

**Board of Selectmen**

Dale Harmon, Chairman  
Douglas Burnham, Vice Chair  
Charles R. Cunningham  
Stephen W. Ham  
Steven Lewis

**Town Manager**

Daniel Bryer Jr.



**Town of Boothbay  
Board of Selectmen Meeting  
Wednesday July 28, 2016  
7:00 PM**

**MINUTES**

**Present:** Dale Harmon, Douglas Burnham, Steven Lewis, Charles Cunningham and Town Manager, Dan Bryer (meeting location was Boothbay Region YMCA)

**Pledge of Allegiance:**

**Public Hearings:**

**Joan Rittal**, applicant for a Special Amusement Permit for Salt River Farm; event to be held on Map R6 lot 24, located at the private residence of Joan Rittal at 477 Wiscasset Road, Boothbay, ME.

This application is the same as they applied for last year. Steve Lewis made a motion to approve the application as presented and Chuck Cunningham seconded the motion. Vote: 4-0 in favor.

**Hildy and Peter Johnson**, applicants for a Special Amusement Permit; event to be held on Map R4 lot 62, located at the private residence of Sally Sewall, Susan Leach and Larry Dibble (Grayhouse LLC) at 60 Tavenner Road, Sawyers Island, Boothbay, ME.

The application says music 4PM till midnight, plus or minus. Chuck Cunningham had concerns with the late hour for music. Chuck Cunningham made a motion to approve the application with the condition that the music be turned down to an acceptable level after 9PM and to end by midnight and Doug Burnham seconded the motion. Vote: 4-0 in favor.

**Approve Minutes:** Chuck Cunningham made a motion to approve the minutes of the July 13<sup>th</sup> 2016 meeting and Doug Burnham seconded the motion. Vote: 4-0 in favor.

**Reports:** Dan Bryer reported that the CEO is busy, last week they had 11 building permits, 6 plumbing permits, 5 subsurface permits, and 1 development permit. The PWD has been busy doing paving prep on Beath Road. The Business Office has issued many licenses and done many boat registrations, it has been busy.

**Old Business:** Results of peer review for proposed Route 27 Traffic Improvement Plan – Thomas Errico from T.Y. Lin international was present and gave an overview of his review. He said it was a sound study. (Review from T.Y. Lin attached)

Chuck Cunningham asked if Mr. Errico if there were any major issues with the plan. Mr. Errico said the roundabout will function adequately and from a safety perspective it was good. There were no major issues.

Chuck Cunningham asked if all the information given to Mr. Errico was accurate. Mr. Errico said yes, the data was accurate and that sound methods had been used.

Steve Lewis asked if the current intersection would get a failing grade. Mr. Errico said yes, from his observation he would give it an F.

A member of the audience asked Mr. Errico what he means by adequate. Mr. Errico asked her to show in the report where he used that word and he would explain. After it was pointed out to him, he said acceptable might have been a better word to use in that instance.

John Walkman said that traffic circles are deadly and that there are no accidents at the current intersection so he does not see what the problem is. He said that he does not believe that CMBG and the Country Club add that many cars to the area so why change.

Mr. Errico said there is a difference between big circles and roundabouts, they are different things. The smaller circles and roundabouts create a safer intersection. He said what is driving this is the amount of traffic on Corey Lane. According to MDOT 200+ cars per hour have been on Corey Lane and that is the driving force.

Another member of the audience said they are closing roundabouts in NJ because of the amount of accidents. She also asked if the project goes over the 3.5 million who pays the extra. Dale Harmon said that the Town can only pay what is voted on to spend. The contract would need to say it either has to stay on budget or that the 3<sup>rd</sup> party would pay the difference.

Jean Reese Gibson said that the public has been told there will be a parking lot for about 45 cars on the back side of the Common, she feels this needs to part of the contract, and she said that is a flaw in the design as this is not shown. Mr. Errico said it is clear that people not having to cross Rt. 27 would be beneficial and would advocate for that. He said that the design is to make it safer and the split island is a refuge, people walking only have to be concerned with traffic one way at a time. Someone managing traffic during events still might have to occur.

Fran McBrearty said the Selectmen should go back to MDOT and have them go thru this new report and answer some of the questions raised, specifically concerns with Back River and the final construction costs.

Helen Meserve said her concerns are with the pedestrian crossings. She asked if there are any roundabouts in ME that have four crossings such as is proposed here. Mr. Errico said that there are some in ME that do and he will provide a list, so she can go take a look. He said MDOT is finding good things with Roundabouts.

A member of the audience said that if Corey Lane is the problem then why not have the roundabout there. Mr. Errico said he is not privy to all the historical data but he believes the multiple sites/stops was the driving force to move it.

Rhoda Weyr said she does not think there is a pedestrian problem now, the Farmers Market is only one day a week and since the Common is being put to good use no one minds. Mr. Errico said the traffic is managed during the Market but not controlled at other times. Pedestrian safety is a side benefit of the project; operational issues and safety are the driving factors.

Dale Harmon said the traffic guard now for the Farmers Market was at the request of the Town office and this is only the first year they have been present.

Rhoda Weyr said the real danger point is Country Club Road and not Corey Lane, she believes that the traffic from Country Club Road complicates those who are trying to come out of Corey Lane. She feels if a Rotary is needed it should be by Country Club Road. Rhoda also feels that Back River Road should still have access to Corey Lane.

Chuck Cunningham said that because Rhoda brought this up before it is now being looked at in the plans.

Rhoda Weyr then said if the plans are being changed is the public going to be brought up to date on the project.

Dan Bryer said he will be meeting again with MDOT and should be able to have a model soon.

Mr. Errico said the nice thing with a roundabout is that if you feel it is dangerous to make a left hand turn, you can turn right and go through the roundabout safely.

Bruce McDonald said Mr. Errico was not asked to go back to ground zero and take a new perspective of this, he was asked to review the proposal as is – he wants to know if asked to do a review from scratch is possibly there would be different results. Mr. McDonald said the last reviewer did not come into this with a blank slate; he is a roundabout developer so he can into the project to develop a roundabout, the decision was preordained. Mr. McDonald does not think a thorough analysis was ever done.

Chuck Cunningham said a thorough analysis was done in 2002 with MDOT and the effected towns. That report states there should be a roundabout. A full study was done.

Dan Bryer said the current plan follows the 2002 plan, the roundabout was just moved because it would not work in the original location because of the monument.

Steve Lewis said a lot of the cars on Corey Lane are from CMBG and CMBG did not exist in 2002.

Mr. McDonald said the proposal will only benefit the developer and he feels a thorough analysis has not been done and needs to be done; no one has proven to him this will be good for Economic Development.

Barbara Hunter asked if a traffic light at the end of Country Club would make the traffic from Corey Lane easier. Mr. Errico said it was not a solution to the fix but might bring speed down.

A member of the audience said that Corey Lane is only used by people from Southport, who prefer using it to avoid Boothbay Harbor. She said people are not stopping at the stop signs. She also had concerns about large truck deliveries and how they would be handled. Mr. Errico said the truck deliveries needs to be further evaluated.

Dale Harmon said the Selectmen did what was asked and had a peer review done at the cost of \$1,500. It would cost way more than that to do another completer study.

Dan Bryer said the report has been sent to MDOT and he has not heard back from this yet.

Dale Harmon said he next would like to hear comments from MDOT and from the Design people.

Marcia Soler said this report was based on a 2002 report but a lot has changed now. She also asked when the public is asked to vote, how will this be worded; would it be to use TIF money to do construct a roundabout?

Dale Harmon said it is really to early to know the wording, however he anticipates it will be something along the lines of “asking to spend up to \$????? For the construction of a roundabout or Rt 27 traffic plan” Mr. Harmon said he wants nothing that will make it look deceptive. He wants to be as transparent as possible.

Rhoda Weyr said there is a general dissatisfaction with the report because it was limited by previous data. She believes the roundabout is located to benefit only one person.

Pete Ripley said everyone should put aside the landowner and look at the plan, ideas from others are being put in and changes are being made. He feels there are traffic issues and if the Town doesn't do anything then eventually the State will do what they want to do and without any input from the town.

Steve Lewis commended Dan Bryer, he has done a great job of taking the good and the bad through this process.

Tim Utley said he volunteers several times a week at the Town Office and has observed the traffic and there is way too much speed. Traffic needs to slow down way back by the funeral home. Traffic is not stopping at the stop signs. Mr. Utley feels that people are pre-judging the location of proposed roundabout and assume it is to just benefit one developer. Maybe step back and take a birds eye view and for practical reasons and for safety reasons.

**Review Warrants and sign:** Chuck Cunningham made a motion to review the warrants and sign them and Doug Burnham seconded the motion. Vote: 4-0 in favor.

**Adjourn meeting:** Chuck Cunningham made a motion at 8:05PM to adjourn the meeting and Doug Burnham seconded the motion. Vote: 4-0 in favor.

Minutes submitted by  
Sherry Tibbetts

**TYLIN INTERNATIONAL**

engineers | planners | scientists

July 26, 2016

Daniel Bryer Jr., Town Manager  
Town of Boothbay  
1011 Wiscasset Road  
PO Box 106  
Boothbay, ME 04537

**Subject:** Traffic Engineering Peer Review – Route 27 Roundabout Project, Boothbay

Dear Dan:

In accord with your request, T.Y. Lin International (TYLI) is pleased to submit the following comments in conjunction a traffic engineering peer review conducted in respect to the proposed roundabout project located on Route 27 in Boothbay in the vicinity of Corey Lane and Back River Road. Our comments our based upon a review of the SR 27 Corridor Improvement Analysis document, dated July 2016, prepared by GHD and Sebago Technics and a field review of the project area. In general, I find the report to be comprehensive and the methods used to be acceptable and meet industry standards. My specific comments are noted as follows.

1. The analysis was based upon existing traffic volume levels. In my professional opinion the analyses and design should be based upon future traffic volume projections that take into account both localized and regional growth projections in the area. Including development assumptions and traffic volume changes anticipated from developments in the immediate vicinity of the study area (an example is the Coastal Maine Botanical Gardens) is important to ensure the design will meet long-term conditions. The authors of the report did conduct a sensitivity analysis with added traffic growth and that analysis indicated adequate traffic operations would be provided in the future. Given my knowledge of the data, I would expect the roundabout to operate at an adequate level of service with the increased traffic. With that said the specific design of turn lanes and other intersection geometry elements may need to be revised and thus a full comprehensive future traffic evaluation should be conducted.
2. The report notes that safety or crash conditions warrant improvement actions. The MaineDOT crash data does not support the conclusion that unacceptable or High Crash severity exists in the study area. It in my understanding that many of the collisions are not reported, due to the low severity of the crashes, and therefore not likely to meet cost thresholds used to report a collision. I would suggest that the report further investigate these unreported crashes by contacting the Lincoln County Sheriff Department or other appropriate Agency's.

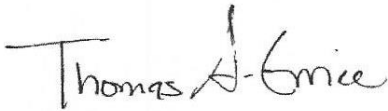
3. A significant amount of traffic volume data was collected and I generally believe that the study is based upon data that reflects seasonal variation, particularly heavy summer time traffic conditions. However, traffic volumes during the month of May are probably lower than what I would consider a Design Hour. I would suggest that the report provide seasonal information from MaineDOT sources. MaineDOT has permanent traffic recording stations and investigation of seasonal data would help me confirm the data used is appropriate.
4. Table 15 of the report provides an Alternative Comparison of three intersection options in the Boothbay Common Area. I would suggest that cost be included in the comparison evaluation. A cost-benefit analysis is appropriate for the evaluation.
5. The report notes that based upon available data, a traffic signal may be warranted at the Route 27/Country Club Road intersection. The report notes that the intersection should be monitored in the future. I support the recommendation to monitor conditions, but would suggest that details be provided as it relates to who conducts the monitoring study and if the outcome is the installation of a traffic signal, who pays for the design and construction of the improvements.
6. The following are specific comments as it relates to the concept plans:
  - The crosswalk north of Back River Road does not direct pedestrians to a safe facility on the west side of Route 27. I would suggest that a sidewalk connection be construction between the noted crosswalk and Back River Road (at a minimum – extending the sidewalk to the north will have some benefits to uses north of the crosswalk).
  - The report should investigate sight distance on the inside curve along Route 27 when standing on the Boothbay Common side of the proposed crosswalk north of Back River Road.
  - To simplify traffic circulation, I would suggest that Common Drive be a one-way roadway away from Route 27 at its northerly intersection. Common Drive can provide two-way circulation at the proposed roundabout.
  - Given the loss of on-road bicycle lanes at the roundabout, it is suggested that a bypass routing be provided for less confident bicyclists. The final plans should provide specific bicycle design treatments including shared lane markings and signage, as appropriate. Further review of bicycle provisions will be required.
  - Specific details should be provided on impacts the project will have on the Clipper Mart given changes to access and egress movements. Specifically, how large truck deliveries will be accommodated and if adequate sight

- distance is provided looking northerly given regulatory speed limit changes (45 to 30MPM).
- Sight distance from Back River Road to the right may be obstructed by left-turning vehicles on northbound Route 27. A review should be performed.
  - Pedestrian movements between Boothbay Common and town hall will continue to require temporary traffic control to manage heavy pedestrian movements during events.
7. Construction phasing and how the project will be constructed should be documented to ensure that traffic congestion impacts and disruptions are minimized. This is also particularly relevant as it relates to cost assumptions for maintaining traffic during construction.
8. The report provides a construction cost estimate of \$3,300,000. Back up information should be provided for a detailed review. It should be noted that right-of-way, design/engineering, and construction engineering services costs do not appear to be included.

Please contact me if you have any questions relative to this proposal.

Best regards,

T.Y. LIN INTERNATIONAL



Thomas A. Errico, PE  
Senior Associate / NE Traffic Engineering Director