



City of Sanford Downtown Planning & Feasibility Study

PUBLIC MEETING #2

July 9, 2020

Thank you for joining!

The meeting will start at 6:00 PM

**During this meeting you can email your comments to:
pw@sanfordmaine.org**

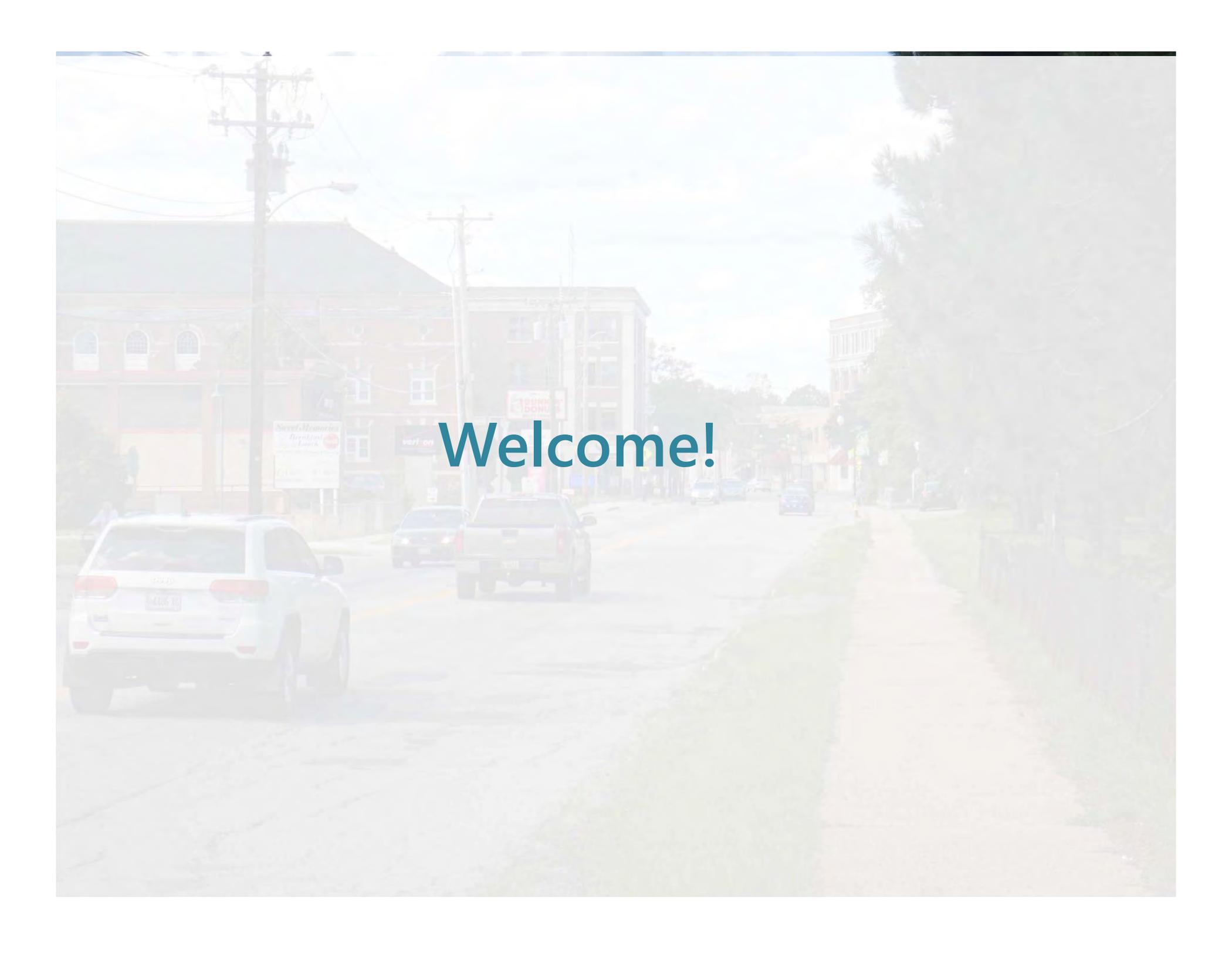


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A photograph of a street scene with a 'Welcome!' text overlay. The street is paved and has a grassy area on the right. On the left, there are several buildings, including a brick building with arched windows and a sign that says 'Sweet Memories'. A white SUV is driving away from the camera on the left side of the road. In the center, a dark pickup truck is driving away. Further down the road, there are more cars and buildings. The sky is blue with some clouds. The text 'Welcome!' is written in a bold, blue font across the middle of the image.

Welcome!



Tony Grande
Project Manager, VHB



Geoffrey Morrison-Logan
Outreach Facilitator, VHB



Matt Hill
City of Sanford, ME



Nate Howard
MaineDOT





Technical Advisory Committee Members

Steven Buck
City of Sanford, ME

Matt Hill
City of Sanford, ME

Michael Casserly
City of Sanford, ME

Beth Della Valle
City of Sanford, ME

Ian Houseal
City of Sanford, ME

Bill Botting
City of Sanford, ME

Jim Nimon
Sanford Economic
Regional Growth Council

Martin Rooney
MaineDOT

Nate Howard
MaineDOT

Patrick Adams
MaineDOT

Meeting Agenda

- Welcome and Meeting Logistics (5 min.)
- What We Heard: Public Meeting #1 (10 min.)
- Instructions for Participation (5 min.)
- Presentation of Study Findings (55 min.)
 - Conceptual Improvements (45 min.)
 - School Street(1-way vs. 2-way) (10 min.)
 - Washington Street (10 min.)
 - Main Street – South (10 min.)
 - Main Street - North (10 min.)
 - Opinion of Costs (5 min.)
- Additional Questions (10 min.)
- Next Steps (5 min.)

A faded, semi-transparent photograph of a street scene. In the foreground, a white SUV is parked on the left side of the road. Further down the street, a dark pickup truck and a dark sedan are visible. The background features several multi-story brick buildings, some with arched windows. Utility poles with power lines are visible along the left side of the street. The sky is overcast with light clouds. The text "What We Heard..." is overlaid in the center of the image.

What We Heard...

Focus Areas



Sanford Downtown PPI - Purpose and Need

*Evaluate and analyze **safety and mobility improvements** to compliment local economic development efforts within the proposed Downtown Sanford PPI Study area, and develop a Common Vision to guide Federal, State, and Local investments in Capital Transportation Improvements.*

Subject to available federal, state, and local transportation resources.

Public Meeting Recap

- Comments generally in line with Project Purpose and Need
 - Pedestrian safety and mobility improvements (consistent theme)
 - Overall traffic capacity will not be increased as part of this project
 - Comments mainly asking for more multimodal options while improving
 - Infrastructure
 - Safety
 - Overall look and feel of the study area

Public Meeting Recap – What we heard

- Gateway Treatments/Locations:
 - Not necessarily at the outer limits as shown, look further into the study corridor (i.e., Elm Street rather than at Emery Street)
- Traffic Concerns:
 - although an overall concern, traffic not the most important issue
 - Issues to consider:
 - Reducing length of 2-lane width NB on Main Street (south)
 - Reducing length of 2-lane width WB on Washington Street west of Pioneer Ave
 - Restricting left turns out of Roberts Street (i.e., peak hour restriction)
 - Making School Street 2-way; or consider reversing 1-way direction

Public Meeting Recap – What we heard

- Community Character:
 - Main Street (south)
 - Previously lined with trees and homes (architecture, aesthetics, character)
 - Currently no appeal in this section south of City Hall
 - This IS the Gateway; need to “reinvent” character in this area
 - Good opportunity to consider aesthetics even on a busy corridor
 - Existing flags and plantings around town are a good start
 - Consider trees/plantings with a consistent theme and maintenance in mind
 - Look at Kennebunk as an example of a downtown with character on Route 1
 - Focus on Streetscape, increasing appeal, making the downtown more dynamic

Kennebunk – Street View Example (July 2009)



Kennebunk – Street View Example (July 2011)



Kennebunk – Street View Example (July 2009)



Kennebunk – Street View Example (June 2019)



Public Meeting Recap – What we heard

- Infrastructure Improvements:
 - Reconstruct/Rehabilitate roadway; curb reveal/drainage
 - Reconstruct Sidewalks including ADA accommodations
 - New LED lighting is moving forward by the City
 - Consider innovative stormwater treatment options in Downtown perhaps incorporated into the Streetscape
 - Consistent signing/pavement markings (consideration for advanced/enhanced signing to improve safety)
 - Consider incorporating interim signing and striping recommendations in the short-term to address existing deficiencies (i.e., no Ped warning sign at Elm Street)

Public Meeting Recap – What we heard

- Parking:
 - Main Street:
 - South: consider adding some parking between Elm Street and Roberts Street (in vicinity of Goodall Mansion)
 - North: evaluate existing spaces with MaineDOT/MUTCD guidance (likely to lose spaces due to non-compliance – crosswalk proximity, length of spaces, etc.)
 - School Street: parking currently on both sides; if converted to 2-way likely to lose parking on one side
 - Washington Street: parking in front of Third Alarm Diner is a problem for sight distance with vehicles on Pioneer heading NB

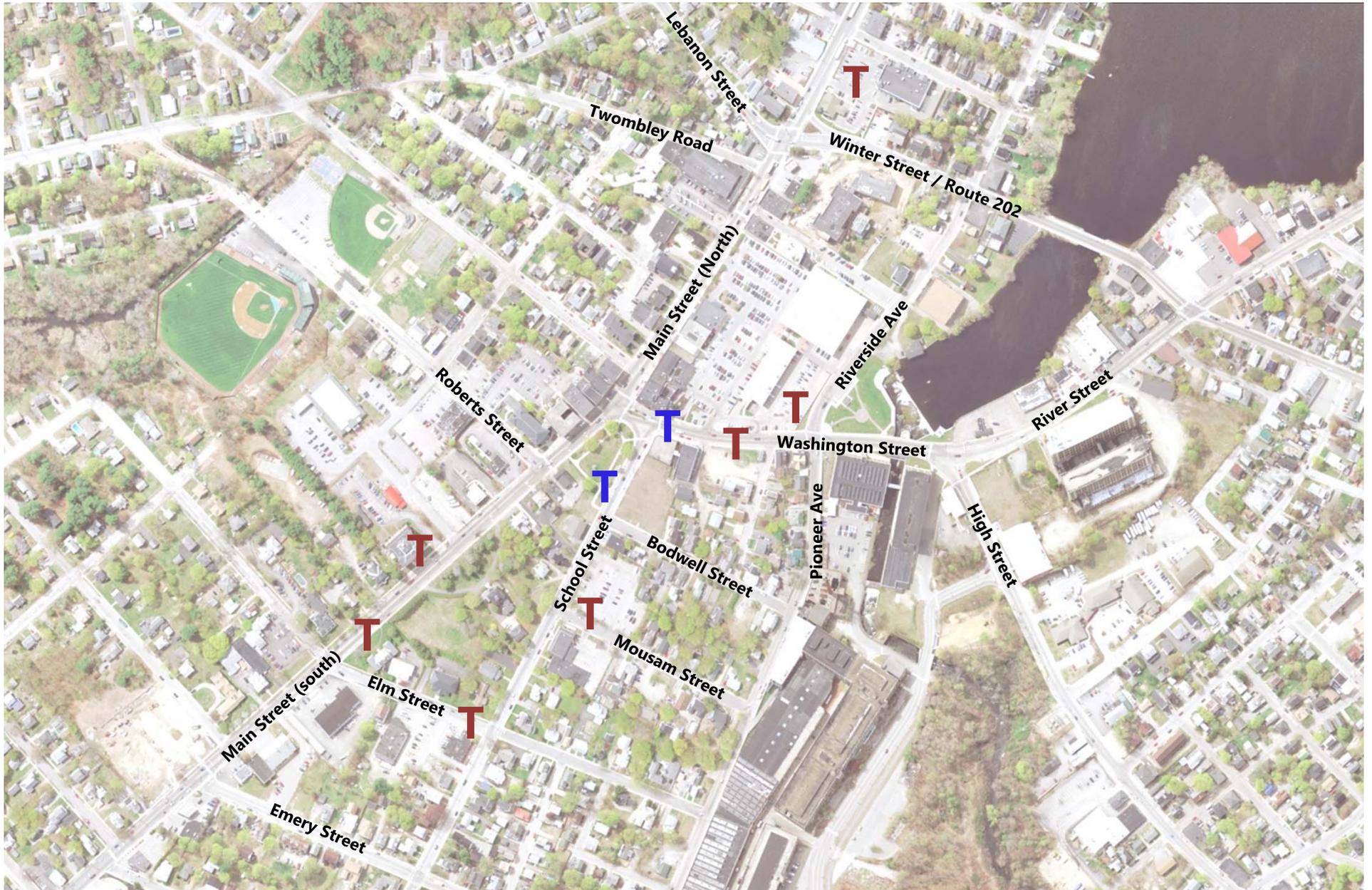
Public Meeting Recap – What we heard

- Crosswalks:
 - Review all existing crosswalk locations; MaineDOT guidance suggests 400 ft. max. spacing
 - Main Street (south): Emery to Elm = 520'; Elm to Roberts = 880' (consider adding one additional crossing at Sunset Towers – also a bus stop)
 - Main Street (north): Winter to Midtown Mall = 220'; Midtown Mall to Partners Bank = 330'; Partners Bank to First Baptist Church = **180'**; First Baptist Church to Washington = **150'**; Washington to Roberts = 310'; (consider removing crossing at First Baptist Church, then **150'+180'= 330'**)
 - Consider bumpouts/curb extensions at some of these locations

Public Meeting Recap – What we heard

- Coordination:
 - MaineDOT/VHB BUILD project: signal upgrades at 3 intersections
 - Main Street and Emery Street/Cumberland Farms
 - Main Street and Washington Street
 - Main Street and Lebanon Street/Winter Street
 - Sanford Trails:
 - Consideration of bike lanes/accommodations throughout the Study Area
 - Downtown Connector: planned to be located along Riverside Ave, crossing Washington Street and continue along Pioneer Ave
 - River Street Connector: planned to be located along River Street, crossing High Street and continuing along Washington Street to Pioneer/Riverside Ave
 - Downtown Historic Walk: an urban walk that includes all of the Main Street study area with additional sites on School Street and within Central Park
 - Transit: coordination with YCCAC re: bus stops and future plans

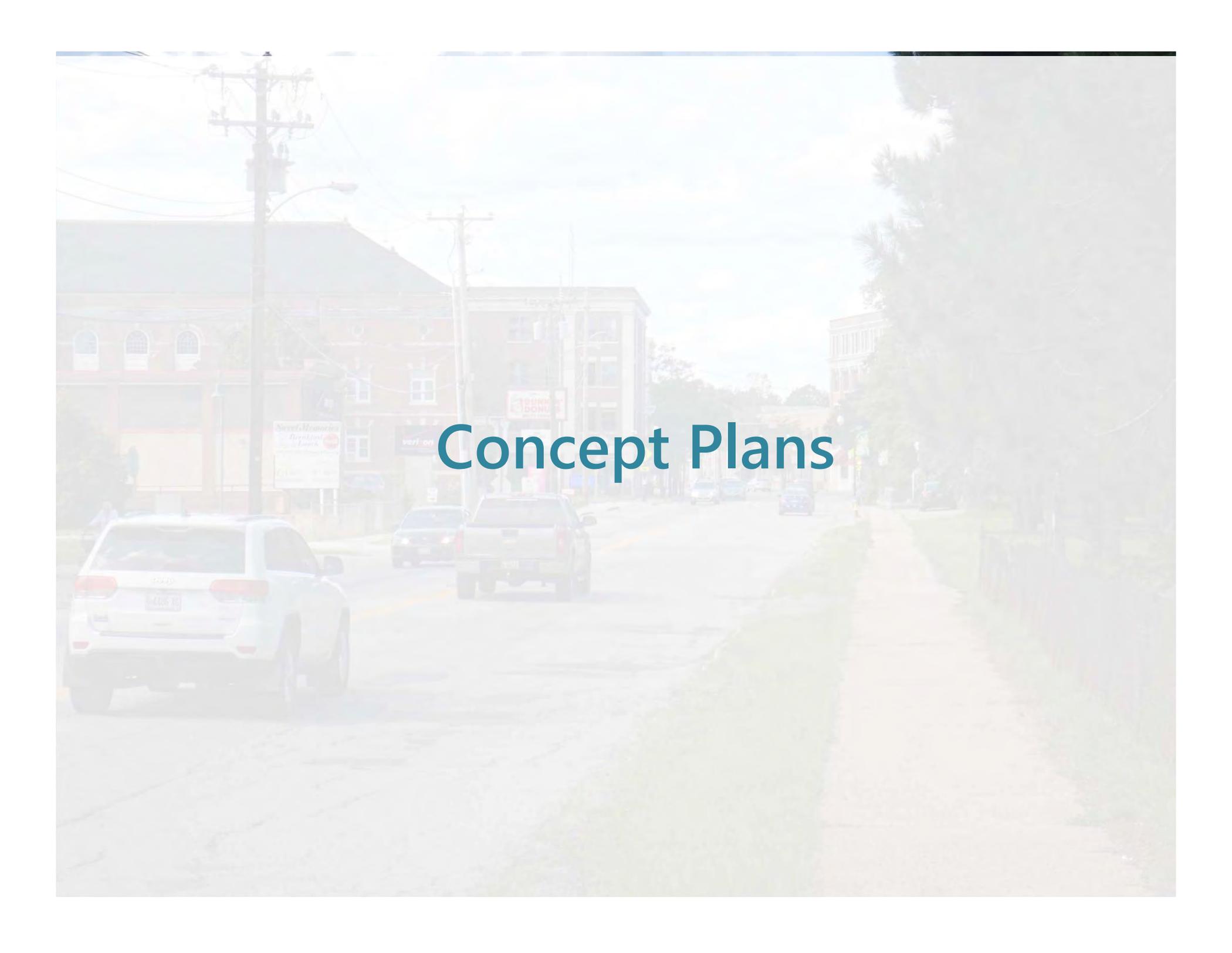
Transit Stops



Meeting Logistics

- Raise/lower your “Hand”
- General Question and Answers
- Emailing your comments: pw@sanfordmaine.org
- Ground Rules



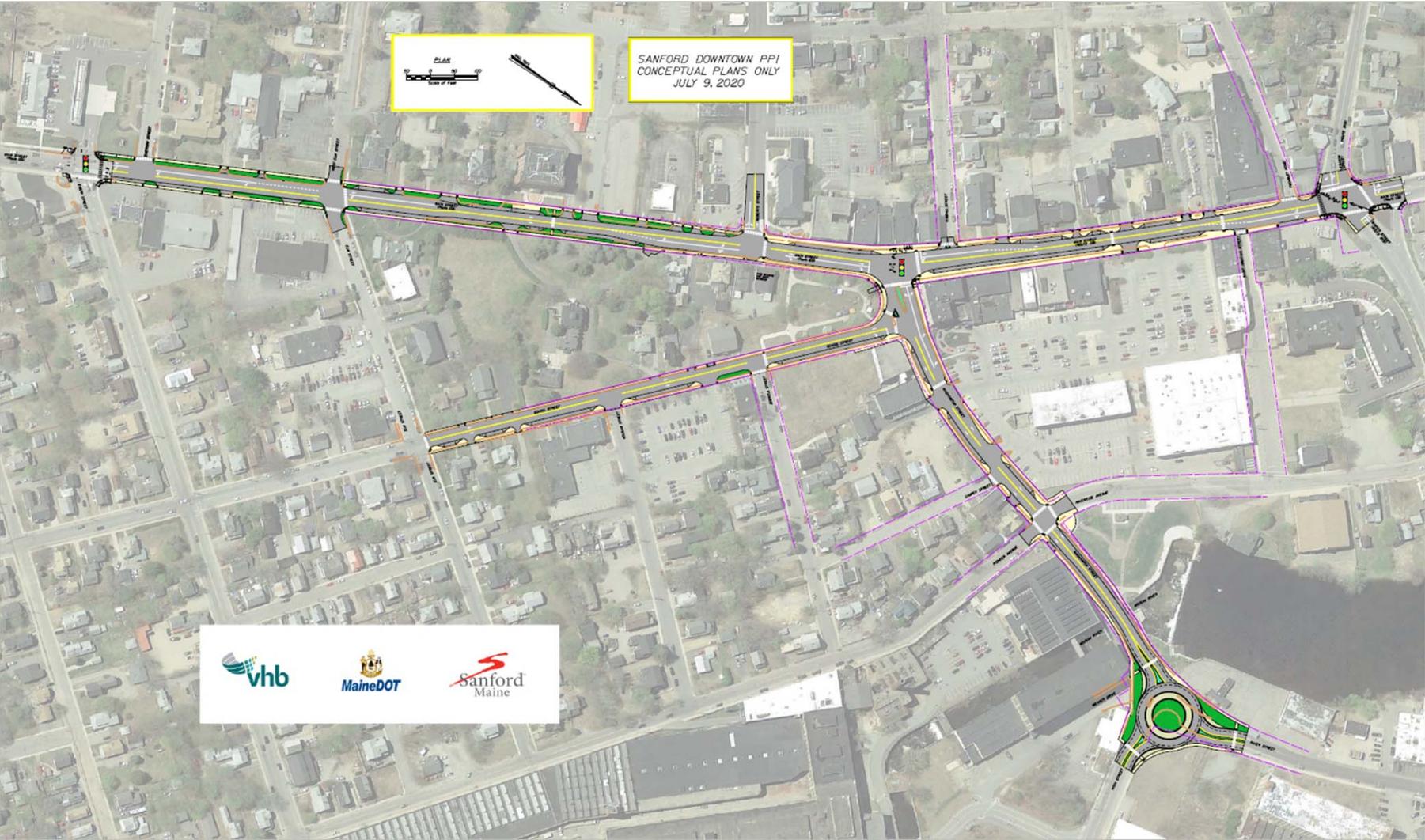


Concept Plans

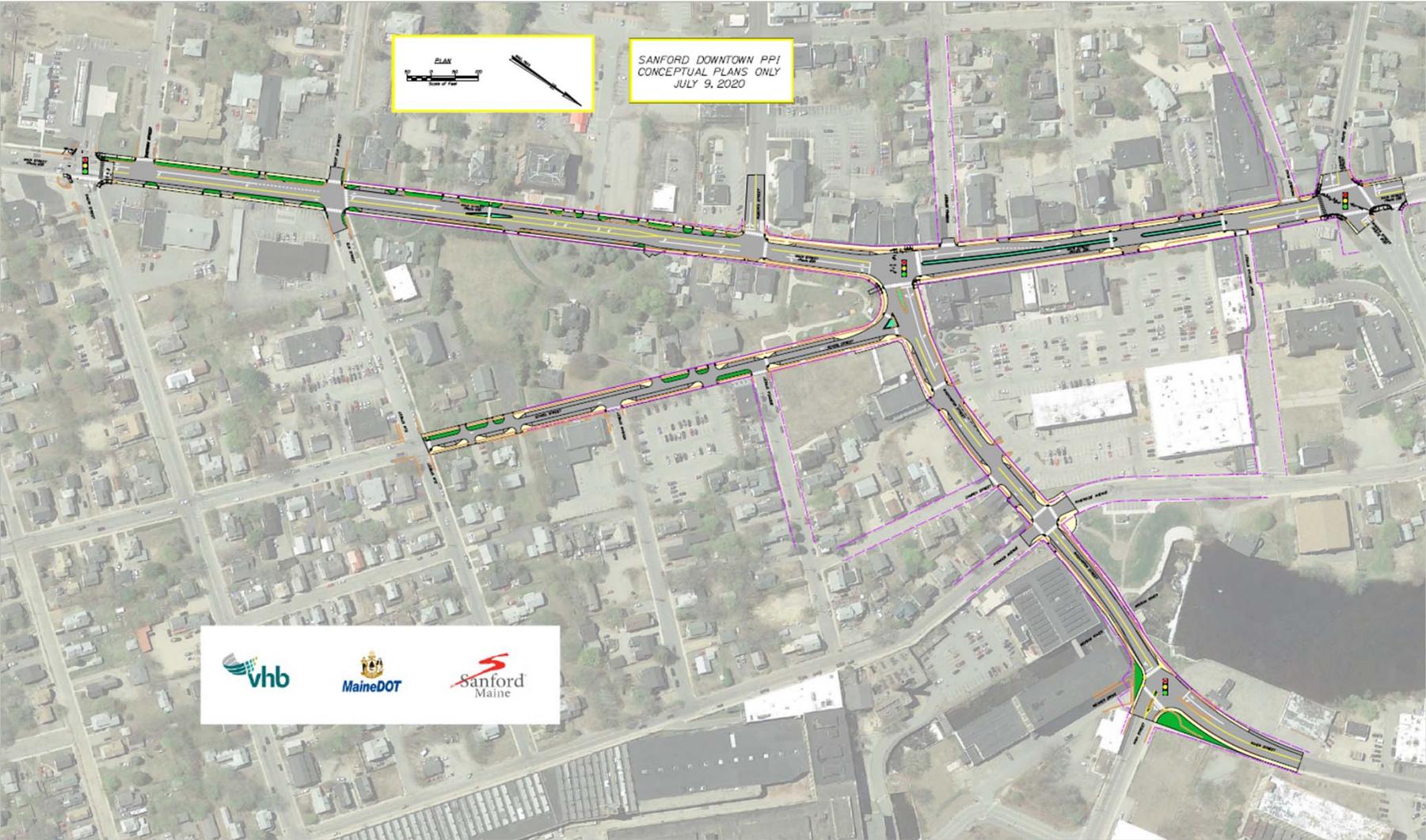
Concept Plan Development – Design Criteria

- Assumed roadway/sidewalk reconstruction throughout
- No proposed grade changes, minor adjustments likely needed
- 11 ft. – 13 ft. Lane widths; shoulder widths vary
- 8 ft. parking lanes (20 ft. – 22 ft. ea. space)
- Bicycle Accommodations
 - share the lane
 - use adjacent roads
- Existing Sidewalk widths vary 5 ft. -10 ft.; maintain existing widths (6 ft. or greater desirable – 5.5 ft. min.)
- ADA compliance for all crossings and sidewalk ramps
- Bumpouts / curb extensions incorporated at selected locations

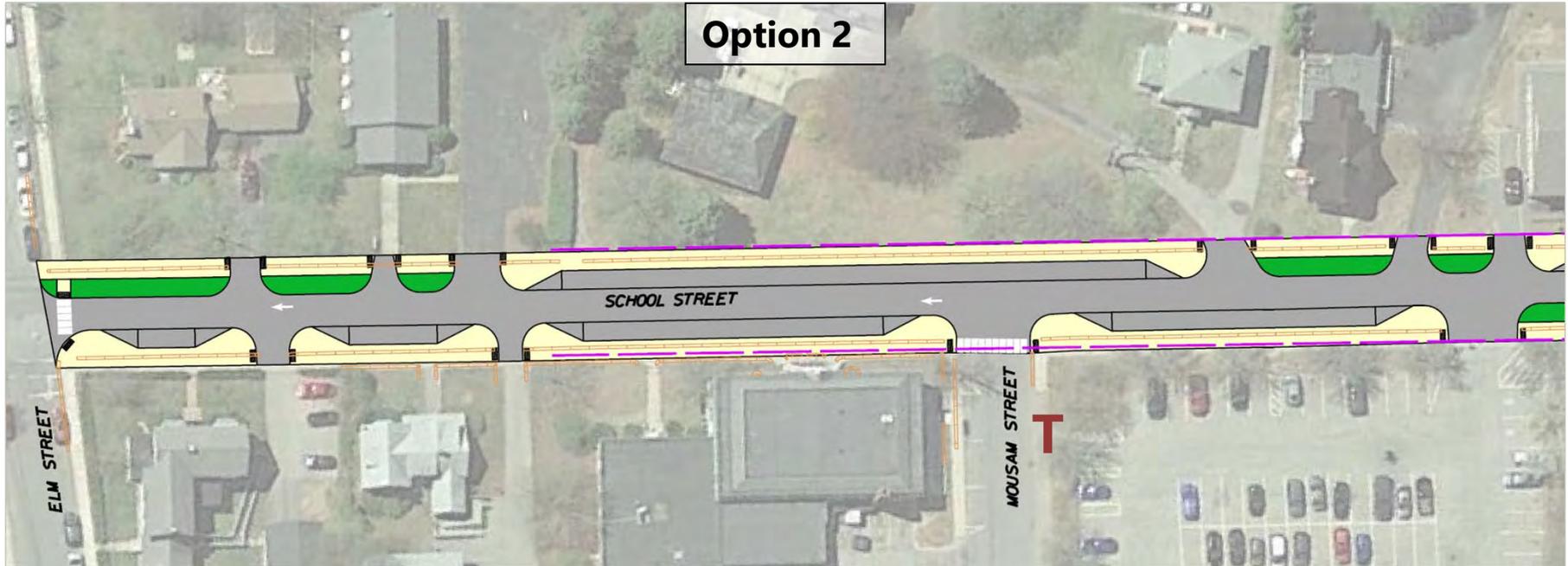
Concept Plans – Option 1



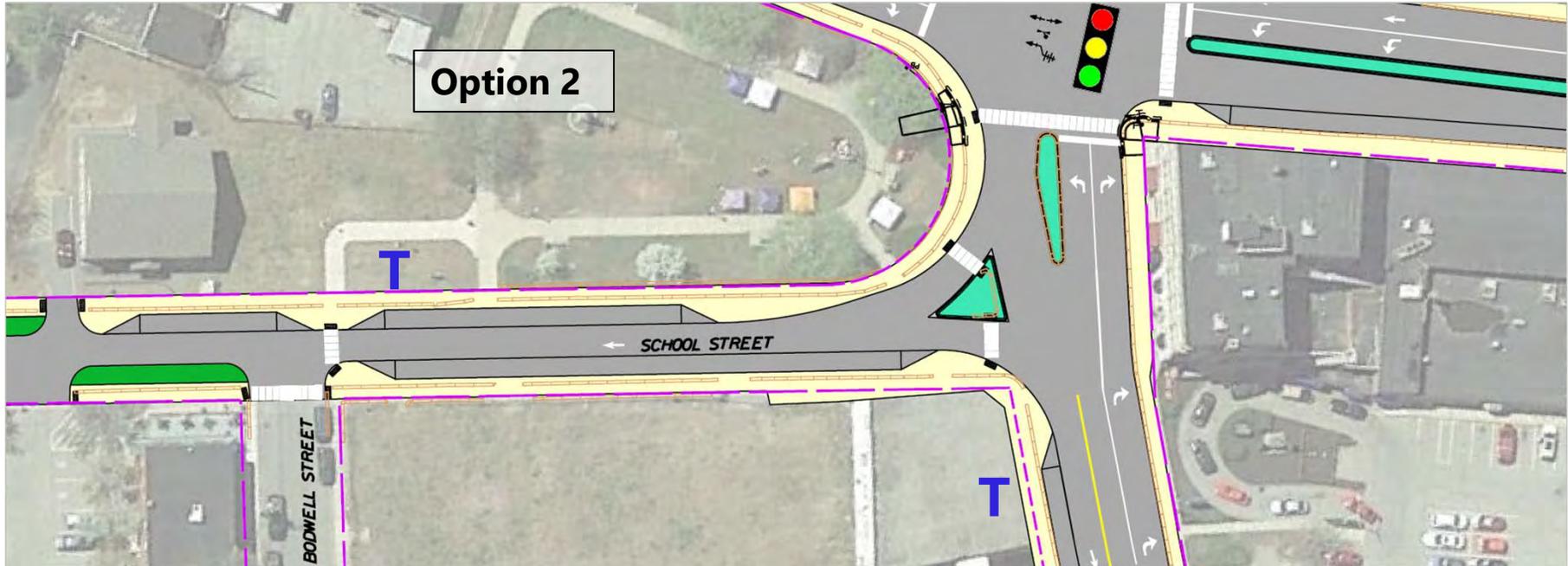
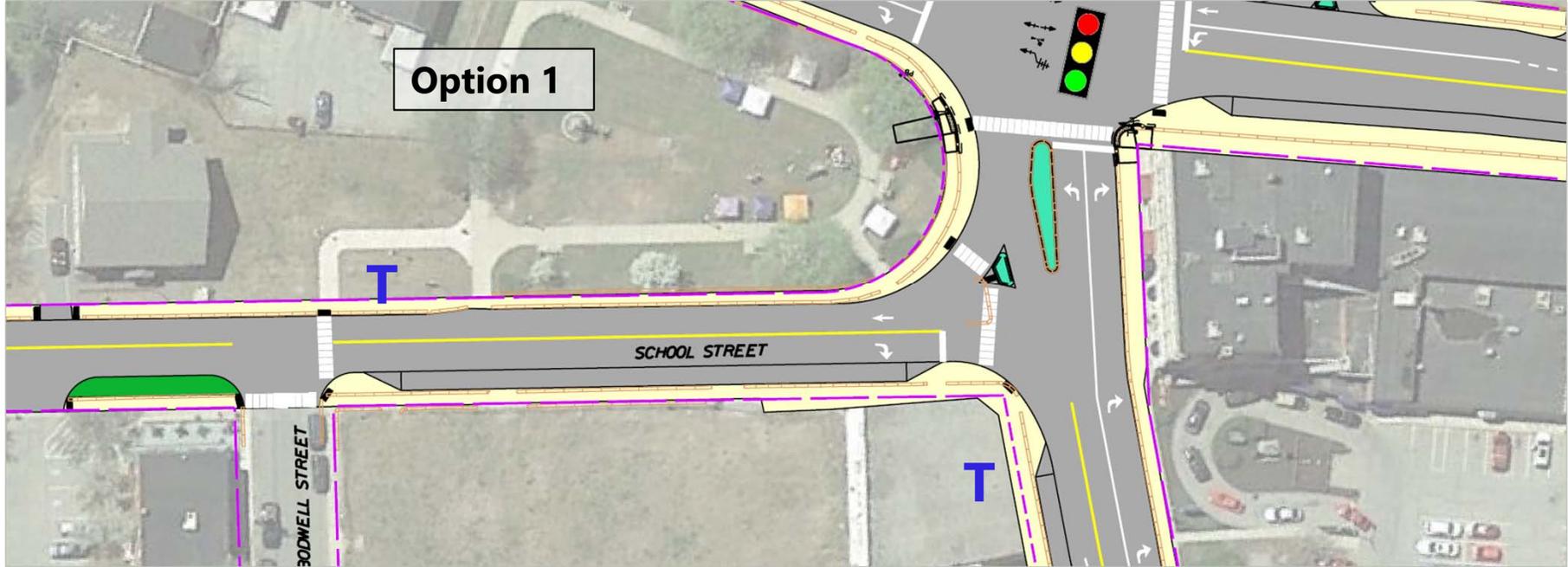
Concept Plans – Option 2



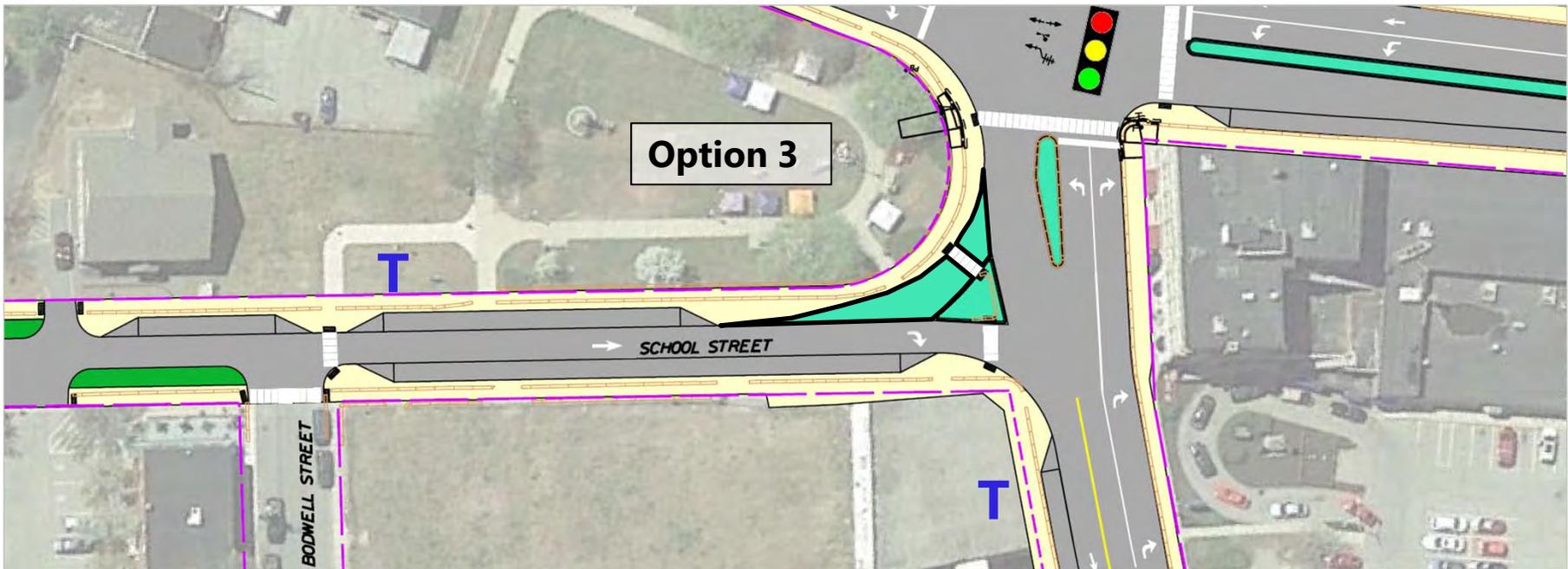
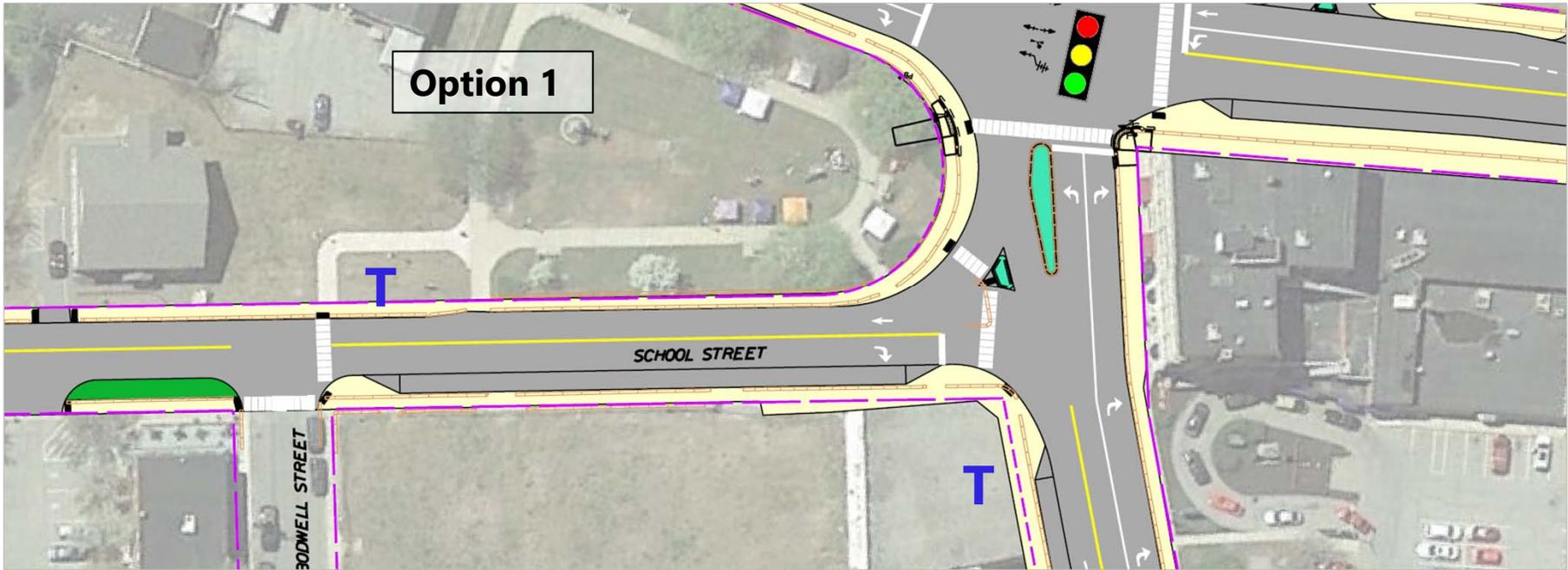
Concept Plans – School Street



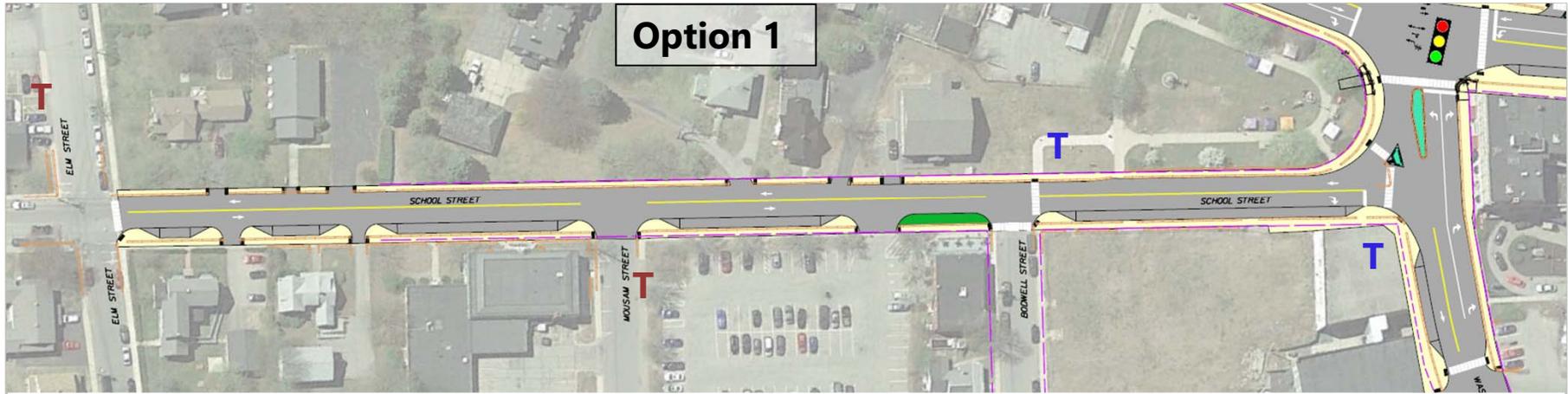
Concept Plans – School Street



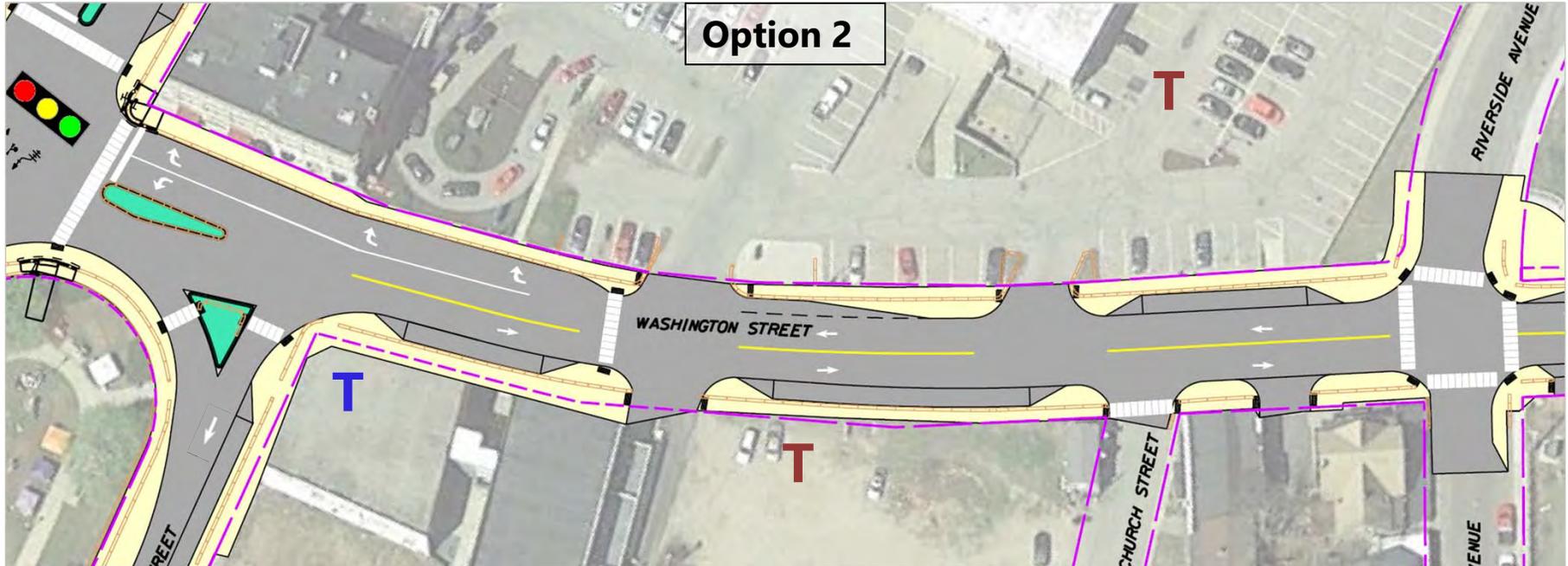
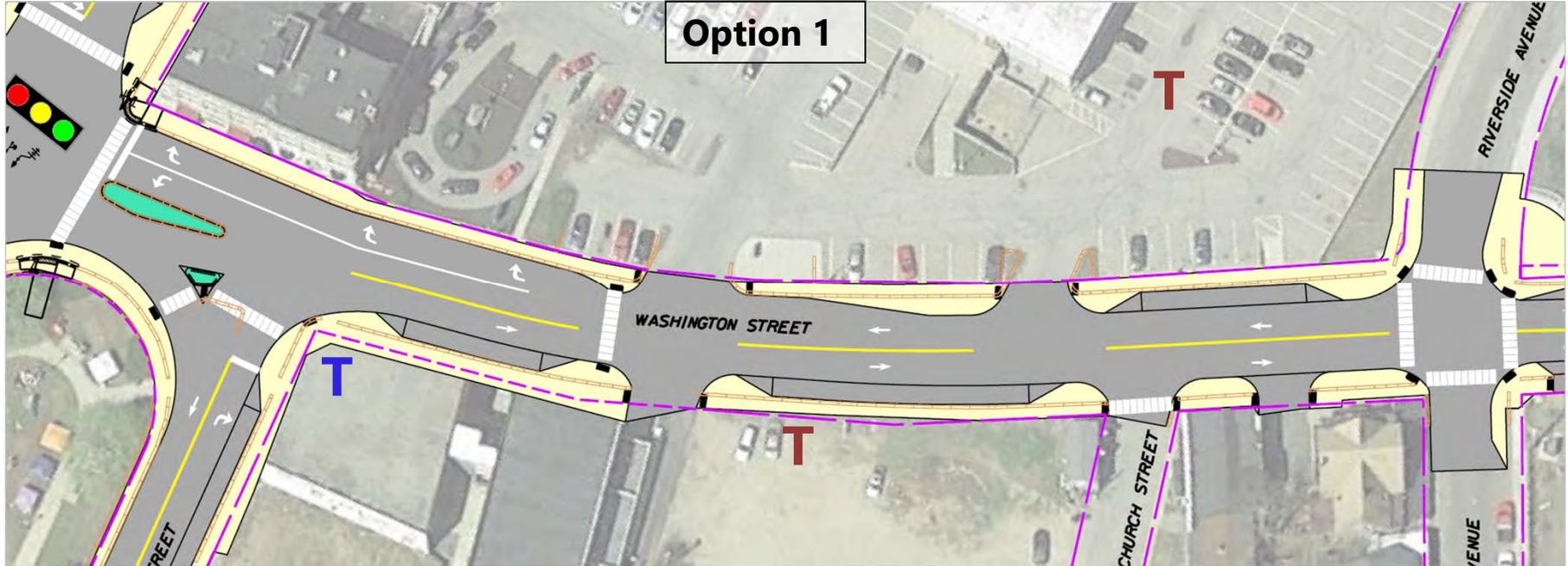
Concept Plans – School Street



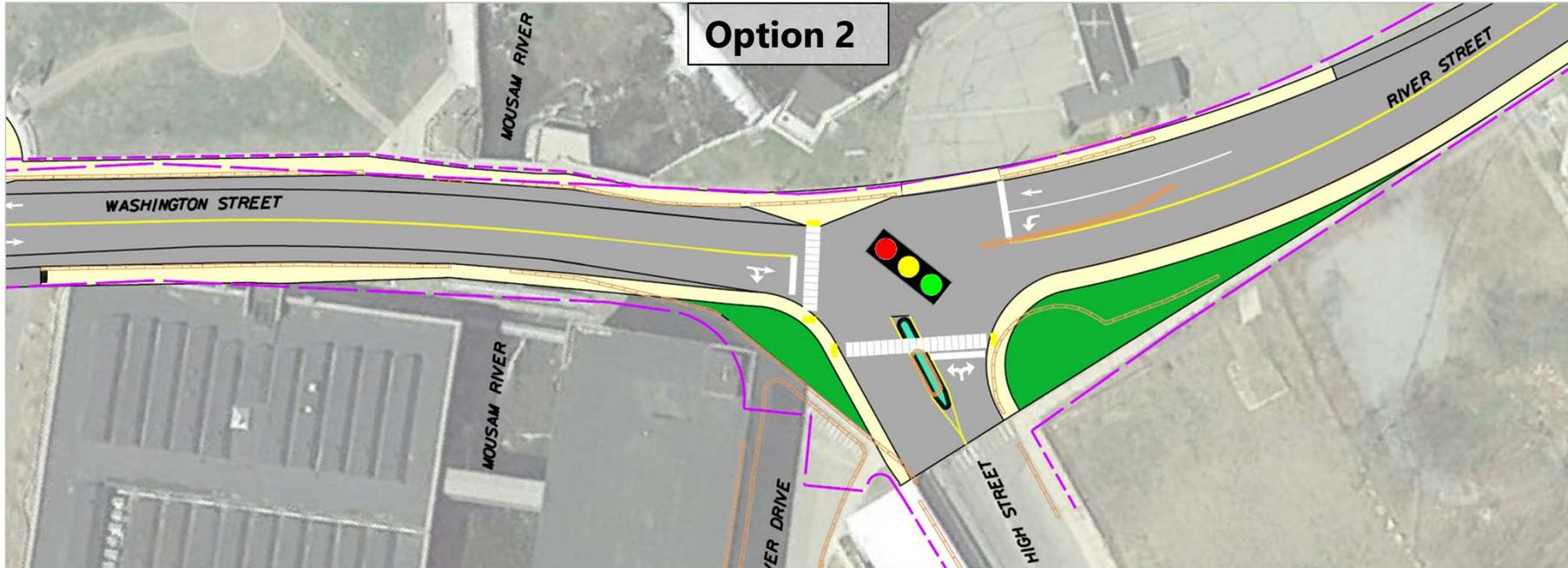
Overall Concept Plans – School Street



Concept Plans – Washington Street



Concept Plans – Washington Street



Rendering – Washington St./High St./River St. – Option 1



Washington Street Looking Northeast



Option 1



Rendering – Washington St./High St./River St. – Option 2



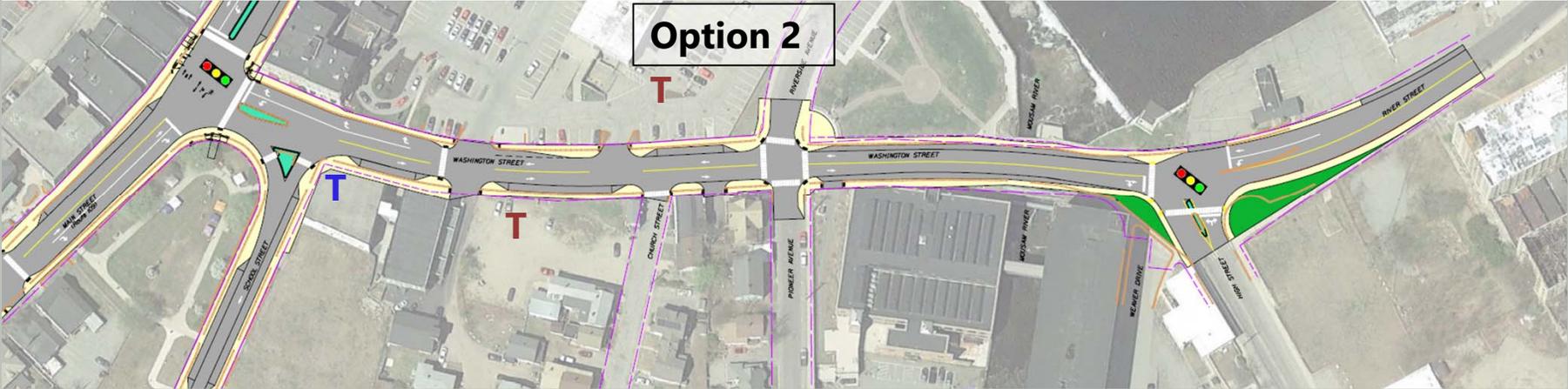
Washington Street Looking Northeast



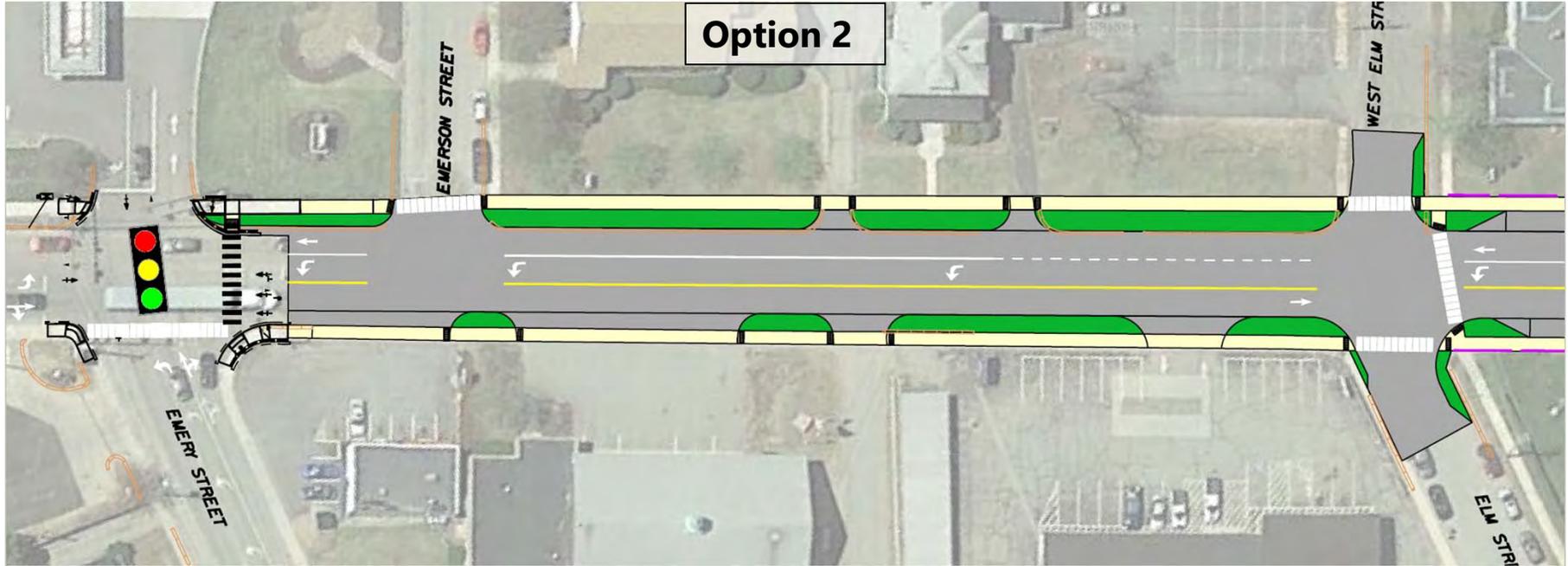
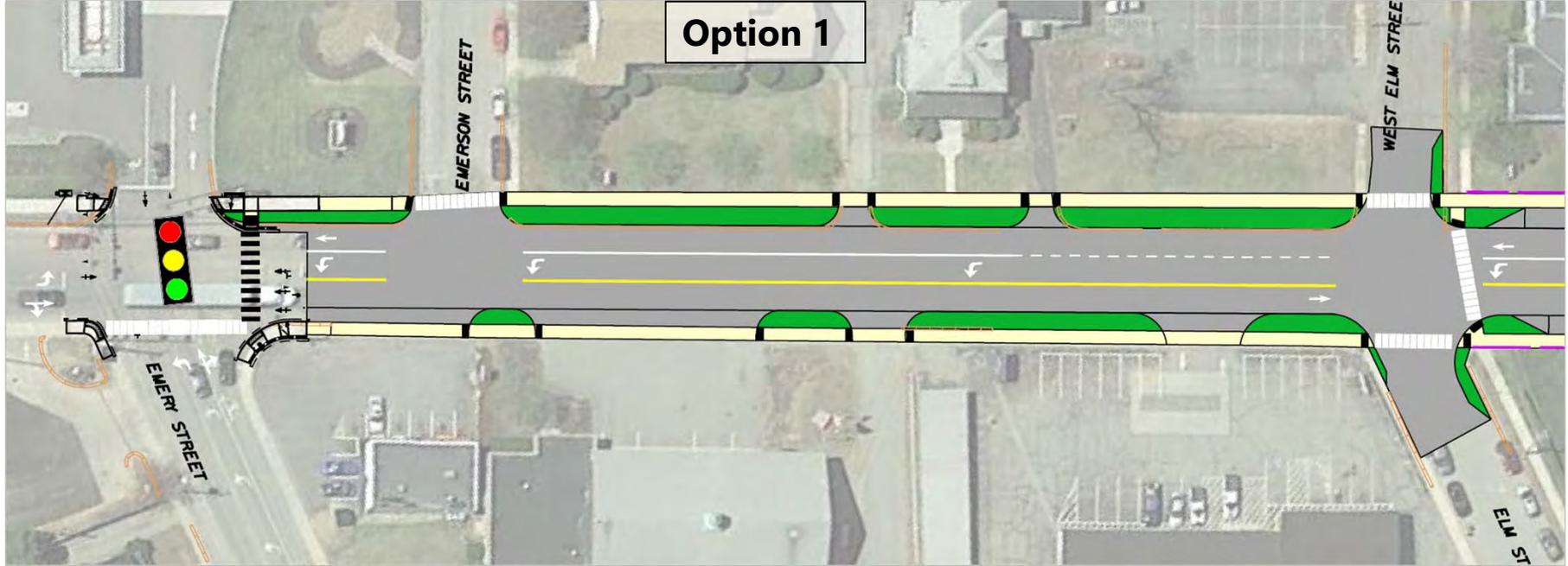
Option 2



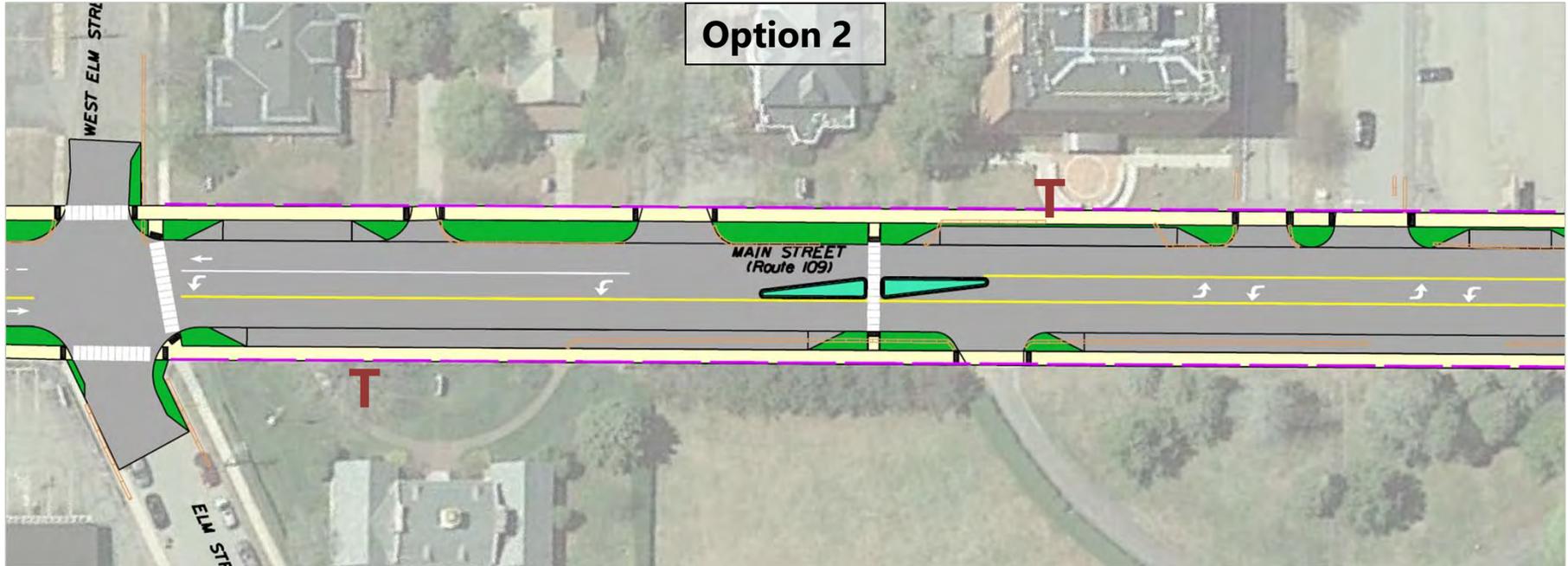
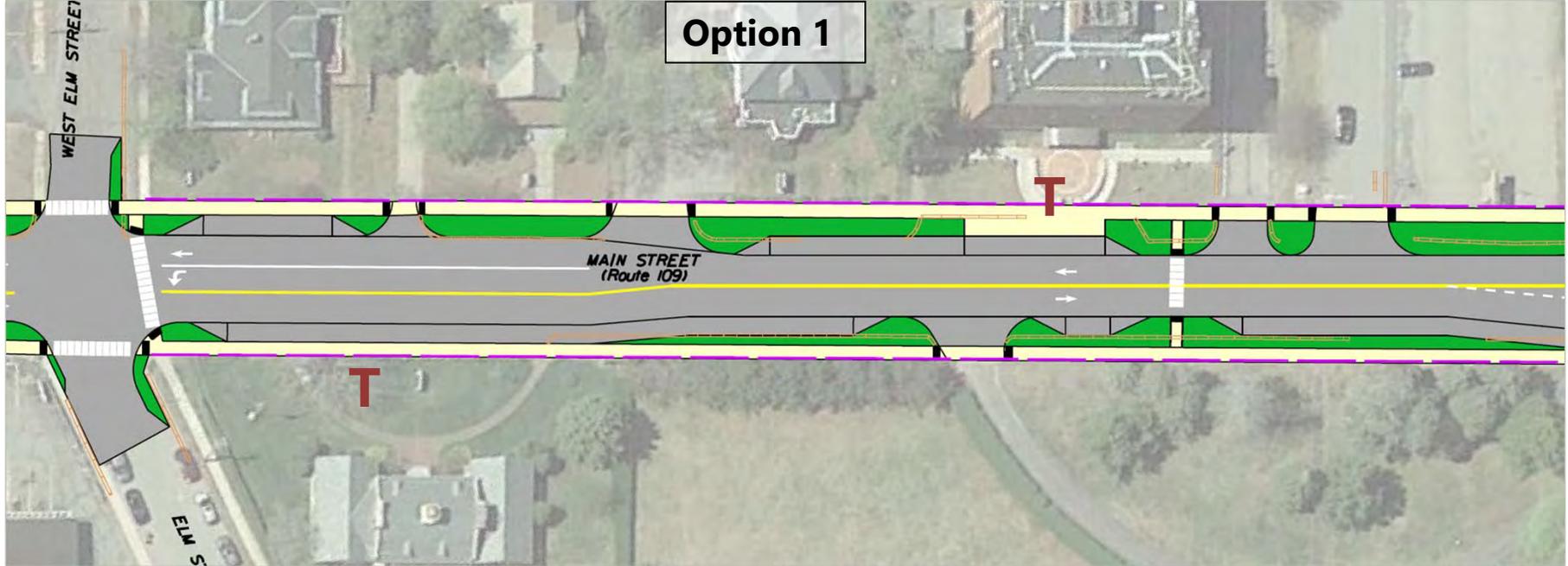
Overall Concept Plans – Washington Street



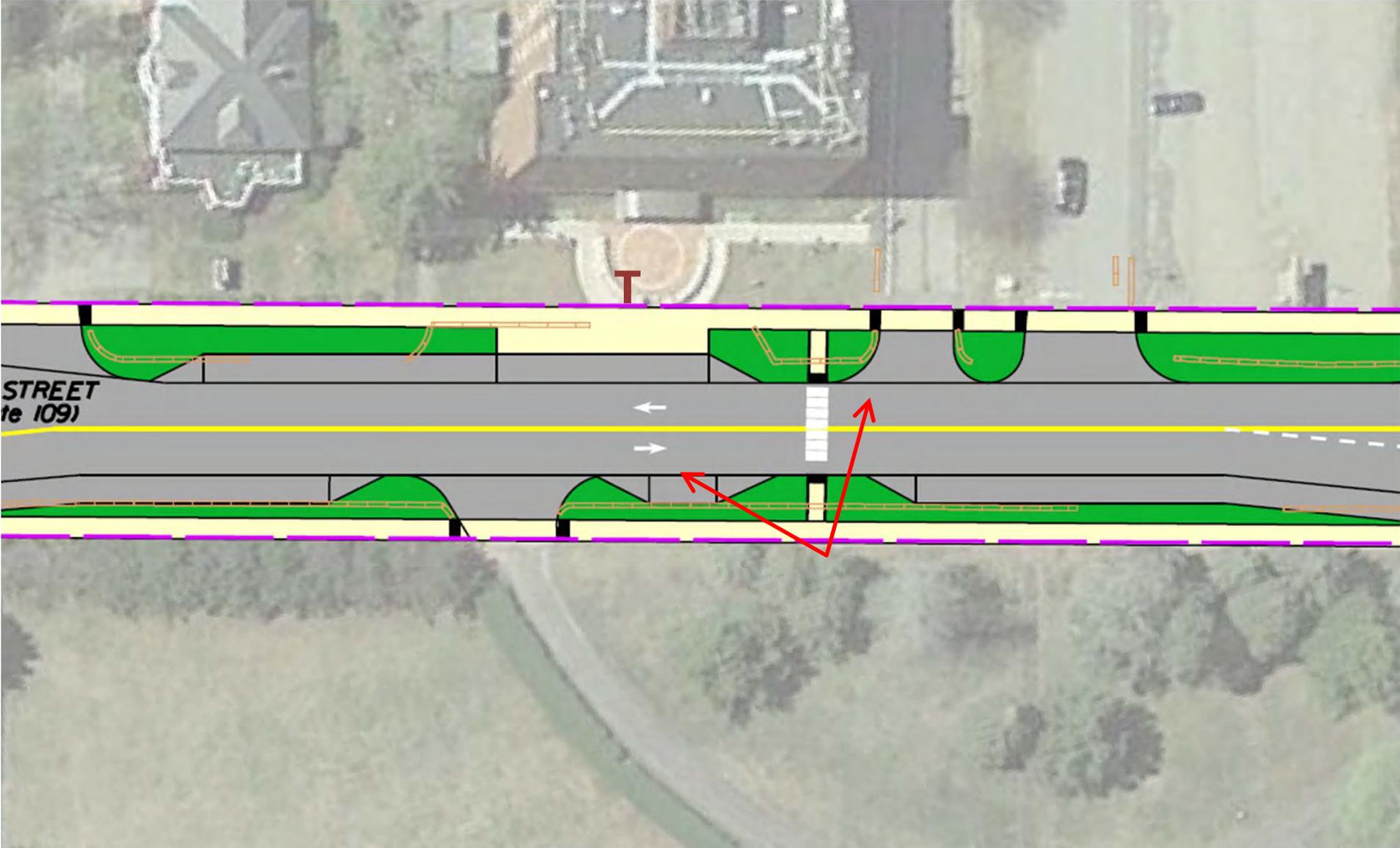
Concept Plans – Main Street (South)



Concept Plans – Main Street (South)



Rendering – Main Street (South) – Option 1



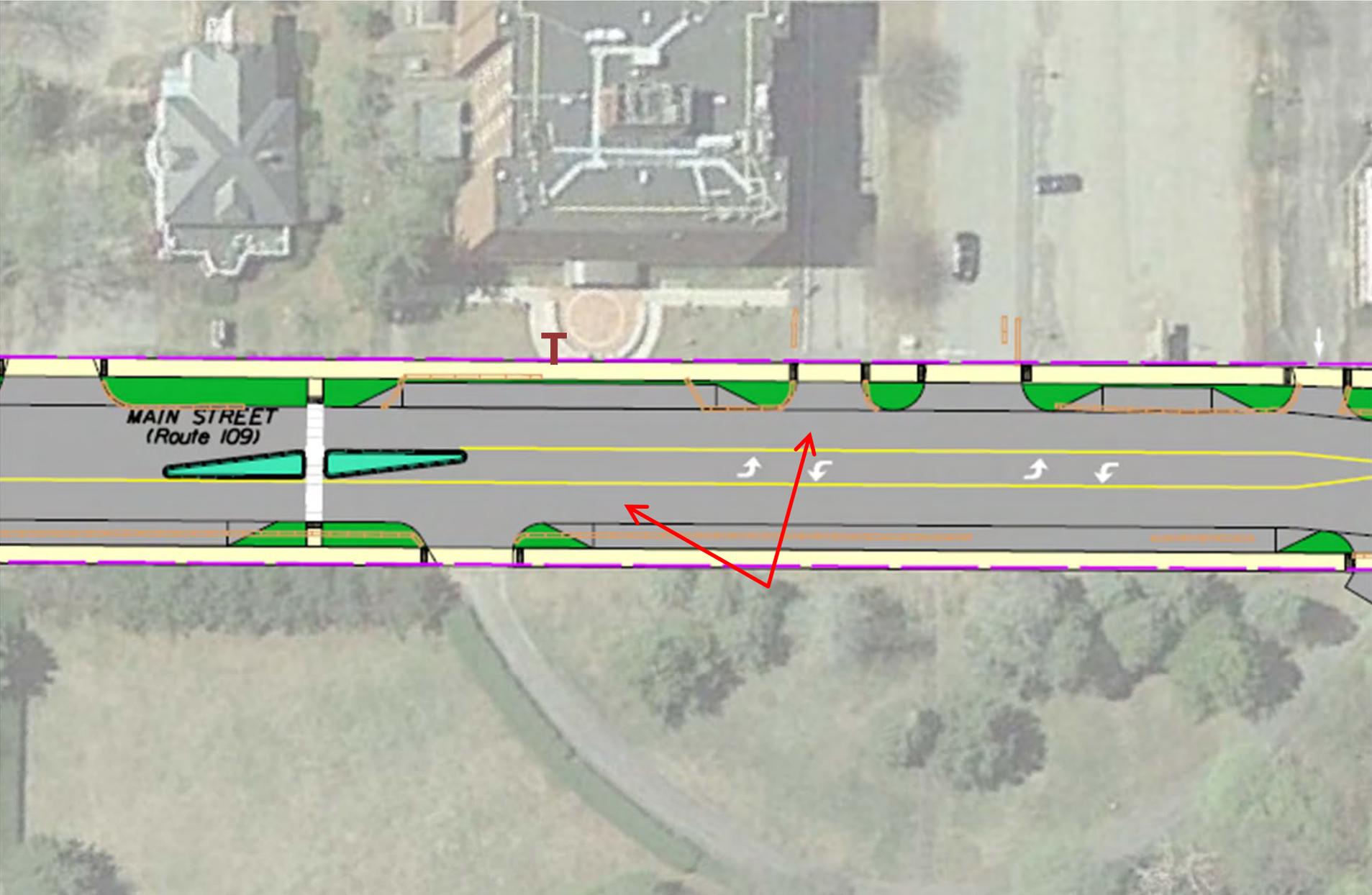
Main Street Looking Southwest



Option 1



Rendering – Main Street (South) – Option 2



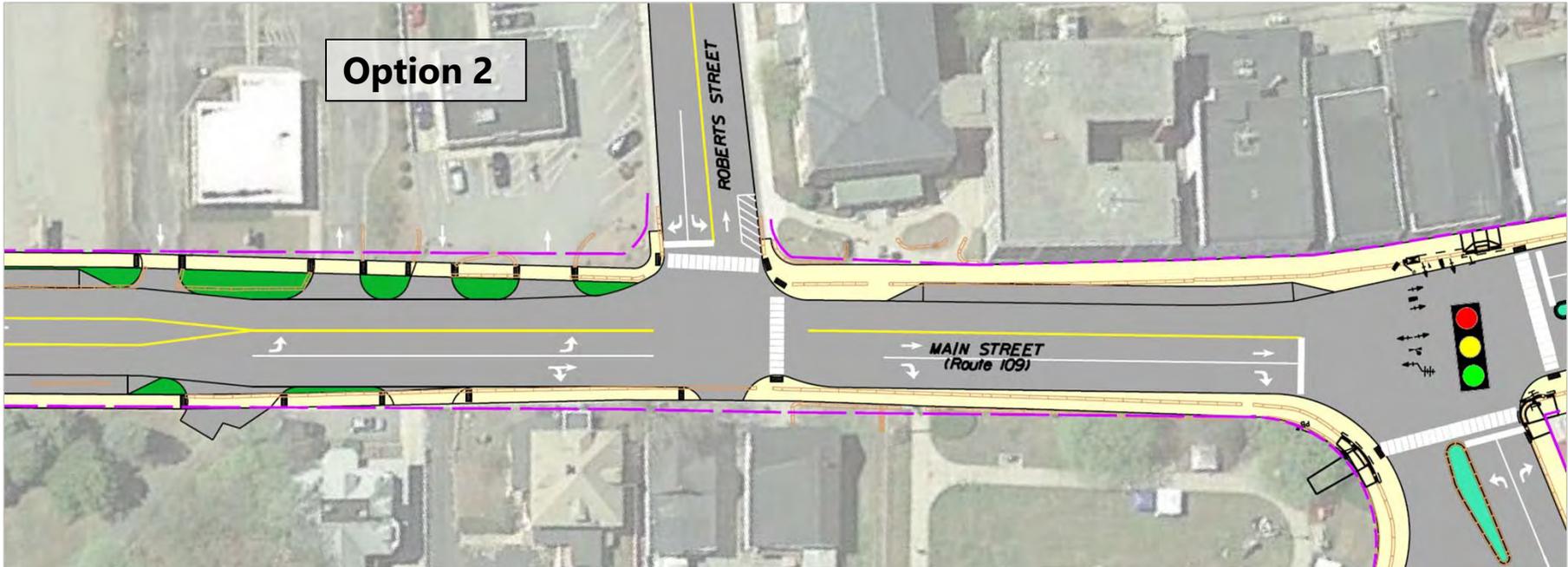
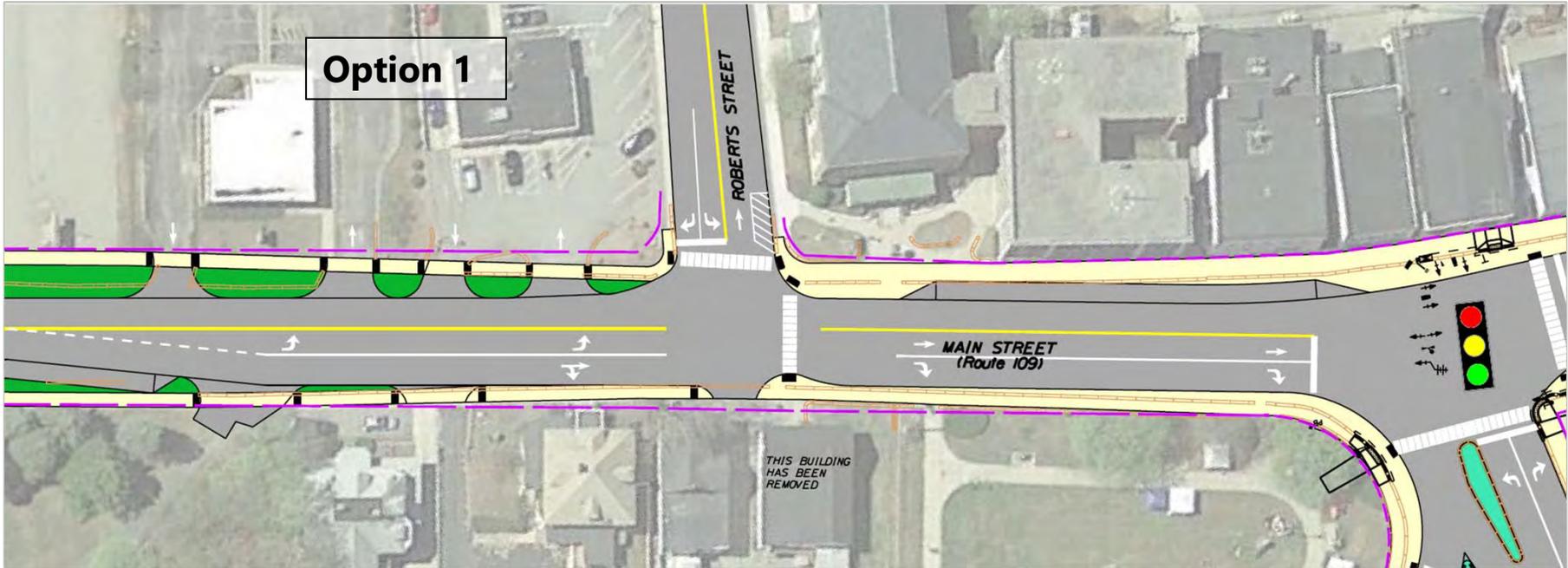
Main Street Looking Southwest



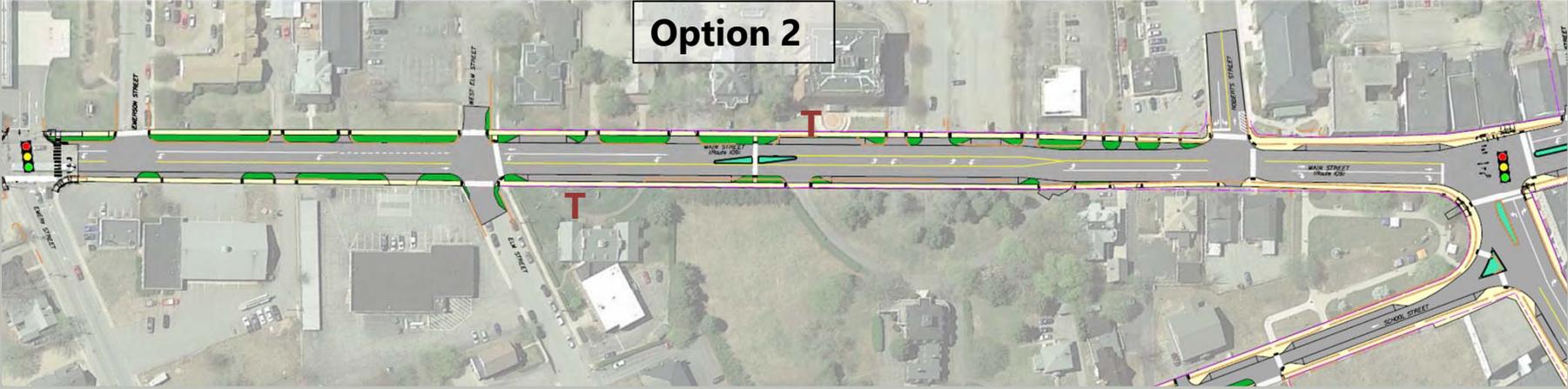
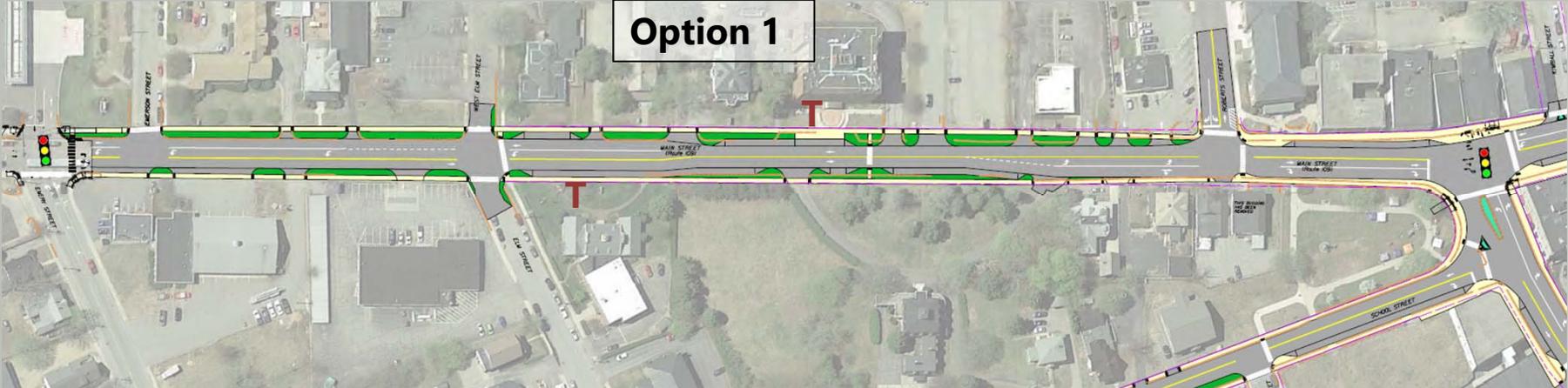
Option 2



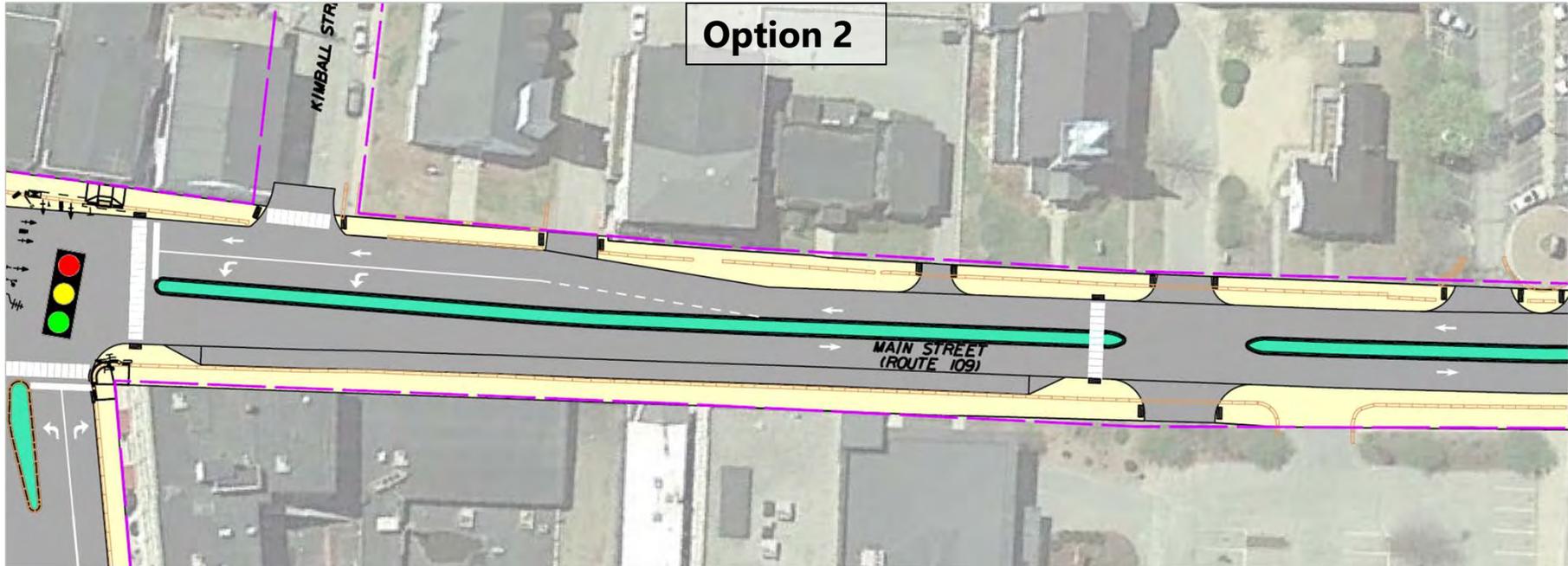
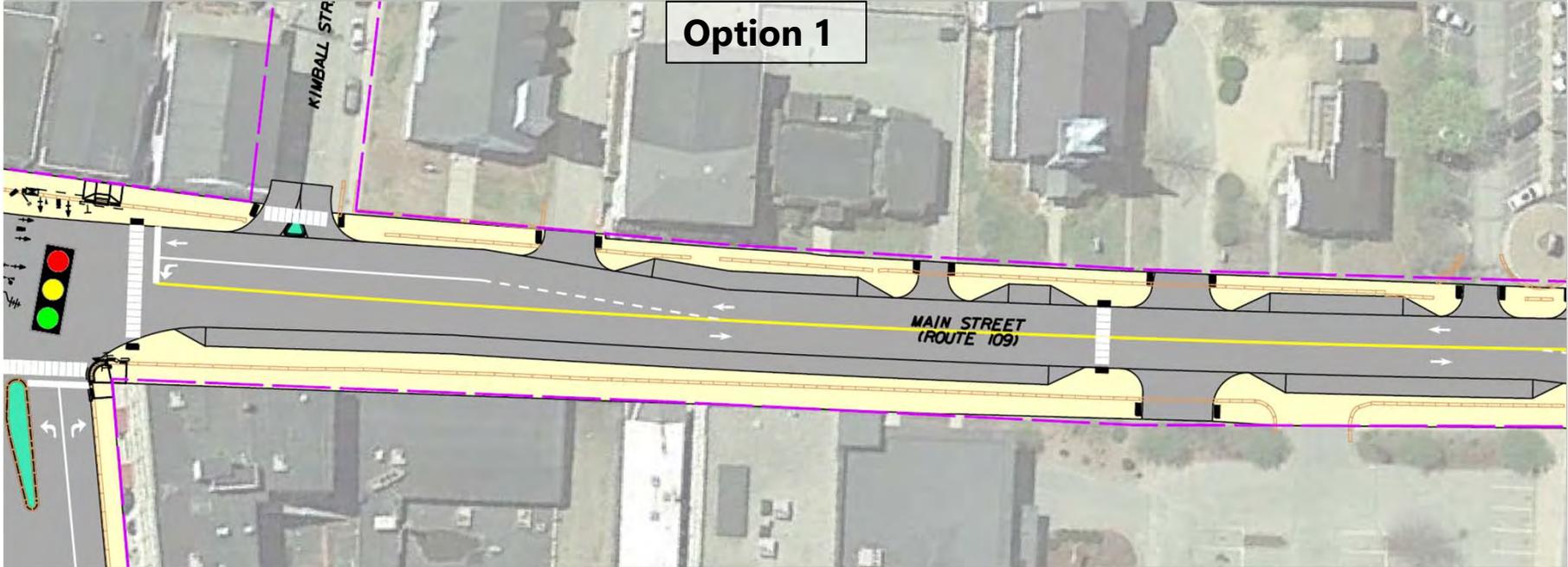
Concept Plans – Main Street (South)



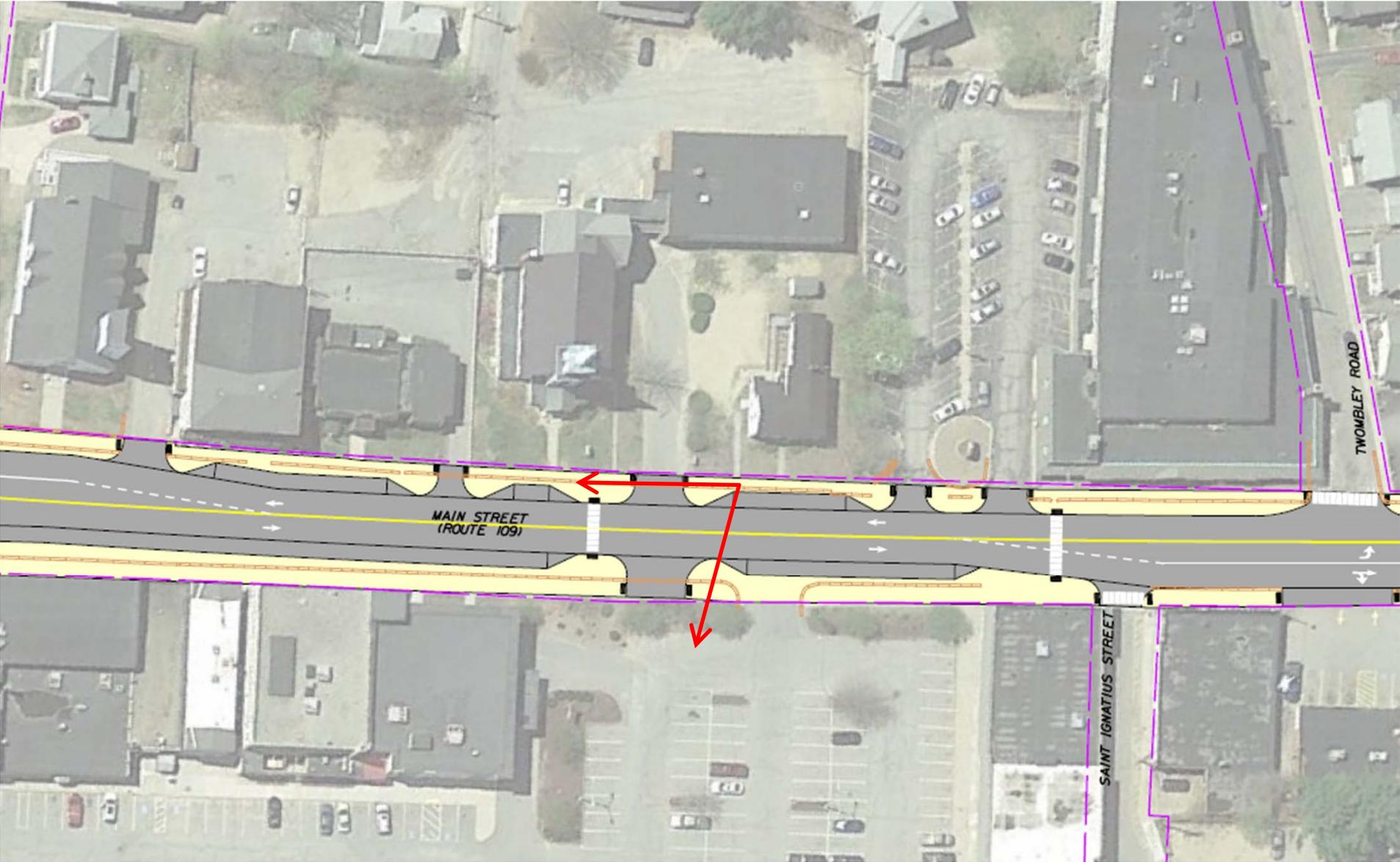
Concept Plans – Main Street (South)



Concept Plans – Main Street (North)



Rendering – Main Street (North) – Option 1



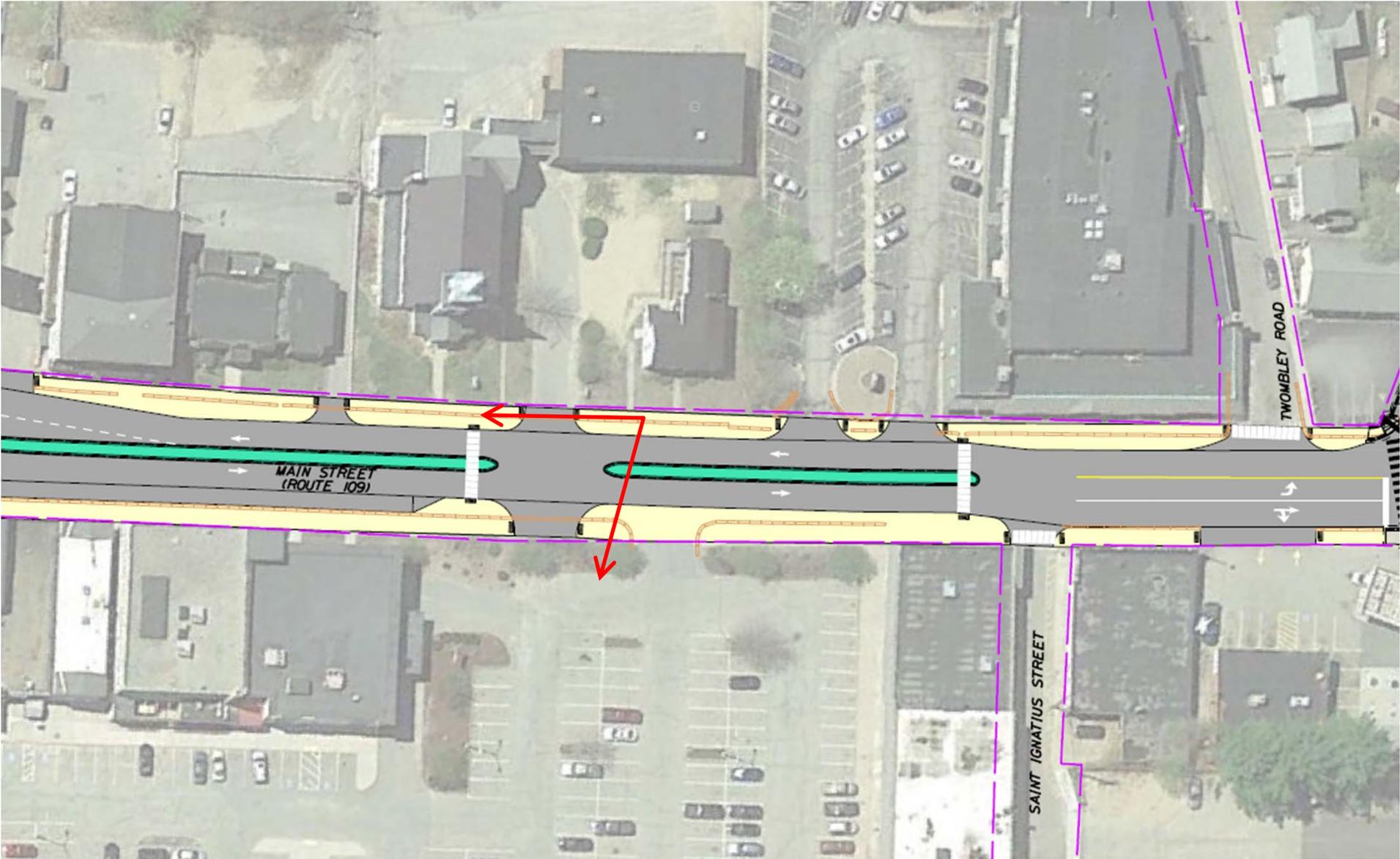
Main Street Looking Southeast



Option 1



Rendering – Main Street (North) – Option 2



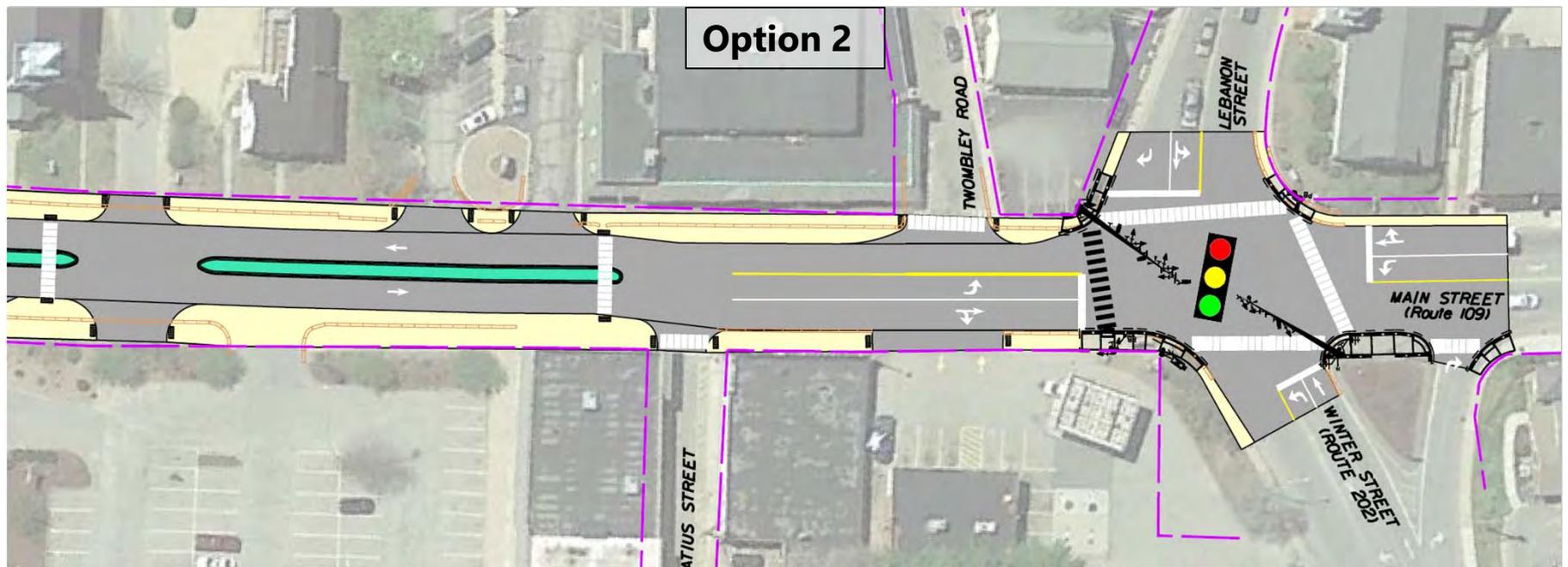
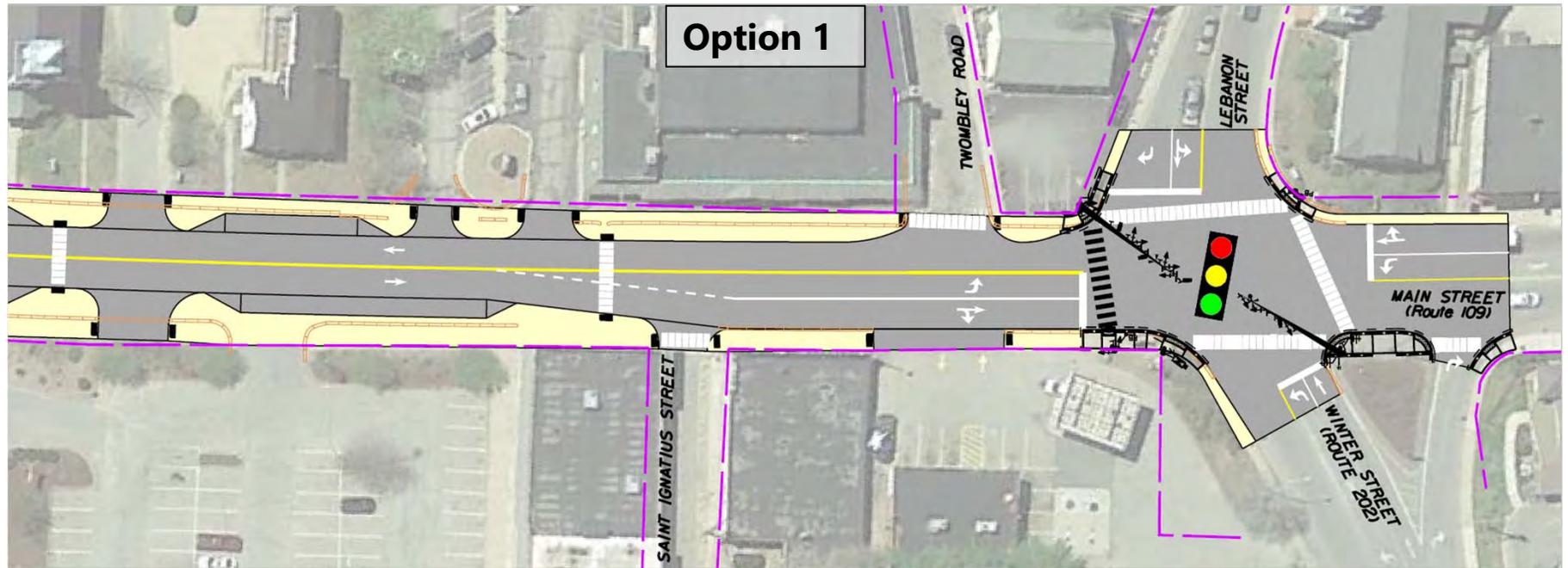
Main Street Looking Southeast



Option 2



Concept Plans – Main Street (North)



Concept Plans – Main Street (North)



Opinion of Costs

- Conceptual order of magnitude costs based on 2020 \$\$
- Total costs: \$10M – \$11M
- Costs range from \$1.6M – \$2.9M for each segment
- Includes assumptions for PE, Construction, and CE
- Does not include ROW costs (i.e., Roundabout)
- Consideration for multiple construction projects/phases
 - MaineDOT Municipal Partnership Initiative (MPIs)
 - Projected costs for future phases likely to increase over time

Questions



Next Steps

- Address any outstanding comments from tonight's meeting
- Prepare Draft Report – August/September 2020
- Prepare Final Report – October/November 2020



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