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STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

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IN RE: PROPOSED NORTH WINDHAM MOVES

ROUTES 35/115/302

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This hearing was held at the Windham Town Office, 8 School Road, Windham, Maine on June 4, 2024, beginning at 6:00 p.m.

Court Reporter: Debra J. Fusco
Alley & Morrisette Reporting
207-495-3900

1 (This hearing was held at the Windham Town Office, 8
2 School Road, Windham, Maine on June 4, 2024, beginning
3 at 6:00 p.m.)

4 * * * * *

5 MR. BURNS: My name is Bob Burns, I'm the
6 assistant town manager here in the Town of Windham.

7 For folks out back, if you get tired of
8 standing, there is an overflow room in conference room
9 one, it's down close to where you pay your car
10 registrations on the right-hand side of the hall. I
11 know there's a few folks down there already. There's a
12 monitor set up so you can watch this. There is going to
13 be a comment period at the end of this presentation and
14 you're more than welcome, if you're in the overflow
15 room, to come up and ask your questions at that time.

16 I would like to thank everybody for coming
17 out this evening. This is an exciting project. It's a
18 very large project. There's a lot of issues that this
19 project is attempting to solve. Obviously we have a lot
20 of traffic on the 302 corridor, there's accessibility
21 issues, public safety issues from time to time with
22 getting to -- the safety issues that they have to deal
23 with.

24 I would just like to call out a few people
25 so folks know who is who.

1 We have Mark Morrison, he's the town council
2 chair. David Nadeau, town councilor. Barry Tibbetts,
3 he's our town manager over there. I saw some other
4 familiar faces earlier. Jarrod Maxfield, another town
5 councilor. I'm not sure where he got to.

6 I would also like to say thank you to our
7 state reps, Barbara Bagshaw and Jane Pringle, also our
8 Senator, Tim Nangle, they are here as well today. I
9 appreciate their support in this project.

10 This is a \$31.25 million project. It's an
11 80/10/10 cost sharing. So 80 percent of this project is
12 being paid for by federal dollars, 10 percent by the
13 Maine DOT and 10 percent with town funds.

14 So that's a quick intro from the town's
15 standpoint. I would like to turn the project over to
16 Ernie Martin, he is the project manager, and he is
17 running this hearing. That is a DOT hearing on this
18 project. So thank you for coming out.

19 MR. MARTIN: Thank you, Bob.

20 Hopefully everybody had a chance to sign in
21 back there on the sign-up sheet. It would be great if
22 you would, if you haven't.

23 Just to get a numbers count, how many of you
24 actually attended the open house downstairs and got a
25 little feedback?

1 (Audience indicating.)

2 MR. MARTIN: Thank you for that. That's
3 kind of why we do the open house is to get information.
4 We couldn't live here, I live an hour and 15 minutes
5 that way. We come down here, visit, look at the job,
6 but we don't know the intricacies of the movements that
7 are out there from the residential area to the
8 commercial. So you guys have provided us a lot of
9 feedback so far so we appreciate that.

10 So I'm just going to talk a little bit about
11 just the project area. A lot of us know where it is
12 based off the maps that you saw downstairs. You know,
13 we have Route 302 so obviously we're doing some changes
14 on 302 from River Road all the way to Whites Bridge.
15 We're updating all the signals, we're updating some
16 traffic patterns. We're adding an island from Boody's
17 Corner going north all the way to Franklin Drive. What
18 that means is that there will be no left-hand turns
19 allowed other than the signalized areas from Boody's
20 Corner to Franklin Drive to take those movements out.

21 From there, we got Route 35, we're going
22 from Manchester to Boody's Corner. So we're adding a
23 signal at Manchester Drive at Route 35 and upgrading the
24 road to Boody's Corner. So 115, same thing.
25 Intersection of Boody's Corner, all the way to the

1 intersection of the East Connector. We're adding a
2 signal at that East Connector as part of the process and
3 rehabbing everything in between, rehabbing everything in
4 between, and we'll get into the design details here in a
5 second.

6 Whites Bridge Road, same thing. Where the
7 West Side Connector, which is going to be an extension
8 of Manchester Drive connects into Whites Bridge all the
9 way to 302, just an upgrade of that roadway to 302 with
10 added sidewalk facilities. All of these have added
11 benefits of bicycle sidewalk facilities.

12 West Side Connector, we're going to pretty
13 much take off where Manchester drive ends today and
14 extend that to Whites Bridge, also upgrade the existing
15 piece of Manchester Drive as part of the project.

16 Middle Connector Road, part of that is going
17 to get developed from the Manchester Drive out to where
18 the Middle Connector which is going to be the third
19 connector which we're going to call Middle Connector
20 comes down from Franklin Drive, down into Landing Road.

21 Everything right now that you've seen is
22 very preliminary. We're about 25 percent. It's based
23 off the study that the town went through along with
24 Maine DOT to get where we are today.

25 As Bob said, we received a RAISE grant.

1 This got applied for collectively with the town. As Bob
2 mentioned, it's a \$31 million project basically, and
3 we'll get into the finances of that.

4 So here with me this evening, I have my
5 assistant Jeff Doyle out back, Ethan Flynn from VHB who
6 is going to talk about the design once I get done
7 talking, Tony Grande from VHB. We're all here tonight.
8 We were downstairs, like I said, at the open house,
9 heard a lot of great input from everybody. A lot of
10 good thoughts, changes that could be made. I can't
11 promise they're all going to be made, but a lot of
12 things are going to make us adjust some things that
13 you've already seen down there.

14 So once I get done, I'm going to turn it
15 over to Ethan, he's going to talk about the project
16 design of all these elements that I just mentioned. And
17 then I'm going to talk about the budget and schedule,
18 where do we go from here, what's the next steps? And
19 then we'll get into the Q&A.

20 So what we want on the Q&A is just raise
21 your hand, and then we need you to come up to the podium
22 so we can get it -- it's live on TV so we want to get
23 you on TV to ask you questions so the public can also
24 hear it.

25 On the back table, if there are any, and I

1 apologize if there isn't, there's comments cards with
2 self-addressed stamped envelopes. You can fill in other
3 things on that, send it in. It's got my name on the
4 front to the DOT, I'll receive those. My e-mail is on
5 the bottom of the agenda as well, phone number there.
6 So, by all means, reach out to me. This is only going
7 to benefit everybody if I hear everything that's going
8 on and try to come up with a solution with the town to
9 make everything holistic. It's a big change. Whatever
10 we do out there, the traffic pattern is going to change,
11 movements are going to change. Whether it's east, west,
12 north, south, they're all going to change. People are
13 going to find different ways to get through this area.
14 What that is, it's kind of right now in a crystal ball.
15 We've got some updated traffic numbers happening this
16 summer to get more realistic data than the 2018 data
17 that we are now working with because a lot of things
18 have changed since 2018. You know, you throw in COVID
19 -- I think the numbers are starting to come around from
20 prior to COVID to coming back in line so we need those.

21 So with that -- also there is this
22 information sheet back there. It has a lot of
23 information related to the project on there. Again,
24 take it home. If something comes to mind when you read
25 one of those, buy all means, reach out to me or the

1 town.

2 So with that, I'm going to turn it over to
3 Ethan, and he'll walk us down through the design of all
4 these options.

5 MR. FLYNN: Thank you, Ernie.

6 As Ernie said, I am with VHB, the design
7 consult that the department has hired, and I am the
8 project engineer for this project, and I will be walking
9 you through the technical presentation. It's great to
10 see a big crowd here. I appreciate you all coming out.
11 It's good to be post COVID and doing these in real life
12 and seeing real faces again.

13 So this project is a continuation of the
14 North Windham Moves study that concluded in 2022, and
15 our design is based on the recommendation of that study.
16 And as Ernie said, the design right now is about
17 25 percent. So what that means is we took the
18 conceptual plans from the study that were done and we
19 put them on actual 3D survey and just made small
20 modifications at this point to present to you.

21 The purpose of that study was to evaluate,
22 analyze and improve local mobility and accessibility
23 while providing for a -- while providing for safety and
24 mobility along 302 and the Windham downtown district.

25 That study built upon a lot of previous

1 studies, and utilizes a lot of their previous designs
2 and good ideas so you can see a list of the previous
3 studies that were included.

4 The project location that is probably fairly
5 difficult for most folks to see at this scale, but this
6 is 302, left/right down the middle of your screen. This
7 is the River Road end, and then heading north to
8 Raymond. The project limits on 302 will start at River
9 Road and extend north to Whites Bridge. And then on
10 Tandberg Road, the project is going to start down here
11 at the intersection of the new Eastern Connector and
12 extend west through Boody's Corner to Manchester Drive.
13 We're going to be building a new roadway called -- right
14 now we're referring to the East Connector and it's going
15 to start here at the intersection of Dunridge Circle and
16 extending north to the end of Franklin Drive which is
17 here. Franklin Drive is also included in the project.
18 Across from Franklin, there will be a new roadway that
19 we're referring to as the Middle Connector. And then
20 there's Landing Road which that's going to the
21 intersection and is also included in our project. And
22 then Manchester Road itself is included with an
23 extension of Manchester all the way to Whites Bridge,
24 and then Whites Bridge from the termination of the new
25 West Connector/Manchester Road to 302.

1 Ernie kind of went through this already, but
2 you can see the total mileage of each segment on your
3 screen. It adds up to a total of about 4.8 miles.

4 One of the big aspects of this project is
5 safety, and on your screen you'll see the existing high
6 crash locations. The department defines a high crash
7 location as eight or more crashes in a three-year period
8 and a critical rate factor of over one. And what that
9 last part means, if you're not a traffic engineer, is
10 basically is that location above average? For instance,
11 302 is a four-lane highway, they compare it to other
12 four-lane highways with a similar amount of traffic, and
13 are we seeing more accidents than we expect there?

14 On 302, this red line is the locations that
15 are deemed a high-crash location. A lot of these have
16 to do with left turns, left turns from 302 into a
17 commercial entrance, left turns out of a commercial
18 entrance onto 302 or someone waiting to make a left turn
19 and getting rear-ended.

20 The intersection of Abby Road and Tanberg is
21 a high crash location, and these just have to do with
22 turning movements in and out of Abby Road, having to do
23 with the queue from 302 backing up through that
24 intersection and obscuring sight lines.

25 There is a fair amount -- the intersection

1 of 302 and Tanberg is also a high crash location. A lot
2 of rear ends at that location. And the patterns there
3 are just -- basically reflect an intersection that's at
4 capacity.

5 And then the intersection of Manchester and
6 Tanberg is the third high crash location intersection,
7 and those intersections have to do with rear ends and
8 left turns in and out of Manchester.

9 On your screen now you'll see some circles.
10 These circles are all the signalized intersections that
11 are included in the project. The red ones are existing
12 signalized intersections along 302, and the two blue
13 ones here are new signals that will be added, one at the
14 intersection of Manchester and Tanberg, and the other
15 one at the intersection of Tanberg and the new Eastern
16 Connector.

17 All of these intersections will be upgraded
18 to adaptive signals which means that there will be some
19 communication between them and they'll be adaptive as
20 the traffic patterns change and they'll also have
21 preemption with emergency service vehicles.

22 The colored lines for the various roadways,
23 the green lines denote the areas where we are milling
24 the pavement surface and then re-paving it. In addition
25 to that, there will be sidewalk improvements, drainage

1 improvements, adding some raised medians in some
2 locations. The red locations are new roadways.

3 Now on your screen, you'll see some blue
4 areas. The blue areas are where we're adding new
5 sidewalk, and the red areas are areas where we're going
6 to be adding new shared-use path. The shared-use path
7 will be a 10-foot paved path for bikes and peds.

8 So along Manchester, we're going to be
9 adding a new shared use path on the south side of Whites
10 Bridge along the Middle Connector and Franklin Drive and
11 the Eastern Connector.

12 One area that's not depicted here is this
13 small section of Landing Road, and we'll be adding a
14 stretch of shared use path at that location as well.

15 So when this project is done, there will be
16 ped facilities on both sides of each street, either a
17 sidewalk or a shared-use path with the exception of
18 Whites Bridge, we'll just have a shared-use path on the
19 south side and nothing on the north said, and Landing
20 Road which has some existing sidewalk, and then we'll be
21 adding the new 10-foot shared use path between the new
22 Middle Connector and Manchester Drive.

23 So now I'm going to start zooming in a
24 little more and going through segment by segment. So on
25 your screen now, you'll see the first section of 302

1 from River Road to the intersection of Tanberg. The
2 colors on the screen, you will see a lighter yellow.
3 This denotes where we're going to be milling the
4 existing pavement, overlaying it. When you see a deeper
5 yellow, that means that we're either reconstructing the
6 roadway, building a new roadway or taking the pavement
7 down to gravel.

8 Route 302 is going to be composed of 11-foot
9 travel lanes and a 3-foot shoulder. In this section
10 here, we are going to be widening on the east side of
11 the road, adding an additional lane and converting the
12 middle lane to a continuous two-way left turn lane to
13 allow pockets for folks to make left turns.

14 We'll be constructing a new 5-foot sidewalk
15 on the west side of the road where a sidewalk doesn't
16 exist today, and we'll be reconstructing the existing
17 sidewalk on the east side of the road.

18 In this section here, we're going to be
19 adding a small stretch of retraining wall. Adjacent to
20 the Stockhouse parking lot, and that's to allow for the
21 grading with the additional widening for the additional
22 lane without impacting the parking lot there. And then
23 you'll also see that we're adding new raised median
24 that's going to extend back from 302 to the area around
25 Amato's and Windham Rental.

1 Moving ahead, now on the screen, you'll see
2 the intersection of 302 from Tanberg to Franklin Drive.
3 Once again, this area of the road will be a mill and
4 overlay will be 11-foot travel ways and 3-foot
5 shoulders. Again, we're going to be adding new -- a
6 5-foot sidewalk on the west side of the street and
7 reconstructing the 5-foot sidewalk on the west side of
8 the street.

9 Throughout this whole segment on the screen,
10 we'll be adding new raised medians that at their
11 narrowest will be about four feet wide, and at their
12 widest will probably be about 16 feet wide, and that's
13 to prevent a lot of left-turn movements that are causing
14 the accidents there.

15 In addition to that, at the intersection of
16 Franklin, you will see we're going to be removing the
17 right-turn slip lane and adding a bus-stop pocket there.

18 Now, for the last section of Route 302, this
19 is from Franklin to Whites Bridge. Again, it's going to
20 be 11-foot travel lanes. In this section, the shoulders
21 vary a little bit into the 3- to 4-foot range. Again,
22 we're going to be adding new sidewalk on the west side
23 of the road and reconstructing sidewalk on the right
24 side of the road, the east side of the road.

25 Moving on, this is Manchester Road, slash,

1 the West Connector. This is the section that exists
2 today from Tanberg to Lowe's. This section will be a
3 mill and overlay. It will be 11-foot travel lanes and
4 5-foot shoulders. The road is actually going to be
5 narrowed slightly, the shoulders out there existing are
6 a little wider than five feet. And we're going to be
7 adding a new 5-foot sidewalk on one side, and a 10-foot
8 shared use path on the opposite side of the street, and
9 these will be separated from the roadway with a 6-foot
10 esplanade. And as previously stated, there will be a
11 new signal here at the beginning, at the intersection of
12 Manchester and Tanberg.

13 Here is the second half of the West
14 Connector which is going to be an extension of new
15 roadway at the end of where Manchester ends today,
16 extending all the way to Whites Bridge Road. So there
17 is where Manchester ends today, and we're going to be
18 extending it, and it's going to have an S curve where
19 it's going to be coming into the CMP right-of-way power
20 corridor.

21 There's going to be connections to Trails
22 End Road. Trails End Road is right here, existing at --
23 it makes its own S curve here. We're going to be adding
24 connectivity at this location and at this location, and
25 then also adding an entrance to get to the parcel at

1 this location. Again, there's going to be a 5-foot
2 sidewalk on one side of the road, and a 10-foot shared
3 use path on the opposite, and those will be separated by
4 6-foot esplanades.

5 Swapping over to the other side of 302, this
6 is the East Connector. This will be a brand new
7 roadway. Again, it's going to be 11-foot travel way,
8 5-foot shoulders. There will be a 5-foot sidewalk on
9 one side, and a 10-foot shared use path on the other.
10 Again, separated by a 6-foot esplanade.

11 There will be a new signal at the
12 intersection of Tanberg. There will be a new
13 intersection with Sandbar Road. The plan right now is
14 for Sandbar to have a stop condition on either end, and
15 the East Connector itself will have a thru movement.

16 We are going to realign Veteran Memorial
17 Drive. You can see the existing alignment here, and
18 we're going to realign it to better connect to the
19 existing parking lot.

20 Now on the screen, you'll see the stretch of
21 Franklin Drive and the Middle Connector. For the Middle
22 Connector shown here, we're going to raise the Eagle
23 Sushi and Steakhouse to provide for the new construction
24 of this roadway. The Middle Connector, again, will be
25 11-foot travel ways, 5-foot shoulders. It will have a

1 5-foot sidewalk on one side, and a 10-foot shared-use
2 path on the other, again separated by 6-foot esplanades.
3 This will be a new leg to the existing signal at
4 Franklin Drive, and there will also be a new
5 intersection at the other end of Middle Road as it
6 connects to Landing Road.

7 Franklin Drive will be a mill and overlay,
8 11-foot travel ways, 3-foot shoulders, but we're still
9 going to have the 5-foot sidewalk and 10-foot shared use
10 path separated by a 6-foot esplanade on each side.

11 Now looking at Tanberg Trail, this is on the
12 west side. This is Manchester Road on the left side of
13 your screen, 302 on the right side. This section of
14 Tanberg will be 11-foot travel ways, 8-foot shoulders.
15 We're going to be constructing a new 5-foot sidewalk on
16 the south side, and you'll see the new raised median at
17 the intersection of 302 extending back.

18 Swapping over to the other side of Tanberg
19 on the east side, this will be a mill and overlay as
20 well. This is the intersection of 302. This is the new
21 East Connector on this end. This will be 11-foot travel
22 ways, 6-foot shoulders. Again, we're going to be adding
23 a new 5-foot sidewalk on the south side of the roadway
24 and adding a new raised median at the intersection of
25 302.

1 Looking at Whites Bridge, this is the end of
2 the West Connector, slash, the Manchester Road
3 extension. This is 302 on the right side of your
4 screen. Manchester Road will receive a mill and
5 overlay. It will be 11-foot travel ways, 5-foot
6 shoulders, and we're going to be adding a 10-foot shared
7 use path on the south side of the roadway but no
8 sidewalk on the north side. We will also be widening
9 the road in the area of the West Corrector to provide
10 for a left turn lane turning onto the West Connector.

11 Stepping through the intersections now, you
12 will see the intersection of River Road and 302. As I
13 stated before, all of these existing signalized
14 intersections will be upgraded to adaptive signals with
15 emergency vehicle preemption. There is -- beyond that
16 for this intersection, there's going to be no
17 significant changes to the pattern out there today.

18 Here is the intersection of 302 and Tanberg.
19 The signal, again, will be updated to be an adaptive
20 signal. You will see the dark yellow on the screen. In
21 this area, we're going to take the pavement down to
22 gravel, and the reason for that is that the DOT has seen
23 distressed pavement with the large volume of traffic,
24 just deformations in the pavement, wheel rutting with
25 the start and stop traffic. You will also see that we

1 will be adding raised medians on all four legs of this
2 intersection.

3 Here is the intersection of 302 and Landing
4 Road. Again, you'll see the new raised medians on Route
5 302 running left to right. We're going to be removing
6 the right turn slip lane we'll be -- this lane here will
7 be a through right lane. So that lane now will be the
8 lane used to make the right turn into the Windham mall.

9 Here is the intersection of 302, Franklin
10 Drive and Middle Connector. The Middle Connector will
11 be a new fourth leg of the intersection. Here you see
12 Eagle Sushi and Steakhouse. That will be demolished to
13 make way for this new roadway. You will also see the
14 new shared-use path coming down Franklin Drive and
15 connecting to the shared use path on the Middle
16 Connector. Those will also connect to the East and West
17 connectors further off the screen.

18 Again, you will see the new raised median on
19 302, and the Middle Connector itself will have a raised
20 median.

21 Here is the intersection of Whites Bridge --
22 excuse me, Route 302 and Whites Bridge. This signal
23 will be updated to be an adaptive signal as well. And,
24 again, you can see here that the new shared use path on
25 the south side of Whites Bridge that will run between

1 302 and connect into the shared-use path on the West
2 Connector.

3 Here is the intersection of the Tanberg
4 trail and the West Connector. This will be a new signal
5 location. It's currently not signalized today. This is
6 the West Connector here. This is Tanberg Trail here.
7 You can see the new shared use path on the West
8 Connector, sidewalk on the opposite side, and we'll be
9 constructing sidewalk on the south side of Tanberg and
10 reconstructing the sidewalk here. And we're doing that
11 because we're widening out Tanberg to make way for a
12 right-turn lane into Manchester/West Connector.

13 And finally here's the last signalized
14 intersection. This is, again, a new signalized
15 intersection. This is the East Connector here. This is
16 Tanberg Trail. This is Dunridge Circle which would be
17 the fourth lane of the intersection. The Eastern
18 Connector will have a raised median for the first couple
19 hundred feet, and you can see the new shared use path on
20 the East Connector and sidewalk on the opposite side.

21 So just to summarize, all of these new
22 intersections, again, will be interconnected with
23 adaptive control so we'll see some boost to efficiencies
24 there. They'll be new pedestrian push buttons at all of
25 these intersections to facilitate peds crossing the

1 intersection, and all the crossings will be upgraded to
2 be ADA compliant.

3 And with that, I'll turn it back over to
4 Ernie to talk about the project schedule.

5 MR. MARTIN: Okay, thanks, Ethan.

6 So within that packet out back there with
7 all the information on it, we also have a detailed
8 schedule for you. So tonight, here we are at our
9 preliminary public meeting. We're also at draft
10 preliminary design of the project, that 25 percent that
11 we've been talking about. So what's next? We've taken
12 a lot of comments already, a lot of good comments, we'll
13 hear some more here in a minute. We'll go back to the
14 drawing board, we'll go back together internally, DOT,
15 VHB and the town, talk about some of these comments, see
16 if we can implement some or change things to modify the
17 current design you see to make things a little bit
18 better.

19 So where do we go after that? After that,
20 we have what they call a draft design report where we
21 start implementing a little more design aspects in the
22 project, the geo tech information, the utility
23 information. Along with the utility information,
24 there's a separate project going on right now through
25 Portland Water with that waste water treatment facility.

1 We have to dive in with them, get a little more details
2 on what their intentions are with the project, working
3 with the town to make sure whatever we do kind of
4 coincides with what their needs are out there in the
5 road or external of the road just to make sure we're not
6 doing too much to property owners independently. We
7 went to work together to make sure we do it once and
8 once only. So we're going to be diving into that a
9 little bit further moving forward as well. So we're
10 going to get to that draft final PDR. So then you're
11 gonna see us again. Right now on the schedule, we're
12 looking at trying to get back here February of '25. I
13 think it's doable.

14 As you can see, there is a whole lot of work
15 associated with this project. Again, part of that,
16 there's a list of stuff that's associated with what
17 we're doing. There's a lot of elements that we haven't
18 touched upon tonight that we're going to dive into to
19 come a little clearer and a little more precise in the
20 information that we give you moving forward.

21 So from there, with a RAISE grant, we have
22 obligation dates. A RAISE grant, if you're not familiar
23 with those, it came from Senator Collins and Senator
24 King. They basically pushed forward with this
25 application to get it funded for us so we appreciate

1 that. The other side of that coin, they come with
2 delivery expectations. So we have three years to
3 deliver it which means I'm going to try to advertise
4 this thing by October of '27. It seems like a long ways
5 away, it is, but there is a lot of work that we still
6 have to do in that three-year period, and the right of
7 way aspect is a big key there, as well as the
8 environmental piece. There is a section in that handout
9 that talks about the environmental process that we have
10 to go through. It's pretty laborious just to get
11 answers on some of the impacts that we are instituting
12 out there.

13 So with that, the constructability, that's a
14 whole other dynamic. We'll have that final public
15 meeting in February, March of next year, and then we'll
16 probably come back at least one more time to talk about
17 that constructability, how are we gonna roll this out to
18 the public and how are these segments gonna get built,
19 what are we thinking? Again, that's another challenge
20 on how do we build it without disrupting, No. 1, the
21 people that live there and the traffic that travels
22 through and visits. So that's another element that we
23 have to worry about. So looking at a completion of June
24 of 2030, I think that's achievable. Looking at it in
25 theory, I see the connector roads being built first.

1 That way once they're complete, traffic can be diverted
2 to the side roads. We might need one or two lanes of
3 that 302 segment to not allow or not to have nighttime
4 work. I think daytime is probably the better way to go
5 out there.

6 As Bob kind of alluded to on the funding,
7 that RAISE grant is \$25 million of federal dollars, and
8 then there's state and local of 3.11 -- 3.125 million
9 share. So a pretty good deal all the way around for
10 both the town and the state to get that free money to
11 improve all of our infrastructure that's involved here
12 which is a lot.

13 So with that, what I'll do is I'll turn it
14 over to Q&A. I'm going to step away from the podium.

15 If you want, one person at a time. It would
16 probably be best to start a line in the middle, and come
17 out one after the other, ask your question. If we can
18 answer it, we'll certainly do so. Thank you.

19 MR. CIANCHETTE: Hi there, I'm Ken
20 Cianchette, I'm a resident in the town and I own a
21 business on 302. I have two reasons to be up here. The
22 first is personally. Obviously I'm one of the property
23 owners that the project is looking at acquiring with the
24 Middle Connector Road. I own Erik's Church which is a
25 restaurant right there on 302 right across from

1 Franklin.

2 I appreciate Barry Tibbetts and Bob and
3 Ernie and everybody. I know you guys have had a lot of
4 conversations. I know that probably the Middle
5 Connector Road has the most disruption, obviously, to
6 already developed parcels. And I appreciate you guys.
7 It sounds pretty promising that you guys are trying to
8 rework it to have the best use of the land. On behalf
9 of myself, I appreciate it. It reminds me of basically
10 Anglers Road that WEDC did a few years ago, and they did
11 a great job kind of working with the property owners to
12 make sure that they improved the safety and traffic and
13 worked with the property owners to improve their lands
14 too so that was better use and fit. So definitely I'm
15 out here in support of the project from my perspective,
16 obviously so long as we're moving in good faith and I
17 believe we are which is great. So thank you guys for
18 that, I appreciate that.

19 The second half of why I am here tonight is
20 Robin Mullins, and I don't look as good as Robin
21 Mullins, but unfortunately she had to take off so --
22 Robin is the president of our Chamber of Commerce
23 locally. She had to take off, unfortunately, but she
24 just wanted me to speak on behalf of the Chamber and the
25 concerns of the Chamber to make sure that it was --

1 everybody is aware that effectively the biggest concern
2 that the Chamber has for the small businesses is the
3 median obviously going right down 302. I think the
4 concern by the businesses is it would look like North
5 Boston Route 1 where you can only go one way and you
6 can't get across the road. Obviously in our district
7 and in our town here we are beholden to the seasonality
8 of it and so we need to make sure that we preserve those
9 businesses by ensuring that they don't lose sales
10 unfortunately. If people can't get easily to one of
11 these business, then there is a potential discouraged
12 motorist and they'll just go to the next one or they'll
13 just say forget it and just not get that ice cream at
14 Dairy Queen or they won't get their coffee at Dunkin' or
15 whatever the case may be. That's definitely a big
16 concern. It sounds like with the workshop earlier that
17 there's definitely a lot of plans going in place to look
18 at like U-turns and stuff like that. So I definitely
19 would say on behalf of the small businesses, we
20 recognize that definitely 302 needs improvements to the
21 traffic, totally on board with that. It's a matter of
22 making sure that we're doing it not at the cost of the
23 small businesses at this town that really kind of make
24 it the special place it is. So with that, I thank you
25 guys and I just wanted to put that out there, and I

1 appreciate your time tonight. Thank you.

2 MR. GIGUERE: Hey there, my name is Mark
3 Giguere, and my brother and I own three commercial
4 buildings at 765 Roosevelt Trail. The Planet Fitness
5 building, the post office building and the U.S. Cellular
6 building.

7 I have a couple of comments and some
8 questions for you, but thank you for tackling the
9 problem. It's got to be solved. There are a few things
10 that I might share with you. What -- when you guys look
11 at -- the sidewalk width is, what, five feet on each
12 side on 302? Okay. Why are we encouraging pedestrian
13 traffic on that safety corridor problem? I don't know
14 who can take that question, but it seems like instead of
15 putting these barriers in for the small businesses, it
16 would be better to have a turning lane and eat that
17 sidewalk width for a turning lane down the middle,
18 assess how that turning lane works when it comes to
19 crashes. And then if it's still a problem, well the
20 barriers can go in after. But once you put these
21 barriers in, trying to take them out to put in a turning
22 lane is a problem. And from our perspective, we have
23 one of the lights on 302 that dumps into our parking
24 lot. And so what happens right now from Abby Road is
25 you get major cut-through from 115, through Abby, racing

1 down that strip in front of the post office and then up
2 along Lighthouse to get to that light. What you're
3 going to do by putting these barriers in is you are
4 going to push a ton of traffic into our parking lot
5 because if you want to get to Aubuchon or Busy Bee or
6 the restaurants or the furniture store, you're going to
7 have to take a left on that light which is going to back
8 up traffic in our parking lot. You know, you're going
9 to force people like Eric and I to take actions within
10 our parking lot which could potentially disrupt how
11 traffic works on 302 because we have obligations to the
12 people that are paying -- our tenants that are paying us
13 rent for small businesses to make it work for them.
14 They want an efficient parking lot, they want efficient
15 parking, they want their customers to be able to come in
16 and enjoy the space that's there. And so when you push
17 that additional traffic into our lot -- I could say if I
18 were Dairy Queen or I were KFC, it's a death knell for
19 those businesses, they're in trouble. I know they had
20 reached out to us and they said -- to Eric and said, can
21 you take up those Jersey barriers between Planet Fitness
22 and our businesses so our traffic can come through
23 there? But the problem for us is we do that, and then
24 we're incurring the problem -- you're just taking the
25 problems that are on 302 and you're putting it into our

1 parking lot. And so safety concerns that are out on the
2 road now come into a heavily congested shopping center.
3 So I would ask you to think about that.

4 And, you know, some roads, they shouldn't be
5 pedestrian friendly. I don't think that safety corridor
6 should be pedestrian friendly. If you want to get
7 pedestrian friendly, definitely do it with the
8 connectors because there's going to be less traffic
9 running along there. But making that pedestrian
10 friendly and adding crosswalks in there, I think you're
11 making it worse and you're probably going to compound
12 the problems for pedestrians, for pedestrian/car impact.

13 So when we think about these bypasses, so
14 for locals, the connector that goes from Tanberg trail
15 up Franklin is a no brainer. That makes a whole bunch
16 of sense. But if the goal for this project is also to
17 ease traffic in through that corridor, for locals,
18 punching the connector -- instead of paying for the road
19 that goes from I think it's Landing Road all the way out
20 to Whites Bridge, the money would seem to me to be spent
21 better taking the connector all the way up from Tanberg
22 Trail to River Road to let the locals get off on River
23 Road, bypass all that traffic on Route 302, especially
24 Lakes Region traffic, right? I mean you guys know what
25 it's like on Friday, on a Friday evening, right?

1 Thursday, Friday, Saturday evenings trying to get up
2 through 302 is a nightmare. And what would alleviate a
3 lot -- if you're looking for a quality of life for the
4 residents of Windham and for the residents of Raymond
5 and beyond, I mean that's -- that kind of seems like a
6 no-brainer to me.

7 Bus stop: Was the bus stop that I heard --
8 was that -- do we have -- is that for our school busses
9 or is that for bus service? Anyone?

10 MR. FLYNN: Was that a location called out
11 in the study, Bob? I don't know.

12 MR. GIGUERE: Do we have bus service like
13 Portland does, or is that for school busses?

14 MR. GRANDE: That's for bus service that
15 goes through, all the way to Naples.

16 MR. GIGUERE: So I'd say the last thing is,
17 I know this is hard sitting here because we're all
18 impacted by this in some way, shape or form, and it's
19 hard -- I know you guys have worked hard on trying to
20 solve the problem. And, again, I'd like to say that
21 thank you, it does need to be solved and it does need to
22 be tackled. I feel like a solution to this would be to
23 eliminate the sidewalks, put a turning lane down the
24 middle. You get the extra footage for that by
25 eliminating the sidewalks, not making it pedestrian

1 friendly and assessing down the road, are we still
2 having these problems? Are we still getting these
3 rear-end accidents, and is the safety still a concern?
4 Because once we put in these barriers, there's no going
5 back. We own them, we're stuck with them, and right
6 now, the small business -- and the gentleman that spoke
7 before me, you're really going to impact these
8 businesses in a way that is not user friendly for them.
9 We are -- Windham is the Lakes Region place to shop,
10 right, so we're it. This is where people come, and this
11 isn't business friendly in any way, shape or form. It's
12 business prevention is what's going to happen. I fear
13 for that, and that's all I have to say. Thank you.

14 MS. LeVASSEUR: Good evening, Ingrid
15 LeVasseur.

16 So my thought was 302 is too congested. And
17 now you have these two connectors or whatever you call
18 them, east and west, and that should be taking away a
19 certain percentage of the traffic on 302. I assume
20 that's the math. So if it's taking away -- let's say
21 each one reduces the traffic on 302 by 15 percent or
22 20 percent. So if each one reduces it by 15 percent,
23 then that's a total reduction of 30 percent or
24 potentially 40 percent. So if you're reducing the
25 traffic on 302 by 30 or maybe 40 percent, have you done

1 the math on that, what does like -- would that now make
2 it safer by having less cars traveling on 302 so that
3 you might not need the barriers that prevent the
4 left-hand turn?

5 Thank you.

6 MR. NAPOLITANO: Hello everybody, I'm Steve
7 Napolitano, I'm a resident of Windham. I also own a
8 business in Windham which is Dairy Queen.

9 I appreciate all the effort that has taken
10 place, I appreciate the DOT to be here tonight.

11 I do believe that the goal is to try to make
12 North Windham better, okay? Fair enough. I'm going to
13 try to be as diplomatic as the previous people talking
14 and I'll do my best.

15 Can someone explain to me the definition
16 between or the difference between the definitions of a
17 bypass and an access road?

18 MR. FLYNN: Generally an access road is
19 providing access to whatever it's intended to provide
20 access to, and a bypass is a route around a more
21 congested area.

22 MR. NAPOLITANO: Okay. So is there a
23 restriction on an access road or a bypass? Which has
24 more restrictions?

25 MR. FLYNN: I don't know if the roads are

1 classified in that manner.

2 MR. MARTIN: When it comes down to the
3 access roads -- you know, the other thing here, the East
4 Side, West Side Connector roads, they're now going to
5 become local roads.

6 MR. NAPOLITANO: Okay.

7 MR. MARTIN: The state is not responsible
8 for access management. That's something that we have
9 been in discussions with the town. They understand that
10 when they put these access roads in, the uses are going
11 to change -- could change. I don't know what type their
12 ordinance is today, but you've got residential,
13 multiuse, commercial and beyond, different types of
14 applications out there that could be -- could be
15 adopted. So that's something that the town's going to
16 have to manage once these get implemented. I don't
17 think there is any answer to that question right now.
18 It will be as we make our way down through design and
19 towards the end of design, I'm sure the town will have a
20 plan in place to come up with probably a better answer
21 to your question.

22 MR. NAPOLITANO: Okay. So like a meeting I
23 attended January 2022, was thrown around the word --
24 bypass was thrown around a lot, and the goal was to
25 alleviate traffic. So the bypass in North Conway, it's

1 a bypass. Do you see anything built up there? No. The
2 one in Gray, that's bypass. Other than solar panels,
3 right? So it's to push traffic along. That is not
4 happening in this project whatsoever. We're spending
5 millions of dollars here, and then the town is going to
6 take on the burden of maintaining all of that, okay?

7 I get really scared when I start seeing
8 eminent domain where businesses are taken away because
9 it can happen to any of us at any time. I heard
10 "demolished," "raised," "Eagle Sushi." I don't own
11 Eagle Sushi, it's not my fight, but it still is a
12 concern so the town took it. Is that fair enough to
13 say?

14 MR. MARTIN: No, we haven't gone down that
15 path yet. That's something that we haven't dove into
16 yet.

17 MR. NAPOLITANO: So in that meeting, January
18 2022, a counselor said there is nothing going on in that
19 business, that should be no problem, okay? So people
20 can go back and watch that meeting. So, yeah, that is a
21 concern because that's power that I feel is abused.

22 The Maine Department -- sorry, the study
23 that was done at Boody's Corner where you mentioned nine
24 accidents, I believe that was -- it said a three-year
25 period, but it was really -- the numbers were coming

1 from the lockdown. I saw the traffic. It was insane.
2 I've never seen anything like it. It's easy to take the
3 statistics and then go after what you want to accomplish
4 and create what -- when I went to a meeting several
5 years ago when this whole project started in the little
6 meeting house room and the theme was to build a main
7 street to be proud of. The goal was to slow down
8 traffic and -- I got free pizza that night. And that's
9 really what's happening is we're creating access roads,
10 we're going to build up businesses, apartments, bike
11 lanes and we're going to slow down traffic. You know,
12 in that meeting back in January 2022, they're talking
13 about traffic down from Gray, it's gonna that bypass and
14 it's gonna take away traffic from Route 302. I don't
15 think that's really the case here. I think we're
16 building a little city. And if that's what you guys
17 want, I believe in transparency, just put it out that
18 way. I don't see how emergency vehicles are gonna be
19 better coming through Boody's Corner. I mean it's tough
20 right now for them to get through, and then you're gonna
21 constrict it even more. That is a major concern.

22 I do have a question on the telephone poles
23 and the sidewalks. They do need to be repaired. Right
24 now a lot of them are in the middle. So it does make it
25 hard for people to go through. Is that going to be

1 fixed?

2 MR. FLYNN: Yeah, utility coordination will
3 be a part of this project. I don't have an answer for
4 you at this point, it is still pretty early on, but
5 yeah. The department policy is to provide at least a
6 4-foot clear width at a pinch point.

7 MR. NAPOLITANO: Okay, is it going to go
8 back onto people's property or --

9 MR. FLYNN: That's something we will have to
10 coordinate.

11 MR. NAPOLITANO: Okay. When I mentioned the
12 race tracks -- delivery trucks come in through. Not
13 every businesses is open at the same time. Businesses
14 don't go one at a time, at a time, at a time. They go
15 when people are in there, and there's gonna be tracks
16 going in. They're going to go all the way down to
17 Lowe's, come around. Or Home Depot, you know, go
18 around. And you're just gonna create way more
19 commercial traffic in the area. And I just don't think
20 it was well thought out. And in the morning, traffic
21 usually just goes to Portland so it's easier for the
22 commercial vehicles to go in. So a raised median strip
23 is going to cause a problem. If you had it lower where
24 trucks could go over it, 18 wheelers can -- you know,
25 they can make the turns. I think if you're going to do

1 that, I think that would be a better option, okay? I'm
2 just trying to offer a solution.

3 Also back in January 2022 as mentioned, why
4 not do a test and put signs up so no left turn from, I
5 don't know, 4 to 6 p.m., on certain businesses that you
6 have concerns of. I offered to do it. I didn't hear
7 anything for the last two plus years about that because
8 it started to look like there was something a little bit
9 more here. I remember talking to a counselor about this
10 project, and I was told that "this project is happening,
11 we need the money, the DOT said we have to fix the
12 problem at Boody's Corner. If we don't do that, we
13 don't get the money." Now, I'm going to ask the DOT, is
14 that true? Is it contingent on fixing Boody's Corner?

15 MR. MARTIN: No. The contingency I think
16 from DOT in general was fixing 302 in general. I don't
17 think there was any threats or say, well, if you don't
18 do this, we're not doing it. It was a collective effort
19 on this grant application, we did it together with the
20 town in the best interest of everybody. I know
21 everybody is not happy, I know it's not going to make
22 everybody happy but the global project is going to be a
23 huge improvement to this town.

24 MR. NAPOLITANO: So I was given incorrect
25 information. Thank you by the way, I appreciate that.

1 So we're going to have Metro, that was also
2 talked about in that meeting which was touched upon. So
3 we're going to have buses so that's going to slow things
4 down a little bit more.

5 I remember Barry, even before that meeting,
6 we had met that summer, I welcomed you to the town.
7 I've had some really good conversations with you, by the
8 way, and I do have respect for you.

9 We had a conversation. You said you were
10 going to bring a proposal to KFC, Dairy Queen and
11 Cumberland Farms where you were going to offer to have
12 one entrance, and then have some sort of road, based on
13 a project you did in Kennebunk. I still haven't heard
14 from you. I know you're a busy guy. I would like to at
15 least see if that is what you're offering. Is that
16 still on the table?

17 MR. TIBBETTS: Two things. Steve, one, we
18 did have that conversation and it's still on the table.

19 MR. NAPOLITANO: Okay.

20 MR. TIBBETTS: The reason I haven't gotten
21 to you is we really needed to take a look at the bigger
22 picture of what this project might do, and then to
23 evaluate wherever we could make interconnections between
24 those businesses for better access and how that would
25 work. So it's definitely on the table.

1 MR. NAPOLITANO: Okay, and I'm always open
2 to having a conversation with you so thank you.

3 This project is going to devastate my
4 business with the median strips. I'm not a big
5 corporation. We have one store, we are family owned.
6 We employed several people over the years who have been
7 there. Our family has had it since December of '77. We
8 want to stay. And this -- Windham needs to be a little
9 bit more business friendly.

10 Dave, I know you said when we had that
11 conversation, you said you don't shop in Windham, in
12 North Windham, you don't like the traffic. I hope this
13 is going to help you so you can come and shop at our
14 business because I know you haven't been really very
15 business friendly but thank you guys.

16 MR. BURNS: I would like to add one point
17 about that bus pullout because I've heard the Metro
18 mentioned. There is no plan at this time to bring the
19 Metro to the Town of Windham. The bus service that
20 exists in the town is called the RTP and that takes
21 folks -- it's a very small bus, and that takes folks all
22 the way to Bridgton and back. It's been in service for
23 a number of years, and that's the bus location that was
24 described there. So I don't want folks to think that
25 there's a big plan to advance Metro into the town. Not

1 that that's a bad option in the future perhaps, but
2 right now, we're talking about the RTP location. Thank
3 you.

4 MS. HARMON: Good evening, my name is
5 Jennifer Harmon. I spoke with many people tonight about
6 my issue with this project and received many different
7 answers and also heard many other residents had this
8 same concern so I'm going to ask you as a group is it
9 too late to extend this project to do something about
10 Enterprise Drive? We have created a business district
11 town inside there. Many different businesses, many
12 different types of traffic coming in and out including
13 big trucks. There is a turning lane so traffic can get
14 into the middle of the road to turn, but there is very
15 little breaks in traffic so people can get out, and I
16 have seen such scary situations where somebody is coming
17 out from the little strip across the street where Paul's
18 Boutique, the eye doctor, all of those places are. So
19 you've got people that are trying to watch both
20 directions and now they're also trying to watch across
21 from each other, and it is very scary and I know that
22 there are limits to what we can spend on this project,
23 but I think that adding this -- I don't even know the
24 distance, but adding onto our project to take into that
25 safety issue would be so helpful to the residents of

1 Windham that work down there and also all the families
2 that love to go to the Ice Cream Dugout and need to get
3 out of there safely.

4 Go DQ though.

5 Thank you.

6 MR. CODY: Good evening. My name is Roger
7 Cody, I live at 105 Sandbar Road in Windham, and I'm the
8 president of the Sandbar Road Association. I am here on
9 behalf of the 132 residents that live on Sandbar and
10 it's various tributaries that extends from 115 down to
11 Little Sebago Lake.

12 It's pointless for me to sit here and say we
13 don't want this to happen, right? It has its pluses and
14 minuses, but I don't want to get involved in necessarily
15 detailing how it's going to be more hurtful than it will
16 be helpful to the majority of the population that uses
17 the Windham roads.

18 My concern is with the intersection and the
19 upper part of Sandbar between the intersection and 115
20 so my comments are tied to that.

21 The preliminary report showed that there
22 were some 6,000 cars that would be shunted off of 115
23 and go down the East Connector. It was kind of a, you
24 know, a thumb read, an estimate, 14 percent reduction in
25 traffic. And so with that, I'm faced with a situation

1 in trying to ensure the safety of the folks that live
2 particularly in that section of the road, from the
3 intersection where it crosses Sandbar to the upper end,
4 up to 115. And so at this point, there are two stop
5 signs that are going to be at that intersection, right?
6 Both of them are going to stop Sandbar traffic and the
7 through traffic is not going to be stopped. I
8 understand the benefit of doing that, but you're cutting
9 through a residential area, and there has to be some
10 consideration for the folks who live there.

11 In particular, the folks who live on Abby,
12 that is a -- I think it's a 50 plus housing facility,
13 right, condos, and then there's the -- there's Avesta
14 Housing. So a mixed group of folks there. But I do
15 know that out of Avesta, there are folks who are
16 permanently in wheel chairs that wheel the road on a
17 daily basis with their dog and they are going through --
18 with walkers or crutches or they're just doing the best
19 they can to walk on their own, and sometimes that's more
20 steady than some others. So it's a particularly
21 sensitive area. And the reason it's problematic is
22 because the way the connector is being constructed, the
23 gentleman who spoke a couple of folks ago said that the
24 parking lot where the post office is and the Pet
25 Quarters, et cetera, swells with traffic, right? I mean

1 that area breathes depending on the time of day. Today,
2 it's already an area of concern for us that drains that
3 traffic onto Abby Road and through Sandbar to get to 115
4 because nobody wants to deal with the intersection at
5 115 and 302, right? Can't blame them. Can't blame
6 them. But it's problematic that even more traffic is
7 going to be pulled through there now directly off of
8 Sandbar and from Abby. So even more traffic coming down
9 both of those areas to get to the intersection. Not to
10 go home, just to get to the intersection and vice versa.
11 Traffic that's been established around Home Depot and in
12 that area, that's now going home. Folks that don't live
13 on Sandbar or any of the connectors are going to use
14 that intersection to get back to Oak Lane, to get back
15 to Abby Road, to get back to 115 and go home and go
16 toward Gray, right? So they're not going to follow the
17 established path that you've got set up, it's just not
18 going to happen, and it's a problem today. You sit at
19 the intersection of Abby and Sandbar today, just be
20 there 10 minutes, I promise you, you're going to count
21 at least 25 cars that are going through there, and
22 you're going to see various folks, right? In the
23 morning, mid-day and in the evening folks are walking.
24 My wife and I stopped walking that road, we stopped
25 because we got too close to getting clipped. Traffic is

1 too fast and it's not going to be slowed down by the
2 connector. Sandbar traffic is too fast, it's not going
3 to be slowed down by the connector. So what we would
4 propose is a four-way stop at the intersection of
5 Sandbar and the bypass connector.

6 The other problem that I'm seeing is that
7 with the additional traffic that's going to be pulled
8 from 115 and from the shopping plaza that's going to
9 funnel back into Sandbar is that we're a private road.
10 We pay for the cost of repair, and that extra traffic is
11 going to cost our members more money hands down, right?
12 It wasn't built as a turnpike. It was built as a camp
13 road, and it got tarred over. So it hasn't got the kind
14 of base and the kind of thickness in pavement that's
15 going to hold up to this kind of traffic. All that
16 means for us -- we're already dumping 12 to \$15,000 a
17 year into that road just to maintain it the way it is,
18 nothing to do with the problem of soft shoulders and
19 just the additional wear and tear that's going to do
20 that. We gave up the right to limit the traffic on that
21 road when we signed the agreement with the Town of
22 Windham to plow. It was a hell of a tradeoff, I think,
23 especially in light of what's going on right now.

24 The other issue is that we've got future
25 plans for moving the fire station I heard earlier today.

1 That was a good piece of information. Unfortunately,
2 the fastest route to get out from where the new fire
3 station is going to be is going to be to come through
4 the connector that's going to cross Sandbar. Gotta do
5 something to stop people from getting hurt.

6 One of the things that I pooled our members
7 around, I did it last June. We're going to have another
8 meeting this coming June. Do we want to relinquish
9 control of the upper part of Sandbar and turn it over to
10 the town, sale agreement, whatever. There's a
11 right-of-way through there that is tied to us, and then
12 the two sections on each side of it we own. I don't
13 think it's right for the project to push the additional
14 costs that are going to be incurred with the extra
15 traffic onto 132 households, some percentage of which
16 are only seasonal folks, but they pay the same rate, and
17 they only use it for three months out of the year, it's
18 going to cost more. So now I'll be faced with having to
19 jack the rates up which is never a popular thing to do.
20 That's why we had the town plow the road. That's why
21 we've come up with that agreement to avoid a \$30,000 a
22 year cost. So I'd really like to give the group that is
23 going to be going through some of this detail -- and I
24 want to thank you for the connection to get that
25 information off to you, and I'm just going to boil down

1 my notes and send them to you in addition to my contact
2 information. But these are serious considerations for
3 us as an association. Giving up portion of the road,
4 trying to come up with some traffic controls in light of
5 the advantages that are going to come with the bypass.
6 Okay, we give up. Let's make it safe for the folks who
7 live there. They shouldn't have to change how they
8 live. They're in the latter part of their lives. Leave
9 them the hell alone and let -- put some controls in
10 place so that traffic doesn't become dangerous in those
11 areas.

12 So those are the two things. There's a
13 couple other bits and pieces, but I think those are the
14 two biggest considerations that I would like for the
15 group to look at.

16 I would also like to know how to keep in
17 touch. I don't want to wait until 2025 for the next
18 meeting. I would like to know so that I can communicate
19 it back to our group what's being done with these safety
20 issues, ownership of the road, dead ends. You know, how
21 are we going to deal with the influx of traffic and the
22 associated costs? I, for one, don't want to pay the
23 cost, and I don't want folks to pass it on, I don't want
24 to pass it on to them. I don't think it's fair. We're
25 a private road and we pay the price for that. There are

1 some things that aren't available to us from the town as
2 a private road, and so I would really like this not to
3 be another issue that's, well, you're a private road,
4 you're just gonna have to suck it up. That's not right.
5 So let's give that some consideration. And I'd like
6 somebody -- maybe when I send it to you, you can get
7 back to me and let me know how do I keep tabs on these
8 issues so that I can feed it back to our membership.

9 MR. MARTIN: Yeah, also on the agenda, my
10 e-mail is on the bottom of that.

11 MR. CODY: Yup.

12 MR. MARTIN: So you can just send me the
13 e-mail if you want, instead of sending me a card.

14 MR. CODY: Perfect. I'll do that.

15 Thanks very much for all the consideration.

16 MR. MARTIN: Thank you.

17 MR. NADEAU: Ernie, one of the other things
18 that we should probably mention is that we will -- all
19 of the plans that we viewed that were downstairs, we
20 will be making available on the website for the town.
21 So we'll put them on as individual plans so that people
22 can look at those, download them, do whatever you would
23 like to do as PDF files.

24 MR. MARTIN: Yeah, also related to that, I
25 wasn't able to get our website up and running because we

1 have a specific page for the North Windham project in
2 general. So the other thing that you can do, and I'll
3 let everybody know, let the town know, and they can post
4 it on their website with a link. So when you go onto
5 our website, you'll be able to sign up for any details.
6 So if you go on there and sign up for updates, you're
7 going to put your e-mail in there. So any time we
8 update that website, you will get a notification in your
9 inbox that we're updating it. We're not quite there yet
10 and I apologize for not having it ready, but shortly
11 we'll have our website up and running where you can just
12 add comments directly into that website which will come
13 to me.

14 MS. PAULDING: Hi, I'm Greta Paulding and I
15 work for the Town of Windham.

16 When I started here, my whole thing was
17 pedestrian and cyclist infrastructure. This is what I'm
18 here for, this is what I love, and seeing things like
19 this is really, really exciting. However, a lot of
20 people have made really good points. I gotta say,
21 sidewalk -- no sidewalks on 302 has merit.
22 Overcomplicating streets that are supposed to be -- you
23 know, get you from point A to point B, we don't want to
24 create situations where people feel safe and they're not
25 actually safe. And I think -- the connectors are

1 amazing, I love the connectors. I'm curious as to when
2 we're expecting businesses to start coming into those
3 connectors because that's that like small town main
4 street, I think it's kind of what we're pushing for on
5 those connectors, and that's fantastic, but for at least
6 a little while, there's not gonna be much on them. I'm
7 just curious what the timeline is? Are we talking to,
8 you know, people as far as breaking -- I mean that land
9 is privately owned currently, right? So are we breaking
10 that up, are we selling that to different businesses?
11 What's the process there?

12 MR. BURNS: It is all privately owned,
13 right, so it's a free market, right?

14 MS. PAULDING: Yeah.

15 MR. BRUNS: And what I can say, the only
16 thing we have talked about is access restrictions on the
17 collector roads. So the current existing piece of
18 Manchester Drive right now, you can only have an
19 entrance every 300 feet or a hundred yards. That limits
20 the number of curb cuts, if you will, or driveway
21 entrances and should help to limit left-hand turn
22 movements and delays in traffic. So the current
23 standpoint would be to keep that same 300-foot curb cut
24 restriction on all of the collector roads, perhaps with
25 the exception of the Middle Connector as it already has

1 some existing businesses on it. So that's the thought
2 process right now.

3 MS. PAULDING: Okay.

4 Those businesses, just from a walkability
5 standpoint, are we going to have like a buffer zone,
6 like a buffer yard as far as the setback that the
7 businesses -- how close can they be to the road? Are we
8 talking like Freeport, or are we talking like Wal-Mart?

9 MR. BURNS: So the town has an active
10 planning department, right? And Steve Puleo may still
11 be in the audience, he's our director of planning. But
12 any development that goes on will go through the
13 planning process, right? And we'll have to adhere to
14 the town's land use code. Pretty much the whole area is
15 in the C-1 commercial zone so that's a special zoning
16 district that has its own separate requirements for
17 setbacks and buffers so any development would have to
18 adhere to those criteria.

19 MS. PAULDING: Sorry, I have notes. Shared
20 use paths and sidewalks, both fantastic in the summer.
21 What's the plan for them in the winter? Do we plow
22 them? How are we plowing them? What's the maintenance
23 like in general? Do we have the plows for that? Are we
24 getting them?

25 MR. BURNS: Well, they would be maintained

1 in the winter, they would be plowed. Do we have the
2 equipment for that? We have two trackless machines
3 right now, it might warrant the addition of a third.
4 That has to be looked at. As we get further along,
5 we'll make that determination. But, yeah, there's going
6 to definitely be, with the additional miles of
7 infrastructure that the town takes on, there definitely
8 will be more duties that come from it.

9 MS. PAULDING: Okay. The other thing, most
10 of our residents do not live in North Windham. I know
11 we have apartments going in, we have other things, other
12 housing developments that are happening. But my concern
13 is that a lot of this pedestrian and cyclist
14 infrastructure is really great in a space that's kind of
15 an island with this sea of difficult-to-navigate roads,
16 and as someone who bikes a lot in Windham, our other
17 roads are frightening to bike on. And I know that's a
18 process, but is there an idea of next phases? I know
19 Enterprise was brought up, but as far as going south or
20 any sort of things like that, to just make it more
21 available for residents to actually be able to enjoy all
22 of the amenities that we're creating; is there a process
23 for that?

24 MR. BURNS: So I think the question is, are
25 we going to connect to all of these from existing

1 infrastructures.

2 MS. PAULDING: Yes.

3 MR. BURNS: This is, in a lot of ways, an
4 island with pedestrian and bike, right? You know, we
5 don't have sidewalks that extend long distances outside
6 this area. It would be for folks in that area to access
7 that area.

8 MS. PAULDING: Okay.

9 MR. BURNS: So, you know, are there future
10 plans to link up, to bring say the sidewalks in south
11 Windham all the way up to North Windham? No, there
12 aren't plans for that. Honestly, that's an extremely
13 expensive endeavor. So this is more to enhance the
14 mobility for pedestrians and bicyclists in the North
15 Windham area.

16 MS. PAULDING: I believe that was all that I
17 had -- oh, esplanades, I kept hearing 6-foot esplanade.
18 Do we have plans for putting things in the esplanade?
19 Is that just a median? Are we doing planters? Are we
20 doing trees? I don't know, I'm just curious.

21 MR. MARTIN: We haven't really dove into
22 those areas with the town. You know, obviously 6-foot,
23 you could -- you know, 5-foot requirements for trees,
24 tree plantings. We haven't dove into the idea of
25 sidewalk lighting along these connector roads, but

1 that's something that we have to get with the town and
2 iron out.

3 I just wanted to just dovetail on your
4 question about the properties on the connector roads.
5 You know, a lot of the questions that's related to that
6 question can't be answered right now because a lot -- in
7 some ways, we're trying to nail down where exactly those
8 property lines are. When we put those connector roads
9 in, it's based off the study. So a lot of people in the
10 audience had a lot of great comments and questions that
11 are -- were dissecting on those connector roads. Hey,
12 can you push it this way a little bit? Hey, can you
13 push the roadway that way? So some of that stuff is
14 gonna happen because in a lot of cases, we're impacting
15 them already enough. So if there's a way to shift the
16 roadway which I think there are in a few cases, that
17 means we don't leave them with an uneconomic remnant
18 which we have to take the whole thing. I don't see any
19 of that happening out there. I think it's just a matter
20 of massaging things to make it work for all of us.

21 MS. PAULDING: Thank you.

22 MR. PLUMMER: Good evening. I am Gary
23 Plummer. I would like to start by thanking the town
24 officials and DOT for being here, for including us in
25 this conversation.

1 Ernie and I go back at least a dozen years,
2 maybe more. And on the River Road project, I will say
3 Ernie and DOT were very, very responsive to the concerns
4 of citizens.

5 I have also been heavily involved with the
6 covered bridge. And during that whole construction
7 process -- and I see Bob Burns shaking his head. He was
8 very supportive, even before he was in Windham, of the
9 covered bridge. But I have had very, very good response
10 from DOT with the covered bridge.

11 Just a quick story, I check the covered
12 bridge at least once a week for any graffiti or
13 anything. Last summer there was boards nailed on the
14 outside of the bridge to facilitate access to the roof
15 to jump off. Twenty years ago, I might have climbed out
16 there and taken the boards off, but instead I called DOT
17 and within two days, they were removed. So I've had a
18 great relationship.

19 The rotary gardens, we've done gardens at
20 the rotary since 1987, and DOT has been very cooperative
21 in terms of the things that we have needed.

22 I say these things because I'm optimistic
23 that DOT is hearing what's being said tonight.

24 I certainly agree with a lot that's being
25 said. And just as a side note, when I served on the

1 Windham town counsel in the 1970s, one of the major
2 issues at that time was the 302 bypass, to bypass North
3 Windham. It's been a while in coming, but I think it's
4 good that it gets here. It's just a matter of what
5 compromises can be made.

6 I share the concern of the business people.
7 I don't own a business on 302, but I am sometimes forced
8 to drive 302 at times that I'd rather not, and it is a
9 concern. And I guess one of the concerns is, is the
10 process to move people from Westbrook to the lakes
11 region and just get them through Windham, or are we
12 really considering those businesses that are vital to
13 our community? So I share those concerns.

14 I share the concern expressed about the
15 parking lot in the North Windham shopping center. I
16 have a relative who lives in New Marblehead Manor, and
17 frankly if it's between four and six in the afternoon,
18 it's probably easier to cut through Abby Road and the
19 parking lot to get back out onto 302, and a lot of other
20 people are doing that. But there's problems already
21 because if you're the fourth car back, you're blocking
22 traffic at the light from the shopping center onto 302.
23 I hope that will be addressed.

24 The median is a concern that I've heard
25 expressed and I agree with it, but one concern that

1 hasn't been expressed is what happens when there is a
2 crash? I mean we're hoping to cut them back, but we're
3 not going to eliminate them. If there is a crash along
4 that section, what happened with getting traffic through
5 that area? Right now, they can close down lanes in the
6 oncoming lane and direct traffic around it, but I don't
7 think you're going to be able to push people over the
8 median. If you have to go back to Boody's Corner to
9 start diverting people, I just can't imagine what a
10 nightmare that will be. So I am concerned about that,
11 and I hope -- you guys have had a lot of experience
12 dealing with medians in how you deal with that, but that
13 certainly needs to be considered, and we need to be
14 convinced that you've got it under control.

15 Another concern I have, which is in that
16 area, 302 and River Road headed east. You've got that
17 little short lane that goes in front of the old Puffin
18 Stop and the oil change place which become a race track
19 for people that want to get there faster than the people
20 in the straight through lane, and that is a nightmare.
21 I hope that is being addressed in all of this, and
22 actually I would rather see it addressed before 2030 if
23 there is any possibility of addressing that.

24 I do have a couple of concerns on the 302
25 corridor that are not in this section. One of them is,

1 do you have a timeline on the light going in at Albion
2 Road and 302? Because coming out of Albion Road, you
3 take chances, chances I don't like to take, but gotta
4 get out, gotta get there.

5 And then the other one is, I know there has
6 been discussion of major changes at the rotary and
7 foster's corner. I have a personal interest because of
8 flowers there, but also I have an in terms of spending
9 millions of dollars to solve a problem that may not be
10 the problem that some think it is.

11 So I don't know if there's any answers on
12 the timeline for 302 and Albion Road, and also where we
13 stand on Foster's Corner. Thank you.

14 MR. MARTIN: Yeah, I'll look into those two
15 projects for you, Albion Road.

16 The rotary, if we've talked about this, when
17 you go into Google Maps, you know what that rotary is
18 called, don't you? When you go into Google Maps and you
19 look at that rotary, it's call Ernie's Rotary
20 ironically, huh? That was my project as you know, Gary.
21 I'll try to get a timeline for you as to what's going on
22 with those projects.

23 MR. PLUMMER: And I know you have my e-mail.

24 MR. MARTIN: I do have your e-mail.

25 ATTENDEE: And will those other projects

1 also be done like this where the public will have input?

2 MR. MARTIN: Yes, those will be -- they
3 might be more of the virtual-type public hearings
4 though. I'm more of an in-person-type guy because it's
5 more productive for me. Like the open house and this
6 right here, we get more feedback from you who live here
7 which is more valuable to me than watching or answering
8 questions on a computer. But I think these type of
9 projects warrant it. Those will probably be virtual,
10 but I can find out that as well. These type projects.

11 MR. CLARK: Hello, thank you for having me,
12 Ken Clark, Windham. I appreciate the opportunity to
13 speak here. I know all of this stuff is difficult,
14 everything is a balance, and I appreciate the
15 opportunity for input so we can just weigh pros and cons
16 of different aspects of this project which is big.

17 When this all started -- I mean always
18 pictured 302 as the gateway to the lakes, and I think
19 we're trying to bring in a lot of development. We put a
20 lot of apartment buildings down there which, honestly,
21 in my opinion, is certainly contributing to a lot of the
22 congestion, we're just adding to a problem that was
23 already there.

24 And the other thing is when we do have
25 apartment buildings -- and I know there's a challenge

1 trying to find people to live (sic) we know that, but,
2 they also do contribute to higher taxes, less business
3 opportunities for business people in the community. A
4 lot of the businesses I think feel are being priced
5 right out of the market. I have some commercial
6 business, and if I had 15 garages with 1,000 square feet
7 that had a bathroom and an office for local contractors
8 to move into, I'd rent the heck out of them, but there's
9 no place to put them. Down North Windham is just -- if
10 you have 1,000 square feet of commercial space, you can
11 rent it out for about 1,100 bucks. If you've got
12 residential, you get twice as much money for it. So
13 that's what's happening is people are just buying up the
14 residential because the money and the investment is so
15 much greater return. And people, honestly, from out of
16 state are doing it, these other big developers are
17 coming in, and it's crushing the businesses.

18 I also feel that, you know, to put
19 sidewalks -- and some of the sentiments that you guys
20 said here, it's dangerous down there. I mean I think
21 people are gonna be hurt. It was not designed to be a
22 city. I think we're trying to put a square peg in a
23 round hole, trying to make this a nice walk-around area.
24 It's not it. I know years ago, they had the nice
25 picture of Windham downtown, and there was a picture of

1 a dog and one lady on there happy underneath a pine
2 tree. I wouldn't want to walk my dog down there.

3 Also the buildings have gotten real close to
4 the road. I don't think they're attractive, I'm just
5 being honest. I do think they're dangerous. You got
6 pitched roof with sidewalks right there. That doesn't
7 happen. I mean downtown Portland, you can walk to many
8 businesses in a short distance. The way Windham's laid
9 out -- I mean you want to go to Home Depot, get some
10 wood; go to Evergreen, cash your check; go to Subway or
11 Dairy Queen even better, get ice cream. You can't walk
12 that, you know? It's not designed for that. The
13 layout's not there. So I think trying to turn it into a
14 city is just becoming a challenge and, again, it's
15 hurting the local business big time.

16 I'm going to ramble on, folks, bear with me.

17 I noticed in one of the examples here when
18 we had the new apartment buildings next to Tandberg's
19 there, I don't know what was going on, but there was a
20 fire truck right in 302. I don't know if that's because
21 they couldn't access in the apartment building to take
22 care of the person or whatever was going on there, but
23 it literally held up traffic on 302. So, again, these
24 buildings close to the road, esthetically I don't think
25 are real pretty, they're dangerous, we can't use the

1 sidewalks much. You know, for Windham, a lot of time
2 it's hot in the summertime in Maine, and it's cold in
3 the winter. I just don't know how much of this downtown
4 walk-around feel we're gonna get.

5 We also put the ball fields -- it was a
6 great idea when I was thinking about it because we
7 didn't need a lot of fields in town but oh, my gosh, I
8 don't know how many ball fields we're gonna have in
9 North Windham, but if anyone's ever been to Gambo
10 Fields, when they turn teams around -- you've got 11
11 kids on one team. So you've got two teams playing each
12 other, that's 22 people. Then you've got the two other
13 teams coming in, they go play on that field. That's 44
14 people, 44 cars coming in for one ball field. I don't
15 know how many ball fields we're gonna have, but you talk
16 about a congested "thing," I'll use that word -- I mean
17 usually you go to like Cumberland and they've got these
18 ball fields off -- out of town with a nice barn-looking
19 thing with snack bar in it, and it's a great atmosphere.
20 I just -- I'm a little nervous, I guess, to see what
21 these ball fields are gonna bring for congestion
22 downtown when they're up and running. We've got six or
23 seven there, right, at least by Manchester. It's right
24 downtown. I mean it's not gonna help the congestion.
25 That could have been a decent commercial development.

1 So I guess I'm saying some of these things
2 so everyone can really dissect and think about what
3 we're doing before we just go ahead and do it.

4 I do live on Trails End, if you want, call
5 me -- but I've got a right to stand up and think what I
6 -- will help my personal property more importantly, make
7 sure we think we're spending money in a wise way.

8 I do see the benefit of coming straight
9 through and straightening out that intersection where
10 Franklin comes across.

11 I emphasize with the people who own the
12 Sushi. I'm hoping that building can be pushed off and
13 saved and maybe a nice little business corridor could go
14 through there which might potentially bring more
15 business to that area. I think it makes a lot of sense
16 to bring that up and connect it up in front of Lowe's
17 and maybe a little business community can develop out of
18 that and we can have some -- and it's already an
19 impervious service, so it's incredibly inexpensive to
20 develop. And along that same line, if you take like
21 from Pat's Pizza and put a little access road behind
22 Pat's, behind VIP, behind Applebee's and pull that
23 traffic out onto this intersection of this new revised
24 straightened-out intersection, you would get so many
25 left turns taken away trying to head north on 302; do

1 you know what I'm saying? That area from Pat's Pizza --
2 to me -- also, Pat's Pizza is one of the most dangerous
3 corners in town. You got families leaving there, and
4 that sign blocks a lot of the vision. And taking a left
5 out of Pat's Pizza, especially at night in the
6 wintertime when the snowbank is there, very scary. So
7 doing something like this could eliminate that
8 altogether.

9 When I look at traffic patterns, I live on
10 Trails End, there's not a congestion problem on -- from
11 Pat's Pizza down to Whites Bridge. It's just not there.
12 You can drive down there without a problem. There's not
13 congestion. And some people say, well, they're gonna
14 come from Whites Bridge and they want to get to 35.
15 Yeah, they'll do that. That's gonna be a straightaway
16 flying down that back road. I used to have 28 deer in
17 my yard. I'm down to six. I see a few turkeys here and
18 there, but that little section behind Lowe's and that
19 power line is a great place to walk. And the deer will
20 be gone; do you know what I'm saying? This is a balance
21 to keep some nature.

22 I did talk to an environmentalist, and he
23 did quote, "generally speaking, this area is highly
24 developed and I am supportive of any land conversation
25 efforts for the benefit of our natural resources in

1 fish, life and habitats."

2 And, again, with that road going parallel
3 with 302 and Sebago Lake, we're messing with Sebago Lake
4 at this point. We all heard the phosphorous problems on
5 Highland Lake. It's gonna happen. You know, I know we
6 put up these things and we think it's all good and we
7 address that. Why gamble with that? And, again, it's
8 not a high traffic area, it truly is not.

9 How long is that Trails End Road? I asked
10 for the square footage, and I never got an answer to be
11 honest with you. Do you know how long it's gonna be?

12 MR. MARTIN: Which one?

13 MR. CLARK: Manchester to Whites Bridge?

14 MR. MARTIN: What is it, about a half mile,
15 Ethan?

16 MR. CLARK: At least; .79

17 MR. FLYNN: Yeah, its -- it will be
18 approximately a half of a mile.

19 MR. MARTIN: I think the existing one was 4.
20 -- .44 miles, and then the new was .56 miles.

21 MR. CLARK: So half a mile. And, again,
22 it's running parallel with an area that's not congested
23 right now. And I talked to you, I think, Ernie,
24 earlier, and you said, well, a lot of people want to get
25 from Whites Bridge to 115. They can do that just going

1 Standish Neck Road, going around the back. Anyone
2 coming up Whites Bridge and going right is going to
3 North Windham for something, and no one that lives on
4 Whites Bridge Road beyond Whites Bridge is gonna go to
5 North Windham via 35. So I don't believe in that
6 philosophy to be honest with you. I think you're off.
7 I take 35 sometimes even if I'm going to River Road just
8 to go around the outside.

9 So, again, I think there were some points
10 that we can all consider here. And, again, some other
11 people mentioned the monetary aspect of this road.

12 I asked what this cost, Bob, you said \$2
13 million. That can't be right.

14 MR. BURNS: No, let's clarify, Ken.

15 MR. CLARK: Okay.

16 MR. BURNS: That's the half mile we're
17 talking about for the connector piece, right? That's
18 what we were talking about.

19 MR. CLARK: You think that's going to be
20 \$2 million, honestly, to build a half a mile road
21 through three vernal pools --

22 MR. BURNS: We have to see. I was using my
23 data that I had at that time.

24 MR. CLARK: I'll have that guy pave my
25 driveway for me.

1 MR. BURNS: You'd have an awfully good
2 driveway.

3 MR. CLARK: So I'd like to get that square
4 footage price. I've asked you guys for it, I didn't get
5 an answer. I want to know the square footage on this
6 road -- I'm not trying to be a jerk. This is all
7 taxpayer money. Even though you say it's funded, we, in
8 this room, have funded plans in Michigan, other
9 Superfund funds that have been planned somewhere else.
10 This is taxpayer money. And I know by the time I pay my
11 income tax and then I come to the town and I write out
12 my property tax, and then you got your quarterlies to
13 pay -- this United States gets over 50 percent of our
14 income so we've got a right to say how much is being
15 spent here. And just because it's someone else's --
16 it's our money -- it's not, it's our money. So someone
17 mentioned that these projects could -- Enterprise Drive,
18 mentioned that, that is a dangerous section. So let's
19 just, you know, sit back and look. Again, what I'm
20 talking about here I think is going to alleviate a lot
21 of the dangers from Pat's Pizza down. It's going to
22 create a little circle, maybe keep more people in that
23 little business corridor, Shaw's, CVS, in that area, and
24 maybe develop a few little garagedominiums. I'd like to
25 do something like that but, you know, the costs of going

1 through this stuff is a little bit crazy these days.
2 So, anyway, that's all I have to say. Thank you.

3 MR. BURNS: Thanks, Ken.

4 MR. CLARK: Yup.

5 MR. FORTNUM: Hi, I'm Ken Fortnum. I've
6 been a resident on Whites Bridge Road for over 43 years.
7 I like the project, everything is looking good, it's
8 going to help the locals get around a lot better, but
9 it's not going to help the thru traffic much at all.
10 The big problem we have here is when Raymond put in the
11 lights on 302 about 20 years ago. The bottleneck is
12 from Whites Bridge Road up and it backs up right through
13 town. So I was just curious to what kind of studies and
14 PDRs are being done to address that. In my opinion,
15 that needs to be a five-lane section with a center
16 turning lane all the way up to the sheriff's office,
17 past Raymond Beach. That's where the congestion is, and
18 it backs right up through town. Just curious if there's
19 anything in the works for looking at that.

20 MR. MARTIN: There might be now.

21 MR. FORTNUM: Thank you. That's where a big
22 part of the problem is. About 20 years ago, we didn't
23 have this problem.

24 MR. MARTIN: Yeah, I can't speak on that
25 because I don't think that was part of the study that

1 analyzed this. A lot of times when these projects come
2 to light and they get developed, you know, it's kind of
3 like that -- the bike ped and the connectivity question.
4 You know, a lot of times when these projects get
5 developed, like when that signal got put in in Raymond,
6 you know, maybe they didn't look at the whole corridor
7 at that point and said, well, that's going to improve
8 that intersection. Any time you make improvements on
9 these major corridors, it doesn't -- like -- you know,
10 302 gets a lot of traffic.

11 MR. FORTNUM: Sure.

12 MR. MARTIN: It's very highly traveled from
13 Portland all the way to beyond, right? So anytime you
14 make improvements -- like whatever we do here, it's
15 going to create problems in Raymond, it's going to
16 create problems south, east and west. You know, because
17 I know there's been a lot of comments about the
18 mobility, it's not going to help. It is going to help.
19 It's going to help mobility all the way around. It's
20 going to push the mobility from here to these outskirts
21 and cause other problems that are going to create other
22 projects. I know we've talked about what about that
23 project, what about this project? All we can do is
24 focus on one area. And then we'll focus on this area,
25 fix it the best we can, and we're going to create

1 problems around it. You know, so that's just the way we
2 do business these days, I've done a lot of these type of
3 projects and we fix that one and say, well, we've got a
4 problem here. Yup, I understand because we improved
5 this, we just pushed the problem. So it's a constant
6 battle. But I appreciate that comment. I haven't heard
7 that tonight. I'll take a look at what that signal is
8 about and see if we could change the timing.

9 MR. FORTNUM: What I see here is coming in
10 from Portland, coming in from Standish and coming in
11 from Gray, there's gonna be benefits for all of that.
12 But anybody going towards Raymond and Casco, hit bottle
13 necks right there, and it just stalls everything.

14 That's all I got.

15 MR. BURNS: Thank you.

16 MS. WEBER: Hello, I am Heather Weber, I'm
17 representing KBP Foods, your KFC and Taco Bell, thank
18 you very much.

19 Steve pretty much stole a lot of our thunder
20 and my boss couldn't be here today. So our biggest
21 concern would be the median strip. And seeing all the
22 maps -- and the presentation downstairs was wonderful,
23 so thank you guys for that.

24 Seeing all of the maps and how we're already
25 diverting traffic from 302 which, yes, is clearly a

1 mess, clearly something has to be done. Limiting any
2 access to our particular location -- I could get into
3 franchise agreements and what have you.

4 We are a KFC with a Taco Bell connected.
5 Any loss of revenue with Taco Bell sales will
6 automatically cause our brand to decouple which would
7 give you folks in Windham just a KFC. And everybody
8 could say, oh, well, you know, we'll still take KFC,
9 it's great. Personally I have decoupled restaurants
10 before, and unfortunately I had to shut them down within
11 our state. The community wasn't happy, and more
12 importantly, the staff that works and lives in our
13 communities -- it was just gut retching. So basically
14 limiting any access to our location. I'd more want to
15 reconsider seeing how traffic is affected with the
16 bypasses compared to putting in median strips first.

17 That's all I have to say. Thank you.

18 MR. MARTIN: Thank you.

19 MS. HALL: Hi everybody, Beth Hall.

20 We're talking about the commercial zone in
21 North Windham, and I am very confused with what's
22 commercial zone and what's residential zone. So I think
23 with 150 units or whatever being proposed by Shaw's, we
24 don't really know what residential units are supposed to
25 be coming in the future besides that. I guess I'm

1 referring to going back to the RTP bus situation, and I
2 do disagree with sidewalks and a bus transportation
3 pickup or dropoff right there at Boody's Corner. So I
4 would assume that we were gonna need more than that
5 transportation, probably the metro and coming down the
6 road and probably parking lot situations and shopping
7 areas would be where people should be safely getting
8 picked up or dropped off.

9 MS. RICHARDSON: Hi, I'm Tina Richardson, I
10 own 35 Trails End and 55 -- no, 55 Trails End and 32
11 Keeps Way, sorry, which is gonna be the bypass for
12 Whites Bridge, okay? I don't have all the questions of
13 all the local things or not, but I do have a concern
14 because I have a grandchild that's five years old, she's
15 autistic, and that road's gonna be planned to go right
16 directly by our house which scares me half to death.
17 And it's not just my grandchild. There's people that
18 live up on Whites Bridge that that road's going directly
19 by that have children. You know, so to me -- it might
20 not be to you guys, but to me this is a huge danger
21 because she is the type, she has to have quietness. She
22 can't handle chaos so -- and I've fought hard for years,
23 years, to keep that place calm. I've even had cops
24 coming down there because people would come down to 32
25 Keeps Way and vandalize the house that we was trying to

1 build, breaking windows and -- it's just disrespect all
2 the way around. It's finally not like that anymore, and
3 you guys bring that road down through plus sidewalks for
4 people to come, I have these people coming back,
5 disrespecting the property again.

6 I have three fox dens -- we're very big
7 animal lovers. I have three fox dens down there that we
8 love to watch. We have deers (sic) that come walking
9 through the yard just as calm as they can be. We have a
10 Bald Eagle coming through, we have falcons coming
11 through, we have tons of wild turkeys, tons of -- we
12 have the turtles that come and lay their eggs there, and
13 we have always tried to protect them to keep them from
14 getting mushed and stuff. Not important to a lot of
15 people, but very important to us. I don't want the road
16 myself because I don't think that there even needs to be
17 a road down that way. It's not -- it's really not gonna
18 help with the congestion. That's not where the
19 congestion's coming from.

20 I don't know what else to say, and I don't
21 mean to sound mean, honest to God. I'm just a very
22 concerned grandparent, and my granddaughter is the most
23 and main reason I'm saying this. I don't want her in
24 danger in any way and to me, this is causing danger to
25 her.

1 That's all I have to say. Thank you.

2 MR. RICHARDSON: Hello, I'm Wesley
3 Richardson, I'm Tina's eldest son. Her grandchild that
4 she speaks of is my daughter, she's autistic, five years
5 old. She stims a great deal from loud sounds and such.
6 Any traffic noise sets her off all the time. She has to
7 deal with that if she goes to school, out on any therapy
8 that she needs and this, her only safe place to really
9 get away from every day troubles --

10 MS. RICHARDSON: Is home.

11 MR. RICHARDSON: -- is home. This is the
12 only -- her only refuge is to be at home, and I
13 apologize if my voice breaks. This is a very important
14 matter for me, of course. I don't see how this West
15 Connector, specifically, I don't see how that is going
16 to go help with any of the traffic.

17 When we go through there, as my mother
18 stated, we have American Bald Eagles coming through,
19 many -- a lot of wild life, especially turtles that come
20 and lay eggs in the soft sand, especially on the west
21 side of the pole line which is closest to the 32 Keeps
22 Way property.

23 And as we've already -- as she's already
24 spoken for, there is three properties that come through
25 and -- that it goes through three of our properties,

1 especially, and -- sorry folks, this is --

2 MS. RICHARDSON: But we're just disrupting
3 wildlife, our woods, everything.

4 MR. RICHARDSON: And to expand on what Ken
5 was saying as well, it has already over the years
6 disrupted the wildlife that comes through, less and less
7 deer. It's just such a serene place that we've had --
8 fourth -- currently fourth generation taxpayer in this
9 town. Great grandparents, grandparents and parents and
10 it just seems like theft. I apologize if that's --

11 MS. RICHARDSON: It's true.

12 MR. RICHARDSON: -- too much, too strong of
13 a word, but it feels like theft from our family who has
14 dutifully paid taxes in this town and that's about all I
15 have to say on that.

16 Thank you. Thank you for time. And also --
17 I apologize, folks, I would like to thank everybody here
18 because this open mic, this means a lot to us, to me and
19 my mother and the rest of my family who wasn't able to
20 be here. We like to be able to have this open
21 conversation. Thank you.

22 MR. BURNS: Thank you.

23 MR. MARTIN: Thank you.

24 UNIDENTIFIED ATTENDEE: Hi everyone. A
25 couple of comments and questions.

1 The safety data that was brought up there, I
2 heard a lot of references to that, and specifically
3 rear-ends. And for me, the concern for us obviously are
4 the medians that are going to go in. And I'm curious,
5 how does putting a median in there prevent rear-end
6 accidents? T-bones, cutting across two lanes of
7 traffic, I see that, but I don't know how medians
8 actually help that particular issue. So I'm curious
9 about that.

10 Second question is, were there any
11 alternatives to the raised islands that are being
12 proposed there? And if so, what are they? I know we've
13 heard some suggestions out here, but is there anything
14 else out there or is this it?

15 The third question is, so construction is
16 out three years, with the completion six years. The
17 budget is 31 and a half million. We know what's going
18 on with inflation these days. What are the
19 contingencies built into this thing because it would
20 seem like this is going to be way more -- I mean if
21 we've billed this thing out and it's 31 today, 31 and a
22 half today, it's going to be a lot more than that by the
23 time we finish this. So are we prepared for that?
24 Where does that come from? Is it Windham that's going
25 to end up footing that additional bill or is it state?

1 Probably not the feds, right? So it's going to come
2 back on us.

3 And then the last comment would be: The
4 Hannaford slip lane removal was kind of surprising to
5 hear that only because when we're talking about thru
6 traffic, that slip lane helps get into Hannaford and
7 that whole plaza and removing that puts everybody at
8 that light to stop behind people that may be trying to
9 get up, you know, more north bound rather than just
10 sliding into Hannaford and relieving some of the
11 pressure on Route 302. So I was confused by that.

12 That's all I have to say. Thank you.

13 MR. BURNS: Thanks, Eric.

14 MR. HAKIN: Hi, my name is Jay Atkins, I'm a
15 property owner on 302 and I also a resident of Windham.

16 He just -- I want to stress the points he
17 brought up. That slip lane -- that bus stop should be
18 on a connector road. That's so important to everybody,
19 getting everybody off 302.

20 My other big concern is medians. We've been
21 hearing that a lot. I don't have a problem with
22 medians, you just need to add to this project and add
23 some U-turns. We have to be able to turn people around
24 and come back. That has not been addressed here. I
25 brought it up last year, I brought it up tonight.

1 You're gonna just dump -- you're gonna take the problem
2 of 302 traffic and put it in the parking lots.

3 UNIDENTIFIED ATTENDEE: Uh-huh.

4 UNIDENTIFIED ATTENDEE: Uh-huh.

5 UNIDENTIFIED ATTENDEE: Uh-huh.

6 UNIDENTIFIED ATTENDEE: Uh-huh.

7 UNIDENTIFIED ATTENDEE: Uh-huh.

8 UNIDENTIFIED ATTENDEE: Uh-huh.

9 MR. HAKIN: Everybody has brought it up,
10 everybody who lives here knows that. Without a turning
11 lane or a U-turn or a roundabout or something, there's
12 no way to go back and forth on 302 so how far are you
13 going to go?

14 UNIDENTIFIED ATTENDEE: Yeah.

15 MR. HAKIN: Are you going to go to Westbrook
16 to turn around, are you going to go to Raymond? I mean
17 you have not addressed that. It's been brought up over
18 and over. I don't have a problem, put the medians in,
19 stop left-hand turns, give us -- take some other
20 people's land, put in place to have a turnabout, a
21 turnaround so we can come back down 302 the other side.
22 You have to do something to address turning around and
23 coming back, and it's not fair to the people that own
24 the private businesses that you keep talking about.
25 Hannaford is not going to want an extra 4,000 people

1 going in there, turning in their parking lot. Mark
2 Giguere doesn't want it in his parking lot. Shaw's
3 doesn't want it in their parking lot. You're just
4 taking a problem and dumping it on the private
5 landowners on both sides. If it's gonna be a state and
6 it's good for the town, it's good for the state -- we
7 need this to happen, but you've gotta address that one
8 issue, or leave the medians out and let the connector
9 roads do their job, relieve 30 percent of the traffic
10 and leave medians --

11 UNIDENTIFIED ATTENDEE: Uh-huh.

12 MR. HAKIN: -- and let people go the way
13 things are going. That should alleviate -- if you take
14 30 percent of the traffic off 302, you've already done
15 what you wanted to do to stop the rear-ends and stop
16 some of the accidents.

17 UNIDENTIFIED SPEAKER: Right.

18 MR. HAKIN: So you either leave the medians
19 out or leave them in, but give us a place to turn
20 around.

21 That's all I've got to say.

22 MR. MARTIN: Okay. Well, I'm going to say
23 it again like I started off tonight. We appreciate --
24 "we" meaning everybody around this table right here, the
25 town. Obviously the town has a lot more insight than

1 DOT because we don't live down here. We don't see
2 everything going on. We come down as much as we can to
3 take a look when we design these things, but the
4 personal effects of what we do is important to me when
5 we do this. I can't say we're going to fix everybody's
6 personal thoughts tonight, but I think there are some
7 things that can certainly correct the bulk of them.
8 Like we've talked about, these are just pretty much
9 based off that concept that was done during the planning
10 process. A lot of this stuff wasn't dove in at that
11 level because typically they don't dive that deep into
12 this type of stuff that we're talking about tonight. So
13 it's my job or DOT's job or, you know, collectively up
14 with working with the town to collectively put these
15 thoughts on paper and come out with something that I
16 think will work. I feel confident that we can. You
17 know, we're not going to fix everybody's concerns, it's
18 impossible. There's a lot of movements out here that we
19 have to entertain while trying to do something like
20 this.

21 But, again, thank you all for coming. You
22 all have my information and Bob's information. We're
23 probably the points of contact for DOT, and Bob for the
24 town. We're still listening, you know, from tonight.
25 We have a lot to digest. We'll get together as a team,

1 pull it together. So thanks again for coming.

2

3 **(Hearing adjourned at 7:55 p.m.)**

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CERTIFICATE

I, Debra J. Fusco, a Notary Public in and for the State of Maine, hereby certify that on the 4th day of June, 2024, the herein identified witnesses were sworn to testify to the truth, the whole truth, and nothing but the truth in the aforementioned cause of action and that the foregoing is a true and accurate record as taken by me by means of computer-aided machine shorthand.

I further certify that I am a disinterested person in the event or outcome of the aforementioned cause of action.

IN WITNESS WHEREOF, I have hereunto set my hand this 4th day of June, 2024.

Debra J. Fusco
Court Reporter/Notary Public

My Commission expires: February 23, 2030

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