

Traffic Advisory Committee Meeting Agenda

September 3rd 2021

8:30 AM via Zoom

ITEM 1 | Call to Order

ITEM 2 | Attendance & Approval of Minutes of February 19th 2021 and May 21st 2021

S. Maio

J. Conway

J. Anderson

W. Renault

D. Benjamin

L. Benjamin

M. Kealey

J. Connors

ITEM 3 | Pledge of Allegiance

Led by D. Benjamin

ITEM 4 | Public Engagement

Any member of the public who wishes to address the Traffic Advisory Committee is asked to submit any comments or concerns to <https://www.wakefield.ma.us/public-participation> at least two hours prior to the start of the meeting. Alternatively, members of the public are invited to participate via the Zoom virtual meeting, using the instructions listed above.

One letter submitted for public participation by resident Danielle Lebedevitch re: Meriam St. no sidewalks and speeding vehicles. 25 mph zone and 15 mph zone signs.

Lt. Anderson spoke about 25 mph zone is a special regulation on file with MassDOT. Last time speed trailer was deployed was in 2019. Data from the speed trailer's extended speed summary following a 21-day deployment gave an 85th percentile speed of 29 mph and 50th percentile speed of 25 mph.

Mark C. spoke about speeding cars on Green St. challenging and dangerous situation. Concerned about cars parked across from his driveway.

S. Maio met with people on Broadway re: West Park Dr. back up on Albion St. Requested that we monitor to see if traffic is backed up there still.

ITEM 5 | New Development Review & Updates

44, 46, 48 Crescent St. Crescent Commons apartment building.

Proposed 40B affordable housing update. Represented by Atty. Brian McGrail

ZBA appointed Jim McBain & Ami Wall to subcommittee along with 40B affordable housing consultant Ezra Glen to assist.

Atty. McGrail showed site plan from May TAC meeting and updated site plan proposed today.

Site approval from Mass Housing was up to 56 units. Through the process had been reduced to 45 units. Parking requirements were not initially met by zoning by-law.

Board of Appeals subcommittee included Lt. Anderson as Chair of TAC. Concerns were raised about concerns re: Crescent Hill

Now reduced to a 42 unit building to address concerns of building size and parking ratio on the site. If approved by Board of Appeals would have a number of conditions.

Takes a number of service components completely off of Crescent Hill – trash removal, delivery etc. All service of the building would be off of Crescent St.

Proposed that first upper level would be assigned to tenants only. Requiring a left hand turn only out. Only accessed by proximity type access control tags. 28 parking spaces on the secured resident only level. Access points, common areas, garages and package room would have surveillance camera system.

Committed to providing 10 visitor parking spaces. 70 provided total, 66 required, 3 handicapped spaces. Leases would be limited to a certain number of cars.

Lt. Anderson asked that signage be placed to direct deliveries to driveway.

Chief Sullivan, acknowledged concessions and changes that have been made. Still concerned about potential illegal parking.

M. Kealey asked about signage for delivery vehicles. Atty. McGrail said signage would be provided.

W. Renault asked M. Kealey about impact to the traffic signals and contributions. Asked for signal contributions. Atty. McGrail would entertain contribution to the signal fund.

D. Benjamin thinks the project is too big for the area. Handicapped access to both levels of the garage – asked about the height of the garage. Atty. McGrail said accessibility requirement codes would be met. Committee has done a great job working on the garages.

Chief Skory appreciates the security cameras. Appreciates 10 visitor parking spaces but the management needs to make sure the 10 visitor spaces remain open to visitors.

Katie Kulaga, resident of Crescent Hill. Appreciates the visitor spaces but she questions the parking space sizes and where additional vehicles will park. Some buildings are vacant in the area and when they are occupied that will add to the demand to on-street parking. She believes people will park illegally even if Crescent Hill is restricted to resident parking only. Concerned about access to emergency vehicles.

Bronwyn Della-Volpe resident of Wakefield asked who is going to be enforcing all of these things that were discussed. Sometimes having a plan for things don't happen in reality. Question regarding size of parking spaces – have the sizes been reduced at all? Who will enforce visitor parking? Who is to say people don't get more vehicles?

Sue Mitchell 14 Crescent Hill at the end of the street. Undue strain this apartment building will impose. Parking is a concern on Crescent Hill already.

Helen Allen resident of Wakefield Ave. believes that delayed emergency response is an important factor.

Atty. McGrail 15 out of 70 spaces are 8.5' wide the rest are 9' wide. W. Renault some other communities go as low as 7.5 feet. Standard 18' feet long under the by-law. No support pole interference.

Lt. Anderson spoke about the changes to the site plan and how his initial concerns have been mitigated or eliminated.

D. Benjamin asked about a crosswalk - W. Renault will look into potential crosswalk location but doesn't like mid-block crosswalks.

S. Maio would like the group to look at a condition that this developer understands that tenants are not entitled to permitted on street parking permits. Also, no selling or leasing of additional spaces.

ITEM 6 | MBTA Bus Stop Review

Request from the Massachusetts Bay Transportation Authority (MBTA) to review the following areas for potential bus stop improvements, alterations, reconstruction, additions or eliminations:

- A. Main St. & Grafton St. existing bus stop proposed to be moved about 115 feet north.

- B. Main St. & Forest St. shift existing bus stop about 50 feet south, remove approx. three parking spaces and add bump outs/curb extensions for crosswalk.
- C. Pleasant St. & Wave Ave. move existing bus stop about 65 feet north along Pleasant St. improve crosswalk and ramps.
- D. Cordis St. & Court St. move existing bus stop about 40 feet east along Cordis St. Improve crosswalk and ramps.
- E. Vernon St. & Lowell St. move existing bus stop about 75 feet north along Vernon St. our of the Forrester Rd. intersection/driveways. Pedestrian signal and curb ramp upgrades proposed.
- F. Lowell St. & Magnolia Terr. keep existing bus stop location, add a new crosswalk with curb ramps linking to the southern side of Lowell St.
- G. Lowell St. opposite Pleasant St. keep existing bus stop location, new sidewalk installed with a new crosswalk and curb ramps.
- H. Opposite 237 Lowell St. move existing bus stop about 40 feet west along Lowell St. Add a new sidewalk, new crosswalk and curb ramps.
- I. Lowell St. opposite Walden Rd. eliminate bus stop.
- J. Lowell St. & Walton Ln. eliminate bus stop.
- K. Lowell St. & Drury Ln. eliminate bus stop.
- L. Lowell St. opposite Drury Ln. eliminate bus stop.
- M. Pleasant St. & Aborn Ave. eliminate two bus stops
- N. Pleasant St. & Lawrence St. eliminate two bus stops.
- O. Main St. & Railroad Ave. eliminate bus stop.
- P. Main St. & Franklin St. eliminate bus stop.

Natasha Vance – transit project manager for MBTA gave an overview for the project ensuing that the bus stops have appropriate ADA compliance and are accessible.

Angela Saunders of McMahon Associates for the MBTA gave an overview of all above bus stops and changes, improvements and eliminations.

ITEM 7 | Sign Request

DPW requests parking spaces on Jefferson Rd. & Wakefield Ave. be eliminated and posted 'No Parking' to facilitate trash & snow removal operations.

J. Anderson spoke about the request from DPW.

C. Hunt from DPW spoke about eliminating space at the end of Jefferson Rd. and spaces across the street on Wakefield Ave.

Helen Allen spoke about issues on the corner on Jefferson Rd.

W. Renault and J. Anderson agreed that the Jefferson Rd. space should be eliminated at the corner but the spaces on Wakefield Ave. should be tabled for a future meeting so that abutters can be notified and have an opportunity to provide input.

Denise Murray 216 Lowell St. asked about the stop eliminations on Lowell St. and how eliminations would help? Asked about walking without existing sidewalks between stops?

S. Maio asked W. Renault about the sidewalk issue that Denise Murray asked about.

W. Renault has provided comments to MBTA prior to this meeting. Town is currently looking at all of its sidewalks for conditions, ADA access etc. Looking to improve existing sidewalks first then connectivity, extension etc.

S. Maio asked about abutters concerns and asked what the response was to the MBTA.

Laura Smith 1166 Main St. near the Main & Grafton St. has concerns with move. Will take up parking spaces in front of her house. Not convenient, has a handicapped mother that needs access.

J. Anderson asked if the MBTA could revisit this stop and look at shifting it. The main reason the stop is in front of the crosswalk is for rider safety. They will revisit it and see.

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.

Updates:

West Water St. and North Ave. DPW has painted Don't Block the Box and School Dept. has added a much-needed crossing guard to this location. Still looking for any long-term improvements to this intersection from an engineering side of things.

Montrose Ave. and other streets with truck exclusion permits have seen increased enforcement recently, enhanced signage provided by the DPW where needed and letters to local businesses/chamber of commerce were mailed out in early August to educate owners of commercial vehicles on our truck exclusion roads in Wakefield.

Meeting adjourned at 10:48 AM