

# **Eastern Trail**

## **Management District**

### **Meeting Notes of 14 April 2010**

#### **Kennebunk Town Hall**

##### **Trustee Attendance:**

Kittery	Suzanne M. Patrakis
Elliot	-
S. Berwick	Terrence Parker
N. Berwick	-
Wells	-
Kennebunk	Mike Claus
Arundel	-
Biddeford	Dan Letellier
Saco	Bob Hamblen, Saco, President
Old Orchard Beach	Jessica Wagner, Vice President
Scarborough	Bruce Gullifer
South Portland	-
ETA 1	John Andrews, Sect/Treas
ETA 2	-
ETA 3	-

##### **Guests:**

Dan Stewart	MaineDOT Bike/Ped Program Manager
Tony Barrett	East Coast Greenway Alliance, Maine Trustee
Chris MacClinchy	Southern Maine Regional Planning Commission

##### **Executive Director**

Carole Brush

1. President Hamblen welcome Kittery's new ETMD Trustee Suzanne M. Patrakis to her first meeting, and called the meeting to order at 8:40 A.M.
2. Bruce Gullifer moved acceptance of the March minutes. Seconded by Terrence Parker. Unanimous.
3. The Chair commented that the ETMD website has lain dormant for too long with no one supporting it.
4. Guests Tony Barrett and Dan Stewart provided an in-depth presentation on an AASHTO (American Association of State Highway Transportation Officials) approved plan to define and mark a national network on connected on-road bike routes. At the end of the presentation addressed how this network would impact Maine and the ET. We learned that the routes will be given numbers to designate them. US Bike Route 1, like the East Coast Greenway, will connect Calais in Maine with Key West in Florida. (We learned that USBR1 is NOT US highway 1.)

Tony, who chairs Maine's statewide committee that has been at work for several years, told us the committee has recommended that USBR1 follow the Interim on-road East Coast Greenway across Maine. Dan Stewart told us MaineDOT plans to mark the route with the AASHTO approved sign once the committee makes its recommendation to AASHTO has received Maine's recommended route and approve it. For approval at AASHTO's October meeting, the committee plans to submit its recommended route by late September. (More details follow in an attachment.)

5. Dan Stewart reported that the application for Quality Community Program grants was now on-line. The application deadline is July 1 for transportation enhancement awards, which are the awards that have provided most of the funds to date to build the ET. He commented that town requests have more weight than a non-profit request. Any ETMD request must be signed by the relevant town(s). He said that any awarded funds would be announced in 2011 and that funds would become available in federal fiscal years 2012 and 2013. Because the ET is a trail of statewide significance, a local match is not required, but providing one would greatly improve the probability of a successful award. He reminded us that Saco's request for funds to connect Thornton Academy to OOB by the ET, had much more chance of success because Saco bonded \$500K to support that section of the ET.

When Mike Claus asked how much we should ask for. Dan Stewart replied that the Saco award was the largest amount ever awarded for a single project, \$1.4 million.

6. Terrence Parker reported that S. Berwick had not approved the full \$5,000 ETMD dues payment, but only \$2,500 which results in the Bylaws denying the town a vote on the board. He noted that all towns are in tight times and that ETMD might not be able to continue funding its operations. He then asked Dan Stewart if MaineDOT might provide operating funds for ETMD. His reply was that it's not possible. (Following the meeting we learned by retuning a call to Harry Tomah that Wells voted to not pay its 2011 ETMD dues.)

7. Terrence Parker asked if MaineDOT supports replacement or repair of Memorial Bridge, the ET connection to New Hampshire. Stewart assured us that MaineDOT was committed to ensuring that a bridge remains at that location. He thanked Chairman Hamblen for writing the Commissioner and asked if he was happy with the MaineDOT reply letter. Yes, and we thank the Commissioner for his support, replied Hamblen.

8. Chairman Hamblen announced that two bids had been received to update and organize the ETMD website. The low bidder, Blackfly, that developed the site [www.ETMap.Org](http://www.ETMap.Org), submitted a bid for \$850. When asked if the bid should be accepted, all hands were raised in support.

9. At 10:30 the Chair announced we had run out of time. Bruce Gullifer moved adjournment, Dan Letellier seconded. Unanimously approved.

Respectfully submitted,

John Andrews, ETMD Secretary/Treasurer  
10 February 2009

## Attachment

### What Does US Bike Route 1 Mean to the ET

US Bike Route 1 that is largely the on-road version of the East Coast Greenway has been documented across Maine and NH. Route Committee Chairman Tony Barrett plans to recommend that route to MaineDOT which is expected to endorse the recommendation and forward it to AASHTO in late September. AAASHTO is expected to accept it at its October, 2010 meeting. If this goes as expected, MaineDOT has funds to mark the Interim East Coast Greenway from Kittery to Calais this fall or spring of 2011. This would result in marking a route that is essentially the original Interim On-Road ET as US BR 1 with a sign similar to the one at right.



This project is independent of the actual ET and East Coast Greenway. Although there are many individuals who support both, they are not related projects. On-road ET signs will still mark the Interim On-road ET, but as sections of the Off-road ET are opened, ET signs will continue to be removed or moved.

#### One example

On the south side of Scarborough Marsh USBR1 will be marked with a sign similar to the one above. An arrow would point toward Pine Point. On the same post there might be an ETA sign similar to the current ones with an arrow pointing across the road to the old RR corridor. In addition an East Coast Greenway sign might be co-located with the ET sign.

This planning has been underway since the 1970's. Virginia has had the only marked examples of this national bicycle route network, but Georgia and Florida have recently submitted a joint application for AASHTO for recognition of its proposed USBR1 route.

The on-road ET will be permanently marked, but not as the ET. It will be marked as part of the national bike route plan as USBR1. Changes are possible, with a state application is sent to AASHTO and it is approved. Two ETMD Trustees, Jessica Wagner and John Andrews have been serving on Barrett's USBR1 route committee.