

These are draft minutes of the final meeting of the Committee and were never formally adopted

**Wiscasset Transportation Committee
November 7, 2011**

Present: Don Jones, Cindy Fischer, Lois Kwantz

Absent: Seaver Leslie, Sean Rafter

At our previous meeting on August 1, 2011 we had an extensive discussion of possible "cures" for some of the traffic downtown during the summer, including Lois's suggestion for the layout of the one-way traffic pattern involving Middle and Water Streets. We picked up our discussion of traffic "cures".

We talked about the fact that the police officers involved in the summer traffic trial during 2012 did not seem to think that the experiment had much effect on the flow of cars through the village. We briefly talked about the pros and cons of a roundabout at Rte 1/Rte 27 versus the planned "slip lane" for southbound Route One traffic turning right onto the Gardiner Road. We spoke of the future of our plan for an intermodal/parking facility on the waterfront and applying for another Federal grant (Fed DOT program) - Tiger III.

We made a formal motion to adopt the draft recommendations from our 8/1/11 meeting regarding the six recommendations for easing summer traffic flow and to pass them along to the board of selectmen and town manager as formal recommendations from the transportation committee.

The following motion was adopted:

1. We believe that a roundabout at the intersection of Rte. 1/Rte. 27 at the town offices is something that should be explored further. Our feeling is that it would not slow down traffic on Rte.1 any worse then it is already being slowed and it would allow for traffic to flow more easily off of Rte. 27.
2. There should be a left-hand turn pocket created on the northbound side of Rte. 1 at the Middle St. intersection.
3. Explore the possibility of one-way streets on Middle and Water. We would suggest reversing the directions of the one ways from the last time this was tried. Cars would turn off of Main St. ONTO Middle St. as a one way and would have the option to come off of Middle St. in two different ways. On Middle St. north, cars could turn right OR left on Lincoln St. taking them either to Water St. or to Federal St./Rte 218. On Middle St. south, cars could turn right onto Bradbury St., which connects into Lee St. and eventually Rte.1 OR they could turn left onto Fore St. taking them to the waterfront and yacht club or back onto Water St. Water St. on both sides

of Rte.1 should be one way headed toward Rte.1. We recommend this traffic flow because we believe that Water St. is narrower and more congested with pedestrian traffic, which often slows down or impedes motorists' attempts to turn into the street from Rte.1 further slowing the traffic flow. Eliminating two-way traffic on Middle and Water Sts. would address safety issues that arise due to parking on both sides of these streets. One-way traffic on Middle St. south could also provide additional spaces by allowing parking on both sides.

4. We would entertain the possibility of attractive, moveable barriers on Main St. between Middle and Water Sts. during the summer season to discourage jay walking and cross lane parking maneuvers.
5. We strongly recommend following through with the plans for the Intermodal Facility & Parking area on Railroad Ave.
6. We recommend designating an area for larger RV's to park.

The committee went on to discuss the suggestion from MDOT Commissioner Berhardt to create a committee of stakeholders to work on traffic improvements for US Route One in lieu of the bypass study that he had permanently suspended the previous June. Both Edgecomb and Wiscasset were being asked to send representatives to this stakeholders committee to discuss possible traffic solutions that could happen in lieu of a bypass, but Town Manager Laurie Smith had told Don that she felt that the town of Wiscasset would be reluctant to have reps from environmental groups like ROAD, SVCA, etc. deciding issues affecting Wiscasset. A meeting of the two selectboards and reps from MDOT was scheduled for Nov. 14 at Chewonki to discuss this further.

We discussed the lack of response from the Army Corps of Engineers (USACE) to our Freedom of Information Act (FOIA) Request for information on how they assessed the pros and cons for each of the bypass routes. Senator Collins's office had interceded with Jay Clement on our behalf and had sent along the response that she had received from USACE, but we felt that it was not any more responsive than what we had previously received. It seemed unlikely that we would ever succeed in getting any useful information.

We spent a few moments at the end of the meeting talking about whether the board of selectmen any longer saw a need for our committee; whether we should request a reaffirmation of our charge and duties; what does the board expect of us?

We then adjourned, setting a tentative meeting date for Jan. 9, 2012.

Respectfully submitted,
Don Jones, Chairman