

Lakes Region Transportation Coalition

Meeting Minutes August 8, 2007

Bridgton Town Hall

Attendance:

Mitch Berkowitz, Bridgton, Michael Corrigan, Bridgton News, Bert Kendall, Denmark, Donald McLean, Bridgton, Micah Niemy, Bridgton, Derik Goodine, Naples; Ingrid von Kannewurff, Senior Transportation Program

Staff: Matti Gurney, GPCOG; Chris Mann, MDOT; David Willauer, GPCOG

Community Updates: The Town of Bridgton will have two new parking lots by late September. Reny's and The Magic Lantern projects will be complete by December. The Economic Development Committee is submitting design standards to the Planning Board. The town is arranging to purchase salvage beams for the Walker St/Depot St. bridge. The town of Denmark is working on local roads including Wilton Rd and Warren Rd. The town is working with Bridgton on Mountain Rd. So far the town has received \$57,000 towards the FEMA Federal share (breakdown 75% fed, 15% state, 10% local). The Town of Naples is working on their local roads. The town has received a preliminary engineering study (structural) from the state for the causeway bridge. The study found that in order to house the motors above the flood level they would have to be located inside a building. The estimated building size is 18' x 32'.

The Senior Transportation Program has undergone significant changes but customers have not noticed. The Lakes region Senior Services Inc. was established and STP is also working on creating the Bridgton Community Courtyard. STP is also seeking land to develop for senior housing. There has been no cooperation with RTP to date.

Chris Mann provided a DOT update on their long range plan outreach campaign. The long range plan will be coming out in 2-3 weeks and there will be time for public comment throughout the process. The department will also be coming out with their six year plan which is based on three – two year project plans. In response to the Minneapolis/St. Paul bridge collapse the department is inspecting bridges under the direction of Jim Foster and each regional manager. Some bridges have safety concerns. It is estimated that between 280-300 bridges will be posted closed in 10-15 years unless upgraded at an estimated cost of \$2 billion.

David Willauer discussed corridor management plan for the Lakes Region Coalition as a two year process. It is anticipated that our October meeting a scope of work for the project will be presented to the group. During this process performance standards, design review and the like will be discussed.

Matti Gurney provided the group with two documents: *draft* version of “KVCOG Parking Design Standards for Commercial Development” and Route 1 design Guidelines from Cumberland and Yarmouth as samples to the group.

Willauer also discussed GPCOG's new economic development forum series focusing on sustainability.

Lakes Region Transit Plan

This was presented by GPCOG as an implementation plan since several studies have already been done. Willauer reminded the group of the existing transportation conditions (STP & RTP). Willauer reminded the group on the four transit route options discussed at the previous meeting. Option 1 left Windham center and traveled along rt 115 into Gray stopping at the park and ride lot and continuing south on 95 to the 295 connector and continuing to Portland via 295. Option 2 left Windham center and traveled along route 302 south to Portland. Option 3 started in Bridgton and traveled to Portland via route 302 with stops along the way. Option 4 combined option 1 and option 3, capitalizing on option 1's early morning and late afternoon commuter populations and the mid morning and early afternoon hospital and shopping trips from Bridgton south to Portland.

For each option Gurney presented to the group possible bus timetables.

Municipal contribution methodology was then presented to the group. Gurney presented municipal contribution methodology using 2000 Journey to Work Data (census bureau), 2000 Census Population data, and 2005 Population estimates created by GPCOG based on 2000 census data and building permits issued by each municipality.

The group discussed the contribution methodology in relation to the number of times each town was serviced. A primary and secondary service area contribution methodology was discussed in response to the fact that some towns received less stops but were still required to contribute proportionately the same.

The next meeting was tentatively scheduled for September 12th location to be determined (Casco, Raymond Windham, and Naples potential options)