



To: Terry Whalen
Principal Projects & Operations Administrator

Date: September 14, 2017

From: Kate Andrews
Howard Stein Hudson

HSH Project No.: 2013136

Subject: Town of Chatham
Chatham Route 28 at Crowell Road Intersection Project
Chatham Town Hall Annex
Meeting Notes of August 15, 2017

Overview

On August 15, 2017, the Chatham Route 28 at Crowell Road project team appeared before the Town's Board of Selectmen. The meeting was held at the Chatham Town Hall Annex and was attended by the board as well as the Town Administrator Jill Goldsmith, MassDOT's Tom Currier, and Principal Projects and Operations Administrator Terry Whalen. The main purpose of the meeting was to introduce the different options for the intersection and to solicit questions and comments from the board.

Keri Pyke of Howard Stein Hudson started the meeting with a presentation providing an overview of the project history, existing conditions, and previous concept options that were considered by a prior consultant team. She then introduced the different options for the intersection, advising that an improved, signalized intersection, designated alternative three was the only viable option for the area and laying out the reasons why. Following the presentation, the meeting was opened up for questions and comments from the board.

Generally, the tone of the meeting was one of engagement, with many meeting attendees discussing the third option and its benefits as well as its shortcomings. Other key talking points focused on determining a comment period for the design, as well as whether to have a public information meeting or office hours within that time frame. The meeting ended with the board deciding on a 60-day comment period with a public information meeting to be held during that time and a Board of Selectmen meeting to be held at the end of the 60 days to decide on which option should be moved forward into the formal MassDOT 25% design process.

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Detailed Meeting Minutes¹

Welcome & Opening Remarks

- C: Terry Whalen (TW): Good evening. I'm Terry Whalen and I am the coordinator of the Crowell Road Intersection project. In your package there is an overview on the project to provide some context. It's been a while since we were here in 2015. And though things have been going on, this will explain the process going forward. Tonight you're going to hear the presentation from Keri Pyke from Howard Stein Hudson and Nate Cabral-Curtis who is the Public Involvement Specialist from Howard Stein Hudson. Then you'll hear from Tom Currier from MassDOT. I'll hand it over to Keri Pyke now for an overview and she will go over the alternative proposed plans.
- C: Keri Pyke (KP): Good evening, I'm Keri Pyke, principal at Howard Stein Hudson. I am here to talk to you about Crowell Road. Some of this will be a repeat from a few years ago when we last talked about this. As Terry said, we've been working on alternatives and tonight we're going to give you an update. We'll go through some of the project history and prior designs and then we'll get into what we have for those alternatives.

Here is our overall project area. The intersection of Crowell Road and Main Street/Route 28 is just west of downtown. Here is Oyster Pond Furlong and here is an aerial view of the intersection with the Chatham Village Market, CVS, the former Cumberland Farms, Grover Vacation Rentals, the church, post office, Depot Road and the cemetery.

This project came about as part of the Town's comprehensive plan, which included looking at safety improvements at this intersection. It was adopted unanimously in 2003. Now we are moving forward in the history. Public information meetings were held to look at concepts with another team in 2009 and 2010. In February 2013 this project was sent to MassDOT for inclusion in the TIP for 2021. We last talked with you in June 2015. We are hopeful that depending on how this process goes, we may be able to advance it on that list if possible. We had some coordination meetings with the town and MassDOT earlier this year.

Some field observations, just to remind you: this is Main Street looking east, towards town center. We have queuing on Route 28. As we get to the intersection, some of the issues that we noted are some traffic signals that are not visible because of trees and poles, challenging left turns onto Crowell Road and Queen Anne Road, conflicts with cars turning quickly onto Queen Anne and into the market, as well as an overall skewed geometry. There are a lot of challenges at this intersection.

¹ Herein "C" stands for comment, "Q" for question and "A" for answer. For a list of attendees, please see Appendix 1.

There is a steep grade coming into the Chatham Village Market, another steep grade at Depot Road going upward and Route 28 too. There are problematic left turns; there are limited sidewalks, narrow shoulders, steep grades, and problems with signal visibility when trees are in full leaf. On Depot Road there are concerns about emergency vehicle access. Islands are not accessible and there is no pedestrian equipment. The crosswalk has no cut-through which makes it hard for wheelchairs and baby carriages and you cannot see the signals. The pavement is not in great condition and the signal equipment is old. Getting the equipment upgraded would help the intersection quite a lot. There are no bicycle accommodations. You have a pretty narrow shoulder. This intersection represents a gap in the rest of the bicycle infrastructure in town.

Back in 2010, there were a few roundabout options. The first one has major impacts and the size and layout does not force drivers to slow down which is one of the goals for a roundabout. It also closes the driveway to the Chatham Village Market which would create an access issue. The second alternative for a roundabout was a slightly smaller radius roundabout with a larger apron. But that still closes the driveway and it doesn't help slow cars down.

We had a few different signal alternatives. In the first signal option, Depot Road is closed which is a significant concern for the Chatham Fire Department who would lose access to southern and western parts of Chatham. This also does not provide any turning lanes on the Main Street and those are really needed. In the other signal option, Depot Road is open and going one-way but it is going away from the intersection and that creates concerns for the Fire Department again.

So now on to what we have looked at for alternatives: We did traffic counts in June of 2014 and 2015 and we also did some checks in August to get the high season numbers. We looked at crashes in the area. The crash rate for this intersection is 0.89 crashes per million. That is above the MassDOT District 5 average of 0.77 which is a considerable difference. There are a lot of left turning and rear end crashes which indicates that many people are having a tough time seeing the signal. Looking at these issues, we are trying to solve them through design.

We have three alternatives. One is no-build and this does nothing for you: the congestion, signal equipment and safety issues, those all stay as they are. There are no significant benefits and you are left with all of the concerns that currently exist out there today.

Alternative two is a smaller roundabout. Depot Road stays open, but it's one-way towards the intersection. There are some significant concerns with this alternative. We have a detailed survey, but we don't see this as a working option due to significant slopes going up Crowell Road and Depot Road, as well as the interchange between Main Street and Queen Anne Road. There would be takings on the church and cemetery and major utility relocations that would be required which would be quite costly. For this grading to work, we would have to make the whole thing drain to the center. This is really problematic because you are basically putting the low point in the center of the road. We tried this as many ways as we could but this is really a non-starter with the five legs and geometric problems and the issues of access with bigger vehicles not able to make all moves.

The last option is a new signal with some changes to the geometry. We would have turn lanes on Main Street, left turn lanes in both directions. You would have a protected place to wait to turn. This would allow for slower speeds turning on to Queen Anne Road from the west. Signal preemption can be put in for the Chatham Fire Department: there are transmitters on the fire truck and on the signal and that will give the fire truck a green signal. There would be a full replacement of signals. We can include bicycle accommodations, as well as pedestrian and ADA accommodations to make

sure anyone with a disability can get around. There would be some easements required and potentially a little bit of a delay when the pedestrian phase comes up, but for that you get much more safety.

For the schedule going forward, we have a proposed 30 day comment period after tonight. We'll come back to you after that in October for approval of the design to go forward with the design. We'll make the 25% design submit to MassDOT in the winter and then hold the design public hearing in the spring. Construction would begin in winter 2020/2021. Depending on funding, that might get moved up. Please contact me with any questions. The project website is now live and all of this information will be posted for you. Nate Cabral-Curtis, our Public Involvement specialist, can also be contacted if you have questions. Now we will open it up to questions.

Question and Answer Session

Q: Jill Goldsmith (JG): Are we putting the signal alternative forward for public comment?

A: KP: Yes, the alternative being put forward is the signal alternative. That's our draft alternative. We looked very closely at doing a roundabout but we could not make it work to the point where we felt that MassDOT would approve it. This is because of the drainage and grading concerns.

Q: Amanda Love (AL): I don't feel the signal alternative gives me much information. What happens to the off-shoot lane to go to the village market?

A: KP: The existing curb line will be pulled out. People will still be able to make the right turn, but it will force them to slow down. You want to make sure that when people turn into the driveway they can do it safely.

Q: AL: Is the off-shoot lane eliminated or does it stay there?

A: KP: The off-shoot lane will be eliminated; there will be no more separation. It becomes more of a regular right turn.

Q: AL: So how would you go down Queen Anne Road?

A: KP: You would still be able to make the right turn.

C: AL: People slow down to make that right turn now because it's a natural progression. So that would make sense.

C: KP: We've been able to optimize the overall operations. Part of that is you'll have left turn phases. The way the signal will run would be different than now. It doesn't really change the queuing.

- Q: AL: So what land does it take from the village market parking?
- A: KP: No land is taken and the entrance will stay where it is. The driveway might be narrowed a little bit, but it stays where it is.
- C: AL: That turn is pretty tight as it is, it's just an entrance.
- A: KP: That stays the same. It would be an entrance only like it is today.
- Q: AL: So you want to widen Route 28 by the church?
- A: KP: We are widening it, but within the MassDOT right of way. The pavement does get wider to fit the turning lane in.
- C: AL: The picture that you showed coming down Main Street, you identified it was thin yourself.
- A: KP: Correct. We are widening the road, but there is no taking. It's within what's currently in the street layout.
- Q: Jeffrey Dykens (JD): There are no takings per se?
- W: KP: We have some easements, but no takings.
- Q: JD: Are there sidewalks throughout the plan, especially on the south side of Main Street?
- A: KP: Yes. You can see the sidewalk carried to the limits of work on the South Side. We may have stopped shy of the big trees, that's a design detail we can discuss. We don't have a sidewalk on the cemetery side of Depot Road. There is one on the corner to give someone a place to wait by the cemetery.
- Q: JD: Are there sidewalks on Queen Anne Road?
- A: KP: Yes, on both sides.
- Q: JD: The pedestrian activity down there is very bad right now. If you didn't have grading and drainage problems would the roundabout be preferred?
- A: KP: I'd say yes. If it wasn't for all that we thought it would work really well. MassDOT is very concerned about the drainage. You'd need an absolutely perfect contractor or you'd wind up with

a swimming pool in the middle of the intersection. Under ideal circumstances you would still get sheeting concerns when it rains and the possibility of ice in the winter.

Q: Shareen Davis (SD): So how does this design address the eastbound queues on Route 28? Does the left turn help that?

A: KP: The left turn and new signals will help that. There are things you can do with the new signals that the old ones can't do. It doesn't mean that in the summer there will never be a queue, but it will certainly help to move the through traffic.

Q: SD: So the signals will be more visible in the future?

A: KP: Right now all your signals are post mounted. In the future we'd have a mast arm with lights out over the lane so people would really be able to see the signal heads.

Q: Dean Nicastro (DN): With respect to the easements, those are takings aren't they?

A: KP: They are mostly sidewalk easements. Primarily it's on the side of Depot Road opposite the cemetery. There will also be temporary easements for construction. We would need that along the side of Depot Road to make it ADA compliant, I believe that is really the only easement. It's just a strip along the south side of Depot Road.

Q: DN: So that's a permanent easement on private property?

A: KP: Yes.

Q: DN: Is there anything from the church or cemetery or market?

A: KP: We will confirm this for you, but we may need a sidewalk for the church easement as well.

Q: DN: Can you point out for us on this plan where all the sidewalks will be?

A: KP: On Queen Anne Road we have sidewalks connecting to Main Street around the corner which continues off of the map, coming back on the north side of 28. It goes around onto Crowell Road, just a little on the northeast corner, on the south side of Depot Road, and wrapping around the church onto Queen Anne Road.

Q: DN: Where would the temporary easements be?

A: KP: We will know that better at 25% design, but we think there will be easements for grading.

Q: DN: Where will the left turns be?

A: KP: There will be left turns on both directions of Route 28.

Q: DN: And where would the signalization be?

A: KP: Most of the posts will be located on the corners as well as one on the island. Also there will be pedestrian heads and push buttons on the corners.

Q: DN: Is the rectangle in the middle all pavement?

A: KP: That's just the paint for the crosswalks; it's all pavement.

Q: DN: What are the bicycle accommodations?

A: KP: We have a bicycle accommodating shoulder (4') across the site.

A: TW: They wouldn't be designated as bicycle paths, per se.

Q: DN: Will there be public meetings apart from the Board of Selectmen meetings?

A: TW: As far as process after tonight, there will be a 30 day comment period. Comments tonight are on the record. All of that gets compiled and presented at a follow-up session and then we'll seek a vote from the selectmen to create a draft 25% design to submit to MassDOT.

Q: DN: When West Chatham was done was there a public meeting within the 30 day period?

A: TW: No there was not. At the end of the 30 days we came back before the Board of Selectmen and summarized the commentary received and then at that point we asked for permission to initiate work on the 25% design for submission to MassDOT.

Q: DN: Are we permitted to have a public meeting within the 30 day period?

A: JD: All this does is open the comment period and then we would then ask your direction now.

Q: Cory Metters (CM): There's a great concern about the impact and the scope of the work, how it will interfere with the residents and businesses. Is the signal longer than doing a roundabout? Can you talk about the proposed construction schedule period, 2020-21, on this and how it compares and comes together with work going on around Chatham?

- A: KP: Because this is a more traditional intersection there would be fewer impacts than a roundabout. You'll have to repave the center of the intersection, but you won't build a center island. Paving and sidewalks are things you can do while you keep traffic moving elsewhere. It's less of an impact in terms of traffic and people flow. Whichever alternative you do, the general contractor will need to coordinate with other local businesses and maintain property access. But because this is more traditional, it's less of an impact on traffic flow.
- C: Tom Currier (TC): I just want to make sure that we are perfectly clear on the alternative choices from this discussion: MassDOT with Howard Stein Hudson and another independent consulting engineering firm reviewed all of these options, particularly the roundabout. At first glance that looked like a really good idea. But the grading is too difficult here for us to build a roundabout to drain to the outside. We would have some major impacts to abutting properties and MassDOT won't build a center draining roundabout for maintenance and safety reasons. MassDOT prefers the signal which makes a big improvement with the channelized left turns, better safety and accommodations for cyclists and pedestrians. We see this as a big improvement with modern, efficient signal equipment which isn't behind trees on the side of the road.
- Q: DN: This design might be easier to accommodate. There's some slide back and forth on being more ready, this might be faster to get started. With the other projects that we have in the queue, if this project is ready earlier than we thought, how do we fit that into the budget?
- A: TC: The way things are programmed today, the West Chatham project goes out for construction next spring. That'll be mostly done before this gets started. If we can advance this faster, it might place pressure elsewhere for overlaps. We'd coordinate it accordingly, but this isn't complex, it's just an intersection improvement.
- C: AL: Right here you have a crosswalk coming off Depot Road going into a sidewalk that doesn't exist right now. There is no reason for a sidewalk here.
- A: TC: We have to build this ramp for accessibility. At the end of every crosswalk there must be a compliant ramp.
- C: KP: We could remove that crosswalk from the island because of where the other crosswalks are located. Typically, we would have a crosswalk over that lane. This is a concept. That's a good comment.
- C: TC: It provides pedestrian access to the entrance to the cemetery. Without this, they couldn't get in.

- C: AL: So you have a sidewalk that goes nowhere along the church. And you have a sidewalk that is dumping people into traffic. It goes nowhere. So it doesn't make much sense. It comes around where there is no existing sidewalk at the church.²
- C: TC: It's a valid concern. This is just a concept, it's not the design, but we typically try to provide access and we'd terminate the sidewalk at a logical location.
- C: AL: At the church there is a very small amount of space so creating a path and the easements taken here you're creating a third lane and a sidewalk. As you can see that's just a lip.
- C: TC: The pavement isn't the edge of the state right of way. The church doesn't own all the way into the pavement.
- C: CM: I'd like to see the alternative go forward for some commentary. We want input from various parties, put it out to the 30-day comment period and then recap the discussion. Then maybe we can do an input session.
- C: JD: The materials tonight say there would be a second Board of Selectmen meeting after the 30 day comment period to discuss public comments. The second Board of Selectmen meeting would be followed by the MassDOT 25% design public hearing with continuing opportunities for public input which seems like enough opportunities for input. This seems less difficult than West Chatham. There will be a comment period and that seems to be enough.
- C: DN: I think we should hear from anyone who wants to speak tonight to see if we want to schedule a meeting.
- Q: Peter Cocolis (PC): I just have one comment or question: We see how the flow will work on Main Street, but what about Crowell Road and Queen Anne Road? When you make the left turn, you'll be making the turn, you don't know if the car that's coming will turn into you or go across. That's always an issue.
- A: KP: For the last gentleman's comment, I'll have to double check this with our signal analysis, but we'd have separate phases for Queen Anne Road and Crowell Road so you won't see that any more.

² This sidewalk is primarily placed to enhance pedestrian connectivity to the Universalist Meeting House and was made part of the concept based on the 2015 abutter interview with leadership at the facility.

Q: Norma Avellar (NA): Question one: would you have two more public meetings to enable more people to come to the sessions, not necessarily tied to Board of Selectmen meetings, but have a meeting where we discuss this issue? Why are we tied to 30 days? Whose idea was that?

A: JD: It's a suggested comment period for the MassDOT process. If we need more time, this is our project. It's important to get to a 25% design so we can get a determination on a design to put forward. Once the design is put forward, you'll see the engineering plans in more detail so this is the time for comment.

C: NA: The problem is that the town buys into this but it's a concept. And they had no idea of the ramifications of it. So I think they need time to ask questions. Every decade has its favorites. You have your favorite star or your favorite movie. MassDOT's favorite pet during this decade seems to be roundabouts. Now if you've been to the Orleans roundabout, you're taking your life into your hands. You probably would only go there once. You'd cut through the Christmas Tree Shop and then go down Route 28. A roundabout there? Why would Depot Road be only one way? It's very clear you come down Depot Road heading west; you could only turn right unless you are a fire truck. It already is controlled.

I think the possibility of including bike ways is very important. And certainly we need sidewalks. But now we're talking about putting in passing lanes. But passing lanes worked horribly when we discussed West Chatham, in spite of the fact that 40 years ago they were put in for safety and we haven't had any accidents in that area ever since. And now, we're doing passing lanes again.³ And as far as that intersection is concerned, the independent stores in this town are the lifeblood of the community. If CVS or Cumberland Farms has a bad year, so what? It's not a big loss to their many other stores. The local businesses are the lifeblood of this town and anything we do to take land away from them, make any entrances hard to get to, it's just wrong. We need to support our people. And I don't think this is doing it. And I think we need a lot more discussion and a lot more evidence and a lot more input from townspeople before we do anything that we might not be happy with ten years from now. Thank you.

C: Elaine Gibbs (EG): I'd echo some of those comments. We've been talking about this for a long time and its August 15th and we've got a 30 day period. I don't know why we suddenly have a magic number. I think it's really important to move this forward and go into September so people can talk about it. I use Queen Anne Road five to six times a day and I've never had a problem

³ The "passing lane" in West Chatham is a two-way left turning lane. The proposed lanes at Crowell Road are dedicated, left turning accommodations which facilitate a left from one direction of travel only. Each element is considered a separate and distinct traffic control device.

with it. Full time residents know what to do. We use that road to avoid the rotary on Main Street in the summer. I'm stunned that Howard Stein Hudson has decided on this spot to put in turning lanes when they wanted to get rid of them in West Chatham. I don't think Howard Stein Hudson looks at the fact, and this has been my argument for a long time, that we are a unique community. We go from 6,000 to 40,000 residents and every time we do a project we're doing it to accommodate summer traffic at the expense of full-time residents and businesses. The rest of us suffer.

In terms of the timing, I have a serious problem. I've read all of MassDOT's manuals, and I pointed out when the CDT came out for West Chatham, the selectmen still haven't put that on the agenda. That's by extending work from May until June and right into September. Only if everything goes right will it be two and a half years. I guarantee that it will be over 3 years. It's supposed to start in 2018, which brings us to 2021. At the same time we've decided we're going to put in the sewers under Route 137 which is our only egress to the west. That's going to take two years. And now we're doing this in 2020 or maybe earlier. We have 3 construction projects going on in this town and full time residents have to deal with it. It's going to start Labor and it's going to end June 30 and then we have the luxury of running all that construction into the tourist season.

I don't know what the planning is in Chatham in terms of how much damage you can do to businesses and they won't survive in West Chatham. They are not going to survive two and half or three years. To do this now in an area where people are coming from all directions, we'll be sitting at red lights for eight to ten months waiting for them to turn when there's nobody using the crosswalks or coming out of Crowell Street or Queen Anne Road. Take all that into consideration. Pay attention to the full-time people, and that goes for the construction people and service people and landscaping workers and the grocery store. They are our lifeblood. I don't want to see any more businesses go out of business. Are we MassDOT's poster child for construction and then we're going to find out at the end of it all what did work and what didn't work? So I hope you will take that into consideration and make the comment period longer.

Q: CM: Should the comment period be longer, 60 days?

C: DN: We have a lot of people saying we should have summer meetings because of seasonal residents. The point of the impact on long term residents is important. I don't see why we can't have another session. I'd like to hear what the abutters have to say about it. I'd be open to another public session on extending the comment period. I thought 30 days was imposed by the state.

- C: CM: I'd suggest going out to 60 days. We're at the tail end of the summer and we're trying to get through Labor Day with the businesses. And with your numbers that gives you 15 days. I'd suggest a 60 day comment period prior to when we have the next Board of Selectmen session.
- C: AL: I'd like to see an additional public information meeting, maybe held at the community center in September.
- A: TW: Clearly this is pre-process for the MassDOT 25% design. This is being modeled in West Chatham. We did send out direct mailings for this meeting to all abutters. We can extend the comment period to have a bookend meeting when we have all the comments in.
- Q: JD: Can we do an office hours session without the presentation? Would the board like that?
- A: TW: We have the website and we did do outreach with abutting property owners in 2015. You can read about that on the website. Some of the work has already been done. The timing has been a bit difficult with the end of the summer season, but we can have a public information meeting. But we still need a Board of Selectmen decision, again just modeling on West Chatham.
- Q: JD: I like the idea of extending out to 60 days, but I question whether there is enough detail for a public information meeting. I'd like something more substantive before we have another meeting.
- C: CM: I'd rather put this out for 60 days and see where the public is interested. I can see they are when it comes to the sidewalks and turning lanes. We will gather the comments and then take the next step.
- Q: AL: Do you have a larger map that's easier to see?
- A: KP: As we did in West Chatham, we could do office hours where we come back with a bigger map. This plan doesn't reproduce too well as a PowerPoint. We can make this bigger and give you some of the detail you want to see. Having the paper versions would be helpful.
- Q: DN: If we move forward tonight, are we on record as supporting alternative 3?
- Q: JD: Are you opening the comment period?
- C: DN: I would dismiss options one and two. This is what I'd support to bring us out to October 15th with a 60 day comment period. If the Town and engineers are willing to have office hours,

I'd accept that in lieu of the interim public meeting. But I think we need a public information meeting independent of the Board of Selectmen meeting.

- C: KP: We can send down printed drawings in advance so there would be something at the Town Hall annex or at Town Hall so people could see it.
- C: TW: We can point that out in a follow-up email blast and mailing and we'll invite people down to the Department of Public Works as well.
- C: AL: Office hours is fine, but I want to hear what people have to say.
- A: TW: We would document those; you can see the documentation of what we did in 2015. We would make that available again. The second Board of Selectmen meeting would be a review of all the commentary. People would be able to comment on that and then comment again at the 25% design public hearing. Lots of opportunity for comment, but to move the project along we need to get past the concept and into design.
- Q: DN: If we go to October 15th and we have a public meeting after the 60 day comment period, comments will be made, would the comments at that meeting be incorporated into the item you would bring back to the board?
- A: TW: There would be a continuum of opportunity to make comments. We want to figure out the concerns so Howard Stein Hudson can address them when they come back to the selectmen and maybe have a concept review, between concept and 25% design. There's more opportunity for comments, and then at the 25% design public hearing, the more comments we get earlier, the better.
- C: DN: We want to hear the comments, and if we hold a meeting after October 15th and before a second Board of Selectmen meeting, then we would hear the commentary.
- C: TW: The package tonight was broad on process. The package before making a decision would be more detailed.
- Q: John Hallgren (JH): I'd suggest a 45 day comment period so folks like me who head back to elsewhere would have an opportunity to be engaged. What's with the island nearest Depot Road? Why not have a pentagon with the crosswalks?
- C: KP: The island channelizes the right turn only from Depot Road onto Crowell Road. It forces you to take the turn.

Q: JH: Could the crosswalks be more of a pentagon connecting right to the cemetery?

A: KP: It would create a long crosswalk with regard to the pedestrian signal phasing, but we'll look.

Q: EG: I apologize; I was late so I didn't see the entire presentation. Is this basically the subject substance that people are going to be commenting on? I would like to think we could have something a little more detailed, a little more substantive than this. There are 6,000 people. We can't all go into the office for office hours and look at the plans and then have somebody explain them to us individually. It seems to me there should be more to it. If we want to comment on it, I think there has to be more explanation and more detail. This is important. And I know, based on West Chatham, that once you get into 25% design phase it's a done deal. So I would hope that within the next few weeks we'd have some more detailed design work so that people could understand what they are walking into.

C: CM: The comments will evolve into a better design. We will look at this and get all the comments and make the best project. We will take this as seriously and cautiously as possible.

A: KP: To respond to the comments about the drawing, we can add some annotation so you can comment on it.

C: Gloria Freeman (GF): I hope you will consider have a public meeting during the 60 day period. We're all aware that the process used for West Chatham didn't work, so it's shocking to hear that we're encouraging that process again. It was totally unsatisfactory and I'd like to do this one right. Thank you.

Q: Anne Timpson (AT): What would happen if you had an overlay of how things are and then put the drawing on top so you could see the differences?

A: KP: Yes, some of that is here. It's just a little washed out by the projection.

C: Ralph Bauer (RB): I want to tell you that this was the resolution I'd hoped for and not the roundabout. I've walked the church lawn for 17 years on a weekly basis to change the signs and we messed up when we changed the intersection. We had two lanes on Crowell Road and we had to put an island in to off-set the cars and now the cars are all confused. I encourage you to go this route. That's your solution. Thank you.

C: EG: I have three points: Number one is I'd like to see alternatives two and three blown up and put in the community center and in the town office building. A lot of people don't get the full impact from the website. This would be very helpful. As far as the time, this is the 15th of

August. These people in independent stores have until October 15th to make enough to get through the winter. So I think rushing time is wrong. My last point is MassDOT works for us, we should remember that.

Q: AL: We're just looking at alternative three. Do you want a roundabout?

C: EG: Good lord, no. But maybe some people do.

A/Q: CM: A roundabout isn't viable. MassDOT won't build it. Does anyone have a motion on a length of comment period?

C: AL: Maybe we have a public information meeting to review comments and maybe add to them before the end of 60 days. Boards will make a real difference. I make a motion to focus on alternative three.

C: All in favor say aye.

C: **AYE.**

C: DN: I move 60 day comment period.

C: All in favor say aye.

C: **AYE.**

C: DN: I can live with a public information meeting within or outside of the 60 day period. I wasn't on the board when West Chatham was voted. We have the absolute right to reject a 25% design plan. We can reject that and this concept has some real appeal. I move that the public information meeting be held after the 60 day comment period but prior to the Board of Selectman hearing.

C: So seconded.

C: Robert Duncanson (RD): Based on experience, when we redid Oyster Pond Beach parking lot, we had a public comment period and within it we had two information sessions held at different times of the day with town staff. We had poster boards and engineers, and people could ask questions one on one within the public comment period. It worked very well. So by the time it came back to the Board of Selectmen, we had a lot of comments. Staff and engineers had reviewed them and we did a question and answer document and we had a concept. We're just

talking about the concept. That would give people a lot of options to comments. That worked out very well.

C: DN: I like that idea, having a 60 day comment period with those informational sessions. I offer that as a motion, to have one informational session during the 60 days. When is the 25% DPH?

C: TC: To keep on schedule for the end of October 2020, which is Fiscal Year 21, we'd get a 25% design submission around the first of the year. We would review it, and then after the review, schedule a public hearing in spring of 2018.

C: Jeff Fuglestad: I went through the Stage Harbor Road sidewalk issue. It wasn't until when the orange stakes went out that people knew what would happen. I'd like to stake the property owners so they can see where the streets will be widened. That should be visual enough so people can see what's going on and ask questions. Plans like this don't have an impact the way they should. I'd like this initial plan staked.

C: All in favor say aye.

C: **AYE.**

Next Steps

Next steps include a 60 day comment period with a public information meeting addressing Crowell Road to be held during that time and a Board of Selectmen meeting to be held at the end of the 60 days to decide on the design for the 25% plan.