

Oakland Comprehensive Plan
KVCOG Presentation on Transportation

3.26.2018

4pm

Attendees: Gary Bowman, Paula Callan, Dan Duperry, Donna Griffin, Mark Fisher, Shawn Marquis, Robert Nutting, Cindy Reese, Kelly Roderick, Mike Rossignol, Dale Sturtevant, Chuck Sweigart, Laura Tracy

Facilitator: Garvan Donegan, CMGC

Agenda:

1. Approve minutes
2. Introduction to KVCOG and the Transportation section of a CompPlan
3. Review elements of transportation section
4. Next steps

1. Approve minutes

Gary motioned to approve the minutes as written; seconded by Dale. No discussion, all in favor.

2. Introduction to KVCOG and transportation

Chris Huck, transportation planner for Kennebec Valley Council of Governments (KVCOG), was the guest speaker at today's meeting.

KVCOG is a regional planning organization serving 59 communities. As the transportation planner, Chris liaisons with the Dept. of Transportation (DoT), which has a strong interest in local CompPlans. Uniquely, the DoT allocates funding to ensure that local CompPlans incorporate certain elements of transportation.

Chris has updated the portion of the CompPlan's transportation section related to roads maintained by the DoT, though the Town will need to supplement information on town roads that aren't maintained by the state. The DoT has a helpful [Map Viewer feature](#) that provides information on roads and bridges, though Chris encourages locals to review the information to ensure accuracy (e.g. is the speed limit actually 25mph instead of 35mph?).

3. Review elements of transportation section

- Summary of how Oakland approaches maintenance of town roads: how it prioritizes maintenance, how it allocates funds, how it plans for capital improvements. This section does not include Public Works, which belongs in the public services section of the CompPlan.

- From the above summary, make recommendations on how the process could be improved. Ensure the Town has a long-term perspective: does it know what road will need to be maintained in 5 years? Does it prioritize maintenance based on projected traffic volume?

- Projected traffic volume is of particular importance because of the Growth Management Law, which stipulates that Towns designate growth and non-growth areas. How will traffic change with these designations?

- Document issues. Issues discussed at meeting include:

- Trafton Road – with development, will it be able to handle increased traffic volume? (Chris noted that DoT is aware of Oakland's concerns.)

- Country Club Road – prime for development

- Increased use of Alpine St. to transport drivers from Belgrade to Waterville

- Water St. is really only useful when going in one direction

- Crash analysis highlights parking on Main St. as dangerous

- Private ways – responsibility of maintenance, conversion of seasonal camps to year-round homes, ability of emergency vehicles to travel private ways year-round, runoff and erosion

- Recommend policies. DoT has proposed 5 policies which can be amended according to local preference.

- Prioritize community and regional needs associated with safe, efficient, and optimal use of transportation system.

- Scope out potential locations for a park and ride. (e.g. Faith & Evangelical church, Trafton Road, former Chinese restaurant on KMD)

- To safely and efficiently preserve or improve the transportation system.

- Oakland has three high-crash locations (defined as a location with at least 8 crashes in 3 years; weighted according to proportion of traffic): Middle Road, Pleasant St., KMD by Country Club Road (now with center left turn lane). DoT can provide diagram showing how crashes happened.

- To promote public health, protect natural and cultural resources, and enhance livability by managing land use in ways that maximize the efficiency of the transportation system and minimize increased in vehicle miles traveled.

- Land for Maine's Future proposes a conversion of Oakland-Madison rail spur to trail. Issues include PanAm access to assets and location of wetlands.

- To meet the diverse transportation needs of residents (including children, the elderly, and disabled) and through travelers by providing a safe, efficient, and adequate transportation network for all types of users (motor vehicles, pedestrians, bicyclists).
 - DoT particularly interested in alternatives to private vehicles, and in ways to assist the elderly population who may not be able to drive.
 - KVCAP ridership is increasing; will come to Oakland on appointment, but doesn't have a fixed route through the town.
 - Passenger rail – proposed route will take either Brunswick -> Waterville, or Lewiston -> Oakland -> Waterville
- To promote fiscal prudence by maximizing the efficiency of the state or state-aid highway network.
 - Transportation is about investment – where are we putting money to make best use of transportation system?

4. Next Steps

- Supplement transportation plan with local information on town roads.
- Review survey and make edits; we will finalize it at next meeting
- Next meeting is April 9th.