

**Wiscasset Transportation Committee)**  
**January 5, 2009**

**Present:** Don Jones, Cindy Fischer, Lois Kwantz & Seaver Leslie;

**Absent:** Sean Rafter

**Guests:** Bob Faunce, Lincoln County Planner; Les Fossil, State Representative; Art Faucher, Wiscasset Town Manager; Travis Pryor & Jon Edgerton, Wright-Pierce Engineering

We opened our meeting at 7:05 PM with Don Jones introducing the various guests attending the meeting. We agreed to postpone approval of the October minutes until later in order to get down to the business at hand – discussion of the use of Railroad Ave. for additional town parking.

Art Faucher began by stating that he had come across a memo dated 2003 from Woody Freeman to Larry Cilley (the road commissioner and the town manager respectively at that time) concerning this issue. Seaver pointed out that this idea actually goes back to the 80's as part of the Sensible Transportation Act which looked to providing different forms of transportation other than building additional roads and thus there was talk of rebuilding the railroad station and using part of the area for parking. Don also mentioned that about 15 years ago MDOT had made a 150K grant to Wiscasset in order to build a pier out into the river, all as part of developing this area for transportation and parking needs. The selectmen rejected the grant at that time because it required Wiscasset to come up with matching funds. This is the history behind our current discussion.

Art then told us that MDOT has done survey work (free of charge) using the Wright-Pierce engineering firm to investigate developing Railroad Ave. as part of the Main St. and the Federal St. projects, tentatively scheduled for 2010. He cautioned that we address the scope of this project in a conservative manner both politically and financially so that the town is not overwhelmed. He suggested that we approach it in phases with new parking being first and then later on the addition of rest rooms and a possible railroad station. Jon Edgerton stated that the first thing to do is a topographic study (maps) of the area to determine where land needs to be shaved off, how much lateral set back is needed; they need to coordinate the layout with MDOT and Maine Eastern Railroad. There is the possibility of a boardwalk on the south side of the bridge along the river but that concept for the north side is more "iffy". There may be the need for a retaining wall on the back side of some Water St. properties. Members of the transportation committee suggested that any planning should allow for bus use of Railroad Ave. as part of future intermodal travel. Jon and Travis agreed do a couple of layouts, exploring how to achieve the maximum number of parking spaces for the least amount of cost. We should make a master plan that prioritizes the various phases of development. The committee and Jon, Travis and Arthur agreed to move ahead with the following: to develop topographic mapping of the space, to produce a layout for the direction and quantity of parking spaces, to offer a ball park figure of cost, to have a conceptual plan for MDOT to look at for them to become involved with what we would like to do. Jon and Travis will connect with MDOT and Maine Eastern concerning buffers and setbacks. We agreed to meet again in February for further discussion and follow up.

We thanked Jon, Travis, Arthur, Bob and Les for their time and input. After they left, we reviewed and accepted the minutes from October 6, 2008 as revised by Don Jones by a 3-0 vote with Seaver abstaining since he was not present for the October meeting. We set February 9<sup>th</sup> for our next meeting and adjourned at 8:40 PM.

Respectfully submitted by Lois Kwantz,

Secretary