

## I. TRANSPORTATION

The purpose of this section is to:

1. Identify and profile Machiasport's roadway and transportation systems in terms of extent, capacity, and use;
2. Assess the adequacy of those systems in handling current use demands; and
3. Predict whether transportation improvements will be needed to adequately accommodate the demands generated by projected increases in population and development within Machiasport and Washington County.

## FINDINGS

Machiasport has 24 miles of roadway, made up of 12 miles of state roads, and 12 miles of local roads. Most of Machiasport's local roads are in fair condition or better. Due to the pattern of development, Machiasport has a relatively large number of culverts; the Town anticipates that a significant proportion will need to be replaced over the planning period. Machiasport should start budgeting now for the cost of these replacements. Guard rails on a section of the East Side Road are also needed to improve safety.

The major traffic flows in Machiasport, though, are found on state roads (Route 92 and Route 191). In general, the condition of state roads in Machiasport (and in particular Route 92) is poor. The Town has identified five locations where roadway improvements are needed to enhance safety. Bike and pedestrian facilities, transit services and public parking facilities in Machiasport are currently limited or non-existent.

There are no known environmental concerns associated with the operation of transportation facilities in Machiasport; however, there are several identified community issues associated with multiple roadway uses of Route 92 as it passes through Machiasport village. The Town has identified an existing public right of way that could accommodate an extension of the Old County Road. This proposed transportation improvement would by-pass Machiasport village, eliminating two sharp corners and enhance freight access to Buck Harbor. The Town should work with MDOT to see if the proposed extension may serve as a re-alignment for the portion of Route 92 passing through the village. This investment represents a strategic opportunity for transportation improvement that will also serve other community goals as expressed in the *Community Vision Statement* and *Future Land Use Plan*.

## ROADS INVENTORY

The many roads in Machiasport originated in the early days as pathways or carriage trails. These roads followed the easiest routes and were not concerned with sight distances, sharp corners, the weight load of trucks, or intersection design. Some of our roads were improved over the years to accommodate increased traffic, higher speeds and

larger vehicles. In the last decade, the Maine Department of Transportation (MDOT) through its Local Roads Assistance Program has assisted municipalities in improving further these roads to meet state and national safety design standards.

Road are divided into three classifications by function: arterial, collector, and local.

1. Arterials are roadways that serve long distance, high-speed through-traffic between communities, and are maintained by the state. The most important travel routes in the state, state highways, are arterials. Interstate highways may function as arterials. Arterials are major roadways which serve long distance through-traffic. Access to adjacent land is often provided.
2. Collectors gather and distribute traffic to and from arterials and generally provide access to abutting properties. Collectors serve places with smaller population densities, are often some distance from main travel routes, and often are maintained in part by the state. Collector roads are roadways which connect local streets to arterials, and generally provide access to adjacent land.
3. Local roads are all roads not in the arterial or collector classification. Local roads are maintained by municipalities, provide access to adjacent land areas and usually carry low volumes of traffic.

Machiasport has 24 miles of roadway, made up of 12 miles of collector roads, 12 miles of local roads. There are no arterial roadways in Machiasport. In addition, there are approximately 16 miles of private roads with no public maintenance. A listing of public roads within the Machiasport with their classification, length, maintenance responsibility and overall condition can be found in Table 1, their geographic location is illustrated on *Map 2: Public Facilities and Services*. MDOT is responsible for 12 miles of road, which include the Port Road (Route 92) from the town line to Base Rd, Cutler Road (Route 191) and the Rim Road. MDOT's jurisdiction includes permitting of curb cuts, summer and winter maintenance, and traffic flow and safety decisions such as traffic signals, signs, reconstruction and widening.

Of the two state highways in Machiasport, one is listed in fair conditions (Cutler Rd / Route 191); the Port Rd /Rte 92 is overall in poor condition. The Town anticipates that Port Road will need substantial maintenance, drainage work and/or reconstruction in the next 5 to 10 years. Machiasport will advocate for these repairs through participation in regional transportation planning efforts.

Town roadways in Machiasport are overall in fair condition. It is anticipated that roads in fair condition or better may need regular maintenance, but will not require significant capital investment to maintain or reconstruct the road surface in the next 10 years. Old County Road is the only town road listed in Poor or Bad condition; it will need to be reconstructed within the next 5 to 10 years. Roadway improvements are included in the Capital Investment Plan (see *Chapter J: Fiscal Capacity*).

Of the 12 miles of locally maintained roads there are approximately 11 miles of paved roads and 1 mile of unpaved roads. In an effort to reduce maintenance costs, the Town anticipates that all remaining roads will be paved during the planning period. Most of the

remaining segments of unpaved roads are relatively short; and funds for paving will likely come out of municipal road maintenance allocations.

**Table I-1 ROADWAY INVENTORY**

Road Name	Type	Category	Surface	Length	Condition
Cutler Rd	State Highway	Collector	Paved	3.7	Fair
Port Rd (to Base Rd)	State Highway	Collector	Paved	7.5	Poor
Rim Rd	State Aid	Collector	Paved	0.6	Good
Clarks Point Rd	Townway	Local	Paved	0.7	Good
Corn Hl	Townway	Local	Paved	0.4	Good
East Palmer Rd	Townway	Local	Unpaved	0.1	Fair
East Side Rd	Townway	Local	Paved/Unpaved	2.7	Fair
Gator Rd	Townway	Local	Paved	0.5	Fair
Greenwood Hill	Townway	Local	Paved	0.2	Fair
Jasper Beach Rd	Townway	Local	Unpaved	0.1	Fair
Kennebec Rd	Townway	Local	Paved	1.6	Good
Narrows Rd	Townway	Local	Unpaved	0.5	Fair
New Hickey Rd	Townway	Local	Paved	2.7	Excellent
Old County Rd	Townway	Local	Paved	0.3	Bad
Pettegrow Point Rd	Townway	Local	Paved	2.1	Fair
Pier Rd	Townway	Local	Paved	0.1	Good
Port Rd (past Base Rd)	Townway	Local	Paved	1.2	Fair
Pritchard Ln	Townway	Local	Unpaved	0.3	Fair
Quality Cor	Townway	Local	Paved	0.1	Fair
Renshaw Ln	Townway	Local	Paved	0.2	Good
Ridge Rd	Townway	Local	Paved	0.6	Good
Smalls Point Rd	Townway	Local	Paved	0.8	Fair
Sprague Rd	Townway	Local	Paved	0.2	Fair
Starboard Beach Rd	Townway	Local	Paved	0.1	Fair
Unity Sq	Townway	Local	Paved	0.2	Fair
Wales Cove Rd	Townway	Local	Paved	0.3	Good
Gray's Beach Road	Town ROW	ROW	Unpaved	1.3	N/A

Source: MDOT and Comprehensive Plan Update Committee

Damage that does occur to our roads is largely the result of inadequate road design, base material and drainage. A combination of harsh weather, frost, spring thaw and truck activity is another cause of road deterioration. Roads are most vulnerable to the weight of trucks and other heavy vehicles during the spring thaw, which is also a time of year when many natural resource-based products are transported to market.

The town conducts its own snow plowing, salting and sanding each year for town and State-aid roads. The cost is covered from tax appropriations. The state reimburses the town for the majority of the actual costs to the town for the State-Aid Roads that the town is mandated to maintain. Total yearly payment to Machiasport from MDOT in 2005 was \$50,181; in 2006, the State reimbursement was \$52,224 – approximate 40% of road maintenance budget each year.

There are currently 11 miles of private roads in Machiasport (see below). Machiasport does not currently have municipal design standard for private roads. It is town policy that private roads must be maintained by the landowner.

**Table I-2 LIST OF PRIVATE ROADS IN MACHIASPORT**

Road Name	Length	Road Name	Length
Base Rd	0.5	Mitchell Ln	0.3
Utility Rd	0.2	Moose Trail Ln	
Back Beach Rd	0.2	Mount Holly Ln	0.4
Boatyard Ln	0.2	Nicely Cir	0.1
Cottage Ln	0.1	Overlook Ln	0.2
Davis Ln	0.1	Pages Hl	0.0
Dunns Point Ln	0.4	Point of Maine Dr	0.6
Evergreen Point Ln	0.1	Ratcliff Dr	0.3
Footbridge Ln	0.1	Rose Ln	0.2
Grinnell Ln	0.3	Sand Beach Rd	0.2
Hoopers Ln	0.1	Shagadee Rd	0.6
Hurricane Ln	0.1	Shiloh Rd	0.1
Indian View Ln	0.1	Smith Ln	0.2
Ingalls Island Bar Rd	0.0	Sneed Ln	0.0
Johnson Ln	0.0	Transue Wy	0.1
Larrabee Cove Rd	0.1	Ward Ln	0.1
Little Bay Rd	0.1	West Palmer Rd	0.1
Lucy Ln	0.0	Wilkinson Ln	0.2
Manchester Ln	2.7	Wood Ln	0.1
Marsh Stream Ln	1.2	Woodruff Cove Ct	0.2
Micmac Ln	0.2	Yoho Head Rd	
Miller Ln	0.1		

Source: Town of Machiasport

Aside from road surface conditions, the Town of Machiasport has substantial capital investment in culverts and roadway drainage. There are a total of 163 culverts adjacent to or beneath municipal roadways. There are total of 89 culverts under town roads of which 67 are 15” in diameter or less and 22 are greater than 15”. The Town is responsible for installation and maintenance of culvert under roadways. Machiasport’s highway Commissioner has identified 12 culverts beneath town roads that are currently in bad condition (including 2 culverts that are greater than 15 inches in diameter – one on Wales Cove Rd and one on Starboard Bear Rd). These culverts will need to be replaced within the next five years as will 28 driveway culverts that are listed in bad or poor condition. In the past Machiasport has dealt with the cost of replacing culvert by including it in the annual road maintenance budget. However, given the number of culvert that are nearing the end of their useful life, the Town should consider establishing a reserve account of \$5,000 over the next several year to help smooth out the economic impact on any given budget cycle.

**Table I-3 CONDITION OF CULVERTS ALONG TOWN ROADS, 2008**

	Culverts Under Road					Driveway Culverts					TOTAL
	Bad	Poor	Fair	Good	#	Bad	Poor	Fair	Good	#	
Clarks Point Rd				6	6			3	2	5	11
Corn Hl				2	2			2	8	10	12
Day Lane				1	1					0	1
East Palmer Rd	1				1			1		1	2
East Side Rd	1		3	9	13	1		3	7	11	24
Gator Rd					0					0	0
Greenwood Hill				1	1					0	1
Jasper Beach Rd	1		1		2					0	2
Kennebec Rd	1		15	2	18	2			1	3	21
Narrows Rd				2	2	2		2	1	5	7
Old County Rd			3		3			2	1	3	6
Pettegrow Point Rd	1		6	2	9	6	1		2	9	18
Pritchard Ln	2		1		3	1				1	4
Quality Cor				1	1					0	1
Renshaw Ln			1	2	3			1		1	4
Ridge Rd	1				1	6		1		7	8
Smalls Point Rd			2	5	7	1			1	2	9
Sprague Rd	1		2		3					0	3
Starboard Beach Rd	2		5	4	11	4	2	2	4	12	23
Unity Sq				1	1				1	1	2
Wales Cove Rd	1				1	2			1	3	4
<b>TOTAL</b>	<b>12</b>	<b>0</b>	<b>39</b>	<b>38</b>	<b>89</b>	<b>25</b>	<b>3</b>	<b>17</b>	<b>29</b>	<b>74</b>	<b>163</b>

Source: Town of Machias, Highway Commissioner

### Bridges

The town's road commissioner and Selectmen are responsible for inspecting, maintaining culverts/bridges and inspecting its roadways. Machiasport has two bridges, both of which the State is responsible for. The bridge information in Table I-2 below describes these bridges. The bridges and culverts in town are in generally good condition; and there are no current plans for their replacement.

**Table I-4 BRIDGES IN MACHIASPORT**

Bridge #	Bridge Name	Roadway	Feature Under	Year Built
2253	RIM MEMORIAL	Rim Rd	Machias River	1972
2291	FOSTER	Port Rd (Rte 92)	Tidewater Stream	1981

Source: MDOT

### Traffic Control Devices

There are no traffic control devices in Machiasport. It is not anticipated that any traffic control devices will be needed in Machiasport during the next several years.

**Shoulders**

The shoulders along Route 92 are narrow; and there are no shoulders on Route 92 through Machiasport village. Shoulders on Cutler Rd / Rte 191 are somewhat better, but still narrow. Paved shoulders make the road safer, allow an area that is more useful for temporary maintenance of vehicles; provide increased opportunities for faster vehicles to pass slow-moving vehicles; offer safer opportunities for pedestrian travel; and allow easier and safer travel for the increased numbers of bicyclists touring the town. Machiasport will have an increased need for paved shoulders as the community grows and as traffic on these minor arterial roads increases. The Town should work with MDOT to include the addition of paved shoulders in roadway maintenance and reconstruction.

**TRAFFIC SYSTEM SAFETY CONCERNS**

Machiasport is rural, peninsular community and traffic volumes are accordingly light. Under normal circumstances, there are no existing traffic conditions in Machiasport that result in traffic delays or safety issues. MDOT has not identified any high crash location in Machiasport.

Between 1996 and 2006 there were 141 reported crashed in Machiasport. Fifty-two of these crashes (37%) resulted in injuries. There were no reported fatalities over the ten year period. The largest percentage of crashes occurred in this time period were single-car accidents where the vehicle ran off the road (64 out of 141). While the number of accidents is not high, the accidents that did occur tend to be clustered in a few locations (See *Appendix I. Collisions 1996 - 2006*).

**Table I-5 LOCALLY IDENTIFIED TRAFFIC HAZARD AREAS**

Road/Intersection	Safety Issue	Cause of Safety Issue	Possible Solutions
1. <b>Port Road</b> & Clark Point Rd	Short sight lines making right hand turn on Port Road	Intersection design	Unknown
2. <b>Port Road</b> (Blind Hill between Larabee and Bucks Harbor)	Blind corner; short sight lines and constricted roadway	Roadway design; sharp corner	Take out culverts, add a passing lane to increase the radius of the corner.
3. <b>Port Road</b> & Kennebec Road	Winter icing of roadway	Groundwater runs up through pavement and ices over in winter	Improved ditch and/or reconstruction of the intersection
4. <b>Cutler Road</b> between Ratcliff Road & East Side Road	Winter icing of roadway	Snow drifts move across road from the marsh, depositing moisture	Snow fencing
5. <b>Port Road</b> & New Hickey Road	Turning L onto Port Road from New Hickey Road	Short sight lines	Signage on Port Road
6. <b>East Side Road</b> (first 0.4 miles)	Sharp drop-off, especially dangerous in winter	Steep drop-off; no shoulder on north side of road	Guard rail

Source: Machiasport Comprehensive Plan Committee, Road Commissioner

Based on traffic crash data from MDOT and knowledge of local road conditions, the Comprehensive Plan Update Committee and the Road Commissioner have identified 6 traffic hazard areas (see above). The first five fall under State jurisdiction; the Town should coordinate with MDOT to address these safety concerns. The locally identified safety concern is a steep drop off on the north side of the East Road. The Comprehensive Plan Update Committee recommends that the Town take corrective active (most likely installing guard rail) to remedy this concern.

### **Congestion, Traffic Volume and Type**

As a rural community with relatively low traffic volumes, there are no significant community issues related to traffic congestion in Machiasport. As traffic volume (in particular commute traffic) increases, some congestion issues have developed at the intersection where Route 92 diverges from Route 1 in the neighboring community of Machias. (Although not located in Machiasport, this intersection is the main access route to most of Machiasport). In Machiasport itself, roadway conditions along Route 92 result in reduced travel speeds (particularly from large vehicles).

### **Pedestrian and Bicycle Safety**

At one time, Machiasport had wooden sidewalks in parts of town and a pedestrian foot-bridge in Bucks Harbor. Some long-time residents recall the distinctive sound of walking on wooden sidewalks. However, there are currently no town-maintained sidewalks in Machiasport.

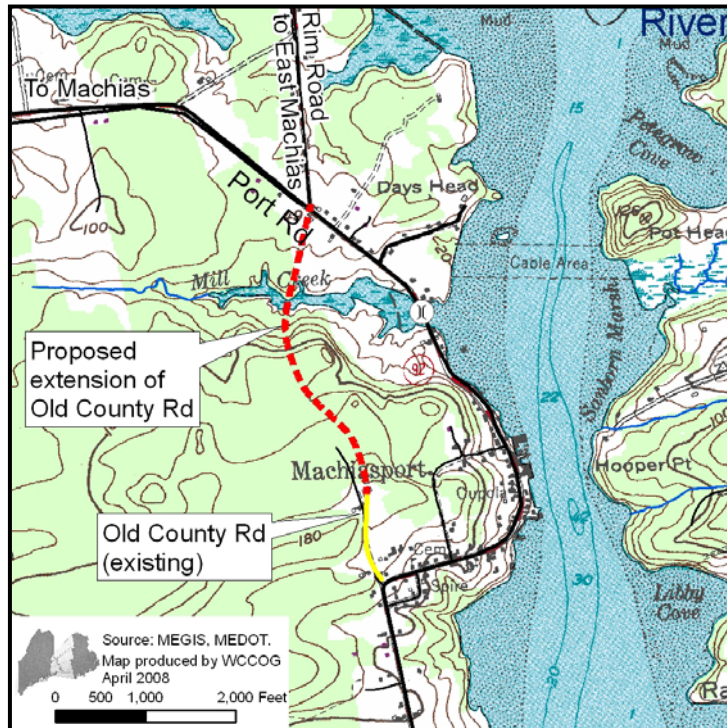
The lack of shoulders along most of Route 92 is a significant enough safety concern that it discourages most would-be pedestrians and bicycle riders. Paved shoulders should be included as part of any future improvement to Route 92; and sidewalks may be considered in Machiasport Village.

## **MULTIPLE ROAD USES**

Traffic volume through Machiasport is generally light. The most heavily traveled road segment (Port Road between the Rim Road and Machiasport) had a Factored Average Annual Daily Traffic (FAADT) count of 2,000 in 2004. Other heavily traveled roadway (Cutler Road, Port Rd from the town line to Rim Road, and the Port road from Machiasport to Smalls Point Road) had FAADT counts in the vicinity of 1,500 vehicles in 2004.

One way in which to assess the roadways capacity to handle traffic volumes is its level of service (LOS). MDOT assigns six levels of service, given letter designations from A to F. LOS A represents the best operating conditions, while LOS F represents the worst. LOS E is defined as the maximum flow or capacity of a system. For most purposes, however, a level of C or D is usually used as the maximum acceptable volume. All roads in Machiasport are rated LOS A (indicating that traffic is unimpeded); with the exception of the Port Road from Rim Road to Kennebec Road, which is rated LOS B (indicating that traffic is somewhat impeded).

This section of roadway passes through Machiasport village, and corresponds geographically with the only segment of road in Machiasport where any notable conflicts caused by multiple roadway uses are occurring. Route 92's current route through Machiasport passes directly adjacent to two buildings listed on the National Register of historic places, and includes two sharp turns, as well as a segment of steep grade. In addition the roadway is narrow and large trucks frequently cross the centerline.



Initial research conducted by the Town indicates that a public right of way exists connecting the Old County Road to Route 92 (Port Road) near the intersection with the rim Road. In conjunction with Maine Department of Transportation, the Town should explore the feasibility of developing a new roadway utilizing this existing right-of-way that should serve as a re-alignment for portion of Route 92 through Machiasport village. In exploring the feasibility of constructing this extension, the Town should be discussions of cost sharing with Maine Department of Transportation; and explore the use of a Tax Increment Financing (TIF) district.

## PARKING

Machiasport is rural community. There are no municipal other public parking lots (other than those associated with municipal buildings and the pier); nor is there any marked on-street parking. Parking in Machiasport is associated with individual land uses and is not a significant issue of concern; and the availability of adequate parking is not concern. New regulations in Machiasport specify that residential development should include one parking space per bedroom and outlines standard for commercial development based on anticipated traffic volume. Machiasport's parking standards do not address circulation or parking lot design.

It is anticipated that additional parking will be needed in Machiasport when the renovations of Liberty Hall are completed. A plan for provision of adequate parking should be completed as part of the final phase of renovation work.

## STATE AND REGIONAL TRANSPORTATION PLANS

The MDOT prepares a Six-Year Plan, updated every two years, to link their policy based Twenty-Year Plan to the project based and fiscally constrained Biennial Transportation Improvement Program (BTIP). The most recent Six-Year Plan was issued in 2003 covering the period 2004-2009. BTIPs are issued every fiscal biennium. Other state agencies and business interests use the Six-Year Plan as they develop public and private investment strategies. The Town of Machiasport actively participates in regional transportation planning efforts, and provides input to MDOT regarding local transportation investment priorities for inclusion in MDOT's Six-Year Plan and BTIPs.

There are no proposed improvements in Machiasport included in the Six-Year Transportation Improvement Plan for 2004-2009.

Development of a Multi-Modal Corridor Management Plan for the Downeast Coastal Corridor (which includes Route 1 and connector roads such as Route 191 and Route 92) is currently underdevelopment. The Town of Machiasport supports and is actively engaged in regional transportation efforts in Washington County.

## OTHER MORES OF TRANSPORTATION

### Public Transportation

There are no public transit facilities in town. The Washington Hancock Community Agency (WHCA) provides scheduled van and door-to-door on demand transportation from our town to Calais, Ellsworth and Bangor for clients referred to them by the State of Maine Department of Human Services. These services are provided to income-eligible persons and are typically children in state custody, welfare clients, Medicaid patients with medical appointments, the elderly and disabled, or people needing transportation to Meals for Me. Most of the longer trips are for medical services: shorter trips are to local doctors, pharmacies and groceries. Users of this service are mostly families living below poverty level, people with mobility limitations, and people with one or no available vehicles, and the elderly.

West Coastal Connection Bus Service offers daily, round-trip service to Bangor from the neighboring community of Machias. West also operates services three times weekly, connecting Machias with other coastal communities and coordinating its schedule with other service providers. Machiasport is served by at least one regional taxi cab operator.

In the context of rising fuel prices, the lack of public transportation in Machiasport is an increasing concern. The Town should actively participate in regional planning efforts through Washington County One Community and WHCA to develop additional transportation options; and seeking funding to develop facilities that would support public transportation (such as a Park-and-Ride lot, see below).

**Air Facilities**

Machiasport does not have any municipal or private airports. The nearest municipal airport is in Machias which has a 2900-foot runway and is used by private plane owners and in an emergency, by air ambulance services. It has a beacon, but no fueling services and was last rated by the state in good condition. Other regional airports include:

1. Bangor International Airport provides national and international commercial passenger and freight services, as well as civil defense operations. 11,441-foot main runway. Car rental services are available.
2. Eastport Municipal Airport has a 4000-foot runway and provides limited charter and instructional services. Beacon and fueling services. Last rated by the state in good condition.
3. Hancock County - Bar Harbor Airport in Trenton is the nearest airport with regularly scheduled passenger commercial service. In addition to daily commuter service to Boston, Massachusetts, charter service is offered. Car rental services are available. 5,200-foot main runway.
4. Lubec Municipal Airport has a 2032-foot gravel/turf runway, with beacon, but no fueling services. Last rated by the state in good condition.

**Railroad Facilities and Rail Services**

Abandoned rail lines stretch across Washington County and are generally in poor condition, as passenger service stopped nearly fifty years ago and freight service stopped in the mid-1980s. The former Maine Central Railroad track that runs just north of Machiasport is to be removed. In an effort to maintain the right of way the corridor will be used as a multi-use recreational trail until and unless rail is economically feasible. Some rail line rights-of-way may be used by the East Coast Greenway, a bicycle and walking trail, to complete its route planned to extend from Key West, Florida to Calais, Maine.

**Ports**

There are no port facilities in our town. The deep water Port of Eastport is the closest port. It has two piers, three berths, with a low tide depth of 40 feet, and over 75,000 square feet of covered storage. The outer berth can accommodate a ship up to 900 feet in length.

Marine access need, including working waterfront and recreational access, are addresses in *Chapter G. Marine Facilities*.

**Multi-Modal Facilities**

There are currently no park-and-ride or multi-modal facilities in Machiasport.

**ENVIRONMENTAL IMPACTS OF TRANSPORTATION****Environmental Concerns**

The Town is not aware of any significant environmental degradation within Machiasport that is being caused by state or local transportation facilities or operations.

**Light Pollution**

The Town is not aware of any significant involving light pollution within Machiasport that are being caused by state or local transportation facilities or operations.

**Transportation-Related Noise**

Machiasport is rural community; most roads carry relatively light traffic volumes. The only concerns related to transportation-related noise within Machiasport have to do with the mix of truck traffic the moves through Machiasport village. A re-alignment of Route 92 as outlined above would mitigate these concerns to certain extent.

**Scenic & Cultural Resources Adjacent to Transportation Facilities**

Given Machiasport historic pattern of development – several small hamlet and village long the coast connected by Route 92 – several significant cultural resources are located directly adjacent to transportation facilities in Machiasport. These include two structures listed on the Nation Register (Gates House and Liberty Hall, both in Machiasport); and two structures of local historical significant (Machiasport Congregational Church and Larabee Baptist Church). According to the Campaign to Save Liberty Hall, there are some indications that the continued effects of vibration from heavy truck traffic are having some structural impacts on Liberty Hall. The proposed extension of County Road (which may serve as a re-alignment for a portion of Route 92 through Machiasport Village) would certainly mitigate these impacts.

Roadways in Machiasport include numerous scenic views that have been inventoried as part of the Downeast Coastal Scenic Inventory 2009. Scenic views from roadways (notably in Machiasport village and at Sanborn Cove) were identified as positive community attributes in the Machiasport Community Vision Statement (see *Appendix C*). The impact of roadways on the scenic attributes of these areas is minimal.

**TRANSPORTATION AND LAND USE**

Aside from State-required minimums, the Town of Machiasport has a limited set of regulations to affect the nature and pattern of development. Regarding transportation in particular, the Town of Lubec does not currently has municipal ordinances regulating roadway design or standards for the acquisition of public ways. Similarly, town land use regulation does not address standards for transportation-related noise, provision of on-site parking, parking lay-out or design, internal circulation.

Limited land use regulation in Machiasport is a consequence of the rural nature of the community and a response to limited development. Residential and commercial development has largely occurred in a piecemeal fashion over the last several decades. It has been influenced by the existing land use regulation and market demand for quiet, rural lots. Commercial development over the same time period has largely been related to marine harvesting and seafood processing. By necessity, this development has been concentrated in the traditional village area around Bucks Harbor. Existing transportation facilities have largely been able to accommodate this growth.

New residential development has occur both within and outside of traditional village areas, along existing roadways or on relatively short dead-end roads that serve coastal subdivisions. As many coastal subdivisions are located on points, there are limited opportunities for enhanced connectivity among subdivision. However, the pattern of development occurring in Machiasport is largely consistent with historical development patterns (multiple villages and hamlets); and with Machiasport Community Vision Statement (see *Appendix C*).

Proposed transportation facilities that may be developed during the planning period include a small marina in Machiasport village and the extension of Old County Road to connect with Route 92 near the junction with the Rim Road (which may serve as a re-alignment for a portion of Route 92). These proposed transportation facilities both support Machiasport's community vision in as much as they are consistent with supporting the type development envisioned for Machiasport village while enhancing important freight transportation links that support light industrial uses in Bucks Harbor (see *Chapter K. Land Use* and *Appendix C. Community Vision Statement*).

### **Access Management**

Access Management is the planned location and design of driveways and entrances to public roads to help reduce accidents and prolong the useful life of an arterial. While arterial highways represent only 12% of the state-maintained highway system, they carry 62% of the statewide traffic volume. Maintaining posted speeds on this system means helping people and products move faster, which enhances productivity, reduces congestion-related delays and environmental degradation. By preserving the capacity of the system we have now, we reduce the need to build costly new highway capacity such as new travel lanes and bypasses in the future.

MDOT has established standards, including greater sight distance requirements for the permitting of driveways and entrances for three categories of roadways: mobility arterial corridors<sup>1</sup>, retrograde arterials<sup>2</sup>, and all other state and state-aid roads. Due to the low volume of traffic on our roadways, our town has no roads in the retrograde category of roadways, which come under stricter access management standards. There are no identified instances in Machiasport where, access management issues contribute to traffic hazards.

## **FINDINGS OF PREVIOUS COMPREHENSIVE PLAN & EXISTING POLICIES**

Relative to transportation, the Comprehensive Plan adopted by the Town of Machiasport in 1996 found that the 22 miles of publicly maintained roadway were in fair to poor

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1 A Mobility Arterial is a non-compact arterial that has a posted speed limit of 40 mph or more and is part of an arterial corridor located between Urban compact Areas or Service Centers that carries an average annual daily traffic of at least 5,000 vehicles per day of at least 50% of its length or is part of a Retrograde Arterial Corridor located between Mobility Arterials.

2 A Retrograde Arterial is a Mobility Arterial where the access related crash-per-mile rate exceeds the 1999 statewide average for Arterials of the same-posted speed limit.

condition. Traffic flow showed a modest increase, particularly in the number of heavy trucks traveling to and from the Down East Correctional Facility and Atlantic Salmon of Maine; but there were no DOT identified high accident locations. Based on these findings, the Comprehensive Plan established as a municipal goal: “to plan for, finance and develop an efficient transportation network to accommodate anticipated growth and economic development.”

In order to achieve these goals, the 1996 Comprehensive Plan made policy recommendations as summarized in the table below along with notes on the status of the policy recommendations. A complete list of the policy recommendation from the previous Comprehensive Plan is included in *Appendix A: Executive Summary of the Town of Machiasport Comprehensive Plan, 1996*. A full copy of the previous plan is on file in the Town Office.

**Table B-3 TRANSPORTATION POLICIES & STRATEGIES FROM THE 1996 COMPREHENSIVE PLAN**

<b>Policies</b>	<b>Notes</b>
The Town of Machiasport will prepare and maintain a long-range Town Road Maintenance and Improvement Program.	<i>This policy is to be replaced with: “The town will plan for optimum use, construction, maintenance and repair of roads in a manner that improves safety and enhances efficiency of the transportation system.”</i>
The Town will maintain, expand, and improve its roads in accordance with its adopted long-range plan.	<i>As above.</i>
<b>Implementation Strategies</b>	<b>Notes</b>
The Town will ask for volunteers to form a seven-member Local Road Committee. A representative from the Board of Selectmen shall be a member, six more volunteers would be needed.	<i>This strategy has not been implemented. The Town now has an appointed Road Commissioner to make these decisions in conjunction with the Selectmen.</i>
The Road Committee will prioritize all roads in town and propose a five year resurfacing program.	<i>This strategy has not been implemented. Resurfacing should be prioritized as part of a long range plan.</i>
A written long-range plan for Transportation will be formulated.	<i>This strategy has not been implemented. A long range plan should be formulated.</i>
The Town will actively pursue a plan to reconstruct the Kennebec Road in equal parts and maintain the improvements.	<i>This strategy has been implemented.</i>
The Town will advocate for improvements and aggressive maintenance to Route 92, including but not limited to areas identified as high problem areas in the Inventory and Analysis section.	<i>This strategy continues to align with municipal goals and should be continued.</i>
The Town will study all roads for their adequacy to accept police, fire, and school bus traffic, as well as other traffic, and make recommendations for corrective actions.	<i>This policy has been implemented. The Planning Board reviews new roads for these criteria as part of the subdivision review process.</i>
The Town will begin to include funding for a sand and salt shed, improved winter road maintenance, and adequate equipment in the Capital Improvement Plan.	<i>This strategy has not been implemented and is not currently a municipal priority.</i>

**POLICIES AND IMPLEMENTATION STRATEGIES**

The Comprehensive Plan Update committee recommends the following policies and implementation strategies relative to transportation.

<b>Goal: Machiasport will encourage, promote and develop efficient and safe transportation facilities that will accommodate our town’s anticipated growth and economic development.</b>			
<b>Policy</b>	<b>Implementation Strategy</b>	<b>Responsibility</b>	<b>Timeframe</b>
The town will plan for optimum use, construction, maintenance and repair of roads in a manner that improves safety and enhances efficiency of the transportation system.	Develop a prioritized ten-year improvement, maintenance and repair plan for local/ regional transportation system facilities that reflects local, regional & state objectives.	Selectmen; Road Commissioner	Short Term (1 -2 years)
	Advocate for improvements and aggressive maintenance to Route 92, including but not limited to areas identified as high problem areas (above).	Selectmen; Road Commissioner	On-going
	Work MaineDOT to address safety issues identified in the Comprehensive Plan Update.	Selectmen; Road Commissioner	Short Term (1 -2 years)
	Explore the feasibility of developing a new roadway utilizing the existing right-of-way connecting Old County Road to Route 92, including potential funding sources that may include cost-sharing with MDOT or the use of Tax Increment Financing (TIF).	Selectmen; Road Commissioner	Immediate
	Coordinate with MDOT to explore the feasibility of developing the Old County Road extension as a re-alignment for the portion of Route 92 through Machiasport Village.	Selectmen; Road Commissioner	Short Term (1-2 years)
	Establishing a reserve account of \$5,000 over the next several years to help smooth out the economic impact on any given budget cycle of culvert replacement.	Selectmen; Budget Committee	Immediate
	Install guard rails (or other appropriate safety enhancements) to address safety concerns on the identified section of the East Side Rd.	Selectmen; Road Commissioner	Short Term (1-2 years)
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 increases in vehicle miles traveled.	Review and amend ordinance standards for subdivisions and for public and private roads as appropriate to foster transportation-efficient growth patterns and in a manner consistent with the Future Land Use Plan..	Planning Board	Medium Term (3-5 years)
Ensure transportation facilities meet the needs of all residents by providing a safe, efficient and adequate transportation network for all types of users (motor	When State roads require reconstruction or repair the town will request that shoulders be added to improve public safety.	Selectmen/ Road Commissioner	Long Term (5-10 years)

<b>Goal: Machiasport will encourage, promote and develop efficient and safe transportation facilities that will accommodate our town's anticipated growth and economic development.</b>			
<b>Policy</b>	<b>Implementation Strategy</b>	<b>Responsibility</b>	<b>Timeframe</b>
vehicles, pedestrians, bicyclists).			
	Work with MDOT, regional employers and other interested parties to expand ride-share, carpool and other alternative transportation options through GoMaine! or other appropriate programs.	Selectmen	On-going
Promote fiscal prudence by maximizing the efficiency of the state or state-aid highway network.	Review local ordinances for consistency with local, regional and state transportation policies identified in this plan.	Planning Board	Medium Term (3-5 years)
	Review local ordinances to address or avoid conflicts with: <ul style="list-style-type: none"> <li>a) Policy objectives of the Sensible Transportation Policy Act (23 MRSA §73);</li> <li>b) State access management regulations pursuant to 23 MRSA §704; and</li> <li>c) State traffic permitting regulations for large developments pursuant to 23 MRSA §704-A.</li> </ul>	Planning Board	Medium Term (3-5 years)
Cooperate in the development of regional transportation policy.	The town will participate in CEDS (Community Economic Development Strategy) Transportation sub-committee policy committee.	Selectmen	On-going