

## Route 3A Task Force

Meeting April 5, 2022; Scheduled for 7:30PM via Zoom

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

### 1. Call to order 7:54PM, delay due to technology challenge

Chair, Judy Sneath, read the prerequisite notice regarding this meeting's being held remotely as an alternate means of public access pursuant to Chapter 20 of the Acts of 2021 temporarily amending certain provisions of the Open Meeting Law.

### 2. Update on meeting with MassDOT – District 5 / JR and Tom Loughlin

Agreed that some cross sections are challenging. In many cases, ideal solution involves a reduction in some of the amenities that are proposed for construction within the right of way, notably sidewalks in some areas where high usage is not likely.

Reductions would require re-opening the design workbook, and that would have to be re-approved, including by Complete Street sector. (goal to improve accessibility across the street) However District 5 would not advocate.

Frustrating – because some of these challenging designs are raising flags in other departments of MassDOT, eg. Environmental permitting, right-of-way for utilities. Without District 5 backing, the process would be more lengthy and risky.

- Bryce thinks the recommendation is appropriate one. Allow DOT to take lead on design and negotiate with Complete Streets. Putting in place infrastructure for a very long time.
- GM2 design documents will help inform MassDOT engineering decisions

### 3. Discussion of Design Management

MassDOT will take over design work for projects they want to move forward. Includes responsibility for design elements, permitting, right of way work.

- Next step to discuss/request the transfer; resolutions and solutions won't be final until we have final set of plans
- Who drafts this letter? JR and Tom L would work on it, and discuss with 3A TF and then propose to BoS.

### 4. Progress Report on Design incl. new sections as available

Summer St., north side – 3 properties – at Steamboat Ln and at Button Cove  
- moving all utility poles to south side not possible, but two close to Button Cove could be moved

- trying to narrow grass strip, to minimize impact at 2 Steamboat properties – utility pole would be in the layout but the clearing for guide wires clearance still needs to happen; this would reduce size of easement but might not be best outcome for the trees (or for the homeowner) / stalled because of new set of underground utilities received from DOT – pretty massive duct banks in the roadway so pole has limited positions to be in. and restricted by bike path positions relative to the roadway. Alternative to reduce width of SUP – from 10' to 8' – but that would require MassDOT approval (trying to avoid that).

### 5. Discussion of corridor Landscape Treatments

5 key landscape areas: Otis Hill, bathing beach, north st, rotary, martins lane

Some will have to change as engineering issues get worked out. – limiting factor might be utilities placement (new info); DOT had been expected big things for the roundabout landscape; they will support the aesthetic needs of the project

Selectboard just signed agreement with Beales and Thomas on design for bathing beach/inner harbor. Had kick off meeting. B&T know that they need to be complimentary to Pressley plan.

6. Vote the minutes of 2.15.2022 – POSTPONE til our next meeting

7. Adjourn at 9:15PM

*TIME?*

#3 Considering timing of turning over design management to the State. Practical considerations.

A lot of design issues we have are subjects of discussion internally at MassDOT, so we would rather that MassDOT pay for the engineering design that goes into making this argument on behalf of one faction or the other within MassDOT. District 5 more concerned with cost containment – that's another competing priority.

for example – opposite bathing beach, we have to fill existing wetlands in order to get complete streets into design. Environmental permitting within MassDOT doesn't want to do that whereas Complete Streets requires that their design standards be met.

#5 not a lot to discuss. What is the path forward for getting the right treatments on the plans? Tom L. should weigh in on that. Discuss MOU next year. Bryce willing to coordinate?

Still actively seeking solution to location SUP seaward of 30 Summer St – still open. JR suggests we work on obtaining easement to Town for the SUP - as a way of smoothing process for MassDOT to move ahead on this idea. Might not require reopening design justification workbook.