

TOWN OF WAKEFIELD

Summary of Expenditures of Prior Periods With Estimates For the Fiscal Period of 2025
Fire Department

EOC	Dept/Appropriation	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	+/- \$	+/- %
1	Personal Services	5,908,388.00	6,106,411.00	6,054,032.00	6,430,817.00	3,214,882.20	7,168,454.00	7,168,454.00	0.00	737,637.00	11.47%
2	Contractual Services	117,114.00	120,058.00	121,700.00	131,100.00	97,540.98	139,100.00	139,100.00	0.00	8,000.00	6.10%
3	Materials & Supplies	148,593.00	146,911.00	148,600.00	152,600.00	53,643.85	155,600.00	155,600.00	0.00	3,000.00	1.97%
4	Sundry Charges	3,000.00	3,000.00	3,000.00	3,000.00	1,797.96	3,000.00	3,000.00	0.00	0.00	0.00%
DEPARTMENT TOTAL		6,177,095.00	6,376,380.00	6,327,332.00	6,717,517.00	3,367,864.99	7,466,154.00	7,466,154.00	0.00	748,637.00	11.14%
	RFT/SUPPLEMENTAL	120,000.00		52,380.00							
	ARPA	100,000.00		175,000.00							

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Fire Department

EOC	Dept/Appropriation	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
1	Personal Services								
	5111 Regular Salaries	3,976,789.00	4,536,615.00	4,408,494.00	4,557,325.00	2,254,753.20	5,033,726.00	5,033,726.00	0.00
	5114 Clerical	62,608.00	89,501.00	65,156.00	68,774.00	32,897.00	66,794.00	66,794.00	0.00
	5132 Overtime	908,416.00	417,003.00	530,000.00	580,000.00	398,792.57	630,000.00	630,000.00	0.00
	5139 Misc. Overtime	51,835.00	56,048.00	55,000.00	55,000.00	33,670.42	55,000.00	55,000.00	0.00
	5143 Substitution	8,294.00	16,624.00	8,000.00	8,000.00	8,729.25	8,000.00	8,000.00	0.00
	5144 Designated FF	1,760.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	5146 Holidays	325,348.00	355,143.00	338,824.00	349,824.00	149,625.82	367,166.00	367,166.00	0.00
	5101 Commercial License Stipend	4,435.00	4,886.00	4,893.00	4,893.00	1,787.52	5,121.00	5,121.00	0.00
	5148 EMT	307,967.00	371,759.00	384,090.00	482,884.00	192,501.96	570,185.00	570,185.00	0.00
	5149 Perfect Attendance bonus	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	5192 Educational Incentive	241,387.00	237,576.00	237,576.00	302,118.00	130,506.00	358,800.00	358,800.00	0.00
	5195 Special Courses	1,860.00	1,481.00	3,000.00	3,000.00	2,880.00	6,000.00	6,000.00	0.00
	5145 EMS Coordinator stipend	17,689.00	19,775.00	18,999.00	18,999.00	8,738.46	22,662.00	22,662.00	0.00
	Fitness Stipend	0.00	0.00	0.00	0.00	0.00	45,000.00	45,000.00	
	TOTAL PERSONAL SERVICES	5,908,388.00	6,106,411.00	6,054,032.00	6,430,817.00	3,214,882.20	7,168,454.00	7,168,454.00	0.00
	RFT/SUPPLEMENTAL	120,000.00		52,380.00					
	ARPA	100,000.00		143,000.00					

TOWN OF WAKEFIELD

Summary of Expenditures of Prior Periods With Estimates For the Fiscal Period of 2025
Fire Department

EOC	Dept/Appropriation	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
2	CONTRACTUAL SERVICES								
	5243 Maintenance Auto	37,000.00	37,000.00	37,000.00	40,000.00	33,170.96	45,000.00	45,000.00	0.00
	5244 Repair Office Equip	4,339.00	4,416.00	4,600.00	4,600.00	907.80	4,600.00	4,600.00	0.00
	5245 Misc. Equipment Repair	18,000.00	18,000.00	18,000.00	18,000.00	12,284.31	18,000.00	18,000.00	0.00
	5246 Maintenance Radio	8,000.00	8,000.00	8,000.00	12,000.00	12,000.00	15,000.00	15,000.00	0.00
	5276 Metrofire	3,840.00	6,500.00	6,500.00	6,500.00	6,326.00	6,500.00	6,500.00	0.00
	5301 Advertising	3,600.00	3,600.00	3,600.00	4,000.00	3,960.00	4,000.00	4,000.00	0.00
	5302 EMT Certification / Training	26,000.00	24,731.00	26,000.00	26,000.00	15,743.46	26,000.00	26,000.00	0.00
	5306 Printing / Stationary	638.00	1,000.00	1,000.00	1,000.00	669.00	1,000.00	1,000.00	0.00
	5340 Postage	500.00	500.00	500.00	500.00	0.00	500.00	500.00	0.00
	5341 Telephone	11,708.00	12,811.00	13,000.00	15,000.00	9,818.69	15,000.00	15,000.00	0.00
	5351 Travel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	5399 Unclassified	3,489.00	3,500.00	3,500.00	3,500.00	2,660.76	3,500.00	3,500.00	0.00
	TOTAL CONTRACTUAL	117,114.00	120,058.00	121,700.00	131,100.00	97,540.98	139,100.00	139,100.00	0.00
	RFT			10,000.00					
	ARPA								

TOWN OF WAKEFIELD

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Fire Department

EOC	Dept/Appropriation	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
4	MATERIALS & SUPPLIES								
	5422 Office Supplies	1,500.00	1,500.00	1,500.00	1,500.00	711.85	1,500.00	1,500.00	0.00
	5423 Reprod/Comp Supplies	393.00	400.00	400.00	400.00	0.00	400.00	400.00	0.00
	5431 Building Maintenance	2,091.00	2,000.00	2,000.00	2,000.00	249.57	2,000.00	2,000.00	0.00
	5481 M.V. Parts & Acc	25,550.00	25,000.00	25,000.00	28,000.00	15,148.28	31,000.00	31,000.00	0.00
	5482 Gasoline & Oil	32,036.00	24,312.00	26,000.00	30,000.00	9,723.02	30,000.00	30,000.00	0.00
	5483 Tires - Automotive	5,503.00	6,000.00	6,000.00	6,000.00	0.00	6,000.00	6,000.00	0.00
	5500 Electrical Supplies	250.00	249.00	250.00	250.00	0.00	250.00	250.00	0.00
	5502 Medical Supplies	9,000.00	9,000.00	9,000.00	6,000.00	876.25	6,000.00	6,000.00	0.00
	5511 Books/Publications	238.00	250.00	250.00	250.00	0.00	250.00	250.00	0.00
	5512 Education Supplies	652.00	1,000.00	1,000.00	1,000.00	339.18	1,000.00	1,000.00	0.00
	5535 Hardware	1,000.00	1,000.00	1,000.00	1,000.00	940.88	1,000.00	1,000.00	0.00
	5537 Misc. Equipment	2,500.00	2,500.00	2,500.00	2,500.00	2,500.00	2,500.00	2,500.00	0.00
	5540 Other Mat & Supplies	3,960.00	4,000.00	4,000.00	4,000.00	4,000.00	4,000.00	4,000.00	0.00
	5591 Public Safety Materials	11,469.00	16,000.00	16,000.00	16,000.00	1,910.00	16,000.00	16,000.00	0.00
	5593 Uniforms/Clothing	52,451.00	53,700.00	53,700.00	53,700.00	17,244.82	53,700.00	53,700.00	0.00
	TOTAL MATERIALS & SUPP	148,593.00	146,911.00	148,600.00	152,600.00	53,643.85	155,600.00	155,600.00	0.00
	RFT								
	ARPA			22,000.00					

Budget No. 17
 Dept 220

TOWN OF WAKEFIELD

Summary of Expenditures of Prior Periods With Estimates For the Fiscal Period of 2025
 Fire Department

EOC	Dept/Appropriation	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
	7 SUNDRY CHARGES								
	5731 Dues/Memberships	3,000.00	3,000.00	3,000.00	3,000.00	1,797.96	3,000.00	3,000.00	0.00
	TOTAL SUNDRY CHARGES	3,000.00	3,000.00	3,000.00	3,000.00	1,797.96	3,000.00	3,000.00	0.00

TOWN OF WAKEFIELD

DEPARTMENT OF PUBLIC WORKS

Summary Of Expenditures Of Prior Period With Estimates For The Fiscal Period Of 2025

MASTER BUDGET SUMMARY (Budgets 29, 30, 31, 32)

	Actual Expend. FY2022	Actual Expend. FY2023	Approp. FY2023	Approp. FY2024	Director's Needs Based Request FY2025	Town Admin./Dir. Request For FY2025	Increase/ (Decrease) + / -
DPW - #29	6,243,021	6,184,250	6,734,130	6,970,569	7,252,058	7,252,058	281,489 4.0382%
Snow & Ice - #30	849,887.83	702,797.55	850,000	850,000	1,948,973	850,000	
DPW Tax Supported	7,092,908	6,887,048	7,584,130	7,820,569	9,201,031	8,102,058	
DPW SEWER - #31	8,809,294	8,890,252	9,148,699	9,344,988	9,367,204	9,367,204	22,216 0.2377% <i>with MWRA</i>
							110,927 1.1870% <i>without MWRA</i>
DPW WATER - #32	5,953,466	6,026,924	6,204,494	7,229,715	7,470,570	7,470,570	240,855 3.3315% <i>with MWRA</i>
							265,490 3.672% <i>without MWRA</i>

Budget Information - FY2024

Fiscal Year Budget	FY2025		
Previous Fiscal Year	FY2024		
2 Previous Fiscal Years	FY2023		
3 Previous Fiscal Years	FY2022		
Expenditures Thru	12/31/23		
Salary first half	13	7/1/24 to 12/31/24	13 Bi-Weeks
Salary second half	13	1/1/25 to 6/30/25	13 Bi-Weeks

Summary Of Expenditures Of Prior Period With Estimates For The Fiscal Period Of 2025

<u>Division</u>	<u>W/S Adj.</u>	<u>Notes</u>
Administration	0.50	
Engineering	0.50	
Fleet	4.00	Divided by 4
Buildings	0.200	
Highway	2.00	One salary divided by 2

Salary Charts

Fiscal Year 2025 Salary Chart
July 1, 2023 to December 31, 2023
January 1, 2024 to June 30, 2024

Note:

1. Revise Information above each year. The information in each worksheet will be updated
2. Update budget numbers - **be careful of formulas**

DEPARTMENT OF PUBLIC WORKS

DPW - #29

Summary Of Expenditures Of Prior Period With Estimates For The Fiscal Period Of 2025

Dept/Appropriation	Actual Expend. FY2022	Actual Expend. FY2023	Approp. FY2023	Approp. FY2024	FY2024 Exp. Thru 12/31/23	Directors Request For FY2025	Town Admin. Request For FY2025	
1 Personal Services								
40 Administration	195,694.00	207,092	207,092	216,787	244,316	236,080	236,080	19,293
41 Engineering	309,541.00	324,785	326,600	347,032	345,083	367,172	367,172	20,140
42 Fleet Maintenance	357,409.85	368,940	389,230	389,466	135,529	408,019	408,019	18,553
43 Buildings	784,526.00	821,296	821,296	866,792	355,057	970,536	970,536	103,744
44 Forestry & Parks	937,204.65	923,083	972,141	1,006,197	488,267	1,046,738	1,046,738	40,541
45 Cemetery	231,859.00	176,500	335,196	347,226	163,662	347,509	347,509	283
46 Highway	1,172,061.00	1,194,790	1,194,790	1,258,529	554,513	1,275,230	1,275,230	16,701
Account Total	3,988,295.50	4,016,487	4,246,345	4,432,029	2,286,426	4,651,284	4,651,284	219,255
2 Purchase of Services								
40 Administration	24,091.77	26,600	26,600	31,600	6,810.34	31,600.00	31,600	
41 Engineering	108,937.63	26,320.04	187,000.00	202,000.00	98,800.20	224,950.00	224,950.00	22,950
42 Fleet Maintenance	96,700.00	96,673.83	96,700.00	96,700.00	39,784.36	111,700.00	111,700.00	15,000
43 Buildings	767,947.69	847,678.57	878,380	899,965.00	396,132.80	903,749	903,749	3,784
44 Forestry & Parks	198,250.00	201,935.02	203,250.00	203,250.00	111,489.18	214,750.00	214,750.00	11,500
45 Cemetery	17,700.00	17,700.00	17,700.00	17,700.00	-1,062.50	20,700.00	20,700.00	3,000
46 Highway	335,238.15	264,934.95	352,550.00	352,550.00	45,057.73	352,550.00	352,550.00	
Account Total	1,548,865.24	1,481,842.41	1,762,180	1,803,765.00	697,012	1,859,999	1,859,999	56,234
4 Materials & Supplies								
40 Administration	8,591.57	5,878.64	8,600.00	8,600	3,011	8,600	8,600	
41 Engineering	8,800.00	8,132.62	8,800.00	8,800	2,079	9,800	9,800	1,000
42 Fleet Maintenance	260,800.00	270,430.00	270,430.00	279,600	130,192	279,600	279,600	
43 Buildings	126,100.00	125,770.45	126,100.00	126,100	86,850	126,100	126,100	
44 Forestry & Parks	123,383.92	119,840.38	131,850.00	131,850	42,963	136,850	136,850	5,000
45 Cemetery	23,532.84	18,386.58	24,500.00	24,500	4,069	24,500	24,500	
46 Highway	151,044.11	134,941.89	151,200.00	151,200	69,834	151,200	151,200	
Account Total	702,252.44	683,380.56	721,480.00	730,650.00	338,996	736,650	736,650	6,000
7 Other Charges - Dues & Memberships								
40 Administration	906	850	1,000	1,000	215	1,000	1,000	
41 Engineering	1,522.13	980	1,800	1,800	80	1,800	1,800	
42 Fleet Maintenance	325	325	325	325	525	325	325	
43 Buildings	250	250	250	250	585	250	250	
44 Forestry & Parks	220.00	135	300	300	100	300	300	
45 Cemetery	200	0	200	200	0	200	200	
46 Highway	185	0	250	250	0	250	250	

DEPARTMENT OF PUBLIC WORKS

DPW - #29

Summary Of Expenditures Of Prior Period With Estimates For The Fiscal Period Of 2025

Account Total	3,608.13	2,540	4,125.00	4,125.00	1,505	4,125	4,125.00	
TOTAL	6,243,021	6,184,250	6,734,130	6,970,569	3,323,939	7,252,058	7,252,058	281,489

DEPARTMENT OF PUBLIC WORKS
DPW - #29
Summary Of Expenditures Of Prior Period With Estimates For The Fiscal Period Of 2025
Purchase of Services

Dept/Appropriation	Actual Expend. FY2022	Actual Expend. FY2023	Approp. FY2023	Approp. FY2024	FY2024 Exp. Thru 12/31/23	Directors Request For FY2025	Town Admin. Request For FY2025	
40 ADMINISTRATION								
24400 Equip. Maint. Office / Software Licenses	9,158	10,734.30	12,500	17,500	1,051.65	17,500	17,500	
27500 Training	3,590	9,560.80	3,500	3,500	3,499.50	3,500	3,500	
30100 Advertising	4,008	2,832.00	4,000	4,000	1,320.00	4,000	4,000	
30600 Printing & Binding	3,595	483.20	1,200	1,200	0.00	1,200	1,200	
31500 Professional Medical - D & A Program	1,064	1,625.00	4,000	4,000	0.00	4,000	4,000	
34000 Postage	2,107	156.46	200	200	214.09	200	200	
35100 Travel in Commonwealth	10	45.00	200	200	0.00	200	200	
39900 Not Classified	560	1,163.24	1,000	1,000	725.10	1,000	1,000	
Account Total	24,092	26,600.00	26,600	31,600	6,810.34	31,600	31,600	0
41 ENGINEERING								
24800 Equip. Maint. & Software	23,894	25,921.68	25,000	40,000	31,899	45,000	45,000	5,000
27500 Training	2,250	1,737.00	2,250	2,250	675	3,500	3,500	1,250
27700 Reimb. Clothing / Safety and Weather	4,472	3,600.00	3,100	3,100	5,600	4,800	4,800	1,700
31600 Professional Serv.	3,500	3,500.00	3,500	3,500	1,500	3,500	3,500	
32500 Recording Fees	217	108.25	250	250	108	250	250	
39900 Not Classified	2,668	2,448.17	2,900	2,900	916	2,900	2,900	
31001 Prof. Serv. NPDES - Stormwater Program	71,938	(10,995.06)	150,000	150,000	58,102	150,000	150,000	
Prof. Serv. GIS						15,000	15,000	15,000
Account Total	108,937.63	26,320.04	187,000	202,000	98,800.20	224,950	224,950	22,950
42 FLEET MAINTENANCE								
21900 Hazardous Waste Disposal	5,087	1,153.71	8,000	8,000	0.00	8,000	8,000	
24300 Equip. Maint. Motor	10,827	(2,437.23)	5,000	5,000	0.00	5,000	5,000	
24600 Equip. Maint. Radio	1,973	774.83	2,500	2,500	0.00	2,500	2,500	
24700 Equip. Maint. - Computer & Software Licenses	3,251	0.00	3,000	3,000	3,845.00	3,000	3,000	
24800 Equip. Maint. Equip.	60,982	75,450.58	60,000	60,000	19,058.06	75,000	75,000	15,000
27500 Training	3,498	3,473.54	3,500	3,500	3,023.11	3,500	3,500	
27700 Clothing - Safety & Weather	2,437	3,111.72	3,600	3,600	1,541.12	3,600	3,600	
31600 Prof. Services Other	1,033	7,597.37	3,500	3,500	6,073.38	3,500	3,500	
39900 Not Classified	1,228	2,956.17	900	900	700.00	900	900	
48200 Oil Additives		1,571.43			162.92			
48600 Vehicle Inspections	3,985	2,973.95	4,200	4,200	2,456.75	4,200	4,200	
54600 Tool Allowance	2,400	47.76	2,500	2,500	2,924.02	2,500	2,500	

DEPARTMENT OF PUBLIC WORKS

DPW - #29

Summary Of Expenditures Of Prior Period With Estimates For The Fiscal Period Of 2025

Account Total	96,700	96,673.83	96,700	96,700	39,784.36	111,700	111,700	15,000
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DEPARTMENT OF PUBLIC WORKS
DPW - #29
Summary Of Expenditures Of Prior Period With Estimates For The Fiscal Period Of 2025
Purchase of Services

Dept/Appropriation		Actual Expend. FY2022	Actual Expend. FY2023	Approp. FY2023	Approp. FY2024	FY2024 Exp. Thru 12/31/23	Directors Request For FY2025	Town Admin. Request For FY2025	
43	BUILDINGS								
21000	Electric Maintenance Improvement	13,898	15,827.40	15,000	15,000	0.00	15,000	15,000	
21100	Electricity/Natural Gas	401,136	367,560.01	461,530	492,174	178,594.93	497,096	497,096	4,922
24000	HVAC (Civic Center / General)	53,533	140,996.18	160,850	160,850	102,118.16	160,850	160,850	
24100	Bldg Maint & Improv (includes \$35,000 TW paint)	111,002	110,241.27	108,000	108,000	32,054.44	108,000	108,000	
25100	Boiler Maint.	1,655	899.32	3,500	3,500	650.00	3,500	3,500	
25200	Air Cond. Maint.	3,747	1,564.77	4,000	4,000	0.00	4,000	4,000	
27000	Elevator Maint	20,539	21,283.50	21,000	21,000	8,022.00	21,000	21,000	
27100	Equip. Rental	12,912	16,497.00	16,000	16,000	10,807.31	16,000	16,000	
27300	Vehicle Allowance	4,000	4,000.00	4,000	4,000	4,000.00	4,000	4,000	
27500	Training	4,855	13,002.61	4,500	4,500	4,150.00	4,500	4,500	
31003	Roof Repairs - Town Wide	62,746	64,904.25	100,000	100,000	26,774.00	100,000	100,000	
34100	Telephone	45,183	52,794.43	55,000	55,000	26,031.27	55,000	55,000	
39900	Not Classified & Software Licenses	3,951	3,107.83	5,000	5,000	2,879.93	5,000	5,000	
40461	Security - Town Wide	28,394	35,000.00	35,000	35,000	0.00	35,000	35,000	
53500	General Hardware Minor Tools	397				50.76			
	Civic Center (revolving) / Commn St. Rental			-115,000	-124,059		-125,197	-125,197	(1,138)
	Account Total	767,948	847,678.57	878,380	899,965	396,132.80	903,749	903,749	3,784
44	FORESTRY & PARKS								
24800	Equip. Maint. Equip.	6,736.51	5,423.67	7,000	7,000	3,093	7,000	7,000	
25300	Fence Repair	8,691.25	24,720.34	9,000	9,000	5,679	9,000	9,000	
25301	Tree Spraying	16,546.94	19,980.00	20,000	20,000	169	20,000	20,000	
25303	Tree Removal Equipment Rental	29,973.00	25,422.00	35,000	35,000	27,932	35,000	35,000	
27100	Equipment Rental	1,738.50	2,995.00	3,000	3,000	500	3,000	3,000	
27500	Training	4,761.64	4,582.01	5,000	5,000	3,870	5,000	5,000	
30900	Goose Mgt	27,500.00	23,220.00	27,500	27,500	15,480	27,500	27,500	
31600	Prof. Services Other	93,618.55	89,011.64	88,500	88,500	54,207	100,000	100,000	11,500
33200	Painting Flag Poles	3,500.00	3,165.00	3,500	3,500	0	3,500	3,500	
35100	Travel in Commonwealth	0.00	0.00	150	150	0	150	150	
39900	Not Classified	5,183.61	3,415.36	4,600	4,600	560	4,600	4,600	
	Account Total	198,250	201,935	203,250	203,250	111,489.18	214,750	214,750	11,500

DEPARTMENT OF PUBLIC WORKS
DPW - #29
Summary Of Expenditures Of Prior Period With Estimates For The Fiscal Period Of 2025
Purchase of Services

Dept/Appropriation	Actual Expend. FY2022	Actual Expend. FY2023	Approp. FY2023	Approp. FY2024	FY2024 Exp. Thru 12/31/23	Directors Request For FY2025	Town Admin. Request For FY2025	
45 CEMETERY								
27100 Equipment Rental	0	57	500	500	0.00	500	500	
27500 Training	1,483	2,075	1,500	1,500	633.00	1,500	1,500	
31600 Professional Services	13,784	14,668	14,500	14,500	(1,975.50)	17,500	17,500	3,000
32500 Recording Fees	0	270	200	200	0.00	200	200	
39900 Not Classified	2,434	630	1,000	1,000	280.00	1,000	1,000	
Account Total	17,700	17,700	17,700	17,700	(1,062.50)	20,700	20,700	3,000
46 HIGHWAY								
24800 Equip. Maint. Equip.	1,470	8,585.26	1,000	1,000	583	1,000	1,000	
25300 Fence Repair	4,199	6,290.00	4,500	4,500	0	4,500	4,500	
25400 Street Sweeping	45,000	45,000.00	45,000	45,000	20,370	45,000	45,000	
25500 C.B. Cleaning	44,084	56,925.40	50,000	50,000	1,195	50,000	50,000	
25600 Traffic Lines	59,161	56,637.93	55,000	55,000	0	55,000	55,000	
25700 Bit. Conc. (in place)	21,180	24,753.77	30,000	30,000	268	30,000	30,000	
25800 Surface Treatment	27,500	19,171.72	27,500	27,500	0	27,500	27,500	
27100 Equip. Rental	3,545	3,323.05	2,500	2,500	1,257	2,500	2,500	
27500 Training	3,763	9,972.22	3,500	3,500	2,762	3,500	3,500	
32600 Veh. Towing	0	0.00	150	150	0	150	150	
35100 Travel in Commonwealth	0	0.00	100	100	0	100	100	
39300 Weather Reports	1,695	1,895.00	1,800	1,800	0	1,800	1,800	
39400 Sidewalk Repair	46,688	17,910.65	55,000	55,000	240	55,000	55,000	
39900 Not Classified	1,954	3,469.95	1,500	1,500	3,592	1,500	1,500	
52700 Drainage Repair & Maintenance	75,000	11,000.00	75,000	75,000	14,790	75,000	75,000	
Account Total	335,238	264,934.95	352,550	352,550	45,057.73	352,550	352,550	0

DEPARTMENT OF PUBLIC WORKS
DPW - #29
Summary Of Expenditures Of Prior Period With Estimates For The Fiscal Period Of 2025
Materials & Supplies

Dept/Appropriation	Actual Expend. FY2022	Actual Expend. FY2023	Approp. FY2023	Approp. FY2024	FY2024 Exp. Thru 12/31/23	Directors Request For FY2025	Town Admin. Request For FY2025	
40 ADMINISTRATION								
42200 Office Supplies	6,327.89	3,216.97	7,000	7,000	1,115.15	7,000	7,000	
42300 Reproducing & Computer Supplies	300.00	0.00	1,000	1,000	0.00	1,000	1,000	
54000 Other Materials & Supplies	900.85	2,661.67	100	100	1,895.83	100	100	
88110 Safety Equipment	1,062.83	0.00	500	500	0.00	500	500	
Account Total	8,591.57	5,878.64	8,600	8,600	3,010.98	8,600	8,600	0
41 ENGINEERING								
42500 Paper Stock	1,520.81	960.79	1,500	1,500	908	2,500	2,500	1,000
46000 Engineering Supplies	5,274.39	5,142.25	5,000	5,000	622	5,000	5,000	
54000 Other Materials & Supplies	1,242.31	1,289.45	1,300	1,300	549	1,300	1,300	
88110 Safety Equipment	762.49	740.13	1,000	1,000	0	1,000	1,000	
Account Total	8,800	8,132.62	8,800	8,800	2,079.01	9,800	9,800	1,000
42 FLEET MAINTENANCE								
41200 Fuel Motor - Vehicles	111,118	74,214.26	111,330	120,500	63,486.99	120,500	120,500	0
48200 Oil & Additives	10,341	5,083.76	10,000	10,000	2,867.94	10,000	10,000	
48300 Tires - Automotive	15,734	27,265.07	12,000	12,000	9,752.91	12,000	12,000	
48400 Engine Repair	33,000	43,293.93	33,000	33,000	6,031.02	33,000	33,000	
48500 Power Train Repair	38,593	50,668.74	38,500	38,500	49,470.83	38,500	38,500	
-7965.6 G. Hdwr. & Software (Minor Tools)	13,504	11,683.47	16,000	16,000	2,963.17	16,000	16,000	
53800 Automotive Supplies	36,895	52,484.37	45,000	45,000	(7,965.60)	45,000	45,000	
54000 Other Materials & Supplies	1,118	3,571.24	2,100	2,100	3,267.26	2,100	2,100	
88100 Safety Equipment	498	354.49	2,500	2,500	264.66	2,500	2,500	
88110 Safety Equipment Improvement		1,810.67			52.32			
Account Total	260,800	270,430.00	270,430	279,600	130,191.50	279,600	279,600	0

DEPARTMENT OF PUBLIC WORKS
DPW - #29
Summary Of Expenditures Of Prior Period With Estimates For The Fiscal Period Of 2025
Materials & Supplies

Dept/Appropriation	Actual Expend. FY2022	Actual Expend. FY2023	Approp. FY2023	Approp. FY2024	FY2024 Exp. Thru 12/31/23	Directors Request For FY2025	Town Admin. Request For FY2025	
43 BUILDINGS								
41100 Fuel - Heating	2,000	800.00	2,000	2,000	0.00	2,000	2,000	
42700 Plumb., Heating., Ventl.	16,295	13,596.25	14,000	14,000	9,321.64	14,000	14,000	
42800 Lumber	10,338	10,865.89	10,000	10,000	4,907.33	10,000	10,000	
45200 Janitorial Supplies	33,222	32,475.65	32,500	32,500	23,140.12	32,500	32,500	
50000 Electrical Supplies	25,000	23,537.19	25,000	25,000	22,229.24	25,000	25,000	
50300 Painting Supplies	5,870	3,521.97	6,000	6,000	2,343.08	6,000	6,000	
53500 Gen. Hrdwr. & Tools	5,493	6,905.20	7,000	7,000	4,566.20	7,000	7,000	
54000 Other Materials & Supplies	13,574	16,501.39	13,000	13,000	13,164.85	13,000	13,000	
54600 Tools	2,400	4,119.50	3,000	3,000	1,357.57	3,000	3,000	
59300 Clothing - Safety & Weather	2,280	3,511.12	3,600	3,600	800.00	3,600	3,600	
88100 Safety Equipment & Services	9,628	9,936.29	10,000	10,000	5,019.78	10,000	10,000	
Account Total	126,100	125,770.45	126,100	126,100	86,849.81	126,100	126,100	0
44 FORESTRY & PARKS								
46100 Agricultural Supplies	41,714	41,485.60	50,000	50,000	16,345	50,000	50,000	
46300 Rubber Artificial Fields	20,000	19,200.00	20,000	20,000	0	25,000	25,000	5,000
50300 Painting Supplies	5,409	3,741.20	6,000	6,000	2,394	6,000	6,000	
51500 Gravel & Loam	16,348	11,161.29	11,500	11,500	6,267	11,500	11,500	
51601 Trees	15,000	9,532.25	15,000	15,000	5,312	15,000	15,000	
53200 Chemicals	128	331.97	750	750	54	750	750	
53500 Gen. Hdwr. & Supplies	7,778	16,951.06	10,000	10,000	5,133	10,000	10,000	
54000 Other Materials & Supplies	11,324	12,017.20	12,000	12,000	4,932	12,000	12,000	
59300 Clothing - Safety & Weather	3,600	3,561.63	3,600	3,600	1,000	3,600	3,600	
88100 Safety Equipment	2,084	1,858.18	3,000	3,000	1,525	3,000	3,000	
Account Total	123,384	119,840.38	131,850	131,850	42,962.73	136,850	136,850	5,000

DEPARTMENT OF PUBLIC WORKS
DPW - #29
Summary Of Expenditures Of Prior Period With Estimates For The Fiscal Period Of 2025
Materials & Supplies

Dept/Appropriation	Actual Expend. FY2022	Actual Expend. FY2023	Approp. FY2023	Approp. FY2024	FY2024 Exp. Thru 12/31/23	Directors Request For FY2025	Town Admin. Request For FY2025	
45 CEMETERY								
46100 Agricultural Supplies	3,500	2,196.70	3,500	3,500	442	3,500	3,500	
51500 Gravel & Loam	5,109	3,475.50	5,000	5,000	599	5,000	5,000	
52800 Foundations / Vaults	7,500	5,044.64	7,500	7,500	1,097	7,500	7,500	
53500 Gen. Hdwr. & Supplies	3,229	3,809.54	4,000	4,000	1,831	4,000	4,000	
54000 Other Materials & Supplies	2,000	1,992.01	2,000	2,000	42	2,000	2,000	
59300 Clothing - Safety & Weather	696	1,314.37	1,000	1,000	0	1,000	1,000	
88100 Safety Equipment	1,500	553.82	1,500	1,500	58	1,500	1,500	
Account Total	23,533	18,386.58	24,500	24,500	4,068.56	24,500	24,500	0
46 HIGHWAY								
51400 Patching	54,656	69,102.06	75,000	75,000	24,276	75,000	75,000	
52600 Sidewalk Repair	17,241	8,722.90	15,000	15,000	17,579	15,000	15,000	
52700 Drainage	10,901	12,813.68	12,000	12,000	10,241	12,000	12,000	
53500 Gen. Hdwr. & Tools	12,854	2,699.33	4,000	4,000	2,245	4,000	4,000	
53700 Misc. Equip	1,041	29.84	600	600	253	600	600	
54000 Other Materials & Supplies	7,153	3,633.82	5,000	5,000	1,415	5,000	5,000	
54100 Street & Traffic Signs	40,983	28,103.79	30,000	30,000	10,580	30,000	30,000	
59300 Clothing - Safety & Weather	2,160	5,476.00	5,600	5,600	880	5,600	5,600	
88100 Safety Equipment	4,055	4,360.47	4,000	4,000	2,365	4,000	4,000	
Account Total	151,044	134,941.89	151,200	151,200	69,833.64	151,200	151,200	0

Department of Public Works
Summary Of Expenditures Of Prior Period With Estimates For The Fiscal Period Of 2025
Water Division

Dept/Appropriation	Expend. FY2022	Expend. FY2023	Approp. FY2023	Approp. FY2024	FY2024 Exp. Thru 12/31/23	Director's Request For FY2025	Town Admin. Request For FY2025	
1 Personal Services	1,066,061.27	1,355,503.64	1,404,175	1,479,618	934,572	1,544,928	1,544,928	65,310
2 Purchase of Services	450,036.10	455,620.18	503,175	503,175	177,151	504,675	504,675	1,500
4 Materials & Supplies	247,500.00	247,500.00	247,500	247,500	122,626	247,500	247,500	
6 Intergovernmental	2,842,135.54	2,623,975.82	2,627,209	3,345,982	1,668,865	3,321,347	3,321,347	(24,635)
7 Other Charges - Dues & Memberships	240	50	1,430	1,430	382	1,430	1,430	
7 Admin. Expense (P.S.)	71,139.00	75,212.00	75,212	78,419	78,419	82,636	82,636	4,217
7 Prof. Medical Serv.	1,250.00	1,250.00	1,250	1,650	1,650	1,900	1,900	250
7 Worker's Comp Insurance	11,124.00	8,259.00	8,259	7,400	7,400	9,220	9,220	1,820
7 Group Insurance	406,723.00	415,485.59	450,471	495,518	495,518	505,336	505,336	9,818
7 General Insurance	23,800.00	22,245.00	25,245	26,400	26,400	28,000	28,000	1,600
7 Ret / Pension Fund	200,819.00	227,586.00	227,586	272,067	272,067	281,486	281,486	9,419
7 Medicare	19,947.00	20,291.00	20,291	21,455	21,455	22,350	22,350	895
7 Maturing Debt	612,691.00	573,945.50	612,691	749,101	439,701	919,762	919,762	170,661
TOTAL	5,953,466	6,026,924	6,204,494	7,229,715	4,246,205	7,470,570	7,470,570	240,855

Department of Public Works
Summary Of Expenditures Of Prior Period With Estimates For The Fiscal Period Of 2025
Water Division

	Dept/Appropriation	Expend. FY2022	Expend. FY2023	Approp. FY2023	Approp. FY2024	FY2024 Exp. Thru 12/31/23	Director's Request For FY2025	Town Admin. Request For FY2025	
1	<u>Personal Services</u>								
	11100 Salaries / Wages Permanent	861,252	1,064,314	706,216	738,812	810,412.72	762,983	762,983	24,172
	11500 Town Special Detail	42,482	82,598	45,000	50,000	5,723.97	50,000	50,000	
	12100 Salaries / Wages Temp	28,710	27,537	29,120	32,760	11,682.50	32,760	32,760	
	13200 Overtime	122,423	155,954	109,778	119,341	95,582.67	129,900	129,900	10,559
	13700 Meal Allowance	2,328	1,944			552.00			
	14400 Additional Assigned Duties	8,866	23,157	25,995	26,995	10,617.68	26,995	26,995	
	<i>Transfer to DPW</i>			488,066	513,418		542,290	542,290	28,872
	Account Total	1,066,061	1,355,503.64	1,404,175	1,481,326	934,571.54	1,544,928	1,544,928	63,603
2	<u>Purchase of Services</u>								
	21100 Electricity/Natural Gas	50,440	70,982.11	80,228	80,228	19,819	80,228	80,228	
	21900 Hazardous Waste Disposal	0	0.00	1,500	1,500	0	1,500	1,500	
	23100 Water Use Charge	106,740	129,218.00	129,272	129,272	57,280	129,272	129,272	
	24100 Bldg. Maint. / Impr.	8,020	9,907.35	8,000	8,000	0	8,000	8,000	
	24300 Eq. Maint. Motor	4,312	5,047.23	5,000	5,000	1,088	5,000	5,000	
	24400 Eq. Maint. Office & Software	30	7,129.08	24,500	24,500	0	24,500	24,500	
	24600 Eq. Maint. Radio	0	0.00	1,000	1,000	0	1,000	1,000	
	24800 Eq. Maint. Equip.	16,955	15,176.83	13,000	13,000	24,566	13,000	13,000	
	27100 Equip. Rental	2,872	6,544.87	2,500	2,500	2,008	2,500	2,500	
	27500 Training	7,505	5,798.56	5,500	5,500	3,605	5,500	5,500	
	30100 Advertising	1,616	112.00	1,500	1,500	1,164	1,500	1,500	
	30600 Printing & Binding	5,158	22,554.19	2,500	2,500	2,126	2,500	2,500	
	31100 Prof. Services Contractor	92,628	49,240.75	100,000	100,000	16,318	100,000	100,000	
	31200 Water Production Prof. Services	27,197	24,478.36	15,000	15,000	9,307	15,000	15,000	
	31500 Professional Service - D & A Program	350	0.00	1,500	1,500	0	1,500	1,500	
	32700 Leak Survey	1,020	6,941.10	12,500	12,500	14,000	12,500	12,500	
	32800 Emergency Fund	30,000	20,362.37	30,000	30,000	0	30,000	30,000	
	34000 Postage	31,724	13,266.52	32,675	32,675	10,200	32,675	32,675	
	34100 Telephone	55,797	61,824.87	30,000	30,000	14,974	30,000	30,000	
	39900 Not Classified	6,467	6,585.90	5,500	5,500	697	7,000	7,000	1,500
	48600 Vehicle Inspections	1,205	450.00	1,500	1,500	0	1,500	1,500	
	Account Total	450,036	455,620.09	503,175	503,175	177,151.27	504,675	504,675	1,500

Department of Public Works
Summary Of Expenditures Of Prior Period With Estimates For The Fiscal Period Of 2025
Water Division

Dept/Appropriation	Expend. FY2022	Expend. FY2023	Approp. FY2023	Approp. FY2024	FY2024 Exp. Thru 12/31/23	Director's Request For FY2025	Town Admin. Request For FY2025	
4 <u>Materials & Supplies</u>								
41200 Fuel Motor - Vehicles	22,092	20,418	20,000	20,000	6,735	20,000	20,000	
42200 Office Supplies	7,945	5,657	7,000	7,000	1,144	7,000	7,000	
48100 M.V. Parts & Accessories	22,161	14,695	16,500	16,500	8,775	16,500	16,500	
48200 Oil & Additives	4,924	4,275	3,000	3,000	13,934	3,000	3,000	
48300 Tires - Automotive	6,618	28,887	5,000	5,000	1,106	5,000	5,000	
50300 Painting Supplies	336	365	2,500	2,500	0	2,500	2,500	
51400 Patching	38,443	62,721	30,000	30,000	22,399	30,000	30,000	
51500 Gravel & Loam	0	9,699	16,000	16,000	8,764	16,000	16,000	
51800 Pipe & Fittings	78,484	51,839	55,000	55,000	30,344	55,000	55,000	
53100 Bldg. / Const. Mat.	5,044	794	4,000	4,000	0	4,000	4,000	
53200 Chemicals / Analysis Supplies	20,506	31,022	35,000	35,000	9,273	35,000	35,000	
53500 Gen. Hardware & Tools	6,364	3,933	5,000	5,000	2,280	5,000	5,000	
53900 Other Equipment	12,053	4,491	7,000	7,000	3,471	7,000	7,000	
54000 Other Materials/Supplies	10,635	(1,288)	6,500	6,500	1,716	6,500	6,500	
58700 Meter Parts	6,629	5,333	25,000	25,000	11,175	25,000	25,000	
59300 Clothing - Safety & Weather	600	3,010	4,000	4,000	1,000	4,000	4,000	
88100 Safety Equipment	4,667	1,649	6,000	6,000	510	6,000	6,000	
Account Total	247,500.00	247,500.00	247,500	247,500	122,625.52	247,500	247,500	0
6 <u>Intergovernmental</u>								
5692 MWRA Assessment	2,842,135.54	2,623,975.82	2,617,209	3,335,982	1,668,865	3,311,347	3,311,347	\$ (24,635.00)
Water Use Charge			10,000	10,000		10,000	10,000	
Account Total	2,842,135.54	2,623,975.82	2,627,209	3,345,982	1,668,865	3,321,347	3,321,347	\$ (24,635.00)
7 <u>Other Charges</u>								
5731 Dues & Memberships	240	50	1,430	1,430	382	1,430	1,430	
Account Total	240	50	1,430	1,430	382	1,430	1,430	0

Department of Public Works
 Summary Of Expenditures Of Prior Period With Estimates For The Fiscal Period Of 2025
Sewer Division

Dept/Appropriation	Actual Expend. FY2022	Actual Expend. FY2023	Approp. FY2023	Approp. FY2024	FY2024 Exp. Thru 12/31/23	Director's Request For FY2025	Town Admin. Request For FY2025	
1 Personal Services	861,454.16	857,359.09	1,008,135	1,065,203	670,729	1,120,170	1,120,170	54,967
2 Purchase of Services	348,275.10	396,356.79	407,582	451,611	119,125	476,611	476,611	25,000
4 Materials & Supplies	67,850.56	68,166.30	87,100	87,100	9,553	87,100	87,100	
6 Intergovernmental - MWRA	6,758,110.92	6,848,039	6,900,194	6,926,012	3,413,487	6,837,301	6,837,301	(88,711)
7 Other Charges - Dues & Memberships	0.00	75.00	1,200	1,200	0	1,200	1,200	
7 Admin. Expense (P.S.)	71,139	75,212	75,212	78,419	78,419	82,636	82,636	4,217
7 Prof. Medical Serv.	1,250	1,250	1,250	1,650	1,650	1,900	1,900	250
7 Worker's Comp Insurance	6,202	8,848	8,848	10,600	10,600	5,880	5,880	(4,720)
7 Group Insurance	285,712	287,781	312,013	343,214	343,214	328,242	328,242	(14,972)
7 General Insurance	13,600	14,720	14,720	15,400	15,400	16,500	16,500	1,100
7 Ret / Pension Fund	194,387	184,200	184,200	182,719	182,719	227,059	227,059	44,340
7 Medicare	13,836	14,581	14,581	15,446	15,446	16,191	16,191	745
								0
7 Maturing Debt	187,477	133,664	133,664	166,414	45,160	166,414	166,414	0
TOTAL	8,809,294	8,890,252	9,148,699	9,344,988	4,905,502.50	9,367,204	9,367,204	22,215.58

Department of Public Works
Summary Of Expenditures Of Prior Period With Estimates For The Fiscal Period Of 2025
Sewer Division

Dept/Appropriation	Actual Expend. FY2022	Actual Expend. FY2023	Approp. FY2023	Approp. FY2024	FY2024 Exp. Thru 12/31/23	Director's Request For FY2025	Town Admin. Request For FY2025	
1 Personal Services								
11100 Salaries / Wages Permanent	733,314	760,596	391,685	409,045	605,821.43	424,575	424,575	15,529
11200 Salaries/Wages Part Time	0	0			0			
11500 Town Special Detail	1,312	8,458	3,000	3,000	528.00	3,000	3,000	
12100 Salaries / Wages Temp	17,552	17,824	29,120	32,760	13,845.00	32,760	32,760	
13200 Overtime	93,705	56,850	73,069	84,742	41,841.43	93,600	93,600	8,858
513700 meal allowance	924	253			204.00			
14400 Additional Assigned Duties	14,647	13,378	23,195	23,945	8,489.32	23,945	23,945	
<i>Transfer from DPW</i>			488,066	513,418		542,290	542,290	28,872
Account Total	861,454.16	857,359.09	1,008,135	1,066,910	670,729.18	1,120,170	1,120,170	53,259
2 Purchase of Services								
21100 Electricity & Natural Gas	89,167	70,721	94,056	98,085	37,439.23	98,085	98,085	
21900 Hazardous Waste Disposal	12,000	15,695	12,000	12,000	10,597.50	12,000	12,000	
24800 Eq. Maint. Equip. & Software	27,000	49,339	47,000	47,000	5,132.10	72,000	72,000	25,000
27100 Equip. Rental	0	1,475	2,000	2,000	0	2,000	2,000	
27500 Training	6,268	2,879	5,000	5,000	2,000	5,000	5,000	
31200 Prof. Services	42,532	57,453	60,000	60,000	3,250.95	60,000	60,000	
31500 D & A Program	150	3,635	900	900	0.00	900	900	
32800 Emerg. Fund	30,655	69,846	40,000	40,000	0	40,000	40,000	
32900 Sewer Use Fee	138,769	124,814	144,626	144,626	57,450.13	144,626	144,626	
Postage	0	0	0	0	0	0	0	
39900 Not Classified	875	0	1,500	1,500	3,255.35	1,500	1,500	
48600 Vehicle Inspections	860	500	500	500		500	500	
521300 Pump Rehabilitation				40,000		40,000	40,000	
Account Total	348,275.10	396,356.79	407,582	451,611	119,125.26	476,611	476,611	25,000

Department of Public Works
 Summary Of Expenditures Of Prior Period With Estimates For The Fiscal Period Of 2025
Sewer Division

Dept/Appropriation	Actual Expend. FY2022	Actual Expend. FY2023	Approp. FY2023	Approp. FY2024	FY2024 Exp. Thru 12/31/23	Director's Request For FY2025	Town Admin. Request For FY2025	
4 <u>Materials & Supplies</u>								
41200 Fuel Motor - Vehicles	23,584	15,068	22,000	22,000	4,786.16	22,000	22,000	
48100 M.V. Parts & Accessories	16,231	15,023	15,000	15,000	2,444.86	15,000	15,000	
48200 Oil & Additives	1,292	1,825	3,000	3,000	0.00	3,000	3,000	
50300 Painting Supplies	513	482	1,000	1,000	246.00	1,000	1,000	
51400 Patching	3,934	3,859	4,000	4,000	0.00	4,000	4,000	
51500 Gravel & Loam	81	5,260	5,000	5,000	0	5,000	5,000	
51600 Masonry Supplies	0	(916)	2,000	2,000	0.00	2,000	2,000	
51700 Iron Castings	916	4,163	4,000	4,000	112	4,000	4,000	
51800 Pipe & Fittings	2,755	4,562	4,500	4,500	587	4,500	4,500	
53200 Chemicals	1,900	5,300	10,000	10,000	0	10,000	10,000	
53400 Gen. Equip & Parts	7,239	3,317	5,000	5,000	(357.70)	5,000	5,000	
53500 Gen. Hardware & Tools	3,815	2,575	2,500	2,500	1,139.92	2,500	2,500	
54000 Safety Eq./Supplies	4,973	6,597	6,500	6,500	595.43	6,500	6,500	
59300 Clothing - Safety & Weather	617	1,052	2,600	2,600	0	2,600	2,600	
Account Total	67,850.56	68,166.30	87,100	87,100	9,553.31	87,100	87,100	0
6 <u>Intergovernmental</u>								
69300 MWRA Assessment	6,758,111	6,848,039.00	6,900,194	6,926,012	3,413,486.50	6,837,301	6,837,301	(88,711)
Account Total	6,758,110.92	6,848,039.00	6,900,194.00	6,926,012.00	3,413,486.50	6,837,301.00	6,837,301.00	(88,711)
7 <u>Other Charges</u>								
73100 Dues & Memberships	0	75	1,200	1,200	0	1,200	1,200	
Account Total	0	75	1,200	1,200	0	1,200	1,200	0

DEPARTMENT OF PUBLIC WORKS
 Summary Of Expenditures Of Prior Period With Estimates For The Fiscal Period Of 2025
Snow and Ice - #30

Dept/Appropriation	Actual Expend. FY2022	Actual Expend. FY2023	Approp. FY2023	Approp. FY2024	FY2024 Exp. Thru 12/31/23	Director's Request For FY2025	Town Admin. Request For FY2025
1 Personal Services	275,702	193,313	290,000	290,000	0	644,736	290,000
2 Purchase of Services	320,000	144,223	320,000	320,000	20,136	974,237	320,000
4 Materials & Supplies	254,186	365,261	240,000	240,000	12,867	330,000	240,000
TOTAL	849,887.83	702,797	850,000	850,000	33,003.52	1,948,973	850,000

DEPARTMENT OF PUBLIC WORKS
Summary Of Expenditures Of Prior Period With Estimates For The Fiscal Period Of 2025
Snow and Ice - #30

Dept/Appropriation	Actual Expend. FY2022	Actual Expend. FY2023	Approp. FY2023	Approp. FY2024	FY2024 Exp. Thru 12/31/23	Director's Request For FY2025	Town Admin. Request For FY2025	
1 <u>Personal Services</u>								
13200 Overtime	274,862	193,001.11	290,000	290,000	0	644,736	290,000	
13200 Overtime - Bld/SW					0			
13700 Meal Allowances	840	312.00			0			
Account Total	275,702	193,313.11	290,000	290,000	0	644,736	290,000	
2 <u>Purchase of Services</u>								
25900 Snow Removal (square & schools)	0	0.00	10,000	10,000	0	423,237	10,000	
27100 Equip. Rental	290,000	120,575.22	290,000	290,000	2,642	546,000	290,000	
39900 Not Classified	30,000	23,647.82	20,000	20,000	17,495	5,000	20,000	
Account Total	320,000	144,223.04	320,000	320,000	20,136.07	974,237	320,000	
4 <u>Materials & Supplies</u>								
M.V. Parts & Accessories								
54200 Winter Sand	600	0.00	10,000	10,000	0	25,000	10,000	
54300 Deicing Salt	215,000	330,878.23	215,000	215,000	0	280,000	215,000	
54500 Blades & Misc.	38,586	34,382.72	15,000	15,000	12,867	25,000	15,000	
Account Total	254,186	365,260.95	240,000	240,000	12,867	330,000	240,000	



TOWN OF WAKEFIELD

DEPARTMENT OF PUBLIC WORKS

To: Steve Maio, Town Administrator
Cc: Town Council

From: Joseph Conway, Director of Public Works

Subject: Fy2025 Warrant Articles

Date: February, 26 2024

On behalf of the Department of Public Works, the following items are the proposed Warrant Articles for consideration.

- Eminent Domain - \$1.00
- Refuse/Recycling/Yard Waste – \$2,456,958
- Water Main Replacement (Borrowing)- \$5,000,000
- Fueling Island Design- \$150,000

Cc: Sherri Dalton, Assistant to the Town Admin.
Ann Waitt, Business Manager Public Works



Proposed Town Meeting Article

To see if the Town will vote to amend the Zoning Bylaws by:

1. adding as Article XX of the Zoning Bylaw, Chapter 190 of the Code of the Town, the following text:

ARTICLE XX. MBTA Communities Multi-Family Overlay District (MCMOD)

§ 190-114. Establishment, Applicability and Purpose

1. **Underlying Zoning.** The MBTA Communities Multi-Family Overlay District (MCMOD) is an overlay district superimposed on underlying zoning districts. The regulations for use, dimensions, and all other provisions of the Zoning Bylaw governing the underlying zoning district(s) shall remain full force, except for uses allowed as of right in the MCMOD.
2. **Applicability of MCMOD.** An applicant may develop multi-family dwellings located within the MCMOD in accordance with the provisions of this Article.
3. **Non-inclusion of partial lots.** A lot that is not 100% within the MCMOD district as drawn in Zoning Map of the Town shall be considered excluded from the MCMOD.
4. **Purpose.** The purpose of the MCMOD is to allow multi-family dwellings as of right in accordance with G.L. c. 40A, § 3A.

§ 190-115. Permitted Uses. In the MCMOD, a multi-family dwelling building with a maximum of four dwelling units per lot is allowed as of right, subject to site plan review, as provided in §190-23, the Table of Use of Regulations. The Planning Board shall be the site plan review authority.

§ 190-116. MCMOD Dimensional Standards

1. **Table of Dimensional Regulations.** Notwithstanding anything to the contrary in the Zoning Bylaw, the dimensional requirements applicable in the MCMOD shall be as set forth in Table 2, the Table of Dimensional Regulations.
2. **Height.** The limitation on the height of buildings shall not apply in the MCMOD to chimneys, ventilators, towers, elevator shafts, silos, spires, or similar features of buildings, which features are in no way used for living purposes and do not constitute more than 20% of the ground floor area of the building.

§ 190-117. Parking

1. Refer to Parking and Loading Requirements, §190-37, Location and design of off-street parking spaces, A.-C.
2. **Number of parking spaces.** The minimum number of off-street parking spaces shall be 1.5 spaces for 1 or 2 bedroom dwelling units and 2 spaces for 3+ bedroom dwelling units (unless this number would fail to comply with the minimum requirements for the Overlay District per G.L. c. 40A, §3A, in which case 1.5 spaces shall be the minimum number required for each dwelling unit, regardless of number of bedrooms), either in surface parking or within garages or other structures.

3. **Parking Materials.** The parking surface may be concrete, asphalt, bricks, or pavers, including pervious materials but not including grass or soil not contained within a paver or other structure.
4. **Parking Area.** The parking area located within the lot must reasonably and safely accommodate the entering and exiting of dwelling unit vehicles.
5. **Parking Area Location.** Parking areas shall be located to the rear or side of the principal building. Parking shall not be located between the building and any lot line adjacent to the public right-of-way.
6. **Buffers.** The surfaced areas of off-street parking areas shall be set back a minimum of 4 ft. from all buildings and side and rear property lines, except as may be approved by the Planning Board. Buffers between property lines and parking areas shall be landscaped. Buffers between the buildings (rear and side) and parking areas shall include landscaping or walkways.

§ 190-118. MCMOD Development Standards

1. **Site Design.** Site plans for developments in the MCMOD shall include the following:
 - a. **Connections.** Sidewalks shall provide a direct connection among building entrances, the public sidewalk (if applicable), and vehicular and bicycle parking.
 - b. **Vehicular access.** Where feasible, curb cuts shall be minimized, and shared driveways encouraged.
 - c. **Plantings.** Planting is encouraged to include the use of native vegetation. Refer to the Town of Wakefield Conservation Commission Native Planting policy.
 - d. **Outdoor Lighting Plan.** Plans must show the location and type of outdoor lighting and lighting fixtures, said lighting to be designed to minimize glare and light spillover onto adjacent properties and streets. All exterior lighting shall be designed and installed so as to be shielded or downcast, and to avoid light trespass onto adjacent properties. Lighting fixtures shall be selected in accordance with dark sky compliance principles. Plans shall depict the light intensity (foot-candle) in an appropriate grid. All exterior lighting shall be limited to 15 feet in height and shall cast a maximum of 8-foot candles of light on the ground. Lighting shall also be directed so as not to blind vehicular or pedestrian traffic, shine into adjacent buildings or spill over to abutting properties.
 - e. **Stormwater Management.** Refer to §170 Storm Drain System; Stormwater Management for Wakefield stormwater bylaw and associated requirements.
 - f. **Offsite Improvement Plans.** Plans shall depict full design, grading and layouts for any work required within the public way to support the project. This includes but is not limited to pedestrian, traffic and utility improvements.

2. Buildings: General.

a. **Position relative to the principal street.** The primary building shall have its principal façade and entrance facing the principal street, except as set forth below with respect to corner lots.

b. **Entries.** Entries shall be clearly defined and linked to a paved pedestrian network that includes the public sidewalk or right of way.

3. Buildings: Shared Outdoor Space. All multi-family dwelling units shall have outdoor space that residents can access. Such space may be located in any combination of the ground floor, courtyard, rooftop, or terrace. Space shall either be shared among all residents or allocated on a unit by unit basis.

4. Buildings: Corner Lots. A building on a corner lot shall have a primary entrance either along one of the street-facing façades or on the primary corner as an entrance serving both streets.

a. Such entries shall be connected by a paved surface to the public sidewalk or right of way.

b. All façades visible from a public right-of-way shall be treated with similar care and attention in terms of entries, fenestration, and materials.

c. Fire escapes serving more than one story shall not be located on either of the street-facing façades.

5. Buildings: Principal Façade and Garages. Parking garages shall be subordinate in design and location to the principal building façade. The principal pedestrian entry into the building shall be more prominent in design and placement than the vehicular entry into the garage.

§ 190-119. Site Plan Review

1. Applicability. Site Plan Review is required for any building with three or four dwelling units. An application for Site Plan Review shall be reviewed by the Planning Board for consistency with the purpose and intent of § 190-118, MCMOD Development Standards.

2. Submission Requirements. As part of any application for Site Plan Review for a project within the MCMOD, the Applicant must submit the following documents:

a. Application for Site Plan Review.

b. Site plans that show the position of the building on the site, points of vehicular access to and from the site and vehicular circulation on the site, stormwater management, utilities, and landscape treatments, including any screening of adjacent properties, and other information commonly required by the Planning Board for Site Plan Review.

c. Elevations of the building(s) showing the architectural design of the building.

- d. Stormwater Report consistent with the requirements of §170 Storm Drain System; Stormwater Management, demonstrating no increase in stormwater rate or volume to adjacent properties or the public/private way.
 - e. Site plans and stormwater report shall be prepared and stamped by civil engineers, land surveyors, architects, and/or landscape architects, registered in the Commonwealth of Massachusetts per their area of expertise as required by law.
 - f. The plan shall be submitted on D-size sheets (24 inches by 36 inches). All plans shall be signed and stamped, and drawings should be prepared at a scale of suitable size.
 - g. Narrative of compliance with the applicable MCMOD Development Standards.
3. **Timeline.** Site Plan Review should be commenced no later than 30 days following the submission of a complete application and should be completed expeditiously. The Planning Board shall, whenever appropriate, seek the input of other municipal boards or officials and in all instances seek input of the public. In general, site plan review should be completed no more than 6 months after the submission of the application, provided, however, that no failure to meet the deadlines set forth herein shall result in a constructive approval.
4. **Site Plan Approval.** Site Plan approval for uses listed in §190-115, "Permitted Uses," shall be granted upon determination by the Planning Board that the following conditions have been satisfied. The Planning Board may impose reasonable conditions, at the expense of the applicant, to ensure that these conditions have been satisfied:
- a. Applicant has submitted the required information as set forth in the Town's requirements for Building Permit and Site Plan Review; and
 - b. the project as described in the application meets the MCMOD Development Standards.

§ 190-120. Severability. If any provision of this Article XX is found to be invalid by a court of competent jurisdiction, the remainder of this Article shall not be affected but shall remain in full force and effect. The invalidity of any provision of this Article XX shall not affect the validity of the remainder of the Zoning Bylaw.

2. adding to § 190-4 of the Zoning Bylaw, the definitions section, the following definition:

"AS OF RIGHT

Development that may proceed under the zoning in place at the time of application without the need for a special permit, variance, zoning amendment, waiver, or other discretionary zoning approval."

3. revising the first sentence of the definition of "Multifamily Dwelling" in § 190-4 of the Zoning Bylaw by changing the word "four" to "three," so that such sentence will read as follows:

"MULTIFAMILY DWELLING

A building (other than an 'attached dwelling,' as defined herein) designed or intended or used as the home of three or more families, each in a separate dwelling unit, living independently of each other and who may have a common right in halls and stairways."

4. revising the Table of Use Regulations, § 190-23, by adding the following line after the entry for "Creative Development":

Principal Permitted Uses SSR SR GR MR NB LB B LI I Assisted Living MCMOD

Multi-Family Dwelling N N N SP N N N N N N Y

(Pursuant to Article XX with a maximum of 4 dwelling units)

5. revising the Table of Dimensional Regulations, Attachment 2 to the Zoning Bylaws, by adding the following line after the entry for MR-2:

District	Lot Area	Maximum Density	Frontage and Width	Floor Area Ratio	Setbacks			Maximum Stories/Height	Maximum Building Coverage	Minimum Open Area	Distance Between Buildings
					Front	Side	Rear				
MCMOD	4,000	--	80	--	15	10	20	3/35	35%	30%	--

adding the following to the end of § 190-5 of the Zoning Bylaws:

"MBTA Communities Multi-Family Overlay District (MCMOD)"

adding the following to the end of § 190-6.A of the Zoning Bylaws:

"(18) The MBTA Communities Multi-Family Overlay District (MCMOD) is a special overlay district to allow multi-family dwellings as of right in accordance with G.L. c. 40A, § 3A, subject only to site plan review by the Planning Board, and is shown on the Zoning Map entitled 'MBTA Communities Multi-Family Overlay District.' Within such district, all provisions of the Zoning Bylaw applicable to the underlying districts shall continue to apply except as provided in Article XX of the Zoning Bylaw."

8. adding the following to the end of § 190-7.A of the Zoning Bylaws:

"The MBTA Communities Multi-Family Overlay District is located as shown on a separate map entitled 'MBTA Communities Multi-Family Overlay District Map, dated _____, 2024.'" and





9. amending the Wakefield Zoning Map by adopting the "MBTA Communities Multi-Family Overlay District Map, dated _____, 2024," a copy of which is on file with, and available for inspection at the office of, the Town Clerk;

or to see what the Town will do about it.

MBTA Communities Multi-Family Overlay District Map

(Fully Compliant with M.G.L. c.40A, section 3A)

Legend

-  MBTA Half Mile Radius from Train Station
-  Wakefield_TrainStops
-  Wakefield_BusStops
-  MBTA Communities Overlay





WAKEFIELD POLICE DEPARTMENT

One Union Street, Wakefield, Massachusetts, 01880

Emergency: 911

Office: (339) 219-4525

Fax (781) 245-1299

Lt. Joseph Anderson

February 28, 2024

Town Council
Town of Wakefield
1 Lafayette Street
Wakefield, MA 01880

Dear Town Council,

The Traffic Advisory Committee (TAC) has two recommendations for you to consider based on recent meetings.

First, the TAC recommends that an intersecting street warning sign be placed on Prospect St. heading eastbound (downhill) between Morningside Rd. and Overlake Rd. The request was from a resident concerned about limited visibility downhill. The sign would conform to MUTCD (Manual on Uniform Traffic Control Devices) sign guidelines for intersection warnings.

Second, the TAC recommends the first two spaces on Princess St. be restricted to loading zone only between the hours of 7:00 AM to 2:00PM. This change would require the current 15-minute space to be moved forward one space east. The time restriction would allow the two spaces to be utilized at any other time for regular parking.

When available, these two spaces are routinely used by delivery vehicles. When not available, delivery vehicles often double-park, park on the sidewalk and park in other restricted areas resulting in reduced visibility for pedestrians, cyclists and motorists. This restriction would be identical to the loading zone already in place on Richardson Ave. near Main St. at Farmland.

I look forward to discussing these two items at your next available meeting.

Respectfully Submitted,

Lt. Joseph A. Anderson
Chairman
Traffic Advisory Committee



Wakefield Bicycle and Pedestrian Master Plan

March 2024



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

Plan Overview

The Town of Wakefield Bicycle and Master 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 of Wakefield 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.

About MAPC

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.

About Wakefield

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 of Wakefield events, such as farmer’s markets, parades, races, and sporting events.

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.

Transportation

Town of Wakefield is located 10 miles north of Boston at Interstate 93 and I-95/128. The Town of Wakefield 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.

Previous Town of Wakefield 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.

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.

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.

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.

Safe Routes to Schools

Beginning in 2008, Wakefield has participated in the Massachusetts Department of Transportation’s Safe Routes to School (SRTS) Program. The 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’s 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 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 SRTS. 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.

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

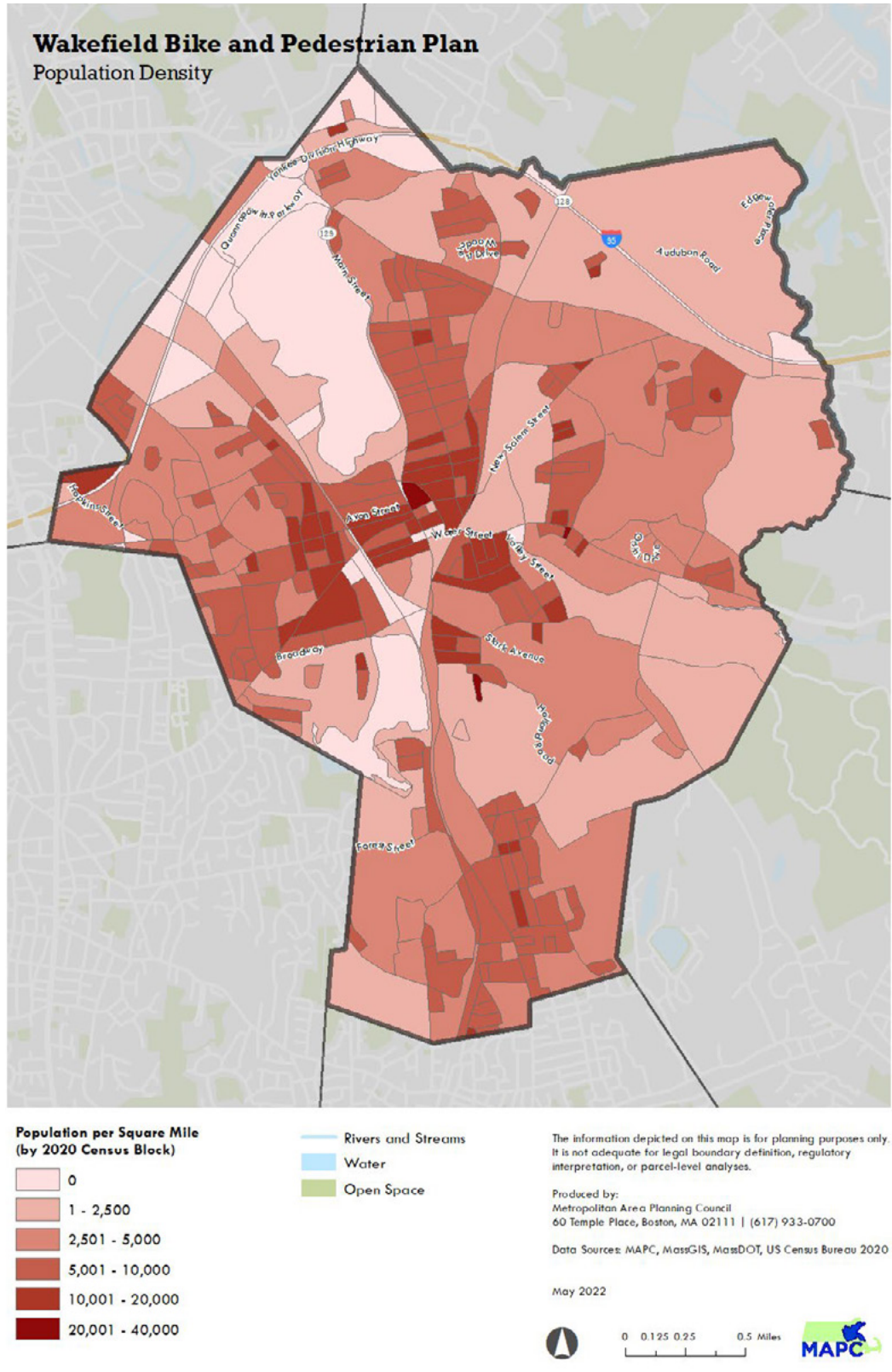


Figure 2: Road Classification

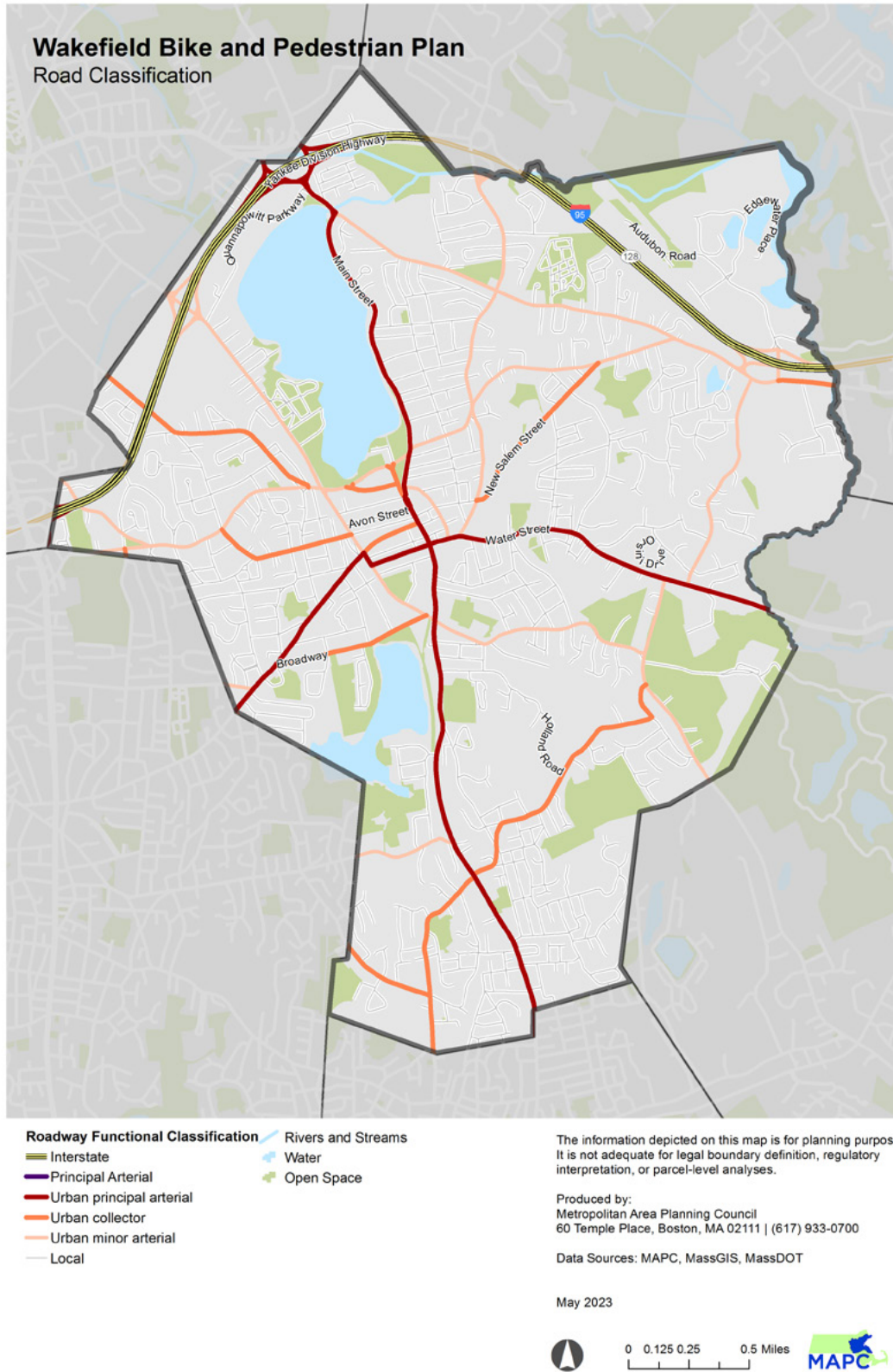
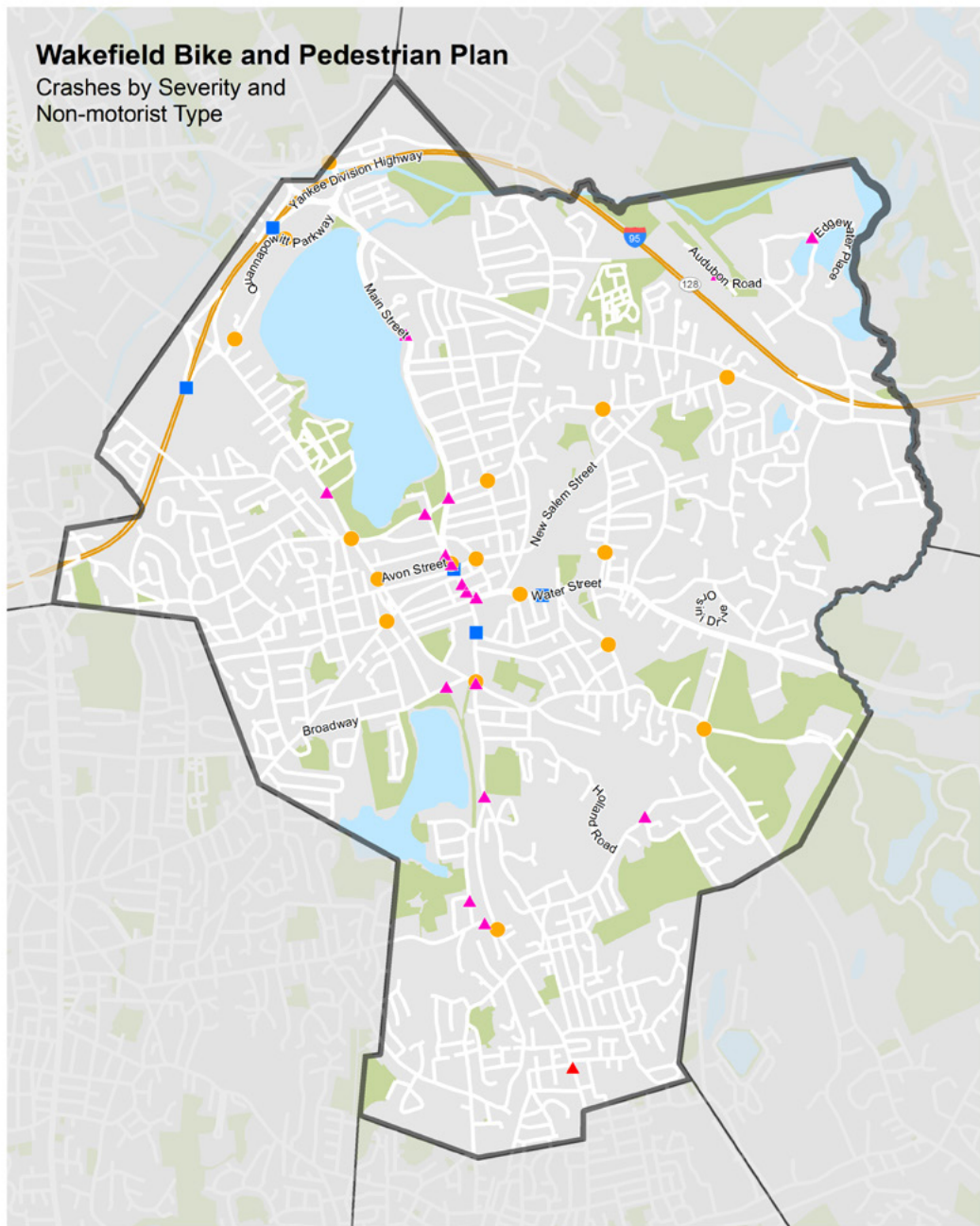


Figure 3: Crashes involving pedestrians or bicyclists



Crashes by Severity and Non-motorist Type (2019-2022)

- Cyclist Non-fatal
- ▲ Pedestrian Non-fatal
- ▲ Pedestrian Fatal
- Other Non-fatal

- Rivers and Streams
- Water
- Open Space

- All Roads**
- Interstate
 - U.S. Highway
 - State Route
 - Non-numbered route

The information depicted on this map is for planning purposes. It is not adequate for legal boundary definition, regulatory interpretation, or parcel-level analyses.

Produced by:
Metropolitan Area Planning Council
60 Temple Place, Boston, MA 02111 | (617) 933-0700

Data Sources: MAPC, MassGIS, MassDOT

May 2023

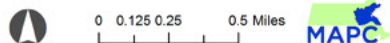
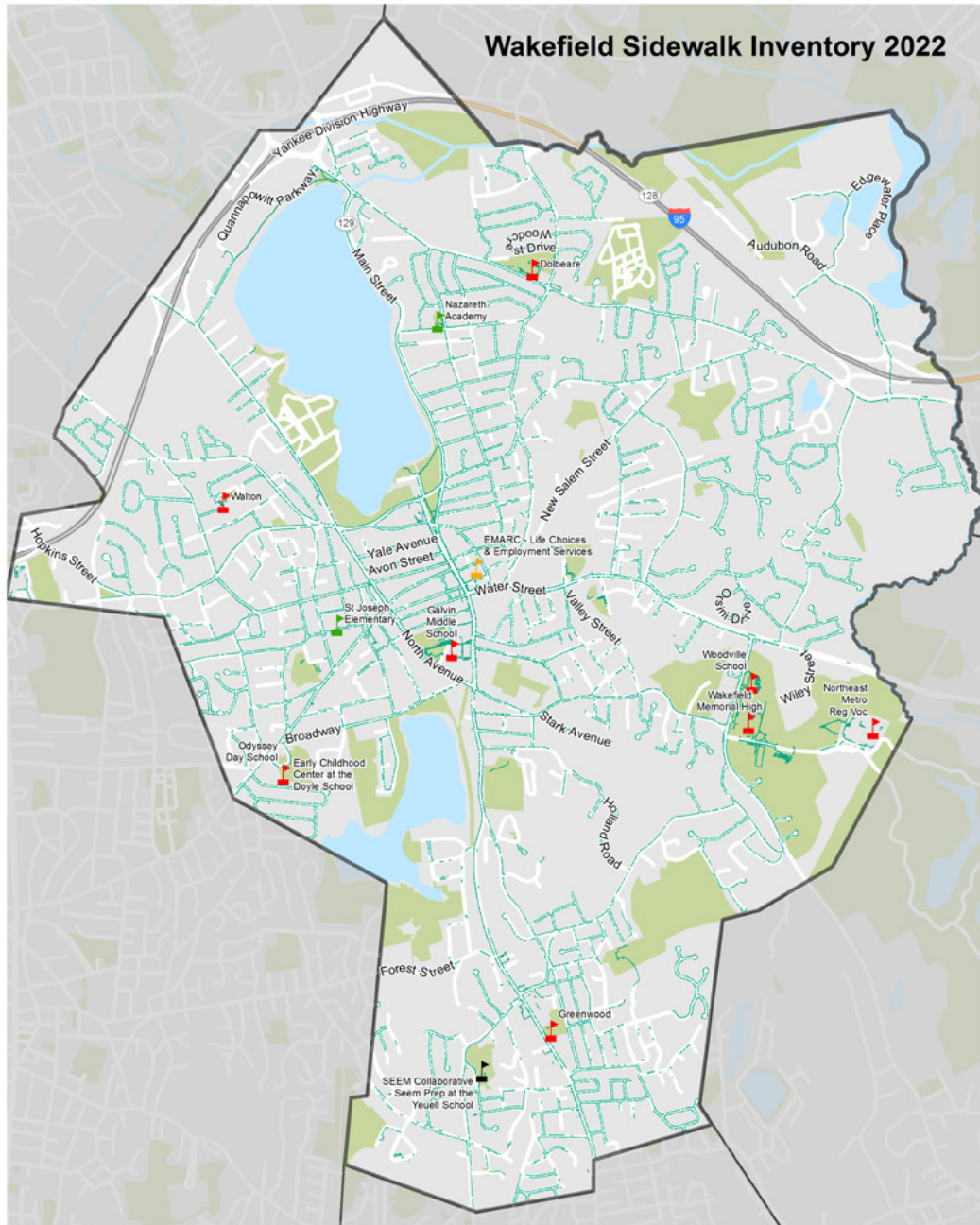


Figure 4: Sidewalk Inventory



Sidewalks

— Sidewalks

— Rivers and Streams

— Water

— Open Space

Schools (PK - High School) by Type

- Public
- Private
- Collaborative
- Special Education (Unapproved)

The information depicted on this map is for planning purposes only. It is not adequate for legal boundary definition, regulatory interpretation, or parcel-level analyses.

Produced by:
Metropolitan Area Planning Council
60 Temple Place, Boston, MA 02111 | (617) 933-0700

Data Sources: MAPC, MassGIS, MassDOT,
Town of Wakefield

May 2023

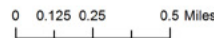
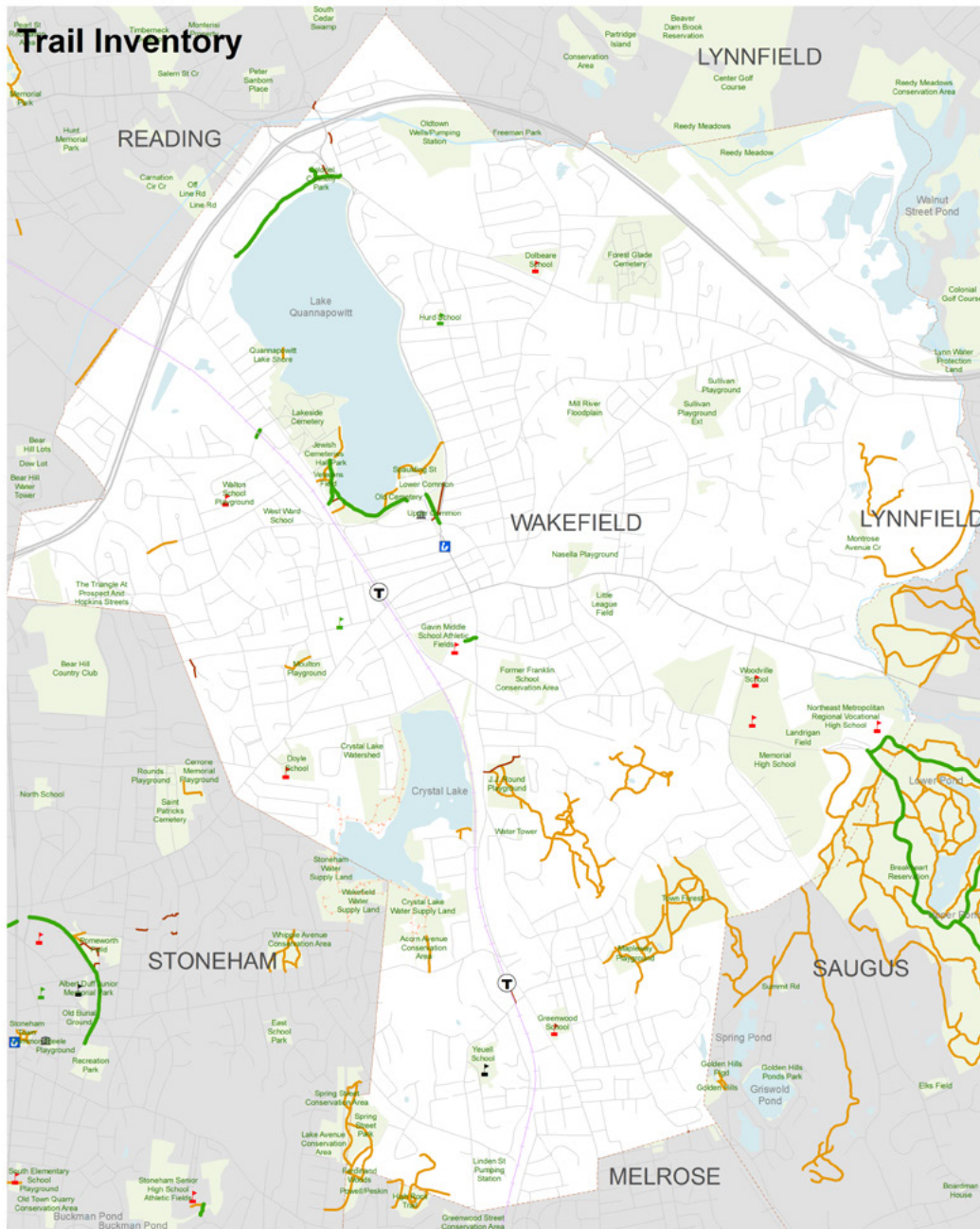


Figure 5: Trail Inventory



Legend

Shared Use Paths existing

— Shared Use Path

Walking Trails existing

— Paved Footpath

— Natural Surface Footpath

— Footpath - Closed to the public

The information depicted on this map is for planning purposes only. It is not adequate for legal boundary definition, regulatory interpretation, or parcel-level analyses.

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Metropolitan Area Planning Council
60 Temple Place, Boston, MA 02111 | (617) 933-0700

Data Sources: MAPC, MassGIS, MassDOT

May 2023



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 of Wakefield 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.

Site Visits

MAPC conducted two formal site visits with Town of Wakefield 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 of Wakefield staff highlighted areas of concern. The site visits served as an opportunity to observe travel behavior, ask questions, and evaluate current conditions.

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:

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

Who took the Survey?

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

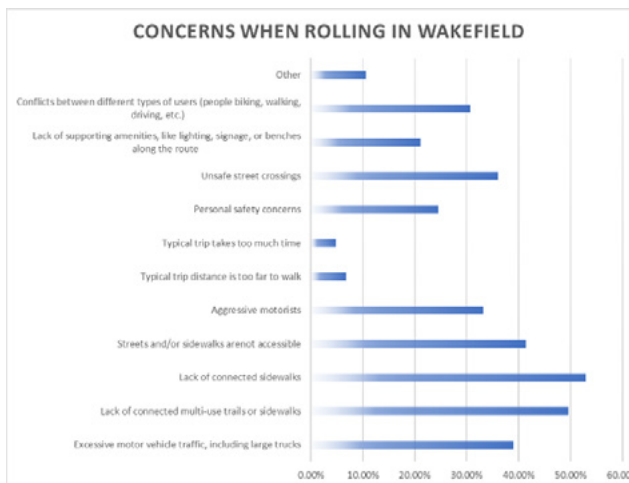
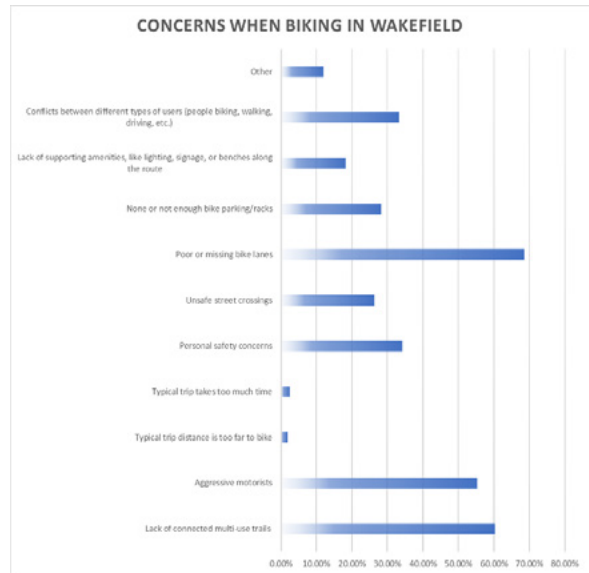
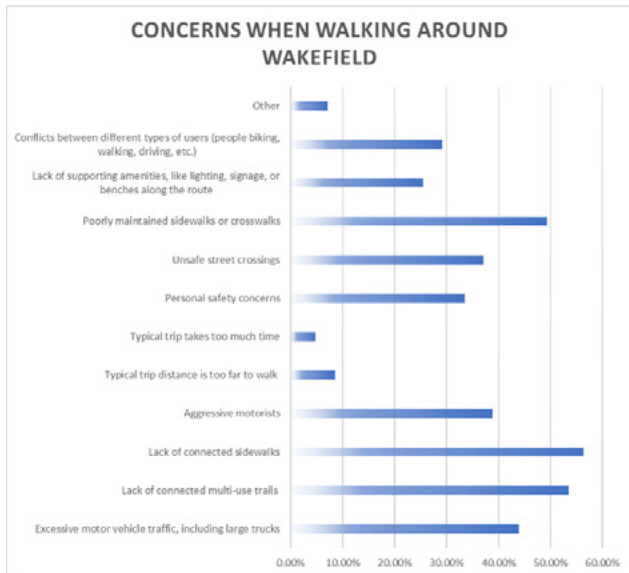
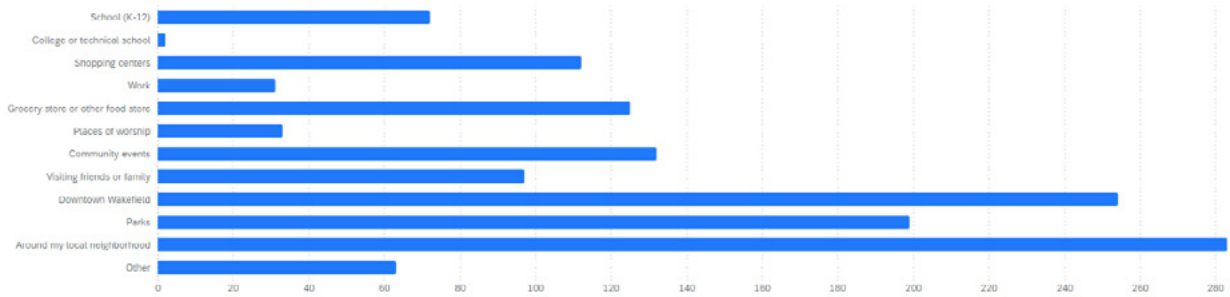
Concerns for Walking, Biking, and Rolling

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

What places do you currently walk, bike, or roll to? 353



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 Lake Quannapowitt.
- 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.

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 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.

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, SSWG 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 the Town of 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.

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.

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.

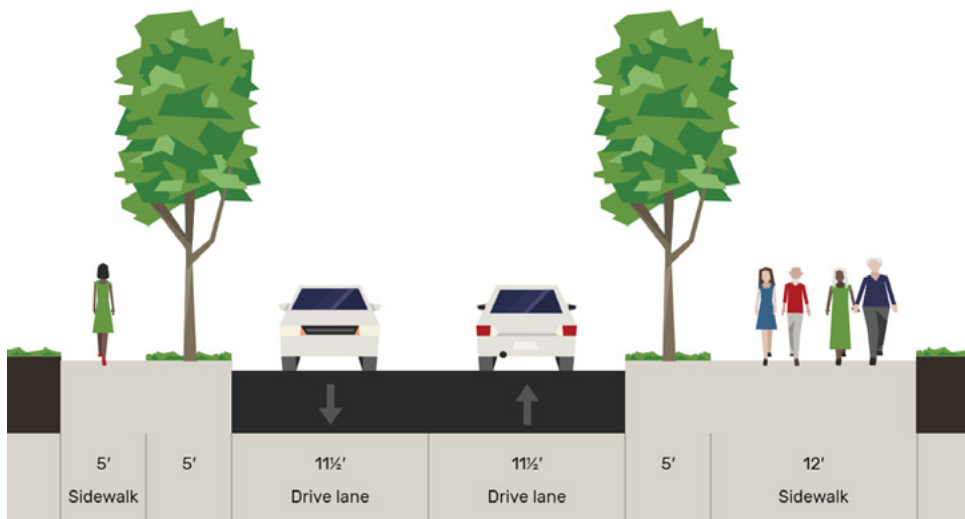
Shared use paths can be located in abandoned rail beds, open space land, or roadway rights-of-way. When installed in roadways, they are separated from vehicular travel ways with a separation of curbing, vegetation, or on-street parking. Typically, shared use paths have a width of 10-12 feet, but that width can be reduced to 8 feet 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



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 9: Example of a protected bike lane with curb separation



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



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Figure 11: Example of protected bike lanes with parking separation



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

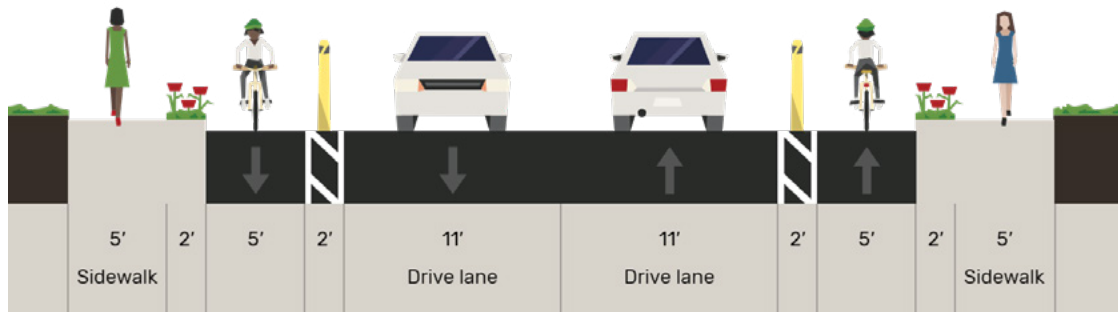


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Transportation Officials

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



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



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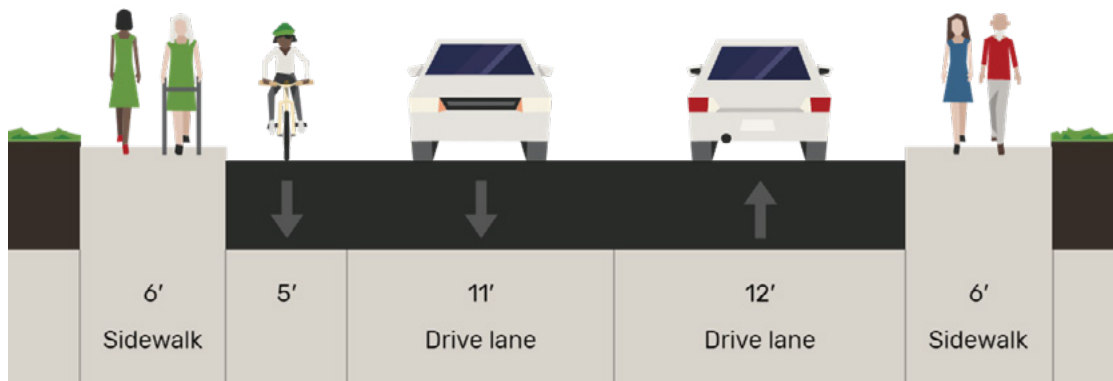
Tier 4- One-Way Bicycle Lane

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 17: Example of a one-way bike lane



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



Tier 5- Shared Streets

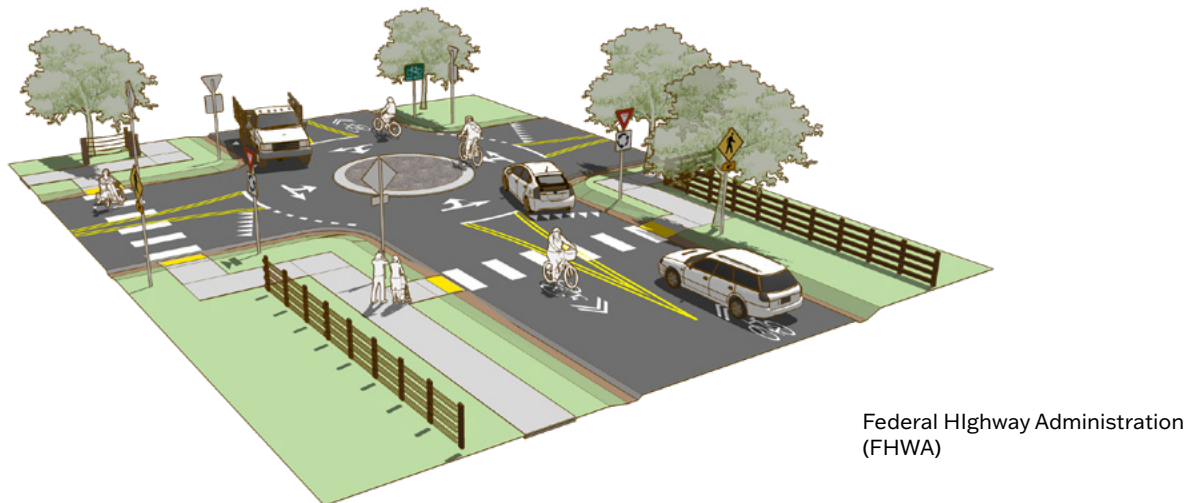
Shared Streets, sometimes called bike boulevards, are roadways where bicyclists and perhaps pedestrians, if no sidewalk exists, share the traveled way with motor vehicles. This can be a helpful treatment when the correct roadway characteristics and volumes are present on a street. Generally, low-volume 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 sharrow (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 sharrow 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



Federal Highway Administration (FHWA)

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 SRTS 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)
 - Grocery stores (Shaw’s and Farmland) and larger retail establishments — 6+ racks per big box business

Lake Quannapowitt, north and south ends of the lake (6 racks south end, four racks north end)

- Greenwood and Wakefield Commuter Rail stations in collaboration with the MBTA or appropriate owner. (10 racks at each station)
- 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



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:

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

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 the Town of Wakefield 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 Project Recommendations section.

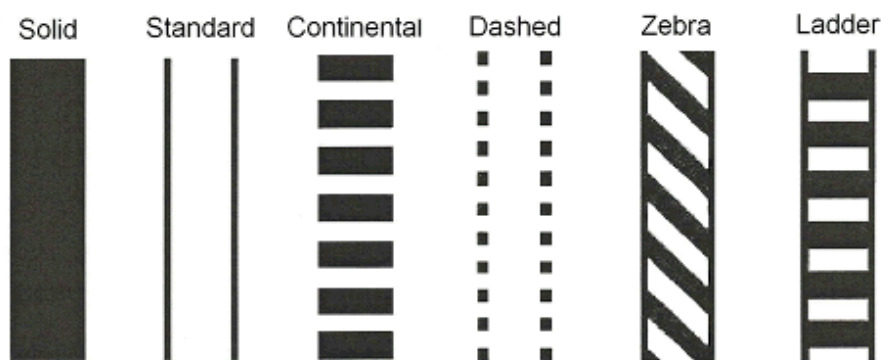
All sidewalk projects should ensure that sidewalks have sufficient width to allow pairs and groups to walk past each other comfortably. Downtown areas and areas with higher pedestrian volumes will need wide sidewalks and clear paths to accommodate peak periods. Sidewalks must also have minimum continuous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

Crosswalks

Crosswalks are an important component of a pedestrian network. It is generally recommended that crosswalks be spaced no closer than 200 feet-300 feet 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 ladder 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. All projects must be vetted through the Traffic Advisory Committee (TAC) and approved by the Town Council.

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 the 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.

Greenway Corridors

The three proposed Greenway Corridors connect downtown, Lake Quannapowitt, all schools (within ¼ miles), and adjacent communities. Recommendations follow, describing the path of each Greenway Corridor.

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.

Melrose Branch

From North Avenue south, the Greenway follows Main Street to Forest Street, then to Atwood Ave. At the end of Atwood Ave, a shared use path is proposed along the MBTA Right of Way (ROW) to Greenwood Street. 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.

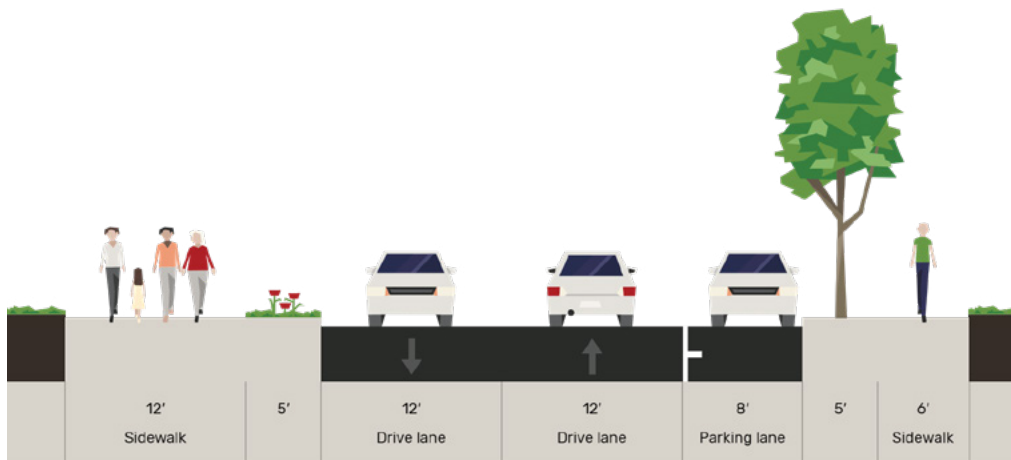
Consider short-term flex post and paint installation before a complete build. Sections with limited ROW shall consider widening the sidewalk on one side to a shared-use path width.

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, Town of Wakefield



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



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.

Downtown Wakefield

Stretching from Church Street to North Avenue, the Envision Wakefield: Downtown Revitalization 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 (Main Street between Church Street and Water Street) is included in the fiscal year 2028 TIP, while the section from Water Street to North Ave is incorporated into the Wakefield Rail to Trail project and programmed on the Fiscal Year 2026 TIP.

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, shared-use path width of 12 feet paved.
- Clockwise bike lanes where appropriate.
- Install bicycle parking, benches, improved crosswalks, and other features to improve access to Lake Quannapowitt 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.

North Avenue

North Ave runs along the west side of the lake, separated by a cemetery, houses, and 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 of Wakefield received a Housing Choice grant to create a Housing Production Plan in 2024.

The Town of Wakefield 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

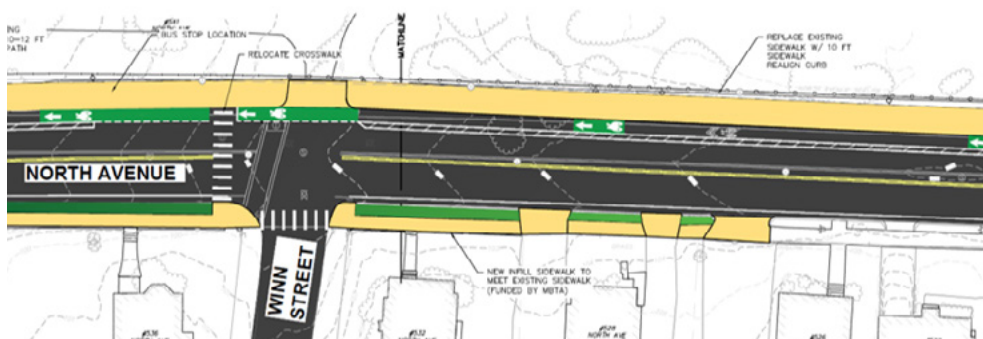
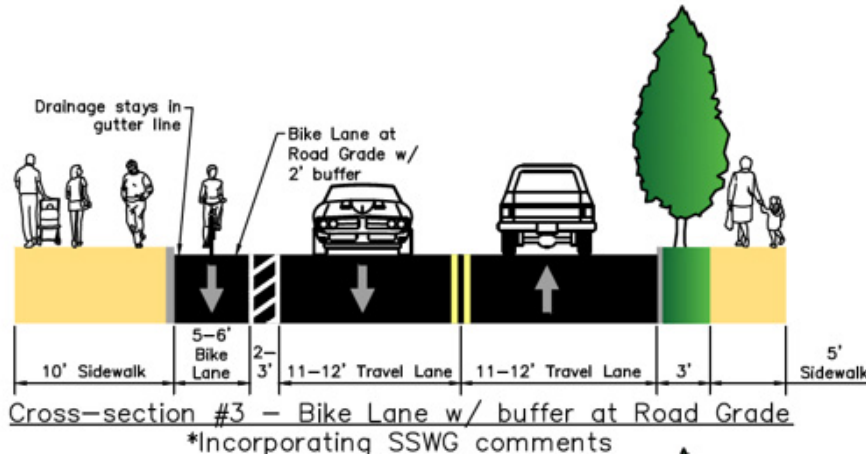


Figure 28: Proposed North Ave cross section



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.

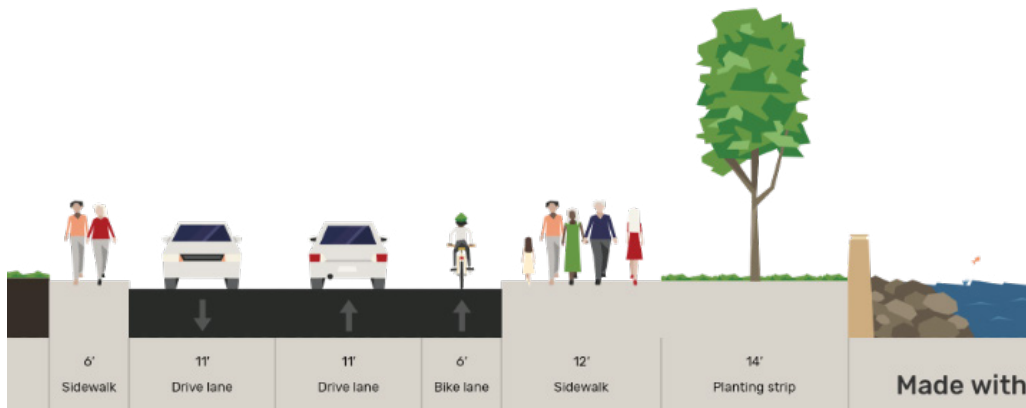
Quannapowitt Parkway

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

Figure 29: Developer image of reconstructed shared use path



Figure 30: Quannapowitt Parkway cross section



Lowell Street

A short section of Lowell St on the northeast corner of Lake Quannapowitt 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).

Main Street (Lakeside)

This section of Main Street lakeside has a ROW ranging from 55 feet to 70 plus feet with a pavement width between 32-38 feet. Additionally, the Town of Wakefield 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 Lake Quannapowitt to safely accommodate recreational use in both directions without walking or running into the roadway.

Parking is allowed in some sections of the roadway. Parking use for the area is typically concentrated on the north side near Gertrude Spaulding Park and along the north side of Main Street and on the south side near the Lower Common. 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 Lake Quannapowitt.

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

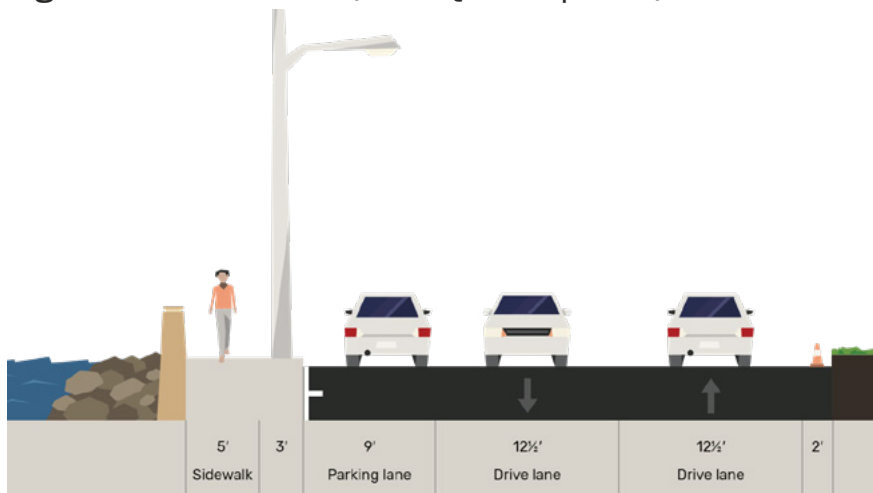
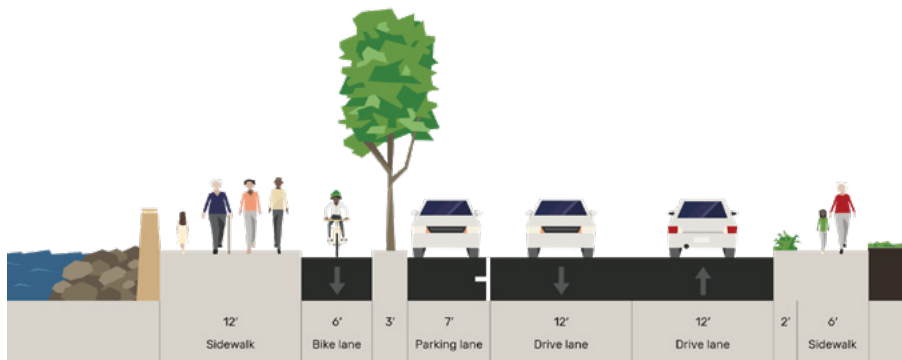


Figure 32: Main Street (Lake Quannapowitt) proposed cross section



Church Street

The section of Church Street from Main Street to Floral Way is included within the Envision Wakefield: Downtown Revitalization 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. The ROW narrows closer to the North Avenue intersection. Installation of a one-way a bike should be installed to complete the Quannapowitt Loop.

Stoneham Branch

This Greenway section will follow a series of lower-traffic residential streets between downtown Wakefield and the Wakefield-Lynnfield 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



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.

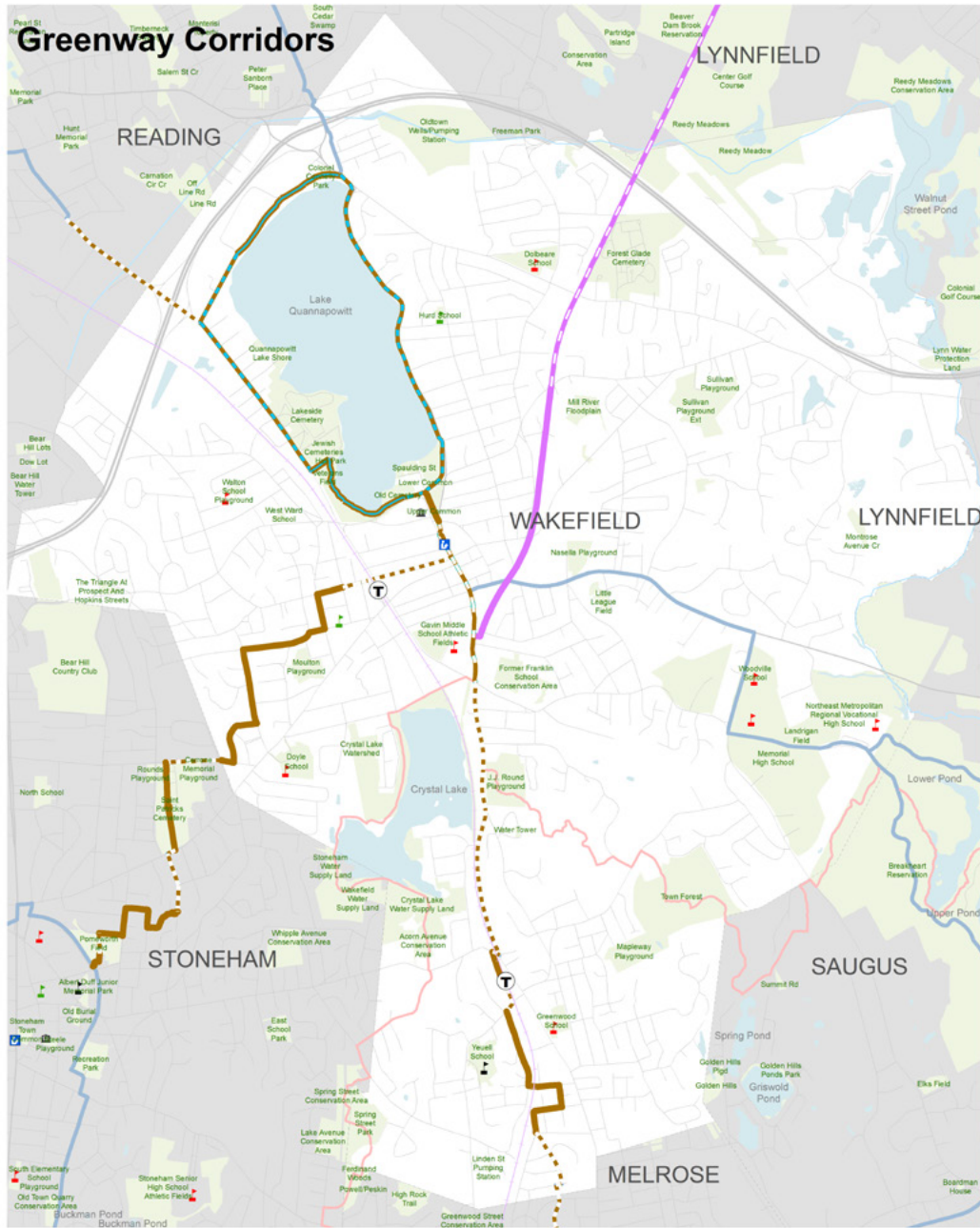
Wakefield Lynnfield Rail Trail

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 of Wakefield 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



- Mystic Highlands Greenway
 - Lake Quannapowitt Loop
 - Wakefield/Lynnfield Rail Trail
 - Other Greenway Route
 - Regional Trail (Future vision)
-
- Completed Greenway
 - Design or Construction
 - Envisioned Segment

The information depicted on this map is for planning purposes only. It is not adequate for legal boundary definition, regulatory interpretation, or parcel-level analyses.

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Data Sources: MAPC, MassGIS, MassDOT

November 2023



Document Path: \\Data-001\DS-Projects\Projects\Current_Projects\Transportation\Bike_Pedestrian_Facilities\Analysis\Project Files\Municipal_bikepedplans\Wakefield\Wakefie

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.

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 Street (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 Street (between Main Street and North Avenue) – Add a new protected one-way bike lane on the northern side of the roadway with gore strip buffers.*
- *Salem Street- Add sharrows to create a shared street*
- *Main Street (between Forest Street and Melrose town line)- Add sharrows to create a shared street*

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 1, 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:

- *Elm Street (Prospect Street to Parker Road)* – Install new sidewalk expansion. This sidewalk segment is currently designed and is funded using ARPA funds. Construction is scheduled for 2024
- *Parker Road— (Elm Street to Reading town line)* - Install new sidewalk expansion. This sidewalk segment is currently designed and is funded using ARPA funds. Construction is scheduled for 2024
- *Parker Street (Prospect Street to Elm Street)* - 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 town 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.
- *Foundry Street*- Continue new sidewalk expansion using developer contributions in the transit development area.
- *Prospect Street (North Ave to Stoneham line)* - Construct in-fill sidewalks and sidewalk expansion to connect neighborhoods and Bear Hill Country Club.
- *Vernon Street (Salem Street and Lowell Street)* – Install in-fill sidewalks
- *Water Street (Rosemary Ave to the Saugus town line)* - Install new sidewalk expansion
- *Hopkins Street* - *Install new sidewalk expansion to connect Hopkins Street residents and the Aster at the Summit housing development at the Reading town line. The project has been advanced to preliminary design and has been awarded a MassWorks grant.*
- *Mountain Ave (Albion Street to Stoneham town line)* - *Install new sidewalks. (add to project recommendations graph too)*
- *Spring Street (Main Street to Stoneham town line)* – *Construct in-fill sidewalks and sidewalk expansion to connect neighborhoods (add to project recommendations too)*

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 of Wakefield has developed concept design alternatives, and a public process developed a preferred alternative. The Town of Wakefield 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 of Wakefield 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.

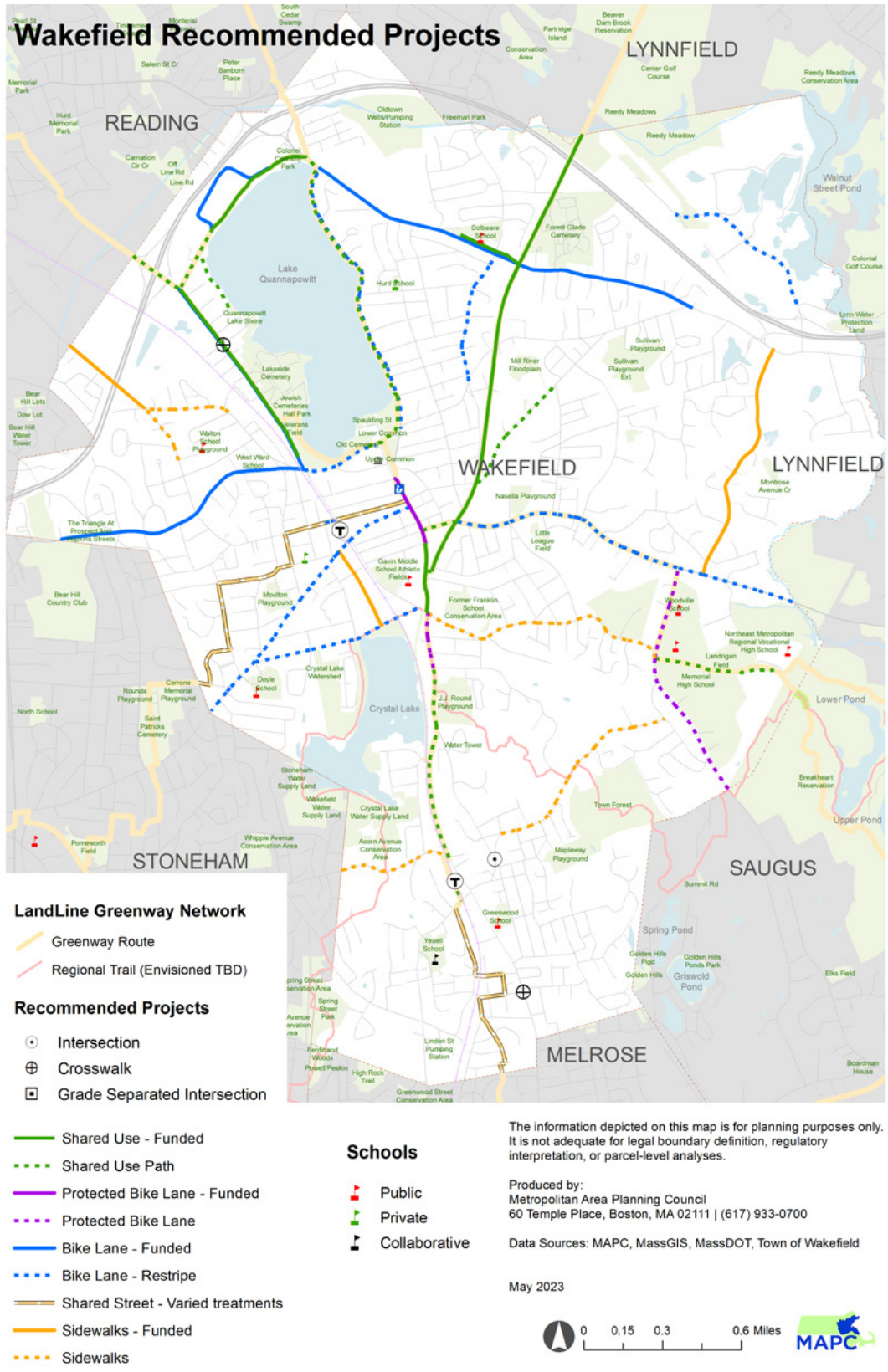
Albion Street @ Gould Street

The Town of Wakefield obtained a \$35,000 developer contribution for the intersection realignment, as shown in the Envision Wakefield: Downtown Revitalization 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 Town of Wakefield's Zoning Board of Appeals 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



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.

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 to the key destinations.
- 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.

Cost

Projects are assigned a relative cost rating 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?	Priority	Key Connections	Cost	Project Description	Design or Construction
Albion St	North Ave to Stoneham Line	no	medium	school	low	Bike lanes - restripe roadway	
Albion St	Main St to North Ave	no	medium	downtown	low	Bike lane- stripe	
Audubon Road	Salem St to end of Audubon Rd	no	medium	business corridor	low	Bike lanes- stripe	
Broadway St	Main St to Albion St	no	low	schools (2)	low	Bike lanes- stripe	Sidewalk funded- Construction
Church St	Main Street to Cemetery Path	Lake Q	funded	lake	medium	Shared use path - widen existing sidewalk	TIP 2028- Design
Church St	Cemetery Path to North Ave	no	medium	lake, downtown, MBTA station	low	Bike lane	
Elm St	Prospect St to Parker Rd	no	funded	schools	medium	Sidewalks - add new sidewalks where missing	ARPA- Construction
Farm St	Saugus line to Water St	no	high	schools (3), regional park	low	Protected bike lanes	
Farm St	Water St to Hemlock Rd	Breakheart	funded	schools (3), regional park	medium	Shared use path	WMHS Funded- Design
Farm St @ Nahant/Hemlock	Intersection	Breakheart	funded	schools (3), regional park	high	Intersection - reconfigure roundabout	WMHS Funded- Design
Forest St	Main St to Stoneham Line	no	medium	MBTA station	high	Sidewalks - add new sidewalks where missing	
Foundry St	Albion St to Broadway St	no	low	downtown, MBTA station	medium	Sidewalks- add new sidewalks where missing	
Green St and Oak St	Intersection	no	high	school, MBTA station	medium	Crosswalks and sidewalks - narrow and reconfigure roadway	Design
Greenway Trail (new)	Atwood Ave to Greenwood St	MHG Melrose	high	MBTA station	high	Shared use path on MBTA property	
Greenwood St and Myrtle Ave	Intersection	no	high	MBTA station	high	Shared use path	
Hanson St and Main St	Intersection	no	high	school, commercial district, church	medium	Crosswalk and curb extension - add new crossing of Main St	
Hopkins St	Prospect St to Reading line	no	funded	school, housing development	medium	Sidewalks- add new sidewalks	Grant funded- Design
Lowell St	Quannapowitt Parkway to Main St	Lake Q	high	lake	medium	Shared use path	
Lowell St	Main St to Vernon St	no	high	school, lake	medium	Bike lanes and sidewalk infill	
Lowell St	Vernon St to Salem St	no	funded		medium	Bike lanes and sidewalk infill	ARPA- Construction
Main St 1	Forest St to Charles St	MHG Melrose	high	park	medium	Shared use path - widen existing path and narrow roadway	
Main St 2	Charles St to North Ave	MHG Melrose	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- Downtown Wakefield	funded	school, downtown	high	Shared use path on the west side (Envision Wakefield)	STIP 2026- Design
Main St 4	Water St to Salem St	MHG- Downtown Wakefield	funded	library, town hall, downtown	high	Protected bike lanes (Envision Wakefield)	TIP 2028- Design
Main St 5	Salem St to Lowell St	Lake Q	high	lake	high	Shared use path and bike lanes - widen existing path and narrow roadway	
Montrose St	Water St to Salem St	no	funded	schools (3), regional park	medium	Sidewalks - add new sidewalks where missing	ARPA funded- Construction
Mountain Ave	Albion St to Stoneham line	no	low	schools (1)	medium	Sidewalks- add new sidewalks	
Nahant St	Main St to Farm St	no	high	schools (3), regional park, downtown	medium	Sidewalks - add new sidewalks where missing	
New Salem St	Vernon St to Preston St	no	low	na	high	Sidewalks - construct sidewalks	
North Ave	Church St to Quannapowitt Parkway	Lake Q	funded	lake	high	Shared use path and bike lanes - widen existing path and narrow roadway	Grant funded- Construction
North Ave	Quannapowitt Parkway to Reading Line	MHG Reading	high	Reading	medium	Work with MassDOT to create a shared use path under I-95	
Oak St	Green St to Farm St	no	medium	schools, regional park	medium	Sidewalks - add new sidewalks where missing	
Parker Rd	Elm St to Reading line	no	funded	school	medium	Sidewalks - add new sidewalks where missing	ARPA funded- Construction
Parker Rd	Prospect St to Elm St	no	high	school	high	Sidewalks - add new sidewalks where missing	
Prospect St	North Ave to Parker St	no	medium	school, MBTA station	medium	Bike lanes and sidewalk infill	
Prospect St	Parker Rd to Hopkins St	no	medium	school	medium	Bike lanes and sidewalk infill	
Prospect St	Hopkins St to Stoneham line	no	low	school, golf course	medium	Bike lanes and sidewalk infill	
Salem St	Vernon St to Lowell St	no	funded	na	medium	Sidewalks- add new sidewalks where missing	
Spring St	Main St to Stoneham Line	no	low	MBTA station	medium	Sidewalks- add new sidewalks where missing	
Quannapowitt Parkway	North Ave to Lowell St	Lake Q	funded	lake	medium	Shared use path - narrow parkway width	Developer funded- Design
Vernon St	Salem St to Lowell St	no	medium	school	medium	Bike lanes and sidewalk infill	
Wakefield Rail Trail	Water St to Lynnfield Line	Border to Boston	funded	downtown, regional trail	high	Shared use path - continue construction of the rail trail	STIP 2026- Design
Water St	Main St to Vernon St	Breakheart	funded	downtown, regional trail	high	Shared use path	STIP 2026- Design
Water St	Vernon St to Farm St	Breakheart	medium	schools (3)	low	Bike lanes	
Water St	Farm St to Saugus line	no	medium	schools (3)	low	Bike lanes	

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.

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.

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 strongly encouraged throughout the implementation process. The Boston Metropolitan Planning Organization Community Connections Funding Program can be used to support bicycle lanes, transit signal priorities, and other supportive infrastructure. Federal funding will be available to support infrastructure improvements through the Bipartisan Infrastructure Law.

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.

References

(Essentials of Bike Parking, n.d.)

(Envision Wakefield , n.d.)

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Community Transit Grant Program . (n.d.). Retrieved from mass.gov: <https://www.mass.gov/community-transit-grant-program>

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MAPC. (2022). Retrieved from MAPC: <https://www.mapc.org/aboutus/>

MetroCommon. (2022). Retrieved from: <https://metrocommon.mapc.org/>

whitehouse.gov. (n.d.). Bipartisan Infrastructure Law. Retrieved from: <https://www.transit.dot.gov/BIL>

*All images in this report were captured by MAPC Staff unless stated otherwise

American Rescue Plan Act (ARPA) Update

March 11, 2024



Wakefield's Share

- \$8,083,935
 - County \$5,253,174
 - Town \$2,830,761



ARPA Expenditures (budget)

- FY 2022 Budget
 - Town Hall \$51,318
 - Police \$18,750
 - Schools \$400,000
- FY 2023 Budget
 - Town Hall \$21,500
 - Health Budget \$145,000
 - Schools \$363,000
 - Supplemental Budgets \$275,000 (TC Vote 4/24/2023)
- FY2024 Budget
 - Health \$50,000
 - Schools \$200,000
 - Town Council \$100,000

Total \$1,624,568



ARPA Expenditures



Town Council Approvals 11/14/2022

	Approved	Expended
• Energy Assistance Fund	\$400,000	\$144,402.22
• Lake Quannapowitt cleanup/Vets	\$800,000	\$44,240
• Lake pathways	\$100,000	
• Rail Trail/Wakefield Mobility	\$1,000,000	\$1,000,000*
• Tree Replacement	\$150,000	\$32,517.50
• Sidewalk Expansion	\$1,100,000	\$776,000*
• WCAT Expenses	\$137,000	\$136,765



Town Council Approvals

	Approved	Expended
• MWRA Water Truck	\$55,000	\$55,000
• Conference Room Zoom/Hybrid Upgrades	\$75,000	\$75,000
• ADA Swing	\$25,000	\$25,000
• Civil War Monument Evaluation	\$10,000	\$9850
• Title Searches	\$25,000	\$21,250
• Total	\$3,877,000	\$2,320,024.72



Remaining ARPA funds

- Unappropriated (12/31/2024) \$2,048,227



Auditor/Federal Rumbblings!

- Contract must be signed by 12/31/24



Council Submissions

- Renovations to Senior Center \$400,000
- Inspire Cafe Reservations \$150,000
- Sidewalk Extensions \$250,000
- Albion Cultural Exchange (elevator and second floor) \$750,000
- Ped Access to the Lake (Cemetery to Yacht Club) \$150,000
- Pollinator Gardens \$100,000
- Solar Panels for Galvin School \$1,000,000
- Affordable Housing Trust \$850,000



Council Submissions Continued

- Wakefield Food pantry \$40,000
- Assessment of Historic Structures \$25,000
- Additional Track and Turf Field (tier 2) \$800,000
- Outdoor Hockey Rink / expansion of Fit Court \$1,100,000
- Splash pad \$525,000
- Micro Transit Van \$75,000
- Additional Community Garden or Pocket Parks \$100,000



Council Submissions Continued

- Wakefield Small Business Incubator Fund \$1,000,000
 - \$150,000 per business for Sign, Facade, and ADA improvements
 - \$150,000 per business in zero interest loans
 - Support of Veteran owned Business
 - Support of businesses employing those with special needs
 - Support of non-profit (connection to local economy)
 - Support of Pop-Ups and Incubator businesses
 - Support of business consultants and digital commerce initiatives
 - Support of Chamber guided small business initiatives
 - Support for grants as designed by the Economic Development Council



TOTAL Requests

- \$7,315,000



Thank You!

Learn more about ARPA:

mass.gov/guides/american-rescue-plan-act-arpa-resources

wakefield.ma.us/arpa



DETAIL	AMOUNT	ACCOUNT TOTAL
		913.28
Public printer supplies, paper, toner	500.00	
Public printer supplies, paper, toner	413.28	

0.00

0.00

0.00

From: [Karen L. Burke](#)
To: [Sherri Dalton](#)
Subject: COA Donations
Date: Tuesday, March 5, 2024 10:49:14 AM

Good morning Sherri,

I have donations for approval at the next available Town Council Meeting.

3 checks totaling \$150.00

Thank you,

Karen

Karen L. Burke
Director, Council on Aging
Town of Wakefield
30 Converse St., Wakefield, MA 01880
Ph. (781)245-3312 | Em: kburke1@wakefield.ma.us
Website: <https://www.wakefield.ma.us/senior-center>

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