

**DOWNEAST COASTAL CORRIDOR MANAGEMENT PLAN UPDATE
WASHINGTON COUNTY
MEETING SUMMARY: KICKOFF MEETING, MARCH 20, 2014**

The Advisory Committee for the update of the Washington County portion of the Downeast Coastal Corridor Management Plan convened for a kickoff meeting on Thursday, March 20, 2014 with the following members in attendance:

Name	Organization
Sandi Duchesne (Facilitator)	GreenLight Solutions, LLC (consultant to WCCOG)
Crystal Hitchings	WCCOG and Bold Coast Scenic Byway
Roger McIver	Woodland Pulp, LLC
Larry Finnegan	Town of Jonesport, Economic Development Committee
Betsy Fitzgerald	Washington County Commissioners
Angela Fochesato	Washington County: One Community
M. Todd Smith	U.S. Border Patrol
John Devin	MaineDOT Region 4
Rich Bard	Downeast Coastal Conservancy
Dennis Boyd	Town of Cutler, Selectman
Bob Foster	Town of Lubec and business owner, ARTWORKSOFMAINE
Lisa Hanscom	Town of Roque Bluffs, Selectman

After a round of introductions, WCCOG consultant Sandi Duchesne described some of the major changes that have occurred in the Washington County portion of the Downeast Coastal Corridor since the original Corridor Management Plan was published in 2010. These multimodal changes have been significant enough to justify a 5-year update to the original plan. The plan update will serve as an advisory roadmap to help MaineDOT make targeted, cost-effective investments in transportation infrastructure and policies that have the broadest regional consensus and positive economic development potential for residents and businesses within the corridor. Please refer to the [2010 plan](#) for a description of the Downeast Coastal Corridor and MaineDOT's Corridors of Regional Economic Significance for Transportation (CREST) program.

The first task for the advisory committee was to go through the list of driving forces from the previous plan and update the priorities associated with them. Driving forces are defined as factors or trends that are expected to influence development within the corridor. The major categories include socioeconomic conditions, infrastructure and new technology, policy choices at the local, state, and federal levels, and the built and natural environment along the corridor. For each identified driving force, participants were asked to rank the likelihood of growth in that factor over the next 15-20 years (Low, Medium, or High), its likely impact on transportation within the corridor (Low, Medium, or High), and its overall regional economic impact (Scale of 1-5, 1 being extremely high and 5 being no significant impact). The committee made changes to the assessed impacts of 21 of the 35 driving forces identified in the 2010 report, and added five more:

- Telecommuters: **High** potential for growth, **medium** impact on transportation, overall impact **2**
- Windpower: **High** potential for growth, **medium** impact on transportation, overall impact **3**
- Demand from bicyclists, pedestrians, elderly, disabled, and non-drivers for investment in alternative transportation and “complete streets”: **High** potential for growth, **high** impact on transportation, overall impact **1**. (Regional engineer John Devin noted that MaineDOT has already completed its first “complete streets” policy and will be rolling it out for public comment shortly.)
- Price of gasoline and other petroleum products: **High** potential for growth, **high** impact on transportation, overall impact **1**
- Conflicts between the interests of commercial and tourism users of the Downeast Coastal Corridor: **High** potential for growth, **high** impact on transportation, overall impact **3**

Healthcare and social services were upgraded in overall impact from **3** to **2**, in part because of the new methadone clinic that has opened in Calais. According to committee members, this has led to increased traffic on State Route 191 as well as to an increased number of crashes.

All other changes will be graphically summarized in the PowerPoint presentation for the second meeting of the advisory committee, currently under development.

The final task for the committee at this initial kickoff meeting was to evaluate unimplemented and partially implemented recommendations from previous regional transportation studies. Given that state and federal funding for transportation investment has become extremely limited, which items are still of highest priority and which should be delayed, either until the economy improves or an alternative funding source can be identified? This was done as an individual ranking exercise, with the results to be tabulated and presented for further discussion at the next advisory committee meeting. Preliminary rankings from those present at the meeting have also been posted on the [GroWashington-Aroostook website](#) for your review.

If you were **not** present at the March 20 meeting and you would like to express your priorities using the ranking sheet, please download it from the link at the top of this page: <http://www.gro-wa.org/transp-infrastr-econdevel-existing-plans>. It is linked to the text in the second paragraph as follows:

The [Transportation Infrastructure Workgroup will review the analysis of these documents to agree on the current relevance and priority of the policies and investments](#) that they recommend.

Then kindly return it to Sandi Duchesne via [e-mail](#), or snail mail to GreenLight Solutions, LLC, 478 Beechwood Avenue, Old Town, ME 04468.

The final task for the committee was to choose future meeting dates. The next committee meeting will be held on Thursday, April 4, 12:00-2:00 p.m. in the conference room at 28 Center Street, Machias. A third meeting, which will convene only if the committee cannot complete its work at the April 4 meeting, will be held on May 29, same time and place. A final public meeting will take place in June, date and location TBD.