



P.O. Box 187, Oakland, Maine 04963 • Ph. 207-465-7357 • Fax 207-465-9118

OAKLAND TOWN COUNCIL MEETING

AGENDA

DECEMBER 13, 2023

6:00 pm

Fire Station – Atlantic Room

- I. Call to order
- II. Pledge of Allegiance
- III. Roll Call
- IV. To consider approving the minutes from the November 15, 2023, and signing the weekly warrant.
- V. Business Agenda:
 1. Audit Presentation – Craig Costello from Brantner, Thibodeau & Associates via Zoom
 2. Confirming of Oakland’s Next Police Chief - Rick Stubbert
 3. Introduction of New Parks & Recreation Coordinator – Aaron Parker
 4. Snow Pond Seniors – Meals To Go Program – Donna Griffin
 5. David Coughlin, EMS Permit to Advance Level discussion.
 6. MDOT Update – Gagnon Road/County Road

Executive Session: Personnel Matters, 1 MRSA § 405(6)(a)

Adjournment

Upcoming Meetings:

ATV Committee Meeting – Thursday, January 4, 2024 – 4:00 p.m. Police Station

Memorial Hall Restoration Committee - Monday, January 8, 2024 -4p.m. Police Station.

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In the Heart of the Belgrade Lakes Region, Maine's Famous Summer Resort

OAKLAND TOWN COUNCIL MINUTES
NOVEMBER 15, 2023

I. The meeting was called to order at 6:00 pm.

II. All stand for the Pledge of Allegiance

III. Roll Call

Councilors present: Michael Perkins, Chairman
Dana Wrigley Robert Nutting
Donald Borman David Groder

Others present:

Kelly Pinney Michaud, Interim Town Manager

Abby Marshall, Media Specialist

Janice Porter, Town Clerk

Chief Michael Tracy

Sheila Thorne, Library Director

Amy Calder, Sentinel Reporter

Kelly Roderick

Jon Cox

Kevin Quirion

Donna Griffin

Brandy Robbins

Alan Sturtevant

Michelle Fontaine

Cynthia Reese

Elizabeth Adams

Danny Adams

K. Andrew Barry

IV. It was moved by Dana Wrigley seconded by Robert Nutting and voted 5-0 to approve the minutes from the October 25, 2023, meeting and approving the weekly warrant.

V. Business Agenda:

a. Oakland resident, Alan Sturtevant, spoke with Council members regarding his concerns relative to the Transfer Station. Mr. Sturtevant recommended possible solutions for patrons that are dumping their garbage. Currently users are having to walk through the remains of garbage on the deck floor, to get near the dumping pile. Mr. Sturtevant suggested lowering the trailer to make it easier to throw the trash directly into it, thus eliminating the trash that is under foot. Mr. Sturtevant suggested that the recycling building could be set up in such a way that the user would only have to go into one building. Mr. Sturtevant felt that the town should allow users to make use of the metal pile. It was explained that it was a liability issue should someone get hurt while climbing in the pile. Also, it was noted that a resident, once loaded his truck with metal, to take away and sell. At that time the sign was placed keeping residents off the metal pile. Councilors requested that the Interim Town Manager form a "Recycling Committee", as we once had, to review possible considerations for improvements.

- b. It was moved by Michael Perkins, seconded by Dana Wrigley, and voted 5-0 to approve the FY25 Budget Calendar meeting dates, as prepared by Interim Town Manager, dated 11/14/2023.
It was moved by Dana Wrigley seconded by Robert Nutting and voted 5-0 instructing Interim Manager to use 3% COLA for Fiscal Year 2025 Budget preparation.
- c. It was moved by Dana Wrigley seconded by David Groder and voting 5-0 approving the payment(s) schedule starting FY24 through FY27 for the town revaluation, totaling \$340,000.
- d. Kelly Roderick reported that Memorial Hall fundraising is continuing. The committee is waiting to hear about a grant application through the office of Angus King. Numerous grants previously denied are being reviewed and resubmitted for further consideration. The Committee currently has \$14,000 in the Memorial Hall account, from their fund-raising efforts.
The tree sitting to the left of Memorial Hall is being cut down and kept by the Public Works Department for eligible General Assistance applicants for heating.
- e. It was moved by Dana Wrigley seconded by Robert Nutting and voted 4-1 (David Groder opposed) to approve retroactive stipends back to 10/6 for 4 T.O. Employees.

Other Business:

- f. Interim Town Manager reported that Council members now have their own email addresses, which will be available on the Town website on Thursday.
 - g. It was moved by Dana Wrigley seconded by Donald Borman and voted 5-0 to appoint Boyd Snowden to the Dams Committee, as an alternate member,
- VI. It was moved by Donald Borman seconded by Robert Nutting and voted 5-0 to enter Executive Session at 6:31 pm per: Personnel Matters, 1 M.R.S.A. § 405(6)(a).
It was moved by Dana Wrigley seconded by Robert Nutting and voted 5-0 to come out of executive session at 7:35 pm. No votes taken.
- VII. It was moved by Michael Perkins seconded by Dana Wrigley and voted 5-0 to enter Executive Session at 7:36 pm per: Acquisition of real property, 1 M.R.S.A. §405(6)(c).
It was moved by Dana Wrigley seconded by Robert Nutting and voted 5-0 to come out of executive session at 7:39 pm. No votes taken.
- VIII. It was moved by Michael Perkins seconded by Dana Wrigley and voted 5-0 to enter Executive Session at 7:40 pm per: Personnel Matters, 1 M.R.S.A. § 405(6)(a).
It was moved by Dana Wrigley seconded by Robert Nutting and voted 5-0 to come out of executive session at 7:55 pm.
It was moved by Dana Wrigley seconded by Robert Nutting and voted 5-0 to appoint Kelly Pinney Michaud as Town Manager effective January 1, 2024.

Adjournment - It was moved by David Groder seconded by Donald Borman and voted 5-0 to adjourn at 8:00 pm.

UPCOMING MEETINGS

ATV Committee Meeting, Thursday November 16, 2023 – 4:00 p.m. Police Station

Downtown TIF Meeting – Thursday, November 30, 2023 – 3:00 p.m. Police Station

Memorial Hall Restoration Committee - Monday, January 8, 2024 4:00 – Police Station

DRAFT

Town of Oakland
Reserve for Capital Improvements Calculation
6/30/2023

Council receives worksheet on this contribution each year from
Finance Director and approves the amount to add back to c/o

Excess Revenues	783,713.00	to AP 02.03
Unspent Appropriations	783,713.00	to AP 02.03
Less: Balances Carried Forward	<u>446,980.00</u>	to ZZ-1a
	<u>336,733.00</u>	
Total	1,120,446.00	
25% of Excess Revenues & Unspent Approp.	280,111.50	add back to 1- 2910-00
75% of Excess Revenues & Unspent Approp	840,334.50	

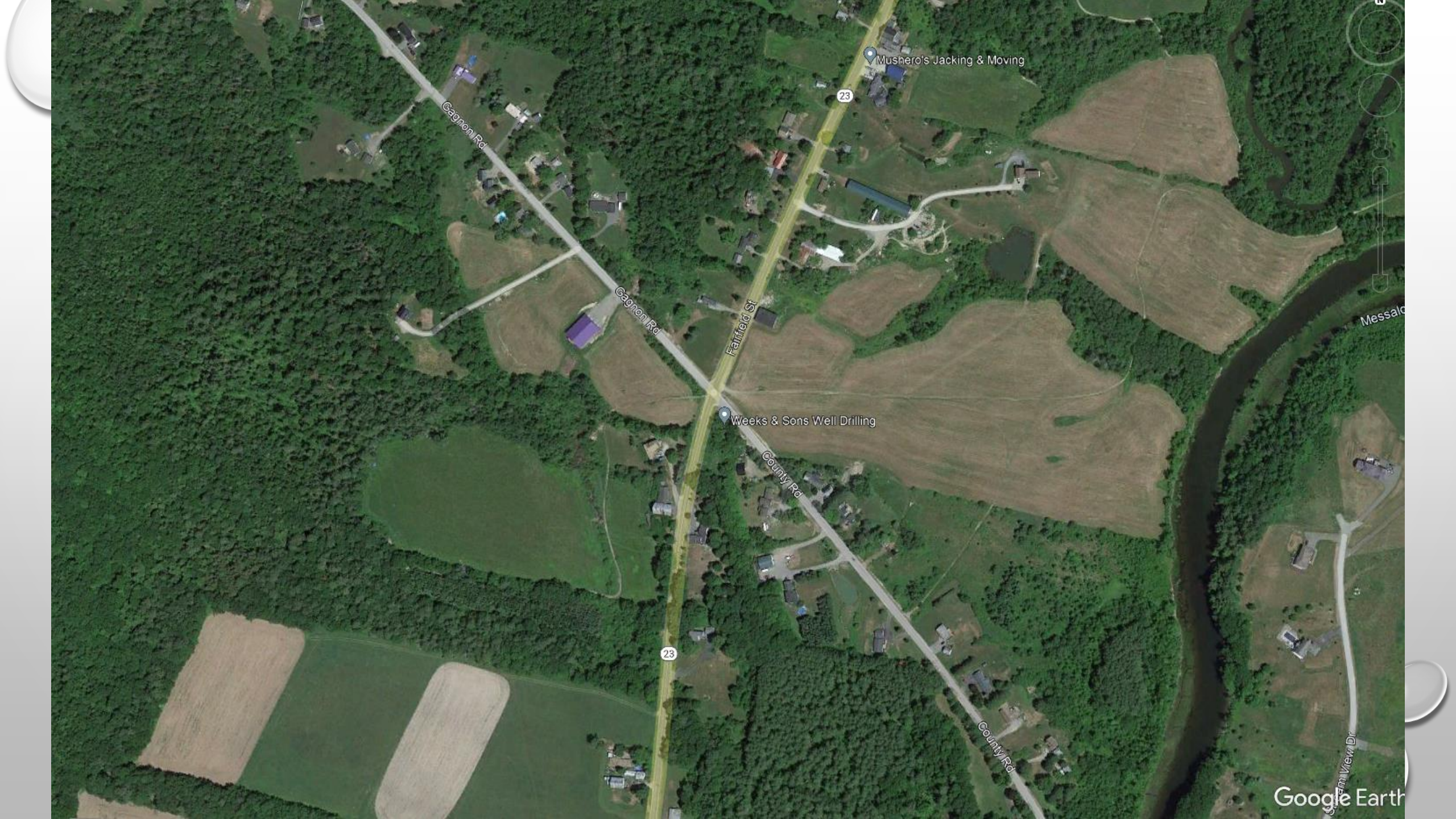
OAKLAND – INTERSECTION OF ROUTE 23 & COUNTY ROAD

BACKGROUND SAFETY/MOBILITY ANALYSIS

NOVEMBER 21, 2023 – TOWN OF OAKLAND

SAFETY PROBLEMS

- **TYPES OF CRASHES**
- **SEVERITY OF CRASHES**
- **SIGHT DISTANCE**
- **SKEWED INTERSECTION**
- **APPROACH GRADE**



Mushero's Jacking & Moving

23

Gagnon Rd

Gagnon Rd

Fairfield St

Weeks & Sons Well Drilling

County Rd

23

County Rd

Messala

Sum View Dr

Google Earth









N

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Google Earth

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Map navigation controls including a compass, zoom in (+) and zoom out (-) buttons, a home button, and a person icon. Below these is a scale bar labeled 'Scale: 1:1154' and '60ft'.

Design Speed	35	40	45	50	55
Sight Distance	390	445	500	555	610



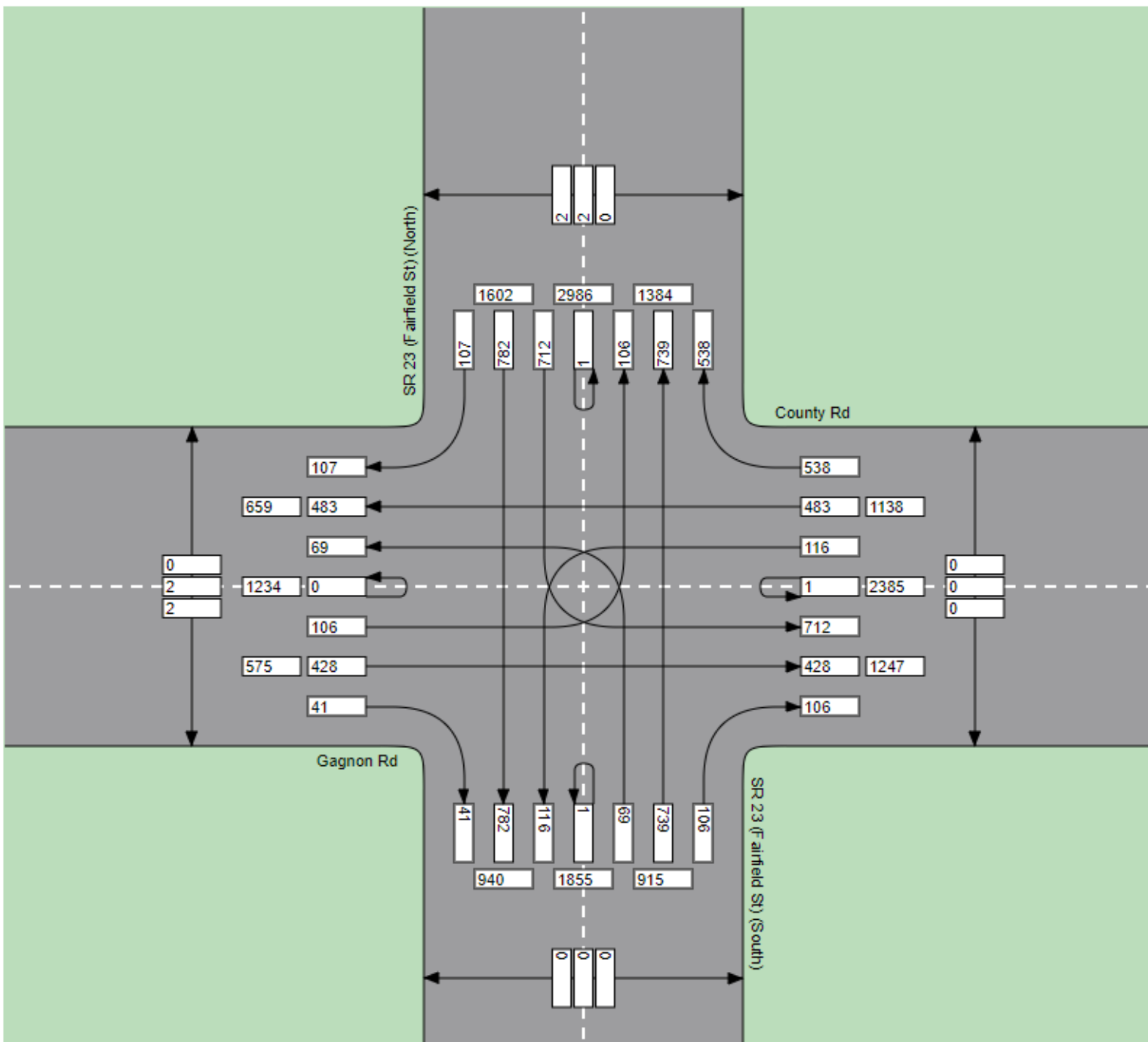
Scale: 1:2060
100ft

Design Speed	35	40	45	50	55
Sight Distance	390	445	500	555	610



AADT –2023 Annual Average Daily Traffic





Time Period:

- All times
- AM Peak Hour: 11:00 - 12:00
- PM Peak Hour: 16:00 - 17:00
- Overall Peak Hour: 16:00 - 17:00
- Custom: -

Traffic Bins:

- Mcl
- Car
- Bus
- SUT
- Semis
- Bicycle

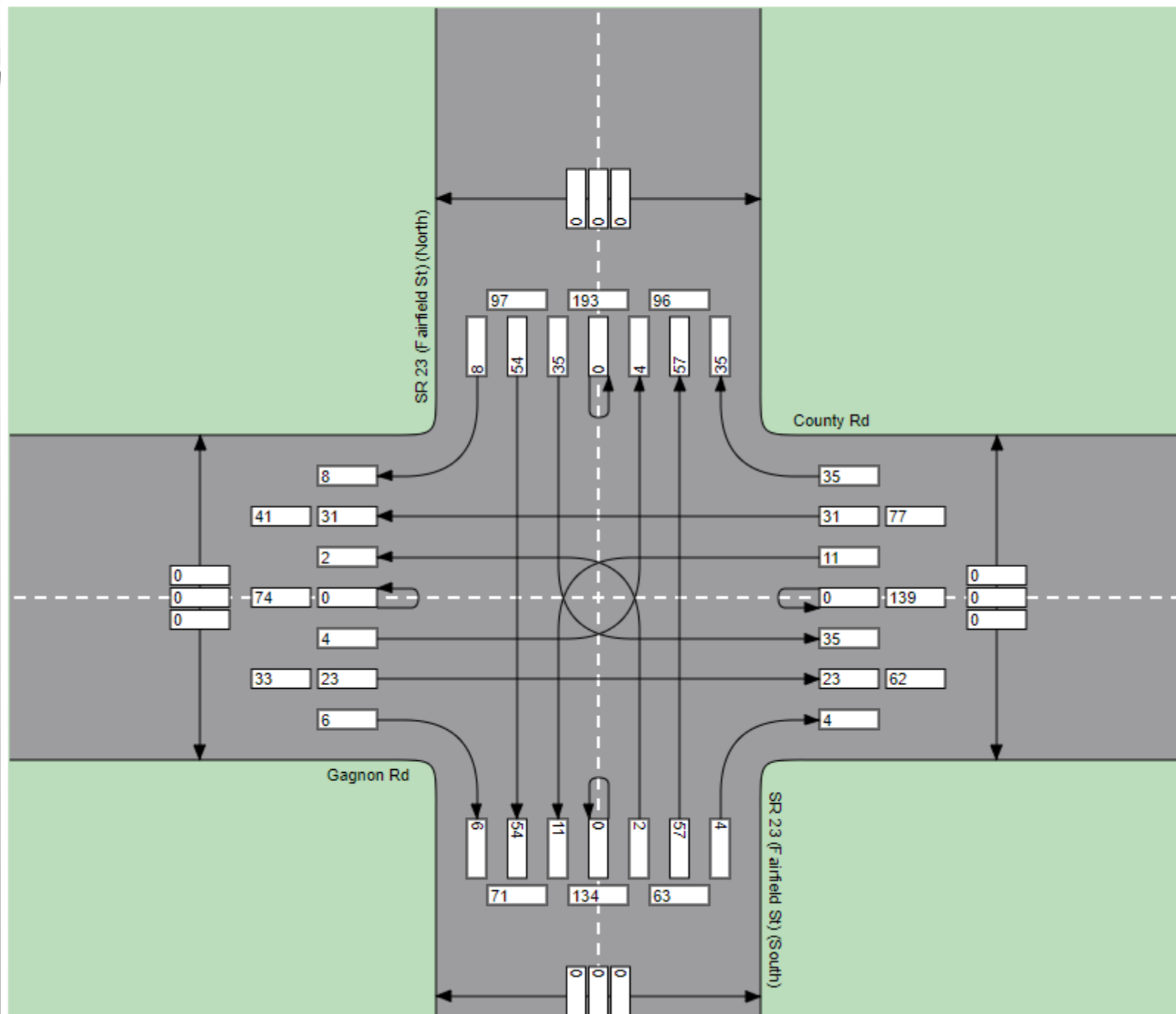
[All](#) - [None](#) - [Toggle](#)

Crossing Bins:

- Bicycle
- Ped

[All](#) - [None](#) - [Toggle](#)

Traffic total: 4230



Time Period:

- All times
- AM Peak Hour: 11:00 - 12:00
- PM Peak Hour: 16:00 - 17:00
- Overall Peak Hour: 16:00 - 17:00
- Custom: 00:00 - []

Traffic Bins:

- Mcl
- Car
- Bus
- SUT
- Semis
- Bicycle

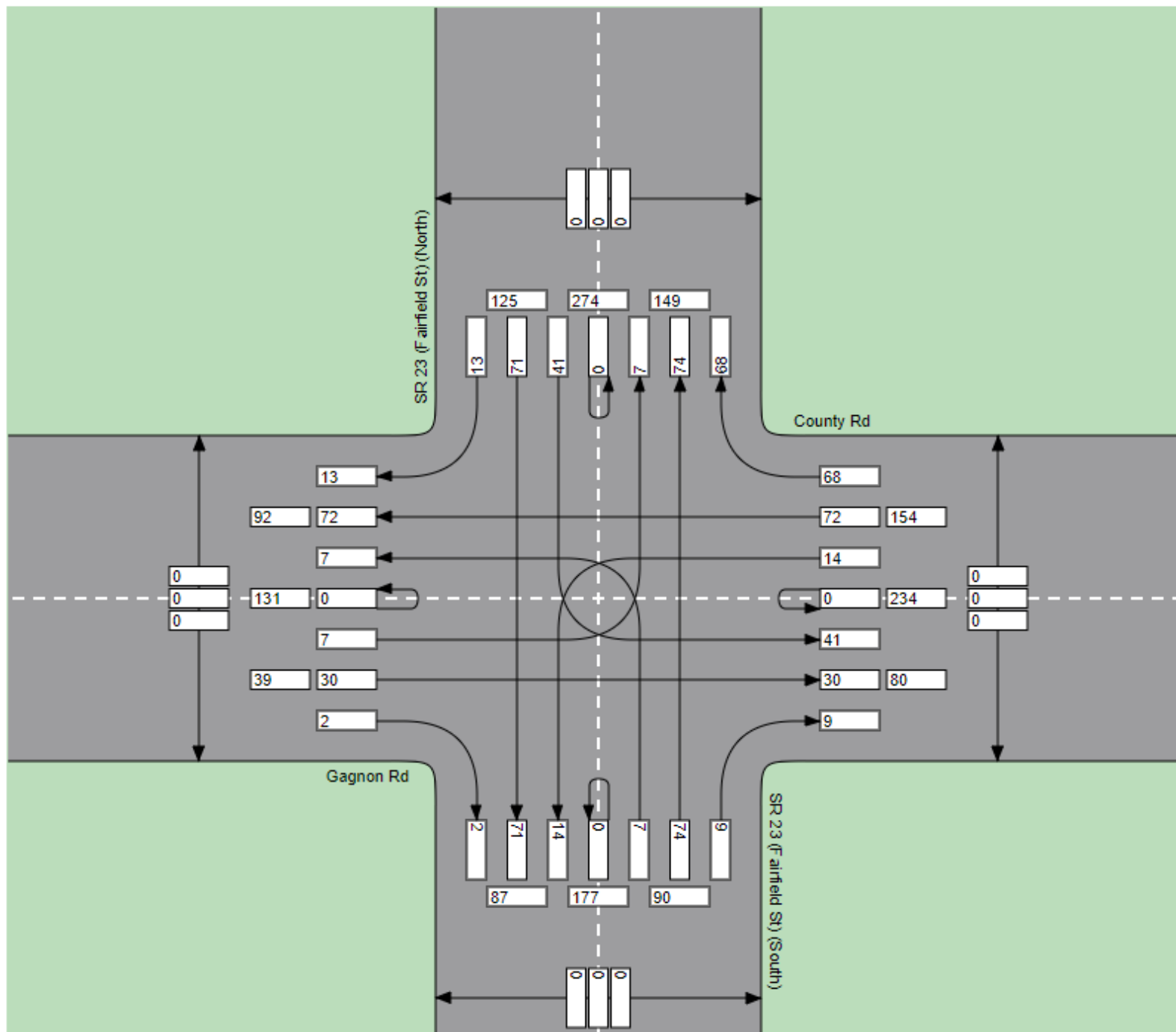
All - None - Toggle

Crossing Bins:

- Bicycle
- Ped

All - None - Toggle

Traffic total: 270



Time Period:

- All times
- AM Peak Hour: 11:00 - 12:00
- PM Peak Hour: 16:00 - 17:00
- Overall Peak Hour: 16:00 - 17:00
- Custom: -

Traffic Bins:

- Mcl
- Car
- Bus
- SUT
- Semis
- Bicycle

All - None - Toggle

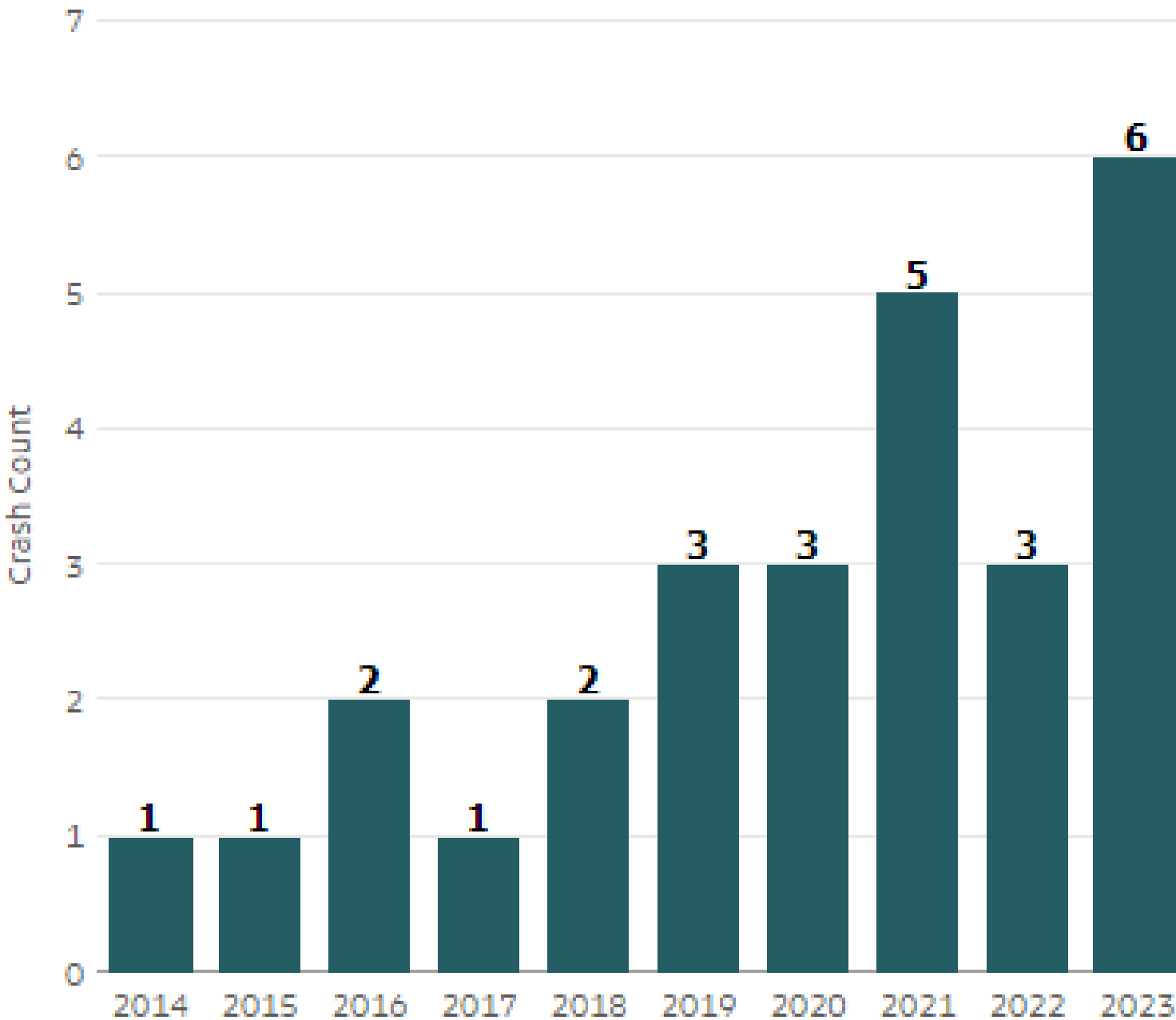
Crossing Bins:

- Bicycle
- Ped

All - None - Toggle

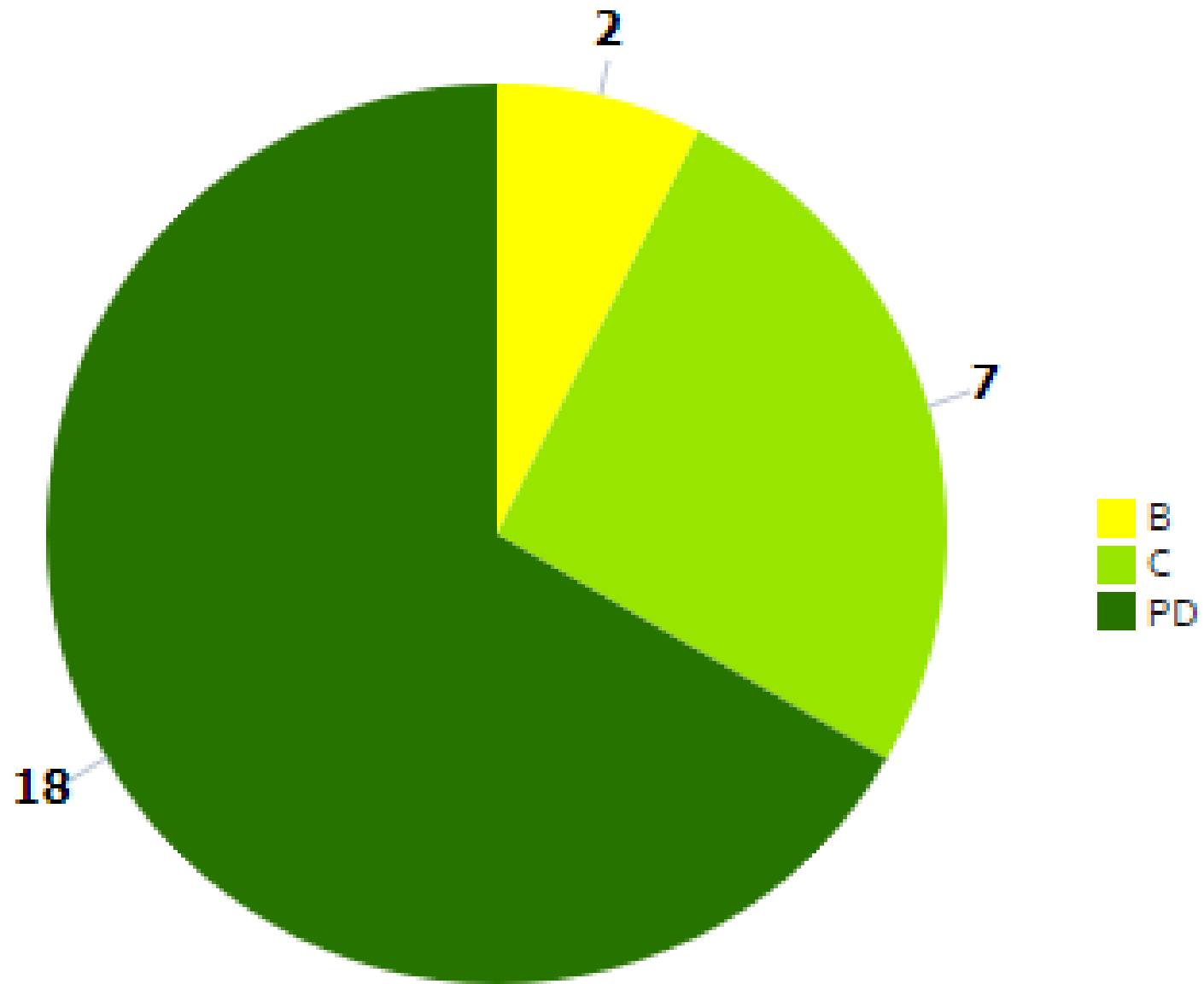
Traffic total: 408

Crashes By Year

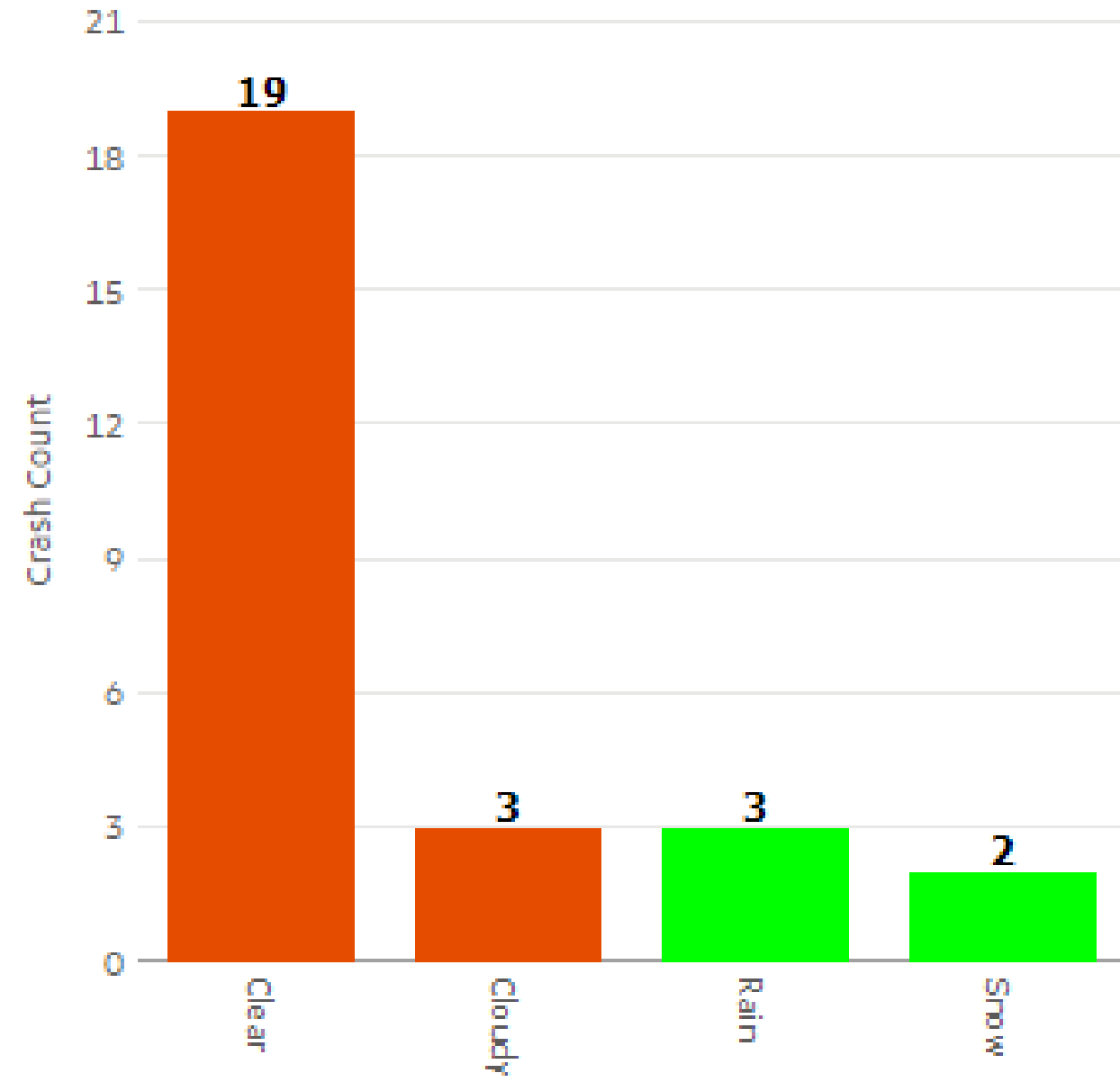


Year	Injury Crash Count	% Injury	B	C	PD	Number of Crashes
2014	1	100.00%		1		1
2015	0	0.00%			1	1
2016	1	50.00%	1		1	2
2017	0	0.00%			1	1
2018	0	0.00%			2	2
2019	1	33.33%		1	2	3
2020	1	33.33%		1	2	3
2021	1	20.00%		1	4	5
2022	2	66.67%	1	1	1	3
2023	2	33.33%		2	4	6
Crash Count			2	7	18	27

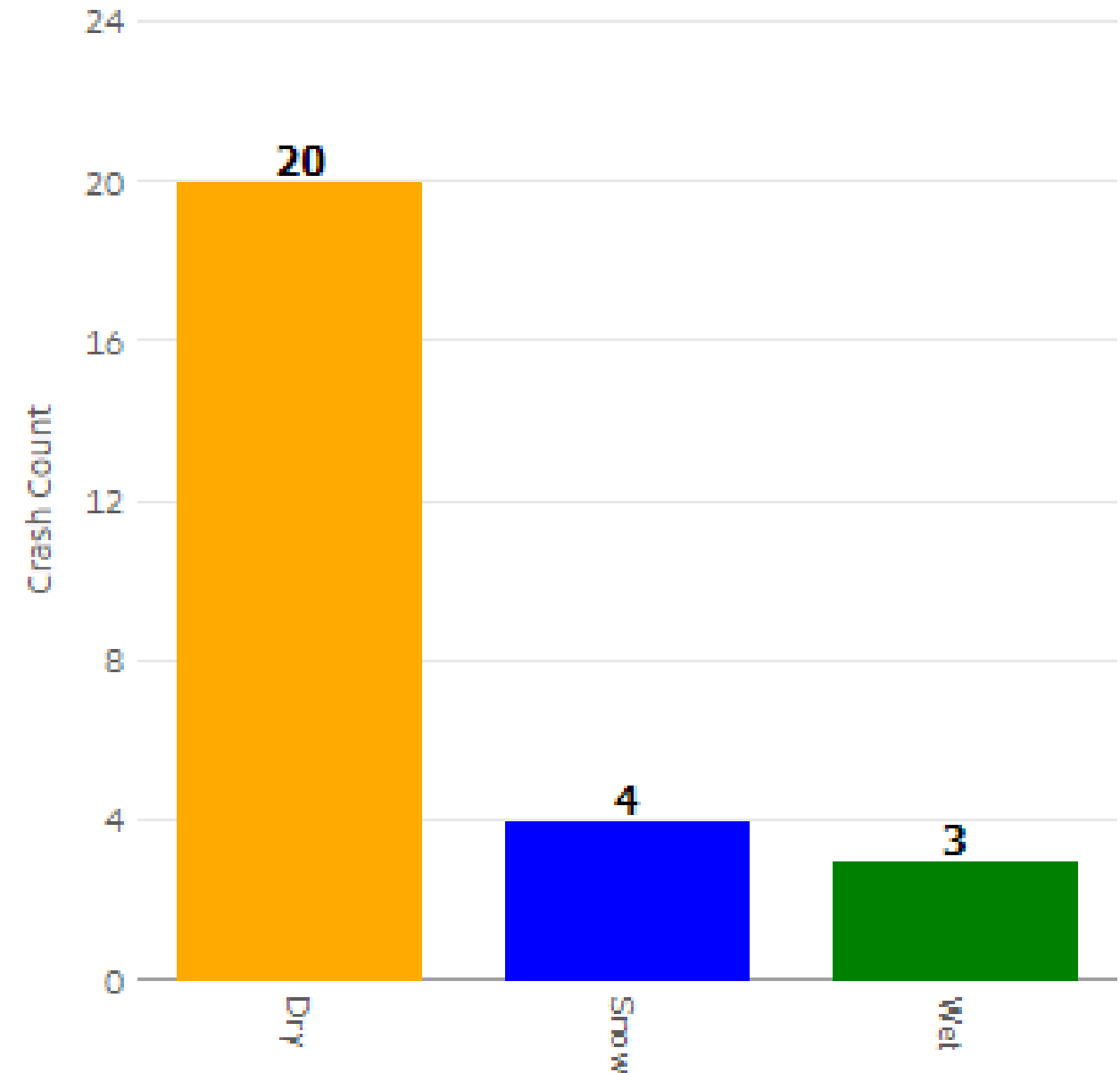
Injury Level



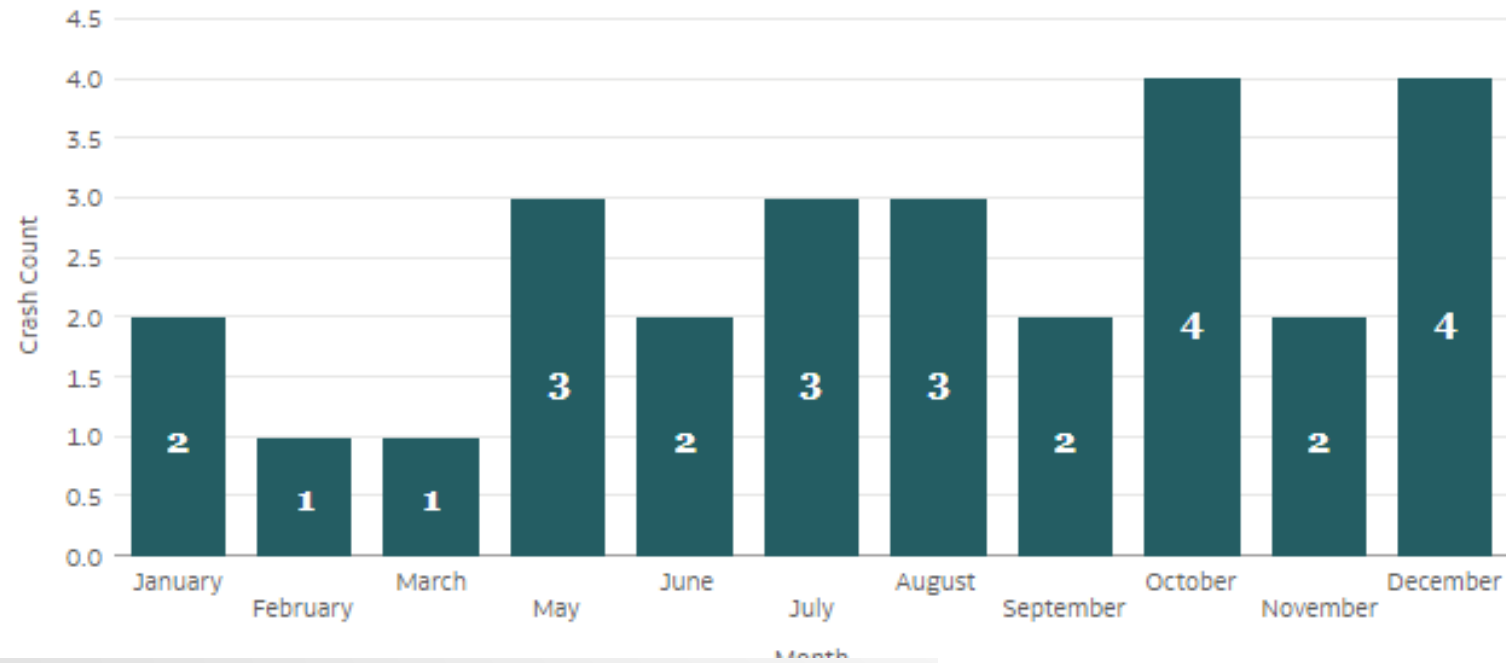
Weather Condition



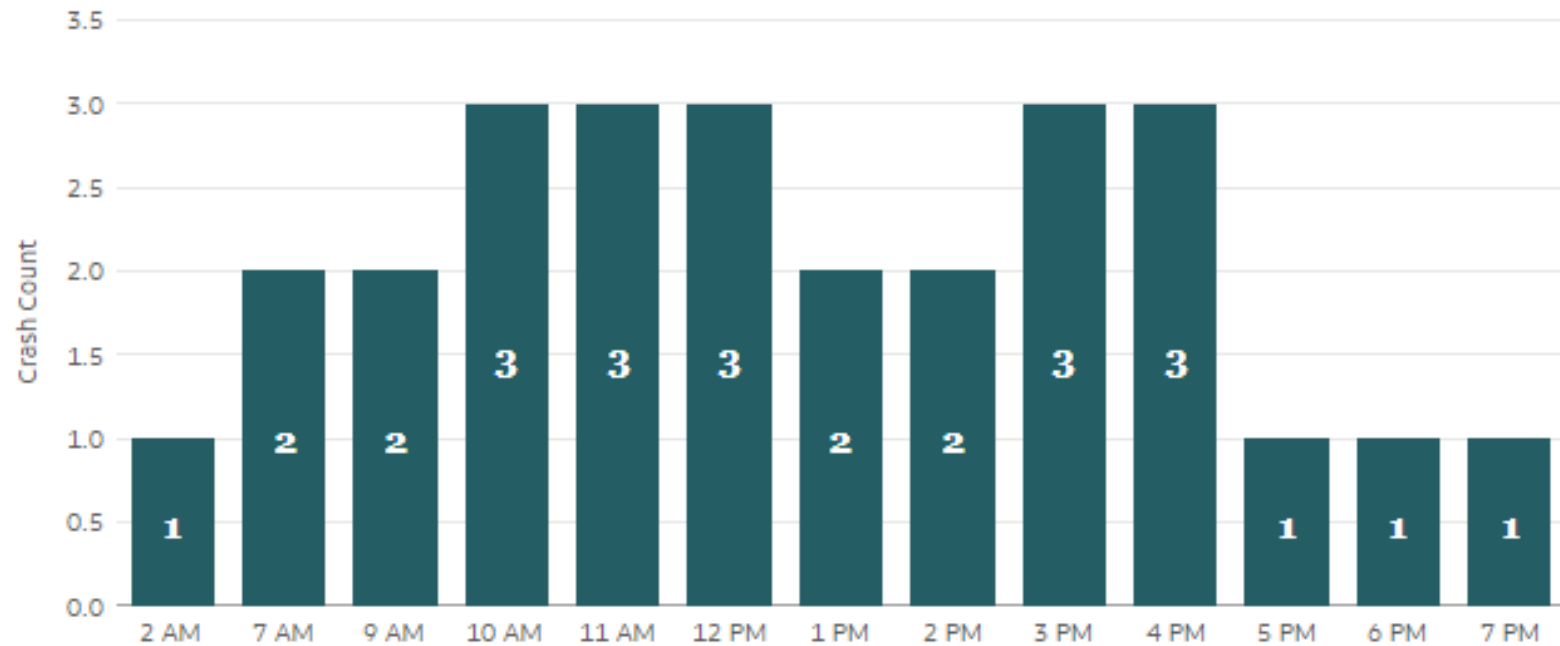
Road Surface Condition



Crash Count By Month

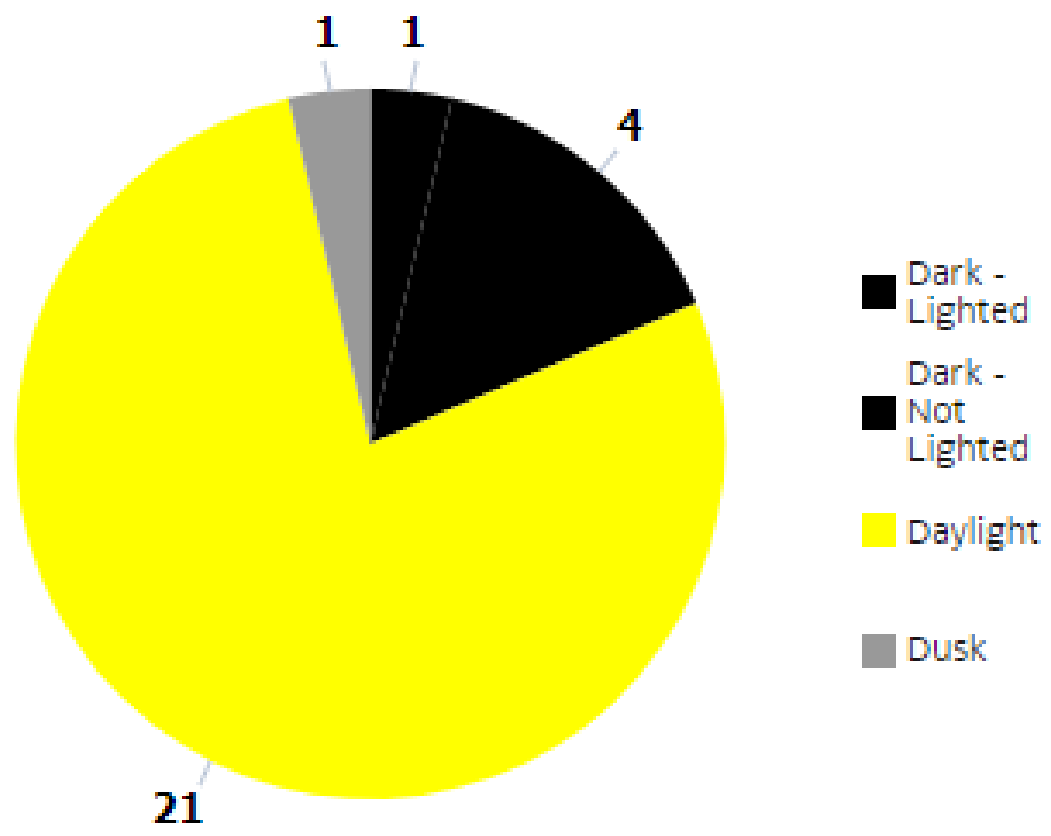


Crash Count By Hour

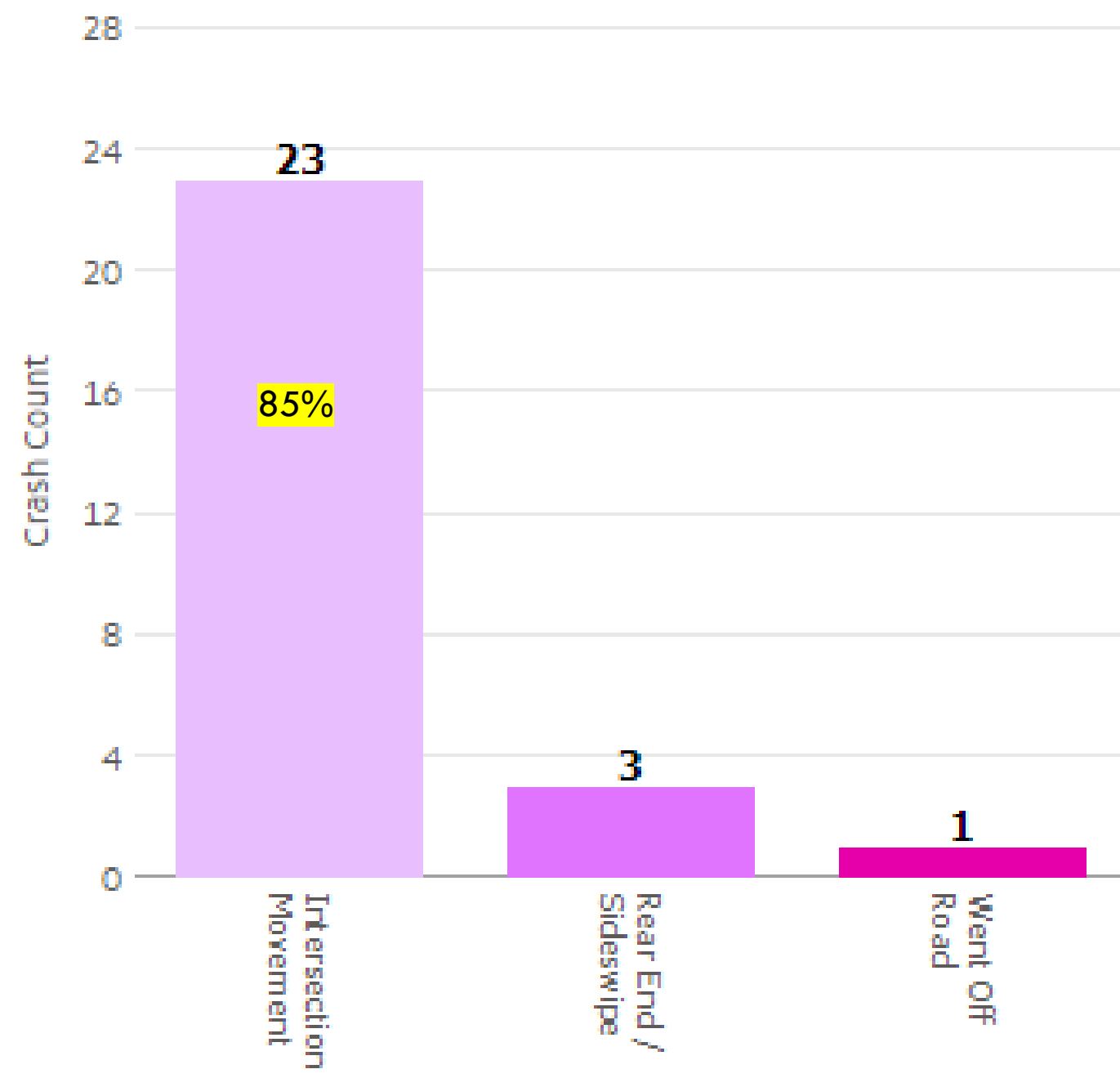




Light Condition



Crash Type



HIGH SPEED ANGLE CRASH SEVERITY

"Angle" Crash Severity By Intersection Speed Limit

	Injury %	K+A %	K+A+B %
25	25.96%	0.98%	6.30%
30	33.3%	0%	7.4%
35	31.65%	2.01%	9.53%
40	34.25%	2.53%	11.96%
45	40.68%	4.38%	15.82%
50	45.27%	5.55%	18.28%
55	49.42%	6.26%	22.74%

TIED FOR 11TH @ 45 MPH IN STATE FOR ANGLE CRASHES.

TIED FOR 9TH @ 45 MPH IN STATE FOR FRONTAL ANGLE CRASHES.

HIGH POTENTIAL FOR K+A CRASHES (34TH) GIVEN SPEED AND HISTORY OF THE TYPES OF CRASHES.

Route 23 & County Road intersection @ 45 mph

High Crash Location History

Years	Number of Crashes	Critical Rate Factor
2021-2023 (Nov)	14	9.01
2020-2022	11	7.08
2019-2021	11	6.62
2018-2020	8	4.69

Oakland

Node: 26344

Study Period: 2021-2023

of Crashes: 14 /CRF: 9.01

Prepared by Office of Safety & Mobility
(MP 11/20/23)

Oakland Rd



Gagnon Rd

21262 7-29-22 9:58A D/C Ran Stop Sign
 8315 3-10-23 7:05A D/C Fail to Yield
 22240 7-21-23 11:33A D/C Ran Stop Sign
 16064 6-6-23 4:15P W/R Fail to Yield
 35565 12-10-21 2:53P S/CL Fail to yield
 31968 11-12-21 6:49P D/C Ran stop sign

1224 H2-21 7:23A S/S Fail To Yield
 30997 10-23-23 5:16P D/C Fail to Yield
 5411 2-13-22 2:57P D/CL Fail to Yield
 30371 10-27-21 3:12P D/C Fail to yield
 26476 8-23-23 10:54A D/C Ran Stop Sign

11628 5-15-21 1:02P D/C Unknown

18248 6-27-23 10:02A W/R Fail to Yield

30627 10-14-22 7:42P W/R Fail to Yield

County Rd

Stop

Fairfield St

Oakland
Node: 26344
Study Period: 2018-2020
of Crashes: 8/ CRF: 4.69

Prepared by Office of Safety
RFK3 12-13-21

Oakland Rd



Gagnon Rd

2569 1-21-20 11:20P D/C Fail to yield
27013 9-25-18 12:10P D/C Fail To Yield
24553 10-9-20 11:19A D/C Ran stop sign
76981 12-21-19 9:59A D/C Sun In Eyes

24369 8-22-18 12:21P
D/C Fail To Yield

30899 12-5-20 4:17P
S/S Unsafe speed

73782 11-30-19 4:37P D/C Ran stop sign

County Rd

Stop | ● pole

76638 12-19-19 3:28P S/C Fall to Yield

Fairfield St

ALTERNATIVES

- **TRAFFIC SIGNAL — DID NOT MEET ANY MUTCD SIGNAL WARRANTS.**
- **ALL WAY STOP — MET WARRANT**

HOW AWS CAME TO BE CONSIDERED AS AN ALTERNATIVE?

- REVIEWED MAINE EXAMPLES
 - HISTORICAL DATA
 - RECENT EXAMPLES
- NATIONAL STUDIES
 - NORTH CAROLINA MEETING/STUDY

OLDER EXAMPLE OF AWS



NEWER TYPE INSTALLATIONS



HISTORICAL MAINE BEFORE / AFTER

- CRASH REDUCTION = 45% VS (53%)
- INJURY CRASH REDUCTION = 52% VS (74%)
- CRASH COST REDUCTION = 54% VS 92%

NATIONAL CRASH REDUCTION CONVERT TWO-WAY TO ALL-WAY STOP CONTROL

- CRASH REDUCTION = 82% / 61%
- INJURY CRASH REDUCTION =
87% / 72%

Safety Study Results (2010 Data)

- Safety study of over 50 intersections in NC converted from 2-way stop to AWS.
- The study included a diverse group of four-leg intersections converted to AWS in urban, suburban, and rural areas (included some locations outside of Spot Safety).
- Intersections with a range of volumes and approach speeds were included.
- The study was comprised of locations both with and without overhead and/or sign mounted flashing beacons.
- The overall results indicate a:

68% Reduction in Total Crashes
77% Reduction in Fatal and Injury Crashes
75% Reduction in Frontal Impact Crashes

There appears to be an even greater crash reduction at higher speed (45-55 mph) AWS sites.

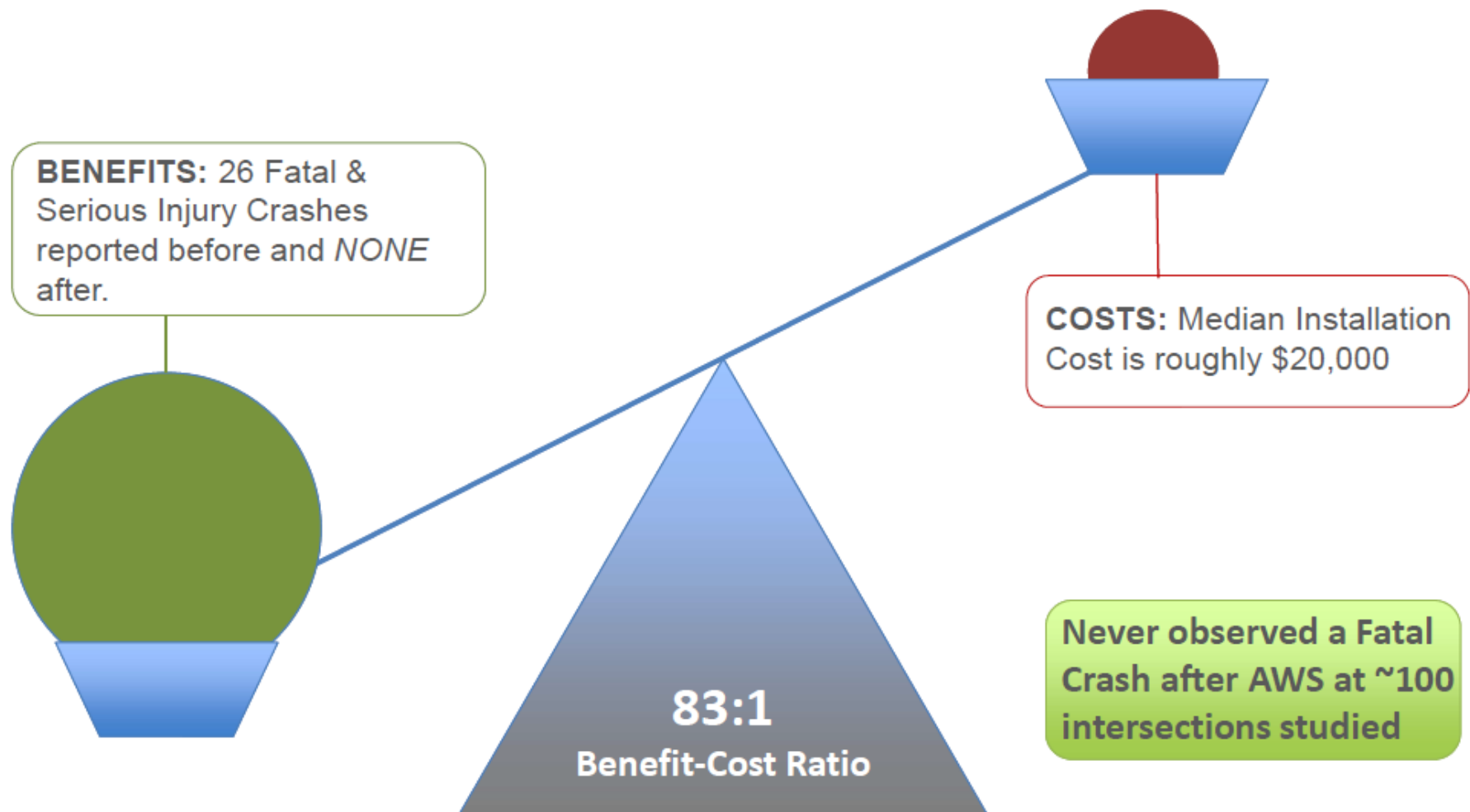
Crash Severity (2020 Data)

36 AWS Spot Safety Projects at 4-leg Intersections with Before & After Crash Data



Cost and Benefits (2020 Data)

36 AWS Spot Safety Projects at 4-leg Intersections with Before & After Crash Data



Casco Conversion – Route 11 / Route 121

CONVERTED OCTOBER 2019

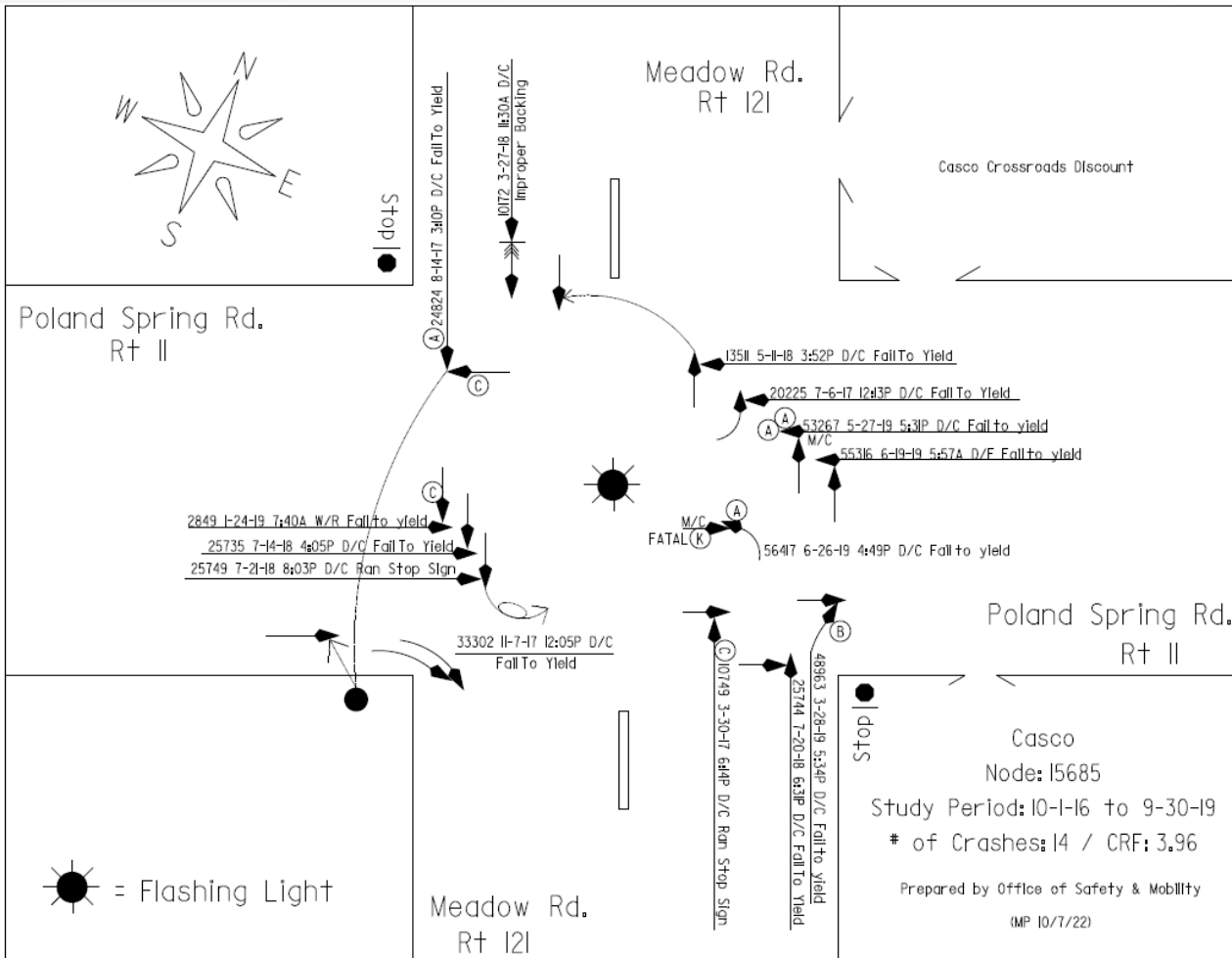


Crashes Per Year		Crash Reduction
Before	After	64.3%
4.67	1.67	
Injury Crashes Per Year		Injury Crash Reduction
Before	After	66.7%
2.00	0.67	
Fatal / Severe Injury Crash Per Year		Fatal / Serious Injury Crash Reduction
Before	After	100.0%
1.00	0.00	
Crash Cost Per Year		Crash Cost Reduction
Before	After	97.8%
\$ 3,918,700	\$ 85,467	
Crash Cost Per Crash		Crashes are on average
Before	After	93.9% Less severe
\$ 839,721.43	\$ 51,280.00	

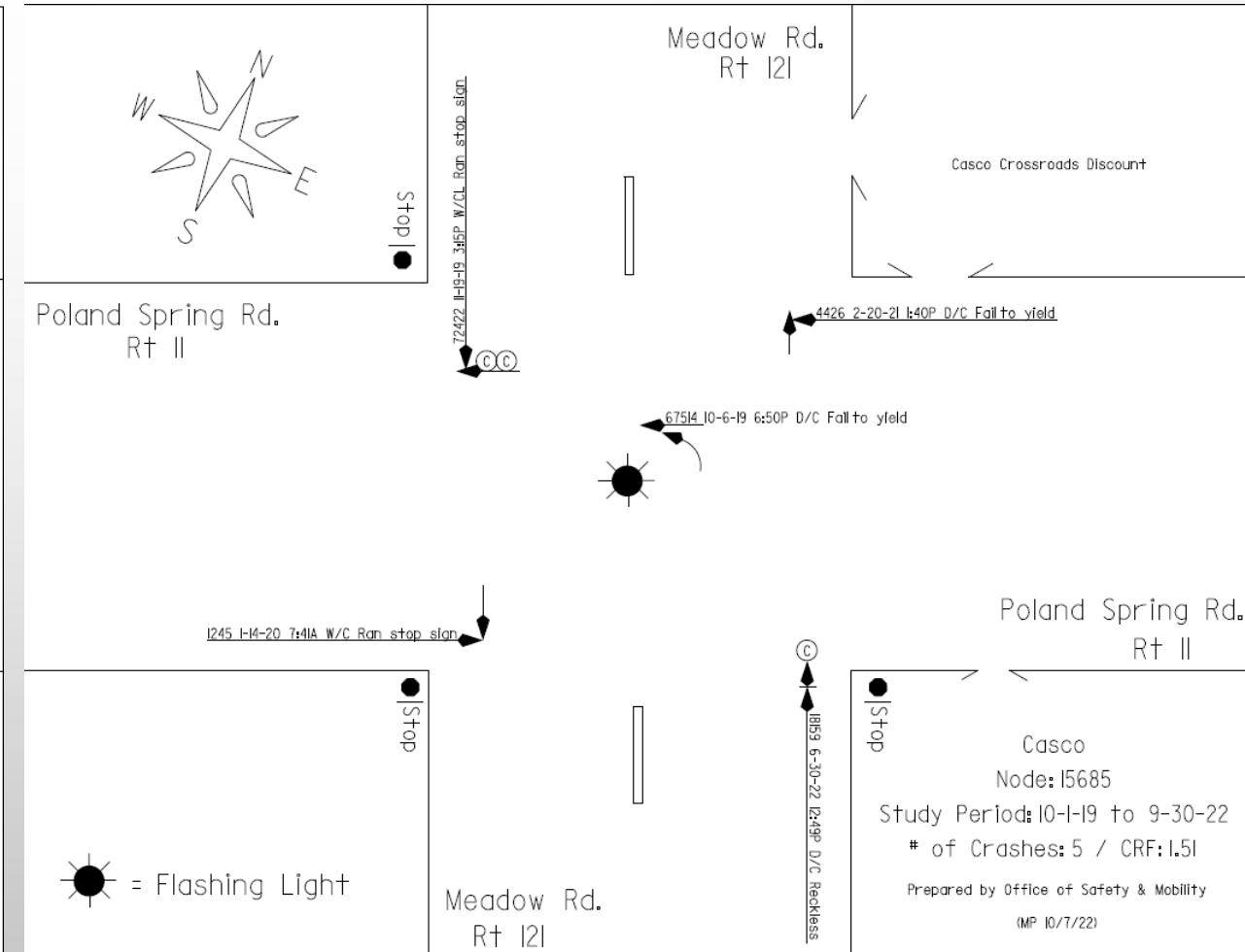
Casco Conversion – Route 11 / Route 121

CONVERTED OCTOBER 2019

CASCO 3-YEARS BEFORE



CASCO 3-YEARS AFTER



Durham Conversion – Route 125 / Quaker Meetinghouse Rd

CONVERTED MARCH 2018



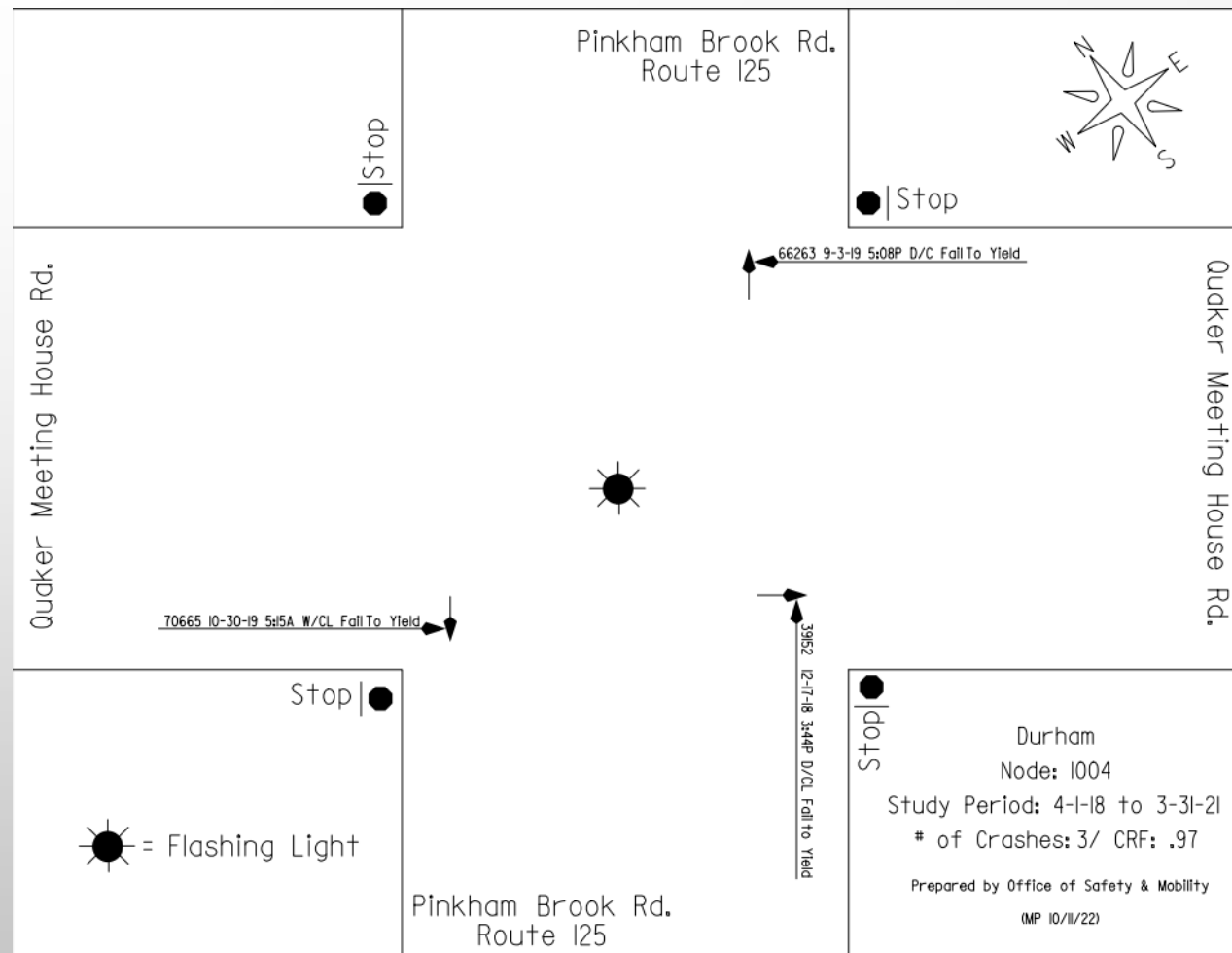
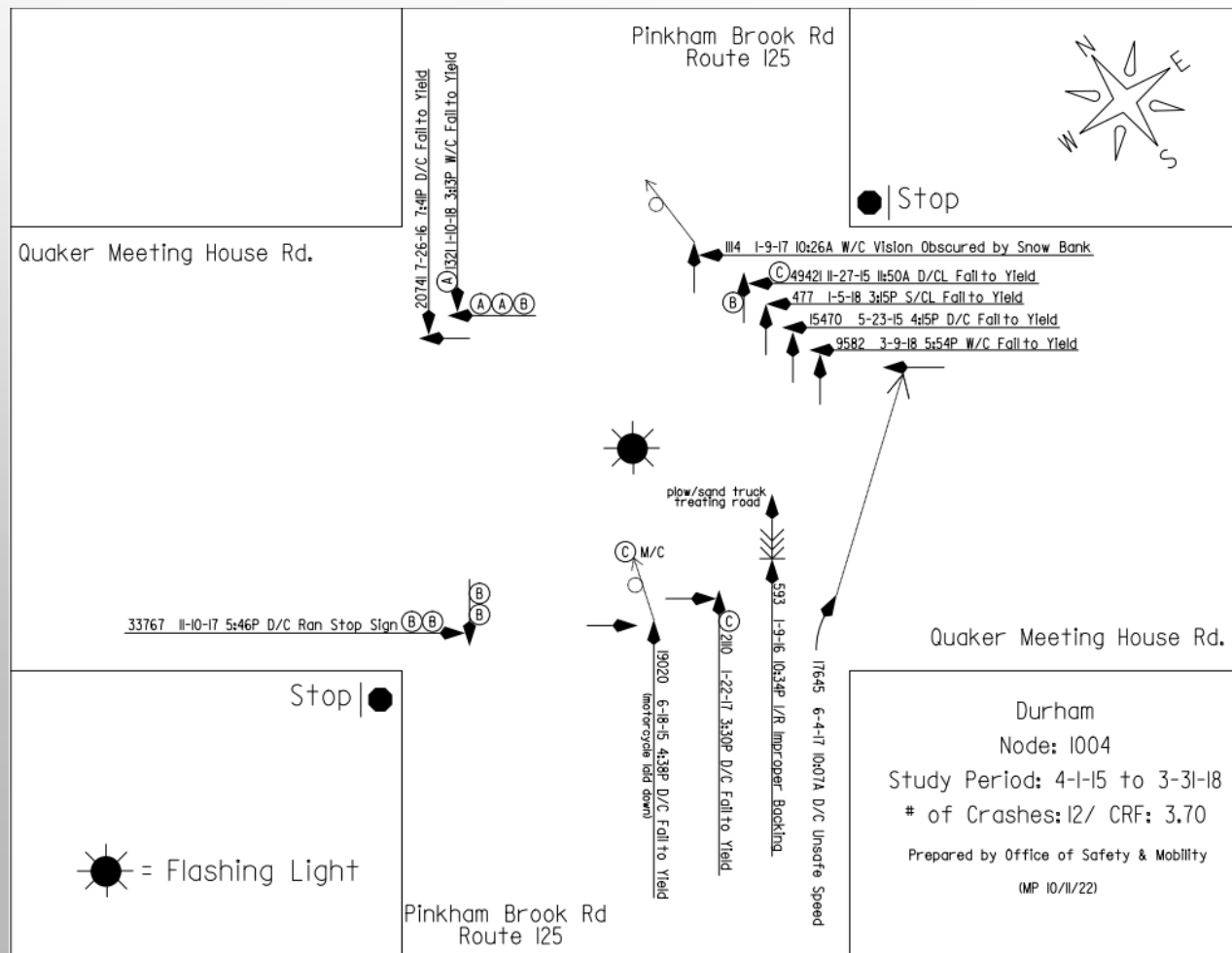
Crashes Per Year		Crash Reduction
Before	After	72.0%
3.30	0.92	
Injury Crashes Per Year		Injury Crash Reduction
Before	After	100.0%
1.90	0.00	
Fatal / Severe Injury Crash Per Year		Fatal / Serious Injury Crash Reduction
Before	After	100.0%
0.30	0.00	
Crash Cost Per Year		Crash Cost Reduction
Before	After	97.6%
\$ 409,320	\$ 9,792	
Crash Cost Per Crash		Crashes are on average
Before	After	91.5% Less severe
\$ 124,036.36	\$ 10,600.00	

Durham Conversion – Route 125 / Quaker Meetinghouse Rd

CONVERTED MARCH 2018

DURHAM 3-YEARS BEFORE

DURHAM 3-YEARS AFTER

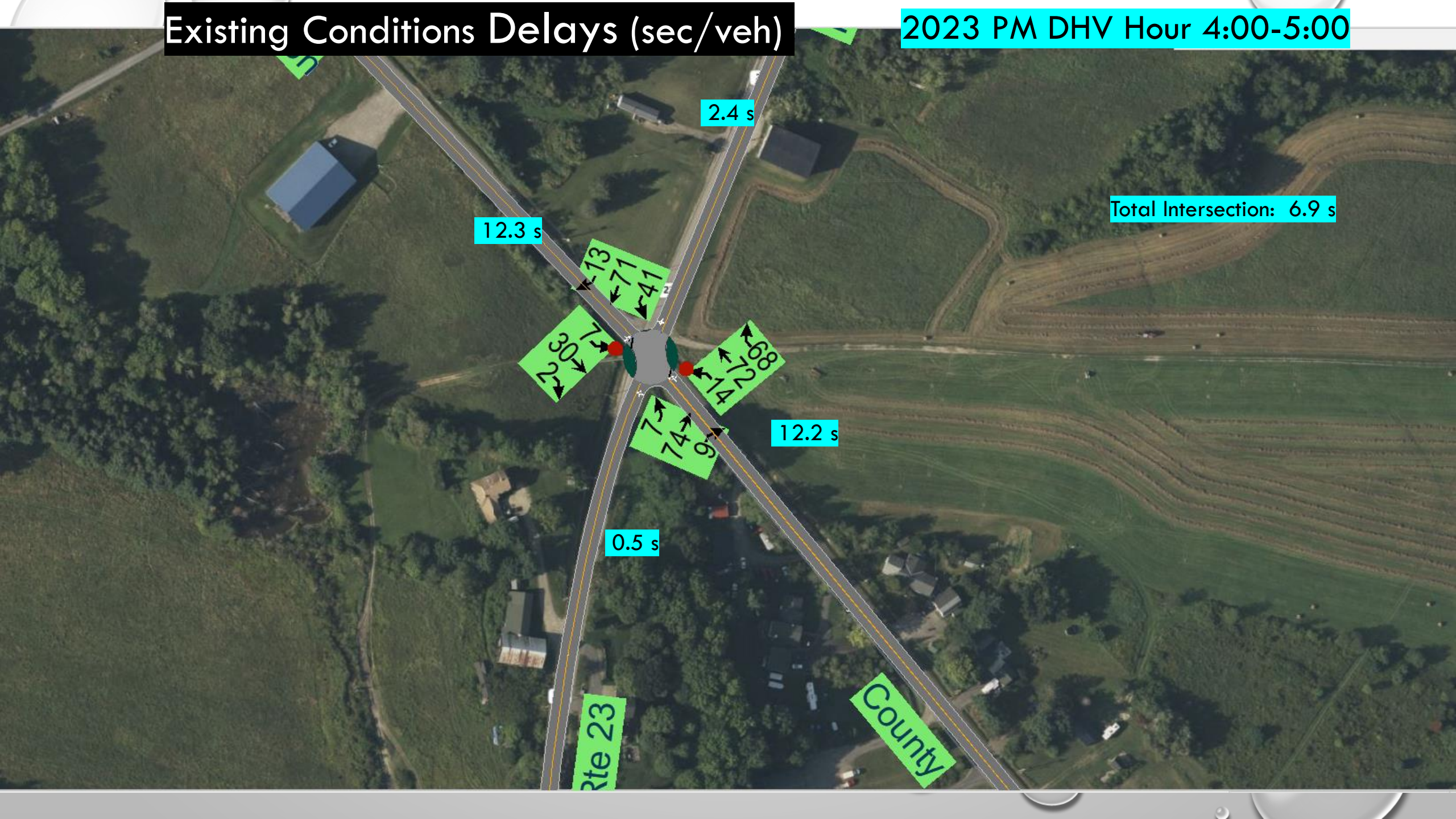


Durham
Node: 1004
Study Period: 4-1-15 to 3-31-18
of Crashes: 12/ CRF: 3.70
Prepared by Office of Safety & Mobility
(MP 10/11/22)

Durham
Node: 1004
Study Period: 4-1-18 to 3-31-21
of Crashes: 3/ CRF: .97
Prepared by Office of Safety & Mobility
(MP 10/11/22)

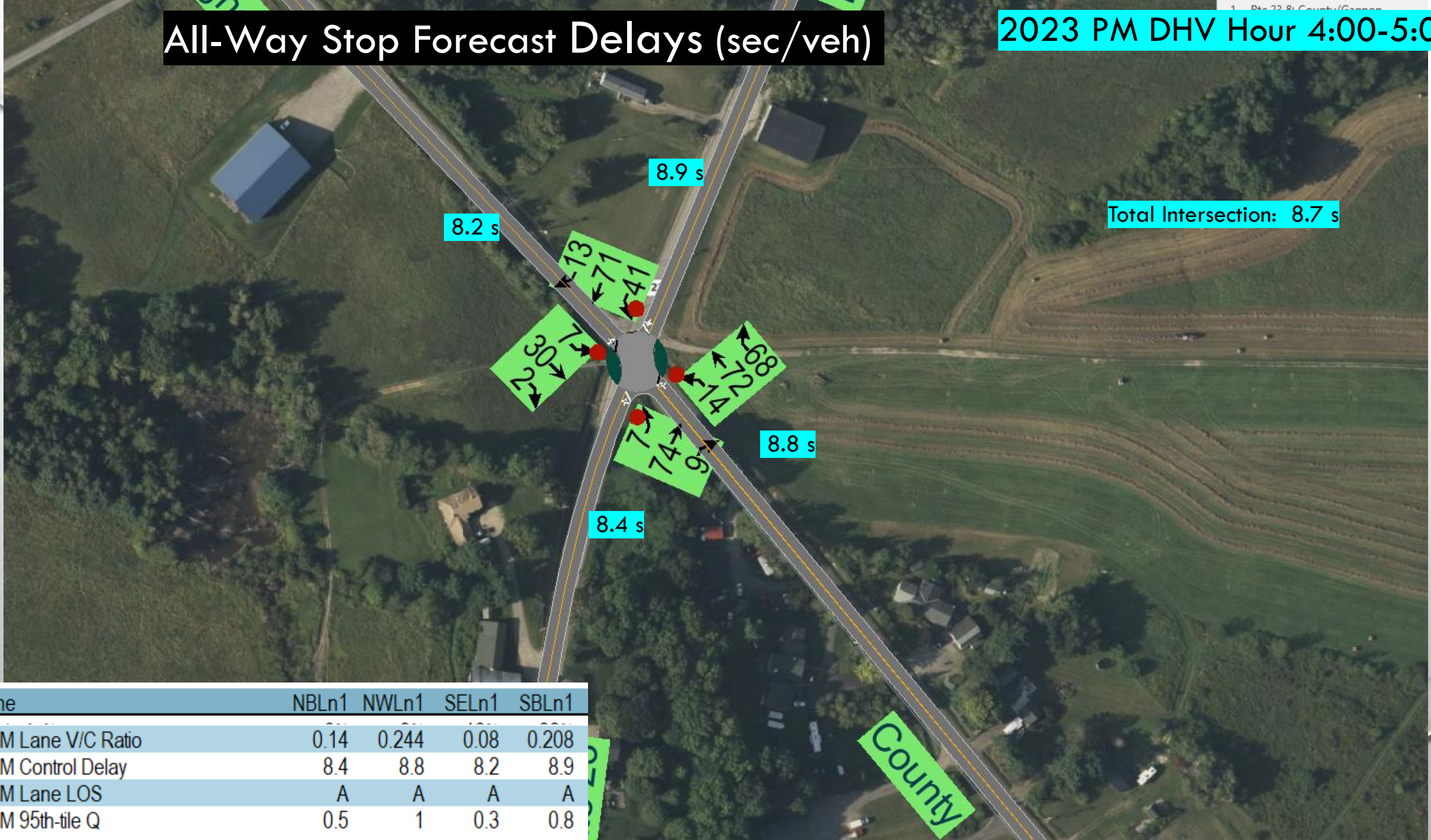
Existing Conditions Delays (sec/veh)

2023 PM DHV Hour 4:00-5:00



All-Way Stop Forecast Delays (sec/veh)

2023 PM DHV Hour 4:00-5:00



Total Intersection: 8.7 s

Lane	NBLn1	NWLn1	SELn1	SBLn1
HCM Lane V/C Ratio	0.14	0.244	0.08	0.208
HCM Control Delay	8.4	8.8	8.2	8.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	1	0.3	0.8

Oakland Route 23 & County Road Summary Analysis

Summary Benefit-Cost Analysis

Alternative	Analysis Duration	Safety Benefit	Mobility Benefit	Net Benefit	Cost Estimate	Net Benefit-Cost
All Way Stop	10 Years	\$938,187	-\$22,448	\$915,739	\$20,000	45.79

BENEFITS OF AN ALL-WAY STOP

- SIGNIFICANT REDUCTION IN TOTAL CRASHES.
- SIGNIFICANT REDUCTION IN INJURY CRASH SEVERITY.
- ZERO FATAL CRASHES AT AWS SINCE 2003.
- HIGH SAFETY BENEFIT / COST RATIO.
- VEHICLES ENTER THE INTERSECTION AT LOW SPEEDS.
- INTERSECTION LOS A WITH EACH CONVERSION.

