

Eastern Trail

Management District

Meeting Notes of 9 December 2009

Kennebunk Town Hall

Trustee Attendance:

Kittery	-
Elliot	-
S. Berwick	Terrence Parker
N. Berwick	-
Wells	-
Kennebunk	-
Arundel	-
Biddeford	-
Saco	Bob Hamblen, Saco, President-
Old Orchard Beach	Gary Lamb, acting Vice President
Scarborough	-
South Portland	-
ETA 1	John Andrews, Sect/Treas
ETA 2	-
ETA 3	-

Guests:

Dan Stewart, MaineDOT Bike/Ped Program Manager
Steve Bushey, DeLuca Hoffman

Executive Director

Carole Brush

1. President Hamblen called the meeting to order at 8:45 A.M. NO QUORUM because of significant snow storm. – Dan Stewart arrived on time from Augusta.
2. Terrence Parker described etmap.org progress. He reminded those present that each town agreed to submit five sites to be included on the on-line, interactive maps capable of being downloaded to iPhones or hand-held Garmin GPS systems. Terrence was encouraged to continue the project.
3. **Steve Bushey** gave a detailed report on the design trade-offs, challenges and unexpectedly high costs of the OOB-Saco project. Some highlights:
 - During the public meeting at the Saco Transportation Center the issue of most importance to those who attended was ATV management. The reply was that OOB and Scarborough have obtained good results north of Milliken Mills Road.
 - All mapping including wetlands is complete. Although there are vernal pools, because they had few egg masses and those dry out before eggs can hatch, they are considered of low value within the rail bed.

- Although MDOT corridor upgrades are exempt from Goosefare Watershed water quality regulations, the section of the trail near TA is not exempt. Run-off water there must be treated. Following discussion, it was agreed that the most acceptable mitigation to Thornton Academy is treatment of existing parking lot run-off.

- Primarily because extensive retention walls are required on both sides of I-195, the total project will cost almost \$1 million more than Saco and MDOT allocated. Steve described his estimate as conservative.. He thinks bids are likely to come in 10 - 20% lower than his estimate.

4. **Dan Stewart** provided an overview of State trail funding and discussed how ETMD might approach 2010 requests for ET funding. He also presented an impressive map of the entire ET corridor from the Kittery-Portsmouth Bridge to Casco Bay.

- He reported that based upon the OOB-Saco shortfall, that the ETMD's highest ET priority should be full funding of Saco -OOB. Dan will be looking for money in Augusta, offering hope that another round of stimulus funding may be coming.

- MDOT has a committee that reviews all grant applications using a numerical scoring system. A project that would close a gap between completed sections of the ET would be scored highly by the committee. Closing gaps is an MDOT priority. ETMD can make more than one application and should.

- Because the most significant gap is connecting Scarborough and South Portland and stimulus money might become available, legal access to the likely route should be complete as soon as possible to gain higher scoring points to get that section funded. (It's assumed easements will be managed by the two municipalities.) The second most likely project to be approved would be the extension south from the Kennebunk-Arundel-Biddeford project now under construction.

- Dan reported that the usual \$1 million in trail bond funds included in Maine's Transportation Bond was removed at the last minute earlier this year. The approved bond has no funds for trails to match federal funds. He said ETA should have been supporting the bond during the legislative session if it wanted to assure inclusion of trail funds.

5. Stewart then moved on to present a PowerPoint shown describing the proposed **US Bike Route system**. Points of discussion included:

- He reported that Maine and NH are jointly applying for ASHTO designation of a route closely following the East Coast Greenway as BR1. BR1 is intended to be a mostly paved route connecting Calais, Maine with Key West, Florida. But, unlike the ECG, BR1 will be primarily paved. Current thinking has been to generally follow the original, 2001 on-road ET.

Much discussion followed with different routes recommended and supported by those present. – A route closer to the ocean roughly following Rt. 103 and Rt.9 was discussed. No consensus was reached. It was agreed that a route closely following the original on-road ET has many advantages and is a most attractive bike route developed with more than 18 months of meetings by many stake holders. Although much discussion and thought has gone into how to sign a permanent on-road ET, fear was expressed that we not confuse the public with similar signage for three possible routes: the off-road ET, an

on-road ET, and the proposed BR1. (BR1 will NOT follow US Rt. 1, although there has been much confusion.)

- Dan also provided copies of the ET and ECG routes in Maine which will be included in the update to the MDOT Bicycle Routes, publication anticipated 2010.

Because there was no quorum, this was only a brainstorming meeting, not capable of voting. The informal meeting lasted until after 11 a.m., a most productive dialog.

Dan Stewart agreed to come back for the February ETMD meeting to continue the dialog because there was so much more to discuss about signage and applications for funds for other sections.

Next meeting January 13, 2010
Kennebunk Town Hall

Respectfully submitted,
John Andrews, ETMD Secretary/Treasurer
9 December 2009