

DRAFT
Town of Raymond
COMPREHENSIVE PLAN COMMITTEE MINUTES
Monday, January 28, 2003

MEMBERS PRESENT: Brad McCurtain, Chairman (arrived approx. 7:30); Ben Levy; Harold Burnham; Greg Foster; Louise Lester; Jean Carter; and Chris McClellan

STAFF PRESENT: Rich Rothe, Planner; Amanda L. Simpson, Secretary

GUESTS: Donald Willard, Town Manager; Nathan White, Road Commissioner

1. **Call to Order:** Chris McClellan called the meeting to order at 7:05 PM
2. **Minutes:** It was noted that there are several sets of minutes outstanding. Approval of minutes was postponed to the following meeting.
3. **Discussion on Transportation:**

C. McClellan opened the discussion by explaining that Don Willard, Town Manager and Nathan White, Road Commissioner are here to discuss transportation. She then turned the meeting over to R. Rothe.

D. Willard stated that the town has been underfunding road improvements. The current schedule represents a 40 year cycle to maintain roads, with the acceptable cycle between 10 and 15 years. The town is in the process of adopting a Road Surface Management System that would categorize the roads regarding the relative need for improvements and assign a ranking as well as estimated cost. In the past the Budget Committee and Selectmen have found road improvement funding an easy area to cut.

With the town growing rapidly, it will be difficult to catch up. Currently, residents are starting to be concerned about the physical condition of the roads. R. Rothe added that people's expectations of road condition change over time.

D. Willard continued, describing the current system for road management. The Public Works Department now consists of five full time employees including the Road Commissioner. The town relies on P & K for winter maintenance. The summer crew is inadequate for upgrading and maintaining the roads. The road equipment is poor and the town rents equipment for summer maintenance. This is done for cost savings only.

J. Carter stated that towns can get trapped with buying equipment and maybe the town should consider continuing to rent. N. White noted that both Gray and Windham have full highway maintenance equipment, allowing them to be responsive to the town's needs. D. Willard added that our response time now is very poor, and the cost of contract administration alone increases the town's costs.

H. Burnham asked about how roads get selected to have work completed. D. Willard replied that mostly those roads with drainage problems as that causes the surface to deteriorate. N. White added for example the Cape Road was engineered because of the drainage problems, catch basins were added, and shoulders reshaped. This is rehabilitation as opposed to reconstruction. H. Burnham asked what constitutes maintenance. N. White continued that

maintenance involves trimming vegetation, cleaning ditches, filling pot holes and sealing cracks. If a road has the surface ground and reapplied, it will typically last for about 8 years before it needs to be sealed. The RSMS will be a good tool as it will provide a reference point for road improvements. The initial investment is pretty high, including a lot of staff time to do the initial inventory. A normal crew for the town would be between 10-14 employees if most work was accomplished in house. N. White mentioned that the pressure is there, with the town having over 200 camp roads an average of one mile long. There are currently 46 miles of town roads.

D. Willard noted that roads are another choice item for every community. J. Carter remarked that as the residents change the demands do not have to change.

R. Rothe stated that he did not think that letting roads deteriorate would keep people from relocating to Raymond. General discussion continued regarding the economics of road improvements and whether or not it is acceptable to leave the roads in poor condition. N. White added that with the increasing volume and speed of traffic liability issues increase. People do not drive slower on bad roads unless they are severe. The main town road that is used as a through road is North Raymond Road where people drive in excess of 55 mph. Some methods that work are striping to narrow the road surface. D. Willard offered that there is a continual debate between keeping the “country” atmosphere of roads and providing roads adequate to serve public safety vehicles, school buses, and utility trucks. Traffic calming works well in built up areas where the speed limit is already reduced but is ineffective in rural areas. He noted that the highest speed clocked on Route 85 is 88 mph.

B. McCurtain joined the meeting at approximately 7:30 and took over the duties of Chairman.

The committee reviewed the three types of road improvements, resurfacing, rehabilitation and reconstruction. D. Willard explained that the current budget has \$150,000 allocated for road improvement and maintenance with \$275,000 recommended for this years budget.

Specific areas of concern were discussed, including the intersection of Route 121 (Meadow Road) and Main Street. D. Willard also explained the extent of improvements to occur this year on Route 302 (Roosevelt Trail). The corridor from Windham to the intersection with the Raymond Beach entrance will be landscaped, street trees added, have sidewalk added and be overlaid. C. McClellan added that the Route 302 Committee had discussed bringing 121 straight out to 302 to provide better access to the beach and to remove through traffic from the village area.

A discussion of state funding of roads ensued, focusing on the different programs available. The state has its own CIP and there are no Raymond projects in it at this time. There is also the Rural Road Initiative which allows towns to fund 1/3 of total costs of state roads within their boundaries, with the state picking up the remaining 2/3.

B. McCurtain inquired about the cost of improving roads. N. White responded that one example was N. Raymond Road where the bid came in at \$240,000 and the town decided to do it and the cost came in at \$115,000. J. Carter asked if any money was set aside for the relocation of Route 121. The short answer is no.

H. Burnham noted that the bottom line is the population is changing, land consumption continues to occur and the problems are going to continue.

R. Rothe suggested that the committee move to the goals and policies draft. He noted that the discussion is excellent and that it is good to have different perspectives. He also wanted to make special note of B. McCurtain efforts in putting together the regional transportation workshop. About 50 people attended and the information was very helpful.

J. Carter inquired if N. White thought we would be getting any paths along any of our roads in the next 10 years or so. N. White responded that the plan is to place sidewalks along Main Street in the village when improved.

The following represents the decisions of the Committee regarding the draft of the **1991 Transportation Policies/Strategies Review Sheet** as presented by R. Rothe.

Key: Plain type face – language presented by R. Rothe

Underlined type (bold and plain face) – language approved by Committee

~~Strikeouts~~ – deletions made by the Committee

GOAL: STRIVE FOR A SAFE TRANSPORTATION SYSTEM THAT MEETS THE NEEDS OF BOTH RESIDENTS AND NONRESIDENTS

1. Ensure that roads are adequately maintained on a year-round basis

- a. Maintain sufficient town staff to maintain town roads.
- b. Maintain a reserve fund the Capital Improvement Program for the purchase and maintenance of necessary road maintenance equipment. Capital facilities and equipment.
- c. ~~Establish~~ Maintain written “acceptable road condition” standards for use by Town road maintenance crews and contractors.
- d. Prepare a 10-year road improvement program, with the goal of improving all town roads over a 10-year period, and paving all roads according to a schedule that maintains the road surface in good condition. Give priority to through roads. Update plan every five years.
- e. Raise sufficient funds to support the road improvement program.
- f. Consider accelerating funding the road improvement program to address the backlog of road deficiencies and to obtain a 10 year maintenance cycle.
- g. Establish a Town policy of not accepting private roads in designated growth areas until all public roads have been improved, and then only when such private roads are constructed according to Town standards.
- h. Establish a Town policy of not accepting private roads in designated rural areas of the community.

2. Provide safe traffic conditions by working at the local, regional and State levels.

- a. ~~Maintain~~ Utilize accident records maintained by MDOT for all roads to identify critical location for road improvements. ~~and make road improvements in high accident locations.~~
- b. Work with the Portland Area Comprehensive Transportation Study (PACTS), the Regional Transportation Advisory Committee, neighboring communities, and the Maine Department of Transportation, on long-term solutions to the region's traffic problems, including those identified in MDOT's Route 302 study.
- c. ~~Provide~~ Maintain road signs for all roads.
- d. Work with other Lake Region communities, for creative solutions such as alternative transportation ~~the Maine Department of Transportation, and the Greater Portland Council of Governments~~ to improve traffic problems ~~examine the impact of tourism on the major road systems in Raymond and the region. and to develop solutions to identified problems in accordance with MDOT's Route 302 study.~~

3. Limit and reduce curb cuts and driveway openings along all major roads.

- a. ~~Create~~ Maintain local standards that control the location and number of curb cuts and driveways that can be created along Route 302 and other major roads.
- b. Amend the Site Plan Review and Subdivision Ordinances to include access management standards for Routes 302, 85 and 121 that are consistent with and at least as strict as the State's access management standards. Apply some of these standards (e.g., sight distance, grade) for other town roads.
- c. Amend the Site Plan Review Ordinance to require shared driveways and interconnected parking lots when properties along numbered state highways are developed or redeveloped for multiple commercial use.

4. Encourage additional public transportation options for residents.

- a. ~~Arrange for~~ Encourage additional public transit opportunities within the Lakes Region and to and from major employment and service centers . ~~between Raymond and the North Windham shopping area, the Maine Mall, and downtown Portland, utilizing existing regional transportation providers.~~ Encourage cooperation with neighboring communities.
- b. Work with the Maine Department of Transportation to encourage the establishment of park and ride lots along Route 302.

B. McCurtain mentioned that he and Jim Stephenson are working on a joint meeting with the Planning Board. The next meeting will be Monday, February 10, 2003 at the Town Hall.