



TOWN OF WAKEFIELD

TRAFFIC ADVISORY COMMITTEE

MEETING MINUTES
May 21st, 2021 | 8:30 a.m.

ITEM 1 | Call to Order

8:31 AM

ITEM 2 | Attendance & Approval of Minutes

Present: J. Anderson, S. Maio, J. Connors, D. Benjamin, L. Benjamin, M. Kealey, R. Hudson, W. Renault.

No Meeting Minutes approved at this meeting.

ITEM 3 | Pledge of Allegiance

Led by member D. Benjamin

ITEM 4 | Public Engagement

No additional public engagement.

ITEM 5 | New Development Review & Updates

A. 44, 46, 48 Crescent St. Crescent Commons 56-unit apartment building.

Atty. Brian McGrail represented the Ch. 40b proposed development. Has appeared in Feb. 2021. Presented the project as a 56-unit project. Memo was generated by VHB Matt Kealey shared with Board of Appeals. Raised concerns and requested additional information.

May 14th memo was provided to TAC.

Project was 56 units now reduced to 45 units. Now has 70 spaces 3 HP spots.

Delivery vehicles how that would be dealt with. Site plan proposed to be altered to have a specific driveway to handle that.

Parking was a major concern because it did not meet the parking requirements under the bylaw.

Reduction in size and number of units. 40 two-bedroom units and 5 three-bedroom units.

Scott Thornton VAI presented traffic response on behalf of developer.

Looked into vehicle speeds and grade of roadway. Vehicles uphill average speed 18mph 85% speed was 21 mph coming N/B and 23 mph S/B.



Stopping sight distances –N/B had 135'

S/B have 486'.

Believes they have adequate sight distances to be able to proceed, react, stop etc.

Crash data is believed to have occurred at the Lincoln St. intersection of Crescent St. only 2 crashes occurred at the Crescent Hill intersection. None exceeded Mass. Highway averages.

7 crashes over 5 intersections over 5 years. Does not believe that to be a problem.

Atty. McGrail – developer is in full support of parking restrictions previously presented. No parking here to corner on Crescent Hill and in front of the development on Crescent St.

M. Kealey asked questions about sight distances and selective trimming. Concerned about number of crashes with parked cars. Still thinks it is a lot. Trash removal and delivery?

Chief Sullivan agrees with illegally parked cars and sight issues causing an issue and potential problem.

Dan Sullivan – Lincoln St. is going to be reversed and that is going to impact Crescent St. do these studies take the Envision project into account?

Scott Thornton VAI reports these are new studies and take those into account.

Katie Kulaga, lives on Crescent Hill. Has specific concerns about impact on Crescent Hill. Not a cul de sac so there is no place to turn around. It is a small street. The trash/delivery driveway seems narrow at 12' asked for an explanation on that. Where will guests park? Currently sees a lot of illegal parking currently – has provided examples. Where would guests park?

Bronwyn Della-Volpe – why is some of the crash data based on assumptions? Scott Thornton spoke about this.

John Connors - asked if the office would be staffed and how packages would be delivered from the delivery driveway area. Rick Salvo said there will be access from the access driveway. Recommended a central location for packages.

B. 62 & 76 Foundry St. 58-unit mid-rise apartment building.

Atty. Brian McGrail represented the developer. Town Planner hoped that properties would be combined by one developer. Crystal Lumber/Taylor Storage former sites.

Proposed a 58-unit multi-family mixed use project including a restaurant with outdoor dining on the first floor. 92 total parking spaces.

Chris Mulhern went over the site plan.

Scott Thornton went over the traffic study. Very similar to 69 Foundry St. same study areas. Studies were based on previous numbers and were adjusted due to COVID. Currently on-going construction and Broadway crossing closed in the area.

M. Kealey is familiar with the study based on 69 Foundry St. recent study. Looking into fast-casual numbers.

B. Renault – concerned with the impact to the Albion St. intersection. Possible upgrades to the signals. Pedestrian improvements to the roadway – make it more walkable to support the restaurant and development as a whole including roadway enhancements.

Lt. Anderson agreed with B. Renault. Asked that Capt. Randy Hudson traffic signals to talk about timing and dated equipment issues for signals. He asked that the developer assist with upgrading traffic signals and roadway/pedestrian improvements.

Atty. McGrail will set up a meeting between the developer and Town Engineers office to discuss improvements.

B. 200-400 Quannapowitt Pkwy. Mixed use commercial and residential 485 units.

Atty. McGrail represented the developer. Has appeared previously on this development. Currently pending before Board of Appeals. Atty. McGrail provided an overview of the development. 485 units with about 1100 sq. ft. of restaurant space. Parking table shows 747 spaces proposed. Most are in a parking garage. Does not include approx. 23 parking spaces near Col. Connolly Park. Clients would like to provide that parking owned by them to the Town on a more formal basis and maybe expand that parking to a degree to fit some more vehicles. Will install all granite curbing, install an additional parallel pathway for walking. Improve road conditions by re-doing roadway. Will have access for emergency vehicles including the walking trail.

Scott Thornton VAI discussed traffic study and project overview. Reviewed trip generation numbers and studied intersections. Project would contribute to signal upgrades based on North Ave. and Wolcott dated pedestrian signal. Proposed work from home, bicycle repair and storage, EV charging etc. Stop sign at the end of Quannapowitt Pkwy near Lowell St. and restripe crosswalks as necessary.

Lt. Anderson asked about how to improve 'F' rated intersection of Quannapowitt Parkway and Lowell St. near rotary? Suggested right turn only exiting the east side of development to Lowell St.

B. Renault agreed with right in right out. Would reduce conflict points.

M. Kealey suggested some might make a U-turn at Honey Dew if they live on the north end of the development. Look into signals on North Ave. and 128. Asked if VAI had any conversations with MassDot. Scott Thornton did have discussions with District 4. No access permit was required by them.

Dan Benjamin – did the developer ask about adding a bus stop.

Scott Thornton did reach out to MBTA and they are more focused on appealing to all developments in the area on North Ave.

B. Renault has active conversations with MBTA to combine bus stops.

Jim McBain Zoning Board member – has concerns about congestions at ramps on both ends on how to resolve it. He sees congestion and cut through in the area.

Nasos Phillips a resident of Wakefield and is concerned with traffic as a whole in town and has seen a major increase. Everything has a compound effect.

B. Renault – Town is in the process of working out a town-wide study with a consultant for an independent study.

B. 97-99 Water St. Convert existing 2-family structure into 3-level 5-unit mixed use development.

Atty. McGrail representing Saverio Fulciniti. Convert 2 family to a 3 level 5-unit development. Worked with Town Engineering to take the sidewalk and put it in the ROW and put all new sidewalk on Wakefield Ave. to Water St. and relocate drainage. Meets or exceeds parking requirements.

Shaun Kelly from VAI looked at traffic impact and parking requirements. Increases in peak hour trips 2-5 per hour. Comfortable with sight-lines. Doesn't see project as having an impact.

M. Kealey – make sure no parking here to corner on Water St. side is replaced.

D. Benjamin – complaint from neighbor of Wakefield Ave. one parking space on the corner can obstruct view.

ITEM 6 | Traffic Calming Policy Updates

Traffic Advisory Committee update on new Traffic Calming & Parking Restriction policy.

Lt. Anderson spoke about the policy and the input from last meeting. Parking restriction policy that mirrors much of the same process has been added for when residents are looking for parking changes in their neighborhood.

Lt. Anderson asked for the TAC to approve the policy so that it can be forwarded to Town Council for their consideration. He hopes that this policy will help to make transparent, data driven decisions that help neighborhoods as a whole.

B. Renault spoke about his experience with a similar policy with the Town of Concord and it was helpful there.

B. Renault made a motion to forward the policy to Town Council for adoption, Second by M. Kealey. All in favor.

ITEM 7 | Sign Request

Resident of Sugar Hill Lane requests a Dead-End Street sign.

Lt. Anderson presented a request from two residents who report an increase in traffic turning around at the end of their street thinking it is a thru way possibly following GPS or a traffic

application. The neighborhood is small and has young families with children. They request a Dead-End street sign.

Motion by B. Renault to approve & post the sign. Second by J. Anderson. All in favor.

ITEM 8 | Matters Not Anticipated for Agenda

Any matters not anticipated prior to the 48-hour public notice requirement necessitating immediate action by the TAC.

J. Anderson spoke about continued complaints regarding West Water St. and North Ave. intersection. Previously requested the school look into a crossing guard. Still could use a crossing guard for students heading to the Galvin Middle School. He asked M. Kealey and B. Renault to look into any physical changes or options for the intersection.

D. Benjamin requested don't block the box line painting at the intersection. Will have DPW look into that.

Meeting adjourned at 11:05 A.M.