

## FINAL – APPROVED ON 9/13/16

### Rte. 1 North Advisory Committee

### Meeting Notes – regular meeting

Tuesday, September 6, 2016

Washington Street Conference Room – Camden, Maine

#### WHO:

*Members Present:* Richard Bernhard, Nancy Caudle-Johnson, Bob Falciani, Tony Grassi, Geoff Scott, Jenny Simon

*Members excused:* Jane LaFleur, Sasha Laurita,

*Select Board Liaisons:* Don White, Leonard Lookner

*Guests/Others:* Chris Osgood, Lincolnville Route One Committee Chair; Will Brown, Lincolnville Tree Warden; three project abutters

**MEETING PURPOSE:** Camden Route One Advisory Committee discuss project considerations and recent research

**COMMITTEE BUSINESS:** Motion (B. Falciani) seconded (T. Grassi) to approve minutes from two meetings on August 16, 2016 – speed meeting and regular committee meeting; and minutes from regular committee meeting on August 22. Tentative approval pending two edits.

#### KEY THINGS DISCUSSED:

Tony Grassi discusses the relevance of historical properties and the cultural landscape of this project. ACHP advises federal highway department. FHWA has new person helping Hallowell effort but focus is historical buildings rather than landscape. Threshold for their involvement is very high but they do present criteria that MDOT should consider for this project. As required by law, in 2012 MDOT began consulting SHPO (State Historic Preservation Organization). Grassi proposes the committee write the Camden Historical Resources Committee and the Camden Design team – both have interest in these issues – and ask for comment on the MDOT plans for this project.

Cultural landscape is an important term that refers to the character defining features of a landscape. The Camden brand is our natural features, the rolling hills, and the outdoor experience – Where the Mountains Meet the Sea. Given the economic and cultural importance of the Camden brand – Where the Mountains Meet the Sea – a cultural landscape report by a landscape architect should be considered. Stephen Mohr, Portland and Sam Coplon, Mt. Desert, are two known experts in this area qualified to do a cultural landscape report.

A land planning consultant should also be considered. Kat Beaudoin, formerly with MDOT, recommend Gary Toth (New York) or Paul Godfrey (HNTB). Toth has already offered up to the committee some progressive ideas that would help further help elevate this town as a Mountains Meet the Sea destination.

Shelley Oldham of NTHP (National Trust Historic Preservation) deals with DOT on these issues.

Committee needs to further explore a Federal Scenic Byway designation for this stretch. Richard Bernhard will further research. Nancy Caudle-Johnson will research past scenic surveys of the area.

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Protecting and promoting the Mountains Meet the Sea brand and finding the design exceptions for everything we want needs to be priority for this project because it is backed by decades of expert reports and our Town Comprehensive Plan.

Geoff Scott reports on AASHTO (American Association of State and Highway Transportation Officials) guidelines. Scott reiterates this is a GUIDELINE, not a mandate, not written in stone. This committee is currently looking at a “**pedestrian way**”. Lincolnville calls this an “**alternate transportation pathway**.” According to AASHTO “*An operating space of 1.2 m (4 feet) is assumed as the minimum width for any facility designed for exclusive or preferential use by bicyclists. Where motor vehicle traffic volumes, motor vehicle or bicyclist speed, and the mix of truck and bus traffic increase, a more comfortable operating space of 1.5 m (5 feet) or more is desirable..*”

Bob Falciani reports on abutter survey results. Three primary concerns emerged for abutters, all weighed very important. Number one is that the project’s drainage plans will actually worsen the situation. Ruining the feel of Route One was second, and protecting the trees a close third. Other concerns include loss of features, loss of buffer, reduced property values and a belief there is no actual need for this project. Committee feels preserving the tree canopy and narrowing clear zones vital as visual cues for motorists to slow down. If speed test fails to support community desire for lower limit than we need to push for a design exception of 45mph as a first priority

Will Brown, Lincolnville Tree Warden, recommends using Google Earth street view to view critical spots of the project at different times of the year (effects on deciduous and evergreens). Every place along the project will present different issues. Just because one area may need a hill cut that doesn’t require blowing open an 80 foot clear zone.

Lincolnville recommendations: Refer to Lincolnville report of February 4, 2002 and T2000 plan; don’t do a meandering path simultaneously with the DOT project; read, research and reference everything you can; may want to request R.O.W. information at some point. Watch clear zones and important trees, seek design exceptions where needed.

### **DECISIONS MADE:**

Committee (B. Falciani) will request from Ernie Martin detailed accident information for this stretch.

Committee (B. Falciani) will request from MDOT entire history of changes, including speed limits, along this stretch

Next committee meeting scheduled for **Tuesday, September 13, 2016 at 2:00 pm** in the Washington Street Conference Room, Camden, Maine.

### 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 environmen-*

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*tal impact on the neighboring properties while improving the safety and maintenance of the highway, keeping in mind safe vehicular, bicycle, and pedestrian access.*