

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

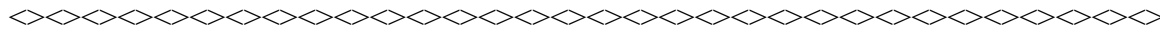
Regional facilities

- 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