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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IN RE HIGHWAY RECONSTRUCTION FOR
DOWNTOWN IMPROVEMENTS TO
ROUTE 1 IN WISCASSET

WIN 021843.00

Public Meeting At The Wiscasset Elementary School

Reported by Robin J. Dostie, a Notary Public and
court reporter in and for the State of Maine, on
October 5, 2017, at the Wiscasset Elementary School,
83 Federal Street, Wiscasset, Maine, commencing at
6:00 p.m.

REPRESENTING THE STATE:

- ERNIE MARTIN
- ANDREW LATHE
- KENT COOPER
- MEG LANE
- CHRIS BOBAY
- ETHAN FLYNN
- TONY GRANDE

FROM VHB:

1 TRANSCRIPT OF PROCEEDINGS

2 MARIAN ANDERSON: Good evening, everyone.
3 If you'd work your way towards a seat, we are going
4 to turn off the lights so that you can see the
5 presentation. So if you could work your way forward
6 and find a seat, we'd appreciate that very much.

7 Well, good evening again. My name is Marian
8 Anderson and I'm your town manager and I want to
9 thank you all this evening for taking time out of
10 your schedule to join us. Before we start the
11 meeting, I'd like you to ask you to do something for
12 me. I'd like you to introduce yourself to the person
13 beside you, behind you and in front of you. We're
14 all neighbors and we're all here because we care
15 about Wiscasset, so let's take a moment and introduce
16 ourselves.

17 Thank you very much for doing that. Now
18 that we all know each other, I'd like all of us to be
19 reminded that all voices need to be heard and that
20 when we do speak, let's speak respectfully to the
21 folks that are sitting beside you and in front of
22 you, but also the folks that are in the front. I'm
23 going to at this time turn the meeting over to Ernie
24 Martin, he's the project manager for MDOT. And,
25 again, I thank you all for joining us this evening.

1 MR. MARTIN: Thank you, Marian. Okay.
2 We're here tonight for a preliminary public meeting
3 for the Wiscasset -- and I was told to stand away
4 from that speaker because it will ring. We're here
5 to talk about the preliminary design for the
6 Wiscasset Downtown Route 1 project. Hopefully
7 everybody had a chance to sign-in. There is a copy
8 of the agenda that's on the back table. There is
9 comment cards with self-stamped addressed envelopes
10 back there as well. (Whereby there was feedback from
11 the speaker system.) And I've really got to get a
12 long ways away, I guess. On that -- on the agenda,
13 my contact information is on the bottom of that.
14 It's got the email, got my phone number, it's right
15 on the bottom of the agenda right here.

16 How the evening is going to go, once I get
17 done talking and doing some introductions, I'm going
18 to talk about the project scope and we're going to
19 see what that looks like, we're going to look at
20 design presentations and we're going to look at a
21 couple other things associated with the amenities and
22 then we're going to have a question and answer piece,
23 so if you could hold all your questions and comments
24 until we get to that point it will be much
25 appreciated. And after that, after the Q and A is

1 done I'm going to talk a little bit about the project
2 time line going forward. And before we adjourn, I'm
3 going to turn it over to Meg Lane just to talk
4 about -- to start that discussion about communication
5 that we've developed as we go through our
6 construction projects.

7 With me this evening I have my assistant,
8 Andrew Lathe, who is standing over there. I also
9 have, as I mentioned, Meg Lane from our
10 Communications Office at DOT. She's sitting up front
11 here. I have Kent Cooper, he's the landscape
12 architect for the project. He's also sitting up
13 front. And I have with me from VHB that's working on
14 the design for the Department, I have Ethan Flynn,
15 Tony Grande and Chris Bobay. Ethan and Chris will be
16 presenting here in a little bit. (Whereby there was
17 feedback from the speaker system.) That's what I was
18 told it was going to do. I'll ditch that one. We'll
19 go to this one. There, that's better.

20 So back to the purpose and need, you know,
21 why we're here. Well, obviously, I think we all have
22 a sense of the issues out there, you know, you've got
23 a lot of public safety issues, you know, with the
24 pedestrians, with the vehicles, with just the whole
25 climate out there. There is a lot of inefficiencies

1 whether it is with vehicles or pedestrians.
2 Obviously, our proposed action to correct those,
3 we're trying to minimize the delays and definitely
4 improve the safety. Obviously, we're going to
5 improve the major traffic delays. We're going to
6 obviously be sensitive to the high pedestrian
7 crossings and make those safer and more efficient and
8 non-compliant pedestrian facilities. This whole area
9 is non-compliant in ADA accessibility and that's
10 problematic and we're going to take care of that for
11 the town at approximately -- if you're doing the
12 numbers it's around 450 or \$500,000 that we, the
13 Department, is going to take care of and address with
14 your facilities that are inappropriate. And
15 obviously parking is problematic.

16 So back to my project stakeholders. As you
17 can see, as I said earlier on in my other meetings,
18 it's complex. You have a lot of stakeholders that
19 use this corridor and are part of it. You have the
20 town itself, obviously the state with its NHS Route 1
21 corridor that goes through Wiscasset, major
22 thoroughfare for outside midcoast regions and
23 Downeast. Emergency services also use this corridor,
24 sheriffs, the fire, the police, they all use this and
25 have passed along their voices in the meetings that

1 we've had. Commuters, obviously it's a major
2 thoroughfare for commuters, BIW traffic being one of
3 them. Residents, businesses, bicycles and
4 pedestrians, you've got a historic district, you've
5 got utilities and obviously you have the transports
6 of deliveries of good and services to the area. And
7 obviously, I mentioned earlier, a lot of regional
8 significance here through this corridor.

9 The project design elements. Obviously,
10 it's a pinch point, turning movements on and off
11 Route 1 are an issue, traffic signal design will help
12 coordinate that, bike/ped mobility, obviously improve
13 crosswalks, signals associated with the crossings are
14 going to be a huge improvement and obviously you have
15 some destination locations, you know, your major ones
16 being Red's, Sarah's and Sprague's, you know, those
17 are what I look at as destination locations, which
18 brings people to Wiscasset. You know, obviously you
19 don't have enough on-street parking, business
20 locations are problematic and then you have a
21 residential area on top of that. Pedestrian
22 facilities, as I mentioned, are non-ADA compliant.
23 Utilities, we're getting close to some of the
24 buildings, access to deliveries and we've gone
25 through a lot of those already. And then obviously

1 the added landscape items to the project.

2 Okay. Before I turn it over to VHB for
3 their design presentation, I would just like to --
4 I'd like to take a moment and thank the public
5 advisory committee. They've been extremely helpful
6 and I was a little disappointed in hearing someone
7 speak up that, you know, they're a distraction for us
8 because we don't want to listen. You know, I kind of
9 take offense to that because I think we as a
10 Department do a heck of a job with feedback and
11 outreach. We did a ton of it. We've done a ton of
12 it with this project. So I don't know how the PAC
13 feels, but, you know, me personally took offense
14 because they're working close with me through this
15 project. And I'd just like to introduce them if they
16 are here, which I hope they are. Jamie Sonia. I
17 don't know if Jamie is here. I haven't seen her.
18 Jamie has offered a lot of input in some areas for me
19 especially not knowing and she added a couple things,
20 you know, to the list that we've added just because
21 of her input, which has been valuable. David Cherry.
22 Is David here? David's been instrumental. And
23 obviously Marian Anderson, the town manager. Thank
24 you. Is Sue Robson here? Hi, Sue. Thank you. Sue
25 has been awesome as well. And then obviously, I

1 still have Ben Averill on my list. Ben was awesome
2 to work with and offered a lot of guidance when it
3 came to historical features and et cetera. Steve
4 Christiansen. Thank you. Steve's been great. Bill
5 Maloney. I don't know if Bill is here. Bill has
6 been great. Bill is not from here. I think he --
7 I'm not sure where he came from, but he brought a lot
8 of ideas from away to the group, which was good.
9 Lonnie Kennedy-Patterson, thank you. And obviously
10 Jeff Slack, who recently resigned from the advisory
11 committee. Seaver Leslie. Is Seaver here? Thank
12 you, Seaver. And Cynthia Davis. I'm not sure if
13 she's here. But I'd just like to take a moment and
14 thank you guys because from me and the Department
15 it's valuable to work with a group such as yourself
16 to gain some of the inside issues that are here and
17 not so much what we're already aware of, but I think
18 it's been really valuable to me as a project manager,
19 so thank you.

20 So with that, I'll turn it over to Ethan and
21 Ethan will start it off and then he's going to turn
22 it right over to Chris and talk about the design.

23 MR. FLYNN: Thank you, Ernie. As he said,
24 my name is Ethan Flynn. I work for VHB, which is the
25 design consultant for the DOT. I'm going to be up

1 here talking about the highway portion and then I'm
2 going to turn it over to Chris Bobay, who also works
3 for us and he's going to talk about the traffic side
4 of things.

5 I'm going to start with just a project
6 overview. This is the project area here. To
7 orientate yourself to this plan, you can see the
8 north arrow here. North is going that way. It makes
9 it somewhat confusing in this area because northbound
10 Route 1 towards Edgecomb is heading south and east in
11 this section. But for the most part, I'm going to
12 refer to Route 1 as northbound or Main Street
13 northbound and conversely southbound, so southbound
14 would be towards the top of this page and northbound
15 would be towards the bottom of the page.

16 So the project is going to start right here
17 on Route 1 Main Street just north of the Fort
18 Hill/Federal intersections right at the post office.
19 It's going to extend just beyond the entrance to the
20 Creamery Wharf. On this Route 1 section it's going
21 to be a full reconstruction. That means brand new
22 pavement, brand new gravel. We're going to
23 reconstruct the sidewalks in this area. We're going
24 to keep the bridge sidewalks where they're brick.
25 Going towards the bridge it's going to transition to

1 concrete. We haven't finalized where we're going to
2 make that transition, but there is going to be some
3 concrete sidewalk by the creamery, but predominantly
4 on Route 1 it's all going to be brick as it is today.
5 We're going to upgrade all those sidewalks, make them
6 ADA. We're going to remove the on-street parking
7 between Water and Middle here. We're going to
8 provide a loading zone here and a loading zone here.
9 That is intended both for commercial deliveries and
10 also car pool drop-offs, so if you have a handicap
11 individual you can drop them off there and then go
12 find your parking off of Main Street. We are going
13 to maintain the three spots here across from the
14 Chinese place -- the Chinese restaurant, the
15 angled-in parking. We're thinking designating one of
16 those three for handicap, but besides that there
17 won't be any parking on Main Street.

18 Water Street is going to be full
19 reconstruction south of Route 1. We're also going to
20 be adding this parking lot at 36 Water Street. We're
21 going to be removing some parking here too and that's
22 just to provide for the queuing traffic for the
23 traffic signal. This side of Water Street we're
24 going to reconstruct a little here and then we're
25 going to have a pavement preservation in this area

1 here. We're still in discussion of exactly what
2 that's going to be, but it's going to be an overlay
3 or a mill and fill and then we're going to transition
4 back to full reconstruction here for getting down to
5 this new parking lot at the end of Railroad Ave.

6 Railroad Ave will be fully reconstructed.
7 It will be made a one-way heading to the right.
8 There will be on-street parking added along Railroad
9 Ave on the river side. There will also be a new
10 paved sidewalk with paved curb here. Where this is
11 one-way we've orientated the traffic flow through
12 this parking lot to kind of come in this way and then
13 out that way, so people that get to the end of Water
14 Street don't have to make a three point turn and turn
15 around. They can actually turn around by using the
16 parking lot. We're also adding a couple spots here
17 for RVs or campers or large vehicles.

18 So in this main block here you can see that
19 we're adding the traffic signal here. As I said,
20 we're going to add the loading zone here, retain the
21 parking here. We are not proposing a crosswalk at
22 this location, but we are going to keep the existing
23 crosswalk here. The reason for no crosswalk on this
24 side of Middle Street is because with the loading
25 zone, the gap there is quite large, it would take a

1 long time for the peds to cross. And Chris can talk
2 about more about that in terms of the signal phasing.
3 We're also going to keep the crosswalk here at the
4 post office. We're going to be adding rectangular
5 rapid flashing beacons. For those of you who aren't
6 familiar with that term, you've probably come across
7 this in other towns where you have the pedestrian
8 sign, there is a push button and you get the
9 alternating flashing light that reinforces someone is
10 there waiting to cross, traffic will stop and allow
11 you to cross there. But this will not be a
12 signalized intersection, it's going to remain a stop
13 on Fort Hill and Federal as it is today.

14 We're going to add the three lane section
15 here, so we have a through-left lane heading
16 northbound towards the bottom of your page here and
17 then we have a left-turn pocket here for anyone
18 turning left onto Middle Street.

19 Heading down in this section at the bottom
20 of the plan, as I said, we're going to be adding the
21 parking lot at 36 Water Street. We're going to be
22 removing four spaces here. Yup, four spaces here,
23 but we're going to retain four and we're going to
24 have two handicap here, two normal parking spaces and
25 then in the Water Street you can -- the three spaces

1 on this side wall also be handicap.

2 We're going to add the second traffic signal
3 here at the intersections of Water and the U.S. 1.
4 At this intersection just like on the previous slide
5 we're going to have a through-left lane here --
6 excuse me, a through-right lane here and a left-turn
7 lane here.

8 Heading north though, we are not going to be
9 allowing any left turns onto Water Street. The
10 reason for that is it's tight right here and we don't
11 have enough space for three lanes and we didn't want
12 to have, you know, the first car in the lane waiting
13 to make a left turn and not allowing anyone to get
14 through that signal because they're waiting for
15 oncoming traffic to clear before they can make that
16 left. So to go -- if you were heading from Edgecomb
17 to get to the boat launch you'd have to go straight
18 here, make a left on Middle Street and then come down
19 to the boat launch in that direction.

20 Heading north here once you get through the
21 light we're also not going to be allowing left turns
22 into Railroad Ave. The reason for that, again, is
23 one person is waiting to make a left turn, they're
24 going to back traffic up into the signal. As part of
25 this project we're going to be adding way finding

1 signing, so we're going to be signing all this and
2 directing people that, you know, if you're coming
3 northbound and you want to get to the Railroad Ave
4 parking lot, make the left here to get down to the
5 parking lot. Same thing here, if you're heading this
6 way and you want to get the boat launch we'll direct
7 them through and then making a left on Middle Street.
8 Even though we're not allowing a left onto Water
9 Street, we did widen the shoulder here so that, you
10 know, sometimes people don't follow the rules, they
11 don't listen to signs, if they still want to make
12 that left there is just enough room for one small
13 passenger car to sneak around them so we recognize
14 that as well.

15 The Creamery Wharf lot will be repaved and
16 restriped. And then the sidewalk in front of Red's
17 will be widened, so there will be a 5 foot area for
18 the queue line for Red's and then there will be a 5
19 foot sidewalk area and those will be separated with
20 bollards, so people waiting in line for Red's would
21 not impede any pedestrian traffic.

22 The last slide here is, you know, the Water
23 Street/Railroad Ave section. As I said, Railroad Ave
24 will be fully reconstructed. We'll have parking on
25 the right side. You can see here that there is one

1 space where we aren't allowing and that's where the
2 existing hydrant is and we have a little cross-hatch
3 here and that's just to allow people to make a left
4 turn out of the parking lot. As I stated early on,
5 the traffic flow here will be in the parking lot and
6 then back this way to reverse direction. We have two
7 handicap spots here. We have handicap spots here.
8 We have camper and bus parking here. This will just
9 be maintaining the access to the sewer treatment
10 plant. Also as part of this project, we are going to
11 be removing the railroad siding, so we're going to be
12 keeping the railroad mainline but removing the siding
13 to make room for the widening here, the sidewalk and
14 the parking.

15 As I said before, this section of Water
16 Street here will just be a pavement preservation and
17 overlay or mill and fill and then we'll get back to
18 full reconstruction here. The sidewalk on water
19 street will be fully reconstructed on this side, but
20 we're just going to maintain the existing sidewalk on
21 the top of the page. We're not adding any sidewalk
22 on the bottom of the page except for this little
23 section here, just at the end there will be a
24 crosswalk and allow you to get to the parking lot.

25 At this time, I'd like to turn it over to

1 Chris. He's going to go through some of the traffic
2 operations.

3 MR. BOBAY: Thank you, Ethan. Again, for
4 the record, Chris Bobay, traffic operations engineer
5 from VHB.

6 So before getting into the proposed traffic
7 operations, what the results are that we are
8 anticipating here, it's really important to first
9 understand what it is that we're trying to solve, why
10 you see these back-ups in Wiscasset today, and it's
11 really a function of four elements out there on the
12 roadway. So the first thing is, well, Route 1 itself
13 carries a high, you know, high traffic volumes out
14 there. On a daily basis we're talking about 16,000
15 thousand to 18,000 vehicles per day anywhere along
16 Route 1 here in Wiscasset that are traveling along
17 that roadway. During the peak season it can get up
18 to about 20,000 vehicles on daily basis. If you look
19 at it an on hourly basis, we're talking about 1,000
20 to 1,200 vehicles per hour, you know, traveling there
21 along Main Street Route 1. On the outskirts outside
22 of Wiscasset towards Bath, towards Edgecomb, you
23 know, the roadway is still a two lane facility and it
24 has a capacity for about 1,300 to 1,400 vehicles per
25 hour. Okay. So we've got about 1,000 to 1,100

1 vehicles per hour, you know, there and that's why
2 you've got sort of those free flow conditions outside
3 of the Wiscasset town line, but once you get into
4 Wiscasset we run into those back-ups.

5 So what's causing that? And it's really a
6 function of first and foremost pedestrian crossings.
7 At Main and Middle Street on a 12 hour count basis
8 you're talking about 1,000 pedestrians that cross
9 that -- that cross that intersection. About 50
10 percent distribution both east and west and north and
11 south. You get down to Main and Water Street you're
12 up to about 1,500 pedestrians that cross. So think
13 about that, we've got 1,000 vehicles and on an hourly
14 basis, we're probably talking about 150 pedestrians
15 that cross at Main and Middle and about 300
16 pedestrians that cross at Main and Water. So think
17 about that pedestrian volume in conjunction with
18 1,100 vehicles that want to travel through that
19 intersection. So -- and Maine law, yield to the
20 pedestrians in the crosswalk. That pedestrian enters
21 that crosswalk, vehicles stop, you might get a couple
22 vehicles in and, again, under the high pedestrian
23 volumes another pedestrian comes along, sometimes on
24 the corners those vehicles that are traveling through
25 town are -- they're not certain whether that

1 pedestrian actually is crossing, so there is some
2 friction there as the traffic is traveling through
3 these intersections.

4 You know, we're also talking about the side
5 street traffic movements itself. Volumes coming off
6 of Federal Street, off of Middle Street, off of Water
7 Street. You know, on a daily basis you're talking
8 about a range from 400 to 800 vehicles per day that
9 use those facilities. On an hourly basis we're
10 talking about 20 to 40 vehicles per hour. So now
11 you've got 150 pedestrians, you've got 40 to 80
12 vehicles, all of this contending with, you know, that
13 existing traffic flow along Main Street. You've also
14 got the interjection of downtown parking along Main
15 Street.

16 If you look at the Highway Capacity Manual
17 and other sources, it's clearly identified that with
18 the introduction of parking along a facility that
19 capacity number -- remember how I say we can service
20 about 1,350 vehicles per hour? That drops by about
21 15 to 20 percent just because of the maneuvers of
22 vehicles pulling in and out of those spaces and onto
23 the roadway facility. You add all that up, what it
24 means is downtown you have a roadway carrying
25 capacity today, you know, around 800 to 900 vehicles

1 per hour that you can serve. Well, we've got 1,000,
2 1,100 vehicles of a demand to get through there, so
3 this project is trying to solve how can we move and
4 to best efficiently move that traffic through the
5 facility.

6 So as far as the summary of improvements,
7 Ethan has already presented the introduction of
8 traffic signals as a traffic control device. The
9 Federal Highway Administration has a Manual on
10 Uniform Traffic Control Devices and it lists nine
11 warrants for traffic signalization, you know, it
12 ranges from railroads to crash experience to just
13 general traffic volumes to pedestrians. If you go
14 through those warrants we clearly meet at Main and
15 Middle and Main and Water warrant number 4, which is
16 the interjection of traffic volume in relation to
17 pedestrian crossings. You know, persons have come up
18 before, what about Fort Hill and what about Federal
19 Street? We don't meet the warrant at that
20 intersection, that's one of the reasons why as part
21 of this project we're not installing a traffic signal
22 there. We're putting in what it does meet, a rapid
23 flashing beacon, which Ethan has explained before.

24 So one of the key concepts is, okay, we're
25 putting in traffic signals, they're only 400 feet

1 apart. We need these to work together and that's
2 exactly what's being proposed, something that's going
3 to be using state of the art traffic technology. So
4 these signals are going to work together. As far as
5 vehicle detection, we're not going to pre-time these
6 signals. We're not going to allow a fixed amount of
7 time that this always gets 15 seconds, this always
8 gets 30 seconds or anything like that, no. We're
9 going to have a state of the art traffic controller
10 there with vehicle detection that isn't going to be
11 cutting into your pavement and putting in wire loops,
12 no. We're going to have sensors like video-based
13 thermal detection. Thermal, that's night vision,
14 okay. So with the algorithm that tracks vehicles as
15 soon as it comes into that field of view to service
16 those vehicles in the most efficient way through your
17 traffic signals.

18 So also part of that state of the art
19 technology it's going to be addressing the American
20 With Disability, the ADA, you know, accommodations
21 for pedestrians. We're talking about pedestrian
22 signals that will have indications with countdown
23 timers. We'll have buttons but they're not truly
24 buttons. They're accessible pedestrian signals and
25 what that actually is it's a low tone Dopplar, brings

1 you over to that button, it's tactile kind of like
2 your phone, you know, you touch it, it will have kind
3 of like an elevator light, a confirmation light, yes,
4 you put in a call to the traffic signal, for me as a
5 pedestrian, I want to cross that facility and it will
6 have, you know, messaging for when that walk signal
7 is on for those that are visually impaired to know
8 where they are to cross to. So we're using --
9 integrating all of that state of the art technology
10 to best separate and service vehicles in conjunction
11 with pedestrians in conjunction with, by the way, on
12 that technology it's got bike signals. It recognizes
13 the bicyclist that's coming down the roadway, how to
14 move that bicyclist through those traffic signals.

15 So, you know, with the traffic signals and
16 the pedestrian -- for pedestrians to cross the
17 street, I do want to make point of that when the
18 pedestrian gets the walk indication all traffic will
19 not stop. The pedestrians will move with the major
20 vehicle flow. What does that mean? Okay. The
21 simplest way to put this, if you look at the diagram
22 that's shown here on the screen, on the left side is
23 phase 1. Right to left is Main Street, north and --
24 well, up and down is actually Middle Street and Water
25 Street. So the first vehicle phase that would come

1 up would be the green indications simultaneously both
2 for Middle Street and for Water Street. If the
3 pedestrian pushes that button then that walk
4 indication would come up. So in other words, you
5 would get the walk indication simultaneously with the
6 green indication for the side street. That would
7 require the right turning vehicles in this example
8 coming off of Middle Street to yield to that
9 pedestrian in the crosswalk, left turns from Middle
10 Street to yield to the pedestrian in the crosswalk
11 until they complete their maneuver. Now, consider
12 these aren't substantial traffic volume in relation
13 to the pedestrian volume, but it does separate, it
14 does move efficiently the pedestrians in conjunction
15 with the vehicle movements.

16 When you talk about how much time it's going
17 to be there, we're probably talking about if the
18 pedestrians don't hit the button at either of these
19 intersections about 5 to 15 seconds of green time.
20 Again, it's a smart traffic controller, so it's going
21 to adjust based upon the traffic volume demand that's
22 out there. If the pedestrian hits the button, well,
23 that's going to be a range from a walk signal
24 indication from 5 to 7 seconds of a solid walk
25 followed by enough time, and it's generally about 13

1 seconds, for the countdown timer for the pedestrians
2 to complete their crossing. Often I get this
3 discussion that, well, when these walks come up I can
4 never get to the other side before it starts flashing
5 or counting down. Well, that isn't the case. When
6 the walk comes up what you need to know is that walk
7 gives enough time for the pedestrians that are
8 congregated on the corner to enter the crosswalk and
9 as soon as the countdown starts there is enough time
10 for that last person if you haven't exited to
11 complete your crossing from ramp to ramp before it
12 goes to a solid indication. So there would be more
13 time even if the vehicles aren't there to service
14 pedestrians if pedestrians hit the button.

15 The second phase would be Main Street
16 getting the green. Same thing. If pedestrians hit
17 the button, you're going to have your crossing
18 indications come up. It will be green balls. Ethan
19 had indicated, you know, you've got left-turn lanes
20 out there on Main Street, both sides of Middle
21 Street, only heading northbound at Water Street, so
22 those left turns as proposed will not have green
23 arrows. It means you will have that typical sign,
24 you've seen it at the new traffic signal here in
25 town, yield, you know, left turn yield on the green

1 ball, you'll always have that green ball, you'll
2 yield to that oncoming traffic until you find an
3 appropriate gap to make your left turn. So someone
4 may say, well, that's awful difficult, you know,
5 during the peak times, I even have trouble today
6 under the existing conditions to make that left turn
7 with all that traffic. Well consider this, when the
8 signal goes yellow and green you can legally finish
9 your maneuver. And I've said this before, usually
10 that will accommodate two to three vehicles through
11 the end of the signal phase under the yellow. So and
12 we usually will typically call those the sneaker
13 movements that move through the intersection, so that
14 would be how you would complete your left turns. You
15 don't have to worry necessarily for pedestrians, they
16 should have already completed their crossing by the
17 end of that signal phase. You're wondering how much
18 time that this is going to be green? During peak
19 times you're talking about a minute-and-a-half that
20 that will be a solid green. Consider that today, how
21 often do you see traffic moving steadily along Main
22 Street under high peak conditions for up to a
23 minute-and-a-half? So, again, smart traffic control
24 here. It is going to adjust based upon the demand on
25 the roadway. So that's a change, you know, from

1 vehicle queues by a mile. So you have three mile
2 back-ups -- you're still going to have the back-ups,
3 it's going to be a two mile back-up and a rolling
4 queue through here. Again, the Department has never
5 since day one has said what is being proposed here is
6 the silver bullet to fix the situation.

7 So the other thing that will happen as far
8 as from the traffic operation standpoint is a
9 reduction in crashes. I didn't in my initial
10 discussion talk about how on a yearly basis you've
11 got about eight to 14 crashes per year. Most of them
12 under the crash records are attributed to parking,
13 pedestrians, you know, just not knowing as I'm
14 traveling through Wiscasset what's going on with
15 everything with all of this along the main -- along
16 Main Street. So using the Highway Safety Manual the
17 projection is that the crashes through Wiscasset in a
18 10 year period will be reduced by nine crashes per
19 year and you're talking about an annual savings of
20 about 40 to \$45,000 reduction as based on the crash
21 experience. Why is that? Because we're going to
22 reduce the rear-end type of crash that is most
23 associated with, you know, with the elements that I
24 had described earlier.

25 So that being the case, I'm going to turn

1 this over to Ernie to have any parting comments.

2 MR. MARTIN: All right. Thanks, Chris. All
3 right. Next up, we're going to cycle through some
4 amenities stuff that -- how many of you guys actually
5 went online to do the survey or actually go on and
6 review the results? Thank you for doing that.

7 All right. So I'm just going to go there
8 real quick just to show folks what it looks like and
9 what the advisory committee -- Jeff Slack was going
10 to be up here presenting the results, but obviously
11 Jeff has moved on from the advisory committee, so
12 I'll do my best to sit in for him. So when you go to
13 the Survey Monkey itself you come up with this. It
14 starts right off with the first question. There were
15 303 responses associated with the Survey Monkey.
16 Obviously the first one is just, you know, who are
17 you, you know, where are you at in the Town of
18 Wiscasset. Brick style and choices there. So what
19 the advisory committee came up with is that they went
20 with the top two of each category to come here
21 tonight and propose for feedback back to the advisory
22 committee. So as you make your way down, all of the
23 choices are here with the bollards, you know, the
24 bollards -- the bollards for Railroad Ave are this
25 type bollard lights, which is something that we've

1 never done so that was interesting. At the time,
2 Jamie Sonia is the one that put those out there,
3 which I thought was pretty creative as far as
4 lighting things up. And the type of trees, it really
5 fell on two types there. And tree grates, there is a
6 couple there. The sidewalk lights, there was really
7 three, but when you look at the photos associated
8 with the Survey Monkey that we're going to do here or
9 the clicker survey that we're going to do all of the
10 tops are very kind of similar in nature and I'll talk
11 about that and I also have Kent that can get up and
12 talk about these things as well to add a little more
13 input to it. Bike racks, pretty straightforward,
14 there was two there. And then the different type of
15 railings trying to match the railings that are out
16 there and try to meet ADA compliant and trying to
17 match those up. It's a little tricky, but it's
18 definitely doable. And I just threw in some
19 constructability questions overwhelmingly, which I
20 wasn't surprised too, too much was nighttime
21 construction. And then what -- prefer daytime,
22 obviously it went the other way as it should. And
23 then obviously the big question was no construction
24 July and August and then come back after Labor Day.
25 And then there is a bunch of comments associated with

1 it, so if you have time or if you haven't already, I
2 would recommend just going down through those.

3 So back to the survey. Has everybody got a
4 clicker that wants a clicker?

5 AUDIENCE MEMBER: Are we going to discuss
6 this before we start voting?

7 MR. MARTIN: Yeah, yeah. Once we get there,
8 I'll bring up the slides and if you have any
9 questions related to those items, any specifics, I'm
10 sure myself or Kent can answer those.

11 AUDIENCE MEMBER: Ernie, can we discuss what
12 you've shown us before we start in with amenities?

13 MR. MARTIN: The surveys?

14 AUDIENCE MEMBER: Before we get into the
15 amenities, can we discuss some of the things that
16 you've just showed us?

17 MR. MARTIN: We'll get through the amenities
18 and then we'll do the Q and A.

19 AUDIENCE MEMBER: But shouldn't we do Q and
20 A first because it may change our minds about
21 amenities;

22 MR. MARTIN: I don't think it will. There
23 is only two items. I really don't think it really
24 matters.

25 AUDIENCE MEMBER: I think we ought to have

1 an opportunity to try it.

2 AUDIENCE MEMBER: Well, no, I mean, I think
3 your point is well taken. We should be talking about
4 it before we go into --

5 AUDIENCE MEMBER: All I'm saying is that you
6 described the total project to us in a superb way.
7 Excellent job of technical communication. Most of us
8 in the room don't understand that communication all,
9 so shouldn't we have a chance to talk about the
10 overall project because the amenities are just the
11 end result.

12 MR. MARTIN: And that's why I would just as
13 soon move on with the amenities because they don't
14 really have any bearing on the design. They're just
15 the aesthetic pieces to the project, so --

16 AUDIENCE MEMBER: There is a huge.

17 MR. MARTIN: -- does everybody have a
18 clicker?

19 AUDIENCE MEMBER: Excuse me. There is a
20 huge question in this room of whether or not the town
21 agrees with this design, is that not going to be
22 discussed tonight?

23 MR. MARTIN: Oh, it will be in the Q and A.

24 AUDIENCE MEMBER: Why don't we discuss it
25 now?

1 AUDIENCE MEMBER: Why do we talk about
2 amenities when we --

3 MR. MARTIN: I was --

4 AUDIENCE MEMBER: Amenities aren't going to
5 change --

6 MR. MARTIN: I would like to stick to my
7 agenda. We'll get to the question and answer piece
8 after. Thank you. Does everybody have a clicker
9 that wants a clicker? If you need a clicker just
10 raise your hand. Andy is going around and Kent is
11 going around to get those to you.

12 AUDIENCE MEMBER: Does the clicker allow us
13 to say that we don't want any of this?

14 MR. MARTIN: They do not. I'll answer that
15 in just a second, just bear with me.

16 AUDIENCE MEMBER: Then they are broken.

17 AUDIENCE MEMBER: Do these clickers light up
18 so we can see what button we're pushing?

19 MR. MARTIN: Hang on just a second, bear
20 with me and I'll --

21 AUDIENCE MEMBER: Okay.

22 MR. MARTIN: I'm going to go turn a bank of
23 the lights on.

24 AUDIENCE MEMBER: Okay.

25 MR. MARTIN: Okay. Those lights are going

1 to take a little while to turn back on. To answer
2 your question, they don't light up. When you look at
3 the clicker it's obviously the two top left ones, A
4 and B except for the first question which has four.
5 So looking at the clickers you've got A, B, C, D. So
6 as far as the first question goes you can use any one
7 of those four. As far as any of the other questions
8 it's really A and B as your options.

9 All right. First question, you know, are
10 you a resident of Wiscasset is A, are you a
11 resident/business owner B, are you a
12 non-resident/business owner C, or are you a
13 non-resident? And the reason I phrased this was
14 because part of the Survey Monkey some of the
15 questions came back where people applied to two of
16 them, so I tried to kind of combine them so one vote
17 would attract that individual.

18 AUDIENCE MEMBER: So we press as soon as we
19 make a decision?

20 MR. MARTIN: Yup. The polls are open right
21 now. So any time you're ready right now. It's 60.
22 I can see the numbers on the screen here right now.
23 We're at 71. 72. Are we all set? Okay. So we have
24 80 responses. And obviously you can't really see
25 the -- the first one is 68 percent of the 80 are

1 residents, 21 are residents/business owners, 21
2 percent, 7 percent are non-resident business owners
3 and 4 percent are non-residents out of that 80 votes.

4 All right. As far as the trees go, these
5 were the two that the advisory committee pushed
6 forward with. Does anybody have any questions
7 related to the species that Kent could answer?

8 AUDIENCE MEMBER: Yeah, which is which?

9 MR. COOPER: The Japanese Tree Lilac is on
10 the left and the Flowering Pear is on the right.
11 They're both a smaller scale seasonally flowering
12 trees. They're both pretty pest and disease
13 resistant and they are both --

14 AUDIENCE MEMBER: Are they indigenous?

15 MR. MARTIN: Are they indigenous, Kent?
16 They are right?

17 MR. COOPER: These are indigenous.

18 MR. MARTIN: Okay. Sir.

19 AUDIENCE MEMBER: I would just like to point
20 out that neither one of these is a terrifically good
21 tree. The one on the right, the Flowering Pear is
22 particularly unsuitable. It is a strongly invasive
23 species. It smells bad. The seeds are spread by
24 birds and placed where they go. And this is one of
25 the very worst trees for cold climates because they

1 split very easily with the weight of snow and ice.
2 Unfortunately, we're stuck with this as one choice,
3 but I certainly wouldn't pick it.

4 AUDIENCE MEMBER: Is there an option for
5 other?

6 AUDIENCE MEMBER: Can we push C for no?

7 MR. MARTIN: What we can do is we'll do the
8 vote and obviously we've got a comment right here and
9 I'll bring that back to the advisory committee to --
10 is there a recommendation from you, sir, that --

11 AUDIENCE MEMBER: Well, you know, there are
12 hundreds of eye suitable trees, most of the ones on
13 the original list are just not terrific trees. You
14 know, I didn't see Magnolias on the list, I didn't
15 see any trees that -- you can go down to the
16 botanical garden Boothbay and see exactly what will
17 grow in this part of Maine that might work very well.
18 This isn't one of them.

19 MR. MARTIN: Okay.

20 AUDIENCE MEMBER: And the other one also is
21 a very unusual scent that many people find sickly
22 sweet.

23 MR. MARTIN: Okay. No, thank you. So we'll
24 go ahead and just vote. We've got the comment there
25 and obviously we'll share that with the PAC.

1 AUDIENCE MEMBER: I want to know -- I'm
2 hearing that you're recommending neither of these?

3 AUDIENCE MEMBER: Well, yeah. I --

4 AUDIENCE MEMBER: I'm just interested in
5 what your -- the Pear is the worst, but neither of
6 them are good?

7 AUDIENCE MEMBER: Can we have Kent tell us
8 whether he's used this type of tree in other projects
9 and how that worked out?

10 MR. COOPER: Yes, we have. The Japanese
11 Tree Lilac I think is an outstanding smaller scale
12 flowering tree. I would not disagree with some of
13 the gentleman's comments on the Pear. There are
14 newer cultivaris of Pears, which are presumed to be
15 ice resistant that are being developed in upstate New
16 York that probably reduce the ice -- the former ice
17 problem history of the Pear, but I don't disagree
18 that that species does have some of those issues.

19 MR. MARTIN: Okay. So I've heard the
20 comments. If you don't want to vote, don't vote.
21 It's pretty --

22 AUDIENCE MEMBER: Who is selling these
23 trees?

24 MR. MARTIN: The polling is open. Don't
25 worry about the screen. It's just set up right now

1 as a standard. So right now I'll give you a couple
2 more seconds.

3 AUDIENCE MEMBER: Can we have an answer to
4 that question? Who is selling these trees?

5 AUDIENCE MEMBER: Why does it matter?

6 MR. MARTIN: What's that?

7 AUDIENCE MEMBER: Who is those selling these
8 trees to you?

9 MR. MARTIN: Where do we buy our trees,
10 Kent, or where does the contractor get our trees?

11 AUDIENCE MEMBER: Can we table the tree
12 question?

13 MR. COOPER: It would be through a
14 contractor. We don't buy them.

15 MR. MARTIN: We just spec our trees to the
16 contractor and they would approach some of the, you
17 know, areas that sell the trees.

18 AUDIENCE MEMBER: Should we consider that
19 before you present this to us?

20 MR. MARTIN: I'm just going to present it.
21 I've heard the comments and I'm taking those
22 comments --

23 AUDIENCE MEMBER: If you're going to
24 present it --

25 AUDIENCE MEMBER: It's a tree. It's a tree

1 for God's sake.

2 AUDIENCE MEMBER: It's a tree. Trees have
3 property --

4 AUDIENCE MEMBER: Sit down. Sit down.

5 (Whereby several people were speaking at
6 once.)

7 MR. MARTIN: All right. Just is -- just a
8 second. All I'm saying is just vote if you want to
9 vote. If you are one that wanted the Japanese or the
10 Pear tree feel free to vote. If you don't want the
11 Japanese or the Pear tree don't vote because it won't
12 show up and then I'm going to take these results or
13 the PACs are going to take these results and there
14 will be further discussion amongst the advisory
15 committee and push forward with the tree discussion.
16 It's nothing that we're going to solve tonight. None
17 of these are what we're going to solve tonight.

18 AUDIENCE MEMBER: But the number of people
19 who aren't interested in these trees --

20 MR. MARTIN: We're going to have to --

21 (Whereby several people were speaking at the
22 same time.)

23 AUDIENCE MEMBER: Not everyone.

24 MR. MARTIN: Okay. So I think everybody has
25 voted that's going to vote, you know, 43 people

1 responded. 44. So just looking at the results, 59
2 and 41 is the result of that. And obviously based
3 off the comments we're going to have to revisit the
4 trees. It's pretty simple.

5 All right. The bollards. These are the two
6 type of bollards that came out of the survey. And
7 just keep in mind folks, you know, the survey was
8 blanketed by 303 people, you know, so based off the
9 advisory committee they're looking at these 303
10 people that took that survey and they're looking at
11 the top two, you know, so some people might have
12 different ideas and some people might not have picked
13 those top two, but that's why we're here tonight to
14 vet this and the advisory committee is going to take
15 all of this back and digest it and come up with
16 something they can propose or recommend. So the
17 Columbus Louvered A is here and the Hamilton Classic,
18 very similar in bollards, but these are new to the
19 Department so we don't have a lot of background with
20 them. Basically it just comes down to the style of
21 the bollard itself.

22 AUDIENCE MEMBER: Could you tell us once
23 again where those are going to be placed according to
24 the project?

25 MR. MARTIN: Yup, those are going to be on

1 Railroad Avenue.

2 AUDIENCE MEMBER: Okay.

3 MR. MARTIN: Out Railroad Avenue.

4 AUDIENCE MEMBER: Okay.

5 MR. MARTIN: And those are pretty much going
6 to light the sidewalk and the parking areas. That's
7 all they're there for is to light the sidewalk for
8 pedestrian safety and also light car doors.

9 AUDIENCE MEMBER: How tall are they?

10 MR. MARTIN: What are they, Kent, 42 inches?
11 40, 42?

12 MR. COOPER: 38 I would have said, but right
13 in that --

14 MR. MARTIN: 38 to 42, right in that range.

15 MR. COOPER: The PAC had some discussion
16 about whether or not there should be street lamps
17 along the river both to look at the river and also
18 because of the houses that would be looking down
19 towards the river, so these were selected as a good
20 safety light that would not interfere with the views.

21 MR. MARTIN: Okay. We're still going a
22 little bit. Numbers are going up. Okay. Looks like
23 56 people voted. 68 percent was A and 32 percent was
24 B. And obviously all these results are going to go
25 back to the advisory committee and they're the ones

1 that are going to make the recommendations from these
2 results.

3 Bike racks. These two came out and there
4 was a lot of comments related to the bike racks from
5 folks and where they should be located. Locations
6 are going to be I think generally speaking in the
7 parking areas, 36 Water Street and then some along
8 Railroad Ave I think is -- is probably where a lot of
9 folks were looking to put those.

10 AUDIENCE MEMBER: So how many bikes could
11 you attach to the one on top? I don't get that one.

12 MR. MARTIN: What is it, Kent, four?

13 MR. COOPER: I would have said two.

14 MR. MARTIN: Yeah, it's two to four.

15 AUDIENCE MEMBER: Okay.

16 MR. MARTIN: I mean, we don't have to just
17 put one there. Obviously it depends on what the
18 advisory committee comes back and wants.

19 AUDIENCE MEMBER: Do you have the number of
20 how many bicyclists come through Wiscasset?

21 MR. MARTIN: We don't have any bike counts.

22 AUDIENCE MEMBER: Do you know where they
23 would be located?

24 MR. MARTIN: Located -- you know, this is
25 obviously up to the advisory committee, but a lot of

1 discussions have been having them placed at the 36
2 Water Street parking area as well as along Railroad
3 Avenue parking area too to install those.

4 AUDIENCE MEMBER: Will you have signage that
5 will be on Route 1 for bikes or are they going to
6 lean them up against the building?

7 MR. MARTIN: Hopefully they use the posts.
8 All right. So we've got 43 folks voted. 39 percent
9 for A and 61 percent for the B.

10 Okay. Streetlights. You can't see very
11 well, I apologize for that. There was a lot of
12 discussion with the advisory committee on not so much
13 the light fixture. The light fixtures are pretty
14 similar in both these, Bath and Hallowell. What it
15 comes down to on each of the light fixtures
16 themselves is that they're pretty consistent. The
17 one in Hallowell just has a tip to it. The one in
18 Bath has just another additional piece to it. There
19 was a lot of discussion in, you know, I'm not too
20 worried about the flower pots right now or plaques or
21 flags, it's more of the light fixture. But the top
22 two were very similar fixtures in general and so then
23 it just comes down to what Wiscasset wants hanging
24 off it, do they want flower pots, do they want flags,
25 banners, et cetera. So that's -- that's really for

1 future discussions, but right now it's just basically
2 the difference between these two, like I said, are
3 pretty similar in style, so you can go ahead and...

4 AUDIENCE MEMBER: Are you saying that one
5 could only have flags or are you saying that's a
6 decision can be made later?

7 MR. MARTIN: That decision will be made
8 later. Both these types of fixtures are -- you can
9 put flags on them, banners, flower pots, even some
10 towns have gone to plaques. And I don't know why
11 my -- okay. Go ahead and vote now. Sorry about
12 that. It closed for some reason. Okay. We'll go
13 with that. It's right around 61 folks have voted and
14 Bath is 70, Hallowell is 30. What Hallowell is
15 doing -- just so you know in Hallowell the light
16 poles that are in downtown are spaced double close,
17 so when we reconstruct Hallowell next spring they're
18 going to take every other light and put it on the
19 left side so they'll have lights on both sides of the
20 street. I think they have to add like 10 fixtures to
21 make that happen.

22 Okay. Tree grates. There is really --
23 there is really a lot of types of these. The biggest
24 thing that Kent was looking at -- Kent, do you want
25 to explain the box section with the tree and how they

1 grow?

2 MR. COOPER: The obvious selection was the
3 prettiest grate, which is on the right. It's a very
4 fancy nicely embossed kind of floral pattern. That
5 company -- I have not purchased from before, but when
6 I looked into it the grate on the left is a Greenwich
7 grate that's manufactured by Neenah Foundry that
8 makes like every catch basin and grate that's in the
9 country and one advantage to their grates is that
10 they come with a side wall for the tree pit so that
11 the top 18 inches is actually sheet metal and that
12 tends to keep the tree roots inside the tree well.
13 That saying, if you are an arborist and you want to
14 grow a great tree that's probably not a great thing
15 to do for the tree, but if you're public works and
16 you want to protect your sidewalk that gives the
17 sidewalk some protection. So the obvious choice was
18 the prettier grate. The PAC will need to discuss
19 this, we could either do those but they wouldn't have
20 side walls or another choice would be the Greenwich
21 grate by Neenah, which could have the side walls.

22 MR. MARTIN: Thanks, Kent. So you can go
23 ahead and vote for that. And the other side of this
24 exercise of doing this tonight is just giving more
25 information to the advisory committee to make

1 decisions with, you know, no decision has been made
2 on any of this stuff. This is just another way to
3 reach out to you folks for input on these to give the
4 guidance to the advisory committee to make
5 recommendations.

6 AUDIENCE MEMBER: Are they both the same
7 size in terms of dimension?

8 MR. COOPER: Yeah, they're all available
9 like 4 by 5 or 6 foot.

10 AUDIENCE MEMBER: Okay.

11 MR. MARTIN: Yeah, some of them are 4 by 5.
12 They actually make like a 4 by 6, so you can get them
13 bigger, but generally speaking they're 4 by 5.

14 AUDIENCE MEMBER: Shouldn't that be grate --
15 tree grates rather than tree greats?

16 MR. MARTIN: Thank you. I should have had
17 you edit it for me, I'm sorry. I guess I was
18 thinking it was going to be a great night, I'm sorry.

19 All right. We'll go with this. You've got
20 a 62. So I've got 1 at -- A is 31 percent, B is 69
21 percent.

22 All right. This one is probably a little
23 bit more tricky. There is going to be a lot more
24 further investigation. I think the two that got
25 selected are very similar to what's out there today.

1 Kent, do you want to explain what's going to happen
2 to them for ADA compliance?

3 MR. COOPER: We put some pictures in the
4 Survey Monkey of very different types of rails. The
5 two that were chosen are all of the fanciest rails.
6 What's out there is very, very simple. It's just a
7 heavy strapped piece of steel with a sheep's tail at
8 the end of it. I think that either of these or the
9 sheep's tail can be adapted to ADA. For safety code,
10 we'll have to add a 4 inch vertical picket and then
11 we'll have to extend the top and the bottom out two
12 treads so that a more disabled person can grab and
13 feel secure on that rail before they start to go up.
14 And I think if we model what's out there and combine
15 kind of the features in this we can come up with
16 something that looks like what's out there but also
17 can meet code. It's really not designed, but either
18 the rings or the other little finials or a
19 combination of those can be put into a working
20 drawing for a shop to fabricate.

21 MR. MARTIN: And it's going to replace the
22 rails that are out there today in the step locations.
23 Okay. It looks like we got stuck on 45, so we'll go
24 with that. And so obviously the B is 69 percent, 31
25 percent.

1 This one is probably the more tricky of the
2 ones that we had because we didn't have a lot of
3 background on one, so basically what the advisory
4 committee went with is one that was a steel post and
5 one made of granite. So basically the style doesn't
6 really matter here. I think it's just a matter of
7 does the advisory committee push forward with granite
8 or do they push forward with the black.

9 AUDIENCE MEMBER: Where would these be
10 located?

11 MR. MARTIN: The granite ones are over at
12 the court house, right, Kent?

13 MR. COOPER: The existing ones.

14 MR. MARTIN: The existing ones, yup, over
15 here. You can't really see them very well. Oh,
16 where would they go if -- they're going to be going
17 over here on this side of Main Street just to prevent
18 jay walking and we'll talk about that here in a
19 little bit after the Q and A. So go ahead and vote
20 on those, if you would. There will be much more
21 research on these two items like we said just because
22 we don't have a lot of background information
23 associated with them. Okay. That's 59 folks. A was
24 obviously the higher of the choice by a little bit.
25 56 A, 44 for the black.

1 All right. I just wanted to show you a
2 couple of the pictures that have been developing as
3 decisions are made or discussions happen. Up here
4 obviously Ethan talked a little bit about the
5 sidewalk separation between the Red's line and the
6 sidewalk facilities for pedestrians. The crosswalk
7 locations, they actually had a couple of kiosks on
8 each corner. They're hard to see. I've got some
9 larger copies over here if you want to take a look at
10 those before you go this evening. I'll give them to
11 Marian so she can put them in the town office. It
12 shows a bunch of things with pedestrians, benches,
13 trash cans. We'll talk about all of that additional
14 stuff here after the Q and A as well. Just, you
15 know, wheelchair accessibility, we put a couple
16 wheelchairs on there, they can't do that today, you
17 know, with baby strollers, et cetera. There is a lot
18 of carrying where they actually go out in the street
19 to navigate down through downtown, so some of that is
20 part of these pictures. The lower one on Railroad
21 Avenue shows the bollard lights. They're actually
22 shown on the curb side that the PAC discussed and it
23 looks like they're probably going to be located on
24 the backside and then they're also going to -- we're
25 also going to see if there is deflectors that go on

1 the backside of the bollards so when they're coming
2 across the bridge you don't see that light, so those
3 are just a couple of things we're looking at.

4 While I'm looking at Railroad Ave, one thing
5 it's going to be a lot neater and cleaner. Today you
6 have, you know, guardrail over here with a -- with a
7 dumpster and a porta potty for Red's, we're going to
8 move that across the railroad tracks over in here and
9 that's where they'll access those two things to open
10 that space up on Railroad Ave.

11 AUDIENCE MEMBER: Could I ask you to put
12 that on the computer projections, particularly the
13 one on the top? Are they to scale?

14 MR. MARTIN: No, they're not.

15 AUDIENCE MEMBER: And so that's why Main
16 Street is suddenly about three times as wide as it
17 used to be. From store front to store front we don't
18 have that much space there.

19 MR. MARTIN: The actual -- I take that back.
20 They're not drawn to scale, but the actual buildings
21 are from a laser scan, so that's what they call a
22 true view. So that's actually face-to-face. That's
23 actually right up there.

24 AUDIENCE MEMBER: What I'm saying is from
25 store front to store front what's there?

1 MR. ERNIE: I think it's -- it depends.
2 It's like 160, 150 feet all the way up through there
3 store front to store front.

4 AUDIENCE MEMBER: What I'm pointing out is
5 this is very misleading.

6 MR. MARTIN: This is conceptual. This is
7 not -- this is -- all this is is a rendering. Don't
8 take this as any scale model. It's just a rendering
9 that we do to show people -- give them a sense of
10 what things are going to look like.

11 Okay. So some of the amenities that, you
12 know, we really didn't throw out to people because
13 there's a gazillion kinds of them are trash cans and
14 benches, the kiosks that we talked about, you know,
15 what's the set up, what are they going to say, you
16 know, what are you going to put on there, what do you
17 want on there, the business locations, et cetera, and
18 obviously parking signs for direction to get to and
19 from the parking areas and then obviously tables and
20 chairs, we haven't really talked about any of those
21 amenities.

22 AUDIENCE MEMBER: What is a kiosk?

23 MR. MARTIN: What's that?

24 AUDIENCE MEMBER: What's a kiosk?

25 MR. MARTIN: Kiosks are for like business

1 directions, like if you go look at the kiosk it's a
2 map of the downtown area that can direct people to
3 different areas within the town.

4 Okay. Just some outstanding items that we
5 really haven't talked about, which I try to talk
6 about once I get folks in front of me. There are,
7 I'm guessing, probably a lot of cellar drain
8 connections that are underneath the ground that we're
9 not aware of. So any time we go in and do a project
10 of this magnitude we try to connect those cellar
11 drains. And then obviously there are some roof
12 drains, some gutters that I see come down the face of
13 the buildings and go out on sidewalk, I think there
14 are ways that we can get those below ground, but that
15 takes an agreement between the Department and the
16 property owner to get those below the surface and
17 into our underdrain system so it doesn't escape on
18 the sidewalk and create ice. I think Hallowell
19 had -- Hallowell might have like 12 roof drains that
20 come down on the face. It's a very similar situation
21 that you have here. So that's stuff I need to know.
22 If you're a property owner for one of those
23 businesses, please grab one of us before you go
24 tonight and just let us know, hey, I have a cellar
25 drain, a roof drain I'd like connected because we

1 really need to start having those dialogs.

2 Parking designation. Throughout the process
3 that I've gone with the outreach of meeting various
4 groups, parking designations, locations, et cetera,
5 have been discussed often. You know, how long is a
6 parking space? You know, right now we're working
7 with the police chief and his parking committee,
8 they're working with the public advisory committee
9 and they'll have to work together to develop what is
10 this going to be when we leave. What's the parking
11 because we need to know for the signs. You know, is
12 it two hour parking? Obviously, loading zone,
13 unloading zone, you know, so you have those areas
14 that we'll need to make sure we adequately sign when
15 we're gone. As well as the kiosk information, you
16 know, the advisory committee is probably going to
17 have to do some outreach with the local -- with other
18 committees in town, the businesses to develop what do
19 we want these kiosks to say, you know, what do we
20 want to direct people to see. And you have a lot of
21 features throughout the town that you could also add
22 in there. It's a historic district, so you have
23 historic features amongst the town that folks could
24 be interested in going to see. And then obviously
25 the signage destination way finding. You know, as

1 you travel north and south on Route 1, you know,
2 obviously if you're traveling south you prefer you
3 make everything right-handed, you know, so you don't
4 have to take a left. So going south obviously coming
5 across the bridge we'll probably have a sign for
6 parking for Railroad Ave obviously. Coming north on
7 Route 1, obviously we want to designate them down
8 Water Street, hit 36 Water Street parking, you have
9 town parking and then obviously have you a boat
10 landing. So when you look at this picture and if you
11 add the boat landing over on the left of Water Street
12 it's kind very similar for parking availability.
13 It's unified, so it offers parking for those folks
14 that are traveling north and south on Route 1 and it
15 makes it a little bit cleaner as well.

16 I did want to mention as far as the
17 discussion on peak parking, non-peak times.
18 Obviously we have peak parking, which is in your
19 heavy months, tourist months, July, August into
20 September and now when does it let up because now
21 you've got the lights, you know, so you're pretty
22 heavy now for quite some time. So as part of the
23 discussion the parking committee and the advisory
24 committee is going to come up with is some of these
25 parking spots at the end of Water Street in non-peak

1 times maybe they could come back in a temporary
2 nature during the winter months to provide people
3 closer access in the wintertime. So that's just
4 something that we've tossed around with the advisory
5 committee and with the parking committee and that's
6 obviously up for further discussion. As far as the
7 loading and unloading zone that was created, you
8 know, that pretty much came to light meeting with one
9 of the business groups. I know you guys have a
10 couple by the sounds of it it was deliveries, that
11 was clear that that was, you know, what do we do and
12 how do we do it. So and there is going to be a
13 handicap spot right here on this side, so there will
14 be one handicap in close proximity. Then in the
15 non-peak times, you know, maybe you could make it
16 short-term parking instead of loading and unloading,
17 maybe the town could put in a 10 minute stop or a 15
18 minute stop where it would give people the
19 opportunity to pull over, run in and order something
20 or look at something real quick, get back in the car
21 and go, but that's some of the things that we'll be
22 analyzing as we go.

23 AUDIENCE MEMBER: Excuse me, Ernie.

24 MR. MARTIN: Yup.

25 AUDIENCE MEMBER: Just a quick question.

1 We're not talking -- you haven't mentioned the Middle
2 Street parking lot and I'm just wondering why.

3 MR. MARTIN: Up here?

4 AUDIENCE MEMBER: Yeah.

5 MR. MARTIN: Yeah, that's not part of the
6 project.

7 AUDIENCE MEMBER: So that's going to remain
8 the same?

9 MR. MARTIN: That I know it's going to be in
10 discussion with the parking committee. Chief, you're
11 aware of that. You've heard that a couple times now
12 and that's just something you'll be locking at,
13 right?

14 AUDIENCE MEMBER: Correct.

15 AUDIENCE MEMBER: What was that?

16 MR. MARTIN: The question was related to the
17 Middle Street parking lot over here. It's not part
18 of our project, but it exists for available parking
19 for folks. That's a good comment. And I know it's
20 been said and I know it hasn't been forgotten and I
21 know that's what the parking committee is going to be
22 tasked with rolling this whole project in and
23 digesting the parking spots and what they're going to
24 be for.

25 All right. Now, we're at the question and

1 answer piece. I've got the mic. I'm going to come
2 to you, just state your name if you would, who you
3 represent, I'm from Wiscasset, I'm a business owner
4 just so we can understand where the comment is coming
5 from. One person at a time and let's just try to get
6 through this, please.

7 AUDIENCE MEMBER: My name is Marc Swartz and
8 I'm a resident here. So I have two or three
9 questions, if I may. First thing, I think the
10 presentation has been superb in terms of being a
11 technical presentation and you all obviously have
12 done a ton of engineering and we all can see that. I
13 think there is at least a large number of people
14 here, whether it's a majority or not I don't know,
15 that are interested in a different discussion. In
16 other words, you've told us clearly why you think
17 this is the -- you've told us all what this
18 alternative is, but you haven't told us why this is
19 the alternative that's preferred. And there is a
20 large group of people here that think the other, and
21 I don't remember which option number is what, but the
22 option that shows parking remaining in this community
23 and I'd like to hear a discussion with the same kind
24 of technical detail about the other option so that we
25 can understand why we should be satisfied with this

1 or in fact we should argue about that with you.

2 My second question, if I may, is it -- I
3 think, Chris, you said that we're going to get an
4 increase of through-put of 100 cars or something an
5 hour on average of 1,200 cars an hour, numbers like
6 that. That's an 8 or 9 percent increase. I
7 understand that you're expecting only a 4 percent or
8 less increase, so how do you square those numbers?
9 So if you could answer those two questions for me,
10 I'd appreciate that.

11 MR. BOBAY: Well, I can actually answer the
12 question pertaining to through-put because it's
13 actually documented. If any of you have gone to
14 MaineDOT website there is actually a question and
15 answer and, Ernie, you know everything about that
16 pertaining to this project, a lot of them that are
17 probably going to come up tonight. I don't mean to
18 speak for you, Ernie, but even the discussion between
19 Option 1 and Option 2, that's on MaineDOT's website.
20 So and it's clearly documented there the through-put
21 is -- they actually have the actual number, 294
22 vehicles per hour that are being projected to
23 increase the through-put through Wiscasset. And as I
24 said before, you presently have a capacity of around
25 900 vehicles you can get through. I talked -- or

1 initially I said we have 1,000 to 1,100 that want to
2 get through, so, you know, you add that number, that
3 additional through-put, 294 vehicles, onto the
4 initial 900 you're around 1,100. That's about the
5 volume of the traffic that wants to get through the
6 facility.

7 AUDIENCE MEMBER: (Marc Swartz.) That's a
8 30 percent increase roughly.

9 MR. BOBAY: I'm not sure as far as
10 percentages. I can only quote --

11 AUDIENCE MEMBER: (Marc Swartz.) 294 over
12 900 or whatever you said, it's a 30 percent increase.
13 You have never ever told this group a 30 percent
14 number. I've heard 15 percent before and I'm hearing
15 from legal people who are challenging you, right or
16 wrong, is 4 percent. You're talking 30 percent, so
17 what we want to --

18 MR. BOBAY: And, again, I'm not going to
19 talk about anything with the percentages. That
20 number is actually documented in that question and
21 answer. And, again, I don't mean to be --

22 AUDIENCE MEMBER: (Marc Swartz.) And,
23 Chris, all I'm asking for and I think all of us
24 deserve is just the right number, whatever it is,
25 whatever you say it is, that's all I'm asking.

1 MR. MARTIN: Yeah, the difficulty with the
2 team that you're looking at right now, I was handed a
3 project -- I was handed the project as you see in
4 front of you. I'm project development. So planning
5 took it through a planning process, I'm not going to
6 go into a lot of details, the town voted on it,
7 Option 2 was selected, so that's why I'm here with
8 the project you see in front of you and I'm sure --

9 AUDIENCE MEMBER: (Marc Swartz.) Well, the
10 second --

11 MR. MARTIN: Nope just hang on a second,
12 just hear me out, please. I'm here tonight to get
13 the comments. I'm very aware of the comments that
14 are coming and that's what I'm going to take back to
15 Augusta.

16 AUDIENCE MEMBER: We don't want that option.

17 MR. MARTIN: So that's all I can do right
18 now because I'm in charge of the project you see in
19 front of you.

20 AUDIENCE MEMBER: (Marc Swartz.) Ernie, I
21 absolutely understand that. What is not clear to me,
22 and I speak for some of us, not all of us of course,
23 but what's not clear is you've repeatedly said that.
24 Every meeting I've gone to you've explained that and
25 I think we all can appreciate that in terms of what

1 you're up against, but the community is asking for
2 other information and we don't get it. If we had the
3 same kind of explanation on the other option that you
4 just went through here at least we could understand.
5 We never get that and no one has ever told us why
6 this should be the preferred option. And at least a
7 part of this community doesn't like this option, so
8 shouldn't we at least deserve to understand why MDOT,
9 you representing of course, the option that you're
10 representing.

11 MR. MARTIN: First, I'm going to thank you
12 for your comment. Second, I hear you. You know, so,
13 you know, based off what you've just said because I
14 wasn't part of the planning process, you know, but
15 all I -- all I was -- I was delivered a project,
16 here, take this project and deliver it, so here I am.
17 I'm hearing your feedback. You know, had it not been
18 Tuesday night that all this outcry came out because
19 we haven't heard it, but it just happened that we
20 heard it prior to the select board meeting in the
21 capacity it was in, you know, so, you know, I didn't
22 have a lot of time to digest, number one. So all I
23 can say is I know the comments are there. It's very
24 loud and clear. I've just got to take those back to
25 Augusta and see what happens.

1 AUDIENCE MEMBER: (Marc Swartz.) Are you
2 going to stop the process until we get through this
3 dialogue?

4 MR. MARTIN: No.

5 AUDIENCE MEMBER: (Marc Swartz.) So
6 you're -- I mean, I understand what you're telling us
7 is that you're going to plow ahead even though you've
8 heard all of this you're going to take it back to
9 Augusta, but who is to hear it? I mean, where is our
10 representative? Do I have a representative here?
11 What is your response? I mean, we need some help and
12 we're actually powerless. And I understand what
13 Ernie is saying, I've been a project manager for 50
14 years, so I absolutely understand everything you're
15 saying, Ernie, but the fact remains is we need help
16 and Ernie can't help us. He's said that. So who can
17 help us?

18 MR. MARTIN: I can help you. I'm going to
19 take it back. I'm going to help you and --

20 AUDIENCE MEMBER: (Marc Swartz.) But you're
21 going to keep plowing ahead too.

22 AUDIENCE MEMBER: (Senator Dow.) I've
23 introduced a bill --

24 AUDIENCE MEMBER: What's your name?

25 AUDIENCE MEMBER: Senator Dow from

1 Waldoboro.

2 (Applause.)

3 AUDIENCE MEMBER: (Senator Dow.) I'm
4 introducing a bill to -- a bill that will slow the
5 process down and make the process take a look at
6 Option 1, which is the one not to eliminate the
7 parking and that doesn't mean that the bill is going
8 to go through because this is the second year of
9 terms, so what it means is I have to go before the
10 Legislative Council, 10 members -- the 10 leaders of
11 the House and the Senate just to see if they'll allow
12 me to put the bill through. And if I can, then it
13 will go to the Department of Transportation and it
14 will go to that committee. And so I will flat
15 outright say here that I am not in favor of
16 eliminating the parking. I think to do so --

17 (Applause.)

18 AUDIENCE MEMBER: (Senator Dow.) -- to do
19 so would mean that Wiscasset would be shooting itself
20 in both feet economically and --

21 (Applause.)

22 AUDIENCE MEMBER: (Senator Dow.) -- I don't
23 want to see this. And so I represent some interested
24 citizens that are interested in not having Option 2
25 go through. I've got a --

1 AUDIENCE MEMBER: What about the rest of us?

2 AUDIENCE MEMBER: (Senator Dow.) Well,
3 that's what will --

4 AUDIENCE MEMBER: What about what the rest
5 of us that want it?

6 AUDIENCE MEMBER: (Senator Dow.) Well,
7 that's what's going to happen if the bill goes
8 through and it does get a hearing then other
9 people -- both sides get a chance to testify.

10 AUDIENCE MEMBER: We've already done it.

11 AUDIENCE MEMBER: We have done it.

12 AUDIENCE MEMBER: We voted for this.

13 AUDIENCE MEMBER: (Senator Dow.) I
14 understand that, but I still -- it's my job to put
15 bills in for groups that are -- have concerns and it
16 could have been --

17 AUDIENCE MEMBER: That's your personal
18 opinion right now. Why don't you put a bill in for
19 the peninsulas beyond Wiscasset to help them?
20 They're in your district, right, and they happen to
21 support this. Whole heatedly they support it. It's
22 Wiscasset that is fighting it and it's not --

23 AUDIENCE MEMBER: (Senator Dow.) Well, I'll
24 tell you the plan I support eventually whether
25 anybody likes it or not you're going to have to come

1 back to some kind of a bypass. That's --

2 (Applause.)

3 AUDIENCE MEMBER: (Senator Dow.) That's
4 where I am on it.

5 AUDIENCE MEMBER: Put a viaduct from the top
6 of the hill from the church right down to the bridge,
7 go right over the town.

8 MR. MARTIN: Okay. I don't want to -- trust
9 me, I don't want to belabor this discussion any more
10 than it has to. It's loud and clear from my seat,
11 the Department's seat of what's transpired over the
12 past couple of days. You know, it's not like I can
13 come in here and say what are you talking about.
14 I've heard it loud and clear. It's my job to take
15 comments back and I know the Department is going to
16 talk about it when I get back, you know, and, you
17 know, but the bottom line is with most of my projects
18 they're all fun ones and I've been through this a
19 lot, you know, some of it might end up being a
20 compromise of sorts, you know. So but I think -- I
21 can't say anything one way or the other, but, you
22 know, I'm going to take all those comments back on --
23 all of them, I'm sure, you know, there are some pros
24 and some that are not pros in the room for the
25 project obviously, but I think we have a -- I have my

1 direction already, you know, unless someone really
2 wants to voice their opinion about other things, you
3 know, I just as soon not belabor tonight and I think
4 it's more or less I take this back and get to it
5 sooner or later because my job is to keep moving
6 forward is my role. I have a --

7 AUDIENCE MEMBER: (Bruce Marcus.) We aren't
8 going to talk any more about what we think should
9 happen. I asked if you -- Bruce Marcus. I'm a
10 resident and I operate a business on Water Street.

11 AUDIENCE MEMBER: Say that again.

12 AUDIENCE MEMBER: Bruce Marcus and I operate
13 a business on Water Street and I'm a resident and
14 you're saying you do not want us to discuss what
15 effect this project is going to have on the town any
16 further, but you left out the part of your
17 description where you dropped the bomb on the
18 downtown business people.

19 MR. MARTIN: I don't drop bombs. Like I
20 said --

21 AUDIENCE MEMBER: (Bruce Marcus.) You did
22 this time.

23 MR. MARTIN: I've been -- on behalf of the
24 Department, I've been handed a project that's been
25 talked about for a couple of years, but obviously --

1 AUDIENCE MEMBER: (Bruce Marcus.) You said
2 this is --

3 MR. MARTIN: -- there are some missing
4 pieces there.

5 AUDIENCE MEMBER: (Bruce Marcus.) You said
6 this is all news to you. We -- we had you at a
7 meeting --

8 MR. MARTIN: I was joking.

9 AUDIENCE MEMBER: (Bruce Marcus.) -- a year
10 ago.

11 MR. MARTIN: I was joking when I said that.

12 AUDIENCE MEMBER: (Bruce Marcus.) Well, you
13 didn't sound like it.

14 MR. MARTIN: No.

15 AUDIENCE MEMBER: (Bruce Marcus.) You also
16 mentioned that we voted in favor, but what you didn't
17 mention was the second time that we voted to stop any
18 changes to the original proposal for up to Option 2,
19 which was to have you get federal funding, which
20 means that it brings back environmental and the
21 historic preservation, so you're wrong not to mention
22 that.

23 MR. MARTIN: Well, the -- and I'm not going
24 to get into semantics of the petition, but it didn't
25 say DOT stop the project.

1 just wondering in the spirit of compromise couldn't
2 we go with the option that allows parking but put
3 bollards or something along there during the peak
4 periods?

5 MR. MARTIN: Thank you. Good comment.

6 AUDIENCE MEMBER: At the beginning of your
7 presentation tonight you said that DOT looked at the
8 destinations in town and you said there was Sarah's,
9 there was Red's and there was Sprague's, but I wanted
10 to let you know there is 26 other businesses and I
11 have the Wiscasset Bay Gallery and I've been there
12 for 32 years and the DOT has never spoken to us,
13 never talked to us about any of their proposals and
14 yet we would be severely harmed along with the 26
15 other business that would lose parking out front,
16 which is essential for our business and I just think
17 the DOT needs to be aware that it's not just the
18 restaurants along the waterfront, it's a -- we have
19 an active live village and we want to keep that
20 alive.

21 (Applause.)

22 MR. MARTIN: Thank you.

23 AUDIENCE MEMBER: (Seaver Leslie.) Yes.

24 Oh, my goodness. Seaver Leslie and I serve on the
25 PAC committee, an alternative voice I must say. We

1 were offered up two options in the first place with a
2 focus this gentleman mentioned earlier on. They were
3 both satisfactory to the Department of
4 Transportation. It was a straw vote, a lot of
5 misinformation in this bulletin and they were
6 promoting their option, Option 2, to take all of the
7 parking off of Main Street. There has been an
8 engineering study done by an independent group who
9 have now assessed the traffic flow through-put as
10 they measure it and this is -- these are the numbers
11 that really tell all, which is the amount of traffic
12 flow over that bridge between these two options is
13 very, very small, very little. This option, Option
14 1, is acceptable to the Department. It allows the
15 parking to remain on -- in front of the stores on
16 Main Street. They are building a wonderful parking
17 lot on Railroad Avenue as you saw. They haven't even
18 considered the parking lot of 14 spaces which could
19 be in large on Middle Street and it is our town
20 parking lot. That can be used. There is no need to
21 tear down the Haggett building. No one has to come
22 to Wiscasset and tell us that the Haggett building is
23 not historic. Everybody has their own subjective
24 view of what history is. That's a commercial
25 building. They're paying \$8,105 a year to taxes in

1 Citizens For Sensible Solutions is about. It's a
2 large group who came to me because I'm a member of
3 the PAC and asked for help to get to the commissioner
4 or Governor LePage to sit down and make good
5 compromises, as Ernie has discussed, to make
6 compromises about how to move this seasonal traffic
7 through here faster and still be able to survive as a
8 town and pay our taxes. Now, I think it's really
9 important that everybody considers the importance of
10 our businesses downtown. You may not shop for what
11 they're selling down there, but they're businesses
12 and they work very hard and it's really important to
13 support this. The Haggett building is a great
14 building. It's had a lot of work done to it. It's a
15 really important part of our --

16 AUDIENCE MEMBER: It's a piece of junk.

17 AUDIENCE MEMBER: (Seaver Leslie.) It's a
18 very important part of our town. It has great
19 potential. It pays \$8,105 in taxes, okay. This
20 means a lot. Not to the people in this room, but the
21 people living in the interlands here in this town.
22 This is really important. We have to take this
23 seriously. We have a thriving downtown right now.
24 The store front parking is essential. We have to
25 talk to the commissioner and we have to talk to the

1 engineers about how to get back to their very
2 sensible plan of Option 1, which is keeping the
3 parking remaining on Main Street in front of the
4 stores and moving the traffic as best we can with
5 smart signs, GPS, or whatever we want to use, what
6 they're using in California and Florida and other
7 places. The Department of Transportation has to
8 start using progressive instruments to move traffic
9 successfully and safely. Thank you.

10 (Applause.)

11 MR. MARTIN: Thanks, Seaver. And I'll take
12 a couple more. She's been waiting patiently back
13 here.

14 AUDIENCE MEMBER: Hi. I'm Pam Logan. I own
15 a tiny house on Fort Hill Street. I also have a
16 house on Route 27. Very busy. I believe it was back
17 in March or May of 2016 when we had our first MDOT
18 meeting; is that correct?

19 MR. MARTIN: Yeah, that was the
20 informational meeting, right?

21 AUDIENCE MEMBER: (Pam Logan.) Yeah, that
22 was before we all voted on this. And it was at that
23 meeting and every meeting that we've had since that I
24 have also suggested why don't we try a trial. Why
25 don't we block off the parking for a weekend, see how

1 it works. We don't have to put temporary lights in.
2 We don't have to use police officers, just block off
3 the parking and see how it affects businesses. We
4 have been told maybe we'll try it or we've been told
5 thanks for your comment. So I'm here once again to
6 say let's do a trial.

7 (Applause.)

8 MR. MARTIN: Thank you.

9 AUDIENCE MEMBER: (Pam Logan.) And no
10 comment again.

11 AUDIENCE MEMBER: (Bill Sutter.) Thank you.
12 What we really have to think about is what we are
13 doing. I've read a few things that DOT has
14 produced --

15 MR. MARTIN: Did you say Bill Sutter?

16 AUDIENCE MEMBER: I am Bill Sutter.

17 MR. MARTIN: Thank you.

18 AUDIENCE MEMBER: (Bill Sutter.) And I do
19 live in Wiscasset. There was a study done that
20 included the towns east of Wiscasset starting with
21 Edgecomb, Newcastle, Damariscotta, Nobleboro, all the
22 way to Belfast and at the end of that exercise they
23 produced a report. And some of the information I got
24 from that report what really struck me was that the
25 end -- and this is 2014 because that was the numbers

1 that were available at the time in 2015 when they did
2 it -- at the Wiscasset/Edgecomb town line, which is
3 in the middle of our bridge, the average annual daily
4 traffic was 17,000 cars a day. At the
5 Newcastle/Damariscotta town line or Route 1, not
6 through the village but through Route 1, the average
7 annual daily traffic was 7,000 cars a day, which
8 means 60 percent of the vehicles that go across the
9 Wiscasset bridge are associated with the Bristol and
10 Boothbay Peninsulas and probably some in the
11 Jefferson direction. That means 60 percent of the
12 problem in Wiscasset is within Senator Dow's
13 constituency. It's in Lincoln County, all of it. We
14 heard the traffic engineer say that we have 3 mile
15 back-up, it's going to become a 2 mile. It's not
16 going to solve the problem. That means your 7 mile
17 back-up might be 6 miles. It's not going to solve
18 the problem. The problem is going to still exist.
19 And this proposed project if you listen to the
20 businesses downtown tell you it is going to destroy
21 their businesses. Why would we support something
22 that's not going to solve the problem, that's going
23 to destroy a viable business district and it's not
24 going to work? I rest my case.

25

(Applause.)

1 AUDIENCE MEMBER: Michael Dunn. I'm a
2 resident of Wiscasset. I have a business on Middle
3 Street. I'm sorry to address this gentleman who
4 works at the antique business outside of town, that
5 back up of 2 miles is -- whether it's 2 miles or 3
6 miles, you're still going to have exactly the same
7 problem. Nothing that we're doing is going to affect
8 you. And I might also --

9 AUDIENCE MEMBER: You're saying a back-up
10 does not affect my business?

11 AUDIENCE MEMBER: (Michael Dunn.) I know,
12 but he's talking about that 7 mile back-up or a 6
13 mile back-up it's not going to affect you.

14 AUDIENCE MEMBER: So you're telling me the
15 traffic backs all the way up to Oquossoc or are you
16 talking about the entire back up of the hill all the
17 way --

18 MR. MARTIN: Okay. Thank you. Okay. Yup.

19 AUDIENCE MEMBER: Lonnie Kennedy-Patterson.
20 I'm also on the PAC committee. I've seen a comment
21 about parking spaces and the parking lots being 300
22 yards --

23 AUDIENCE MEMBER: Speak up.

24 AUDIENCE MEMBER: (Lonnie
25 Kennedy-Patterson.) -- 300 yards from Route 1/Main

1 Street and I think it's 300 feet. Could you clarify
2 that? 300 yards is quite a ways.

3 MR. MARTIN: Yeah, it's only 300 feet. You
4 know, there is still a lot of discussion to go on
5 like the parking on the side roads like I mentioned
6 about what can be parking during non-peak times, peak
7 times, that's still some of the stuff we have to work
8 out with the town and their parking committee and
9 obviously advisory committee to make recommendations,
10 so there is still a lot of discussion on peak time,
11 non-peak time for traffic and obviously most of the
12 discussion tonight is on parking that's not on Main
13 Street. So with that, I'd just like to -- I'm going
14 to take that back to Augusta. Like I said, I
15 appreciate all of the comments from my seat. I'm
16 going to take it back and then obviously there will
17 be discussion amongst the Department. While I can't
18 promise anything, but obviously your voices are heard
19 tonight. They will be on the court report, they will
20 be in the media, so whatever transpired tonight you
21 will read about it tomorrow morning.

22 AUDIENCE MEMBER: (Kim Dolce.) I have a
23 question.

24 MR. MARTIN: If it's related to the parking
25 on Main Street, I would just soon keep moving on

1 because it's pretty evident that we've heard it.

2 AUDIENCE MEMBER: (Kim Dolce.) I don't know
3 that everyone has. Now, I'm not sure they have.

4 MR. MARTIN: All right. I'll take two more.

5 AUDIENCE MEMBER: Thank you. I appreciate
6 it. Kim Dolce and I'm a Wiscasset resident. And
7 some of you have a letter -- some you have a letter
8 here tonight and I know that the lights were out and
9 you probably didn't see it, but if you're holding one
10 there is a lot of information in here that I was
11 hoping you might be able to address. According to
12 this an independent traffic engineer reviewed some of
13 the MDOT studies that you've commissioned and it
14 seems as if there was a lot of pertinent information
15 that's very important to the business owners in
16 particular in our town that I think people should
17 know. It says things here like the original draft of
18 one of your studies says that severe impacts would be
19 had to business if parking was removed and that the
20 only -- that the only businesses that survived in one
21 case were those that had their own off-street
22 parking. We don't really have businesses like that.
23 For all of the times that people in this town say
24 we'd love to have a pharmacy, we'd love to have a
25 grocery, we have one building in the village that

1 would support that kind of business with on-street --
2 with their own off-street parking, excuse me, and
3 that's Haggetts and you've taken it by eminent domain
4 and for some reason even though your original studies
5 said that that information was taken out of the
6 document when it was shared with the Town of
7 Wiscasset.

8 AUDIENCE MEMBER: It was suppressed.

9 AUDIENCE MEMBER: (Kim Dolce.) It was
10 suppressed, yes. They took that information out and
11 reworded this. People have this. It's going around
12 tonight if you want to see it. And I'd like to know
13 why important information like that was taken out.

14 MR. MARTIN: I wasn't involved with it, so I
15 don't have your answer, but it's on the record now.

16 AUDIENCE MEMBER: (Kim Dolce.) Are you
17 aware of it?

18 MR. MARTIN: I'm not aware of it.

19 AUDIENCE MEMBER: (Kim Dolce.) You're not
20 aware of it?

21 MR. MARTIN: When I get handed a project
22 such as this everything has been vetted, it's become
23 live, it's a project, I take it and I design it. You
24 know, we take -- we take --

25 AUDIENCE MEMBER: (Kim Dolce.) But would

1 you say this is a critical information that a town
2 should have?

3 MR. MARTIN: It all depends, you know,
4 with --

5 AUDIENCE MEMBER: (Kim Dolce.) It depends?

6 MR. MARTIN: -- studies, and I'm not saying
7 they're right or wrong, but with studies -- studies
8 are done -- many are done like, for instance, this
9 project, I'm just going to go generic on you, with
10 this particular project you go through a planning
11 exercise, do we hit on everything? It's impossible
12 to hit on everything. So when I get it, I start
13 diving down in the weeds and that's why some of the
14 changes occurred, you know, that I -- that I could --

15 AUDIENCE MEMBER: (Kim Dolce.) If I may
16 interrupt. Parking was a critical, critical element
17 here.

18 MR. MARTIN: Right. But --

19 AUDIENCE MEMBER: (Kim Dolce.) And
20 according to the Maine Preservation every store front
21 parking space has a value of \$25,000 in annual
22 revenue to town businesses. You are getting ready to
23 remove 58 spaces. Do the math.

24 AUDIENCE MEMBER: Where did that study come
25 from?

1 AUDIENCE MEMBER: (Kim Dolce.) Well --

2 AUDIENCE MEMBER: Maine Preservation
3 Committee.

4 AUDIENCE MEMBER: Give her back the
5 microphone.

6 MR. MARTIN: Okay. Her question -- her
7 questions, I don't have the answer. I've got the --
8 we'll come up with whatever she's talking about, so
9 that's part of the study. I've taken the project
10 that was conceived, was voted on, was delivered to me
11 to deliver, that's why I'm here right now. So I'm
12 taking this information and I'm going back to Augusta
13 with it, that's the bottom line tonight, folks. I am
14 not going to sit up here and make decisions tonight.
15 I don't have that power and authority. If it's
16 related to tweaks and checks and balances with the
17 design in front of you, I absolutely have the
18 authority, but I don't have the authority to make the
19 changes that you're requesting tonight. I will do my
20 best. I will take this information back to Augusta,
21 they will discuss it and that's where we'll go from
22 there. All right.

23 AUDIENCE MEMBER: Thank you, Ernie.

24 (Applause.)

25 MR. MARTIN: All right. Moving on. I

1 appreciate your comments, like I said, they're all
2 very similar in nature. It's all related to the
3 parking. We've heard it loud and clear. I heard it
4 loud and clear before I came here tonight.

5 AUDIENCE MEMBER: Don't forget about
6 Haggetts garage. I just want to make sure I go on
7 the record for that once again saying that -- I'm
8 Anne Leslie and I just realized that since -- Anne
9 Leslie and I know since you're going back to MDOT I
10 want to make sure again that they know another
11 citizen really cares about the historic nature of the
12 downtown. And I thought MDOT's website treatment of
13 that building and historic preservation in general
14 was incredibly weak and not articulate. And to
15 suggest that it really isn't a historic building,
16 well, if we were -- if we lived in Rome maybe a 100
17 year old building wouldn't seem historic, but we live
18 in New England and we're Americans, that means a 100
19 year old building has value and there are a lot of
20 stories tied up in that building, so I ask you not to
21 tear it down.

22 (Applause.)

23 AUDIENCE MEMBER: (Anne Leslie.) Thank you.

24 MR. MARTIN: Okay. Moving on.

25 AUDIENCE MEMBER: Question over here.

1 Question over here.

2 AUDIENCE MEMBER: Just one comment very
3 quick. I'm Alice Smith. I live in Alna. I have
4 many friends with businesses on the Main Street.
5 Alice Smith in Alna. You said you had not been aware
6 of the point raised by the woman who is circulating
7 the letter. I hope you will admit to all of us that
8 you are now aware of that point and will look into
9 it.

10 (Applause.)

11 MR. MARTIN: Yup. I'm very aware. Like I
12 said, all of the comments I've heard tonight, I've
13 heard them loud and clear. You know, like I do on
14 any project, I come in and I hear them. I do my best
15 to take them back. I will do my best to take them
16 back. I will take them back, but that's all I can
17 offer you guys tonight. I'm going to take all these
18 comments back, the court report will come in, I will
19 give that to Marian, she will post it on the town
20 website, we'll post it on our website so you can go
21 in and follow-up on the meeting. All right.

22 AUDIENCE MEMBER: (Seaver Leslie.) The most
23 important thing is it's not just taking this
24 discussion back to Augusta, it's getting Augusta to
25 sit back down with this community and discuss the

1 vital issues that we're discussing here tonight.
2 That's crucial that we discuss this and continue this
3 discussion until we come to a compromise.

4 MR. MARTIN: Yup, thank you, Seaver. All
5 right. Looking at the --

6 AUDIENCE MEMBER: (Pam Logan.) Ernie --

7 MR. MARTIN: Looking at the --

8 AUDIENCE MEMBER: (Pam Logan.) Ernie, can I
9 ask one more question? You know you have seen --

10 MR. MARTIN: Can I get your name again?

11 AUDIENCE MEMBER: My name is Pam Logan. I
12 have been at every meeting --

13 MR. MARTIN: Thank you.

14 AUDIENCE MEMBER: (Pam Logan.) -- and I
15 have asked you the same question at every meeting and
16 I have not ever received an answer. Ever. It's the
17 same question and you keep saying you will get back
18 to us and you haven't. How can we believe you now?

19 MR. MARTIN: The Department will get back to
20 you.

21 AUDIENCE MEMBER: (Pam Logan.) Oh, thank
22 you for that.

23 MR. MARTIN: All right. My project time
24 line moving forward, preliminary public meeting
25 tonight. As you've been seeing out there the borings

1 have started. They will get complete by next week.
2 We are going to video the existing drainage out there
3 to see if we can maintain what's in the ground and
4 just tie into it so we are going to -- you will see a
5 crew out there sometime probably in the middle of the
6 month. They'll be down there running cameras through
7 the catch basins and running it through the pipe to
8 see if there is any inefficiencies in the system.
9 The removal of the rail siding, that is -- I've been
10 told it's going to take place some time this fall,
11 which this fall is a pretty wide open time. I don't
12 know when that's going to transpire. As far as the
13 site preparation at 36 Water Street, Mid-Coast
14 Conservancy has agreed with the Right of Way
15 Department at DOT to be relocated by December 1.
16 Final design public hearing, I'm guessing we'll be
17 coming back in January. And then looking at getting
18 the plan specs and estimate all done and complete and
19 advertised in January -- January will be the PS&E
20 complete and then project advertise is in March, the
21 bid opening in March, project award sometime in '18,
22 construction begin roughly April and then we're going
23 to take that summer break, move out of town July and
24 August in the peak times and then construction will
25 start back up after Labor Day. And then depending on

1 the weather, we've done this in other towns,
2 sometimes the weather holds off and you can actually
3 construct through the winter months if mother nature
4 will let up and let some construction happen. And
5 then construction complete will be probably sometime
6 June of '19, which hopefully it will just be letting
7 everything settle down because this has never been
8 built. It's a section of unbuilt highway and we're
9 digging some areas, Railroad Ave that's never been
10 built, so we expect there is going to be some
11 settlement in that area, so we'll come back in '19 to
12 put that surface pavement on the project.

13 In closing, you know, there is a lot of
14 stakeholders in the corridor. You know, I've heard
15 you loud and clear with the businesses. That's
16 evident, but there are so many aspects to this
17 corridor and its need of moving goods, services,
18 people and then obviously your efficiencies in town
19 with mobility and pedestrian and bicycle safety is a
20 big element. To end the evening, I'm going to turn
21 it over to Meg Lane. Meg Lane is from our
22 Communication Office. She'll talk to you a little
23 bit about what things that we've been doing in other
24 towns and communication and outreach that I think are
25 going to be valuable when we get to that point here

1 in Wiscasset.

2 MS. LANE: Good evening. Going by the time
3 line that Ernie had up earlier, I head up the offices
4 of Creative Services and we work with a lot of local
5 businesses when MaineDOT comes in to town to do road
6 reconstruction. We work with businesses and help
7 them with maps of detour routes if there are some, we
8 can help you with a Facebook presence, we can give
9 you some advice about how to keep your customers
10 coming back, we will do radio spots if necessary,
11 print ads. So we just want you to know that the
12 Department and this administration is very comitted
13 to helping businesses keep going during construction
14 projects and we'll be there to work with you as the
15 project moves forward.

16 AUDIENCE MEMBER: (Bruce Marcus.) Are you
17 taking the same hallucinogens that these people take?

18 MS. LANE: Any questions? Yes.

19 AUDIENCE MEMBER: (Seaver Leslie.) I think
20 the important thing to realize is the project -- the
21 project is a amorphous and it can change as we go
22 along with you. With you. And I think it's really
23 important that you are receptive to the needs of our
24 community and I want everybody at the DOT to get that
25 message. We want to sit down --

1 MS. LANE: Well, I can tell you at the
2 Department of Creative Services our motto is tweak as
3 you go. So because when we deal with projects a lot
4 of times people come back to us and say we're having
5 problems with pedestrians getting across and we jump
6 into action and help you with --

7 AUDIENCE MEMBER: (Seaver Leslie.) Right.

8 MS. LANE: -- Facebook postings and print
9 ads. I can't speak to the major infrastructure
10 issues that you're discussing tonight. I can only
11 say that whatever project moves forward, we're going
12 to be here to work hand and glove with all of the
13 businesses.

14 AUDIENCE MEMBER: (Seaver Leslie.) Thank
15 you.

16 MR. MARTIN: Thanks, Megan. Have a good
17 night folks and, you know, thank you for your
18 comments and we'll hopefully get something back to
19 you.

20

21 (Meeting concluded at 8:00 p.m.)

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C E R T I F I C A T E

I, Robin J. Dostie, a Court Reporter and
Notary Public within and for the State of Maine, do
hereby certify that the foregoing is a true and
accurate transcript of the proceedings as taken by me
by means of stenograph,

and I have signed:

Court Reporter/Notary Public

My Commission Expires: February 6, 2019.

DATED: October 14, 2017

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MAINE DEPARTMENT OF TRANSPORTATION
PUBLIC MEETING FOR ROUTE 1 DOWNTOWN IMPROVEMENTS
TOWN OF WISCASSET
6:00 - 8:00 PM
SIGN-IN SHEET

Wiscasset Elementary School,
 83 Federal Street, Wiscasset, Maine 04347

Date: October 5th, 2017
 Senior Project Manager: Ernie Martin

NAME	REPRESENTING
Michelle Grover	
Chet Grover	
Amanda Haywood	
Rick Haywood	
Lari Washburn	
John Washburn	
LESLIE ROBERTS	
Ed Kavanagh	
Bruce Marces	citizens for Sensible Solutions
Deaver Leslie	PAC member
Shirley Sawyer	
Aracene & Tom Rankin	
Paul Kwanitz	Townsperson & business owner
John W. [unclear]	
Judith [unclear]	
[unclear]	Maine Antique Dealer
Marc SWARTZ	
JOE DONOHUE	WEST POINT ISLAND
Maria Reinhardt	
John G. Reinhardt	
[unclear]	
Paul Marces	Wiscasset
Jay McNamara	In The Clover - Wiscasset

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83 Federal Street, Wiscasset, Maine 04347

Date: October 5th, 2017
Senior Project Manager: Ernie Martin

<u>NAME</u>	<u>REPRESENTING</u>
Christine Eilers	
Peter M. Gagnon	
Ken Kennedy - Patterson	
Lennie Kennedy - Patterson	
Judy S. Flanagan	
Dick Saloff	
Russell Clout	
FRANCOISE B. McCOY	
Pearl J. Skiller	Wiscasset Me
Frank R. BARNACKO	"
Jim Hobbs - Bailey	
Donald Jones	
Keith + Cordelia Dehm	
Anne Fourn	
Josh Fittling	
Bob Kammann	
RICHARD E. LITZ	
Harvey Anita Green	
Ann Scanlan	
James Kochan	Kochan Fine Art & Antiques
Chris Grosser	
Greg Ulhoff	Wiscasset
Sally and Bill Gemmill	Wiscasset

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 83 Federal Street, Wiscasset, Maine 04347

Date: October 5th, 2017
 Senior Project Manager: Ernie Martin

NAME	REPRESENTING
Steve Christiansen	
William Sutter	
Ben Rines JR.	
Mackenzie Huston	WMHS
Penny Telletier	
DULCIANSE and WHITEYTE Katharine O. Martin-Savage	The best interests of town Wiscasset
DALE E. SKILLIN	WISCASSET RES
MARTIN WEISS	
Donna Barnako	WISCASSET
Christine Hoff-Lovette	
James Beougher	
Violet Brandwein	WISCASSET
Michael Dunn	Wiscasset
Carl Ward	Wiscasset
Marty Fox	Wiscasset
ANNA RANTA	WISCASSET
MAT O'DONNELL	
DAVID POPE	"
GREG SHAW	WISCASSET
Kim Dolce	
Brad Swanson	Wiscasset
DENNIS RALEIGH	WISCASSET

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PUBLIC MEETING FOR ROUTE 1 DOWNTOWN IMPROVEMENTS
TOWN OF WISCASSET
6:00 - 8:00 PM
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Wiscasset Elementary School,
 83 Federal Street, Wiscasset, Maine 04347

Date: October 5th, 2017
 Senior Project Manager: Ernie Martin

NAME	REPRESENTING
Mary Ellen Barnes	LC Reg Planning
Gail Burke	
Jim Spullin	
Anne Leslie	
Cynthia Tucker	
DAVID FISCHER	
R. KEITH RENDALL	
Greg Woodring	
Rep. Jeff Hanley	District 87*
Travis Westw	Westport + young people
CRISSEY SWARTZ	
Stacy Hart	
Joyce + Pat Sheehan	Self
Amy Rogers	
Simon ROBSON	PAC
Will + Lisa Truesdell	homeowner Wiscasset
M. Sharyn Esther Carey	
Kathleen Kennedy	property owner
Jennifer Morgan	
Ben Stanchek	Homeowner Wiscasset
Thomas Cramer	" " "
Jane Vaucl	Wiscasset newspaper
Judith Fuller	Homeowner Wiscasset

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TOWN OF WISCASSET
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Date: October 5th, 2017
Senior Project Manager: Ernie Martin

NAME	REPRESENTING
Kim Andersson	Wiscasset
James Hammond	WISCASSET
Randy Wanser	Wiscasset
Carla Dickstein	Wiscasset
Jan Logan	WISCASSET
Alice Smith-Duncan	ALNA