

## **Mt. Agamenticus Parking & Lease Planning Subcommittee**

**Monday January 07, 2019**

**York Water District conference room 3:30 PM**

**SUBCOMMITTEE MEMBERS:** Two Town of York Selectmen, Dawn Sevigny-Watson & Mike Estes, Two YWD Trustees, Andy Belliveau & Rick Boston, York Parks & Recreation Director Robin Cogger, Mt. Agamenticus Conservation Coordinator Robin Kerr, YWD Superintendent, Don Neumann and YWD Resource Protection Manager Gary Stevens.

### **January 07, 2019 3:30 PM SUBCOMMITTEE MEETING NOTES;**

**Member Attendees:** Richard Leigh (alternate YWD Trustee), Rick Boston, Don Neumann, Dawn Sevigny-Watson, Robin Cogger, and Robin Kerr.

**Guest Attendees:** Jon Edgerton of Wright-Pierce Engineering.

**Member Invitees unavailable to attend:** Mike Estes, Andrew Belliveau, and Gary Stevens.

The first discussion item on today's agenda was to review the third draft conceptual designs for the Base and Summit parking lots. Jon Edgerton of Wright-Pierce provided one concept for the summit and two concepts with slight variations for the base.

**Summit Concept:** This updated design includes a wider main parking lot, angled parking, and center median to circulate traffic flow. This section allows for 28 spaces including one that is handicap accessible. The portion of the road that loops down toward the barn was extended to the north slightly. This allows for 13 spaces for the upper strip that faces the barn. The lower or overflow area can accommodate an additional 12 spaces and 4 parallel bus parking areas (2 on each side of the travelled way). This version was preferred as it keeps the current trail intact and provides a buffer for most of the trail from the parking area and possible trailhead parking.

Discussion on the Summit Concept included restroom location, extending pave (or other material) area, gating/blocking access to lodge, towers and/or overflow (if managed as overflow). YWD would not be in favor of moving restroom closer to parking area as it would mean an added facility on their property. Jon could add a handicap accessible parking space on the northern edge of the upper strip, closest to restroom. Can look at extending improvement work up to restroom for the ease of access for maintenance of trail and restroom facility. Similarly, can extend improvement work up the entire driveway to the lodge. Will need to look at different gating/potential fee collection options.

**Base Concept 1:** Pretty similar to version presented at last meeting. Shown primarily as comparison for Concept 2. This design accommodates parking for four busses along Mountain Road and ADA sidewalk to welcome area and restrooms.

**Base Concept 2:** This updated design includes an exit way on the eastern section of the parking area that connects directly onto Mountain Road. The exit way would need to be located at the northern end to factor in terrain and slope. Even so, it shows a 10% slope (drops 28 ft in a 280 ft section). The direction of flow would need to change to factor in bus turning radius. This version also bumped the walkway connecting the welcome area/restrooms to the trailhead out slightly from parking area giving it a bit more of a buffer.

Discussion on these concepts included various bus drop off/pick up options, bus turning areas, current parking area, potential future enforcement questions regarding any road parking, distance and costs associated with walkways. Thoughts moving forward include, "designing for the 30<sup>th</sup> highest" (traffic volumes), phase one to include Concept 1 (minus exit way which was deemed too much of an impact on the resource and likely too costly), can allocate current spaces in the main lot as bus parking if needed and manage the number of busses permitted at a time (as best as possible), and can look at a phase 2 to address any future bus parking issue with bus parking on road if needed.

**Project Process:** Dawn has been updating Board of Selectmen. Sub-Committee will plan on a collective report to the BOS and present our 1<sup>st</sup> choice recommendations and iron out any issues. Will try for a Feb. meeting or early March. Dawn and Robin C will check on agenda schedule. Will also likely have a couple of public hearings and then it would go to the voters. Before that we will need to have it reviewed by TOY code and planning boards.

### **Draft Lease Amendment**

Group went through a second round of proposed draft edits for the lease amendment. Robin K and Don will work on additional tweaks discussed and will send it back out for review.

### **NEXT MEETING DATE, TIME & LOCATION TBD.**

**Additional notes about Welcome Center/Area/Restroom/Walkway via phone conversation with Jon:** Conceptual Design reviewed by Mt. A Steering Committee on Jan. 9<sup>th</sup> raised discussion/questions:

**Welcome Center/Area & Restroom Location**- if not necessary to be at roadway entrance or visible from road, could we look at moving it to a more central location or to the trailhead area? Crosswalk at road entrance could be avoided, causing less congestion during high use times (esp. if not allowing parking on Mountain Road) and few people would be going back & forth in parking lot.

Jon will look at it. Believes we would need to get thru more ledge if moved to opposite end vs. more fill to work with in current location. Well/water/electric not a huge difference. May cost \$15-20k to move?

What about just to the side vs. all the way to the other end?

**Walkway/transition to trailhead**- is it needed? Seems like the majority of folks would not use it based on where they park and will cut thru lot. Could it be moved, say to the center median? We could look to reroute the trail to one corner of the lot and eliminate a couple of designated spaces to open it up and make it more visible and accessible.

Jon looks at it more of a liability not to have it. If it is not provided we'd be *forcing* people to go thru the lot.

The center median will be more like a vegetated island for treating storm water.

**Lighting**- Will we have/want lighting? What would that entail?

Jon notes that lighting is often installed for operational safety and security and use after dark. Can look at burying conduit and pull wires until we can afford to install. LED costs not as great as in the past, it is mostly the capital costs to install, probably around \$5-10k for installation and another \$2k per pole. Total looking at \$16-25K (with at least 3 poles).

Jon suggests including bid alternates when moving forward with added pieces such as this.