalks on the eastern side of the road.

As noted, the project is funded within the state's Transportation Improvement Program in fiscal year 2026.

Figure 34: Greenway Corridors



## C. Arterial and Collector Streets

Roadway widths and cross-sections throughout Wakefield do not vary significantly. Arterial streets are largely two-lane roads with minimal shoulders and sidewalks on both sides separated by a 2 to 3-foot grass buffer. Curb-to-curb widths are largely 30 feet, allowing for the potential for bicycle lanes within the existing width. Recommendations in this section are for areas that are not identified within the previous Section B – Greenway Corridors. Limited research on right of ways and pavement width was conducted. It should be noted that MAPC conducted limited right-of-way and travelway width research.

All roads identified for shared use paths or protected bike lanes in Wakefield are included within **Section B – Greenway Corridors** above.

# 1. Bicycle Accommodations

The following roadways have been selected to install bicycle accommodations based on available right of way and pavement widths:

- Albion Street (North Avenue to Stoneham town line): Restripe the existing roadway to support conventional bike lanes.
- Audubon Road: Restripe the existing roadway to support conventional bike lanes.
- Lowell St (Main Street to Salem Street) Restripe existing roadway to support conventional bike lanes.
- Prospect Street (North Avenue to Stoneham line) Restripe existing roadway to support conventional bike lanes.
- *Vernon Street (Salem Street to Lowell Street)* Restripe existing roadway to support conventional bike lanes.
- Water Street (Rosemary Avenue to the Saugus town line) Restripe existing pavement to support conventional bike lanes.
- Albion St between Main St and North Avenue) Add a new protected one-way bike lane on the northern side of the roadway with gore strip buffers.

# 2. Sidewalk Projects

Sidewalk project planning should prioritize the elimination of network gaps, the sidewalk network should be expanded to areas without current sidewalk infrastructure, and sidewalks should be provided on both sides of the street when appropriate. Refer to **Chapter 2**, **Figure 4** of this report for a visual representation of the Town of Wakefield's sidewalk inventory. The following projects are recommended to enhance the Wakefield sidewalk network:

- <u>Elm Street (Prospect Street to Parker Road)</u> Install new sidewalk expansion. This sidewalk segment is currently designed and is funded using ARPA funds. Construction is scheduled for 2024
- <u>Parker Road</u>— (<u>Elm Street to Reading Town Line</u>) Install new sidewalk expansion. This sidewalk segment is currently designed and is funded using ARPA funds. Construction is scheduled for 2024
- <u>Parker Street (Prospect Street to Elm Street)</u> Construct in-fill sidewalks to support pedestrian traffic to the Walton School.
- Nahant Street (Mt. Pleasant Ave to Partridge Lane) Install new sidewalk expansion to connect neighborhoods and promote walkability to the Wakefield Memorial High School and Woodville Elementary School. This sidewalk segment is currently designed, planned for a 2024 construction, and funded using ARPA funds.
- Forest Street (Main Street to Stoneham line) Install new sidewalk expansion. It should be noted; the sidewalk will require significant retaining walls and ledge cuts and may be cost-prohibitive.
- New Salem Street Install new sidewalk expansion.
- <u>Foundry Street</u>- Continue new sidewalk expansion using developer contributions in the transit development area.
- <u>Prospect Street (North Ave to Stoneham line)</u> Construct in-fill sidewalks and sidewalk expansion to connect neighborhoods and Bear Hill Country Club.
- Vernon Street (Salem and Lowell Street) Install in-fill sidewalks
- Water Street (Rosemary Ave to the Saugus town line) Install new sidewalk expansion
- <u>Hopkins Street</u> Install new sidewalk expansion to connect Hopkins Street residents and the 4oB development at the Reading town line. The project has been advanced to preliminary design and has been awarded a MassWorks grant.

# **D. Intersection Projects**

Several intersection improvement projects have been identified through the Plan process, including the survey. The following priority intersection projects are recommended to be implemented.

Oak Street, Greenwood Street, Green Street

This intersection of multiple roadways confuses drivers and pedestrians due to excess pavement widths and lack of clear travel lane designations. As a result, pedestrians crossing the street are less clear of vehicle movements. Crosswalks are wider than necessary due to pavement widths.

The project will reconfigure the intersection. Key goals are to significantly improve pedestrian crossings, clarify traffic movements, and remove excess asphalt. Due to the lack of width from all approaching roadways, no bike lanes will be provided through the project. Sharrows may be considered as part of the project. A new public space will evolve out of the reclaimed roadway space.

The Town has developed concept design alternatives, and a public process developed a preferred alternative. The Town applied for a Shared Streets and Spaces grant in the fall of 2023 to fund the project. If successful, the construction will be completed in 2024.

Figure 35: Existing Conditions at Oak Street, Greenwood Street, Green Street



Figure 36: Preferred Concept Design at Oak Street, Greenwood Street, Green Street



North Ave @ Prospect Street/Church Street

At the time of this report, there was some dedicated sidewalk space on North Ave near the Mark A. Delory Municipal Gas & Light Building. Sidewalk connectivity is recommended near high-traffic areas, especially locations near transit. Gaps in sidewalks force pedestrians to cross streets seeking refuge or greater comfort. The weekly Wakefield Farmers Market and local events are held along the North Ave corridor adjacent to Lake Quannapowitt. This location draws large crowds and is a high-travel route through the Town.

The at-grade railroad crossing at the intersection includes a slip lane with a separate gate for traffic crossing turning to Prospect Street. Vehicles using the slip lane are yield-controlled and often are required to stop on the tracks. It recommended that a study be conducted at this intersection to determine alternative configurations.

### Main Street @ Hanson Street

There are no crosswalks at this intersection. A non-compliant crosswalk across Main Street is located at the church ½ block to the north. A pedestrian fatality occurred here in early 2022. This intersection has a post office and café with indoor and outdoor dining. This creates a strong desire line for pedestrians to cross Main Street. There is also a bus stop near the corner of Main Street and at the church, which likely increases pedestrian foot traffic. It is recommended that the Town evaluate this intersection area (including Grafton St) to identify a location for a crosswalk and evaluate potential signalization and traffic calming. The crosswalk adjacent to the church should be removed as part of this project.

#### Farm Street @ Hemlock Road

This priority project is adjacent to Wakefield Memorial High School. The project will reconfigure the intersection into a roundabout with separated bicycle and pedestrian facilities. In addition, bicycle lanes are recommended for installation the length of Farm Street and Hemlock Street. Farm Street has space for protected bicycle lanes, which would benefit school access.

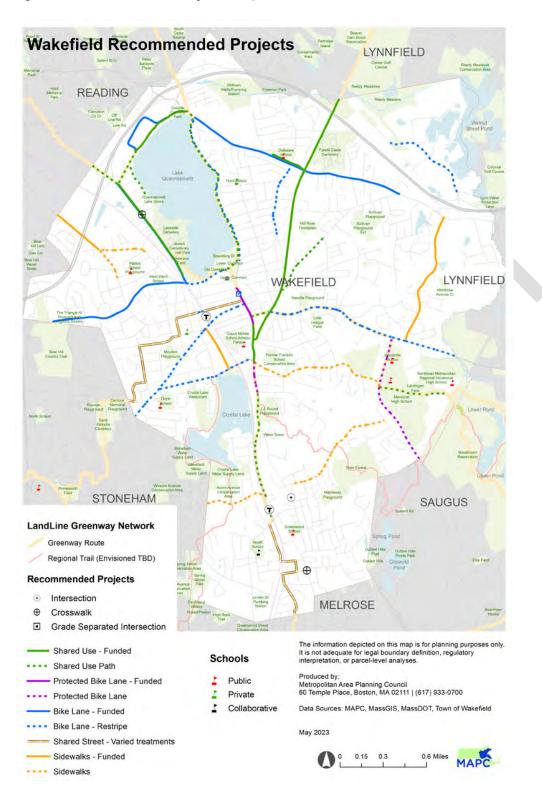
#### Albion Street @ Gould Street

The Town obtained a \$35,000 developer contribution for the intersection realignment, as shown in the Envision Project concept sketches. The project is still in the planning phase and is anticipated to be advanced over the next two years when Foundry Street is paved.

#### Crescent Street @ Otis Street

The ZBA recently approved a multifamily 40B project at this intersection. Developer contribution funds will create a new crosswalk with curb extensions and traffic mitigation.

Figure 37: Recommended Projects Map



# E. Project Recommendation Spreadsheet

The attached Project Spreadsheet lists in tabular and summary form each project, priority, and cost. It also notes whether the project is part of the regional Landline Network. A more detailed text description follows along with suggested cross sections for several of the projects.

For projects recommending bicycle accommodations, MAPC is proposing the highest safety "tier" believed to be viable based on the limited research conducted.

# 1. Project Priority

Projects are assigned a priority grade of high, medium, or low based on the following criteria. However, this should not preclude implementing lower-priority projects sooner if a given roadway has water or sewer work that would involve infrastructure repair.

- High-priority projects connect directly to major destinations (schools, library, Town Hall, Downtown and Greenwood commercial districts, or on the LandLine Greenway Network.
- Medium-priority projects may connect to one key destination or in close proximity.
- Low-priority projects may provide indirect or lesser connections to key destinations, or of much higher cost. Topographic or right-of-way constraints may also reduce the priority.
- Signage at school zones should be uniform across the Town. The signage and pavement markings should provide traffic-calming benefits in these areas.

#### 2. Cost

Projects are assigned a relative cost rating roughly high, medium, or low.

A recommended project can have a low- or high-cost, particularly where protected bike lanes are involved. Low-cost versions allow for trial efforts with flex posts or other devices, whereas higher-cost projects involve more in-depth construction.

- High-cost projects likely involve significant roadway reconstruction, such as moving the curb line, drainage or a new shared use path.
- Medium-cost projects include lesser curb extensions or sidewalk reconstruction.
- Low-cost projects are those limited to repaving and/or restriping and perhaps with traffic calming or flex posts.

Figure 38: Recommended Projects Spreadsheet

Street	From/To	LandLine?	ROW width	Pave width	Priority	Key Connections	Cost	Project Description	Design or Construction
Albion St	Main St to North Ave	no		18'	mediam	downtown, MBTA station	low	Rike lane of time on left side of time way toud	
Albion St	North Ave to Stoneham Line	no	50'	32'	medium	downtown, school	low	Bike lanes - restripe roortway	
Albion St at Gould St	Intersection							5	
Audubon Rd	193 Ramp to Edgewater Rd	00		36"	low		low	Bike lanes - restripe roadway	
Broadway St	Main St to Albion St	no	50"	30"	low	schools (2)	high	But more and and making or least	
Church St.	Cemetery Path to Spaulding Playground	Lake Q			High	lake	medium	there are the sent of security and the security	No
Church St	Main St to North Ave	no	50-65	30-32	medium	lake downtown, MBTA station	low	Bike lanés - réstripe tradway	
Elm St	Pine Hill Cr to Parker Rd	no			funded	na	na	Startonik om sychoptopy	ARPA funded
Farm St	Saugus line to Water St.	no	50-60"	38-40"	night	schools (3), Breakheart Res	low/high	Protected take lanes - tiek pasts short term, more curbs long term	
Farm St @ Nahant/Hemlock	Intersection	Breakheart			high	schools (3), Breakheart Res	high	Intersection - reconfigure, evaluate roundabout option	
Forest St	Main St to Stoneham Line	no			medium	Greenwood, MBTA station	medium	Sigework, accines signerally whole regains	
Foundry St	Albion St to Broadway	no				downtown, school	an-yagan	STEW W. au. School Books.	Funded by developme
Green St and Oak St	Intersection	no			high	na	medium	Entertail and attack in percent printing in trading	In design
Greenway Trail (new)	Atwood Ave to Greenwood St.	MHG Melrose			nigh	MBTA station	high	Shaped you put the MBTA property	W. A. S. S. W.
Greenwood Ave	Dak St to Maple Way	no	50'		medium	playground, school	medium	udewalks - recent up, and administrative	
Hanson St and Main St	Intersection	no			High	na	medium	Crosswalk and curb extension - add new crossing of Main St	
Hemipok Rd	Farm St to Breakheart Reservation	Breakheart			high	High school, regional park	medium	Shared one put/outdianed to the contwood CGP coul-	
Lakeside Trail (new)	Quannapowitt Parkway to Linda Ave	Lake Q			medium	lake	medium	Shared use part, through redevelopment and town property.	
Lowell st	Main St to Main St	Lake O	50"	48'	nigh	lake	mediani	Shared use unity - widen extrum, path and turning traidway	
Lowell st	Main St to Salem St	no	40-50'	29-32"	fundec	school, lake	high	Bike lanes and reconstruct wall way	ARPA funded
Lowells	Rail Irail to the Dolheare School	nu	45-50	30'	mediam	school, rail trail	mediam	Shared me nation with sisterol at treat, with our growth war.	The Property of the Party of th
Main St 1	Forest St to Charles St	MHG Melrose	58-60'	42-45	high	uark, MBTA station	high	Shared use part - wider existing profit harmy manager, add in plants will	
Main St 2	Charles St to North Ave	MHG Melrose	60'	45'	high	school, downtown	low	Protected bike lanes - one way each side or two way one side	
Main St 3	North Ave to Water St	MHG	00	45	very high	school, downtown, civic center	high	Shared the part of the west rate (Environ Wildows)	STIP 2026
Main St 4	Water St to Crescent St	MHG			very high	library, town half, downtown	high	Protected bike lanes (Envision Wakefield)	TIP 2028
Main St 5	Salem St to Lowell St	Lake O	60'	32-38	Righ	lake	high	Shared use pain with in exhibing path and narmy mindwing	111 2025
Montrose St	Water St to Salem St	DO.	00	32-30	funded	na .	iia	A solve the manufacture and the last and the manufacture and the m	ARPA funded
Mystic Highlands Greenway	Stoneham line to Main St	MHG Stoneham	varies	varies	high	regional, connects between Towns	low	Shared Street - waylinding & warrows, contralled bike lane @ MBTA tracks	ANT ACTUDICATE
Mystic Highlands Greenway	Melrose line to Greenwood St	MHG Melmoe	varies	varies	nigh	regional, connects between Towns	love	Shared Street - waylinding signs & sharrows	
Nahant St	Main St to Farm St	Breakheart	valles	varies	high	schools (3), regional park, downtown	medium	shared street - waylinding signs at sharrows	
New Salem St	Vernon St to Preston St	no	50'	32'	mediam	Sullivan Playeround/BMX course	medium	shared use path on one side (routh side, thely)	
North Ave	Church St to Quannapowitt Parkway	Lake Q	50-80*	32-36"	nigh	lake, downtown		Nanow roadway, add bike lanes and widen SVV to shared use	Construction in 2023
North Ave	Quannapowitt Plow to Reading Line	MHG Readine	48'	32-30	high	Reading	hìgh medium	Work with white Of the lanes and wholeh a work or of the	In design
North Ave at Prospect/Church St.	Intersection	Mud Keaning	40		nigh	nesume		7	TIP 2028
North Ave at Prospect/Church St.	Intersection	Lake O			high	12	medium	Install new signalized crossing and crosswalks	HP 2028
Oak SI	Green St. to Farm St	nu nu				na na	medium	tratair new signalized crossing and crosswaiks	
Parker Rd	Elm SI to Reading line	no.			lunded	school		Trends	ARPA funded
Parker Rd	Davidson Rd to Elm St				Gard School Co.	school	ria .	Sidewalks - reconstruct to ADA standards	ARPA Tunded
120221-147	Stoneham line to North Ave	no	50-70"	30-40	nedium	school	medium	Bike lanes - restripe randway	ARPA funded
Prospect St		00	50-70	30-40				and the same of th	
Quannapowitt Parkway	Lowell St to Quannapowift Parkway	Lake Q	501	221	funded	lake	па	Shared use path, widen with this educe standards	funded by developme
Quannapowitt Parkway	North Ave to 200	Lake Q	60°	32'	high	lake	medium	Shared ose mate or in pulk Way with the	
Venton St	Salem St to Lowell St	no	20.	32'	medium	school	low	Pike lanes	CHIN DODE
Wakefield Rail Trail	Water St to Lynnfield Line	Border to Boston		and a	funded	downtown, regional trail	na	Shared use part in continue construction of their little.	STIP 2026
Water St	Saugus line to Vernon St	Breakheart	50"	38'	high	schools, downtown	low	Dike laner	
Water St	Vernon St to Main St	no	50'			rail trail, downtown	medium	Shared use path on the north side	
Winn St	Elm St to North Ave	no			medium	school, lake	medium	Sidewalks - reconstruct and add missing	

# **Chapter 5: Resources**

This chapter contains electronic resources that are available for guidance on pedestrian and bicycle accommodations. In this document MAPC has provided recommendations for improving the bicycle and pedestrian network. In addition to this plan, the project team recommends engaging users in the public process to advance future design and implementation locally.

The resources listed include both design tools and funding opportunities.

# A. Design and Implementation Guides

There are several resources available for implementing bicycle and pedestrian enhancements.

The National Association of City Transportation Officials design guide is a helpful resource for innovative concepts, the guide provides good visual representations and case studies.

The MassDOT Municipal Resource Guide for Walkability features strong examples of walkability accommodations for diverse user groups. The MassDOT Separated Bicycle Lane Planning Design & Guide features strategies for managing curb activity within a municipality.

# **B. Potential Funding Sources**

At the time of this report, Wakefield is pursuing several funding opportunities. There are sources available at the state and federal levels. Projects may be funded by a variety of programs. Some funding sources are consistent from year to year, and others are available infrequently. Wakefield should be aware of these programs and apply for funding to implement the projects when possible. These fundings include Safe Routes to Schools, MassDOT Shared Streets, WalkBoston Complete Streets, and Mass Trails funding. These funding sources will improve existing conditions and strengthen the existing connections. The MassDOT Community Transit Grant Program is an annual grant program targeted to meet the needs of seniors and individuals living with disabilities. This program provides municipalities with resources to identify unmet transit needs and prioritize transportation access for vulnerable populations.

Engaging with the Council on Aging and Commissions on Disabilities, is suggested. The Boston Metropolitan Planning Organization Community Connections Funding Program can be used to support bicycle lanes, transit signal priorities, and other supportive infrastructure. Federally the Bipartisan Infrastructure Law there will be funding available. The second round of American Rescue Plan dollars may be used to continue progress on bicycle and pedestrian projects.

### C. Conclusion

It should be noted that there has been substantial progress on bicycle and pedestrian goals within the Town of Wakefield. The purpose of this plan is to continue the evaluation and informed professional decision- making to improve bicycle and pedestrian accommodations. Planning projects should be approached from the lens of population growth and further sustainability. This analysis and recommendations will serve as a resource for the continued work toward a safer community for walking and biking in the Town of Wakefield.

## D. References

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(Essentials of Bike Parking, n.d.)
(Envision Wakefield, n.d.)
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(Boston MPO, n.d.)
(whitehouse.gov, n.d.)
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\*All images in this report were captured by MAPC Staff unless stated otherwise



#### **CONSERVATION RESTRICTION**

Wakefield Municipal Gas & Light Department, a Massachusetts municipal gas and light plant, organized under Massachusetts law, including, without limitation, Massachusetts General Laws Chapter 164, having an address at 480 North Avenue, Wakefield, Middlesex County, Massachusetts, its successors and assigns ("Grantor"), acting pursuant to Sections 31, 32, and 33 of Chapter 184 of the Massachusetts General Laws, hereby grants to the Town of Wakefield, acting by and through its Conservation Commission, by authority of Chapter 40 Section 8C of said Laws, and its permitted successors and assigns ("Grantee"), in perpetuity and exclusively for conservation purposes, the following Conservation Restriction on a parcel of land located in the Town of Wakefield, Massachusetts constituting an approximately 2.51 acre portion (the "Premises") of an approximately 12.9 acre lot, and more particularly described as "Parcel A" shown on a plan of land entitled: "Sketch Plan in WAKEFIELD, MASS" dated December 1, 2022, prepared by Hayes Engineering, Inc. and on file with the Town Clerk of the Town of Wakefield (the "Plan"), and a reduced size copy of which is attached hereto as Exhibit A.

#### I. PURPOSES:

This Conservation Restriction is defined in and authorized by Sections 31-33 of Chapter 184 of the General Laws and otherwise by law. The purpose of this Conservation Restriction is to assure that the Premises will be maintained in its current condition in perpetuity and for conservation purposes, predominantly in a natural, scenic and undeveloped condition, and to prevent any use or change that would materially impair or interfere with its conservation and preservation values.

These values include the protection of wetlands, water quality, aesthetics and wildlife habitat. The Premises contains approximately 2.51 acres of wooded land.

# II. PROHIBITED ACTS AND USES, EXCEPTIONS THERETO, AND PERMITTED USES

A. Prohibited Acts and Uses. Subject to the exceptions set forth herein, the Grantor will not perform, nor allow others to perform, the following acts and uses which are prohibited on, above, and below the Premises:

- (1) Constructing, placing or allowing to remain any temporary or permanent building, tennis court, landing strip, mobile home, swimming pool, asphalt or concrete pavement, sign, fence, billboard or other advertising display, antenna, utility pole, tower, conduit, line or other temporary or permanent structure or facility of any nature on, above or under the Premises;
- (2) Mining, excavating, dredging or removing from the Premises of soil, loam, peat, gravel, sand, rock or other mineral resource or natural deposit or otherwise make topographical changes to the area;
- (3) Placing, filling, storing or dumping on the Premises of soil, refuse, trash, vehicle bodies or parts, rubbish, debris, junk, waste or other substance or material whatsoever or the installation of underground storage tanks;
- (4) Cutting, removing or otherwise destroying trees, grasses or other vegetation, unless pursuant to subsection B.(2) below;
- (5) Activities detrimental to drainage, flood control, water conservation, water quality, erosion control, soil conservation, or archaeological conservation;
- (6) Use, parking or storage of vehicles including motorcycles, snowmobiles, mopeds, all-terrain vehicles, trail bikes, or any other motorized vehicles on the Premises except for vehicles necessary for public safety (i.e., fire, police, ambulance, other government officials) in carrying out their lawful duties;
- (7) The disruption, removal, or destruction of the stone walls or granite fence posts on the Premises, if and to the extent such walls or fence posts are now located at the Premises;
- (8) Subdivision or conveyance of a part or portion of the Premises alone, or division or subdivision of the Premises (as compared to conveyance of the Premises in its entirety which shall be permitted), and no portion of the Premises may be used towards further building or development requirements on this or any other parcel;
- (9) The use of the Premises for commercial, business, residential or industrial purposes.
- (10) Hunting; and
- (11) Any other use of the Premises or activity thereon which is inconsistent with the purpose of this Conservation Restriction or which would materially impair its conservation interests.
- B. Reserved Rights and Exceptions. The Grantor reserves the right to conduct or authorize the conduct of the following activities and uses on the Premises, but

only if such uses and activities do not materially impair the conservation values or purposes of this Conservation Restriction:

- (1) <u>Vegetation Management.</u> In accordance with generally accepted forest management practices, removing of brush, and selective *de minimis* pruning and cutting to prevent, control or remove hazards, disease, insect or fire damage, to promote the retention of a forest canopy of native tree species, and/or to maintain soil productivity and prevent erosion. Such forest management practices may include (a) the removal of non-native or invasive species, the interplanting of native species, and the control of species in a manner that minimizes damage to surrounding, non-target species and preserves water quality; and (b) the stockpiling and composting of stumps, trees and brush limbs and similar biodegradable materials originating on the Premises, provided that such stockpiling and composting is in locations where the presence of such activities will not have a deleterious impact on the purposes of this Restriction. Any such vegetation management activities shall be conducted in accordance with a vegetation management plan approved by the Department of Agricultural Resources (or its successor agency);
- (2) <u>Wildlife Habitat Improvement.</u> With the prior written permission of Grantee, measures designed to improve and/or restore native biotic communities, or to maintain, enhance or restore wildlife, wildlife habitat, or rare or endangered species including selective planting of native trees, shrubs and plant species;
- (3) <u>Trails</u>. The marking, clearing and maintenance of existing paths shown on the Plan;
- (4) <u>Signs.</u> The erection, maintenance and replacement of signs with respect to trespass, trail access, identity and address of the occupants, sale of the Premises, the Grantee's interest in the Premises, and the protected conservation values;
- (5) Permits. The exercise of any right reserved by Grantor under this Paragraph B shall be in compliance with zoning, the Wetlands Protection Act, and all other applicable federal, state and local laws, rules, regulations, and permits. The inclusion of any reserved right requiring a permit from a public agency does not imply that the Grantee or the Commonwealth takes any position whether such permit should be issued; and
- (6) Other Activities. Such other non-prohibited activities requested by the Grantor and expressly approved in writing by the Grantee, in its sole and exclusive discretion, which permission may only be given if the Grantee expressly finds that the activity is consistent with, and does not materially impair, the purposes or conservation values of the Premises.
- C. Notice and Approval. Whenever notice to or approval by the Grantee is required under the provisions of paragraph B, Grantor shall notify Grantee in writing not less than sixty (60) days prior to the date Grantor intends to undertake the activity in

question. The notice shall describe the nature, scope, design, location, timetable and any other material aspect of the proposed activity in sufficient detail to permit the Grantee to make an informed judgment as to its consistency with the purposes of this Conservation Restriction. Where Grantee's approval is required, Grantee shall grant or withhold approval in writing within 60 days of receipt of Grantor's request. Grantee's approval shall not be unreasonably withheld, conditioned or delayed, but shall only be granted upon a showing that the proposed activity shall not materially impair the purposes of this Conservation Restriction. Failure of Grantee to respond in writing within 60 days shall be deemed to constitute approval by Grantee of the request as submitted, so long as the request sets forth the provisions of this section relating to deemed approval after 60 days in the notice.

#### III. LEGAL REMEDIES OF THE GRANTEE

A. Legal and Injunctive Relief. The rights hereby granted shall include the right to enforce this Conservation Restriction by appropriate legal proceedings and to obtain injunctive and other equitable relief against any violations, including, without limitation, relief requiring restoration of the Premises to their condition prior to the time of the injury complained of (it being agreed that the Grantee will have no adequate remedy at law). The rights hereby granted shall be in addition to, and not in limitation of, any other rights and remedies available to the Grantee for the enforcement of this Conservation Restriction. The Grantee agrees to cooperate for a reasonable period of time prior to resorting to legal means in resolving issues concerning violations, provided Grantor ceases objectionable actions and Grantee determines there is no ongoing diminution of the conservation values of this Conservation Restriction.

The Grantor covenants and agrees to reimburse to the Grantee all reasonable costs and expenses (including reasonable counsel and engineering fees) incurred in enforcing this Conservation Restriction or in taking reasonable measures to remedy, abate or correct any violation thereof, provided that a violation of this Conservation Restriction is acknowledged by Grantor or determined by a court of competent jurisdiction to have occurred.

- B. Non-Waiver. Enforcement of the terms of this Conservation Restriction shall be at the discretion of Grantee. Any election by the Grantee as to the manner and timing of its right to enforce this Conservation Restriction or otherwise exercise its rights hereunder shall not be deemed or construed to be a waiver of such rights.
- C. Disclaimer of Liability. By acceptance of this Conservation Restriction, the Grantee does not undertake any liability or obligation relating to the condition of the Premises pertaining to compliance with and including, but not limited to, hazardous materials, zoning, environmental laws and regulations, or acts not caused by the Grantee or its agents.
- D. Acts Beyond the Grantor's Control. Nothing contained herein shall be construed to entitle the Grantee to institute any enforcement actions or proceedings

against the Grantor for any injury or change to the Premises due to causes beyond the Grantor's control, such as changes caused by fire, flood, storm, earthquake, earth movement, the unauthorized wrongful acts of third persons, or from any prudent action taken by the Grantor under emergency conditions to prevent, abate, or mitigate significant injury to the Premises resulting from such causes. Nothing contained herein shall require the Grantor to take any action to restore the condition of the Premises after any Act of God or other such event over which the Grantor has no control, but the parties to this Conservation Restriction agree that in the event of damage to the Premises from such acts beyond the Grantor's control, that if it is desirable and feasible to restore the Premises, the parties will cooperate in attempting to do so.

#### IV. ACCESS

The Grantor hereby grants to the Grantee, or its duly authorized agents or representatives, the right to enter the Premises upon reasonable notice and at reasonable times, for the purpose of inspecting the Premises to determine compliance with or to enforce this Conservation Restriction. The Grantor also grants to the Grantee, after notice of a violation and failure of the Grantor to cure said violation, the right to enter the Premises for the purpose of taking any and all actions with respect to the Premises as may be necessary or appropriate to remedy or abate any violation hereof, including but not limited to the right to perform a survey of boundary lines. The Grantor shall cooperate reasonably with the Grantee to permit access to the Premises over abutting unrestricted land of the Grantor (from time to time as contemplated herein). In the event the Grantee desires access to the Premises by means of such other Grantor-owned land, the Grantee shall provide reasonable advance notice (not less than forty-eight (48) hours) and shall access the Premises solely by means of those areas specifically designated by the Grantor, and shall be accompanied by a representative of the Grantor (if required by the Grantor). With the exception of access by the Grantee, contemplated herein, the parties hereto agree that no right of access by the general public to any portion of the Premises is conveyed by this Conservation Restriction.

### V. EXTINGUISHMENT

- A. In General. If circumstances arise in the future such as render the purpose of this Conservation Restriction impossible to accomplish, this Restriction can only be terminated or extinguished, whether in whole or in part, by a court of competent jurisdiction under applicable law. If any change in conditions ever gives rise to extinguishment or other release of this Conservation Restriction under applicable law, then Grantee, on a subsequent sale, exchange, or involuntary conversion of the Premises, shall be entitled to a portion of the proceeds in accordance with paragraph B below, subject, however, to any applicable law which expressly provides for a different disposition of the proceeds. Grantee shall use its share of the proceeds in a manner consistent with the conservation purposes set forth herein.
- B. Proceeds. Grantor and Grantee agree that the donation of this Conservation Restriction gives rise to a real property right, immediately vested in the Grantee, with a

fair market value that is at least equal to the proportionate value that this Conservation Restriction, determined at the time of the gift, bears to the value of the unrestricted property at that time. Such proportionate value of the Grantee's property right shall remain constant.

C. Grantor/Grantee Cooperation Regarding Public Action. Whenever all or any part of the Premises or any interest therein is taken by public authority under power of eminent domain or other act of public authority, then the Grantor and the Grantee shall cooperate in recovering the full value of all direct and consequential damages resulting from such action. All related expenses incurred by the Grantor and the Grantee shall first be paid out of any recovered proceeds, and the remaining proceeds shall be distributed between the Grantor and Grantee in shares equal to such proportionate value. If a less than fee interest is taken, the proceeds shall be equitably allocated according to the nature of the interest taken. The Grantee shall use its share of the proceeds like a continuing trust in a manner consistent with the conservation purposes of this grant.

#### VI. ASSIGNABILITY

- A. Running of the Burden. The burdens of this Conservation Restriction shall run with the Premises in perpetuity and shall be enforceable against the Grantor and the successors and assigns of the Grantor holding any interest in the Premises.
- B. Execution of Instruments. The Grantee is authorized to record or file any notices or instruments appropriate to assuring the perpetual enforceability of this Conservation Restriction; the Grantor appoints the Grantee its attorney-in-fact to execute, acknowledge and deliver any such instruments on its behalf. Without limiting the foregoing, the Grantor hereby agrees to execute any such reasonable instruments upon the Grantee's request.
- C. Running of the Benefit. The benefits of this Conservation Restriction shall be in gross and shall not be assignable by the Grantee, except in the following instances:

As a condition of any assignment, the Grantee shall require that the purpose of this Conservation Restriction continues to be carried out; and the Assignee, at the time of the assignment, qualifies under Section 170(h) of the Internal Revenue Code of 1986, as amended, and applicable regulations thereunder, and is a donee eligible to receive this Conservation Restriction under Section 32 of Chapter 184 of the General Laws of Massachusetts. Any assignment will comply with Article 97 of the Amendments to the Constitution of the Commonwealth of Massachusetts, if applicable.

### VII. SUBSEQUENT TRANSFERS

The Grantor agrees to incorporate by reference the terms of this Conservation Restriction in any deed or other legal instrument by which it divests itself of any interest in all or a portion of the Premises, including a leasehold interest and to notify the Grantee within thirty (30) days of such transfer. Failure to do so shall not impair the validity or enforceability of this Conservation Restriction. Any transfer will comply with Article 97 of the Amendments to the Constitution of the Commonwealth of Massachusetts, if applicable.

The Grantor shall not be liable for violations occurring after its ownership. Liability for any acts or omissions occurring prior to any transfer and liability for any transfer if in violation of this Conservation Restriction shall survive the transfer. Any new owner shall cooperate in the restoration of the Premises or removal of violations caused by prior owner(s) and may be held responsible for any continuing violations.

Nothing contained herein shall be construed as impairing the ability of the Grantor to use the Premises as collateral for subsequent borrowing, provided that any mortgage or lien arising from such a borrowing would be subordinate to this Conservation Restriction.

#### VIII. ESTOPPEL CERTIFICATES

Upon request by the Grantor, the Grantee shall, within twenty (20) days, execute and deliver to the Grantor any document, including an estoppel certificate, which certifies the Grantor's compliance with any obligation of the Grantor contained in this Conservation Restriction.

### IX. NON MERGER

The parties intend that any future acquisition of the Premises shall not result in a merger of the Conservation Restriction into the fee. The Grantor agrees that it will not grant, and the Grantee agrees that it will not take, title to any part of the Premises without having first assigned this Conservation Restriction to ensure that merger does not occur.

#### X. AMENDMENT

If circumstances arise under which an amendment to or modification of this Conservation Restriction would be appropriate, Grantor and Grantee may jointly amend this Conservation Restriction; provided that no amendment shall be allowed that will affect the qualification of this Conservation Restriction or the status of Grantee under any applicable laws, including Section 170(h) of the Internal Revenue Code of 1986, as amended, or Sections 31-33 of Chapter 184 of the General Laws of Massachusetts. Any amendments to this Conservation Restriction shall occur only in exceptional circumstances. The Grantee will consider amendments only to correct an error or oversight, to clarify an ambiguity, or where there is a net gain in conservation value. All expenses of all parties in considering and/or implementing an amendment shall be borne by the persons or entity seeking the amendment. Any amendment shall be consistent with the purposes of this Conservation Restriction, shall not affect its perpetual duration, shall be approved by the Secretary of Energy and Environmental Affairs and if applicable, shall comply with the provisions of Article 97 of the Amendments to the

Constitution of the Commonwealth of Massachusetts, and any gifts, grants or funding requirements. Any amendment shall be recorded in the Middlesex (South) Registry of Deeds.

#### XI. EFFECTIVE DATE

This Conservation Restriction shall be effective when the Grantor and the Grantee have executed it, the administrative approvals required by Section 32 of Chapter 184 of the General Laws have been obtained, and it has been recorded in the Middlesex (South) Registry of Deeds. The Grantee shall record this instrument in timely manner in the Middlesex (South) Registry of Deeds.

#### XII. NOTICES

Any notice, demand, request, consent, approval or communication that either party desires or is required to give to the other shall be in writing and either served personally or sent by first class mail, postage pre-paid, addressed as follows:

To Grantor: Wakefield Municipal Gas & Light Department

480 North Avenue Wakefield MA 01880

To Grantee: Wakefield Conservation Commission

William J. Lee Memorial Town Hall

1 Lafayette Street Wakefield, MA 01880

With copy to: Wakefield Town Administrator

William J. Lee Memorial Town Hall

1 Lafayette Street Wakefield, MA 01880

or to such other address as any of the above parties shall designate from time to time by written notice to the other or that is reasonably ascertainable by the parties.

### XIII. GENERAL PROVISIONS

A. Controlling Law. The interpretation and performance of this Conservation Restriction shall be governed by the laws of the Commonwealth of Massachusetts.

- B. Liberal Construction. Any general rule of construction to the contrary notwithstanding, this Conservation Restriction shall be liberally construed in favor of the grant to effect the purpose of this Conservation Restriction and the policy and purposes of Massachusetts General Laws Chapter 184, Sections 31-33. If any provision in this instrument is found to be ambiguous, any interpretation consistent with the purpose of this Conservation Restriction that would render the provision valid shall be favored over any interpretation that would render it invalid.
- C. Severability. If any provision of this Conservation Restriction or the application thereof to any person or circumstance is found to be invalid, the remainder of the provision of this Conservation Restriction shall not be affected thereby.
- D. Entire Agreement. This instrument sets forth the entire agreement of the parties with respect to this Conservation Restriction and supersedes all prior discussions, negotiations, understandings or agreements relating to the Conservation Restriction, all of which are merged herein.

#### XIV. MISCELLANEOUS

Pre-existing Public Rights. Approval of this Conservation Restriction pursuant to M.G.L. Chapter 184, Section 32 by any municipal officials and by the Secretary of Energy and Environmental Affairs is not to be construed as representing the existence or non-existence of any pre-existing rights of the public, if any, in and to the Premises, and any such pre-existing rights of the public, if any, are not affected by the granting of this Conservation Restriction.

WAKEFIELD MUNICPAL GAS & LIGHT DEPARTMENT.

Peter Dion, its duly authorized

General Manager

COMMONWEALTH OF MASSACHUSETTS

ss: Middlesex

January 3/ , 2024

On this the day of January 2024, before me, the undersigned Notary Public, personally appeared Peter Dion, in his above-referenced capacity, proved to me through satisfactory evidence of identity, which was personal knowledge, to be the person whose name is signed on the preceding or attached document, and acknowledged to me that he signed it voluntarily for its stated purpose.

Signature of Notary Jublic

Printed Name of Notary Public

My Commission Expires: UY (

2030



### ACCEPTANCE OF GRANT BY THE CONSERVATION COMMISSION OF THE TOWN OF WAKEFIELD

The Conservation Commission of the Town of Wakefield hereby accepts the above Conservation Restriction pursuant to Section 8C of Chapter 40 of the General Laws of Massachusetts.

Frank J. Luciani, Chairman

Robet J. Romano

Kenneth Alepidis

Teresa Belmonte

Haley McHatton Ballou

Peter Miller

COMMONWEALTH OF MASSACHUSETTS

ss: Middlesex

January /4, 2024

On this the \$\sum\_{q}\$ day of January 2024, before me, the undersigned Notary Public, personally appeared Frank J. Luciani, Robert J. Romano, Kenneth Alepidis, Teresa Belmonte, Julie Giganti-Almeida, Haley McHatton Ballou and Peter Miller, proved to me through satisfactory evidence of identity, which was personal knowledge, to be the persons whose names are signed on the preceding or attached document, and acknowledged to me that they each signed it voluntarily for its stated purpose as a majority of the Conservation Commission of the Town of Wakefield.

Signature of Notary Public

Printed Name of Notary Public

My Commission Expires:

APPROVAL OF ACCEPTANCE OF GRANT BY THE TOWN COUNCIL

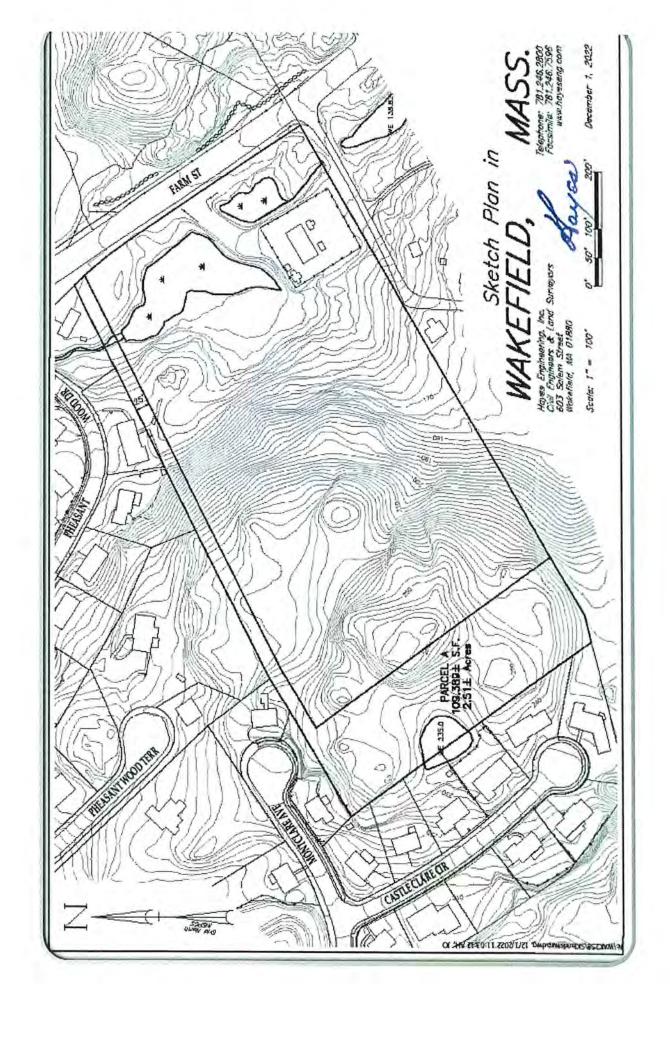
### OF THE TOWN OF WAKEFIELD

The Town Council of the Town of Wakefield hereby approves the acceptance by the Conservation Commission of the Town of Wakefield of the foregoing Conservation Restriction, pursuant to Section 8C of Chapter 40 of the General Laws of Massachusetts.

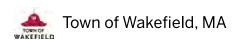
	Jonathan P. Chines, Chair
	Julie Smith-Galvin
	Mehreen N. Butt
	Anne P. Danehy
	Michael J. McLane
	Edward F. Dombroski, Jr.
	Robert E. Vincent, II
COMMONWEALTH O	F MASSACHUSETTS January, 2024
On this the day of January 2024, bet personally appeared Mehreen N. Butt, Julie Michael J. McLane, Edward F. Dombroski Vincent, II, proved to me through satisfacte personal knowledge, to be the persons who attached document, and acknowledged to refor its stated purpose as a majority of the T	e Smith-Galvin, Jonathan P. Chines, , Jr., Anne P. Danehy and Robert E. ory evidence of identity, which was see names are signed on the preceding or ne that they each signed it voluntarily
Signa	ture of Notary Public
	ed Name of Notary Public Commission Expires:,,

### APPROVAL BY SECRETARY OF ENERGY AND ENVIRONMENTAL AFFAIRS COMMONWEALTH OF MASSACHUSETTS

Affairs of the Commonwealth of Massac Conservation Restriction to the Tow	we Office of Energy and Environmental husetts, hereby certifies that the foregoing on of Wakefield, by and through its approved in the public interest pursuant to 4, Section 32.		
Dated:,, 2024			
	Rebecca Tepper, Secretary		
COMMONWEALT	H OF MASSACHUSETTS January , 2024		
	· <del></del>		
On this the day of January 2024, before me, the undersigned Notary Public, personally appeared Rebecca Tepper, in her above-referenced capacity, proved to me through satisfactory evidence of identity, which was personal knowledge, to be the person whose name is signed on the preceding or attached document, and acknowledged to me that she signed it voluntarily for its stated purpose.			
Si	gnature of Notary Public		
	inted Name of Notary Public		
M	y Commission Expires:,		



	Wakefield	9-Jan-24	23-Jan-24	06-Feb-24
Dept#	Department	28	30	32
эсрі т	Department	20	30	52
	Payroll W/H	402,924.34	39,709.43	390,453.00
	Town Council	122,469.29	16,824.15	1,629,056.53
	Finance	(22)100120	10,02 (110	110201000.00
	Accounting	295.00	3,885.40	27,295.00
	Assessors		10,000,10	532.09
	Treasurer	1,115,466.17	950,478.76	775,132.19
	Tax Collector	4,919.56	17,083.30	4,485.74
	Legal	10,682.31		403.00
	Data Processing			23,515.87
	Town Clerk	4,119.95	301.80	80.00
	Election/Registar			
	Conservation	290.00		
	Planning Board		217.69	
	Board of Appeals	1,005.33		
	General Insurance			
	Professional Med	100.00	400.00	
	Police	22,274.42	12,794.62	39,101.07
	Fire	8,499.47	13,369.62	3,716.38
	Fire Alarm	104.14	1,391.93	81.31
	Building Insp	554.46	899.55	169.87
	Emergency Mgmt		41.99	1,100.00
	Animal Inspector			41.5308.9
	Parking Clerk			
	School	331,387.84	427,397.30	669,769.24
	Public Works	147,547.56	1,130,590.11	1,396,471.84
	Street Lighting	241.60 0144.1	77.15777 5 53.13	1144431113321
	Light Dept	1,959,300.76	936,660.39	2,484,659.02
	Board of Health	7,729.48	20,069.47	15,567.16
	Council on Aging	2,067.76	6,505.22	2,420.00
	Veterans	-188	5,583.39	819.03
	Library	11,699.78	24,189.79	19,193.06
	Recreation	9,968.07		14,385.27
XXX	Misc Depts		516,092.79	965.00
	Retirement	1 1 1 1 1 1 1		
	Workers Comp	131,709.00		
	Unemployment	945.00		26,838.00
	Group Insurance	153,219.18	1,361,387.57	153,511.83
	Adjustments		1	
	Total	4,449,278.87	5,485,874.27	7,679,721.50
1		1,885,836.16	3,644,140.72	1,898,407.82
12		28,219.05	82,765.23	54,721.69
13			449,326.25	
20		42,571.54	115,990.93	82,810.15
21		53,640.19	70,457.83	240,250.74
30		11,988.00	69,821.46	1,641,951.90
35		342,400.00		23,718.75
60		342.80	82,184.89	694,068.66
61		15,081.21	31,292.30	548,969.69
62		1,959,300.76	936,660.39	2,484,659.02
63		104,087.44	121.91	675.04
82				2,1,0,10
84		4,462.50	2,412.36	
85		1,349.22	700.00	925.00
89			. 20,30	8,563.04
				2,200.01
	[	4,449,278.87	5,485,874.27	7,679,721.50
		0.00		



2/22/2024

CC-43

Class I & Class II License

Status: Active

Submitted On: 1/31/2024

**Primary Location** 

13 NEW SALEM ST Wakefield, MA 01880

Owner

MICHAEL TR ZAMMITTI - G &
M REALTY TRUST
13-17 NEW SALEM ST

WAKEFIELD. MA 01880

**Applicant** 

Mohammad Al Omari

**J** 603-275-7542

@ al\_omari1900@yahoo.com

13 new Salem st Wakefield, MA 01880

### License Info

License For\* Type of License\*

Class II New

Applicant Name(s):\* Business Name of the Concern\*

Mohammad Al-Omari ALOMARI LLC/ EZ AUTO CARE

Business Street Number\* Business Street Name\*

13 New Salem

Type of the Concern\*

Is this license for this year or next year?\*

corporation This year

If an association or a corporation, state full names, addresses and phone numbers and email addresses of the principal officers.

#### President:

Mohammad Al-Omari

Secretary:	
Mohammad Al-Omari	
Treasurer:	
Mohammad Al-Omari	
Additional Info	
Are you engaged principally in the business of buying, selling or exchanging motor vehicles? *	is your principal business the sale of new motor vehicles? *
Yes	No
Is your principal business the buying and selling of second hand motor vehicles? *	Is your principal business that of a motor vehicle junk dealer? *
Yes	No
Give a complete description of all the premises to be unincluding any restrictions. For renewals, this wording m	
Class II	
Are you a recognized agent of a motor vehicle manufacture? *	Have you a signed contract as required by Section 58, Class 1? *
No	No
Have you ever applied for a license to deal in second	In what city/town*
hand motor vehicles or parts thereof: *	North Andover
Yes	

For what year?\*

2021

Did you receive a license?\*

Yes

Has any license issued to you in Massachusetts or any other state to deal in motor vehicles or parts thereof ever been suspended or revoked? \* **License Number (for renewals see current license)** 

No

## e-Signature

I certify under the penalties of perjury that I, to my best knowledge and belief, have filed all state tax returns and paid all state taxes required under law. Social Security # or Federal Identification Number 84-2493945

Mohammad J Al-Omari Sep 21, 2023

This license will not be issued unless this certification clause is signed by the applicant. Your social security number will be furnished to the Massachusetts Department of Revenue to determine whether you have met tax filing or tax payment obligations. Licensees who fail to correct their non-filing or delinquency will be subject to license suspension or revocation. This request is made under the authority of Mass G. L. c. 62C § 49A.

### Historical Permit Data

■ Name	Permit Type
	<b>₽</b> Fee Due
	<b>△</b> City
<b>≙</b> State	Zip Code

<b>△</b> Business Phone	
Applicant Last	Applicant First
<b>≙</b> Email	<b>△</b> Permit No
<b>≙</b> Current	

## **Attachments**



## Please Attached a Copy of Your Bond

REQUIRED

alomari Ilc- bond.pdf Uploaded by Mohammad Al Omari on Jan 31, 2024 at 11:36 AM

# History

Date	Activity
9/21/2023, 6:43:01 AM	Mohammad Al Omari started a draft of Record CC-43
1/31/2024, 11:36:30 AM	Mohammad Al Omari submitted Record CC-43
1/31/2024, 11:36:31 AM	approval step Town Administrative Review was assigned to Sherri Dalton on Record CC-43
2/1/2024, 7:32:35 AM	Sherri Dalton altered Record CC-43, changed expirationDate from "" to Jan 01, 2025
2/1/2024, 7:38:48 AM	Sherri Dalton added the location 13 NEW SALEM ST, Wakefield MA 01880 to Record CC-43
2/1/2024, 7:39:06 AM	Sherri Dalton approved approval step Town Administrative Review on Record CC-43
2/1/2024, 9:44:33 AM	completed payment step Fee on Record CC-43

Date	Activity
2/1/2024, 9:44:34 AM	approval step Tax Department was assigned to Debra Ruehrwein on Record CC-43
2/22/2024, 1:36:43 PM	Sherri Dalton assigned approval step Tax Department to Kathy Kelly on Record CC-43

# Timeline

Label	Activated	Completed	Assignee	Due Date
✓ Town Administrative Review	1/31/2024, 11:36:30 AM	2/1/2024, 7:39:06 AM	Sherri Dalton	-
\$ Fee	2/1/2024, 7:39:06 AM	2/1/2024, 9:44:33 AM	Mohammad Al Omari	-
✓ Tax Department	2/1/2024, 9:44:34 AM	-	Kathy Kelly	-
<ul><li>✓ Town</li><li>Administrative</li><li>Approval</li></ul>	-	-	-	-
Class 2 License Issuance This Year	-	-	-	-

From: Karen L Burke
To: Sherri Dalton
Subject: COA Donations

**Date**: Friday, February 16, 2024 11:03:40 AM

Good morning Sherri,

I have donations to submit for acceptance for the next Town Council meeting.

\$75 in checks, \$20 cash to total \$95. Have a nice weekend.

Thank you,

Karen

Karen L. Burke Director, Council on Aging Town of Wakefield 30 Converse St., Wakefield, MA 01880

Ph. (781)245-3312 | Em: <a href="mailto:kburke1@wakefield.ma.us">kburke1@wakefield.ma.us</a>
Website: <a href="https://www.wakefield.ma.us/senior-center">https://www.wakefield.ma.us/senior-center</a>

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