

Wiscasset Transportation Committee
March 3, 2008

Present: Don Jones, Cindy Fischer, Lois Kwantz, Seaver Leslie, Sean Rafter
Guests: Arthur Faucher, Town Manager; Bob Faunce, Lincoln County Planner;
Maggie Warren & Dave Wood, East Coast Greenway Association

Our meeting opened at 7:06 PM. Don Jones introduced our guests and then we moved on to a review of the minutes from the November 5 and December 10, 2007 meetings. They were both voted to be accepted as amended with a 4-0 vote (note: Seaver Leslie arrived later so was not here for this vote.)

Old business: Re: our previous motion to have the stop sign at the corner of Bradbury and High Sts. removed, Arthur talked with John Allen at the police department. The department's recommendation is to leave the sign there because they believe that there is a blind side for cars on High St. to traffic coming up the hill on Bradbury. The committee agreed to accept the police recommendation.

Bypass Up-date: The task force has been meeting every other Thursday evening at the Lincoln County Communications Center. The next meeting is this Thursday, March 6. While any audience is there basically for observation, there is opportunity for the public to speak. The last meeting (Feb. 21) was about traffic diversion. Our committee is not convinced of the accuracy of MDOT's analysis of the projected difference in diversion between N8c versus the other proposed routes. The task force has agreed to at least revisit this analysis. Sean believes that the formula they have used is too simple and does not reflect actual conditions on the ground. Bob Faunce commented that MDOT has made the point that the purpose of the bypass is to reduce congestion, not necessarily the amount of traffic. However, without the bypass, the projection is for 33,000 trips per day through downtown Wiscasset; with the bypass, projected trips are 5400-7500 per day.

Capital Work Plan: Art Faucher has submitted the work plan to MDOT for road and public works improvements in downtown Wiscasset and Federal St. While the plan needs to be submitted in 2008/09, the work would not actually happen until 2010/11/12 if all goes forward smoothly (see attached proposal as presented by Art). MDOT would stop work in mid-June to alleviate tie-ups during the height of tourist season. ***Sean Rafter made a motion that the Transportation Committee endorse the capital improvement plan for downtown as proposed by town manager, Arthur Faucher, for Route 1/Main St. and for Federal St. for the years 2010/11. Lois Kwantz seconded. The committee voted unanimously in favor, 5-0.***

Northern Lincoln County Scenic Byway: This is an idea that Bob Faunce has been working on and is polling the various communities whose borders might include a scenic byway because it will take an "activist" committee to accomplish a project like this. A byway like this would encourage bicyclists and hikers, etc. to visit our communities. It can become a tourism marketing tool as well as protecting a scenic site. It is a way to open up a road to more than car traffic and

to provide opportunities and support for small, out-of-the-way businesses like B&B's, farm stands, small in-home businesses, etc. While the term "byway" is a Federal designation, we could certainly have a Lincoln County byway. Federal monies can be available to maintain a byway. Bob's proposal would take people "inland" through Alna, Sheepscot, Head Tide, Jefferson Village, Nobleboro, Whitefield, the west side of Damariscotta Lake, Bunker Hill, Waldoboro, etc. The project will take significant time and need a few enthusiastic people from each town to propel this idea forward. Bob then presented on-screen "Regional History of Growth" maps for Lincoln County to show us how a byway could help to protect some of our very scenic areas within the county. We would need the concept, a plan and then an application to the Feds for money for a scenic byway. ***Lois Kwantz made a motion that the Transportation Committee endorse the concept of a Lincoln County scenic byway and that we encourage the board of selectmen to consider appointing two town members to serve on a county committee. Don Jones seconded. The committee voted unanimously in favor, 5-0.*** A related question was raised about the effect of the proposed Wiscasset bypass on pedestrian and bicycle traffic on Route 27. There is a very good possibility of an interconnection between Chewonki and Morris Farm trails under development. Bob believes that Dale Doughty and Kat Fuller might be open to a study of current pedestrian.bike traffic in and around Wiscasset and how to preserve and encourage that kind of activity. Bob is willing to encourage MDOT to allow him to designate some hours of his time toward this kind of study. He suggested that perhaps members of the Wiscasset Community Center might be used to help gather information through interviews and actual counting, etc. MDOT is looking for ways to balance negatives with positives around the bypass issue. ***Don Jones made a motion that the Transportation Committee strongly support Bob Faunce in his efforts to secure a state grant to conduct a study of current bike/pedestrian routes and habits within Wiscasset. Lois Kwantz seconded. The committee voted unanimously in favor, 5-0.***

East Coast Greenway Association: Maggie Warren and Dave Wood, representatives from the Greenway Alliance came to update us on the goals and purpose of their organization. They are currently working on a new publication of "Explore Maine by Bike: 25 Loop Bicycle Tours". They also wanted us to know that the Greenway Alliance supports the TC's hope for bicycle/pedestrian access across the river as part of the eventual bypass. The purpose of the East Coast Greenway Alliance is to eventually develop over 3,000 miles of off-road trails between Calais, Maine and Key West, Florida - trails like the Androscoggin bike/pedestrian path with the hope of linking the trails together to create an "Appalachian Trail" for bikes. They have begun an 87 mile loop between Ellsworth and Pembroke along the railroad bed. In the meantime, the alliance is looking to provide information for "interim" on-road trails. The off-road ones would be small trails created by interested people within a small geographic area. Maggie and Dave handed out a map that shows the current on-road trails for Lincoln County for us to look at. Cyclists who have traveled on them can suggest changes to the routes. The Alliance is pushing for signage along the way to

make it easier for cyclists find the routes. We thanked Maggie and Dave for their informative presentation and their work.

With no further business, we set April 7th as the tentative date for our next meeting and adjourned at 9:30 PM.

Respectfully submitted by Lois Kwantz, Secretary

**MAINE DEPARTMENT OF TRANSPORTATION
BIENNIAL REQUEST
FOR
MUNICIPAL PROJECT PRIORITIES**

Town of Wiscasset/MDOT Capital Work Plan for Years 2010-2011

Project Participants with Town Manager

Edward Kavanaugh, Federal Street Resident Chris Cossette, Water District
Buck Rines, Sewer Department Bob Blagden, Public Works
Jeffery Hinderliter, Planning Don Jones, Transportation Committee Chair

FEDERAL STREET: Hooper Street to U.S. Rte 1.

Water District	Upgrade the main line, service connections and fire hydrants.
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Sewer Dept.	Upgrade the main sewer line, service connections and repair manholes.
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Public Works	Upgrade the 1972 storm drain system.
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MDOT	Request MDOT re-set granite curbing and place new road surface material (hot-top).
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U.S. RTE 1:	Lee Street to the Davey Bridge
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Water District	Upgrade the main line, service connections, and fire hydrants from Summer Street to the Davey Bridge.
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Sewer Dept.	Upgrade the main line and service connections as needed.
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Public Works	Upgrade sidewalks and downtown amenities.
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MDOT	Upgrade storm drains. Request DOT re-set granite curbing and new road surface material.
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The initiative for these two projects was discussed with Region Manager Rhonda Fletcher and Region Engineer John Devin. "Two people of good character and mindful of our needs."

Request is for the Board of Selectmen to approve submission of these projects to MDOT.