

**APPROVED MINUTES as of 8/22 meeting**  
**Rte. 1 North Advisory Committee**  
**Meeting Notes – regular meeting**  
**Thursday, August 4, 2016**  
**Washington Street Conference Room – Camden, Maine**

**WHO:**

*Members Present:* Richard Bernhard, Bob Falciani, Tony Grassi, Jane LaFleur, Sasha Laurita, Geoff Scott, Jenny Simon

*Members excused:* Nancy Caudle-Johnson

*Select Board Liaisons:* Don White

*Select Board Liaisons excused:* Leonard Lookner

*Staff:* n/a

*Guests/Others:* Chris Osgood, Lincolnville Route One Committee Chair; 12-16 Route One project abutters (not all names noted) including Elizabeth Dircks, Ken Donoghue, Dolores Mellon, Sheila Clarke, Stephanie Brown

**MEETING PURPOSE:** receive public comments; review and discuss MDOT presentation of revised design

**COMMENTS FROM PUBLIC:** Public commentary focused on reducing the 50 mph speed limit. Comments include it being “too high”, a “danger to residents” and “worse in winter”.

Other comments: Vehemently opposed to widening of the road. This project takes both property and privacy away from residents. 100 year old lilacs are set to be removed. We are getting nothing in exchange. Where are the environmental documents from MDOT required for a federal project on how this plan will affect the water, flora and fauna.

MDOT current plan shows a huge amount of front yard of mature trees and a mature garden to be removed at 596 Belfast Road. 588 Belfast Road has a row of mature hemlock set to be removed that would have an adverse effect on a 23+ year old functioning cesspool and 3 old deciduous trees. Why is there such an extreme difference in design for this section as compared to downtown Camden?

Property right where speed limit increases to 50mph has witnessed many accidents. Would like to know if the plans are easily available online.

Why is this happening. All for drainage yet no real improvements to safety or public use benefits.

**KEY THINGS DISCUSSED** Project technically being driven by drainage but also because the federal funds are currently available. 2006 Route One design around High Street area (from library to State Park) driven by residential involvement, speed limit and that it went through a historic district. North of park considered more rural. Speed limit is based on a design – the design of the road affects the speed limit.

One purpose of proposed five foot shoulder is to help cyclists with the speed. 11 foot travel lanes with 5 foot shoulders are seen by some as an improvement in comparison to other MDOT projects. Others feel 5 foot shoulder will be used as a high speed passing lane which could endanger cyclists, pedestrians or pulled over vehicles. Bicycle coalition of Maine recommends 5 foot shoulder depending on context and speed. No unanimous acceptance of 5

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foot shoulder yet. Lincolnville proposed an 11 foot travel lane with 4 foot shoulder to reduce clear zones, power pole placements and Right of Ways. An esplanade would be a coup for the area.

Speed limits are a huge factor and concern. The 50 mph zone starts right before the downward curve at Springbrook Hill and runs for 3.5 miles (1.5 in Camden and 2 miles in Lincolnville). Area abutters and other residents of Camden urge a lower limit. Lincolnville Route One Committee is not opposed to lowering their 2 mile section from 50 to 45 mph. Upcoming August 16 meeting with traffic engineer is key to how this moves forward.

Speed limit affects curb options (50mph requires asphalt curbing). Lincolnville has a price for angled granite curbing. Camden would probably need to agree to maintain sidewalks in exchange for angled curbing. Angled granite seen as both more aesthetically pleasing and better for long term maintenance. Snowplowing and weather conditions over time deteriorate the proposed asphalt curb.

Speed also driving the elevation changes in road bed. Lowering the limit to 45 mph could translate into big financial savings for this project.

Aesthetically this stretch from Lincolnville Beach to the park into downtown harbor district of Camden is cherished by residents, community and worldwide visitors as a unique scenic byway not a highway, one of the last pristine rural stretches of Route One. Town of Camden's 2017 Comprehensive Plan deals extensively with the northern gateway to downtown Camden. Every possible foot counts and must be spared, protected and preserved on this project. Tree canopy preservation is key to traffic calming. 15 years of planning and design went into the link between Lincolnville Beach to Camden providing a huge body of work for how this stretch should look. MDOT needs to honor this work. Either lower the limit or make the design criteria fit a 45mph standard. Community needs to push back to lower the limit. 4/5s of the funding is federal.

COMMITTEE BUSINESS: Motion to approve minutes from July 22 and 26, 2016 meetings (T. Grassi) seconded (B. Falciani), abstain (J. LaFleur) passed unanimously.

### **Questions and concerns raised by committee:**

Request to see MDOT environmental studies for this plan

Conduct tree tagging to give the community a visual understanding of all the vegetation and specimen trees that are slated to be removed

What are the federal scenic highway standards and treatment of context sensitive design?

Where is there flexibility in this project to implement context sensitive design and traffic calming measures.

### **Items currently not indicated that need to be clarified on proposed plans:**

Proof of Right of Ways for each abutter.

Utility pole placement, types and heights

All major vegetation and tree cutting (i.e. where are the 100 year old lilacs, etc.)

Indication of residences and other buildings along project route.

**Committee, although only 3 weeks old, is actively working to move this project forward towards the best possible plan for the community and wants MDOT to prove their case.**

### **DECISIONS MADE:**

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Encourage all interested community members and abutters to write to MDOT and please cc: the committee and local and state representatives.

Attend the meeting with the MDOT traffic engineer to learn about speed limits on **August 16, 2016 at 2:00 pm** in the Washington Street Conference Room, Camden, Maine.

Goal to formulate a plan of action by September.

### Committee Purpose:

*A committee set up for the purpose of working with the Maine DOT to insure that any reconstruction of Route 1 in the Town of Camden be designed and built to be consistent with the Comprehensive Plan of the Town and the special scenic character of the road and to minimize the environmental impact on the neighboring properties while improving the safety and maintenance of the highway, keeping in mind safe vehicular, bicycle, and pedestrian access.*