

**Wiscasset Transportation Committee
Minutes for July 19, 2004**

Present: Don Jones, Lois Kwantz, Seaver Leslie, Marguerite Rafter, Sean Rafter

Guest: Andrew Gilmore, Wiscasset Town Manager

The meeting opened at 7PM. Don requested a copy of the May TC minutes be emailed to him. A review of the June 7th minutes resulted in correcting the "?????'s" on page 1, paragraph 6 to "A motion was made" that the transportation committee.... Also adding a "t" to Wes[t]port on page 2, paragraph 2. Sean moved to adopt the June minutes with corrections; Marguerite seconded; the motion passed unanimously.

Marguerite mentioned that she had been hearing things about "closing the current Rte. 144 off of Rte. 1" and developing a new road by the new jail that would go out to Birch Point Rd. and on to Westport Island. We tossed around the idea of Shaws/Ames Supply/Lincoln-Sagadahoc County Jail working together to fund access roads, curb cuts, entry ways, etc., along with access to the newly developing industrial park and Westport. Oest Assoc. is doing various preliminary draft proposals in an effort to work with MDOT. There was a question about whether newly designated commercial properties are being taxed at commercial rates? Does the value of the house go down but the land value go up? There is a plan to include Sears Island as a subsidiary project within the Gateway 1 project in a similar way that Wiscasset's Route 1 Initiative is subsidiary to Gateway 1. Don also reported that he had raised his concerns at a selectmen's meeting about "losing" a previously existing sidewalk on Middle St. and allowing the land owner to plant a permanent privet hedge in its place; however the selectmen went ahead and okayed the hedge.

We received an "informational" letter from Andrew Gilmore to MDOT re: the reduction of the speed limit on Rte 1 south to the Woolwich town line. Chief Emmons is greatly in favor of this reduction.

Concerning work on the Quik Stop, Andrew reported that MDOT only wants to deal with a "traffic engineer". The town, however, is concerned about losing the Rte. 27 entrance closest to Hooper St. because of the "knoll" and traffic coming up the rise and suddenly encountering traffic, particularly boat trailers stopped to turn into the Quik Stop. Don recommended that crosswalk stripes should be painted across the entrances to the Quik Stop to reinforce the awareness that the "islands" between entrances/exits are actually part of a continuing sidewalk from Rte. 1 towards the schools. We suggested that perhaps all the sidewalks running by Marc Anthony's and the Quik Stop could be fixed at the same time. Seaver Leslie made the motion that "for safety reasons, the transportation committee moves to recommend retaining the two Rte. 27 curb cuts in front of the Quik Stop but requests that the three islands in front of the Quik Stop/Marc Anthony properties be turned into full width sidewalks, designed and painted to enhance pedestrian safety. Marguerite seconded; the vote was unanimous in favor of the motion.

We moved next to the Wiscasset Rte. 1 Initiative. What is it? - an interim corridor protection program/plan. It is a way to meet the concerns of development pressures on the Rte. 1 corridor and the needs of the community with regard to expansion of the tax base. Part of it involves the idea of beginning to collect impact fees from new development. It involves a 3 year plan: year #1 - to study the corridor; years #2 & 3 - the implementation of safety enhancements. These could include a third lane, turn lanes, lights, etc. At this point, MDOT has converged Gateway 1 and the Wiscasset Rte. 1 Initiative. HNTB, the engineering firm hired by MDOT for Gateway 1, is also to be the contractor to study this corridor which starts at Montsweag Rd. in Woolwich and runs to the Rte. 1/27 intersection in Wiscasset, including looking at Rte 144 and the Old Bath Rd. as ancillary roads that will be impacted by new curb cuts due to various business development. Things to consider are TIF's for Rte. 1 business development, collection of impact fees, commitment to safety enhancement, infrastructure improvement, etc. Money for this study has three sources: the developers, the town and the state. Wiscasset and MDOT are trying to negotiate on the percentage the state would pay, probably based on traffic flow - what is local traffic? what is pass through? The state determines the impact fee but the town holds it. Businesses pay the impact fees in order to obtain entrance or traffic movement permits. In the next few months, much needs to be done around an infrastructure fund and a protected TIF district, the town's contribution, etc. because we have the new jail construction starting and Ames True Value opening in November. This is a very busy time!

By the end of this discussion, our heads were spinning with the effort to understand all the ins and outs of negotiations, TIF's, etc. We set August 16th as our next meeting date and adjourned at 9:20 PM.

Submitted by Lois Kwantz, Secretary