

H. TRANSPORTATION

Communities depend on well-maintained transportation systems. Accessibility to transportation is one of the primary factors in the location of businesses and residents within Addison. Safe streets and efficient street design and linkages affect the economic viability and productivity of our businesses, the overall safety of our residents, their convenience, as well as property values. The goal of this section is to analyze, plan, and help maintain and develop efficient transportation services and facilities to accommodate anticipated development.

ROAD INVENTORY

The majority of roads in Addison originated in the early days as pathways, carriage trails and access points to the shoreline. These roads followed the easiest routes and were not concerned with sight distances, sharp corners, the weight load of trucks, or intersection design. As our roads experienced increased traffic, higher speeds and larger vehicles, they were improved. Addison has only 35 miles of roadway, 15.26 miles of which are local roads, a comparatively smaller amount than surrounding communities, or other communities of its size. The limited extent of roads in town limits development and growth opportunities. The town boundary of Addison is roughly one-half a mile off U.S. Route One.

In recent years, the Maine Department of Transportation (MDOT) through its Local Roads Assistance Program has attempted to assist municipalities in improving further these areas to meet state and national safety design standards.

Roads can be 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.
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.
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 usually carry low volumes of traffic.

There are 0 miles of arterial, 22.00 miles of collector and 15.26 miles of local roads within the town. A listing of all roads within Addison with their classification, length, maintenance responsibility and overall condition can be found in Table H-1, their geographic location is illustrated in Map 10, Transportation Road Network.

Table H-1 show the names, mileage, ownership, condition and surface of all municipal and state roads along with who maintains them. The State of Maine Department of Transportation (MDOT) is responsible for 22 miles of roads in Addison, which include

Route 187, and its connecting links to South Addison, and Addison Point. The State's jurisdiction includes control of curb cuts, summer and winter maintenance, and traffic flow decisions such as location of lights, widening, and signs.

Table H-1 - Roadway Inventory

Roadway	Arterial, Collector, Local, Public Easement, or Private	Length in Miles to nearest tenth	Owned by	Maintained by	Surface	Condition
Indian River Rd.	Collector	6.22	State	State	Paved	Good
Mason's Bay Rd.	Local	1.19	Local	Local	Gravel	Poor
Water St.: TL Addison-Columbia, Rd 597 to Addison, Water, Point St.	Collector	.72	State	State/Local	Paved	Poor
Point St.	Collector	.87	State	State/Local	½ paved; ½ gravel	Poor
Water St.: Addison, Water, Point St. to Addison, Water St., Ridge Rd.	Collector	.35	State	State/Local	½ paved; ½ gravel	Poor
Ridge Rd.	Local	.42	Local	State/Local	½ paved; ½ gravel	Poor
West Side Rd.	Local	2.21	Local	Local	½ paved; ½ gravel	Poor
Water St.: Addison, Water St, Ridge Rd. to Addison, East Side, Wescogus Rd.	Collector	.68	State	State/Local	½ paved; ½ gravel	Fair
East Side Rd.	Collector	5.89	State	State/Local	Paved	Poor
Moose Neck Rd.: Addison, E. Side, Basin, Cape, Split Rd. to Addison, Moose Neck, Narrows Rd.	Local	1.52	Local	State/Local	Paved	Poor
Moose Neck Rd.: Addison, Moose Neck, Narrows Rd. to Addison, Narrows, .10 s/o Moose Neck	Local	.10	Local	State/Local	Paved	Poor
Narrows Rd.	Local	.93	Local	Local	Paved	Fair
Basin Rd.: Addison, E. Side, Basin, Cape Split Rd. to Addison, Basin, Quarry Rd.	Collector	2.53	State	State	Paved	Poor
Moose Neck Rd.: Addison, Moose Neck, Narrows Rd. to Addison, Moose Neck Rd., End	Local	.48	Local	Local	Paved	Poor
Quarry Rd.	Local	.56	Local	Local	Gravel	Poor
Basin Rd.: Addison, Basin, Quarry Rd. to Addison, Rte. 187, Basin Rd.	Collector	3.39	State	State	Paved	Poor
Crowley Island	Local	.75	Local	Local	1/3 paved; 2/3 gravel	Very poor
Cape Split Rd.	Local	2.33	Local	Local	2/3 paved; 1/3 gravel	Poor
Ridge Rd.	Local	1.40	Local	Local	Paved	Poor
Old Addison Rd.	Local	.33	Local	Local	2/3 paved; 1/3 gravel I	Fair
Marsh Harbor Rd.	Local	.59	Local	Local	Gravel	Poor
The Lane	Local		Local	Local	Paved	Good
Gilman Wass Rd.	Local	.15	Local	Local	Paved	Poor
School St.	Local	.38	Local	Local	Paved	Fair
Pleasant St.	Local	.11	Local	Local	Paved	Good

Roadway	Arterial, Collector, Local, Public Easement, or Private	Length in Miles to nearest tenth	Owned by	Maintained by	Surface	Condition
Wescogus Rd.	Collector	1.35	State	State/Local	Paved	Fair
Division Way	Local	.23	Local	Local	Paved	Good
Merritt Dr.	Local	.20	Local	Local	Paved	Good
Marsh Island Ln	Local	.68	Local	Local	Paved	Poor

In addition, there are a number of seasonal private roads with no public maintenance.

Table H-2 Private Roads in Addison from E-911 Database

Road Name	Location
Airport Drive	Located off Indian River Rd Near Ronald Gray Residence
Alley Lane	Located off Indian River Rd, second right after Big Ridge Rd at Hall's Hill
Austin House Lane	Located North side of Water St, first left after Town Hall
Bar Hill Drive	Located off Cape Split Road first left after causeway
Bar Island Road	Located to the left off Kent Road at the Narrows
Batson Lane	Located off Basin Road
Bay Drive	In Subdivision off Basin Road
Bears Den	Located off East Side Rd on left after Tumbledown Dick Rd
Bickford Point Rd	Part of subdivision off Basin Rd
Big Ridge Rd	Located off Indian River Rd on right after Labrador Ln
Black Bear Ln	Located off Indian River Rd on left across from Ron Gray's
Cabin Rd	Located off Big Ridge Rd
Cape Circle	(EVEN ONLY) Located at the end of Cape Head Rd
Cape Head Road	Located off Cape Split Rd
Carver Lane	Located off Quarry Rd, Basin Area
Christian Drive	Located off Cape Split Rd, first right after Marsh Harbor Rd
Church Hill Lane	Located off Ridge Rd to the left by the Church
Clamshell Lane	Located beside Fire Station in Town
Dyers Point Lane	Located off Cape Split Road, second left after causeway
Eagle Lane	
Harbor Hills Lane	Located off Mooseneck Rd First right after Cape Split Road
Hells Hill Road	Located off East Side Road on left
Johnson Lane	Located off Indian River Rd on the right at Johnson's Shellfish
Kent Road	Located off Narrows Rd
Kiye Point	Located off Cape Split Rd first right after causeway
Labrador Lane	Located off Indian River Rd opposite Masons Bay Rd
McMann Road	Located off East Side Rd on the left after the water inlet
Merchant Lane	Located off Indian River Rd, first right after Big Ridge Rd
Nash Lane	Located off Cape Split Road on the left after Marsh Harbor Rd
Potter Cove Road	Located at the end of Mooseneck Rd to the left
Pipers Hill Lane	Located off Kent Rd at the Narrows
Pleasant River Road	Located off Cape Circle to the right
Ports Harbor Road	Located off the Jimmy Clark Rd on Cape Split
Pound Road	Located off Mooseneck Rd o the left after Cape Split Rd
Redimarker Ln	Located off East Side Road on left
Reynolds Lane	Located off Basin Rd
River View Ln	Located off Water Street on right before the Post Office
Salt Breeze Way	Located in subdivision off Basin Rd
Seagull Lane	Located in the subdivision off Basin Rd
Seaside Drive	Located off Cape Split Road, left after Dyer's Point Lane
Spruce Lane	Located off the Narrows Rd
Tumbledown Dick	Off the Eastside Rd. to right
West River Road	Located off Basin Rd
Wood Hill Road	Located off Crowley Island Rd
Windward Way	Located on Crowley Island to the right after the bridge

ROAD MAINTENANCE

The town's roads are generally in poor to fair condition. The Town has a policy of eventually paving all town gravel roads.

The Town of Addison elects a local road commissioner who oversees local road work. Almost all services for local road work are contracted out to private operators. Sections of roadway are improved or resurfaced every year. Some residents of Town have questioned the wisdom of pursuing this goal. Although paved roads tend to melt faster in the winter, maintenance cost is generally higher for paved roads and the speed of traffic is higher creating more safety problems. Some overlay is undertaken of Town roads each year. Dust control of gravel roads is also undertaken yearly.

The state reimburses the town for about half the actual costs to the town for the State Roads that the town is mandated to maintain. Total yearly payment to Addison from DOT is \$28,500.00 (local road 15.26 miles + state aid minor collector miles 22.00 x 1200/mile = \$44,712.00). The amount from DOT does not add up exactly when calculated according to actual road lengths and the formula for reimbursement because all towns got a reduction when the legislature reduced the appropriation in fiscal year 1999. The reimbursement to each town will not drop below the amount received in 1999, which for Addison was \$23,580.00.

MDOT is responsible for all the non-local roads. Their authority includes permitting of driveways and entrances, curb cuts, summer and winter maintenance, and traffic flow and safety decisions such as traffic signals, signs, reconstruction and road widening.

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. The BTIP's are issued every fiscal biennium. Other state agencies and business interests use the Six-Year Plan as they develop public and private investment strategies.

Likewise, municipalities can use it to plan for anticipated improvements. The seven Regional Transportation Advisory Committees (RTACs) provide input to the Six-Year Plan and were asked to indicate major changes in their regions that affect the priorities of the prior Six-Year Plan. Addison is part of RTAC 2 and the 2004-2009 Six-Year Plan contains a recommendation for highway reconstruction of the entire length of Route 187 from its westerly junction with Route 1, south and north to its easterly junction with Route 1.

The 2002-2003 Biennial Transportation Improvement Program (BTIP) includes the following projects in Addison:

Maine Department of Transportation - Biennial Transportation Improvement Program				Estimated Cost
Lead Unit/Scope of Work	Functional Class	Route #/Road Name		<u>Fund Source(s)</u>
PIN				Federal
Municipalities	Length	Description		State
				Local/Other
Regional Programs / Maintenance Paving (Hot Mulch)				
	011006.10	Minor Collector Basin Road 5.90 Miles	Beginning at the East Side Road and extending easterly 5.90 miles to Route 187.	\$119,859 State
Addison				
Regional Programs / Maintenance Paving (Hot Mulch)				
	011006.30	Major Collector East Side Road 5.89 Miles	Beginning at Route 1 and extending southerly 5.86 miles.	\$119,046 State
Addison				

By far, commercial trucks do the most damage to our roads. The second cause of road deterioration is harsh weather, which includes rapid changes in weather conditions. Roads are most vulnerable to the weight of trucks and other heavy vehicles during the spring thaw. As road weight limit postings are put in place, the conflict between the economic necessity of local businesses and road maintenance needs is clear. Most roads were not originally engineered for the weight they now carry.

The Maine DOT Local Roads Center provides a “Road Surface Management for Maine Towns” training program, including Road Surface Management System (RSMS) software to identify which road maintenance techniques should be considered for individual roads or streets in a local street network. Introduced in 1990, it is being used by many towns to inventory their road network, record road surface condition data, interpret the surface distress information gathered, and “defend” their road maintenance budgets. The system is generic and provides an objective tool that a town can “customize” with its own repair techniques and local costs.

TRAFFIC VOLUMES AND PATTERNS

Transportation linkages in Addison consist of Addison Road in Columbia to Water Street at the Columbia townline which connects the village area to Route 1 in the town of Columbia at the Four Corners. Water Street is the main thoroughfare through the village of Addison. It continues south and, after crossing the Pleasant River, forks at East Side Road which provides access to South Addison. The other fork provides a link with Route 187 where a turn north goes to Columbia Falls and a turn south goes to Jonesport at the Indian River boundary between the two towns. Connecting links to South Addison and Addison Point are provided off 187 down Basin Road. Eastside and Basin Roads provide a perimeter corridor around the peninsula and Westside road provides access to the west side of the Pleasant River estuary and on into the neighboring town of Harrington.

The highest traffic counts in Addison are found on Route 187, the Indian River Road. The MDOT estimates of annual average daily traffic volume (AADT) are shown on Map

10 – Transportation Road Network. Traffic counts taken every few years help MDOT calculate changes in traffic volume so that road improvements are designed and built accordingly to handle those changes. AADT volumes do not reflect seasonal variations in traffic or daily peak traffic volume. Instead, AADT volumes help us understand the overall growth or decline of traffic on a roadway and the pattern of traffic on our road networks. Traffic volume on Addison roads is comparatively light and no major problems exist.

LEVEL OF SERVICE

MDOT has not noted any degradation in the level of service (LOS) for roadways within the town. Traffic congestion lowers a roadway's level of service (LOS). LOS is a qualitative measure that characterizes operational conditions within a traffic stream and includes speed, travel times, freedom to maneuver, traffic interruptions, and the perceptions of motorists and passengers.

There are 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. As an annual average, however, LOS does not reveal the increased congestion during the tourist season. And so, for planning purposes, a seasonally adjusted LOS should be used when analyzing the need for local traffic management improvements.

Traffic volumes are low in Addison relative to the capacity of existing roadways and so the LOS has not been affected. Route 187 and other major roads in Addison have a level of service ranging from A (excellent) to B (good) as shown on Map 10 - Transportation Road Network.

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: retrograde arterials, mobility arterial corridors, and all other state and state-aid roads. Due to the low volume of traffic on our roadways, Addison has no roads in the retrograde or mobility corridor categories of roadways, which come under stricter access

management standards and, there are no arterial corridors in Addison. Route 187 has a federal functional classification of “major urban collector”.

The Planning Board currently refers applicants to the Maine DOT for permits when taking access on State Highways and will continue to do so. As Route 187 is reconstructed (recommended in the Six-Year Plan) accommodation will be needed for shoulders, culverts and utilities. The current state-required setback for structures from the center-line is 35 feet. Increasing this setback locally to 50 feet would provide all concerned with greater flexibility (for maintenance, snow removal, safety and services) and reduce conflicts. This increase is not feasible within the densely settled village areas of Addison and Indian River but would improve mobility of Route 187 in and out of Addison.

DANGEROUS INTERSECTIONS AND STRETCHES OF ROADS

MDOT rates accidents according to a Critical Rate Factor (CRF), which corresponds to the number of times the actual accident rate exceeds the expected (average) accident rate. Generally, a CRF of 1.0 or more indicates a higher than usual number of accidents at that specific intersection or stretch of road. According to the MDOT's most recent data (1997-2002), Addison has no areas that exceed the expected accident rate.

Although our town has no CRF areas, residents have pointed out several areas as dangerous including:

- a. intersection of Rte 187 and the road to Addison Point (Tracy Corners)
- b. segment of Rte 187 from Waymar Road to Masons Bay Road

Stop signs at Tracy Corners were erected but accidents continue. A yield sign might improve conditions and will be studied by the Road Commissioner.

The lack of shoulders along Route 187 is a safety concern for vehicles, bicycles and pedestrians. As Route 187 is reconstructed shoulders could be added to alleviate this concern.

TRAFFIC CONTROL DEVICES

There are no traffic lights in Addison and none are needed or anticipated in the foreseeable future.

BRIDGE INVENTORY

The town has six bridges as described below.

Table H-3 Addison Bridges

Bridge Name	Location	Structure Class	Road Name	Feature Under	Condition	Last Inspected
Ada Batson	2.6 mi S of Addison Road	Minor span on state aid road	South Addison Road	Batson Brook	Culvert excellent	12/10/2002
Dyke	2 mi S Jct Route 1	Bridge on Town way or State Aid Road	Ridge Road	West Branch Pleasant River	Poor (substructure) to fair (superstructure)	11/20/2002
Indian River 4	6.5 mi S US 1	Bridge on State Highway	187	Indian River	Satisfactory (substructure) to good (superstructure, deck & wearing surface)	11/15/2001
Lamson	2 mi SW'ly of Jct 187	Bridge on Town way or State Aid Road	Basin Road State Aid # 4	Lamson Stream	Poor (superstructure) to satisfactory (substructure) to good (deck & wearing surface)	11/15/2001
Lot Norton	2.3 mi SW Jct Route 187	Minor span on state aid road	State Aid # 2	Knowles Brook	Culvert satisfactory	12/2/2002
Main River	2.5 mi S Jct Route 1	Bridge on Town way or State Aid Road	State Aid # 3/Water St.	Pleasant River	Good	10/24/2001

Source: Maine Department of Transportation

The Comprehensive Plan Committee notes that this information is out of date and that in fact the Lamson Bridge needs to be raised and widened.

There is one privately owned bridge in Addison, the bridge to Crowley Island.

PARKING FACILITIES

There are limited parking facilities available within the village area at the Pleasant River boat launch public access and on either side of the town office building. Parking needs otherwise are met by existing on-street parking along roadways in the village area. Additional parking is needed within the village to allow for existing and future expansions of commercial activities, particularly in the summer months.

Long term parking for visitors and seasonal residents who ferry to the islands in the summer months is needed in areas that are removed from the congested shorefront.

Two grants programs from the Maine DOT could provide resources to the town to fund identified parking needs associated with the harbor facilities in Addison. These include the Small Harbor Improvement Program (SHIP) which provides grants of up to \$250,000 for publicly owned facilities to improve floats, ramps, parking, dredging and other projects. Another program, the Boating Infrastructure Program (BIP) provides grants to improve piers, docks, marine facilities for transient work or recreational vessels 26' or longer. Eligibility is restricted to publicly owned facilities though it can extend to projects on privately owned facilities that have a public benefit.

PEDESTRIAN AND BICYCLING FACILITIES

The Town presently has no sidewalks. At one time, wooden boardwalks existed in the village area, but they were removed some time ago. There are no current plans for sidewalks in Addison.

The Regional Advisory Report for RTAC 2, notes that recreational use of bikes is significant and growing along several scenic coastal roads including Route 187 from Jonesboro, through Jonesport and Addison. It therefore includes, as does the Six-Year Plan, shoulder paving recommendations on the “Jonesport Loop” of Route 187 when it is reconstructed. The Comprehensive Plan Committee is concerned that efforts to encourage bicycling on Route 187 be very limited over the short term and considered a long term strategy because so much of the existing conditions on Route 187 are very dangerous for bicycling.

REGIONAL TRANSPORTATION ISSUES

Roads

As a community with limited employment and services, Addison residents often travel to other communities for shopping and work. Residents are thus affected by the condition of arterial roads in Washington County. They are also affected by the poor condition of many state collector roads. It is important that the town continue to participate in regional transportation planning efforts.

While the population of Washington County decreased during the 1990s, the total number of vehicle miles traveled in our county actually increased by over 13 percent. Most of our roads are not congested now, but there is a need to protect them from future degradation and the significant taxpayer expense of adding remedial capacity. As there is not significant congestion in the region, the Level of Service (LOS), as determined by the MDOT, of major roadways has not been reduced.

Municipalities can formulate corridor management plans that seek to encourage residential, commercial and industrial development with entrances and driveways co-located and with the needed road improvements paid for by the developer. Corridor management plans outline the appropriate locations for such access management techniques as frontage roads, shared driveways, intersections, turn lanes and signals.

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 Machias, 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 limitation, people with one or no available vehicles, and the elderly.

West's Coastal Connection Bus Service offers daily service from Calais through Machias to Bangor, round trip. West also operates services three times weekly, connecting coastal communities from Lubec to Ellsworth and coordinating its schedule with other service providers. Pick up points are at various locations throughout the county.

Regional Transportation Advisory Committee

The Regional Transportation Advisory Committee (RTAC) process created by MDOT facilitates public participation during the formulation of transportation policy. RTACs are advisory committees consisting of citizens representing environmental, business, municipal, planning, and alternative forms of transportation, as well as members of the general public. The purpose of the RTAC is to provide early and effective input into DOT's plans and programs. The RTAC process is an effort to de-centralize transportation planning and give the general public an opportunity to help shape transportation policy and the decision making process.

RTAC collaborates with MDOT and the Regional Councils to develop regional advisory reports for each RTAC Region. Addison is part of RTAC-Region 2, which encompasses Hancock and Washington Counties. The advisory report outlines each RTAC's objectives, goals, and strategies for improving transportation systems in their respective regions and the state. The RTAC's meet regularly and advise the DOT on a number of issues including advisory report strategies, updating of the advisory reports, and the Biennial Transportation Improvement Program (BTIP). BTIP is MDOT's programming document that defines potential projects for the next two years. Municipalities can suggest projects to be included in the BTIP for potential funding.

Addison can insure a high degree of involvement in the RTAC process by attending RTAC meetings, Route One Corridor meetings and stating why their projects should receive funding priority.

Railroad Facilities and Rail Services

The former Maine Central Railroad line runs through Washington County. This rail line is exempt. 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. Recent efforts by the state have been made to create recreational trails along abandoned rail lines and right-of-ways. The East Coast Greenway is a trail planned to extend from Key West, Florida to Calais, Maine, which may use some rail line right-of-ways. Local interest has been expressed in freight rail service and a tourist rail line, as has been done with the Belfast Moosehead Lake tourist railroad. It is recognized that regional municipal support as well as considerable state and federal funding would be needed to bring freight rail service back to Washington County.

Airports

There are no airports or public airfields within town. Primary regional airports include:

1. Machias Municipal Airport has 2900-foot runway is used by private plane owners or, in an emergency, by air ambulance services. The town of Machias is sponsoring the creation of a regional airport authority to develop a new regional airport in the town of Jonesboro that will significantly expand and improve services to the region.
2. Deblois Flight Strip, off State Route 193, has a 4,000-foot runway but no navigational aids or fueling services.
3. Eastport Municipal Airport has a 4000-foot runway and provides limited charter services.
4. Princeton Regional Airport has two 4000-foot runways, and is used primarily by private businesses and recreational fliers, but has no fueling services.
5. Hancock County - Bar Harbor Airport in Trenton is the nearest airport with regularly scheduled commercial service. In addition to daily commuter service to Boston, Massachusetts, charter service is offered. Car rental services are available.
6. Bangor International Airport, an hour and a half distant, provides national, international and civil defense services. Car rental services are available.

Ferries

There are no public or private ferry services in Addison and none are needed.

PUBLIC OPINION SURVEY

Respondents to the survey conducted in May of 2003 were generally satisfied with road conditions and snow removal with a minority expressing dissatisfaction. This satisfaction was confirmed by a general unwillingness to support the Selectmen incurring long term debt for the purpose of building sand and slat storage facility or to reconstruct town-maintained roads. The majority had no opinion about public transportation but there were several expressing dissatisfaction with it.

POLICIES AND IMPLEMENTATION

Goal: Addison will encourage, promote and develop efficient and safe transportation facilities that will accommodate our town's anticipated growth and economic development.			
Policy	Implementation Strategy	Responsibility	Timeframe
The town will plan for optimum use, construction, maintenance and repair of roads	The town has developed and will maintain a system to prioritize maintenance of town roadways.	Selectmen/Road Commissioners	On-going
	The town will investigate training from the MDOT Local Roads Center and adoption of the Road Surface Management System software to prioritize maintenance and construction of town roadways.	Selectmen/Road Commissioners	Short Term

Goal: Addison will encourage, promote and develop efficient and safe transportation facilities that will accommodate our town’s anticipated growth and economic development.			
Policy	Implementation Strategy	Responsibility	Timeframe
The town will ensure that new development does not negatively impact the capacity or safety of existing roadways.	The town will consider a local roads ordinance that harmonizes the access of driveways and entrances with the state access management regulations and make the new state regulations available at the town office for property owners.	Selectmen	Long Term
	The town will consider increasing center line setbacks on collector roads outside of the village area from 35 feet to 50 feet to accommodate future drainage, utility and safety concerns.	Selectmen/Planning Board	Short Term
The town will cooperate in the development of regional transportation policy.	The town will participate actively in RTAC-Region 2 meetings and policy development	Selectmen	On-going

SUMMARY

Transportation linkages in Addison consist of Addison Road in Columbia to Water Street at the Columbia townline which connects the village area to Route 1 in the town of Columbia at the Four Corners. Water Street is the main thoroughfare through the village of Addison. It continues south and, after crossing the Pleasant River, forks at East Side Road which provides access to South Addison. The other fork provides a link with Route 187 where a turn north goes to Columbia Falls and a turn south goes to Jonesport at the Indian River boundary between the two towns. Connecting links to South Addison and Addison Point are provided off 187 down Basin Road. Eastside and Basin Roads provide a perimeter corridor around the peninsula and Westside road provides access to the west side of the Pleasant River estuary and on into the neighboring town of Harrington.

Addison is reliant on its road network as the primary means of transportation movement. Therefore, local roads should provide safe, reliable access to work, school, stores, and residences. Overall, roadways in Addison are in relatively good condition. Given limited funding and the significant expense, the town has done a noteworthy job of maintaining its roads. Continued proper and affordable maintenance of the road network in Addison is in the interest of all residents though financial support for doing so was not particularly supported in the public survey.

Since MDOT has a jurisdiction over the roads supporting the highest volume of traffic in Addison, the town will continue to communicate and cooperate with the department. Addison has a paving schedule for roads that are currently unpaved and requires all new roads to be constructed to specific municipal standards.