

**Hancock County Transportation Advisory Committee  
2/28/2008  
Draft Minutes**

**Attending:** Anne Kreig, Fred Michaud, Jim Fisher, Tom Martin, Paul Murphy, Michelle Beal, Roger Raymond, Dick Bishop, Bob Cossette, Terry Hannan, FOA, Linda Belfiore, John Kelly, others – see sign in sheet

## **Introductions**

### **Comments from Fred Michaud**

#### **MaineDOT Long Range Planning Process**

- Economic Forecasts
- 2007 Long Range Plan
  - Priorities
  - Financial capacity
  - Bridges
    - 200 will close if additional funds are not received
  - Specific Projects
    - Projects identified 10 years ago cannot be paid for even now
    - Basic priority list
    - Strategic list
- Preparing the 2009-2010 budget now
  - Communities have received solicitations for projects
  - Assembling data now

## **Public Participation**

Representation for the Committee

Roger Raymond asked whether we have defined any quotas for representation

- No quotas exist, but we seek to meet STPA guidelines for broad representation
- We will assure that towns are adequately represented

Who else should we invite?

- Freight
  - Jax – Jill Goldthwaite or others
- Passenger
  - Seer, First Student Bus
  - Verso
  - Sunrise Economic Council
  - Bay Ferries
  - Schools – transportation directors
- Emergency Management

## Regional Priorities

Jonesport Connector (Washington County)

Blackwoods Road / Route 182 – extend recent improvements in the Townships through Franklin

Thompson Island Bridge

- Need to look at susceptibility of choke points
- One accident disrupted electricity and transportation for the entire island

Need regional corridors that can handle higher volumes of traffic

- HCEMA considered choke points for heavy traffic
  - Evacuation Planning
  - Route 1A – Route 3 Corridors is a particular concern
- Safety zones around schools e.g. Trenton School
- Movement of hazardous materials

Airports and other intermodal transportation

Development in Ellsworth – impacts on traffic movement

- Bypasses and informal bypasses

Commuter routes – impacts on traffic volumes

Traffic movement permits

- impacts of development in outlying communities
- local permitting process vs. regional permitting processes
- Fred: notes that the traffic movement permitting process may be opened-up contact: Steve Landry for more information

Regional movement analysis – Origin and Destination studies

- Recently reauthorized

Employment patterns – concentrated in services centers

Need to look at additional opportunities for transit services to the services centers.

Analysis of car pooling / ridesharing – need to reduce the number of one passenger cars.

- Need to know more about barriers to ridesharing
- Ways to overcome these barriers

Park and Ride facilities – use and abuse of existing parking

- Maine Coast Mall
  - provides a good park and ride location for riders and transit
  - Contributes to traffic congestion in the afternoon
- Create a system of park and ride lots for the wider region

- GO Maine – WHCA job link service, providing a local connection for arranging ride sharing
  - Need to work out challenge of timing – commuters, medical clients, discretionary trips

Greater coordination between agencies, commuters and employers – example with Jackson Laboratory – now carrying 170 commuters

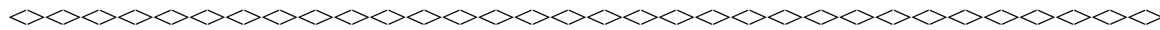
Regional facilities

- Acadia Gateway Center
- STAR Center

Access to medical services – patients seeking transportation services in more remote clinics

Airport – doing well, now in the state systems plan

- Concerned about inappropriate use of parking



### **Down-East Coastal Corridor Management Planning**

Attendees not specifically interested in participating in the corridor subcommittee left the meeting. We resumed with a smaller group.

**Attending:** (based on recollection) Dave Milan, Michele Beal, Roger Raymond, Dick Bishop Terry Hannan, Fred Michaud, Jim Fisher, Tom Martin

### **Issues**

Subcommittee

What do we want to get out of this plan?

Other issues as noted in county priorities.

Challenge of “below the line” earmarks

- removed funds from existing projects
- concerned about east-west highway initiative taking away funds from existing east west corridors

Capacity of Route 1 – highest priority for this east-west corridor

- tourism, commuters, freight
- importance of basic maintenance of existing corridors

Route 9 – significant improvements, easier to get permits and build

Concern about administration of the Minor Collector Program

- formerly used state aid program
- towns paid 25% for roads to be rebuilt
- State block program (1982) reduced activity in this program. Town share increased to 33%
- Communities would be willing to participate, but caps at the state level limit the amount that can be done.

Need to have a county maps indicating:

- road classification
- level of service
- crashes and safety issues