

Wiscasset Transportation Committee
5 December 2005

Present: Don Jones, Chairman; Jo Bryer; Cindy Fischer; Seaver Leslie; Sean Rafter

Absent: Lois Kwantz

Guests: Paul Mrozinski

The meeting was called to order at 7:15 PM. The minutes of October 3 were adopted without change. Don handed out a best-case timeline for the Wiscasset bypass prepared by Ed Hanscom of MDOT. It showed a possible but unrealistic scenario for completion of a Wiscasset bypass by fall of 2012.

Don handed out an October 18 letter from Dale Doughty of MDOT to the town manager requesting Wiscasset's participation in a new more inclusive process to determine the final bypass route after the draft EIS is made public. The committee was generally encouraged by a new process step that would allow further input from Wiscasset, but they were concerned how the actual negotiation would work. It was noted that Wiscasset and Edgecomb were specifically requested to take the lead in organizing a regional work group. The members directed the chairman to suggest to the town manager that the WTC participate in the proposed regional work group on behalf of Wiscasset.

Don handed out the November 10 letter from the town manager to MDOT Commissioner Cole that called for the elimination of the N8c bypass route. This led to a general discussion of the route comparison matrix prepared by MDOT and the proper criteria to use to compare routes. Sean pointed out that MDOT underestimated the amount of traffic diversion of the Ad Hoc route, but Paul said that it was acres of land consumed that caused MDOT to reject the Ad Hoc route.

Don then described the first Gateway 1 Steering Committee meeting in Rockland on November 30. The meeting was taped for broadcast on community access television. Members from all twenty-one towns sat at tables laid out in a large square and spoke into microphones. After a review of the history of the Gateway 1 project and the results of phase one of the project, Bob Faunce showed slides of the history of population growth in many of the twenty-one towns. Paul Godfrey of HNTB consultants showed examples of the data maps that were being prepared for the use of the G1 committees.

Then the Steering Committee made several process decisions. It was decided that, although perfect attendance by all twenty-one towns was the goal, a quorum of 17 would be required to conduct business. It was decided that the required majority for decision-making would be fifteen of the twenty-one towns. And it was decided that representatives from regional interest groups would be solicited and encouraged to participate in discussions, but that voting would be limited to the representatives of the twenty-one corridor towns.

Seaver recommended that the G1 Steering Committee take a position in favor of reducing allowable truck weights on Route One. Paul recalled examples of problems created by heavy trucks in Wiscasset. The committee supported action by G1 to reduce truck weights. Sean opined that returning speeding fines resulting from municipal enforcement to individual communities would improve speed enforcement.

Under other business Sean moved that the committee request the selectmen to close the Tucker's Hill section of Bradbury Street to sliding as was the Wiscasset tradition for many years. This would include closing Fore Street between Bradbury and Pleasant to provide a run-out for sliders. The motion was seconded by Seaver and passed unanimously.

Paul expressed to the committee disappointment that his application for membership on the Transportation Committee had been tabled by the selectmen. Sean moved that the committee urge the selectmen to approve Paul's application. Seaver seconded, and the motion was passed unanimously.

The meeting was adjourned at 9pm. The next meeting will be on Monday February 6.

Respectfully submitted,
Don Jones, Chairman