

**In the Matter Of:**

Proposed Roundabout on Falmouth and Brighton

**HEARING**

*January 16, 2018*



Gaige & Feliccitti, LLC  
Court Reporting and Video Conferencing  
205 Woodford Street  
Portland, ME 04103



STATE OF MAINE

Proposed Roundabout at Falmouth and Brighton

King Middle School

January 16, 2018

6:00 p.m.

SCHEDULED SPEAKERS:

Jeremiah Bartlett  
John Mahoney  
Keith Smith

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| <p>1 TRANSCRIPT OF PROCEEDINGS<br/>2 * * * * *<br/>3 JEREMIAH BARTLETT: Good evening,<br/>4 everyone. I'm Jeremiah Bartlett. I'm the<br/>5 transportation systems engineer with the City<br/>6 of Portland Department of Public Works. I<br/>7 have been working on this project in some<br/>8 capacity in some aspect probably since I<br/>9 started with the City back in 2012.<br/>10 And so what we have tonight is a<br/>11 presentation discussing a proposed roundabout<br/>12 at the intersection of Brighton Avenue,<br/>13 Deering Avenue, and Falmouth Street, which is<br/>14 the culmination of many years of work; and so<br/>15 we'll get into that.<br/>16 So as part of our support here tonight,<br/>17 we have an excellent design team. We have<br/>18 folks from Ransom Consulting. We have folks<br/>19 from Terry DeWan's office. We have -- I think<br/>20 those are the folks that are with us tonight.<br/>21 We also have a representative from Portland<br/>22 Water District, and we have other City staff<br/>23 here who would be available to ask questions<br/>24 later on in the presentation.<br/>25 What I'd like to do is give a brief</p>  | <p>Page 2</p> | <p>1 Pedestrian and freight accommodations, which<br/>2 will be led by John Mahoney. Thank you, John.<br/>3 Bicycle and transit accommodations will be led<br/>4 by Tom Nosal. Storm water and utilities, led<br/>5 by Steve Bradstreet. Landscape and<br/>6 streetscape will be led by Keith Smith. And<br/>7 then, again, Conrad will be present over there<br/>8 for questions to be on the record.<br/>9 So a little background on this project.<br/>10 This project actually goes back several years<br/>11 in its study form. The City has been<br/>12 struggling with the intersection of Brighton,<br/>13 Deering, and Falmouth for years. I don't<br/>14 think it's been any secret that we've had<br/>15 challenges with it. And so back in 2012,<br/>16 there was a study done through PACTS, the<br/>17 metropolitan planning organization, to examine<br/>18 various alternatives for a roundabout -- what<br/>19 will be the roundabout we'll be discussing<br/>20 tonight.<br/>21 At the time, we actually looked at<br/>22 several options. I think there were five.<br/>23 And, ultimately, the option that was<br/>24 recommended at the time was making the larger<br/>25 intersection of Brighton, Deering, and</p> | <p>Page 4</p> |
| <p>1 presentation on sort of -- well, let me just<br/>2 step back a little bit here.<br/>3 So a little more information on the<br/>4 meeting itself. We're going to do this<br/>5 presentation first; and then after that,<br/>6 there's going to be a couple of opportunities<br/>7 for folks. One will be to discuss their<br/>8 specific questions. If they want to go on<br/>9 public record, we have a stenographer here<br/>10 tonight with Conrad Welzel.<br/>11 Conrad, can you raise your hand?<br/>12 (Conrad Welzel raises his hand.)<br/>13 Thank you.<br/>14 The other thing we will have is an<br/>15 opportunity for folks -- and the I think folks<br/>16 have been already availing themselves at the<br/>17 opportunity -- we have several break-out<br/>18 groups in the back. So if you have any<br/>19 specific questions on traffic or sewer<br/>20 separation or landscaping or whatever, we'll<br/>21 have those options for folks to get into those<br/>22 details and get their questions answered.<br/>23 That's really why we're here tonight.<br/>24 So those tables will consist of -- the<br/>25 traffic discussion will be headed by myself.</p> | <p>Page 3</p> | <p>1 Falmouth a five-way roundabout, eliminating<br/>2 the short section of Brighton Avenue from<br/>3 Falmouth and Bedford Streets, then making a<br/>4 smaller roundabout at Bedford and Deering;<br/>5 and, therefore, making Bedford Street two-way.<br/>6 That process resulted in that recommended<br/>7 alternative, as you see it on the screen, and<br/>8 that was endorsed by the City Council in 2013<br/>9 as the transportation master plan. At that<br/>10 point, it was the charge of staff to move<br/>11 ahead and start trying to figure out how to<br/>12 make this a reality.<br/>13 So what we have here is a proposed<br/>14 design; and what you can see is, as of today,<br/>15 we still have the northern roundabout. To the<br/>16 south, we still have the standard<br/>17 intersection. When we were doing the review<br/>18 process during design at the beginning to meet<br/>19 with the Department of Transportation, it was<br/>20 determined that the only movement that wasn't<br/>21 allowed was the left turn --<br/>22 Excuse me? Yes.<br/>23 UNIDENTIFIED SPEAKER: I'd like to know<br/>24 if anyone involved in planning this has ever<br/>25 been involved in actually driving on a five-</p>  | <p>Page 5</p> |

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| <p style="text-align: right;">Page 6</p> <p>1 or six-way rotary? Because --</p> <p>2 JEREMIAH BARTLETT: That would be myself,</p> <p>3 yes.</p> <p>4 UNIDENTIFIED SPEAKER: -- I doubt it.</p> <p>5 How many, and how many times have you</p> <p>6 done it before? And how much room do you</p> <p>7 think is necessary to run a car --</p> <p>8 JEREMIAH BARTLETT: Why don't you ask</p> <p>9 questions at the end, please.</p> <p>10 UNIDENTIFIED SPEAKER: (Unintelligible,</p> <p>11 cross talk) --</p> <p>12 JEREMIAH BARTLETT: Why don't you ask</p> <p>13 questions at the end, please.</p> <p>14 UNIDENTIFIED SPEAKER: I don't have time,</p> <p>15 and I didn't learn of this meeting -- I have</p> <p>16 other places I need to be. I didn't learn of</p> <p>17 this meeting until 5:25 on the evening news.</p> <p>18 And I've done my best to get here in a timely</p> <p>19 fashion.</p> <p>20 But that, to me, is a recipe for</p> <p>21 disaster. And let me point out to you that</p> <p>22 rotaries are not even remotely suitable for</p> <p>23 pedestrian traffic.</p> <p>24 Try walking around the rotary at</p> <p>25 Portsmouth, New Hampshire, on Route One.</p> | <p style="text-align: right;">Page 8</p> <p>1 went with a standard intersection at the</p> <p>2 intersection of Bedford Street and Deering</p> <p>3 Avenue; and there are no lefts proposed from</p> <p>4 Bedford Street to Deering Avenue as part of</p> <p>5 this design as that movement doesn't actually</p> <p>6 happen today. And this allowed us to greatly</p> <p>7 reduce the amount of work and cost involved in</p> <p>8 the project.</p> <p>9 And at this point, I'd like to turn the</p> <p>10 presentation over to John Mahoney.</p> <p>11 JOHN MAHONEY: Thank you, Jeremiah.</p> <p>12 Thank you, Jeremiah. I'm John Mahoney of</p> <p>13 Ransom Consulting. So I just want to start</p> <p>14 with just a little bit about the roundabout.</p> <p>15 So here we have the circular travel way</p> <p>16 here. That's a dark gray color. And then</p> <p>17 inside that is a truck apron, and that's a</p> <p>18 hash pattern. That's intended for larger</p> <p>19 vehicles to drive on. And then in the center,</p> <p>20 we have a green landscaped island.</p> <p>21 One of the significant changes we made</p> <p>22 from the initial concept design was to</p> <p>23 elongate the roundabout. And what that helped</p> <p>24 us to do is to accommodate the really tight</p> <p>25 angle. It's a really sharp angle between</p> |
| <p style="text-align: right;">Page 7</p> <p>1 JEREMIAH BARTLETT: This is nowhere near</p> <p>2 that design; and if you have the patience to</p> <p>3 sit through the presentation, we can get to</p> <p>4 those questions.</p> <p>5 UNIDENTIFIED SPEAKER: I have a place I</p> <p>6 need to be at 6:30.</p> <p>7 JEREMIAH BARTLETT: Then why don't you</p> <p>8 please leave your questions with Conrad. You</p> <p>9 can take them for the public record.</p> <p>10 UNIDENTIFIED SPEAKER: Thank you.</p> <p>11 JEREMIAH BARTLETT: Thank you.</p> <p>12 I'd also like to recognize, before we get</p> <p>13 too far into the presentation, Mayor Strimling</p> <p>14 and Councilor Thibodeau. If you folks could</p> <p>15 raise your hands.</p> <p>16 (Mayor Strimling and Councilor Thibodeau</p> <p>17 raised their hands.)</p> <p>18 And I think we have have a former</p> <p>19 councilor in the room, Ed Suslovic.</p> <p>20 ED SUSOLOVIC: Hi. I'm back here.</p> <p>21 JEREMIAH BARTLETT: Hi.</p> <p>22 Ed probably knows more about this project</p> <p>23 than anyone else in this room, possibly</p> <p>24 myself.</p> <p>25 So as far as the design is concerned, we</p>   | <p style="text-align: right;">Page 9</p> <p>1 Brighton Ave and Deering Ave. And it allowed</p> <p>2 us to accommodate that angle but keep the</p> <p>3 roundabout small and compact geometry, which</p> <p>4 results in lower speeds and fewer impacts to</p> <p>5 surrounding areas. And --</p> <p>6 Next slide, Tom.</p> <p>7 So as Jeremiah mentioned before, Bedford</p> <p>8 and Deering is now a standard T-intersection.</p> <p>9 This change was made primarily to reduce costs</p> <p>10 and to reduce impacts to adjacent areas.</p> <p>11 So a right turn is allowed from Bedford</p> <p>12 onto Deering. Left turns are not allowed. As</p> <p>13 Jeremiah said, you can't make that movement</p> <p>14 today.</p> <p>15 Next slide.</p> <p>16 So to facilitate the -- during the</p> <p>17 initial study, we did traffic models and</p> <p>18 looked at the existing conditions with the</p> <p>19 traffic light. And as you can see we -- for</p> <p>20 a.m. and p.m., the current conditions are</p> <p>21 Level of Service E and are predicted to go to</p> <p>22 Level of Service F in the future.</p> <p>23 The roundabout based on the modeling that</p> <p>24 we have is substantially better. Level C</p> <p>25 currently and Level D in the future.</p>                                                                       |

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1 UNIDENTIFIED SPEAKER: Can you clarify  
2 what those letters mean?  
3 UNIDENTIFIED SPEAKER: Yeah.  
4 JOHN MAHONEY: Okay. Yeah, that's a good  
5 idea.  
6 So you kind of think C and D, those  
7 aren't good grades if your kids brought them  
8 home from school. You wouldn't be happy with  
9 that, but you really --  
10 What you don't want in an urban condition  
11 is a Level of Service A and -- because what  
12 that does is it means during the time that's  
13 used the most, you have free flow of traffic,  
14 which means you overbuild your facility which  
15 means you're going to spend way more money  
16 than you need to and have much greater  
17 impacts.  
18 So you really -- you don't want gridlock,  
19 but you -- during the a.m. and p.m. peak  
20 hours, you know, you want your city to be  
21 congested. That means business is good,  
22 people slow down.  
23 So that's sort of where we think -- we  
24 really think the roundabout's going to operate  
25 well. We don't think that we -- you don't

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1 really want to get better than C in an urban  
2 area. Rural highway is a little bit  
3 different, but in urban areas, there's a lot  
4 of tradeoffs: Pedestrians, cyclists, and  
5 transit, which we'll get into.  
6 Thank you. That was a good question.  
7 UNIDENTIFIED SPEAKER: I don't know what  
8 LOS means.  
9 JOHN MAHONEY: Thank you. Level of  
10 Service. It's sort of a grading system for  
11 vehicles. So it starts with a Level of  
12 Service A, which is free flow of traffic. So  
13 just imagine you're traveling along. You're  
14 not really encumbered by a car behind you or  
15 in front of you; so it would be sort of  
16 driving in off hours, maybe at dawn on Sunday  
17 morning or on a highway -- a rural highway  
18 that's not crowded.  
19 And Level of Service F on the other end  
20 of the spectrum is really when things break  
21 down; and you have very long delays, and you  
22 have backups from one intersection into  
23 another and sort of -- we kind of want -- you  
24 know, we want to hit the sweet spot a little.  
25 We want it in the middle where we're not

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1 overbuilding for capacity we don't need; but  
2 at the same time, we're not creating hardship  
3 and we're allowing people to come in and out  
4 of the city to shop and to commute to work and  
5 get to their homes.  
6 UNIDENTIFIED SPEAKER: What time is  
7 morning and what time is evening?  
8 JOHN MAHONEY: Typically -- I'd have to  
9 look at the exact study, but typically morning  
10 is like 7:30 to 8:30. Evening, you know, 4:00  
11 or 5:00 to 6:00. It's about that.  
12 UNIDENTIFIED SPEAKER: Thank you.  
13 JOHN MAHONEY: Just try to pick the hour  
14 that's the most. I mean, it's  
15 (unintelligible, background noise).  
16 UNIDENTIFIED SPEAKER: (Inaudible),  
17 right?  
18 JOHN MAHONEY: Correct.  
19 UNIDENTIFIED SPEAKER: And the VC? V  
20 slash is V over C is (inaudible) collision?  
21 JEREMIAH BARTLETT: Could I?  
22 JOHN MAHONEY: Yeah, Jeremiah.  
23 JEREMIAH BARTLETT: Sure. That's volume  
24 to capacity ratio, and that is essentially  
25 when you get a volume -- V over C of greater

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1 than one, it means there's more vehicles  
2 trying to enter an intersection than the  
3 intersection can handle.  
4 So in an urban condition, actually, one  
5 of the things I tend to be most concerned  
6 about are those ratios. And if the ratios are  
7 greater than one, it basically means I will  
8 plug the whole thing up. You can't get  
9 anything else in there.  
10 And while this does not show the V over C  
11 ratios for the roundabout design, they are  
12 well under one, unlike the current design.  
13 UNIDENTIFIED SPEAKER: Only this road  
14 from the bottom right to the top (inaudible)  
15 one evening, we have slightly (inaudible) so  
16 we have to (inaudible) less than two hours.  
17 UNIDENTIFIED SPEAKER: Correct. That's  
18 what we're talking about (inaudible, cross  
19 talk).  
20 JEREMIAH BARTLETT: Per vehicle is a  
21 delay of about two minutes.  
22 UNIDENTIFIED SPEAKER: Well, the problem  
23 we're talking about is less than a two-minute  
24 delay.  
25 JOHN MAHONEY: And we can go into more

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1 details at the table.  
2 Next slide, please.  
3 So this slide is intended to show the  
4 change of METRO's route, but it is also a good  
5 example of how conditions will change for the  
6 general driver.  
7 People that currently make this movement  
8 now will make this movement, and METRO's  
9 Number 4 will be rerouted. We've designed the  
10 truck apron and the roundabout so that the bus  
11 does not have to use the truck apron to raise  
12 the Level of Service of transit; and we have  
13 provided for lanes for METRO.  
14 Next slide.  
15 And we're also -- we are relocating  
16 existing bus stops. We're providing two bus  
17 stops right here at the law library and at the  
18 main campus. So we're providing two bus stops  
19 that are along the crosswalk right out here.  
20 People would travel from the law library to  
21 the USM main campus.  
22 Next slide.  
23 UNIDENTIFIED SPEAKER: You have a  
24 question here.  
25 JOHN MAHONEY: Yes?

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1 UNIDENTIFIED SPEAKER: Now that you've  
2 taken out the small rotary and people want to  
3 take a left, is there going to be a light  
4 there? How are they going to get there?  
5 JOHN MAHONEY: This left will be allowed.  
6 It's -- it will just be a permitted left.  
7 You'd wait -- you would stop here, and you  
8 would wait until it's clear and take a left as  
9 you would on a typical road with no light.  
10 UNIDENTIFIED SPEAKER: It's not going to  
11 cause a backup into the roadway?  
12 JOHN MAHONEY: We've looked at that. We  
13 believe, based on the traffic models we've  
14 done, the length of this left lane is  
15 sufficient.  
16 UNIDENTIFIED SPEAKER: So which left is  
17 not allowed?  
18 JOHN MAHONEY: This left.  
19 UNIDENTIFIED SPEAKER: Into Bedford.  
20 UNIDENTIFIED SPEAKER: So some --  
21 UNIDENTIFIED SPEAKER: At the University.  
22 UNIDENTIFIED SPEAKER: Okay.  
23 JOHN MAHONEY: And it's not allowed now.  
24 This section is one way.  
25 UNIDENTIFIED SPEAKER: Right, but people

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1 used to be able to go up to the -- up to the  
2 intersection and go left.  
3 JOHN MAHONEY: And you can do that, and  
4 it's actually easier because you can go around  
5 the roundabout because then you don't have to  
6 wait at the light. So that's actually an  
7 improved Level of Service if you want to take  
8 that left.  
9 UNIDENTIFIED SPEAKER: Would you clarify  
10 what is happening now at that corner as far as  
11 left, right, and backwards?  
12 JOHN MAHONEY: This corner?  
13 UNIDENTIFIED SPEAKER: Yes, please.  
14 JOHN MAHONEY: So currently, this section  
15 is one way.  
16 UNIDENTIFIED SPEAKER: Which way?  
17 JOHN MAHONEY: It's one way this way. So  
18 around Deering to Bedford towards Forest.  
19 UNIDENTIFIED SPEAKER: And can you make a  
20 left onto that street or not? From Deering.  
21 JOHN MAHONEY: Yes. Yes. So that's  
22 maintained.  
23 UNIDENTIFIED SPEAKER: Okay.  
24 JOHN MAHONEY: Existing condition  
25 maintained.

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1 UNIDENTIFIED SPEAKER: Thank you.  
2 JOHN MAHONEY: Thank you.  
3 So currently, this area --  
4 Okay. We'll go back. I think he had a  
5 question, too.  
6 So -- thank you.  
7 So just to clarify, so listen. There's  
8 two lanes of traffic. So a vehicle's coming  
9 down Deering. There's a through lane and then  
10 there's a left turn lane. So --  
11 UNIDENTIFIED SPEAKER: Oh, there is a  
12 left turn lane.  
13 UNIDENTIFIED SPEAKER: There will be.  
14 JOHN MAHONEY: Yes. There will be a left  
15 turn lane.  
16 UNIDENTIFIED SPEAKER: Two lanes.  
17 JOHN MAHONEY: Correct. Two lanes. Two  
18 lanes so vehicles waiting to take a left will  
19 not be holding up traffic.  
20 UNIDENTIFIED SPEAKER: So I have a  
21 question. Coming up that street, you can't  
22 take a left?  
23 JOHN MAHONEY: Up Deering?  
24 UNIDENTIFIED SPEAKER: From Bedford to  
25 Deering.

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1 UNIDENTIFIED SPEAKER: From Bedford to  
2 Deering, can you take a left there?  
3 UNIDENTIFIED SPEAKER: At the top of  
4 Bedford.  
5 JOHN MAHONEY: Right here?  
6 UNIDENTIFIED SPEAKER: No. At the top.  
7 (Unintelligible, cross talk.)  
8 UNIDENTIFIED SPEAKER: We won't be able  
9 to.  
10 UNIDENTIFIED SPEAKER: No.  
11 (Unintelligible, cross talk.)  
12 UNIDENTIFIED SPEAKER: So then how do you  
13 get to Chamberlain?  
14 (Unintelligible, cross talk.)  
15 JOHN MAHONEY: This is how you make that  
16 left.  
17 (Unintelligible, cross talk.)  
18 UNIDENTIFIED SPEAKER: So you have to  
19 take that right and go around the roundabout  
20 to go around?  
21 UNIDENTIFIED SPEAKER: Correct.  
22 UNIDENTIFIED SPEAKER: Yeah.  
23 UNIDENTIFIED SPEAKER: But you have to go  
24 up to where the roundabout is anyway right  
25 now.

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1 UNIDENTIFIED SPEAKER: That's right.  
2 UNIDENTIFIED SPEAKER: It's one way.  
3 What purpose does it serve to not be able  
4 to turn left from Bedford out of here?  
5 JOHN MAHONEY: It makes it work without a  
6 traffic light.  
7 UNIDENTIFIED SPEAKER: I just had a  
8 question about the previous slide and the  
9 proposed route, and I'm just curious what  
10 study was done to indicate that that would be  
11 the proposed route rather than just continuing  
12 around the roundabout and going down Falmouth  
13 Street?  
14 JOHN MAHONEY: For the METRO.  
15 UNIDENTIFIED SPEAKER: Just in general --  
16 JOHN MAHONEY: I guess --  
17 UNIDENTIFIED SPEAKER: I mean, if there's  
18 no traffic light and there's traffic going in  
19 the other direction on Deering, you're going  
20 to have to wait for a break in traffic in  
21 order to turn left on to (unintelligible,  
22 cross talk).  
23 JOHN MAHONEY: I mean, you could, yeah --  
24 UNIDENTIFIED SPEAKER: So I'm just  
25 curious, like, in terms of the numbers and

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1 traffic study, how did you determine that that  
2 is the likely route, like, what the impact  
3 would be?  
4 JOHN MAHONEY: I guess just based on the  
5 current -- the current volume you have to  
6 extrapolate from the -- and then there is no  
7 exact route. I mean, it's a city. There's a  
8 network. People can go lots of different  
9 ways; and this may change traffic patterns,  
10 so -- in ways you can't always predict. But  
11 that is the route the METRO's going to take.  
12 The decision's not final, but that's what  
13 they're planning on.  
14 JEREMIAH BARTLETT: We want to keep going  
15 with the presentation so that we can get to  
16 the one-on-one question session.  
17 JOHN MAHONEY: So currently this area is  
18 very much an existing bicycle hub. We have  
19 bike lanes on Bedford, we have bike lanes on  
20 Brighton, bike lanes on Deering, and also bike  
21 lanes on Deering (sic); and also Falmouth  
22 Street and is -- the City's currently  
23 developed Falmouth Street as a neighborhood  
24 byway and just -- so, you know, neighborhood  
25 byways are sort of streets that are less

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1 traveled by vehicles and the City's trying to  
2 implement features to make them more -- to  
3 facilitate additional pedestrian and cycle  
4 travel.  
5 So, really, we have a lot of potential  
6 for bike transportation here and --  
7 Next slide, please.  
8 So it's really important bikes -- to get  
9 the bikes to the roundabout in a safe way; so  
10 what we're proposing is to drop the bike lanes  
11 well ahead of the roundabout and the cyclists  
12 will be encouraged to position themselves in  
13 the travel lane. It's called a shared lane.  
14 We have the shared lane stencils here and  
15 encourage bicyclists -- and bicyclists would  
16 bike with cars around the roundabout.  
17 And not everyone -- not all cyclists will  
18 be comfortable, we understand that. So we  
19 also have as an alternate route, we have  
20 8-foot sidewalks all the way around the  
21 roundabout; and cyclists can use the sidewalk  
22 per city ordinance, if they want, or they can  
23 dismount and walk. So we have two options for  
24 cyclists to get around the roundabout.  
25 UNIDENTIFIED SPEAKER: You said 8-foot

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1 sidewalks?

2 JOHN MAHONEY: Correct. And that was

3 particularly of this property here, it was a

4 really -- we wanted to make it a little wider

5 and also to reduce impact, so it's very

6 much -- this is a very tight intersection and

7 much of our process was trying to balance

8 (unintelligible, cross talk).

9 UNIDENTIFIED SPEAKER: At this point,

10 bicyclists are going to be sharing the

11 sidewalks --

12 JOHN MAHONEY: Correct.

13 UNIDENTIFIED SPEAKER: -- the sidewalks

14 with the pedestrians?

15 JOHN MAHONEY: The first option is really

16 we want to encourage bicyclists to use the

17 travel lane with the vehicles.

18 UNIDENTIFIED SPEAKER: But I'm thinking,

19 like --

20 JOHN MAHONEY: If they're not

21 comfortable, they do have the option to use

22 the sidewalks. That's more of the secondary

23 accommodation.

24 UNIDENTIFIED SPEAKER: In the morning

25 when kids are going to King Middle, we have a

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1 lot of bicyclists, a lot of kids who are,

2 maybe, sixth, seventh, eighth grade with their

3 headphones in and their minds anywhere but

4 watching what's going; and so we're asking

5 them to get into that roundabout and do the

6 best they can or to go on the sidewalks with

7 all their friends. I don't know.

8 JOHN MAHONEY: Correct. Yes. And just

9 to be clear, currently, I mean, Deering Ave --

10 UNIDENTIFIED SPEAKER: Currently, there

11 are stoplights.

12 JOHN MAHONEY: Currently, Deering Ave is

13 posted at 30 miles an hour.

14 UNIDENTIFIED SPEAKER: Yeah, but

15 currently, they have stoplights.

16 JOHN MAHONEY: Yes, that's correct. They

17 have stoplights.

18 UNIDENTIFIED SPEAKER: And so it's --

19 JOHN MAHONEY: Currently, Deering Ave is

20 posted at 30 miles an hour. The operational

21 speed at the roundabout will be closer to 15

22 miles an hour. So it's -- vehicles will be

23 traveling a lot slower than they are now at

24 the intersection. So that's -- and that's a

25 15 mile an hour speed range, which is much

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1 easier for bicyclists to navigate traffic.

2 You can go 15 miles an hour on a bicycle.

3 UNIDENTIFIED SPEAKER: Excuse me. Can I

4 ask a quick question? Just a quick question.

5 So the safety issues being brought -- I

6 mean, I first was concerned about this

7 business. My son went to King. So you folks

8 are comfortable -- he's off at PHS now, so I

9 don't have a dog in this fight -- but you

10 folks are comfortable with the safety concerns

11 of the kids crossing to King in this, you

12 know, in this intersection? I mean, I, you

13 know, I guess that's the part that we just

14 need to get clear.

15 JOHN MAHONEY: I mean, so the perceived

16 safety of cyclists and pedestrians in

17 roundabouts is an issue and it has been. But

18 the data is consistent that roundabouts are

19 very safe, safer than traffic lights. If you

20 look at the data, we have some studies that

21 we've printed out and we'll show you those

22 where there's -- yes, the issue with

23 roundabout safety for pedestrians and

24 bicyclists is a perceived issue and we have

25 (unintelligible, extraneous noise) that

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1 indicates the opposite. I do have a daughter

2 that is going to King.

3 UNIDENTIFIED SPEAKER: Except for blind

4 people.

5 JOHN MAHONEY: We'll get to that.

6 UNIDENTIFIED SPEAKER: Good point.

7 JOHN MAHONEY: We'll get to that.

8 UNIDENTIFIED SPEAKER: I've got two

9 points is that have you done any --

10 JOHN MAHONEY: Well, could we just --

11 UNIDENTIFIED SPEAKER: We'll you're

12 answering other people's questions now, so I'd

13 like to have mine answered.

14 JOHN MAHONEY: If you have a question.

15 UNIDENTIFIED SPEAKER: Now, do you have

16 any data on this area how many fatalities

17 there have been in, say, the last ten years?

18 I mean, you're talking about global studies,

19 but you're talking about this. That's what

20 we're talking about. Have you any data on

21 accidents in this site?

22 JEREMIAH BARTLETT: There is -- we --

23 UNIDENTIFIED SPEAKER: Yes or no?

24 JOHN MAHONEY: Can I speak? My firm did

25 not -- see, there was an initial feasibility

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1 study done. They evaluated safety. The  
2 recommended option was a roundabout. We  
3 picked a design from there. We can help you  
4 try to answer that question, but I don't have  
5 any knowledge about it because I didn't do the  
6 initial feasibility study.

7 UNIDENTIFIED SPEAKER: I have one other  
8 point there -- now, the hours where people and  
9 traffic is at the highest is the same time the  
10 kids go to school. And I perceive that if you  
11 have a lot of people rushing, there's no  
12 guarantee that it is going to be 15 miles an  
13 hour; and you're encouraging kids to walk to  
14 school at the same hour where your data shows  
15 that this is the most traffic is that I see a  
16 problem there.

17 UNIDENTIFIED SPEAKER: And you don't have  
18 any data on the kids that walk to school, do  
19 you?

20 JOHN MAHONEY: We have done pedestrian  
21 studies.

22 UNIDENTIFIED SPEAKER: Where? Here?

23 JOHN MAHONEY: Yes.

24 UNIDENTIFIED SPEAKER: What's the data?

25 JOHN MAHONEY: Again, that's a detailed

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1 question. If you want to go to one of the  
2 tables after, we can talk about it then.

3 UNIDENTIFIED SPEAKER: I guess I have a  
4 little bit of concern procedurally. But if we  
5 all have these detailed conversations, we  
6 don't get to hear other people's concerns.  
7 That's what's really helpful for me, for  
8 instance, to hear that several other people  
9 are also concerned about the kids. And if we  
10 have these little conversations back at the  
11 tables, procedurally, that bothers me because  
12 we don't really have a chance to have a real  
13 discussion.

14 UNIDENTIFIED SPEAKER: I second that.

15 UNIDENTIFIED SPEAKER: I don't second it.  
16 I want to hear the presentation, and I want to  
17 ask questions after the presentation.

18 JOHN MAHONEY: That's the procedure the  
19 City developed for this meeting.

20 UNIDENTIFIED SPEAKER: I'm fine with  
21 asking questions, but I'd like to have  
22 it (unintelligible, cross talk) --

23 JOHN MAHONEY: We also have a --

24 UNIDENTIFIED SPEAKER: -- in a large  
25 forum.

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1 JOHN MAHONEY: We also have a court  
2 stenographer, and anyone can make a comment  
3 that will go word-for-word into the public  
4 record.

5 JEREMIAH BARTLETT: We also need to get  
6 through these slides because there's a lot of  
7 questions coming up before we've even given  
8 the information, so we kind of want to get all  
9 the information we have to you before we start  
10 asking the questions.

11 UNIDENTIFIED SPEAKER: Can I ask a really  
12 simple yes or no question?

13 JOHN MAHONEY: Yes.

14 UNIDENTIFIED SPEAKER: Will the  
15 crosswalks have RMVs?

16 JOHN MAHONEY: No.

17 UNIDENTIFIED SPEAKER: Okay. Thank you.  
18 (Unintelligible, cross talk.)

19 JOHN MAHONEY: That's a really good  
20 question.

21 UNIDENTIFIED SPEAKER: Flashing  
22 pedestrian crosswalk.

23 (Unintelligible, cross talk.)

24 JOHN MAHONEY: Next slide.

25 So on the question of crosswalks, we're

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1 going to have crosswalks at every approach.  
2 Each approach has a splitter island. And what  
3 a splitter island does -- the splitter island  
4 is this median island in the middle, so you  
5 get curbed islands with a six inch raised curb  
6 with plantings in the middle of it and a  
7 minimum width is seven feet wide. So what  
8 that allows is a pedestrian can cross one lane  
9 of traffic and stop and then they can reassess  
10 and cross the other lane of traffic.

11 Currently, the crossings in this area are  
12 about -- are anywhere from 58, at least 58 to  
13 36 feet. Right now with this proposed design,  
14 the longest pedestrian crossing is going to be  
15 19 feet. So the crossings are much shorter.  
16 The speeds are going to be much slower. At  
17 the speeds that we anticipate this facility  
18 will function at, at 15 miles an hour, it's  
19 pretty easy to make eye contact between  
20 pedestrians and drivers. And that's probably  
21 the greatest, um...

22 (Unintelligible, cross talk.)

23 UNIDENTIFIED SPEAKER: Sixth graders  
24 don't make eye contact with cars.

25 UNIDENTIFIED SPEAKER: They should be

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1 taught that then. Teach them.  
2 JOHN MAHONEY: We also have a mid-lawn  
3 crossing at USM to link the law library with  
4 the rest of the campus. And the intersection  
5 of Bedford Street and Deering, we have three  
6 crosswalks there that's similar to the  
7 existing condition.  
8 Next slide.  
9 And we do think that it's important, a  
10 large part of the selection of the roundabout  
11 was working to accommodate visually-impaired  
12 pedestrians. The roundabout, the pass around  
13 a roundabout can be somewhat (unintelligible).  
14 They can be challenging for visually-impaired  
15 persons to navigate, so we're doing a number  
16 of things. The crosswalks are going to be  
17 partially raised to highlight the visibility  
18 of pedestrians and produce tactile change in  
19 the grade.  
20 And so you can see here that the  
21 crosswalk is set back from the intersection  
22 such that a vehicle can stop here, or exiting  
23 and stop without blocking the crosswalk.  
24 We have -- all the sidewalks have what's  
25 called the detectable edge, and we're going to

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1 have a landscaped area here and here, and  
2 that's so a person with a cane can feel the  
3 landscape and make their way around the  
4 roundabout along the sidewalk.  
5 Here we have an esplanade as well.  
6 And, again, I think it's easier, clearer  
7 here. You can see this sizeable pedestrian  
8 refuge. Cross one lane of traffic and wait,  
9 and then cross the second one.  
10 UNIDENTIFIED SPEAKER: Can you speak in  
11 the microphone?  
12 JOHN MAHONEY: Oh, sorry.  
13 UNIDENTIFIED SPEAKER: Just bring it over  
14 to where you are.  
15 JOHN MAHONEY: Thanks.  
16 So we have the pedestrian refuge here so  
17 a pedestrian can cross one lane of traffic,  
18 wait in the middle, and then cross the other.  
19 The crossings are also going to be raised.  
20 We did look at the flashing beacons, but  
21 the consensus was that there'd be so many of  
22 them so close to each other that it would be  
23 confusing as to which beacon went to which  
24 crosswalk. Particularly for visually-impaired  
25 people.

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1 So the decision was made not to have  
2 them, to focus on having compact geometry and  
3 slow speeds.  
4 And -- next slide.  
5 So one of the -- probably the greatest  
6 challenge of the design was to balance the  
7 needs of pedestrians which would require and  
8 benefit from short crossing distances, compact  
9 geometry, which results in slow speeds and the  
10 needs of trucks, particularly large freight  
11 vehicles which happen to need the roundabout  
12 which benefit from wide open areas of  
13 pavement. So we had a lot of back and forth  
14 with Maine DOT, with emergency responders, and  
15 METRO and developing a design that  
16 accommodates a city bus and WB-50s and WB-62s.  
17 These are -- this is a smaller freight  
18 vehicle. This is a larger freight vehicle.  
19 We initially designed it for the WB-62 which  
20 is a sizeable freight vehicle; but based with  
21 the discussions with MDOT, we adjusted the  
22 design to accommodate a WB-67, which is the  
23 largest tractor trailer allowed on the  
24 interstate.  
25 And one of the great challenges of this

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1 project will be to maintain traffic during  
2 construction. And I won't get into the  
3 details here. We have the plans set up over  
4 there. This could be a good table discussion.  
5 So we have an eight-step plan. It will be  
6 included in the contract, and we imagine it  
7 will be adjusted based on discussions with the  
8 contractor.  
9 In conjunction with this project, the  
10 Portland Water District has been replacing all  
11 water mains in the area. There won't be any  
12 interruption of service because they're going  
13 to provide temporary water. You'll see those  
14 lines -- the temporary lines will be on the  
15 ground. They'll be crossing driveways and  
16 will be submerged slightly where they cross  
17 driveways so no interruption of water service.  
18 Unitil will be replacing all their gas  
19 lines in conjunction with the project and the  
20 City has elected to replace some of the sewers  
21 in this area that are in bad condition based  
22 on (unintelligible). And we have a utilities  
23 table over there and you can ask more  
24 questions on utilities.  
25 Additionally, the storm drain system now

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1 is combined. That means that it drains into  
2 the the sewer. We're going to install new  
3 separated storm drains which is going to help  
4 with the water quality of Casco Bay because it  
5 takes water out of the sewer and use this  
6 combined sewer for (inaudible).  
7 We're also going to have drain gardens  
8 and rain gardens on our design to capture  
9 storm water and filter it and attenuate it so  
10 the release of storm water into Back Cove and  
11 eventually Casco Bay will be slower and  
12 cleaner. So that's the idea behind rain  
13 gardens. And you can get more information at  
14 the tables back there.  
15 And with that, I'm going to turn it over  
16 to Keith Smith.  
17 KEITH SMITH: Good evening. I'm Keith  
18 Smith. I'm a landscape architect with  
19 Terrence DeWan and Associates. We've been  
20 asked to look at the landscape streetscape for  
21 the project.  
22 And as you can see, we have the  
23 intersection here at Deering, Brighton. This  
24 whole section, there's -- as far as the  
25 streetscape, we're kind of staying within the

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1 right of way with the roadway system. So  
2 all -- most of my work --  
3 UNIDENTIFIED SPEAKER: Could you use the  
4 mic, please?  
5 KEITH SMITH: Sorry.  
6 UNIDENTIFIED SPEAKER: Thank you.  
7 KEITH SMITH: Most of my work is within  
8 the right of way, so that is what's  
9 highlighted in green for the project. In the  
10 roundabout, one of the things in addition to  
11 what John was talking about with the traffic  
12 and everything is the landscape. These  
13 islands that you can see --  
14 UNIDENTIFIED SPEAKER: Still can't hear  
15 you. (Unintelligible, cross talk.)  
16 KEITH SMITH: -- are going to be --  
17 UNIDENTIFIED SPEAKER: You have to get  
18 pretty close to it.  
19 KEITH SMITH: The islands are going to be  
20 landscaped with perennials, low perennials, so  
21 the visibility will still be there for  
22 pedestrians crossing and for the vehicles to  
23 see the pedestrians. And perennials are also  
24 going to provide space so that people aren't  
25 cutting across the islands. The intent is so

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1 that people won't try to crosscut the  
2 intersection, and they will stay on the  
3 crosswalks and use the pedestrian system  
4 that's laid out for them.  
5 In addition to the landscape, you see  
6 gray areas that extend back and extend back in  
7 here. Underneath all the road system here is  
8 cobble. Our intention is to reclaim that and  
9 put some of that on the surface where we want  
10 to have exposed separation of vehicles and  
11 then keep them out of the center lane.  
12 As John mentioned earlier, you see the  
13 little R's. There are several R's that are  
14 around there, and those are the rain gardens.  
15 They're going to be landscaped the same way as  
16 the islands. The rain gardens can be set up  
17 with perennials and low-growing plants so that  
18 they actually do the filtering of the storm  
19 water and also create an attractive  
20 intersection and keep pedestrians on track.  
21 And because they're perennials, snow  
22 plowing is not an issue. And plowing can --  
23 every year in the winter, they just break  
24 down, they die, and they come back in the  
25 spring. So in the winter time, it can all be

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1 covered by snow; and in the spring, it will  
2 come right back up as normal.  
3 There's a few areas where, like on this  
4 corner as John had mentioned, there's a little  
5 more taking of land because of the space, so  
6 we're going to provide is little bit of  
7 buffering for this residence.  
8 And as you can see along the street,  
9 wherever we have space in the esplanade that's  
10 not currently -- that doesn't currently have a  
11 tree, street tree that exists, we're going to  
12 be planting a series of street trees along  
13 there as well. Street trees are great, you  
14 know, they provide shade and the volume of the  
15 tree also helps slow traffic down because it  
16 encloses the -- gives a little bit of a sense  
17 of enclosure to the roadway.  
18 And as you come down, we get to Bedford  
19 Street. Again, there's a few bump-out areas  
20 at the crosswalk area. This is where the lane  
21 gets widened so that you can make a left-hand  
22 turn. So that bump-out area is, again, we're  
23 doing perennials in the beds so that it is  
24 both attractive and it helps to delineate.  
25 The park -- Bedford Park will remain and

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1 the existing Brighton Avenue that cuts through  
2 will be turned into a grass area.  
3 Some of the streetscape materials as I  
4 mentioned, you know, the islands, the curbed  
5 islands will have cobble and transition into  
6 planting. Again, some of the aprons, the  
7 outside aprons around the turns will have some  
8 cobble. We're hoping to incorporate some  
9 colored concrete crosswalks that are slightly  
10 elevated to the project.  
11 Around the circle itself is going to be a  
12 concrete unit paver. We'll potentially cobble  
13 what I believe at this time is a concrete unit  
14 paver, and the detectable warnings that are  
15 going to be between -- at each stop in these  
16 crosswalks are going to be cast iron. This  
17 is -- this wasn't found, but this is kind of  
18 an example of perennials that we'll be using,  
19 but, again, we're keeping them as low as  
20 possible for safety where required.  
21 Next.  
22 The landscape -- the planting, as I  
23 mentioned, you know, maples, some magnolia, as  
24 an anchor. We're going to try to stick to  
25 natives where we can. Keeping in mind they

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1 have a high enough visibility where required.  
2 And, you know, the perennials, we're  
3 going to use a hardy perennial that are  
4 adapted to Maine that survive well and try to  
5 provide as much color as we can.  
6 Some of the landscape and streetscape  
7 amenities. The light that you see here, it's  
8 16 feet tall. That's a pedestrian light for  
9 the sidewalks along the sidewalks in this  
10 area. That's the light that was selected for  
11 Woodford Corner on Forest Ave. And we're  
12 going to carry it through this area as well.  
13 The standard bus shelter, the METRO bus  
14 shelter will probably incorporate -- they  
15 haven't been located yet, but there's a couple  
16 (unintelligible). Adjacent to the transit  
17 shelters, we're going to incorporate some  
18 seating and bike racks along the way.  
19 And I think that's the end of my  
20 presentation.  
21 CAROL SCHILLER: Can I ask a question?  
22 Is it open to questions? Landscape questions?  
23 JEREMIAH BARTLETT: Oh, for the  
24 landscape?  
25 CAROL SCHILLER: Yeah.

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1 JEREMIAH BARTLETT: Yeah, if you have  
2 some follow-up landscape, and then --  
3 Are you going to pull up the animation?  
4 JOHN MAHONEY: Did you want to do that?  
5 JEREMIAH BARTLETT: Yeah.  
6 CAROL SCHILLER: Well, just quickly, I'd  
7 like to ask you, the center part of the  
8 roundabout?  
9 KEITH SMITH: Yes.  
10 CAROL SCHILLER: I actually participated  
11 in the very early meetings for this project;  
12 and we always -- there was always discussion  
13 about that's the gateway to our neighborhoods,  
14 and we wanted that to look a little dynamic --  
15 KEITH SMITH: Okay.  
16 CAROL SCHILLER: -- with artwork or  
17 something a little bit more than what you  
18 presented. So I wondered if you could look  
19 into, you know, the art that's coming from  
20 construction for this to be used for artwork.  
21 And, also, just a correction, Bedford  
22 Park that you referred to --  
23 KEITH SMITH: Yes.  
24 CAROL SCHILLER: -- is actually Noyes  
25 Park --

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1 KEITH SMITH: Okay. Sorry.  
2 CAROL SCHILLER: -- is the correct name,  
3 so you might want to change that on your  
4 documentation.  
5 KEITH SMITH: Thank you.  
6 Yes?  
7 UNIDENTIFIED SPEAKER: Very nice. Very  
8 nice. The question I have goes back roughly  
9 four years, and every time the project has  
10 come up, and it's about the fourth iteration  
11 of it, in an effort -- previous efforts were  
12 more obvious to close Bedford Street. The  
13 comment is always made that there is a  
14 dangerous intersection. Statistically,  
15 perhaps so, but never specific data to say  
16 that this is accidents, this is how many  
17 fender benders, this is, you know, what -- you  
18 know, those kinds of things have not been  
19 brought forward at any time. I did ask about  
20 that. I'm hoping I could get these  
21 spreadsheets to see how many accidents are so  
22 if it's really feasible to spend the money on  
23 this.  
24 The other piece related to open  
25 disclosure is I talked to Glenn Cummings a few

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1 months ago, and I was asking what the  
2 university is going to do. And one of the  
3 comments -- one of the plans is for a business  
4 school to be put right on the corner there  
5 where the sign is for the university with the  
6 nice little planter in place there and that  
7 they were planning on closing Bedford Street  
8 with blocks. Now, people may not all know  
9 this, but this is their plan. This is, you  
10 know, they want to make a lovely, you know,  
11 campus for themselves, and I understand that.  
12 And I, you know, my concern is and I  
13 brought it up that we -- that this isn't  
14 storytelling. I've been through this many a  
15 time. I would like -- I hope going forward  
16 there will be more thought as to eminent  
17 domain, where and why certain pieces of  
18 property are being moved or not moved, and  
19 where the flow is relative to people who don't  
20 obey the law, like kids who are 12 years old.  
21 They don't know -- either they do or  
22 (inaudible). I'm a teacher, so I have a bias  
23 here. I love them to pieces.  
24 But it's just data; and going forward,  
25 what's realistic about this?

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1 JEREMIAH BARTLETT: Well, I can certainly  
2 say that we have a lot of negotiations with  
3 the university, and part of the reason it's  
4 taken us this long to get here was they had  
5 some reservations up front early on about this  
6 project.  
7 UNIDENTIFIED SPEAKER: Not that you --  
8 JEREMIAH BARTLETT: And you may have  
9 closer relationships with the university than  
10 I do starting with the history of the project,  
11 and certainly we can get crash data as you  
12 want.  
13 UNIDENTIFIED SPEAKER: Okay. Good.  
14 MARTHA BULLOCK: I have a landscape  
15 question.  
16 JEREMIAH BARTLETT: Quick question, you  
17 can ask your question, but the stenographer  
18 actually requested that folks would identify  
19 themselves and where they lived.  
20 MARTHA BULLOCK: Oh, sure. Sure. I'm  
21 Martha Bullock I live on Woodmont Street.  
22 JEREMIAH BARTLETT: Thank you.  
23 MARTHA BULLOCK: I use this intersection  
24 daily. Landscaping is beautiful as long as  
25 it's maintained. We look at the islands that

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1 went in on Saint John's. I've contacted the  
2 mayor's office many times because it looks  
3 like trash. They're not maintained. So I  
4 want to be sure that, A, they look natural,  
5 they're maintained, and it's not a  
6 monochromatic view like it is at USM driving  
7 down Bedford Street in the spring with all  
8 these lilies in bloom.  
9 KEITH SMITH: Oh, I got this. Thank you.  
10 The intention is to mix it up so it will look  
11 nice.  
12 JEREMIAH BARTLETT: Okay. I think at  
13 this point it's -- it's 7:00, so what I'd like  
14 to do is give everybody a chance to go to each  
15 table and ask more detailed questions. So I  
16 think there are still a lot of questions that  
17 folks have for details.  
18 UNIDENTIFIED SPEAKER: So you actually  
19 don't have data on how many accidents  
20 (inaudible) this history of the intersection?  
21 (Inaudible.)  
22 JEREMIAH BARTLETT: We do have the data  
23 on it.  
24 UNIDENTIFIED SPEAKER: So where is the  
25 data?

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1 JEREMIAH BARTLETT: The data, it would be  
2 available immediately through the Maine DOT  
3 web viewer crash site.  
4 UNIDENTIFIED SPEAKER: You got it, but  
5 (inaudible).  
6 JEREMIAH BARTLETT: We have the data.  
7 The City has the data.  
8 UNIDENTIFIED SPEAKER: We have to wonder  
9 about it now. Either you guys say to me we're  
10 building this because we know there's going to  
11 be another crash coming down the road  
12 (inaudible). That's a good idea, right, to  
13 make it faster and safer (inaudible). So I'm  
14 thinking, no. I don't want to put you on the  
15 spot; but, again, I realize you're working  
16 hard, but I'm kind of surprised that you know  
17 the history and you can't tell what the  
18 history is. Because those are the two reasons  
19 (inaudible) safety and speed. That's why  
20 (inaudible) and right now.  
21 CHRIS BRANCH: Let's change the term  
22 speed to less delay.  
23 UNIDENTIFIED SPEAKER: Less delay, okay.  
24 CHRIS BRANCH: I don't want the cars  
25 going any faster.

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1 UNIDENTIFIED SPEAKER: Right.  
2 CHRIS BRANCH: We want them going  
3 slower --  
4 UNIDENTIFIED SPEAKER: (Unintelligible)  
5 and right now, our worst case scenario as it  
6 exists is less than (inaudible).  
7 For me, that's the way (inaudible). If  
8 you're going to tell me that you're doing  
9 studies and you know that, you know, in five  
10 years it's going to be a five-minute delay or  
11 whatever, then I'm going to be (inaudible).  
12 I'm not that (unintelligible) but it seems  
13 like a lot of money. What are we getting?  
14 What is the safety thing? What the --  
15 (inaudible).  
16 CHRIS BRANCH: Just so everybody knows,  
17 my name's Chris Branch. I'm the director of  
18 Public Works. I've been with the City now  
19 about 20 months. So this all started before I  
20 got here, but the information that you're  
21 asking about regarding high-crash location,  
22 accidents, as far as pedestrians or bicyclists  
23 are concerned, that was all looked at as part  
24 of the feasibility study that was done to come  
25 up with the alternative.

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1 That information is all available. I do  
2 not have that information off the top of my  
3 head, and I don't believe these folks do  
4 either; but we have it available. We can  
5 provide you with all that information. And I  
6 apologize for the fact we don't have it here  
7 tonight to give it to you, but that's just --  
8 the information is available.  
9 Everything you talked as far as what's  
10 going to happen in the future as far as delay,  
11 safety issues, and so on and so forth, that's  
12 all part of what's looked at by not only the  
13 City, but the Maine Department of  
14 Transportation and the Federal Highway  
15 Administration, in order to justify moving  
16 ahead with the project. If we can't meet that  
17 design criteria to meet the future demand,  
18 then we're not going to get any money to do  
19 the project.  
20 So all of the points you raise are great  
21 points, and we have looked at that as part of  
22 the process that we go through in order to get  
23 a project like this approved either through  
24 the MDOT and also the Federal Highway. It's  
25 their standard operating procedures that we

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1 have to do.  
2 EMILY CHALEFF: (Raising hand.)  
3 CHRIS BRANCH: Just if it's a general  
4 question, that's great; but we'd really love  
5 to get broken up, you know, if you have  
6 landscape questions and traffic questions --  
7 (unintelligible, cross talk).  
8 EMILY CHALEFF: So the kids in the  
9 neighborhoods are what most people here are  
10 their primary concerns.  
11 I'm Emily Chaleff.  
12 CHRIS BRANCH: Thank you.  
13 EMILY CHALEFF: And I live at 81  
14 Brighton, which is the house next to the tulip  
15 park, that's we call it. And we -- when we  
16 moved in, we hated that intersection. My  
17 parents, as soon as we bought the house,  
18 they're like, What were you thinking? So I'm  
19 very open to the idea of the location of the  
20 rotary in general. We've heard about it for  
21 the last seven to ten years. But we have kids  
22 and it doesn't sound like --  
23 I came in here very excited, actually.  
24 And then when I hear that there's not going to  
25 be any flashing pedestrian lights, and there

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1 doesn't seem to be any kind of, like, an  
2 all-walk signal. To me, it seems totally  
3 (unintelligible) and I've -- when I came in, I  
4 was very gung ho, and now I would probably  
5 fight this tooth and nail until there seems  
6 like there's a real plan around how to get the  
7 kids across the rotary to school. It just  
8 doesn't seem like there's been a discussion on  
9 this.  
10 CHRIS BRANCH: (Unintelligible,  
11 background noise.)  
12 UNIDENTIFIED SPEAKER:  
13 Counterintuitively, it's actually safer in the  
14 rotaries --  
15 JOHN MAHONEY: Yes, that's correct.  
16 That's what the data shows.  
17 UNIDENTIFIED SPEAKER: -- roundabout,  
18 roundabout.  
19 EMILY CHALEFF: (Unintelligible cross  
20 talk.) I feel like there was -- it doesn't  
21 seem like there was a discussion specific --  
22 it seems like generally pedestrian. I don't  
23 know enough about this world to know how do  
24 you study that majority of pedestrians -- I  
25 see them out my window every day -- are

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1 between the ages of 11 and 14, and they're  
2 screwing around the entire time they walk  
3 home. I feel like that's a different issue  
4 than viewing the specific just general data on  
5 roadways.  
6 JEREMIAH BARTLETT: Well --  
7 EMILY CHALEFF: And I would think it  
8 would be safer, but it doesn't sound like this  
9 will be safer.  
10 JEREMIAH BARTLETT: Well, it's important  
11 to note that the design for this was done with  
12 the most vulnerable pedestrians in mind, which  
13 is the visually impaired; and as part of with  
14 the outcome from the city council approval,  
15 they were very concerned about that as well.  
16 So the design of this, which includes the  
17 raised crosswalks, which improves visibility  
18 for both the pedestrian and the driver, was  
19 done at consultation with someone named Janet  
20 Barlow, who is one of the most well-known  
21 authorities on accommodations for roundabouts  
22 for the blind. So we started with the most  
23 vulnerable user at the intersection. Her  
24 recommendations are not to use flashing lights  
25 because she said they create a confusing and

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1 hazardous situation, potentially.  
2 UNIDENTIFIED SPEAKER: What does she mean  
3 when she says (inaudible) in the roundabout  
4 from her recommendation?  
5 JEREMIAH BARTLETT: Well, in this  
6 particular case, we're going to be looking at  
7 a different texture for the crosswalk from the  
8 regular pavement, both approaching and at the  
9 crosswalk. And then also as we're approaching  
10 the crossing itself, we will have the  
11 cast-iron detectable warning panels, which  
12 will give notice to the blind community.  
13 That's the most important thing for them.  
14 What it turns out is visibility of the  
15 pedestrian is the most important thing  
16 possible. And as everybody's doing about 15  
17 miles an hour in the roundabout, the driver  
18 behavior is incredibly different than it is at  
19 higher speeds.  
20 One of the things we've observed in that  
21 intersection constantly are pedestrians not  
22 waiting to use the crossing signal and just  
23 running across the intersection, which is  
24 probably exponentially more dangerous than  
25 anything you would see at this intersection.

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1 JOHN MAHONEY: Another point on speed.  
2 We do anticipate slowing vehicle speeds down  
3 (inaudible).  
4 CHRIS BRANCH: He's talking about slowing  
5 vehicle speeds will slow down significantly  
6 when they go in through the roundabout.  
7 JOHN MAHONEY: Through -- as they  
8 approach the roundabout, due to the compact  
9 geometry and signaling approaches, the cars  
10 are going to slow down significantly. If you  
11 are hit, a pedestrian's hit by a car at 20  
12 miles an hour, there's an 85 percent chance  
13 that they'll survive. At 40 miles an hour --  
14 UNIDENTIFIED SPEAKER: Why are you  
15 talking about that?  
16 JOHN MAHONEY: The speed is likely the  
17 most important factor in the safety of  
18 roundabouts. And I think that's why it seems  
19 counterintuitive to some people here that it's  
20 actually safer. Where the data bears it out,  
21 and I believe that that data bears it out is  
22 because the vehicles slow down.  
23 And another distinction that I think is  
24 important is that I've heard the word rotary  
25 used; and a rotary is also a circular traffic

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1 control facility, but they're much bigger and  
2 vehicles travel much faster and they're not  
3 safe. So rotaries are generally not safe.  
4 They're not being built now.  
5 What they build now is roundabouts  
6 because, based on the data of rotaries,  
7 vehicles went fast and they're not safe. So  
8 when going around a roundabout, it's much  
9 smaller, compact, slower speeds, safer.  
10 UNIDENTIFIED SPEAKER: And you're going  
11 to force that slow speed partly by using speed  
12 bumps?  
13 JOHN MAHONEY: I wouldn't called them  
14 speed bumps. They're going to be raised  
15 crossings. You'll -- a car will feel it  
16 traveling excessively. We don't anticipate it  
17 will be uncomfortable at all for somebody  
18 traveling at the designed speed. It's really  
19 more to highlight the pedestrian visually than  
20 speed (unintelligible, background noise).  
21 CHRIS BRANCH: We'd really like to break  
22 up into the individual groups because most of  
23 you are asking specific questions that can be  
24 answered in those particular areas,  
25 particularly the traffic area. That's where

|                                                                                                                                                                                                                                                                                                                                                                                                                     |  |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| <p>Page 54</p> <p>1 you'd go to discuss speeds and crossings and<br/>2 accident locations. Thank you.<br/>3 (General meeting completed at 7:06 p.m.)<br/>4 (Break-out sessions began.)<br/>5<br/>6<br/>7<br/>8<br/>9<br/>10<br/>11<br/>12<br/>13<br/>14<br/>15<br/>16<br/>17<br/>18<br/>19<br/>20<br/>21<br/>22<br/>23<br/>24<br/>25</p>                                                                            |  |
| <p>Page 55</p> <p>C E R T I F I C A T E</p> <p>I, Stephanie Lauer, Court Reporter,</p> <p>certify that the foregoing is a correct</p> <p>transcript to the best of my abilities from</p> <p>the record of proceedings in the</p> <p>above-entitled matter.</p> <p>Dated: January 26, 2018</p> <p>Stephanie Lauer</p> <p>Court Reporter</p> <p>Notary Public</p> <p>My Commission Expires</p> <p>October 1, 2023</p> |  |

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