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STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

 ORIGINAL

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PUBLIC HEARING  
IN RE: Sanford Downtown,  
RAISE Grant Improvement Project

\* \* \* \* \*

Transcribed before Debra J. Fusco, a Notary Public  
in and for the State of Maine, at the Sanford City  
Council Chambers, 919 Main Street, Sanford,  
Maine, on November 17, 2022, beginning at 6:00 p.m.,  
pursuant to notice given.

**RECEIVED**

DEC 16 2022

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2 MR. BUCK: Good evening, everyone. My name  
3 is Steven Buck. I'm the city manager for the City of  
4 Sanford. Welcome this evening to the Sanford Downtown  
5 RAISE Grant Improvement Project. This is a public  
6 hearing this evening. I would like to do a brief  
7 introduction.

8 Ben, if you could pull the presentation up  
9 on the screen, please. So in this introduction for this  
10 evening, I'd like to talk to you about the RAISE grant  
11 that Sanford has been awarded. How did we get here and  
12 the whys, and a brief history of the partnership that we  
13 arrived here.

14 So the RAISE grant is the Rebuilding  
15 American Infrastructure With Sustainability and Equity.  
16 It's a competitive federal grant through the U.S.  
17 Department of Transportation to invest in roads and  
18 transportation. It's been formerly known as the BUILD  
19 and the TIGER grants.

20 Stanford's RAISE grant has been approved for  
21 25 million from the U.S. Department of Transportation  
22 with additional funding coming from Maine DOT,  
23 Department of Transportation, and the City of Sanford  
24 estimated to be about an additional 10 million.

25 History of the partnership path to RAISE,

1 this is very important. The city performed an  
2 engineered assessment of streets. We set our goals  
3 towards funding the improvements through the Capital  
4 Improvements Program, and we sought a coordinated  
5 partnership on our shared state/municipal roads. The  
6 city has successfully partnered with the Maine  
7 Department of Transportation on a number of municipal  
8 partnership initiatives, MPIS, on roadways, and that's a  
9 shared funding proposal as well as local construction.  
10 The city sought to increase this relationship and  
11 enquired of the Maine Department of Transportation how  
12 best to amplify that partnership and our priorities  
13 going forward.

14 Planning. It's all about planning. The  
15 city embarked with the blessings of the Department of  
16 Transportation on what's known as a Planning Partnership  
17 Initiative. You could put agreement, but it's a  
18 planning partnership initiative which was an enormous  
19 task internally here for the city. So I'd like to --  
20 our Public Works director Matthew Hill is here this  
21 evening. I would like to call him out as being the  
22 person responsible for putting that planning partnership  
23 initiative together, the agreement, and the agreements  
24 between the city and the Maine Department of  
25 Transportation. And through that, we produced about a

1 six-inch-thick document that has all of the planning  
2 aspects, all of the initiatives that the city was  
3 working on. Our transportation priorities and the work  
4 that we plan to do in our downtown.

5 So that plan was to study, evaluate, plan  
6 and scope transportation projects on or adjacent to the  
7 state transportation system with MDOT as a partner. So  
8 that really started to further solidify the partnership  
9 that we have with MDOT, and you'll see that here  
10 tonight.

11 The PPI was intended to address time  
12 sensitive locally initiated planning and feasibility  
13 studies outside of Maine DOT's normal annual work plan  
14 cycle. So how do we get our priorities moved earlier up  
15 and further on, and how do we best partner with the  
16 Department of Transportation?

17 So during and after the implementation of  
18 the PPI, the city continued to partner with Maine DOT on  
19 municipal partnership agreements on roadways, especially  
20 in our downtown. From the finalized PPI and its focus  
21 on our downtown and the number of MPIs within our  
22 downtown, the vision had been developed.

23 So the concept of a village partnership  
24 initiative, I think we were the first out of the gates  
25 with that piece, was crafted with the Department. And

1 that's described as being -- on of the segments of that  
2 is a once in a lifetime investment if we can  
3 successfully partner to access federal discretionary  
4 funds. So the RAISE grant is federal discretionary  
5 funds.

6 So it was the village partnership initiative  
7 that the city embarked with the Department of  
8 Transportation towards making an application for a RAISE  
9 grant. We had a very rapid and accelerated process.  
10 The vision, multiple preexisting MPIs and the planning  
11 elements of the PPI were encompassed into a competitive  
12 grant application to the U.S. Department of  
13 Transportation. And I will note that the city could not  
14 have undertaken that enormous effort without the support  
15 of the Maine Department of Transportation and their  
16 consultants.

17 The result as a competitive award of 25  
18 million towards the construction of Sanford's downtown  
19 vision within the village partnership initiative. It's  
20 a partnership of roadway improvements with the Maine  
21 Department of Transportation and now with U.S. DOT  
22 funding as part of that share.

23 So I'm not going to get into the scope of  
24 work. This is a brief description in here because I  
25 know we're going to go over that entire scope this

1 evening, so I'm going to set this slide aside.

2 So in summary, tonight's presentation is the  
3 collaboration of partners representing years -- emphasis  
4 years -- of planning, program and funding partnerships  
5 and the amplification of our working relationships to  
6 foster federal funds towards achieving our  
7 transportation improvements.

8 I would like to call out recognition and  
9 thanks that got us here this evening. First is that to  
10 the city council for the capital programming in the  
11 adoption of our transportation plans that has been a  
12 significant and recognizable investment that's being  
13 made by the city council and that is truly starting to  
14 pay dividends in our community. I would like to thank  
15 Matthew Hill for the PPI and the coordination of the  
16 city staff and resources. It was a tremendous effort  
17 and undertaking to get that PPI in place which I believe  
18 led us to where we are today. I would like to recognize  
19 the Maine Department of Transportation for their very  
20 innovative programs under the MPI the PPI and now the  
21 VPI. We like our acronyms. They're really -- they  
22 shorten things up. And I'd also like to recognize the  
23 U.S. Department of Transportation of the RAISE grant  
24 funds made available through Congress, our federal  
25 Congress. And I can't say enough about Senator Collins

1 for her support of our application and the rest of our  
2 congressional delegation for the funds and allocations  
3 in support of tonight's RAISE grant presentation.

4 So with that, I would like to turn the  
5 podium over to Ernie Martin. He's from the Maine  
6 Department of Transportation, project manager, and he'll  
7 be talking to you more about the RAISE grant scope this  
8 evening.

9 MR. MARTIN: Thank you, Steve.

10 Like Steve said, I'm Ernie Martin with the  
11 Maine Department of Transportation. We're here tonight  
12 for the preliminary public meeting to receive -- to  
13 present, receive comments on the grant project that  
14 Steve mentioned.

15 Obviously there's four key elements to the  
16 project. A lot of elements associated with this  
17 project. You have the Main Street downtown piece and  
18 then you have Cottage Street, Route 202. Associated  
19 with that, you have the William Oscar Emery Drive,  
20 Riverside Avenue bike path, safe routes to school  
21 project as well as a park and ride associated with it  
22 which is near Emerson Street.

23 The purpose of this project was to basically  
24 provide economic opportunity and quality of life to the  
25 City of Sanford, you know, with a safe and most reliable

1 transportation possible within the available resources.

2 Like Steve had mentioned, it's a really  
3 unique opportunity right now that's out there for all  
4 municipalities. Like Steve said, Sanford is the first  
5 to jump on the VPI, village partnership initiative.  
6 Like Steve said, we're very acronym oriented so that's  
7 where it's at. So if you haven't already, there's  
8 agendas on the back of the table, kind of outlays where  
9 we're going. After I get done talking, I'm going to  
10 turn it over to the design teams. We have DOT design  
11 teams doing the downtown project as well as the Cottage  
12 Street project. And then the city is what we call  
13 locally administering the trail project and the park and  
14 ride. So that's going really well right now. Still a  
15 long way to go, and I'll talk about that in a little  
16 while.

17 So once the design is done, I'll come back  
18 and talk about that timeline and the communication that  
19 still is in front of us that needs to take place which  
20 is a lot. This is very early in the stage, we have a  
21 long way to go, and I'll talk about the schedule as we  
22 move forward as well. And then following all of the  
23 presentations and discussions from the design teams,  
24 I'll turn it over to Q & A for those that are in the  
25 audience as well as for those that are online tonight.



1           So as Steve said, Matt Hill, city engineer  
2 is here tonight; Matt Provencher, his assistant from VHB  
3 who is doing -- as I mentioned, is doing the downtown  
4 and Cottage Street portions. Tony Grande and Ethan  
5 Flynn are here with that team tonight. For Gorrill  
6 Palmer, they're doing the trail project as well as a  
7 park and ride, we have Don Ettinger.

8           So right now what I'm going to do is I'm  
9 going to turn it over to Ethan, and he's going to start  
10 the presentations for the downtown and Cottage Street,  
11 and then he'll turn it over to Don to talk about the  
12 trail as well as the park and ride, and then I'll return  
13 to go over some other details.

14           MR. FLYNN: As Ernie stated, my name is  
15 Ethan Flynn. I'm the project engineer for the VHB  
16 projects so I'm going to be talking to you tonight about  
17 two of the four components, one component being the  
18 downtown improvements, and the other component being the  
19 Cottage Street reconstruction project. And as Ernie  
20 said, Don will be explaining the other two components.

21           So to start off, I'm going to start with the  
22 downtown improvements project which you can see on the  
23 screen now. This project is composed of three separate  
24 corridors. There's Main Street from Emery Street to  
25 Route 202 which is approximately .6 miles. There's

1 Washington Street which is from Main Street to High  
2 Street, and then there's an additional 300 feet of River  
3 Street across -- beyond High Street, and those two  
4 segments combined are about .26 miles. There's -- and  
5 then there's School Street from Elm Street back to  
6 Washington which is .19 miles.

7           Here is a zoom-in of the first half of Main  
8 Street, from Emery to Robert Street. I just want to go  
9 over some of the symbology and colors quickly.

10           The travel lanes on the road are shown in  
11 yellow, in a bright yellow, the shoulders are more of a  
12 golden yellow, sidewalks are gray, grass slopes are  
13 green, the roadway center line is red, right-of-way is  
14 pink and then your text, your stripping, your lane lines  
15 and your stenciling is black. There is also a north  
16 arrow on these slides in the upper right to give you a  
17 little bit of orientation.

18           The horizontal and profiles of all of the  
19 sections of the downtown improvements project aren't  
20 changing. They're generally staying where they are.

21           The light yellow section at the beginning  
22 here is going to be a mill and fill of the intersection.  
23 And then when you get into the brighter yellow, that's  
24 where our full reconstruction starts. The full  
25 reconstruction is going to be new roadway and pavement

1 -- new roadway pavement and gravel, new sidewalk,  
2 granite curb and drainage on both sides of the road.

3           Throughout the project, the impacts will  
4 generally extend to the face of buildings where the  
5 sidewalk abuts a building and where there is -- where  
6 the buildings are set back, then the impacts will be a  
7 few feet behind the sidewalk.

8           The travel lanes in this first section here  
9 on the screen will be 13 feet in two-lane sections. In  
10 the three-lane sections, they'll be 12 feet. All  
11 parking areas will be eight feet wide, and all sidewalks  
12 will be six-feet wide. All sidewalks will be concrete  
13 throughout the project. And throughout the project, all  
14 sidewalks will be made ADA compliant, and all the  
15 crosswalks will be put in safe locations per Maine DOT  
16 standards.

17           Pedestrian bump-outs will be placed at  
18 various locations at all the crossings. For the most  
19 part, the crossing locations aren't changing, but in the  
20 middle of your screen here, there will be a new  
21 mid-block crossing across Main Street.

22           At the intersection at the beginning of the  
23 project, the traffic mast arm in the lower right-hand  
24 corner will be replaced, and all those crossing  
25 locations, again, will remain generally where they are

1 today.

2           On your screen is a rendering of that  
3 mid-block crossing at the Sunset Towers. This is a kind  
4 of -- an early concept that we developed in the planning  
5 portion of the project. Some of the elements here are  
6 -- may change as the design progresses, but this will  
7 just give you an idea of kind of what the finished  
8 project may -- the finished product may look like.

9           Here is the second half of Main Street.  
10 Once again, there's a section that's in light yellow at  
11 the end at the intersection of Route 202. That will be  
12 mill and fill as well, but the bright yellow areas will  
13 be full reconstruction.

14           That light area at the end, at the  
15 intersection of 202, is part of the department's build  
16 project. And as part of that, there will be some signal  
17 and pedestrian ramp improvements that will be happening  
18 next summer that's not associated with this project, but  
19 this project will tie into those improvements. Once  
20 again, the bright yellow is going to be full  
21 reconstruction, and those same elements of new roadway  
22 pavement, gravel, sidewalk, curb and drainage on both  
23 sides will be replaced.

24           In this section, once again, the two-lane  
25 sections will be 13 feet wide, but in the three-lane

1 sections in the second half, the middle lane will be  
2 11 feet wide, and the outside lane will remain 13 feet  
3 wide. Sidewalks will be six feet minimum, but in a  
4 large -- in large sections of this second half, the  
5 situation will be much wider and extending to the face  
6 of buildings.

7           Again, we'll have pedestrian bump-outs at  
8 all of the crossings. There's going to be a -- the  
9 crossing in the middle of the screen will be shifted  
10 slightly to where it is today to the right from the  
11 screen perspective to in front of the Congregational  
12 Church. Other than that, all the crossings will  
13 generally remain where they are today. The RFB that's  
14 right out front in front of City Hall will be reset.  
15 And across from the park, you can see on the left side  
16 of your screen and kind of that -- I'll call that in the  
17 upper left, the sidewalk there slopes fairly steeply to  
18 the entrances of those businesses. So as part of this  
19 project, what we're going to be doing is we're going to  
20 be putting the curb where it is today, having a  
21 three-foot snow shelf, and then putting another curb  
22 that will raise the sidewalk to meet those entrances to  
23 that building. And there will be ADA compliant ramps on  
24 either end of that section. Also in this section from  
25 Robert Street to the end, we're working with the city to

1 extend their Sanford net fiber conduit throughout that  
2 corridor.

3           Once again, here's another rendering of what  
4 the finished product may look like. This, again, was  
5 developed during the planning phase of some of the  
6 street-scape elements and finite details may change from  
7 what ultimately happens, but this rendering is from the  
8 perspective of the Congregational Church looking across  
9 the road.

10           On the screen now is Washington and River.  
11 At the far end of this project on the right side of the  
12 screen of River, this project will tie into River Street  
13 improvements project that Don will touch on, but that's  
14 currently being advertised and is slated for  
15 construction next summer. Once again, the areas in  
16 bright yellow will be full reconstruction which will,  
17 again, include your roadway pavement, your roadway  
18 gravel, sidewalk curb and drainage. In this section,  
19 travel ways will vary from 12 to 14 feet, sidewalks will  
20 be a six-foot minimum. But -- and, again, in a lot of  
21 cases, they'll be wider, extending to the face of  
22 buildings. Again, there will be pedestrian bump-outs.  
23 Currently at the end of School Street, there's a  
24 crosswalk across Washington. And as you can see on that  
25 screen, that crosswalk is going to move slightly to the

1 right.

2 The light yellow section on this in the  
3 middle are the two bridges over the Mousam River. Those  
4 will receive a mill and overlay. And as part of that,  
5 we will also be widening the sidewalk on the Mousam  
6 River to 10 feet wide.

7 The existing sidewalk on the bridge is  
8 six feet. So as part of that, we're going to be adding  
9 another concrete beam to the dam side of the bridge and  
10 widening that sidewalk four feet, and then replacing the  
11 existing bridge rail with something very similar to  
12 what's there today.

13 As part of that, that little lookout between  
14 the two bridges is going to be narrowed slightly because  
15 the sidewalk is going to be widened into that.

16 Now you can see on your screen the section  
17 of School Street. Again, School Street will be full  
18 reconstruction. There will be bump-outs at all of the  
19 pedestrian crossings. School Street is a one-way  
20 roadway heading from right to left on the screen. It  
21 will be a 13-foot wide road. Sidewalks will be a  
22 six-foot minimum but for the majority of the road, the  
23 sidewalks will be eight and a half feet wide.

24 And one thing that's kind of unique here is  
25 the drainage upgrades shown on the typical view in the

1 upper left, you'll see that white rectangle kind of in  
2 the middle. The underdrain will be placed at the middle  
3 of the roadway. And the reason we're doing that,  
4 instead of having drainage on each gutter line is  
5 because there's significant utility conflicts with doing  
6 that because the existing utilities are under the  
7 existing curb lines. So we're going to have a single  
8 trunk line down the middle of the road. And then the  
9 drainage structures in either gutter line will drain to  
10 that trunk line in the middle.

11 Now, I'll talk -- I'll zoom in and talk  
12 about the intersections. On the screen is the  
13 intersection of Main, Washington and School. This  
14 intersection will have the mast arm replaced. That  
15 existing aluminum-colored mast arm will be replaced with  
16 a black-colored mast arm. The crossings are generally  
17 going to stay where they are today.

18 Here's the intersection of Washington, River  
19 and High. In this intersection, the signals are on a  
20 span wire that goes diagonally across the intersection.  
21 In the after, those signals will be put on mast arms,  
22 and the entrance that is across from High Street will be  
23 closed off and a new 10-foot shared-use path will be put  
24 on that side of the roadway.

25 Again, the signal will be upgraded with new



1 pedestrian push buttons and pedestrian signals.

2 That concludes the overview of the downtown  
3 improvements project, and now I'll start to talk about  
4 the Cottage Street reconstruction.

5 Here's an overview of the project. The  
6 project limits start just beyond the bridge joint on  
7 Winter Street and extend three-quarters of a mile to the  
8 northeast.

9 There has been a recent pavement project. I  
10 think it may still be ongoing that the DOT is currently  
11 doing. Our project will extend to that point and butt  
12 into that pavement joint.

13 Here is a zoom into the first half of the  
14 project. On these plans, the colors and symbology that  
15 I went over on downtown are exactly the same.

16 Again, there's no major changes to the  
17 horizontal and vertical profiles. The roadway will be  
18 fully reconstructed. So, again, new pavement, new  
19 gravel, new granite curb, new concrete sidewalks, new  
20 drainage on both sides of the street.

21 We've evaluated the retaining walls and we  
22 will be replacing any retaining wall that we deem to be  
23 in disrepair, but some of the existing concrete  
24 retaining walls were deemed to be okay so those will  
25 remain. So we'll be replacing the ones that are

1 cracked. And some of the other ones were the grade of  
2 the sidewalk is changing. We will be replacing those as  
3 well.

4           Throughout the project, the impacts will  
5 basically be in the face of wall in the wall sections.  
6 But where there isn't walls, sloping may extend beyond  
7 the sidewalk to match into the existing grade.

8           Travel lanes will be 11 feet wide.  
9 Shoulders from River Street to Brook Street will be  
10 three feet wide; but in all other locations, they'll be  
11 five feet wide.

12           Sidewalks on both sides of the street will  
13 be five and a half feet wide. And, again, those will be  
14 upgraded to meet ADA standards and crosswalks will be  
15 placed in safe locations per Maine DOT standards.

16           Here's the view of the second half of the  
17 project. Again, in this location, travel lanes will be  
18 11 feet, shoulders will be five feet wide. Sidewalks  
19 will end near the intersection of June Street. On the  
20 high side of the screen, they'll extend to Genest, but  
21 on the low side of the screen, they'll stop at June  
22 Street.

23           A rectangular rapid flashing beacon will be  
24 installed on the right side of North Ave. which is on  
25 the left side of the screen. The crosswalk on the left

1 side of North Ave. from this perspective will be  
2 eliminated. The reason for that is we're trying to  
3 direct all crossings at the rapid rectangular flashing  
4 beacon so that all pedestrians crossing the street will  
5 be -- will have that signalized crossing.

6           Zooming into the intersection of Winter,  
7 River and Cottage, again there's a separate build  
8 project that will be happening next summer that will  
9 take the existing signal that's on span wires -- it will  
10 remain on span wires, but they'll be upgrading the  
11 traffic signals. They'll be installing pedestrian  
12 equipment, pedestrian signals, pedestrian pushbuttons  
13 and making sidewalk improvements to the crossings, but  
14 that's not associated with this project that I'm  
15 presenting tonight. And then Don will talk more about  
16 some of the River Street improvements, but there will be  
17 a new 10-foot path installed on the left side of River  
18 Street. So the end result will be a 10-foot path all  
19 the way around the Number One Pond.

20           Here is the intersection of Cottage and  
21 Brook. This part of this project will be updating the  
22 flashing Beacon that's there. It will remain a flashing  
23 Beacon, but it will have brand-new equipment and the  
24 crossings will generally stay where they are today.

25           In addition, there's going to be some

1 drainage improvements that you can see on your screen in  
2 yellow here that go down Northern, and then extend  
3 throughout the neighborhood all the way down to High  
4 Street. The reason for that is with all of the  
5 improvements, we're changing some of the drainage that's  
6 going off site so we'll be evaluating and upgrading the  
7 drainage along this route. The Sanford Sewer District  
8 also has the plans to upgrade some of the sewer  
9 components in this stretch as well so the end result  
10 will -- this section will most likely receive some  
11 preservation pavement after the fact, after all that  
12 trenching.

13 And with that, that concludes my  
14 presentation on Cottage Street. I'll turn it over to  
15 Don to talk about his two components.

16 MR. ETTINGER: Good evening. My name is Don  
17 Ettinger. I work with Gorrill Palmer. Thank you for  
18 the opportunity to present on a couple of these  
19 projects.

20 This slide here just summarizes some of the  
21 key contacts on the two projects we're going to be  
22 talking about, William Oscar Emery and Riverside Ave.,  
23 as well as the park and ride facility over on Emerson  
24 Street.

25 I wanted to just point out a couple of key

1 names here. Jerry Dostie is the representative from  
2 Maine DOT who is our current point of contact on the two  
3 assignments, the two projects that we'll be talking  
4 about tonight. Jerry Winchenbach is actually our  
5 project manager on this assignment, but unfortunately  
6 he's not able to attend tonight. And we have Seth  
7 Kimball here as a potential replacement with Aceto  
8 Landscaping. So we are actually proposing landscaping  
9 on both of our projects and so in the Q&A, we'll  
10 certainly field some questions there if you have any.

11 All right. You've heard some mention of the  
12 Mousam Promenade. This graphic here is a good picture.  
13 We've kind of rotated the view from Ethan's slides so if  
14 we're looking here there's -- Number One Pond, Main  
15 Street, for bearing, is up here. City Hall is probably  
16 right over here someplace, right there. And then this  
17 is River Street in blue. This is the project that  
18 Ethan's projects will overlap. Cottage Ave. comes down  
19 and ties in at this location. And then Ethan's project  
20 also includes Washington Street back up here to Main  
21 Street. So you can see there's some overlap or some  
22 connectivity between the projects. In project in blue  
23 is a project that's already been designed. I think if  
24 maybe the city knew that they were going forward with  
25 being successful in greeting a RAISE grant, you might

1 have delayed that and rolled that into it. But that  
2 project's been designed, and it's actually out on the  
3 street for advertisement. Bids will be open in the next  
4 month or so, and hopefully construction will begin on  
5 that project next season.

6 So I'm not going to spend a lot of time on  
7 River Street, but I do have copies of plans should  
8 anybody have questions in the Q&A on that project.  
9 We're going to focus on the red project and the green  
10 project. It's kind of festive, Christmassy but wasn't  
11 intentional.

12 So Riverside Ave. is the red highlighted  
13 project, and William Oscar Emery Drive will be the green  
14 one.

15 So what I wanted to mention on the Mousam  
16 Promenade project is the goal here is to provide a  
17 connection of a multi-use trail 10-feet wide around the  
18 entire perimeter of Number One Pond. So between Ethan's  
19 projects that he's mentioned and these three projects  
20 here, we'll be successful in doing that. The trail will  
21 be located on the inside of the roadways nearest the  
22 pond.

23 So we're going to talk about Riverside Ave.  
24 first. And for bearing, again, Washington Street is  
25 over here, and we'll be heading over towards Maple

1 Street. Gateway Park is located in this area, and the  
2 Midtown Mall is located here. I had a little cursor in  
3 red that you guys might be able to see.

4 All right. First let's talk about the  
5 typical cross-section. Ethan had this on a few of his  
6 slides. So this is what the roadway cross-section will  
7 look like when we build the project. Riverside Ave.  
8 will be full reconstruction so it will be replacement of  
9 gravels and pavements. We're looking at 11-foot lanes  
10 in width. The shoulders will vary in width, a minimum  
11 of one to two feet, but we'll make them as large as  
12 eight feet if we're providing on-street parking, and we  
13 have areas where we're doing that.

14 We have curbing on both sides, and the curb  
15 type will be slip-form concrete curb. So it will be a  
16 concrete curb. We have some areas where we'll have an  
17 esplanade, a green space between the curb and sidewalks.  
18 Some locations will be right up against the curb. So  
19 we're proposing a 10-foot multi-use path on the  
20 right-hand side, on the pond side; and a five-and-a-half  
21 foot minimum sidewalk width on the non-pond side.

22 So here's a plan view. The colors -- Ethan  
23 did a great job of describing the colors so I'm not  
24 going to spend time on doing that. But generally  
25 speaking, the roadway footprint will stay the same.

1 It's location horizontally and vertically will stay  
2 relatively the same. We're just going to change what  
3 exists within that footprint.

4           There's a right-of-way width on these plans,  
5 there's that heavy dashed line that's black that runs  
6 through here on both sides. That represents the width  
7 of the public right of away. So that would be what the  
8 city owns for public use for this roadway, and we're  
9 pretty much maxing out that width with our new roadway  
10 footprint.

11           Washington Ave. is over here, so we'll be  
12 looking at 11-foot travel lanes. In this case here,  
13 two-foot shoulders. On the right-hand side, we're going  
14 to have the bituminous 10-foot wide multi-use path.  
15 Parking that exists into -- into the Gateway Park will  
16 remain and we'll continue the path along -- along the  
17 roadway. On the opposite side, the non-pond side, we're  
18 proposing a variable width esplanade, green space, as  
19 well as a sidewalk. You will see driveway entrances are  
20 highlighted here in that kind of rustic yellow color.

21           As we continue down the road, we now  
22 intersect with Winter Street, this location here. So  
23 our plans currently propose to design roadway  
24 improvements up to the intersection but not through  
25 Winter Street. We are aware it's a high crash location.



1 We've actually had one public meeting on this project  
2 already. We've received quite a bit of feedback. So  
3 we're going to look at safety improvements at this  
4 location. As noted, we're proposing the multi-use path  
5 crossing there. So we'll be looking to try to enhance  
6 that improved safety through that intersection. And  
7 then it continues on, all the way to -- all the way over  
8 to Maple Street.

9           So the theme is consistent, 11-foot lanes,  
10 probably one to two-foot shoulders, curbing on both  
11 sides, multi-use path on the pond side, and a sidewalk  
12 on the non-pond side. The sidewalk actually ends at  
13 Acorn Street, and there will be a gap. This block here  
14 is not proposing any sidewalk on that side.

15           So at Maple Street, that's when Riverside  
16 Ave. actually ends. It's a continuation of a roadway,  
17 but it turns into William Oscar Emery Drive at that  
18 point. So we're going to -- the next few slides we'll  
19 talk about William Oscar Emery. And if I can slide my  
20 cursor over, over in this area is where we stopped at  
21 the last slide. And so we'll be continuing down the  
22 theme, as we get into William Oscar Emery will change as  
23 shown in the next graphic here.

24           This is our typical section. What's  
25 primarily different with this typical section is we're

1 not planning to rip up all of the pavement and gravel on  
2 William Oscar Emery. It's in pretty good shape. So  
3 what we're looking to do is probably mill and overlay,  
4 maybe reshape the crown a little bit. But really the  
5 primary work effort will be on the outsides, the curbing  
6 area in the multi-use path and sidewalk areas.

7           So Riverside Ave. is very residential. A  
8 lot of properties right up against the roadway network.  
9 And you can see that continues to the next block here at  
10 Pleasant Ave. But once we get past Pleasant Ave., the  
11 theme kind of changes, the character kind of changes.  
12 We have less residential properties. We now start  
13 getting to the frontage of Number One Pond. And so our  
14 opportunity to kind of change the template, the roadway  
15 template improves as we get in that area. So for that  
16 first block, the theme is consistent with Riverside Ave.  
17 But as we depart from Pleasant Ave., we come down  
18 towards Lincoln Street. We're proposing a gateway  
19 treatment. We want to inform the users of this facility  
20 that you're now entering a different area. And so we're  
21 proposing a center median. It will be landscaped and  
22 the road -- the travel lanes will travel around it. So  
23 it's kind of like a gateway, you've arrived to a  
24 different destination. Our multi-use path, which was  
25 right up against the road, now starts to separate. And

1 it now splits the distance between the roadway and the  
2 pond.

3 Many people have asked about the hedge line.  
4 There's a hedge line that runs around the perimeter of  
5 the pond and whether we would be impacting that and the  
6 answer is no. We're planning on maintaining that hedge  
7 line around the perimeter. We'll be working from behind  
8 that up to our roadway area with improvements.

9 So you can see the theme here, the blue  
10 obviously is the pond. This little faded line here is  
11 your hedge line. So behind that, we'll be proposing the  
12 pathway, should be very scenic. And then we've got our  
13 roadway. We have many areas once we get into this  
14 stretch where we have eight-foot shoulders to allow for  
15 on-street parking. And, yeah, we actually have had a  
16 conversation in our workshop this afternoon. This seems  
17 to be the area where skating takes place, winter  
18 skating, and the possibility of maybe extending that  
19 wide shoulder back in here to provide a few more places  
20 for on-street parking was discussed.

21 Ethan had mentioned pedestrian bump-outs at  
22 crosswalks, curb extensions. So wherever we have  
23 crosswalks, we're proposing the same through here. So  
24 where there would be a pedestrian crosswalk, we would  
25 like to eliminate the on-street parking, make the

1 shoulder narrower and make our pedestrian crossing  
2 distance shorter and safer. So we're proposing that at  
3 all locations of pedestrian crosswalks.

4 Now we're heading to the traffic circle.  
5 That is where the water skiers participate, the one  
6 corner. It's Edward Gowen Road. It takes you up to the  
7 schools and the park. We're proposing to change that  
8 intersection pretty significantly. Right now it's a  
9 traffic circle. We're proposing to eliminate the circle  
10 and create a T intersection. In doing so, we can reduce  
11 our roadway footprint, our pavement footprint  
12 significantly. So the bright yellow represents the  
13 roadway footprint as proposed. This lighter green is  
14 the existing pavement footprint. That would all turn  
15 into lawn areas or be reused for another opportunity.  
16 So we see a much smaller transportation footprint here.  
17 The gray area is our sidewalks. So you can see  
18 sidewalks with esplanades which are these lighter green  
19 spaces, just grass or landscaped area. We have our  
20 pathway on the pond side continuing. So that theme will  
21 continue down William Oscar Emery. Now we're heading on  
22 the straight stretch that takes us to River Street.

23 As we continue down, we have recreation  
24 areas on the non-pond side so we have strategic  
25 crosswalk locations with curb extensions to access those

1 trails, those recreation trails, and there's a dog park  
2 a little further down the street.

3           Now this is the terminal end of William  
4 Oscar Emery, and we're tying into River Street here. So  
5 we had mentioned a gateway treatment on the other end.  
6 We're proposing a similar gateway treatment on the River  
7 Street end. So a wide raised median that would be  
8 landscaped that separates each travel lane on entry.  
9 And then we're also proposing a pretty wide mid-block  
10 crossing here. This would be the multi-use trail  
11 crossing which would give them access to the dog park  
12 that's located here but also they come down, get access  
13 to the multi-use trail that takes you eventually to the  
14 YMCA, to the schools and thereabouts.

15           This is a zoom in of the area of Edward  
16 Gowen Road, just showing how it's being reconfigured  
17 with Front Street in this area. There's a parking lot  
18 that exists up in this area here. We've had prior  
19 discussions with city staff about an opportunity to  
20 maybe extend it, provide more parking in that area.  
21 There could be opportunities to just re-use this space  
22 for food trucks during events and things like that on  
23 both sides of the intersection.

24           This is some of the landscaping aspects of  
25 it. We have a full set of landscaping plans that we can

1 make available in the Q&A. The bottom left corner kind  
2 of shows you some of the landscaping at the Gowen Road  
3 intersection. But not only landscaping but amenities.  
4 Seating areas, benches, bike racks. They're scattered  
5 throughout the Number One Pond corridor or this corridor  
6 of the road.

7 As mentioned, we had a public meeting back  
8 in May on this project. We've kind of bumped the brakes  
9 a bit to let the RAISE grant projects catch up to speed.

10 Some miscellaneous items, we're still early  
11 in the process. We're probably about 50 percent  
12 complete on this one so there's still a lot of work  
13 ahead of us. And there's environmental coordination and  
14 utility coordination that we'll be doing. And  
15 potentially appearing in front of site plan -- planning  
16 board for site plan approval.

17 And that completes the slide show for  
18 William Oscar Emery. I will transition to the park and  
19 ride.

20 Okay, so this is an overall view of downtown  
21 Sanford. Main Street is right in this area here. As  
22 you start heading down South Main Street, this is where  
23 the Cumberland Farms gas station is located. Emerson  
24 Street is just above it. I think this might be Emery  
25 Street heading out this way. It's a signalized

1 intersection. Where the Cumberland Farms was, I believe  
2 that was city-owned property at one time. They also own  
3 the parcel behind it so it was, I think, bisected when  
4 Cumberland Farms came through. I'm not positive on  
5 that.

6 So the next slide here shows what it looks  
7 like behind Cumberland Farms today. It's kind of an  
8 open field area. I think it's used for overflow parking  
9 for a nearby church on occasion, but it's a pretty  
10 vacant lot. The upper portion of it is all cleared and  
11 field, the lower portion is wooded.

12 And then here's a view of what is proposed  
13 in this area. So I'll give folks a bearing. This is  
14 Main Street located here. Heading into town is in the  
15 up direction. This is Emerson Street here. The  
16 Cumberland Farms gas station is located here. And then  
17 there's a parcel of land following my cursor that's city  
18 owned, comes to here. It comes down to here, back to  
19 there, and then it continues back up to here and then  
20 continues across.

21 So the city secured an easement, a permanent  
22 easement, with Cumberland Farms to provide access into  
23 that parcel in the future. So they had some forethought  
24 in thinking ahead. So there is actually -- with this  
25 park-and-ride facility or parking facility, there's

1 going to be proposed two access points. One which will  
2 tie into the existing parking facility at the Cumberland  
3 Farms, but it also gives direct access to the signal on  
4 Main Street. So we felt that was kind of helpful and a  
5 secondary access on Emerson Street.

6 This park and ride facility would be paved.  
7 It's proposing 87 parking stalls with a portion of them  
8 being handicapped stalls. We want it to be as complete  
9 of a facility for future use as possible. It's got two  
10 isles, it's circular -- circulation. It will be used  
11 for transit purposes. We have a transit stop here with  
12 a bus shelter pad and shelter located here, our  
13 handicapped spaces are here. We have four stalls up in  
14 this area which will serve as just normal stalls for now  
15 but with the opportunity to maybe have those as EV  
16 charging stations in the future.

17 In terms of pedestrian access, we are  
18 providing for a sidewalk on one side of the facility  
19 that will connect into the handicapped stalls, give  
20 access to the transit stop but also continue across and  
21 access Emery Street with a crosswalk to the sidewalk  
22 that exists on Emerson Street. The site also includes a  
23 small retaining wall. When we were doing the grading  
24 plan for this site, it required a small,  
25 two-to-three-foot high retaining wall on a corner here.



1           And then this area back here is for drainage  
2 purposes. So we'd like all of our drainage to come back  
3 to this area, and we're planning on a retention pond in  
4 that area for water quality, quantity purposes. The  
5 goal is for as much infiltration into the ground with  
6 our drainage with this design as possible.

7           A couple of typical cross sections. Again,  
8 it's going to be reconstruction or new construction with  
9 travel and pavement. We will be picking the grades up a  
10 little bit. We'll have -- in areas where we do have  
11 curbing, it will be slip form concrete curb.

12           This is a view of the grading plan as well  
13 as our drainage plan so it shows some proposed contours  
14 of how the site might grade with the goal of treating  
15 our drainage at this detention pond in the back site.

16           The site will be lit. It's worth noting the  
17 previous project as well, there will be lighting for the  
18 multi-use path around the entire perimeter of Number One  
19 Pond. It will be cutoff fixtures so we want to minimize  
20 light pollution onto adjacent properties. So this  
21 graphic here just kind of show what we are thinking at  
22 the moment.

23           And then this graphic here talks a bit about  
24 -- or shows and demonstrates a bit about the  
25 landscaping. Some of our earlier conversations with

1 city staff, the goal and intent of this site was to try  
2 to mimic the landscaping that exists at Cumberland  
3 Farms. So that is what we've attempted to do, and we're  
4 providing some amenities and some fencing that the  
5 perimeter would be fenced along this site.

6 Similar to the previous project, there's  
7 utility coordination, environmental coordination that  
8 we'll need to do. We'll also need to do -- we'll likely  
9 sit in front of the planning board for site plan  
10 approval with this project.

11 And as mentioned, we're currently at 50  
12 percent design. We actually just submitted this design  
13 to city staff a few days ago. They haven't really had a  
14 chance to review it so you guys are seeing it before  
15 they are.

16 And that completes my presentations.

17 MR. MARTIN: So up next we're going to talk  
18 a little bit about where we see the project timeline,  
19 meaning all four presentations that you saw tonight. It  
20 looks relatively easy, right? Not a whole lot going on.  
21 So with that, when you look at the dates that are on the  
22 screen now, you've got the open house, public hearing  
23 that took place tonight. Then we're all going to  
24 proceed to what we call plan impacts complete. That's  
25 where probably a lot of people are most interested in

1 right now. What plan impacts complete are is the outer  
2 limits of all construction of each project. Meaning all  
3 of the grading, you know, any walls, any driveways,  
4 anything to do with the roadway, raising it, lowering  
5 it. It impacts the side of the road. So that outer  
6 limit is what we're all trying to achieve now. So we're  
7 hoping to get there by December of '23.

8           So what we have in front of us right now is  
9 we have to look at all of the roadway drainage.  
10 Basically what you've heard tonight is basically the  
11 road design itself, curb to curb, maybe the back of  
12 sidewalks a little bit. But now we have to focus on  
13 everything under the road and exterior of where that  
14 roadway footprint is going which is a challenge.

15           And thank you for the utilities that are in  
16 the room or online or have been a part of our utility  
17 coordination meetings. That's what it takes. We all  
18 have to get in the room, start looking at what's under  
19 the road, what's above the road, what has to move, what  
20 gets added, what conflicts we have. We still have a  
21 long road ahead of us to make that happen, but I think  
22 we have a good footprint to start with and the  
23 communication is very key here.

24           So once we get that plan impact complete,  
25 we're going to come back down again. But associated,

1 when we come back down again, we'll dive into a little  
2 bit of the constructibility of how all of this is going  
3 to take place. You know, so when you look at the time  
4 lines on the screen, you know, the project advertise,  
5 you know, from the plans and specs, from plan impact  
6 complete to the plans and specs, that two years. So  
7 when you look at the properties that -- the abutting  
8 properties that are immediately next to the project  
9 limits of each one of these projects, there's about 300  
10 property owners. You know, so we've got to navigate 300  
11 property owners to get to that PS&E complete package as  
12 well. That's a really big mountain to climb when it  
13 comes to our process for roadway design and  
14 construction. So hopefully we can expedite that, but  
15 that's a two-year process, maybe even a little bit more.  
16 So when we come back next time, we'll have a better  
17 idea, a better sense of that as well as obviously all  
18 the impacts that I talked about. There's walls out  
19 there, there's driveways that are going to change.  
20 There's aerial utilities that might have to move. All  
21 of that impacts that PIC. So hopefully when we come  
22 back in later '23, we'll have better answers for you.  
23 So based off -- when we get to plan specs and estimate  
24 complete in '25, project advertise right after that, you  
25 know late -- late December or January hopefully. Bid

1 openings in January '26. You know, then you're looking  
2 at project award February, construction begins March,  
3 April of '26.

4           With the federal discretionary funds, it  
5 also comes with a limit where you have to obligate those  
6 funds by. That date is actually September 30th of 2026.  
7 So I'm trying to push as much as I can to get this on  
8 the street. The city has a lot going on. As we've all  
9 talked about tonight and as Steve mentioned, there's  
10 more to come beyond what we've talked about. So I know  
11 the importance of making that connectivity to that River  
12 -- River Street project that's coming out with all of  
13 these other projects so all of that connectivity can  
14 happen consecutively. So based off that, you're  
15 probably looking at a three-year project right now.  
16 Like I said, the constructability, we all know it's not  
17 going to be easy. You know, so you have daytime,  
18 nighttime, you're probably going to have some detours  
19 mixed in. And obviously these are all in very easy  
20 locations, right? You know, you have the business  
21 impact, you have the traveling public impact. You know,  
22 but in the end, I think you got a great project here.  
23 As I have done a few of these in the past, not quite  
24 this big, but I think in the end, I think everybody in  
25 the room will be happy.

1           So with that, I think we're at the point now  
2 where this is what Steve had kind of mentioned earlier.  
3 You got the 25 million for Federal discretionary funds.  
4 The state and city are right around three million  
5 apiece. There's also some federal flexible funding in  
6 there. We'll have 647,000. I'm not sure exactly where  
7 that came from, but that's -- that's basically what the  
8 project holds for funding.

9           So with that, what I'd like to do is turn it  
10 over to you, whether here in the room first for any  
11 questions and comments to me or the team, and we'll  
12 answer them as best we can. And then from there, we'll  
13 go to the audience on the video.

14           With that, I'll open the floor. Does  
15 anybody internally have any questions at this time for  
16 the group?

17           MS. HERLIHY: We have properties on two of  
18 the projects. One is on Cottage Street up at Genest  
19 Lane, where it meets Genest Lane, we're the two houses  
20 on Genest lane.

21           So I asked some questions earlier about the  
22 slope. There's a huge change from when the first public  
23 hearing was, I don't know if anybody remembers that.  
24 But they were taking the whole slope down, and we were  
25 concerned about noise impact in particular. So that

1 doesn't seem to be happening. However, a question I'd  
2 like to ask is what kind of vegetation is going to be  
3 removed from that slope, and if there's a significant  
4 amount, is there going to be vegetation returned in the  
5 areas, just like a wall would be returned so there is  
6 some protection on noise? So I guess that's one of my  
7 questions. I don't know if anybody is going to answer  
8 that or if you're just going to write it down.

9 MR. MARTIN: Yeah. No. You know, the plan  
10 would be to -- obviously we don't want to leave that  
11 slope so it doesn't, you know -- we have to leave it  
12 stable.

13 MS. HERLIHY: Exactly.

14 MR. MARTIN: You know, so there could be  
15 some plantings of some kind or some sort of vegetation  
16 to stabilize it.

17 MS. HERLIHY: Okay. So that was one of my  
18 questions. It doesn't -- again, nothing looks like it's  
19 being heavily impacted in that general area.

20 The other question I had on Main Street is  
21 how soon in advance am I going to be made aware of what  
22 you're planning so that I can coordinate projects that  
23 I've been waiting to do -- I didn't want to do any  
24 projects that would then get destroyed by a major  
25 overall. But I -- part of the sidewalk which I'd like

1 to redo when you're going to be doing your sidewalk so  
2 they match up and they're untouched for years to come  
3 and nobody -- so that's sort of a question of mine and  
4 other little things so that I -- you know, I and other  
5 property owners can be prepared, save our little portion  
6 aside and do projects that would help add to these great  
7 projects we're having in our community.

8 MR. MARTIN: Yeah, I think probably when we  
9 come back next time, I'll be able to answer that a  
10 little better. The team will be able to answer it a  
11 little better because we're kind of still playing around  
12 with what's exterior of that curb line. So when we come  
13 back, we'll be able to tell you, you know, go ahead and  
14 do what you want from this area out. Because we've had  
15 that happen a lot of places where people go out, plant  
16 trees and fences and stuff like that. Then all of a  
17 sudden, we come back and rip it up. But any time you  
18 have any questions related to that, as we get down  
19 through there, by all means reach back out to us or me,  
20 and we'll be able to try to give you a better sense if  
21 you are going to do something like that. But I would  
22 say probably next year, I'll have a better answer for  
23 you.

24 MS. HERLIHY: Yeah, the better -- I mean we  
25 had -- around the neighborhood, the city did a project



1 that didn't look anything like I expected on certain  
2 sections of my property, and I have more landscape to do  
3 to fix the slopes, et cetera, et cetera, and I want to  
4 be prepared for that. So I want to make known in  
5 advance any major projects I might have to accomplish  
6 during that time. And I'm sure there are other property  
7 owners who feel the same way.

8 I guess one of my final questions, I don't  
9 know if anybody knows this, but are you removing the  
10 tree between North Parish and -- I'm at 883 Main Street.  
11 Are you taking that nice big tree down?

12 MR. MARTIN: I am not sure right now.  
13 Again, with the utility coordination that we still have  
14 to -- that has to take place with the aerial utilities.  
15 I'm not sure at this point in time.

16 MS. HERLIHY: There are no aerial -- well,  
17 there's just a little bit cutting off the property --

18 MR. MARTIN: Right. We can certainly look  
19 at that after we -- after we get done tonight right now  
20 if you want.

21 The other aspects of some of the things  
22 you're asking about is -- so like I mentioned that PIC  
23 point. Then we're going to do the right-of-way maps.  
24 And then when we get the right-of-way maps done, they're  
25 going to have to appraise every one of those properties

1 that have impacts. So you're actually going to have an  
2 appraiser call you and say I'm going to come out and  
3 visit. I just need to come out and look at your  
4 property. And then from there, then you're going to  
5 meet a negotiation who will come and actually sit down  
6 and show you those plans. So you're going to have  
7 pretty much two direct contacts. And then with the  
8 design team, you could actually have probably up to two  
9 or three more contacts before this project even begins.

10 MS. HERLIHY: So every property owner will  
11 be going through that which is what you were talking  
12 about. And I'm trying to like ask questions for other  
13 property owners who --

14 MR. MARTIN: Yup. If they're impacted. If  
15 there's impacts to that property, we will talk to them.  
16 And sometimes we don't impact properties, but yet the  
17 roadway's getting rebuilt in front of their property.  
18 So we won't talk to that property owner because we're  
19 not impacting their property. So that's why it's  
20 important, as we make our way down through design, that  
21 people pay attention to the -- you know, the hearing  
22 times and dates so they can physically come and ask  
23 those questions when needed.

24 MS. HERLIHY: Yeah. And on a final note,  
25 because you mentioned it, I received one -- other than

1 the flyer you sent in the mail knowing about this as a  
2 city councilor, paying attention like I do, I received a  
3 letter in the mail today postdated the 15th for  
4 tonight's meeting. That was for me personally. I own  
5 two house lots back from my parents. My parents did not  
6 -- who are the ones right on the corner of Genest and  
7 Cottage have not received any notice of this public  
8 hearing as of yet. And Town House Properties, which is  
9 the property 883 Main Street, did not receive a notice  
10 of this meeting in the mail separately from just flyers.  
11 So there wasn't anything official that actually got to  
12 us before this meeting. I just thought you should know  
13 that so you can be a little bit more cautious on the  
14 final. I think it's important that the property owners  
15 have a little bit of heads up to plan their schedule.

16 MR. MARTIN: Yeah. The one thing we're at  
17 right now with the mailings is that we're basically  
18 going off tax maps. And the mailing list that we  
19 pulled, was that off the tax maps of the city map?

20 MR. HILL: It was off the GIS for the City  
21 of Sanford.

22 MR. MARTIN: Yup.

23 MS. HERLIHY: I think what your problem is  
24 is the U.S. Postal Service, possibly. I mailed an  
25 insurance bill in plenty of time, and they canceled my

1 insurance because it hadn't arrived in time and it was  
2 two weeks after I had mailed it so --

3 MR. MARTIN: Yeah, I do know the letters  
4 went out on time so people would get them. And I was  
5 going to say that there is some issues with some of the  
6 areas with the U.S.P.S. I have it in my area. I  
7 haven't got mail in two days --

8 MS. HERLIHY: Yup.

9 MR. MARTIN: So it's widespread.

10 MS. HERLIHY: It's a crap shoot.

11 MR. MARTIN: It is. I guess moving forward,  
12 just to followup with some of your question here is, you  
13 know, there is going to be a website related to this  
14 project on the DOT website. Also, it will be linked to  
15 the city's website with all of this information that  
16 we've mailed, presented. It will all be up there  
17 hopefully soon, sooner than later. We've had some --  
18 some folks out at DOT that handle our website. Our web  
19 master's been out on leave a little bit. So hopefully  
20 after today or tomorrow, we'll have everything up to  
21 date on our website so it will be live. Once that  
22 happens, obviously I'm going to reach out to the city  
23 and maybe at a counsel meeting in the future, you know,  
24 it can be mentioned that these websites are live with  
25 accurate information.

1 MS. HERLIHY: Yeah, it would be nice to get  
2 property owners who are impacted directly to have -- you  
3 know, early knowledge of that website so that they can  
4 continually check on your progress, when meetings are.  
5 I know it's helpful for me. I know some seniors that  
6 might not find this helpful, but I suspect a great  
7 majority of the people along your project routes would  
8 find it helpful.

9 MR. MARTIN: Yeah, exactly. And so on our  
10 website, you can actually comment -- make a comment on  
11 it, and it will come directly to me. So that's another  
12 way to reach out directly and not have -- hopefully not  
13 -- hopefully as the mail system gets a little bit better  
14 as we move forward here, but I would definitely reach  
15 out to me personally via the website if you have any --  
16 anybody has any questions as far as property owners that  
17 are here and not here tonight.

18 MS. HERLIHY: Yeah, because when we had the  
19 first Cottage Street public hearing, there were quite a  
20 few people from the neighborhood, especially further out  
21 than I am, out of town, because we have the same  
22 concerns about the traffic, about the June Street  
23 turning. We don't -- we don't fear the hill, we fear  
24 the people who come over the hill when we're trying to  
25 turn onto June Street. And that was a big topic of

1 conversation at the first public hearing. So to not see  
2 any -- I don't think any of the neighbors past me are  
3 here and that's -- my concern is they didn't get notice.

4 MR. MARTIN: I remember it well.

5 MS. HERLIHY: Okay.

6 MR. MARTIN: I was there.

7 MS. HERLIHY: Okay. Thank you all.

8 MR. MARTIN: Thank you.

9 Anybody else internally?

10 All right, you're letting me down.

11 ATTENDEE: It's the notice.

12 MR. MARTIN: I know there's got to be a lot  
13 of questions out there.

14 MR. TERMATH: I just want to say to  
15 everybody here, you know, talking in the open forum  
16 portion earlier was very helpful. Well -- well planned.  
17 However, the Winter Street portion of that where you're  
18 going to mitigate the -- you know, the traffic in that  
19 or the safety I should say, the safety part of that.  
20 How much of a plan right now do you guys, you know,  
21 focus on when it comes to safety when you're speaking of  
22 vehicular traffic or pedestrian traffic?

23 MR. ETTINGER: Yeah, it was brought up at  
24 our last public meeting. We haven't spent a lot of time  
25 implementing anything. We will as part of final design.

1 It's got a flashing light right now at that intersection  
2 as a safety measure. We're going to look to enhance  
3 that. Looking at Winter Street itself, it's a state  
4 road, it's an arterial, it's a highway priority,  
5 corridor priority No. 1 which is I think pretty high up,  
6 1 or 2. So we're going to take a look at the flashing  
7 beacon, we're going to take a look at the stop -- what's  
8 happening is the stop conditions on Riverside, people  
9 aren't stopping and failing to yield. They're pulling  
10 out in front of traffic. So if we can mitigate that  
11 with more visible signage, stop signs, maybe LED  
12 flashing stop signs as one option. We had a similar  
13 project up in Auburn, high crash location. We did LED  
14 flashing stop signs -- we actually did a raised  
15 intersection so all of the crosswalks were elevated so  
16 it requires all four legs of traffic even nonstop legs  
17 to slow down to go over basically a raised table. The  
18 whole intersection was raised up to current height.

19 The issue that we have at this road is it's  
20 an arterial, it's a state road and they have  
21 restrictions -- it's considered vertical traffic and  
22 there's certain restrictions for that. So it would  
23 require a special approval, kind of a design inspection  
24 with DOT. But that is an option, one of the more  
25 extreme options that we could look at. We might

1 consider flashing beacons, pedestrian flashing beacons  
2 for the side path crossing.

3 MR. HILL: We also had worked recently with  
4 the Bicycle Coalition of Maine to do some pilot  
5 projects, some traffic installations around Sanford and  
6 they had looked at that intersection in particular and  
7 bounced an idea, a four-way stop there off of Maine DOT  
8 Region 1 traffic engineer who just shot it down  
9 completely. You know, that's -- that's an arterial,  
10 you're not going to be adding a stop condition to an  
11 arterial even in a demonstration situation. So those  
12 ideas that Don was mentioning I think are good ones. I  
13 think the flashing beacon on our rapid rec --  
14 rectangular rapid flashing beacon might be a good one.  
15 That's the same kind of installation you see out in  
16 front of City Hall. Gets the driver's attention. It's  
17 also very important we don't overuse those because  
18 people do tend to get desensitized to those. So we want  
19 to be careful about where we put them in and make sure  
20 it's where people will pay attention and not take them  
21 for granted.

22 MR. TERMATH: Thank you very much. I  
23 appreciate you guys being here tonight.

24 MR. MARTIN: All right, anybody else  
25 internally?



1 Externally?

2 MS. SALANTRI: My name is Bridget Salantri.  
3 I'm a member of the Southern Maine Garden Club.  
4 Currently at Washington and Main Street there is a  
5 traffic island, a landscape island median. Is that  
6 going to continue or will that be removed? I didn't see  
7 it on the plans.

8 MR. FLYNN: The median island inside the  
9 intersection will be removed. The sidewalk in front of  
10 the trust building will be widened. The trust  
11 building's basement is actually underneath the sidewalk.  
12 As part of the project, we'll be extending the curb line  
13 away from the trust building so there will be a public  
14 right of way for pedestrians inside of the right of way.  
15 As part of that, there are going to be some landscape  
16 elements on that side of the street so there may be an  
17 opportunity there to shift to the corner. But the  
18 median island is planning to be removed as part of the  
19 project.

20 MR. HILL: And I think some of the -- those  
21 opportunities that he mentioned, Ethan, where basically  
22 the sidewalk will have two different levels. There will  
23 be a higher side to the sidewalk and a lower side to the  
24 sidewalk. We were talking about maybe instead of just  
25 putting in kind of a vanilla curb that someone would

1 step down off of, maybe turn that into a planter  
2 opportunity. So it would be raised, it would be  
3 elevated, it would catch the eye and it would also be  
4 safe to maintain. You wouldn't have to be out in the  
5 middle of traffic in order to maintain the garden  
6 opportunity. Along with that, I think it was also  
7 mentioned here tonight in the open house comments is  
8 that along the William Oscar Emery corridor, Seth with  
9 Aceto Landscape Architects, has got some landscaping  
10 medians in there. One on River Street, one at the  
11 transition between William Oscar Emery and Riverside  
12 Avenue. And then there was also a comment earlier that  
13 we might be able to take -- go on Park Drive and add a  
14 median strip there in order to create, essentially,  
15 three gateways to the recreational area.

16 Seth, would you like to elaborate?

17 MR. KIMBALL: I think it's a great idea.  
18 Anytime you can kind of create that access and that  
19 transition from street to gateway to notify you're in a  
20 different area, in particular along William Oscar Emery  
21 makes a lot of sense. It feels more parklike. And the  
22 plantings that we are proposing currently within there  
23 are salt tolerant and more durable plants and native so  
24 I just wanted to put that out there as well because  
25 there's been some concerns in the past about what is

1 going to be proposed.

2 MR. GRANDE: I just wanted to add too that  
3 although we haven't talked about it, you will see a lot  
4 of green space on our plans as well in different areas.  
5 So there will be landscaping throughout the downtown  
6 projects as well, some space in between the roadway and  
7 the sidewalk. And there could be opportunities there as  
8 well that you saw some of the renderings that are there.  
9 So that's something that we'll be working with the  
10 Department's landscape team in kind of determining maybe  
11 there's other opportunities in certain locations as well  
12 for something like that.

13 MR. MARTIN: Yeah, I think with the overall  
14 project, there's intent to add landscaping futures to  
15 this -- to the entire project. Like Tony said, we're  
16 early. As we come back next time, then we can analyze  
17 some of those bump-out areas that were mentioned and  
18 look at the crossings and see if there's opportunities  
19 for that grass esplanade. We'll see -- I think there's  
20 a few places out there where we can replace what's being  
21 lost for sure.

22 MR. TERMATH: On William Oscar Emery Drive,  
23 we have the Sanford Armory and so they have -- you know,  
24 quite -- the state owns that property right there,  
25 there's a lot of frontage. So are you going to try to

1 help tie in some of that curb appeal towards the dog  
2 park from the armory side? Are you going to work with  
3 the military, Bureau of Veterans Affairs to try to, you  
4 know, get them on board to maybe do a curb or something  
5 right there in front of that location?

6 MR. ETTINGER: Yeah. Through that area, the  
7 corridor is going to be consistent. So we want the same  
8 theme, whether it's landscaping, curbing, sidewalk  
9 through that whole area. Looking at the graphics, it  
10 looks like we might provide -- it's a wide open area. I  
11 think right now we're providing two entrances. So we'll  
12 provide some -- basically some access management in  
13 there looking at the graphic on the wall.

14 MS. HERLIHY: Thank you.

15 MR. MARTIN: I guess that concludes our  
16 public hearing for tonight. Thank you all for coming.

17 As I said, my contact information is on the  
18 agenda. We'll get those websites up and running which  
19 will be another mechanism for people to comment on.  
20 We'll get that information to Steve so he can mention it  
21 at the upcoming council meeting just so everybody can go  
22 take a look at all of the information presented tonight.

23 Again, thank you all for coming.

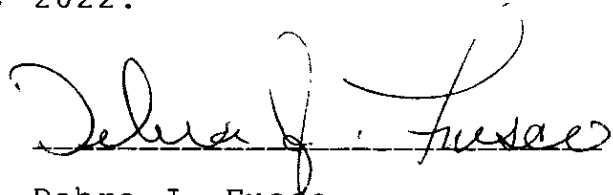
24 (Whereupon, the above-named public hearing was concluded  
25 at 7:18 p.m.)

## C E R T I F I C A T E

1  
2  
3 I, Debra J. Fusco, a Notary Public in and for the  
4 State of Maine, hereby certify that on the 17th day of  
5 November, 2022, personally appeared before me the  
6 within-named persons in the aforementioned cause of  
7 action and that the foregoing is a true and accurate  
8 record as taken by me by means of computer-aided machine  
9 shorthand.

10  
11 I further certify that I am a disinterested person in  
12 the event or outcome of the aforementioned cause of  
13 action.

14  
15 IN WITNESS WHEREOF, I have hereunto set my hand this  
16 9th day of November, 2022.

17  
18 

19 Debra J. Fusco

20 Court Reporter/Notary Public

21  
22 My Commission expires: February 23, 2023  
23  
24  
25