



School Bus Parking Forum

Town of Wayland

December 6, 2021

Where have buses been parked in the past?

2020 – 2021 Town Building

2011 – 2020 Septage facility lot (pre-River's Edge)

2010 – 2011 Wayland Middle School / DPW lot

2000 – 2009 Wayland High School (pre-construction)

1978 – 1999 Town Building (pre-Children's Way)



How many buses do we have to park?

Previously (TEC studies)

21 buses (18 + 1 + 2 spares)

23 driver & dispatch vehicles

Revised 2021-22

16 Buses (13 + 1 + 2 spares)

10 driver & dispatch vehicles (5 drivers carpool)

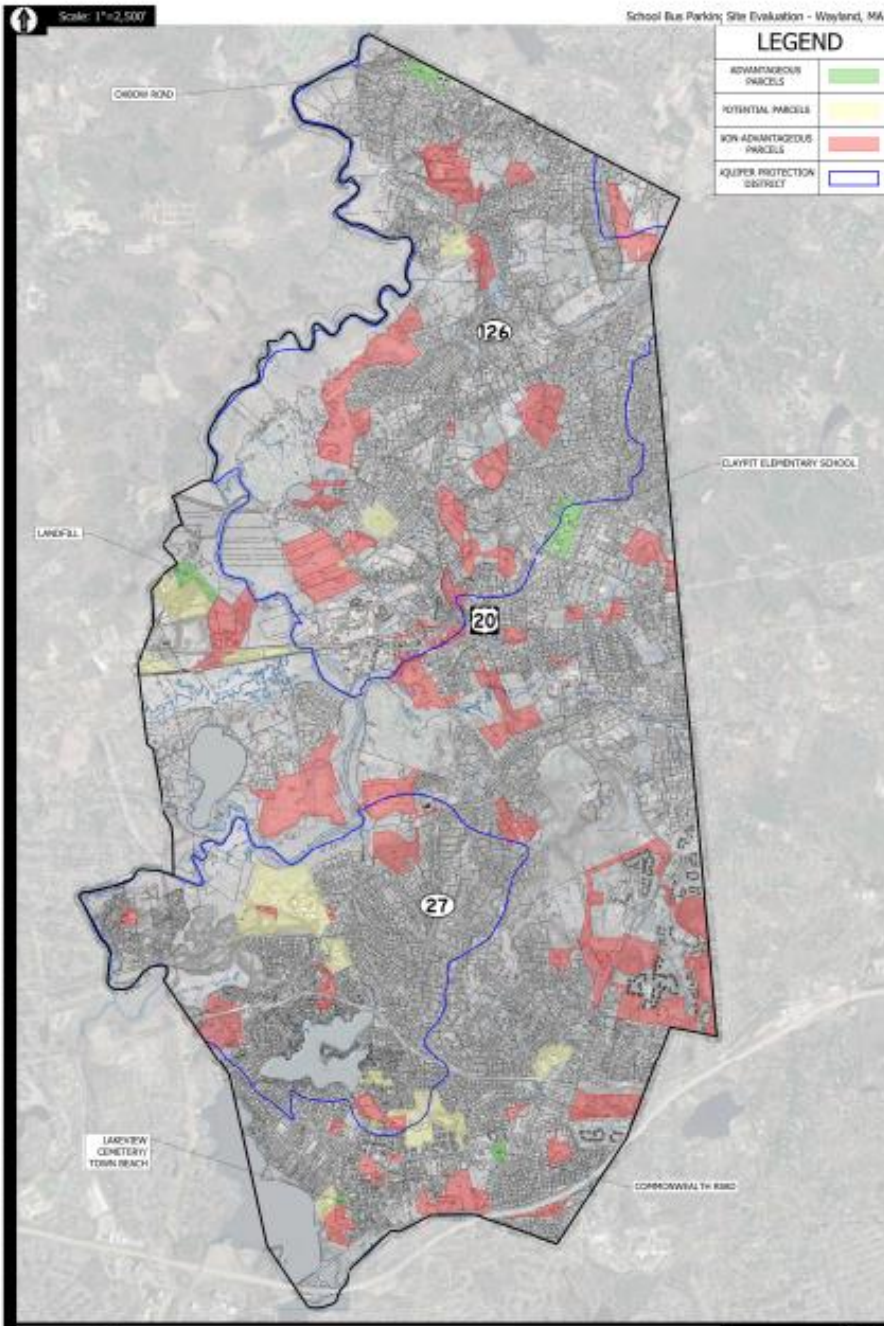
+ Trailer or office space, and restrooms



Parking Search Chronology

- | | |
|-------------|--|
| Fall 2016 | Commissioned TEC study of 70+ sites (for 2018-19) |
| Feb 2017 | TEC study concluded |
| Mar 2017 | RFP issued for parking lease; one response Route 20 |
| Fall 2017 | Lease on hold due to River's Edge delay to 2019-20 |
| Spring 2018 | Alternate MA DOT lot identified Route 20 Sudbury |
| July 2019 | DOT lot lease signed for 2019-20 |
| Aug 2019 | DOT lot put out for sale (Herb Chambers \$5M bid) |
| Mar 2020 | DOT lot sold; buses stay at River's Edge; COVID hits |
| Fall 2020 | One Year ZBA approval for Town Building 2020-21 |
| Fall 2021 | One Year ZBA renewal for Town Building 2021-22 |
| Feb 2022 | Return to ZBA – should we ask for 2022-23 or beyond? |





| LEGEND | |
|----------------------------|--------------|
| ADVANTAGEOUS PARCELS | Green |
| POTENTIAL PARCELS | Yellow |
| NON-ADVANTAGEOUS PARCELS | Red |
| KEEPER PROTECTION DISTRICT | Blue outline |

TEC Study Preliminary Report

December 2016

70+ locations studied

All evaluated for suitability and graded

- Green Advantageous parcels
- Yellow Potential parcels
- Red Non-Advantageous Parcels

4 Advantageous Parcels: ●

- 0 River Road (Transfer Station)
- 357 Commonwealth – diagonal across from Mel’s, wooded area next to Wayland Woods office building
- 0 Pemberton (Town Beach/Cemetery)
- Claypit Hill School
- (91 Oxbow – green but dropped given distance from center)

ALTERNATIVES

TEC Study Top 5 Locations

January/February 2017



Capital Costs

357 Commonwealth (near Mel's) \$270,000 – 440,000

Claypit Hill School \$140,000 – 230,000

Town Beach Lot \$200,000 – 340,000

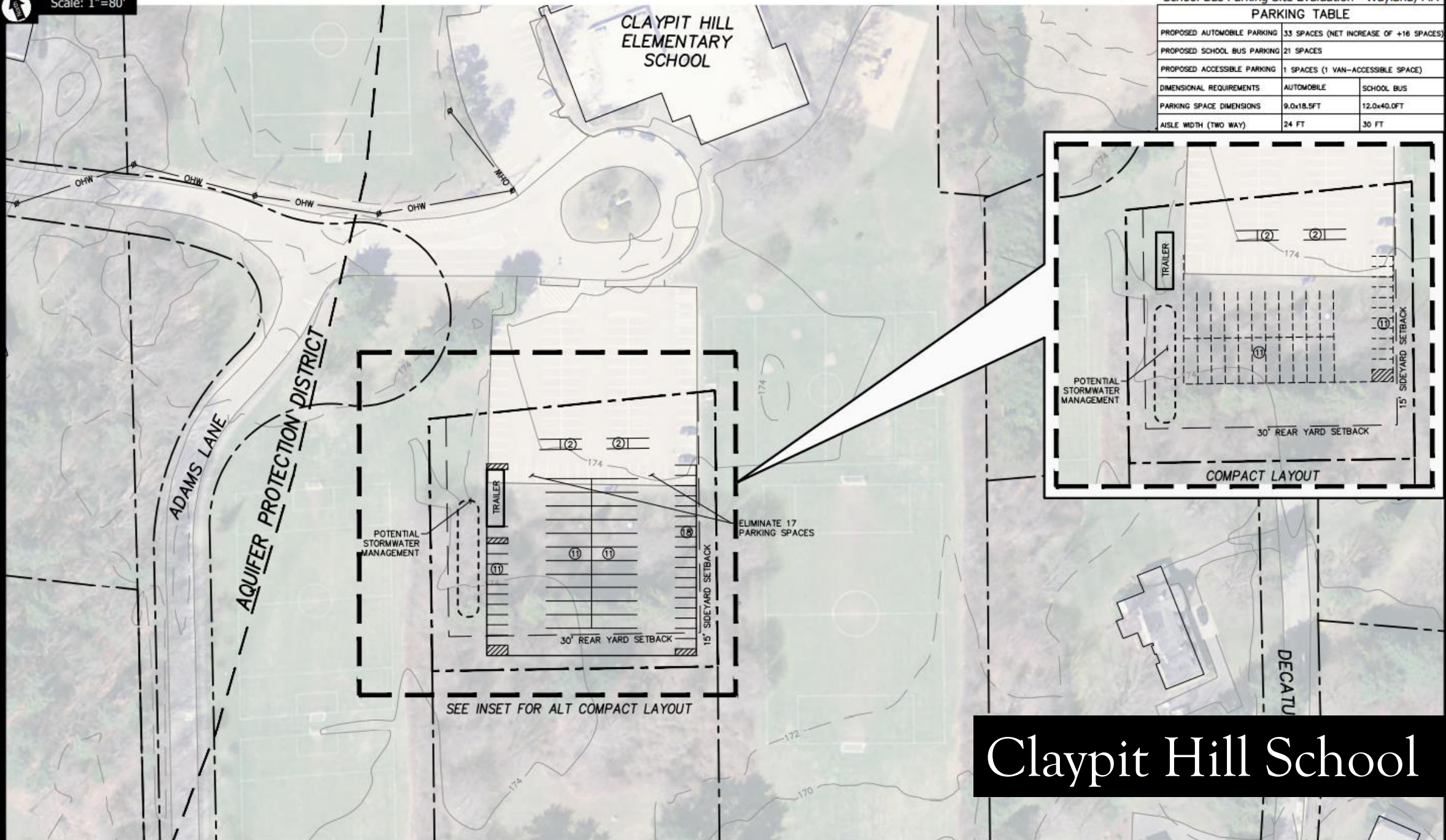
Loker Recreation \$210,000 – 350,000

Wayland Middle School \$230,000 – 410,000

0 River Road dropped due to environmental/River constraints

Scale: 1"=80'

| PARKING TABLE | | |
|-----------------------------|--|-------------|
| PROPOSED AUTOMOBILE PARKING | 33 SPACES (NET INCREASE OF +16 SPACES) | |
| PROPOSED SCHOOL BUS PARKING | 21 SPACES | |
| PROPOSED ACCESSIBLE PARKING | 1 SPACES (1 VAN-ACCESSIBLE SPACE) | |
| DIMENSIONAL REQUIREMENTS | AUTOMOBILE | SCHOOL BUS |
| PARKING SPACE DIMENSIONS | 9.0x18.5FT | 12.0x40.0FT |
| aisle width (two way) | 24 FT | 30 FT |



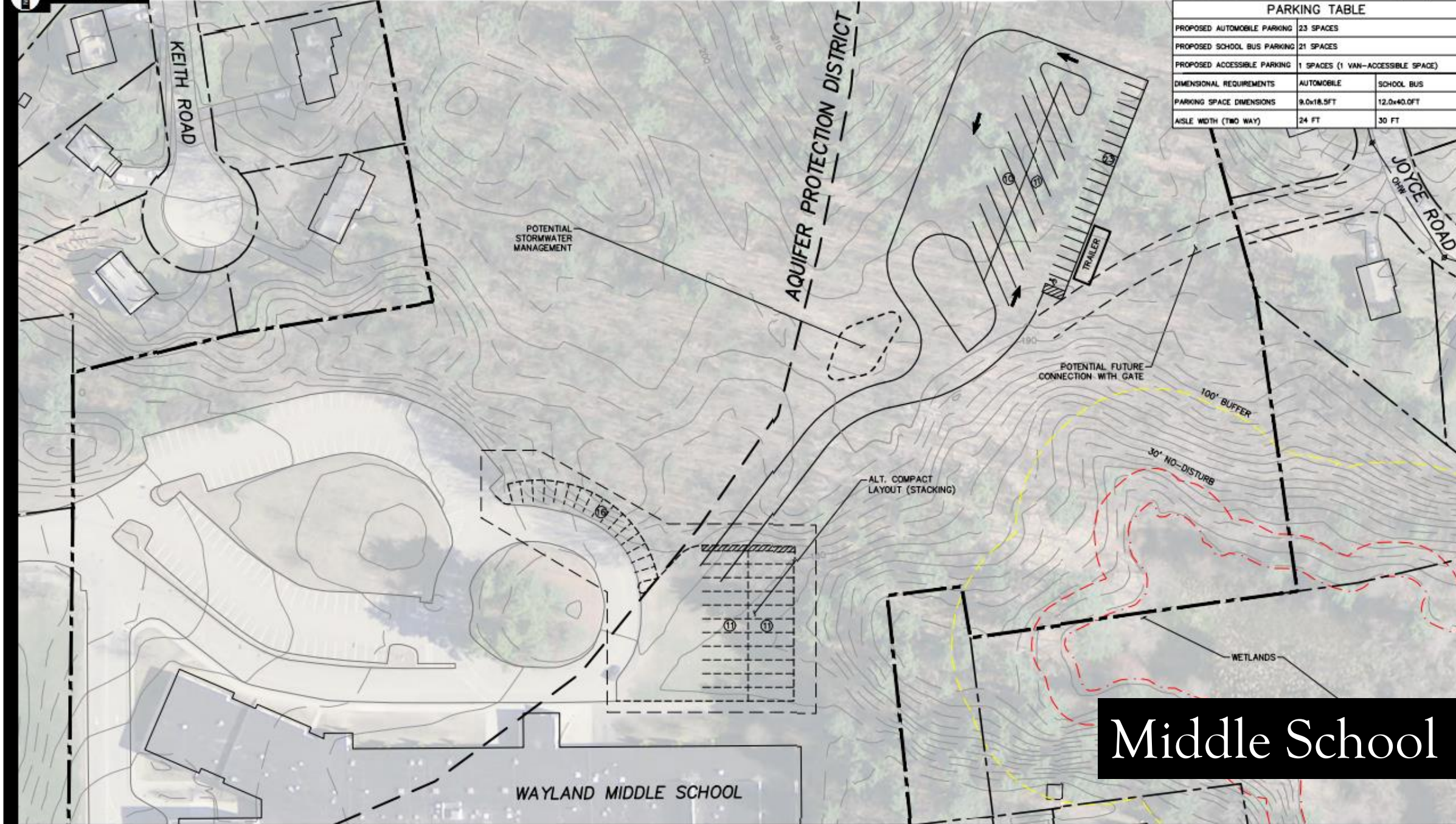
Claypit Hill School

NOTE:



Scale: 1"=80'

| PARKING TABLE | | |
|-----------------------------|-----------------------------------|-------------|
| PROPOSED AUTOMOBILE PARKING | 23 SPACES | |
| PROPOSED SCHOOL BUS PARKING | 21 SPACES | |
| PROPOSED ACCESSIBLE PARKING | 1 SPACES (1 VAN-ACCESSIBLE SPACE) | |
| DIMENSIONAL REQUIREMENTS | AUTOMOBILE | SCHOOL BUS |
| PARKING SPACE DIMENSIONS | 9.0x18.5FT | 12.0x40.0FT |
| aisle width (two way) | 24 FT | 30 FT |



Middle School

NOTE:

Figure 5

Goals

Minimize number of buses

Minimize capital costs

Minimize operational costs

Equal distance from North and South Wayland

Low impact to neighborhoods

(+800 people signed petition to not park at schools)

Maximize use of existing asphalt



Other Alternatives:



Route 20 South Landfill

- Committee exploring potential Town uses (recreation, bike path, DPW, affordable housing, buses)
- Prelim study with DPW for laydown & bus parking 2017
- Environmental issues of the existing landfill still under review – long permitting process, uncertain costs

Town Building

- Considered as potential long-term solution if and when Council on Aging moves to new community center

Questions:

- Wasn't Town Building lot "red" (Non-Advantageous) in TEC study? – Yes, but for new asphalt
- High School? – Aquifer Protection Zone, noise
- Can we split the buses? – Would need to duplicate dispatch and back-up buses – \$100k/year (2017)
- Electric buses? – Future is coming but not here yet
- Were all local churches asked? – Yes
- Lease parking still available? Cost? – Previously \$200k+/yr (2017)
- Other questions?

See all resources posted at WPS homepage – Bus Info



Current Options:

Short Term:

Town Building

Rent Parking?

Long Term:

TEC Report Top 5:

~~357 Commonwealth (near Mel's)~~

~~Claypit Hill School~~

~~Town Beach/Cemetery~~

Loker Recreation

~~Wayland Middle School~~

Route 20 South Landfill

Town Building

Rent Parking?



Initial Town Building Lot Revision 2020

Add 17 buses at back
(lose 38 spaces)

One way entrance from
Route 27

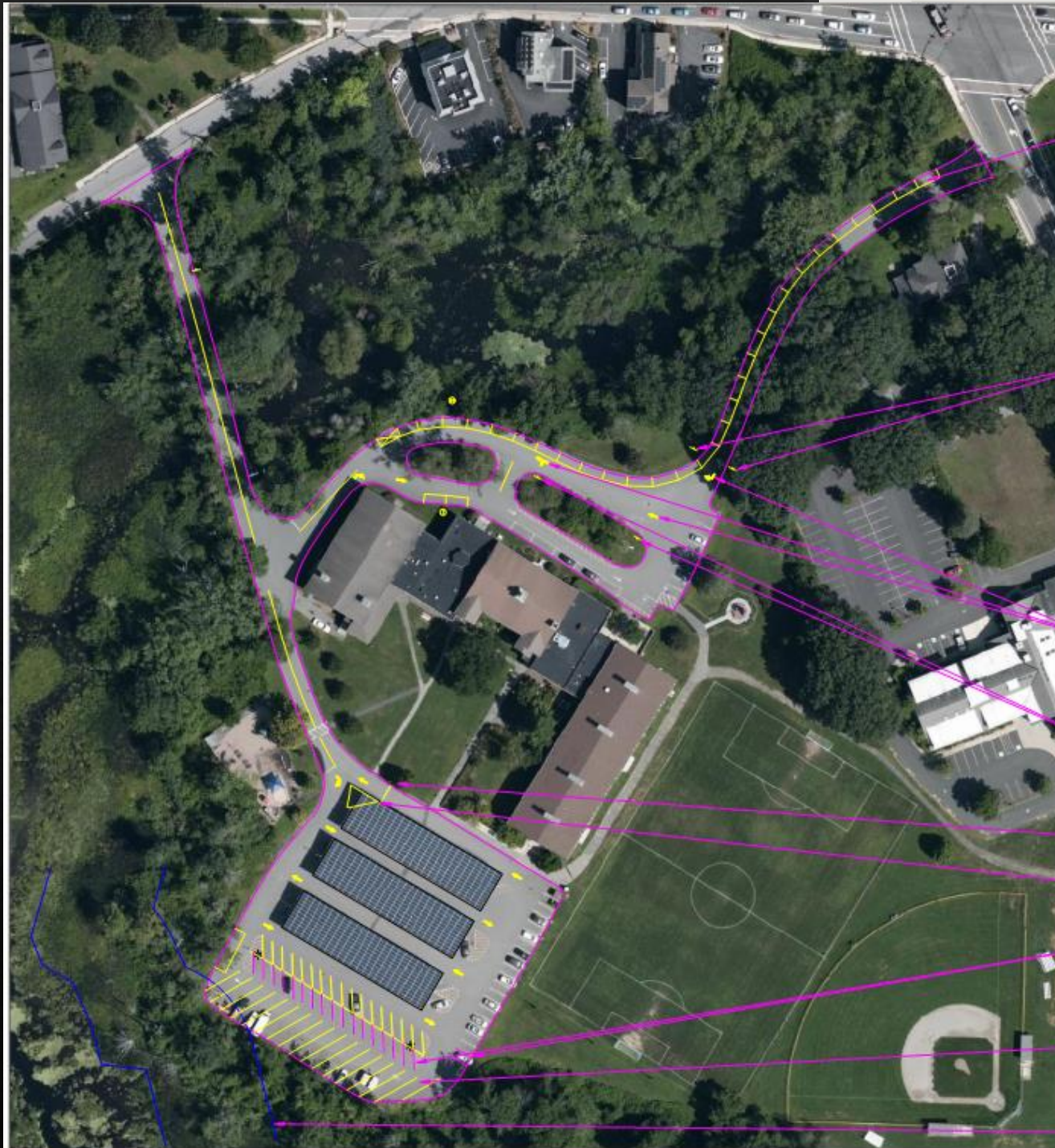
Add parallel parking
(add 31 spaces)

No new asphalt

Feedback:

Increase safety

Increase spaces



TYPICAL PARKING SPACES

"DO NOT ENTER" SIGNS

TRAFFIC ARROWS (TYPICAL)

"ONE WAY" ARROW SIGNS

EXTENDED STOP LINE ACROSS LANE

CHANGED ONE PARKING STALL TO
VAN ACCESSIBLE HANDICAP PARKING
ADDED STRIPED AREA

REMOVED 18 PARKING SPACES
AND PAVEMENT MARKINGS,
KEPT 16 PARKING SPACES

REMOVED 20 TYPICAL PARKING SPACES
REPLACED WITH 17 SLANTED BUS PARKING SPACES

WETLANDS 100' BUFFER

Updated Back Lot Plan

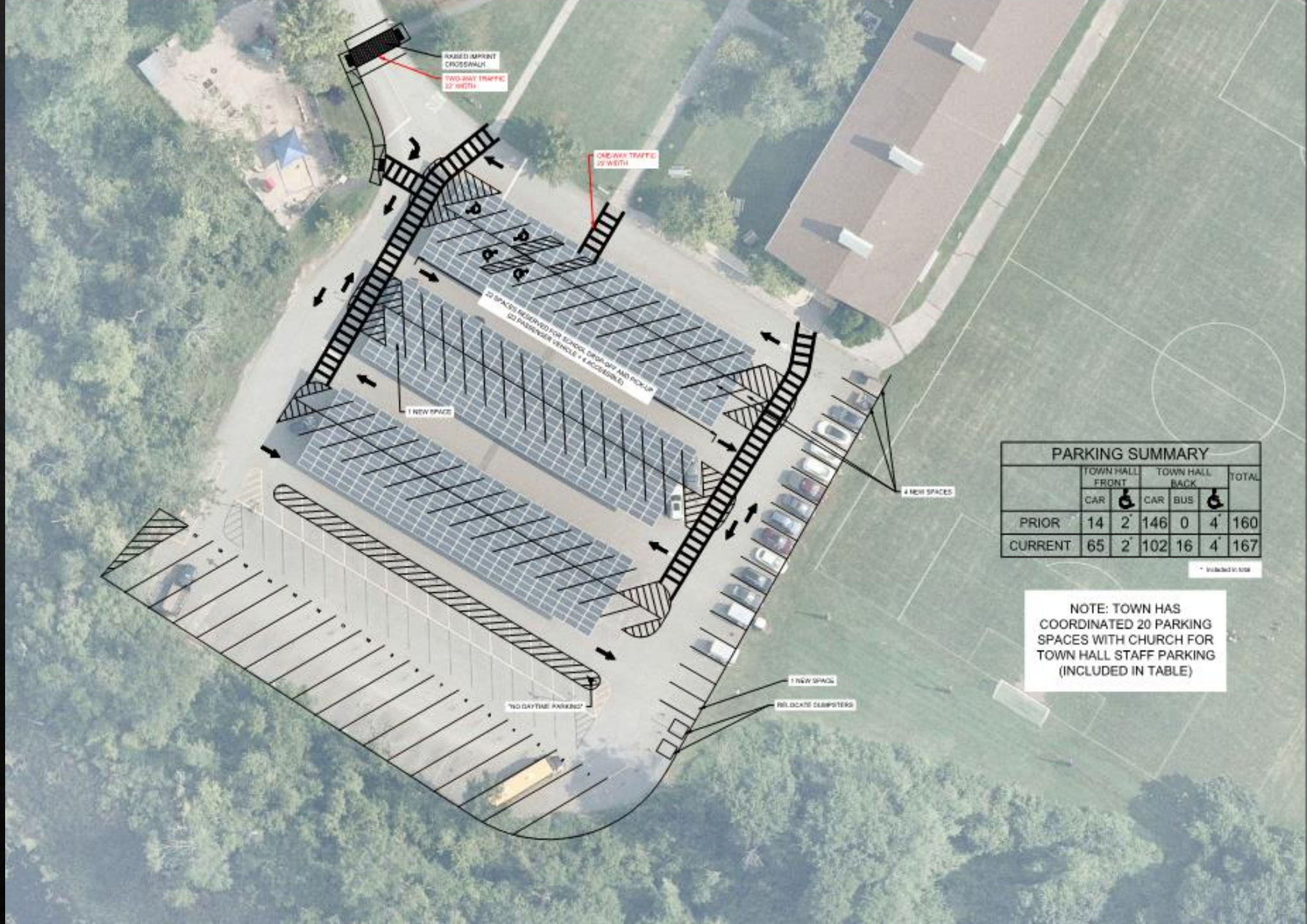
Fall 2021

- Define crosswalks
- No Daytime Parking row
- Secure church parking
- Move trailers & dumpsters
- Employees to park in front and at church
- Define Children's Way morning dropoff spaces

Net Result:

Daytime +7 spaces
vs original

Nighttime +23 spaces
vs original



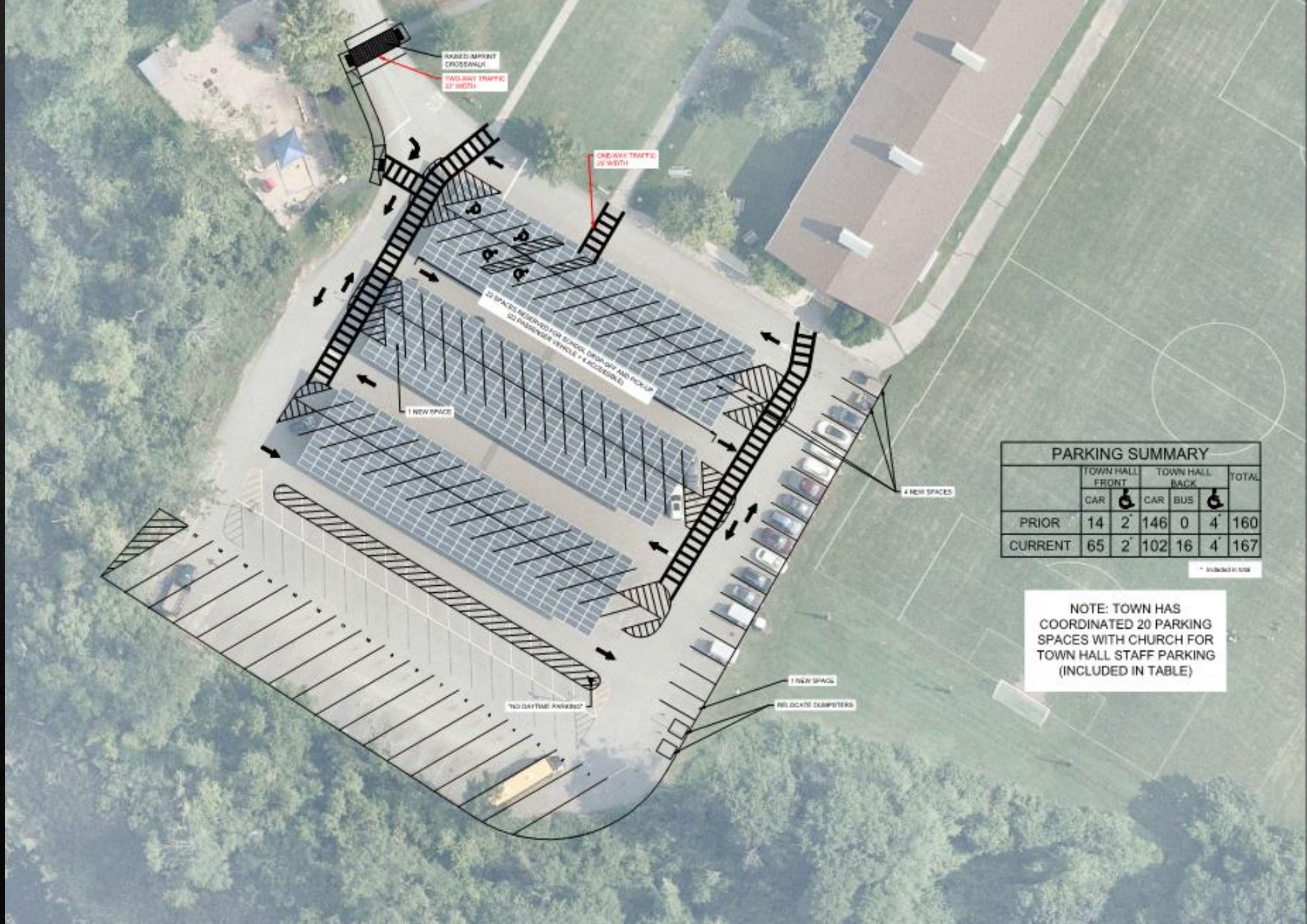
| PARKING SUMMARY | | | | | | |
|-----------------|-----------------|---|----------------|-----|-------|-----|
| | TOWN HALL FRONT | | TOWN HALL BACK | | TOTAL | |
| | CAR | ♿ | CAR | BUS | | ♿ |
| PRIOR | 14 | 2 | 146 | 0 | 4 | 160 |
| CURRENT | 65 | 2 | 102 | 16 | 4 | 167 |

* Included in total

NOTE: TOWN HAS COORDINATED 20 PARKING SPACES WITH CHURCH FOR TOWN HALL STAFF PARKING (INCLUDED IN TABLE)

Updated Plan Back Lot Conservation Commission Concerns

- No parking on drive aisle along wetland
- Concrete stops at back of bus spaces
- Close out 1999 certificate of compliance
- Review front lot plan when ready



| PARKING SUMMARY | | | | | | |
|-----------------|-----------------|---|----------------|-----|-------|-----|
| | TOWN HALL FRONT | | TOWN HALL BACK | | TOTAL | |
| | CAR | ♿ | CAR | BUS | | ♿ |
| PRIOR | 14 | 2 | 146 | 0 | 4 | 160 |
| CURRENT | 65 | 2 | 102 | 16 | 4 | 167 |

* Included in total

NOTE: TOWN HAS COORDINATED 20 PARKING SPACES WITH CHURCH FOR TOWN HALL STAFF PARKING (INCLUDED IN TABLE)

Town Building Lot Feedback

Children's Way morning drop-off congested

- Employees moved to back row, front lot or church
- Morning drop-off spaces created; afternoon TBD
- Avoid 8:20 – 8:30 for buses to return to lot

Town Building interior limited for dispatch office

- Relocate Youth & Family Services or dispatch
- Utilize trailer if ultimately necessary



****DRAFT****

Proposed Front Lot Plan

Fall 2021

(Discretionary)

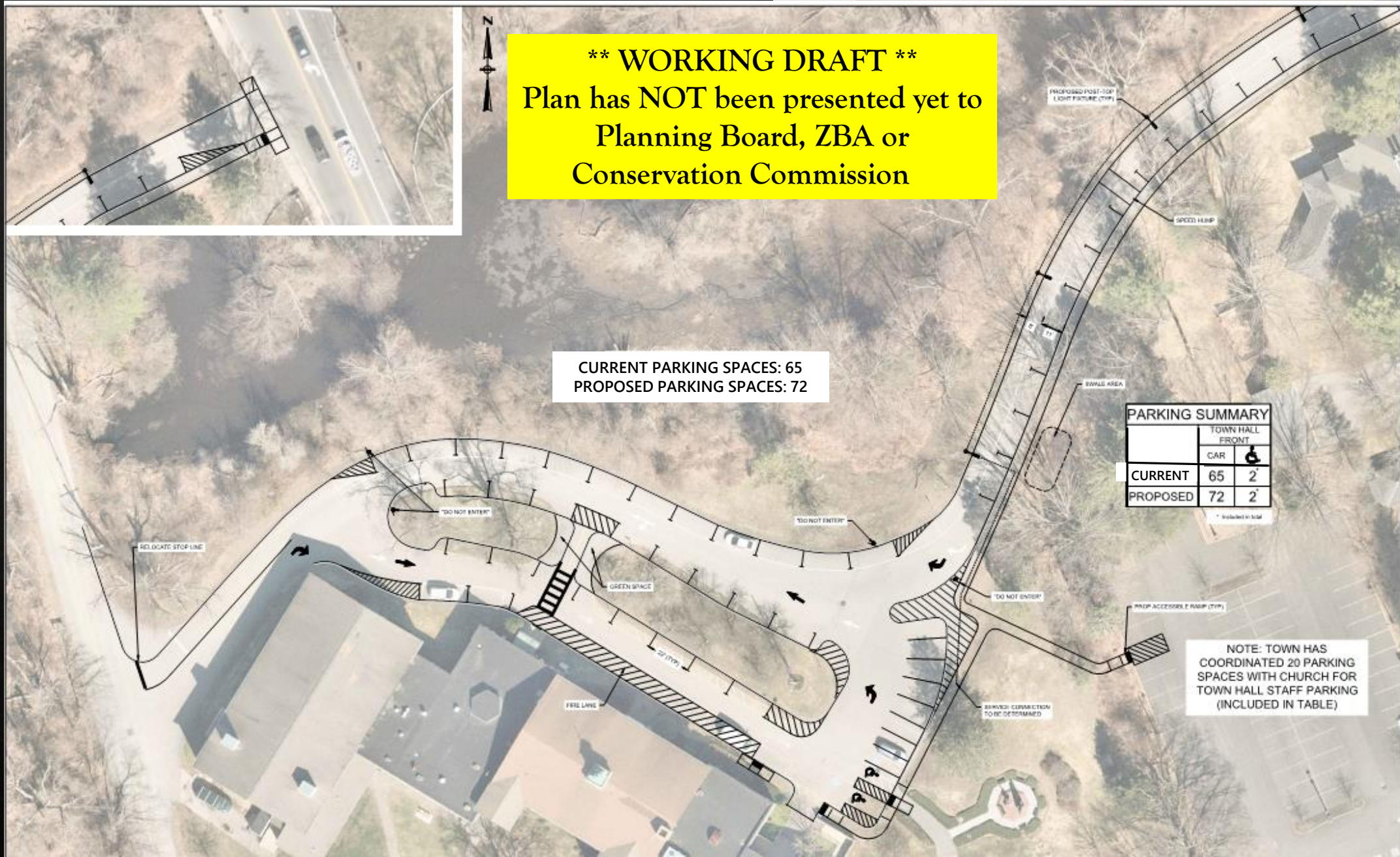
Add entry drive
sidewalk and
lighting

Add church lot
access walk

Keep existing island
trees, trim beds

+7 potential
additional spaces

Est \$350k?



Pros of Town Building

Reuse of existing asphalt

Lowest capital cost vs. all other options

(front lot improvements are discretionary)

Lowest operating costs vs. all other options (central)

Route 27 entry safer, slower, no longer a cut-through

Cons of Town Building

Children's Way safety & air quality concerns

In reality, *less* traffic: 40+ fewer employee/guest spots all day vs. 13 buses and driver cars at set times

Limited bus overlap

Manage 8 – 8:45am with signage and special priority

Parking along entry drive lacks sidewalk and lighting

Worst case, lose entry parking or limit to daytime only



Next Steps

February 2022:

Must return to ZBA to report on results at
Town Building lot

Apply for 2022-23?

Apply for permanent approval?

Or explore alternatives

