

Bangor Area Comprehensive Transportation System

Technical Committee Meeting Minutes

November 10, 2004

PRESENT:	Aron Larson, Bangor	Linda Johns, Brewer
	Jim Ring, Bangor	Jerry Douglass, MDOT
	Dave Pardia, Penobscot Nation	Frank Higgins, Brewer
	Fred Hutchinson, MDOT	Rob Kenerson, BACTS
	Bill Reed, Veazie	Jerry Douglass, MDOT
	Nate Howard, MDOT	Tammy York, BACTS
	Sandi Duchesne, BACTS	Bob Osborne, Hampden
	David Struck, Orono	John Robichaud, Orono
	Ted Trembley, Bangor	Don Cooper, BACTS
	Charles Heinonen, Old Town	John Perry, FWHA

The Bangor Area Comprehensive Transportation System Technical Committee met Tuesday, November 10, 2004 at 9:00am in the EMDC Boardroom, One Cumberland Place, Bangor, Maine. Introductions were made of the committee members.

APPROVAL OF JULY 13, 2004 MEETING MINUTES

Jim Ring, Technical Committee Chair, called the meeting to order at 9:10 a.m. Aron Larson made a motion to approve the October 19, 2004 Technical Committee meeting minutes. Bill Reed seconded the motion. The meeting minutes were approved unanimously.

Federal Functional Classification

Pete Coughlan of the Maine Department of Transportation noted that MDOT would be having a workshop titled *Signs, Stripes & Speed limits* next Tuesday in Brewer, the last in a series of workshops MDOT has provided. He said that anything traffic related would be discussed and that companies such as 3M should have representatives in attendance.

Pete Coughlan said that he and other MDOT staff members went out after the last meeting and drove through some of the roads discussed at the meeting. Regarding Kirkland Road, Pete said that this is a local road due to the low traffic counts. Charlie Heinonen said that due to multiple communities using the road, it should be a collector road.

Pete said that regarding Pushaw Road and Essex Street, it makes no sense to have parallel collector roads. From a Functional Classification perspective, it looks like Pushaw should be the collector road and Essex should be the local road. Essex is already local for Orono, and an urban collector for Bangor. The Committee proceeded to discuss federal functional classification. Jim Ring said that he thinks Essex should be the collector. Pete Coughlan said that state aid roads need to meet division standards. Pete said that the state should be getting roads ready – up to standard, before turning over to towns and vice versa, that all people should be treated fairly. David Struck then asked if Orono could get credit for maintenance on Forest Avenue. Pete Coughlan said that he should talk to Bangor DOT regarding RRI. It was decided that Essex

would be the collector and Pushaw would be the local road. Pete noted that Glenburn would not be happy about the change in designation for Pushaw. Sandi Dusesne said that this is merely to right a wrong designation from the past.

Pete Coughlan said that Finson Road should be local. The committee discussed the Odlin Road in depth, because Pete thought it should be a local road. Jim Ring, Sandi Dusesne, Bill Reed and Ted Trembley noted that the road was heavily traveled by trucks going to and from Dysart's and bypassing I-95. The committee decided and Pete concurred that Odlin should be a collector road.

Jim Ring requested that Pete provide a spreadsheet with all the changes and URIP funds designation so that everyone could fully understand them before a final action is taken. Pete said that MDOT would do this as they have done with Auburn, to be fair and consistent. Frank Higgins agreed stating that he would like to know the roads that change from local to state aid, to know his obligation to the state so that he could update his City Council.

Pete Coughlan asked if Pierce Road should be local, but it was agreed that Pierce Road should be a major collector from Wilson Street to Eastern Avenue. Eastern Avenue should be a major collector from State Street to Pierce Road. The urban compact line would be moved to include the Eastern Avenue/Pierce Road intersection.

Frank Higgins asked about moving the urban compact line on Wilson Street. Pete said that they would take a look at it after the meeting and notify the appropriate people at the state level. Frank discussed the new Dirigo Drive and when traffic counts should be conducted. He said that Sparks Avenue and the section of Greenpoint Road from Dirigo to Wilson Street may need to be reclassified. Rob Kenerson recommended waiting six months to do traffic counts for a true reading. Pete Coughlan agreed and said that as changes are made the roads can be reviewed and possibly be reclassified. He recommended reviewing Greenpoint, Sparks and Dirigo at the same time. Rob said that BACTS would do traffic counts next summer.

David Struck asked about Island Avenue due to development at Ayers Island. Pete Coughlan said that for now it is a local road, but as development occurs, we can review for reclassification, after construction.

Pete said that Hampden does not have an urban compact area. A law change in 1999 caused a change in designation for some roads that the federal government lists as urban, the state calls rural. The committee discussed the Mayo Road in Hampden, because Bob Osborne disagreed with Pete Coughlan's designation of it as a local road. The committee agreed that Mayo Road should be a collector, and Pete said that it could be unless there are no funds available to upgrade the road, and then it would go back to local. Bob Osborne said that makes sense.

Pete Coughlan said that the next step is to complete the maps, summarize the changes and charts at a future Technical Committee meeting, which he will send to Rob. BACTS will review the information and send a letter to MDOT regarding it. Then it goes to the Commission meeting, then to Governor Baldacci and then to MDOT for database updates.

Pete Coughlan said that he appreciated the community input and cooperation which helps to comprehensively work together to benefit all.

BTIP UPDATE

Rob Kenerson asked if there were any questions or concerns regarding the cost estimating. He noted that Bob Raymond will be giving BACTS a cost breakdown for his estimates. Rob said that the short list needs to get to \$5 million in project from the \$7.1 million requested. The complete list of projects totals \$7.5 million for three years. Rob reiterated that \$5 million is the breakpoint to cut projects. Jerry Douglass asked if this was 125% of allocation, because we could go with \$6 million for the first two years. Rob said that we usually go with \$5 million the first two years and the remainder in the third. Jerry Douglass asked if the list was prioritized. Rob replied that the projects are weighted with in the categories of –

Intersections	\$300,000
Reclaim/Rehab	\$1.3 million
Reconstruction	\$3 million
Resurfacing	\$400,000

Frank Higgins, Jim Ring and Ted Trembley expressed concern regarding the high cost estimates. Rob Kenerson said that Bob Raymond will provide a breakdown of his estimates. Jim Ring wanted to know when, and Rob said that he would call Bob today. Ted was interested in doing some estimates, and Rob reminded him that this would be 2008 construction time and to do the City of Bangor's estimate based on that criteria.

OTHER BUSINESS

Don Cooper said that DOT has found \$7,009 in transit money for urban areas. He has submitted a letter of interest to use the funds for ADA access to include local streets. The fund is for improvements to local sidewalks using FTA monies within ¾ mile of bus routes, and would need FTA final approval.

Rob Kenerson said that the BTIP should be wrapped up at the next meeting for recommendation to the Policy Committee. He would like to receive comments regarding the estimates within the next two weeks and commented that estimates may be high if there was an assumption made that the state was doing the projects versus locally administered projects.

Jerry Douglass wanted to know if Rob had spoken to Kyle and Dale at DOT about when they want to receive this info, and Rob said that he had.

Rob said that there was a letter from MDOT regarding project withdrawals that he will put on the agenda for the next meeting.

Charlie Heinonen asked when the new by-laws were to take effect and the designation for committees. Rob said that we sent this information to the city and town managers requesting appointees and alternates to the committees, and that the new by-laws are currently in effect.

Jim Ring thanked everyone involved in this process and said that he appreciated MDOT's time.

David Struck made a motion to adjourn the meeting. Aron Larson seconded the motion.

The meeting was adjourned at 11:30 a.m.

Respectfully submitted,

Tammy York
BACTS Administrative Assistant