

Draft 1/29/07 revised 2/5/07 with Merritt input; Yerxa had no changes. Forwarded to Black 2/5/07.

Minutes  
Town of Waldoboro  
Special Planning Board Meeting on Gateway 1  
U.S. Route 1 Regional Planning Process  
January 24, 2007

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1. Report and Discussion on Gateway 1 Regional Planning Process

Roll Call

The meeting was called to order by chairman Bo Yerxa at 7:00 p.m in the meeting room at the Municipal Building. Other members present were Carlo Bianchi, Chuck Campbell, Chuck Flint, and Abden Simmons. Code Enforcement Officer John Black and Jennifer Merritt of the Waldoboro Business Association and Gateway 1 Committee were present. There was no audience.

1. Report and Discussion on Gateway 1 Regional Planning Process

Three Planning Board members attended the Selectmen's meeting January 9 at which Jen Merritt gave an update on Gateway 1. Tonight's meeting was a special meeting to give Planning Board members more detail on the work of the Gateway 1 regional task force. More information may be found at the Gateway 1 website.

The Gateway 1 planning process has been going on for two years and will take at least another year, Merritt said, before any decisions are made. It includes the Route 1 corridor between Brunswick and Prospect including Route 90 from Warren to Rockport.

Merritt gave out copies of the following materials:

1. Gateway 1 Synopsis of Activity – her summary prepared for the Jan. 9 Selectmen's meeting.
2. What are We Trying To Achieve via the Gateway 1 Process? June 14, 2006
3. What the Gateway 1 Draft Scenarios Are and Are Not
4. Driving Forces – How to Think About Them 10/2/06
5. Possible Interventions/ Adaptations – Examples for Gateway 1 (policy – strategy)
6. Road Show Outline - outline of public presentation to be given in Route 1 towns

Absent Board members Gifford and Myers can get copies from CEO John Black.

She gave copies of three alternative scenarios to chairman Bo Yerxa and Code Enforcement Officer John Black. These represent possible alternatives for the future development of Route 1 under differing assumptions. The Gateway 1 group does not make a recommendation as to which of the scenarios is preferable or most likely to occur.

Among the Gateway 1 consultants are planners Evan Richert and Bob Faunce. A report on a January 8 talk by Evan Richert about Gateway 1 to residents of Camden, Rockport and Lincolnville is available at <http://www.camden.villagesoup.com/print/Print.cfm?StoryID=84914>. It is called "Camden, Lincolnville peer down Route 1's future".

A nine-page Memorandum of Understanding (MOU) is available on the Gateway 1 web site. It represents an agreement between the Maine Department of Transportation and each municipality from Brunswick to Stockton Springs regarding preparation of a strategic transportation-land use corridor preservation plan for the Route 1 corridor from Brunswick to Stockton Springs-Prospect. The MOU went into effect when 15 of the 21 member towns signed on. It sets forth a process for developing a strategic plan for managing the future of Route 1 in the midcoast region, resolving conflicts, and addressing and ameliorating undesired effects.

No decisions have been reached on how to implement the provisions of the strategic plan. Merritt thinks enforcement must come from the individual towns, rather than a regional regulatory body, in order to be acceptable.

There will be a Gateway 1 Steering Committee meeting on February 14 on the “interventions” - policies and strategies for adapting the Strategic Plan to communities and averting undesired result (handout 5 above). Merritt would like Planning Board members to email any feedback on these interventions to her prior to the meeting. She will present this to the group for inclusion in the working list that will be used for the upcoming “Road Show”

Widening of Route 1 has not been discussed. Alternative modes of transportation such as trains, buses, and marine freight are being looked at as a way to reduce traffic volume. Alternatives must handle freight as well as people. Public money is used to construct roads; public money could also be invested in alternative modes of transportation such as rail and marine shipping.

The alternative scenarios are written as reasonably possible situations that may happen by 2025 - 2030. All scenarios consider the cost and availability of energy. For example, development of an LNG terminal in Maine probably will not have a direct effect on the cost of energy in Maine, because the pipeline will serve communities further south.

Studies show that Maine residents comprise most of the traffic using Route 1. Tourist traffic is not the #1 problem, but does provide a tipping point in road use.

The Brookings Institute’s study “Charting Maine’s Future” is available on the internet at [www.Brookings.edu](http://www.Brookings.edu) and can be downloaded and read or printed out.

Yerxa said the unspoiled beauty of the landscape and seacoast is why people vacation in Maine and move here to live. We must keep Maine beautiful, a place we want to live in and raise our children in. The land is our “goose”. We must not kill the goose that lays the golden eggs.

Washington County used to have a regional planning commission with two representatives from each town, Yerxa said. There used to be a Midcoast Planning Commission based in Rockland. The one for Lincoln County was disbanded some years ago, Black said.

Waldoboro is part of Region 3 of the Gateway 1 project. Waldoboro is part of a Gateway 1 working subgroup that included Warren, Thomaston and Rockland. Merritt does not think this group is going to address ordinance changes. They are not talking about a size cap.

She showed oversize sheets of tabular assessment material (Driving Forces), annotated according to the likelihood of happening: “g” in the table means a given, something that Steering Committee members agree will almost certainly happen; “u” means uncertain to happen. Black and Yerxa have copies of these tables. They were not given out to all members of the Planning Board.

MDOT’s goals for Route 1 are different from those of the individual towns. MDOT wants traffic to flow smoothly. Towns are interested in using Route 1 as a commuter route to jobs and schools, i.e. for local as well as through traffic. Individuals living in Route 1 corridor towns are also interested in aesthetics, preserving the unspoiled rural character of stretches of Route 1 between towns. People “from away” feel more strongly about this than do native Mainers. How strong an influence this is in 20 years depends on the proportion of native-born to in-migrants, population growth and economic development.

Merritt suggested that Planning Board members read the three scenarios first, then read the Interventions and give feedback to her for the Committee, especially if they disagree with one of the interventions and think it too radical, undesirable or unfeasible. The Steering Committee is looking for input from local communities on what will and will not work. For example, tolls were deemed a radical step and are a regional decision, not a local one. Flint said traffic-calming “rumble strips” are hazardous to motorcycles.

Merritt is on the subcommittee that is working to develop a "road show" presentation about Gateway 1 to be given to local communities. The subcommittee is looking for ways to make the material available to the most people. She asked for input direct to her about the road show. Her e-mail address is [jlmerritt@earthlink.net](mailto:jlmerritt@earthlink.net).

Yerxa said that Routes 17 and 3 both have capacity to take more traffic, if local connector roads were improved or feasible. In summer he commutes to Brunswick via Augusta to avoid bottlenecks on Route 1 south of Waldoboro.

A visual assessment report has been prepared, based on input from people in Route 1 towns who were given cameras and asked to photograph their most favorite and least favorite views. Black will give out copies of the visual assessment report at the next Planning Board meeting.

Yerxa summarized that in his view, the danger is that no clear consensus will emerge from the planning process and MDOT will go ahead and do what it has wanted to do all along. The current planning process gives local residents a way to have a voice in decision-making. He thanked Jennifer Merritt for meeting with the Planning Board tonight and for her input.

Adjournment: The meeting was adjourned at 8:55 p.m.

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William Yerxa, II, Chairman

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Carlo P. Bianchi

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Charles Campbell

Submitted by:

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Charles Flint

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Susan S. R. Alexander

\_\_\_\_\_  
Abden Simmons

WALDOBORO PLANNING BOARD