

Wiscasset Transportation Committee
December 10, 2007

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

Absent: Cindy Fischer

Guest: Bret Benway, Developer at Clark Point

The meeting was called to order at 7:05 PM. The minutes from the November meeting were not available so we will review them at our next meeting. We discussed the draft of the Wiscasset Transportation Committee's formal comments re: the MDOT's Draft Environmental Impact Statement (DEIS). We took a phone vote on our comments on December 3, 2007 so that it could be passed along to the board of selectmen in time for their meeting on December 4, 2007 since our TC meeting was not going to happen until the 10th. The final draft of our comments (see attached statement) was adopted by a 4-0-1 vote, with Seaver Leslie abstaining.

Don introduced us to Brent Benway, one of the developers involved in the Clark's Point project. There are a total of 100 properties planned. If all are approved and built, there will be somewhere in the range of 34-54 condo units and 5-9 single family homes; these units would begin at \$400k. Brent and his partner, Douglas Fitts, are very concerned about the proposed routes for the bypass, especially the most northerly land routes. They (Doug and Brent) definitely prefer the long bridge route, N8c, since it would have the least impact on their proposed development. There was lengthy back and forth discussion between the committee and Brent about the TC's preference for routes (as just voted on the previous week) and why. There were also questions about their decision to go forward with their development when the proposed routes for a bypass have been available for a number of years. Brent stated that he and Doug did not know about the routes and that the town never indicated that there might be a problem at the time that the development came before the planning board for approval. We listened to him carefully and affirmed our appreciation for both his position and for the scope and quality of the development in progress. Once again, we all reiterated that we are not really sure how much input any of us has over the choice of route when the time comes, despite MDOT's assurances that they are listening to all the communities that will be affected.

Our next order of business was to review a proposal presented by Stephen Widmer, resident on High St, and signed by John Allen, police lieutenant, Tim Merry, fire chief, and Roland Abbot, ambulance director which concerns allowing parking on High St. on just one side rather than both sides as is the current practice.. After reviewing the proposal, the TC voted on the following motion:

The transportation committee agrees with restructuring parking to one side of High St. **but** we are concerned about the over use of "no parking" signage and the aesthetics of said signage.

The vote was 4-0 in favor of the motion.

We also discussed a suggestion by Lois Kwantz regarding removing the stop sign at the intersection of Bradbury St. and High St. She is concerned about the difficulty of stopping on such a steep hill in winter weather and road conditions. There is no stop sign at Lee and High St. heading down the hill so why a stop sign in the other direction. It was also pointed out that there is a stop sign on High St. at this intersection so safety wouldn't seem to be an issue. Lois Kwantz made a motion "to remove the stop sign at the intersection of Bradbury St. and High St." The vote was 3-1 in favor of the motion, with Seaver Leslie opposed.

After concluding our business, we agreed to meet again on January 7, 2008. We adjourned at 8:15 PM.

Respectfully submitted by Lois Kwantz,

Secretary