



TOWN GRAY
GRAY TOWN COUNCIL
AGENDA • JANUARY 19, 2021

**Gray Town
Council Workshop**

**Henry Pennell Municipal Complex
24 Main Street
Gray, ME 04039**

5:30 PM

Opening Statement:

Due to the Governor's latest Executive Order, this Workshop will not take place in person. This Workshop will be held online with a link provided on the Town website (www.graymaine.org) the day of the session.

CALL TO ORDER

Roll Call

WORKSHOP 5:30pm - 6:55pm

Route 115 / Yarmouth Road Infrastructure Project

ADJOURNMENT

Motion to Adjourn

** The Town of Gray is an equal opportunity employer and complies with all applicable equal access to public accommodations law. If you are planning to attend a Town Council or Town committee or board meeting and need assistance with a physical disability, please contact the Town Manager's office at least 48 hours in advance of the meeting to have the Town assist you. 657-3339. TTY 657-3931.*

Colley Hill:

-Recommendation IF triangle piece of property is purchased, to square intersection at Colley Hill/Main Street. MDOT agrees this purchase would change the entire approach allowing for more options to increase safety and slow traffic both coming off Colley Hill and on Main Street entering Village. If Federal dollars will be used in the intersection project, then federal procedures for the purchase would need to be used.

-Roundabout was discussed, but the traffic volume on Colley Hill (low) would likely prevent moving forward – need consistent push from all directions for a roundabout to work properly. Future development increasing that volume can be considered but if not near term – not likely to impact decision.

-Extending sidewalk over to the squared intersection would be a safer approach for setting up a flashing full crosswalk to property across the street. An additional striped crosswalk could be set up to travel from one side of the Colley Hill intersection to the other.

-Big tree may be a line of site issue.

-Could add bump out and flexible delineators to slow traffic approaching the crosswalk and by default slowing traffic entering Village.

-Rapid flashing beacons needed due to length from existing Town crosswalk area. Pavement marking and signs in the middle of the street and on both sides suggested.

-Water line goes from Colley Hill to [Dunn-Bar Condo's/Miller Refrigeration Business](#). American Legion to the refrigerator building is 4500 linear feet. 2000 feet up to the Legion is newer than the rest which was built in 1940's.

-Question from the Water District – related to timing. If there is a water line replacement component – who [digs](#) first? And who is responsible for digging up the road which add costs – if needs to be done more than once or shifted all to the WD? Timing is key in the planning – having the funding ready to go to coordinate would allow shared digging costs and save all stakeholders money. [Can Village TIF funds be used to help defray costs?](#)

-Stormwater from Colley to the Legion is newer – from Colley to the big intersection is in bad shape.

Discussion around MPI program:

-Must be improvement to existing system not just adding “bike/ped” infrastructure (costs must be lower than the road improvements).

-Adding additional drainage would qualify and then bundle bike/ped improvements into project. MPI funds would be used as needed once project was funded.

-Having Town's funding for portion of project set aside helps. Having a shared project already on the MDOT workplan helps.

-Technically, there is no restriction on the number of active MPIs per year – but the projects must be moving along, or they could impact future considerations.

Shaker Rd area:

-Orphan pole needs to be removed – Alec has been trying to get them to come. There was a bill passed last session related to this topic – Sandy will research further.

-Crosswalk (not flashing one by Fiddleheads) should have double sided cross walk signs and the one there is likely not up to reflective standards.

-Agreed having telephone on utility poles on one side and electricity on another set on the other side is problematic as it impacts sidewalks – eliminating one set and moving them outside the sidewalk would increase safety. Issues with easements to move sidewalks (similar to utility pole on Brown Street) & cost to move utilities. Burying all utilities would improve the entire area – but costs are an issue.

-Consider a medium/island to assist with landing safely midway across road (Shaker Rd to One Gray Center). The timing of the crosswalk light seems off – close to 30 seconds. 3.5 feet per second is the standard.

-Visibility issue with pedestrians attempting to cross from Shaker Rd to One Gray Center with traffic attempting a “right hand on red” at that same intersection. Possible use of ‘no right turn on red’ light when pedestrian pushes crossing button. Or possibly extend sidewalk out to force a full stop. May have issues with larger vehicles – if weight limit posted, would reduce impact, but still need to consider Fire Trucks (55 feet) and plow trucks.

Clark Block:

-Alec pointed out there is an issue with the wiring of the (4) decorative lamp posts on the Clark Block. They are supposed to be individually wired but are tied together. Issues have come up with the wiring when lights go out. CMP needs to fix – request when improvements are done.

-Extensive Safety issues discussed related to the current brick sidewalk on the Clark Block – including the ‘ledge’ platforms set up for accessibility. Those in wheelchairs do not have enough space to safely enter without hitting ledge and cannot maneuver along the sidewalk between the platforms and lights. Pedestrians frequently trip or bump into the ledges.

-Alec pointed out once work begins on the brick sidewalk the entire thing will need to be done – as it is in disrepair now. Issue with replacing platforms is height of building and ensuring water run off does not go ‘into’ the building. Discussion ensued about building up the sidewalk and creating a continuous flow of up/down ramps to allow access. Possibly adding a railing to direct pedestrian traffic, but that could force pedestrians to stay in the road longer.

-Could raise road up to assist with sidewalk – would need to address stormwater which is part of the overall projects.

-Reviewed needed ramp at the Gray Historical Society building just beyond Clark Block. Not enough room in front of doors to accomplish turn radius needed for accessibility. 48 inch sidewalk plus 5 inch curb – width from sidewalk to island is 23 feet. The parking spaces at the Clark Block help direct traffic away from sidewalk – then when entering merge – vehicles can bleed over closer to existing sidewalk. Easy opportunity to extend out the sidewalk in front of GHS building as space is not needed for vehicles. Would make that area much safer on sidewalk and easier to cross to the island. Drainage – again needs to be addressed.

IT was clear to the group that IF MDOT Project (1) goes from the NG Town Line to in front of Cumberland Farms on Main Street and MDOT Project (2) goes from the big intersection to the MTA interchange, the orphaned piece in between could be impacted greatly. Most of the improvements needed in this area will IMPACT the other two projects as they bookend the middle piece (or the work done on projects 1 & 2 could hinder options in the middle). In addition, stormwater (existing/additional) is a key component to many of the proposed improvements. Recommendation is to ask Rob to include the orphan piece in Project (2) – which is being submitted in the next cycle for consideration. It would then go from Cumberland Farms on Main Street through the big intersection to the MTA interchange and complete the work on the system. Sandy will submit when she responds to Rob’s latest e-mail.

-The lack of structure on the divider island on Route 202 – at the light – which directs 3 lanes of traffic coming from the MTA interchange to one side and left turning traffic from Route 100 onto Route 202 – was discussed. This is a long standing problem where vehicles go the wrong way around the island – multiple head on collisions have been barely avoided on a yearly basis. Signs are run over, striping helps and there is a sign that says “enter here” – but need a better solution. At one point, MDOT was going to install bollards, but that did not happen.

Route 115 – reviewed the items related to the Village area including extending the sidewalk on Route 115 to Main Street.

-Suggestion to make Municipal lot one way in and one way out was well received. It would assist with traffic issues on Main Street. Making the curb cut on Route 115 more narrow would allow a few parallel parking spots on Route 115 as part of the pocket park being added to the lot next to the Municipal Lot. Tractor Trailers like to stop at Aroma Joe’s and have no place to park. This would allow them to stop without disrupting traffic and then go on their way.

-Looking at shared parking with Manny Motors was also mentioned which could help close a curb cut on Main Street as well.

-Cut through traffic from Brown to Route 115 will be eliminated with the pocket park. Alec pointed out that the old basement structure from the house was collapsed and is buried on site. This may complicate some of the planned earth work.

-Welcome/Wildlife Park signs are too close to the road and need to be 7 feet from travel surface to average head height.

-Discussed the squaring of Brown Street intersection with Route 115 to assist with traffic calming with vehicles entering Village from that direction. Also briefly mentioned possibility of ‘one way’ traffic on Brown – something that was previously studied but had issues with stacking on other roads in the Village.

-Reviewed the new proposed extension of the walking path from Cumberland Farms through the First Congregational Property to the Brown Street sidewalk.

-Water District would like a list of the various ongoing projects with some target dates to better plan on their end. They will be looking into grants and other funding options. Sandy will send to Bruce Sawyer and Bill Gardiner.

LIGHTING / VISIBILITY (SAFETY) ②

Lighting Improvements (for sidewalks & roads, improve walkability, etc.)

Visibility Church 150 + 14 Yarmouth Rd

Lighting should be better

✓✓

STORM WATER - ON PERSONAL PROPERTY ⑧

③ Drainage

Stormwater issues / gl... 52/54/56 62 Yarmouth water runs & stays in driveway / yard / garage

Drainage - Make it better

road

✓✓✓
✓✓✓

PARKING

Parking - where should it be added on church

Church parking on road no visibility

Parking

②

12/5/19
Rte 115 Workshop
ISSUES

187

BROWN STREET IMPROVEMENTS

②

Make Brown
one way toward
Village
(traffic circle)

Brown
Street
- need to
reorganize

Brown
Street



\$ \$ \$

∅

Cost to
taxpayers
of Gray/
state

\$ Total

12/5/19 115 Workshop
ISSUES

UTILITIES

* Tel. Pole
& Utility Allow

①

2 of 7

SIDEWALKS

14

② Pedestrians (sidewalks)
 sidewalks needed & wanted (would decrease speed & improve town)
 curbing needed
 sidewalks + street lights + visual barriers

Raised Tables for cross walk

SPEED → ENFORCEMENT NOISE/TRUCKS

15

① Speed Limit Speeding
 Speed Enforcement (where is it?)
 Trucks - lots of noise + speed!
 Public Safety for Enforcement
 Speed Co
 Fl... sign

FRONTAGE ↓

10

④ Frontage Frontage
 Widening is a concern

12/5/19
115 Workshop
ISSUES

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ALTERNATE ROUTE - TRUCKS → TRAFFIC STUDY

Have alternate traffic routes been investigated

Recent Traffic Study

How will large vehicles be handled



③

PUBLIC SAFETY

Plan for snow and bankings



12/5/19
Rte 115 workshop
ISSUES

ACCESS

Don't want businesses to lose curb cuts.

ACCESS
MANU'S



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FRONTAGE / SOME CONCESSION

Property owners
are willing to
give up some
frontage for sidewalks
& stormwater



①

GWD → WATER

Gray Water
lines
addressed
at the same
time



②

~~RAISE~~

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Solutions

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HILLCREST TO PENNELL CONNECTION

Ø

STORMWATER (12)

Stormwater →
Proper ditches/
culverts & regular
maintenance

Capture
Damage
from
properties
w/ Road

① STORM WATER
Under side walks
to reduce Flooding



↓ DEVELOPMENT THAT INCREASES TRAFFIC (7)

⑥ Minimize Development
to reduce
traffic



LIGHTING / POLES

Lighting
(streets up
hill not lit
regularly)

LED
low voltage
lights
Pole Position

(3)



12/5/19
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SOLUTIONS

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ENFORCEMENT

Serious enforcement of speed & Sheriff/State Police Cooperation
 SPEED RADAR SIGN
 Hi. sedr speed enforcement
 Flashing Speed Light

RAISE TABLE SPEED

15

RAISED SIDEWALK TABLE



Signage / Parking

Signage for parking where & when

ONE SIDEWALK

Sidewalk on one side of 115 w/ ~~cross~~ crosswalks for speed control
 Side walk with Granite Curb
 One Side Walk
 Extend side walk Appleton Village

9



TWO SIDEWALKS

Sidewalks both sides

Limit side walk to Appleton

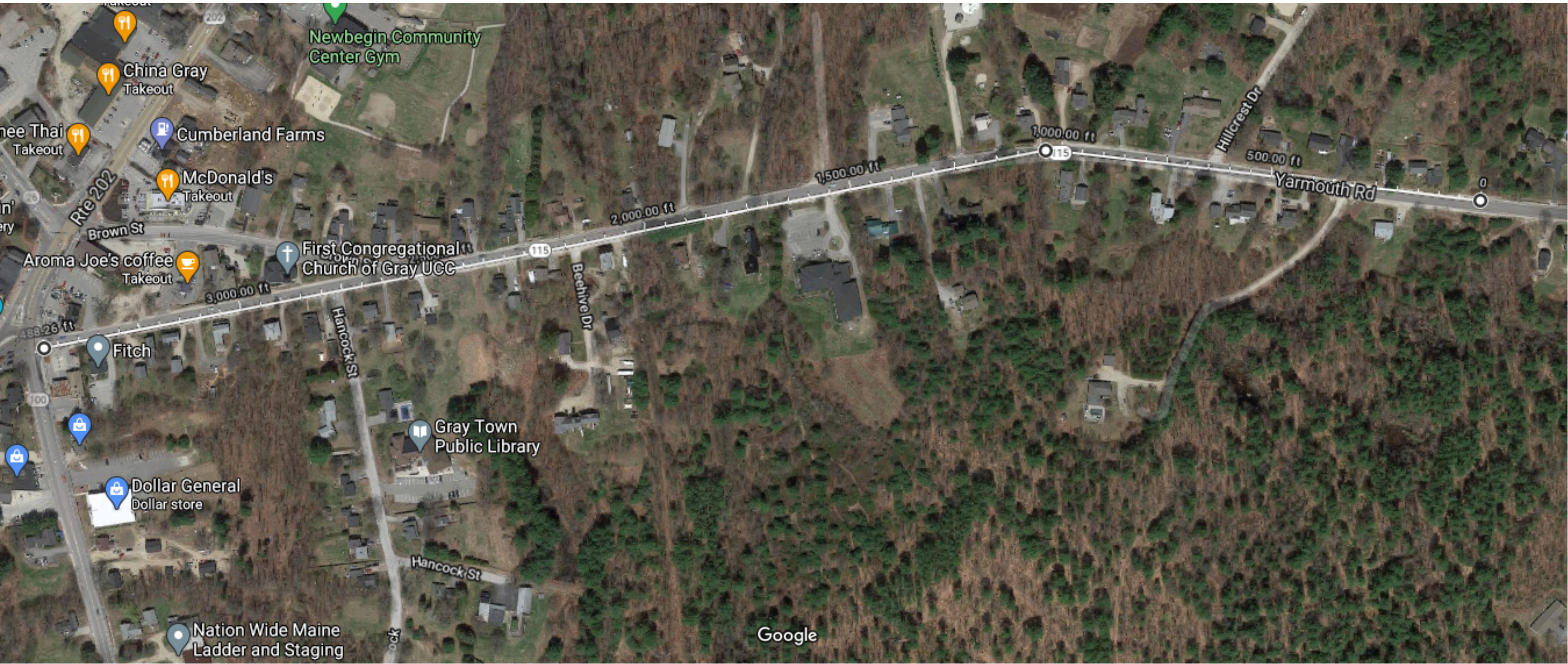
Sidewalk up to ATV trail

12/5/19 115 wrkshp SOLUTIONS

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Route 115/Yarmouth Road Workshop December 5, 2019

Issue/Concern	# of Respondents		Solution	# of Respondents
Speed & Noise Enforcement	15		Enforcement - Raise Table Speed	15
			Alternate Route - Trucks (Traffic Study)	3
			Decrease Development that Increases Traffic	12
Sidewalks	14		One Sidewalk	9
			Two Sidewalks	3
Stormwater	12		Frontage Concession /Drainage Ditches/Culverts	10
Stormwater (On Personal Property)	8		Gray Water District Lines	2
Lighting/Visability (Safety)	2		Lighting/Poles	3
Parking	2		Signage for Parking	0
Brown Street Improvements	2		None	0
- Cost	0		None	0
- Utilities	1		None	0
Public Safety	0		None	0
Access	0		Hillcrest to Pennell Connection	0



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Measure distance
 Total distance: 3,488.26 ft (1.06 km)





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