

Town of Hingham



DRAFT

Route 3A Task Force

Meeting minutes

February 15, 2022 at 7:00 PM

Members of the 3A Task Force - Judy Sneath, Alan Perrault, Deirdre Anderson, Paul Healey – were joined on Zoom by Town Engineer JR Frey, DCI/GMA2 engineer Tom Loughlin, Vanasse Inc. engineer Steve Boudreau, HPD Sgt. Jeff Kilroy, and members of the public. Task Force member Bryce Blair was absent.

At 7:00PM Judy Sneath called the meeting to order and read the prerequisite statement regarding the Governor's order allowing remote meetings, and the rules governing recording the meeting.

1. Members VOTE to approve the minutes of Mar. 3, 2020; Feb. 23, 2021; Aug. 24, 2021; Oct. 26, 2021; Jan. 11, 2022.

At 7:05PM Paul Healey left the meeting to attend another.

2. Members VOTE to approve the minutes of Sept. 28, 2017 and Aug. 22, 2019.
3. JR Frey summarized some of the concerns and comments heard at MassDOT 25% Design Public Hearing on Jan. 11. He noted that over 100 people attended.
4. Tom Loughlin discussed several remaining areas where further work has been done or is warranted:
 - a. Number of travel lanes between Burditt Ave. and Ship St.: Analysis of traffic queues resulting from a considered reduction to two lanes would not be tolerable. *Current lane configuration design is optimal.*
 - b. Utility conflicts: The State survey shows that Summer St. east of the rotary is a main corridor for communications conduits. This poses constraints for placement of utility poles and limits on the types/locations of catch basins. Additionally, the underground conduit depths may require milling overlay rather than full-depth. *Design work continues.*

At 7:33PM the Zoom call ended automatically; attendees re-joined and the meeting resumed promptly.

5. Tom Loughlin reviewed locations, shown on PPT slides, where design adjustments would reduce impact on wetlands. These ideas will be discussed with MassDOT and Conservation Commission; *design work continues.*
 - a. Otis St, just south of project start, at bend in road: Moving the harbor-side guard rail closer to the roadway, to edge of curbing, would reduce space needed, require installation of fencing material at drop-off. Seen to improve pedestrian comfort although vista obstructed for drivers.
 - b. Otis St. across from the beginning of the Harbor Walk, between an existing stone wall at residence closest to Burditt and Cole Road, around #100 Otis: The state highway layout line is in a significant uphill slope. To minimize cut and loss of the slope, considering a 150-200 foot retaining wall – material likely to be cut stones held together with mortar facing. This issue is newly identified.
 - c. Otis St. across from the Bathing Beach, abutting the wetlands/conservation area south of the traffic signal: Putting in a sidewalk would require 12 feet of fill in the wetlands. Alternatively, there would be no sidewalk on west side of project between Bathing Beach signal/pedestrian cross walk and Ship St. There are no driveways or homes along this stretch. The change would reduce the wetland impact to 4 feet of fill approximately.

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At 8:14PM the Zoom call ended automatically; attendees re-joined and the meeting resumed promptly.

- d. Otis St., southbound between Ship and North Streets: In order to put in sidewalk, a new retaining wall would be required in front of an existing stone wall. Significant land disturbance and expense would be avoided by eliminating the sidewalk on this side. Access to the abutting residences is entirely on Ship and Cottage Streets. Pedestrian crosswalks remain at both North and Ship Streets. More information needed on type of signal for the Ship St. crosswalk.

Combined with proposed change in (c.), the adjusted design would include no sidewalk on the southbound side of Otis Street between the Bathing Beach and North St.

- e. Summer St. between Button Cove Rd. and Steamboat Lane: Earth berm and vegetation on westbound side will be affected by the relocation of utility poles. A portion of the disturbance is on private property. Work continues to devise a solution that would reduce the impact.
 - f. Summer St. at southwest corner of Martin's Lane intersection: Two existing stone walls and ledge in the State layout complicate the construction of sidewalk. No design change foreseen.
 - g. Rockland St., east of Martin's Lane on north side: The project as designed goes onto several parcels of conservation land held by the Town. Work continues to be sure the project is compliant with any deed restrictions – currently none known. The land slopes significantly into wetlands. A new wall would reduce the impact; design is subject to discussion with Conservation Commission.
6. Hingham resident John Drew, 73 Burditt Ave. spoke about his concerns with the project impacts on his use of his driveway, which currently traverses the State layout. JR Frey was onsite with Mr. Drew recently and they will continue to discuss possible changes with Tom Loughlin.

At 8:54PM the Zoom call ended automatically; attendees re-joined and the meeting resumed promptly.

7. Tom Loughlin outlined several next steps required prior to updating project timeline:
 - a. Data collection from State
 - b. Discussion of Otis St. sidewalk with MassDOT
 - c. Individual conversations with property owners affected by project

Next meeting may be scheduled for 7 PM on either March 22 or 29 – pending members' availability.

Meeting adjourned at 9:07PM.