

CITY OF BEVERLY

PUBLIC MEETING MINUTES

BOARD: Parking and Traffic Commission
SUBCOMMITTEE:
DATE: January 5, 2021
BOARD MEMBERS PRESENT: Richard Benevento (Chair), Darlene Wynne (Vice Chair), George Binns, Michael Collins, Sgt Mike Henebury, Capt. Ryan Laracy, John Lozada, Jonathan Salt
BOARD MEMBERS ABSENT: Leslie Gould
OTHERS PRESENT:
RECORDER: Sharlyne Woodbury

Benevento chairs and opens the meeting at 8:33 am.

This is a virtual meeting with special meeting format as required to honor Governor Baker’s State of Emergency declared due to the national crisis of COVID-19.

Lozada left the meeting at 10:15 am.
Wynne left the meeting at 11:00 am.

1. Discussion: Construction Traffic Management Plan and Pedestrian Improvements - Depot II – 134-142—146 Rantoul Street & 1-9 Park Street – Miranda (Gooding) Siemasko, Glovsky & Associates for Beverly Crossing

Rebecca Brown, Kristin Poulin, Chris Koeplin, Miranda (Gooding) Siemasko, and Scott Cameron represent the applicant Beverly Crossing. Cameron details the construction management plan. Brown provides updates to the Commission per conditions set forth in the September 2019 P&TC meeting. Details include but are not limited to pedestrian traffic enhancements and detours, construction waste management and removal, delivery of materials, parking during construction.

Brown reviews the temporary traffic control plan. Construction intended to start April 2021 extended thru November 2022. They expect to have around 100 construction employees. The interior fit out of the building will extend between May-November 2022. Employee count will decrease. Brown details the phase including use of police detail and cranes. Along Rantoul Street they will take the parking spots but maintain the bike lanes. Along Pleasant Street parking spots will be taken over. Their study indicates there will be adequate parking during displacement of construction phase. Park Street has no on street parking to be impacted. Construction vehicles enter Park Street and exit Railroad Ave. Railroad Ave will be narrowed from two lane to one lane during construction. Due to the traffic reduction during COVID the area will be monitored closely as the state and economy reopens. Currently there’s reduction in commuter rail traffic near Beverly Depot. Traffic lights will be adjusted accordingly to accommodate traffic clearing as traffic increases in the area. Pedestrian detours are reviewed and discussed.

Oversized vehicles will travel Rte. 128, east Rte. 62 where Elliot Street intersects Rantoul Street. Vehicles will take a right hand turn onto Rantoul Street. Most vehicles will be coming from the south. Rare occasions where construction vehicles arrive from the north they will use Exit 18 and travel Rte. 22 where Essex Street intersects Rte. 1A. Construction employees will use the MBTA parking garage since

the use has significantly decreased due to COVID. If the parking garage becomes more than 90% full at any point in time they will look for parking alternatives for employees.

The 5 parking spaces on Pleasant Street will be kept open. The 15 parking spaces on the site side of the Railroad Avenue will be closed. On the opposite side, Railroad Ave will lose 3 of 18 parking spaces, with the parking changed from straight to angle. Rantoul will lose 7 parking spaces.

Benevento expresses concerns over pedestrian walkways crossing over streets and construction zones too much; emergency access near the gate; issues with oversized vehicles; loss of 30 parking spaces; and the large bump out into Railroad Avenue. Also, he does not want a false sense of space currently to dictate employees using public parking, especially MBTA. He does not find that traffic is truly reduced because of COVID. Will need to have alternative parking and traffic direction for construction employees. He is very concerned with the loss of 30 parking spaces. Brown addresses the construction bump out. It is large and wide to preserve the curb and not destroy it. Benevento informs everyone the P&TC are the custodians of parking revenue. Has the loss in revenue due to construction been discussed? Per Koeplin, no discussions have occurred to mitigate loss of revenue.

Benevento focuses on the displacement and inconvenience of parking spaces. Further discussion ensues. Brown and the commissioners review the available parking options, ride share modes of transportation, shared parking lots, and other transportation methods for workers. Lozada suggests the possible use of the former Bowl-A-Mat as additional parking spaces for construction workers. Binns believes project start date notification should be large visible signage with plenty of advanced notification. Not just simply use a website, make the sign visible at the actual site.

Cameron and the Commissioners further discuss the construction phase with Henebury raising concerns of crane usage throughout the project. Cameron assures the Commission as much notification for police detail will be provided with crane usage being sporadic not consecutive during the project. Travel lanes and detours are next discussed for each phase during construction. There are 11-foot travel lanes provided in each direction with the exception of crane days, and 8-foot parking lane all along the west side of Park Street. Cameron continues on detailing the underground 2 story parking garage construction, where they would need more room in the fenced area. This area does take up additional space, however, Cameron explains it is better to have the workable space and not need it than need it and not have it. Cameron and the commissioners acknowledge this is for a limited amount of time with Koeplin suggesting alternative ideas for the extra space.

Henebury inquires about the potential number of delivery vehicles entering/exiting the area. Per Cameron, it varies depending on the phase of construction. If it is a problem they can restrict the deliveries. Cameron anticipates maybe 8 trucks at the height of construction to 1 at the least busy time. Henebury asks could the gate be located not near the intersection to disrupt traffic. Benevento asks could they exit further up the street, and exit straight. Benevento has concerns with construction vehicles entering into a timed intersection. Henebury, Cameron, Collins and Benevento discuss the parking egresses in the area; loss of entire sidewalk on Rantoul Street during construction; pedestrian detours crosswalks and detours; exit/entry for construction gates; and pedestrian safety with construction staging.

Laracy echoes Henebury concerns with parking and informs the project of the BFD needs and accessibility requirements. Laracy provides specifics to the areas where the BFD and BPD are frequented along Pleasant Street, Pleasant Court and Park Street. Laracy specifically mentions 62 Park Street. Binns points out to the project practitioners the Commission would like to not hear we have an alternative, rather the Commission needs to hear what the alternatives actually are. The Commission still has concerns at the intersection of Railroad Ave onto Rantoul Street; cutting across traffic; accommodating the farmers market, parking for vendors and the public.

Benevento moves the discussion along with details for demolition. Cameron discusses the demolition plans. They will mostly access site through Park Street removing demolition materials; demoing and hauling out through the back of the site. Benevento suggests some modifications to the plan. Wynne will reach out to the farmers market. Wynne acknowledges Koeplin trying to have a meeting with the mayor for parking revenue mitigation. Discusses appropriate striping make sure shown on the plans.

Brown walks them through the proposed pedestrian improvements. The proponent was asked to provide pedestrian upgrades around the entirety of the site, install bump outs, reconstruct sidewalks and install handicap accessibility, ramps, etc. Brown prepared a concept plan that went to Planning Board. Plan details include reconstructing bump outs on Railroad Ave near the intersections; narrow and restrict the roadways; maintain and preserve the MASSDOT work; widen sidewalks on Park and Pleasant streets. Wynne points out this plan is not consistent with the proposed Mobility Hub plan. Wynne will share with the P&TC the Mobility Hub plan and further discuss with the proponent. Benevento suggests the city and developer review the Mobility Hub plan jointly as most of the commissioners have not reviewed nor seen the Mobility Hub plan and are not familiar with it.

They discuss details for the catch basins, driveway impact, existing sewer conditions. Brown confirms they are good with providing an apex ramp to move the stop lines and crosswalk up closer to the intersections. Asphalt sidewalks are currently in the area, they wanted to maintain what was there. Benevento requests they use concrete sidewalks all around instead of asphalt. Adds to the continuity of the project. Discussion recaps the implantation of concrete sidewalks vs HMA, coordinating with city on city mobility hub plan, reviewing visibility on the corners of park and pleasant with site distance an issue.

There being no further comments. No additional actions at this time.

#2. Recommendation: Modification to Previously Reviewed Project: Site Plan Review #141-19 - 108 Bridge Street - Davie Cutler

Tom Alexander represents the applicant, Dave Cutler. Four residential units approved by ZBA in May 2019 with Planning Board approval in September 2019. After both boards approved the project, the property transferred to new ownership. In July 2020 the Planning Board approved new plans. George Zambouras, project engineer, reviews the modifications. Zambouras reviews project changes and parking configuration. Modifications to 108 Bridge Street include garage door angled off the first end unit for vehicle exit and entry. ZBA approved a curb cut on Bridge Street eliminating access off Carlton Ave. Essentially plans remain unchanged. Captain Laracy inquires for fire access and road with changes from the western side of Carlton Ave.

There being no further comments or questions.

Binns moves to approve the modifications as presented. Laracy seconds. Motion passes 7-0.

#3 Discussion: Beverly Bike Committee

Carl Kooyoomjian, along with Dan Brosnan of the Beverly Bike Committee, presents and discusses the packet information submitted to the Commission and welcomes the opportunity to discuss the Beverly bike infrastructure. The application submitted by the Committee is being implemented into a 2-year action plan. The Committee submitted to the city cost estimates to review using the city of Somerville as an example for comparison. Kooyoomjian would like to point out additional revenue brought to the city by bicycle tourism. After the brief introduction and presentation Salt suggests the BBC return to the commission in the spring to discuss bike parking. Collins suggests the BBC return periodically to provide updates to the Commission and discuss concerns as they arise. Commission members appreciate the proactive approach of the BBC and their attention to balance within the city infrastructure. Benevento complements the committee on their initiative and the strides they've taken. Also notes that for projects presented to P&TC they provide careful consideration for all modes of traffic taking care to ensure that one mode of transportation does not take away from another.

Henebury looks forward to the cooperative venture between BPD and BBC. Collins raises concerns with the roundabout owned by MASSDOT. They need to be restriped for bike traffic. Bicyclists should not be in the roundabout. Collins is trying to get MASSDOT to restripe the areas. Collins also notes striping along Rte. 22. Collins notes that Rte. 22 is owned by the city and they try to restripe every spring.

There being no further comments. No additional actions at this time.

4. Approval of Minutes:

Binns moves to approve September 1, 2020 minutes as presented. Collins seconds. The motion carries 6-0.

Binns moves to approve October 6, 2020 minutes as presented. Collins seconds. The motion carries 6-0.

Binns moves to approve November 10, 2020 minutes as presented. Collins seconds. The motion carries 6-0.

5. New/Other Business:

There being no further comments. No action needed at this time.

6. Adjournment

Binns moves to adjourn. Henebury seconds. The motion carries 6-0.
Meeting adjourned 11:06 am.

Next meeting scheduled for 2.2.21.