

Meeting Minutes
Herring River Executive Council (HREC)
Thursday, August 26, 2020, 1:00 pm

Virtual meeting via Webex

HREC members participating: Janet Reinhart, Maria Broadbent, Brian Carlstrom, Geoff Sanders, Helen Wilson; Coordinator: Carole Ridley; Others present: Tim Smith, Steve Spear, Martha Craig, Christine Odiaga, Al Kraft, Alan Shapiro

-Welcome and introductions

-Meeting minutes of August 13, 2020 were approved by unanimous consent of members present.

-Herring River Restoration Project – Deliberation of High Toss Road design considerations continued. Carole Ridley stated that the project team is seeking design direction to complete plans and permit applications, and to provide information for the land transfer process with the National Park Service (NPS). At its August 13th meeting, the HREC decided that the elevation of High Toss Road should extend from (approximately) just west of Way 672 to (approximately) just east of Hopkins Drive. The additional design question is whether to elevate the travelway in its current alignment, or relocate the travelway to the Town right of way. The Town is seeking to take clear ownership of the right of way through a Town Meeting action in September. A series of visuals were shown to illustrate where the current travelway goes outside of the right of way, and the relative impact to NPS and private property if the travelway were left in place or relocated. A matrix was presented which listed the options and the respective impacts on wetlands, upland vegetation, NPS land, private land, construction, and other issues.

Following the presentation there were questions and discussion.

Geoff Sanders asked if the various resource impacts were quantified, since the matrix used qualitative terms. Steve Spear responded that some of the impact data are available, but not readily. Depending on the option selected, additional design work may be needed to quantify impacts. Mr. Sanders also clarified that some of the visuals shown were of portions of High Toss Road beyond the end point of elevation, and so those portions of the road would not be altered.

Brian Carlstrom pointed out that cumulative impacts of the two options need to be considered. The relocation of the travelway would have a large impact on upland vegetation and private land, while keeping the travelway in place would have a somewhat marginal benefit to NPS land. It is also possible that construction cost could be higher to relocate the travelway. He also pointed out that the decision had to be viewed in the context of the land exchange process, which is a lengthy bureaucratic process.

Maria Broadbent asked if either option would impact the project timeline, or lengthen the NPS land transfer process. Ms. Ridley responded that the land transfer process will be undertaken regardless of the option selected, and the choice should not affect that timeline. Mr. Carlstrom concurred. Either option will require design changes. All in all, timeline impacts are comparable.

Janet Reinhart said that she had visited the site and felt that the impact of relocating the travel way would be far greater than leaving it in place. Furthermore, to the extent that leaving the travelway in place impacted NPS land, it could be folded into the land transfer process. Based on

these issues, she expressed support for keeping the travelway in its current location.

Helen Miranda Wilson asked if there was an accurate tally of the square footage of impact on NPS land that provided the basis for how much property from the town would be needed. Mr. Carlstrom said that numbers were still being developed but the total would be much less than ten acres. He said that final numbers will be determined during the land transfer process, based on surveys.

Martha Craig suggested that the design team be asked to consider steepening the slope of the road embankment to minimize encroachment on NPS or private land. The slope should be as steep as possible to remain vegetated rather than be made of hardscape, in order to facilitate wildlife passage.

There were no further questions or comments and Ms. Ridley asked if the HREC member were ready to make a decision. Ms. Reinhart had already stated her preference for elevating the travelway in its current position. Mr. Carlstrom, Mr. Sanders, Ms. Broadbent and Ms. Wilson also individually stated their preference for elevating the roadway in the current alignment. The decision was unanimous.

-HREC member announcements

Ms. Wilson noted that the Wellfleet Selectboard had a productive conversation about the land transfer process, attended by Mr. Carlstrom. Mr. Carlstrom agreed it was a productive discussion and helped to engage the Selectboard at the start of what will be a lengthy process.

-Public comment

There was no public comment

-Next Meeting dates

Thursday, September 17, 2020, 3:00 pm

Thursday, December 17, 2020, 3:00 pm

-Adjourn

The meeting adjourned by unanimous consent at approximately 11:00 am.

Approved by unanimous consent of Herring River Executive Council on September 17, 2020.
Submitted by Carole Ridley, September 17, 2020

Herring River Executive Council

Via Webex

August 26, 2020

The meeting will be recorded by the HREC. Anyone else desiring to record the meeting may do so only after notifying the HREC and may not interfere with the conduct of the meeting in doing so.

Agenda

- Welcome and introductions
- Approval of minutes: August 13, 2020
- Herring River Restoration Project
 - Discussion of design options for High Toss Road
- HREC member announcements
- Public comment (15 minutes) *

**Any discussion of an issue not on the agenda that is raised in the public comment section shall be limited to whether that issue should be placed on a future agenda.*

-Next Meeting dates

Thursday, September 17, 2020, 3:00 pm

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-Adjourn

Approval of Minutes

- August 13, 2020

Project Update

- Seek HREC direction on selection of design options for High Toss Road
 - Needed for permitting direction
 - Part of lands transfer process with NPS
- HREC - 8/13/20: Elevate High Toss Road from just west of Way 672 to just east of Hopkins Drive. Remainder of High Toss Road stays in current elevation.
- HREC - 8/26/20: Travelway alignment options:
 - Elevate road within existing travelway which is located outside of the ROW; or
 - Elevate road and relocate travelway to ROW --- Town Meeting article to take ROW is pending



Herring River Restoration Project

Wellfleet and Truro, Massachusetts

1 inch = 1,000 feet

Legend

— Project Location

High Toss Road
Locus Map

issues with the current path of the travelway



Herring River Restoration Project
Wolfelet and Truro, Massachusetts

1 inch = 80 feet

Source: 1) MassGIS, Property Lines, 2017
2) ESS, Road Design, 2016
3) USGS, Aerials, 2014

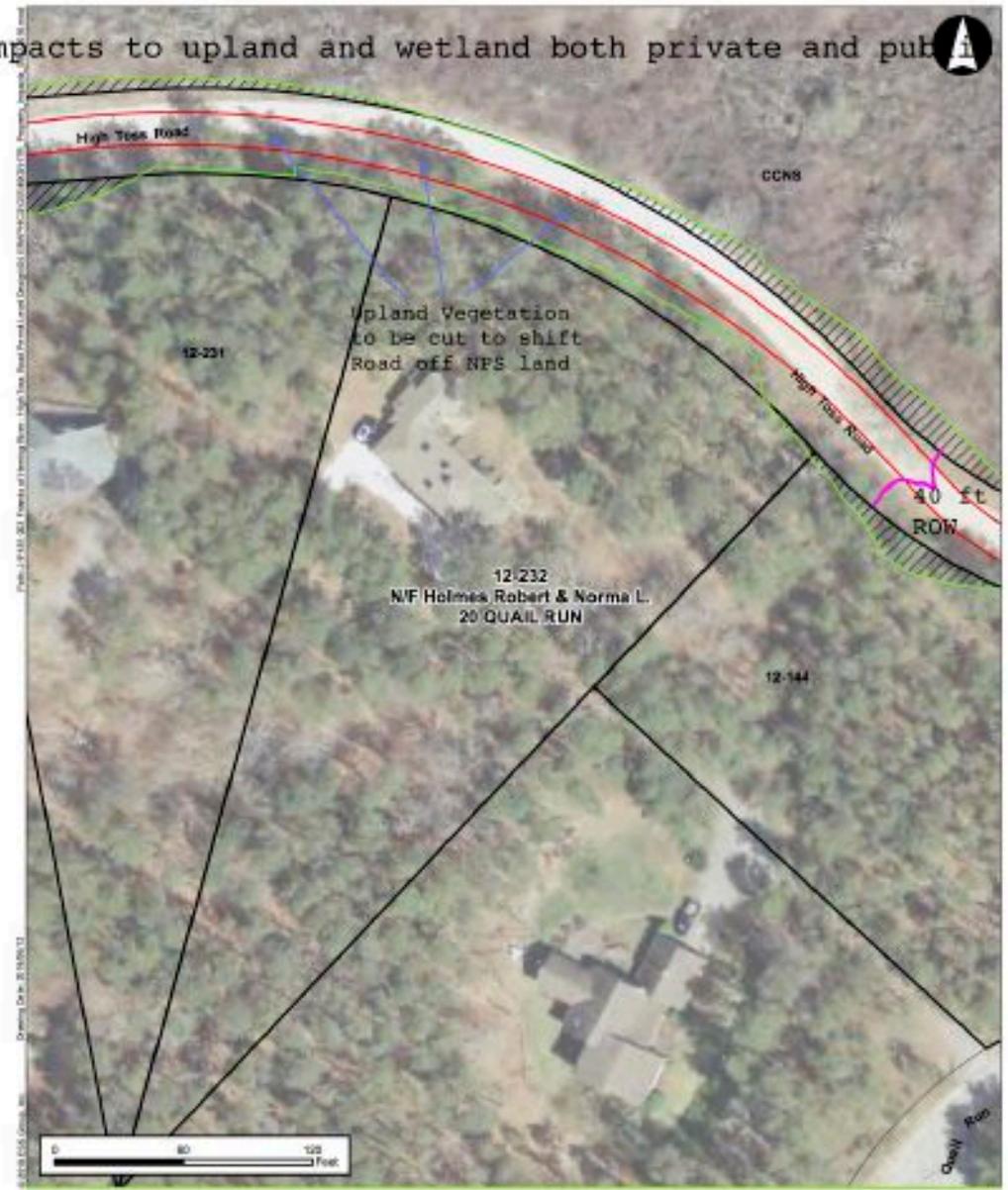
Legend

- Limit of Disturbance
- Proposed Roadway Improvements
- Property Impacts
- Property Boundary

High Toss Road Impacted Properties

Figure 6

Impacts to upland and wetland both private and public



Herring River Restoration Project
Wellfleet and Truro, Massachusetts

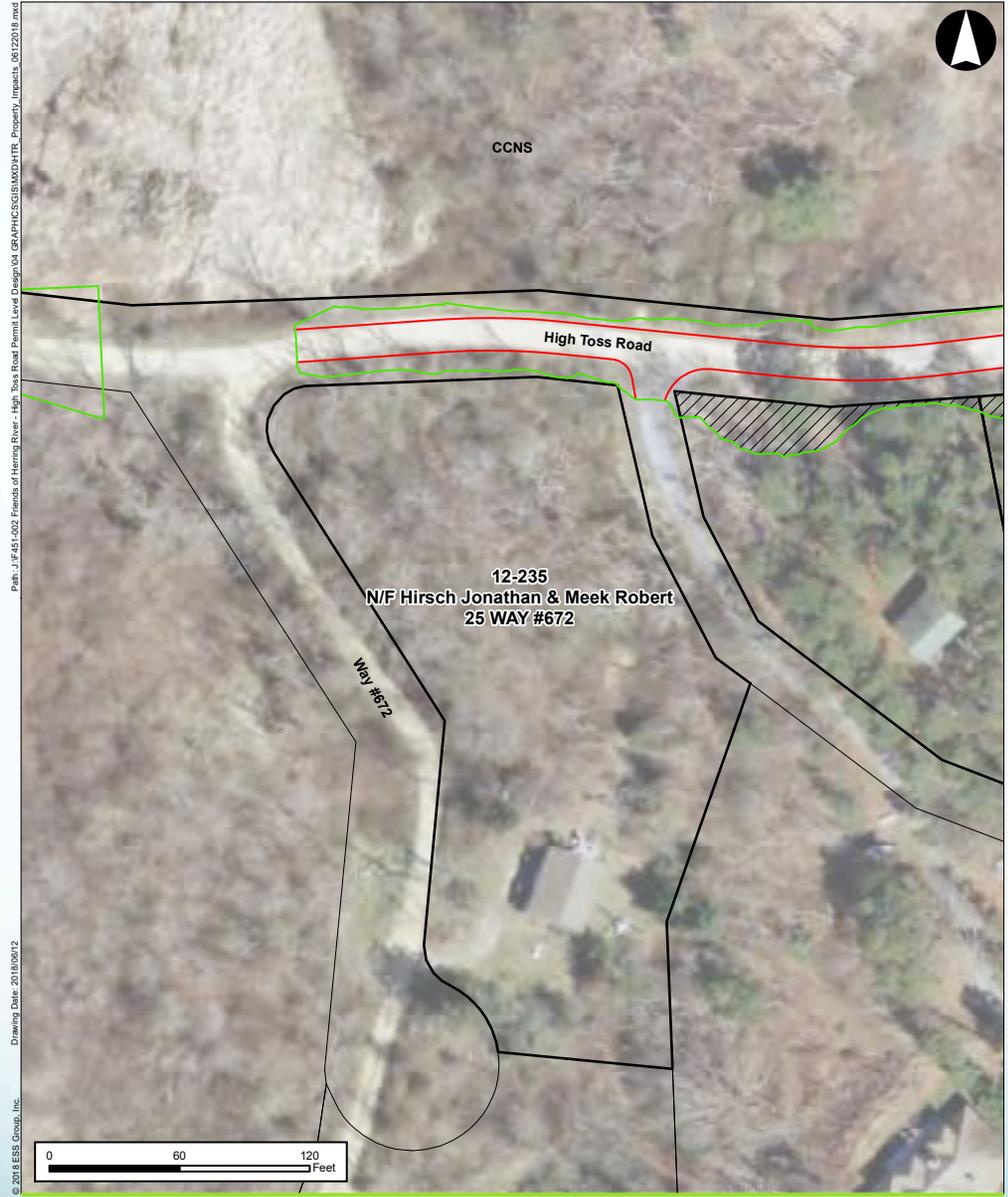
1 inch = 40 feet

Source: 1) MassGIS, Property Lines, 2017
2) ESS, Road Design, 2016
3) USGS, Aerials, 2014

- Legend**
- Limit of Disturbance
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 - Property Impacts
 - Property Boundary

High Toss Road Impacted Properties

Figure 4



Path: J:\F451-002 Friends of Herring River - High Toss Road Permit Level Design\04 GRAPHIC\GIS\WOOD\HTR_Property_Impacts_06122018.mxd
 Drawing Date: 2018/06/12
 © 2018 ESS Group, Inc.



Herring River Restoration Project
Wellfleet and Truro, Massachusetts

1 inch = 60 feet

Source: 1) MassGIS, Property Lines, 2017
 2) ESS, Road Design, 2018
 3) USGS, Aerials, 2014

Legend

- Limit of Disturbance
- Proposed Roadway Improvements
- Property Impacts
- Property Boundary

**High Toss Road
Impacted Properties**

Figure 2



Drawing Date: 2018/06/12
 © 2018 ESS Group, Inc.
 Path: J:\451402 Friends of Herring River - High Toss Road Permit Level Design\GIS\WOOD\HTR_Property_Impacts_06122018.mxd



Herring River Restoration Project
 Wellfleet and Truro, Massachusetts

1 inch = 60 feet

Source: 1) MassGIS, Property Lines, 2017
 2) ESS, Road Design, 2018
 3) USGS, Aerials, 2014

Legend

- Limit of Disturbance
- Proposed Roadway Improvements
- Property Impacts
- Property Boundary

**High Toss Road
 Impacted Properties**

Figure 3



Path: J:\F451-002 Friends of Herring River - High Toss Road Permit Level Design\04 GRAPHICS\GIS\MOO\HTR_Property_Impacts_06122018.mxd
 Drawing Date: 2018/06/12
 © 2018 ESS Group, Inc.



Herring River Restoration Project
Wellfleet and Truro, Massachusetts

1 inch = 60 feet

Source: 1) MassGIS, Property Lines, 2017
 2) ESS, Road Design, 2018
 3) USGS, Aerials, 2014

Legend

- Limit of Disturbance
- Proposed Roadway Improvements
- Property Impacts
- Property Boundary

**High Toss Road
Impacted Properties**

Figure 4



Path: J:\F451-002_Events of Herring River - High Toss Road Permit Level Design\GIS\ROAD\HTR_Property_Impacts_08122018.mxd
 Drawing Date: 2018/09/12
 © 2018 ESS Group, Inc.



Herring River Restoration Project
Wellfleet and Truro, Massachusetts

1 inch = 60 feet

Source: 1) MassGIS, Property Lines, 2017
 2) ESS, Road Design, 2018
 3) USGS, Aerials, 2014

Legend

- Limit of Disturbance
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High Toss Road Impacted Properties

Figure 5



Herring River Restoration Project
Wellfleet and Truro, Massachusetts

1 inch = 60 feet

Source: 1) MassGIS, Property Lines, 2017
2) ESS, Road Design, 2018
3) USGS, Aerials, 2014

Legend

- Limit of Disturbance
- Proposed Roadway Improvements
- Property Impacts
- Property Boundary

High Toss Road Impacted Properties

Figure 6

Impacts to upland and wetland both private and public



Herring River Restoration Project
Wellfleet and Truro, Massachusetts

1 inch = 40 feet

Source: 1) MassGIS, Property Lines, 2017
2) ESS, Road Design, 2016
3) USGS, Aerials, 2014

Legend

- Limit of Disturbance
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- Property Boundary

High Toss Road Impacted Properties

Figure 4

Overview of Options for High Toss Roadway Alignment

	Option X: Keep travelway as is	Option Y: Move travelway to ROW
Impact to upland vegetation – within NPS boundary, within Town ROW, and on private property	Requires some disturbance to upland vegetation, but far less than under option Y (moving the travelway)	Requires removal of a significant amount of upland vegetation in order to cut into the existing bank
Impact to wetland vegetation – mainly on NPS land and only a small amount within the Town ROW	Existing travelway encroaches on NPS wetland vegetation and this encroachment will increase somewhat with road elevation and 3:1 embankment slope. It has been observed that this wetland vegetation will be subject to tidal inundation under restoration anyway.	This option would not increase impacts to wetland vegetation and would remove portions of the travelway from wetland vegetation. It has been observed that this wetland vegetation will be subject to tidal inundation under restoration anyway.
Encroachment on private property	Some permanent encroachment on private land to accommodate the 3:1 embankment slope, but far less private land encroachment than under Option Y	Results in substantially greater impact on private property compared with Option X
Encroachment on NPS land	Travelway already encroaches on NPS land, therefore elevating the road in the current travelway will result in somewhat more encroachment on NPS land area (upland and wetland) compared to Option Y	This option would reduce the area of NPS land encroachment.
Construction	Utilizes existing road base with some expansion into wetland	Needs some additional road base work for new road footprint.

HREC Member Announcements

Public Comments

- (15 minutes)
- *Any discussion of an issue not on the agenda that is raised in the public comment section shall be limited to whether that issue should be placed on a future agenda.*

Next Meeting Dates

- Thursday, September 17, 2020, 3:00 pm
- Thursday, December 17, 2020, 3:00 pm

Adjourn