



Recreation & Transportation Subcommittee

Meeting Agenda

Friday, July 7, 2023 – 9:00AM

Location: Remote via Zoom (pursuant to the Committee's adopted [Remote Meeting Policy](#))

Join Zoom Meeting

<https://us05web.zoom.us/j/86029325802?pwd=ajJiOWVObEVycTgvamZHVUp1VVNYdz09>

Meeting ID: 860 2932 5802

Passcode: 04543

1. Call to Order
2. Review of Minutes of Previous Meeting: June 12, 2023
3. Review of Draft 1: Transportation Topic Area
4. Review of Draft 2: Recreation Topic Area
5. General Committee/Public Comment
6. Set next meeting date
7. Adjournment

Packet Table of Contents

| | |
|--|----|
| Draft Minutes of 6/12 Meeting..... | 3 |
| Transportation Topic Area: Draft 1..... | 5 |
| Chapter 208: Transportation Required Analyses..... | 38 |
| Transportation Topic Area (2014 Plan excerpt)..... | 42 |
| Recreation Topic Area: Draft 2..... | 67 |



Recreation + Transportation Subcommittee

Meeting Minutes

Monday, June 12, 2023 – 2:30PM

Location: Remote via Zoom (pursuant to the Committee's adopted [Remote Meeting Policy](#))

Present: Mary Anne Moisan (Lead), Mary Devlin (Member), Derek Webber (Member), Andrea Keushguerian (Member), Isabelle Oechslie (Consulting Planner)

1. **Call to Order:** Meeting began at 2:30PM.
2. **Review of Draft 1: Recreation Topic Area:** Isabelle directed the group to the Recreation Topic Area draft included in the meeting packet. To start discussion, she asked the group to focus on the following questions: Are there any questions about the data provided? Is there any additional data that you'd like to see? Does the data provided jive with your understanding of existing conditions within Damariscotta?

A question was raised regarding Biscay Pond: The draft calls this an unmaintained boat launch, but both the beach and the boat launch are maintained. Need to research who owns/maintains it and make sure that is referenced in the document. Note that it is a public area (and it is a formal boat launch, but its small size is because Biscay Pond is a small pond).

The group noted that we need to underscore that active/developed recreation areas are severely lacking in Damariscotta.

Significant discussion occurred surrounding water access. It was pointed out that much of the river frontage is publicly owned, with limited public access. In addition, access for those with disabilities is severely limited across all recreation areas (and there is currently no access to the water for those with disabilities). The group noted that toilet facilities need to be considered as part of access, and that we'll need to understand what else is important to the public in terms of access. It was noted that there are survey questions that will inform this in more detail.

Discussion was hard regarding changing cultures and impediments to accessing private lands (as a result of said changing culture). Some access [for hunting] is available with notice to Coastal Rivers. It was suggested that perhaps we focus on the positive aspects of access, such as Coastal Rivers continually acquiring more land for conservation.



Final thoughts: appreciated the clarity regarding definitions of active versus passive recreation, but Mary noted that we will need to ensure consistent language being used throughout the document. Derek and Mary Anne pointed out that that was a major flaw of the 2014 Plan (that locations were referenced and terms were used without definition or were inconsistently used).

3. **Set next meeting date:** Isabelle will follow up with the group via email to set a date for the next meeting.
4. **Adjournment:** Adjourned without objection at 3:45PM.

DRAFT

The Town of Damariscotta Transportation Chapter for the Comprehensive Plan

Draft Submitted: June 30, 2023

Prepared by: The Lincoln County Regional Planning Commission

For Discussion at the July 7, 2023 Damariscotta Transportation Subcommittee Meeting

Introduction

The Transportation Chapter of the Damariscotta Comprehensive Plan Update analyzes the transportation system, including roads, traffic impacts, railroads, pedestrian links, bridges, and public transit. Understanding these issues and planning for solutions is important when considering the Town's future.

Road System

The primary mode of transportation in Damariscotta is vehicular with traffic traveling on a network of public and private roadways. These roadways serve the local population and visitors during the summer season when the population of the community swells. **Map 1: Damariscotta: Public & Private Roads** on **Page 3** shows the public and private road network in Town.

Public Roads

Damariscotta has ± 37.97 miles (200,491 linear feet) of public roadways, varying in function and condition. **Table 1: Damariscotta Public Roads** on **Page 2** provides the road name and road length (in feet) of all public roads in Town as well as an assessment of its condition. 15 roads are considered "Good" condition, 2 are "Good to Fair", 3 are "Fair", 9 are "Fair to Good", while one road is "Fair to Poor". Two roads in Town are listed as "Poor". This information was obtained from the Damariscotta Public Works Survey of Road and Parking Lot Projects, prepared October 29, 2020¹.

Damariscotta is served by one (1) arterial road – Route 1. The Maine Department of Transportation (MDOT)² defines an arterial road as serving countywide, statewide or interstate travel, linking cities and large towns to an integrated highway network. *"As a general rule of thumb, speeds on the arterial system are relatively high, although speeds may be lower through urban areas". Volumes of traffic typically range from thousands to tens of thousands of vehicles per day."*

Per MDOT, collector roads *"link smaller towns, villages, neighborhoods, and major facilities to the arterial network. Traffic is collected from local residential roads and delivered to the nearest arterial. Daily traffic volumes generally range in the thousands. Collectors are divided between rural and urban collector roads. As a further division, rural collectors are divided between major*

¹https://www.damariscottame.com/sites/g/files/vyhli4311/f/uploads/public_works_committee_road_and_parking_lots_projects_survey_10-29-2020.pdf

² <https://www.maine.gov/mdot/csd/docs/roadwayinfo/RoadClassification.pdf>

and minor collector roads”. Major collector roadways in Damariscotta are Route 1B and Route 129 (Bristol Road). Minor collectors are School Street south of Route 1B and Biscay Road.

Local roads in Damariscotta are paved and maintained by the Town’s Public Works Department. Local roads “provide direct access to residential neighborhoods, local businesses, agricultural properties and timberlands. Volumes typically range from less than one-hundred to possibly thousands of vehicles per day. Roads not classified as arterials or collectors are considered local roads”. Belvedere Road, Church Street, Hodgdon Street, Pinkham Road, and Vine Street are a few of the local roads located in Damariscotta.

Table 1: Damariscotta Public Roads

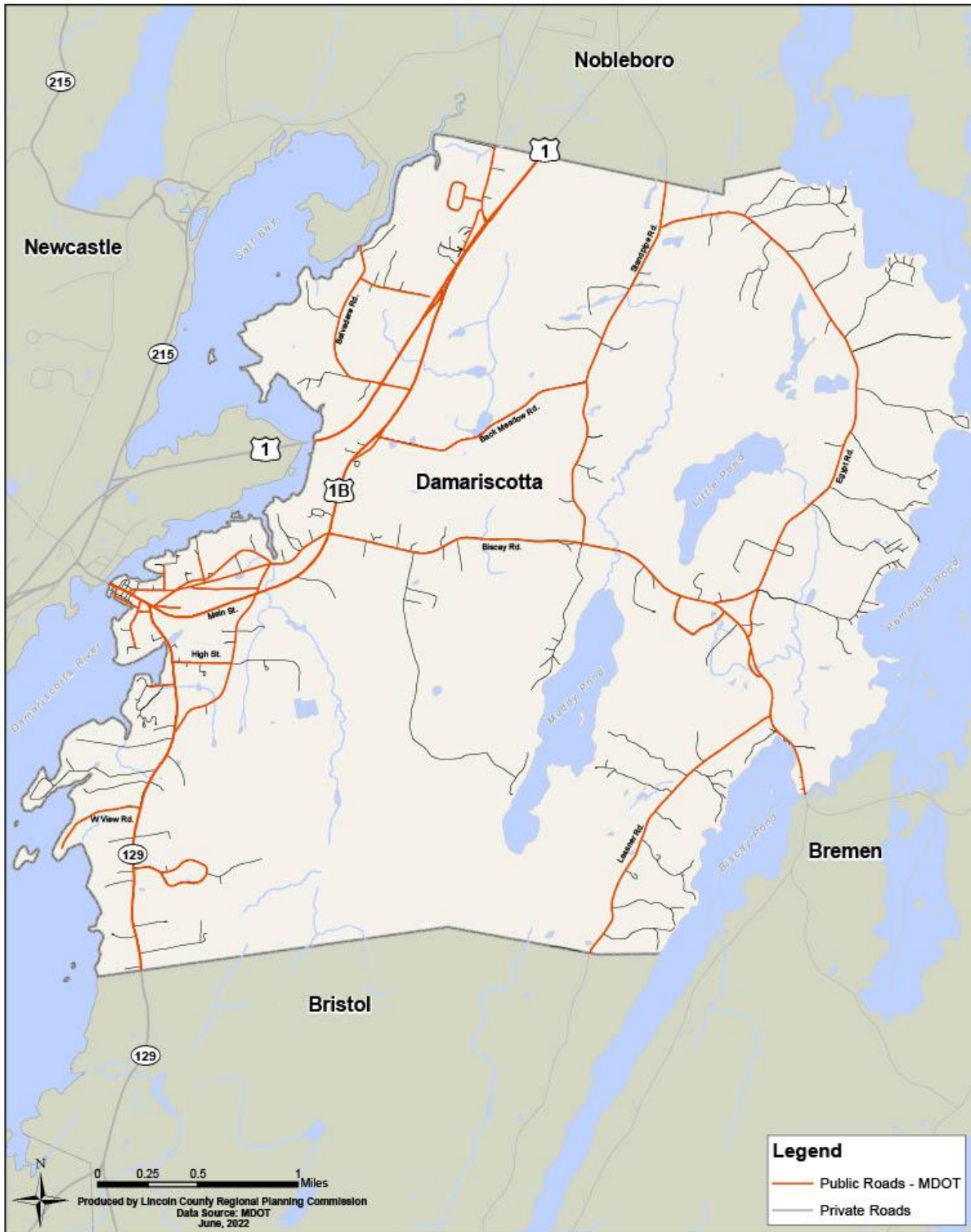
| Road Name | Condition | Road Length (Feet) | Road Name | Condition | Road Length (Feet) |
|--|-------------------------------------|--------------------|------------------------------|------------------|--------------------|
| Back Meadow Road | Fair to Good | 16458 | Main Street/ Route 1B | Fair to Good | 19672 |
| Belvedere Road | Fair (Belvedere Extension: Good) | 7803 | Midcoast Road | Good to Fair | 1782 |
| Biscay Road | Fair to Good | 23293 | Miles Street | Fair to Poor | 949 |
| Branch Road | Good | 2665 | Oak Road | Good | 1263 |
| Bristol Road/ Route 129 | Good | 14011 | Parking Lot Lane | <i>Not rated</i> | 1286 |
| Center Street | <i>Not rated</i> | 3213 | Pine Ridge Road | Good | 5313 |
| Chapman Street | Fair to Good | 2465 | Pinkham Road | Fair | 3267 |
| Church Street | Fair to Good | 7138 | Pleasant Street | Poor | 1004 |
| Cross Street | Fair to Good | 475 | Rocky Run Road | Good | 1854 |
| Egypt Road | Fair to Good | 21222 | Route 1 | <i>Not rated</i> | 19687 |
| Elm Street | Good | 1785 | School Street | Good | 7408 |
| Hammond Road | Good | 1654 | Stand Pipe Road | Good | 6248 |
| High Street | Good | 2163 | Theatre Street | Good | 224 |
| Hodgdon Street | Poor | 4133 | Vine Street | Good | 923 |
| Keen Woods Road | Fair to Good | 3436 | W Lewis Point Road | <i>Not rated</i> | 279 |
| Lessner Road | Good to Fair | 11380 | Water Street | Fair | 1879 |
| Lewis Point Road | Fair to Good | 634 | Westview Road | Good | 3525 |
| <i>Streets shown in bold above are State roads</i> | | | | | |

Sources: MaineDOT Public Road Data (August 2019)

Damariscotta Public Works Dept. Survey of Roads (10/29/2020)

Map 1: Damariscotta: Public & Private Roads

Damariscotta: Public & Private Roads



Map Prepared by Lincoln County Regional Planning Commission

Private Roads

Private roads are maintained by the property owners served by the roadway. Locations of private roads in Town are shown on **Map 1: Damariscotta: Public & Private Roads** on **Page 3**. **Table 2: Damariscotta Private Roads**, **below**, includes the names, approximate distances, and condition (paved vs. dirt) of the private roadways in Town.

When a private road is created as part of a subdivision, §103.7(C)(2.10) of the Damariscotta Subdivision Ordinance requires:

“Where subdivision streets are to remain private roads, the following statement shall appear on the plan to be recorded:

‘All roads in this subdivision shall remain private roads to be maintained by the developer or the lot owners and shall not be accepted or maintained by the Town until they meet all municipal street design and construction standards and are approved as such by the Town Meeting.’

Table 2: Damariscotta Private Roads (Names, distances, and condition (paved or dirt) from Public Works and/or Andy)

| Road Name | Condition | Road Length (Feet) | Road Name | Condition | Road Length (Feet) |
|-----------|-----------|--------------------|-----------|-----------|--------------------|
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Source: **Damariscotta Public Works, June 2023**

Local Road Construction Standards

Damariscotta’s Subdivision Ordinance (Chapter 103)³ sets forth detailed standards for street layout, road design standards, and construction standards.

Streets are classified by function. Major streets serve primarily as major traffic-ways for travel between and through Town. Minor streets are local streets that are used primarily for access to abutting residential, commercial, or industrial properties, including interior roads within single and multi-family subdivisions. **Table 3: Road Design Standards for New Public and Private Roads, below**, provides specific dimensional regulations for new streets.

Table 3: Road Design Standards for New Public and Private Roads

| Description | Type of Road | | | |
|---|--------------|------------|------------|-----------------------------|
| | Arterial | Major Road | Minor Road | Private Road ⁽¹⁾ |
| Minimum Right-of way Width | 80' | 60' | 50' | 50' |
| Minimum Travel Way Width | 44' | 22' | 20' | 18' |
| Sidewalk Width | N/A | N/A | N/A | N/A |
| Minimum Grade | .5% | .5% | .5% | .5% |
| Maximum Grade | 5% | 6% | 8% | 10% |
| Minimum Centerline Radius | 500' | 230' | 150' | 150' |
| Minimum Tangent between Curves of reverse alignment | 200' | 100' | 50' | N/A |
| Roadway Crown | ¼"/ft | ¼"/ft | ¼"/ft | ¼"/ft |
| Minimum Angle of Road Intersections(2) | 90° | 90° | 75° | 75° |
| Maximum Grade within 75 ft. of Intersection | 2% | 2% | 2% | N/A |
| Minimum Curb Radii at Intersections | 30' | 20' | 15' | 15' |
| Minimum ROW Radii at Intersections | 20' | 10' | 10' | 10' |
| Minimum Width of Shoulders (each side) | 5' | 5' | 5' | 3' |

(1) A private road which will serve fewer than 4 residences shall have a minimum travel way of 12 feet with two 2-foot shoulders and a maximum grade of 12%. A private road which will serve 4-10 residences will have a minimum travel way of 16 feet with two 3-foot shoulders and a maximum road grade of 12%.

(2) Road intersection angles shall be as close to 90° as feasible but no less than the listed angle.

Source: Damariscotta Land Use Ordinance, Chapter 103, Subdivision

With respect to street layout, single-family subdivisions containing a maximum of 14 lots, multi-family subdivisions containing more than 4 units but less than 25 units, or commercial subdivisions may have one (1) dead-end street, up to 1,000 feet in length, with turnaround connecting with existing public streets on an approved subdivision plan for which a bond has been filed. For single-family subdivisions with 15 or more lots proposed or multi-family subdivisions containing more than 25 dwelling units shall have at least two street connections with existing public streets on an approved subdivision plan.

³https://www.damariscottame.com/sites/g/files/vyhli4311/f/uploads/subdivision_ordinance.signed_06.12.19.pdf

For roads that dead-end, in addition to the design standards detailed in **Table 3 on Page 5**, the Road Commissioner must approve the design of the turn-around for those roads that are proposed as public ways. The Planning Board may require the reservation of a 20-foot easement in line with the road to provide continuation of pedestrian traffic or utilities to the next road. The Board may also require the reservation of a 50-foot easement in line with the road to provide continuation of the road where future subdivision is possible [§103.7(H)(5)].

The Subdivision Ordinance requires subdivisions to be designed to provide access to individual lots only by interior subdivision roads. The intent and implication of this section of the subdivision ordinance

*“...effectively prohibits ‘piano key’ subdivisions along public roads, instead requiring developments to extend perpendicularly from the road. **This is especially important in rural areas where piano key lots create a suburban appearance even though overall densities may be low and they effectively preclude much future development to the rear. It also minimizes the number of curb cuts, thereby reducing potential traffic conflicts and improving traffic flow.** If there are physical impediments or if the project parcel is shallow, the Board could allow piano key lots but adjoining lots would need to share common points of access (not common driveways) onto the public road (emphasis added)” [Note on Page 32 of Chapter 103, Subdivision].*

Table 4: *Road Construction Standards*, **below**, provides details of the required design for road thickness after compaction, bases, and pavements required in Chapter 103, *Subdivision*.

Table 4: Road Construction Standards

8. Road Construction Standards

8.1 The following are minimum thicknesses after compaction.

| Road Materials | Minimum Requirements | | | |
|--|----------------------|------------|------------|--------------|
| | Arterial | Major Road | Minor Road | Private Road |
| Aggregate Sub-base Course (maximum sized stone 4") | 18" | 18" | 18" | 12" |
| Crushed Aggregate Base Course | 4" | 3" | 3" | 3" |
| Hot Bituminous Pavement | | | | |
| Total Thickness | 3¼" | 2½" | 2½" | |
| Surface Course | 1½" | 1" | 1" | |
| Base Course | 1¾" | 1½" | 1½" | |

8.2. Bases and Pavements

- i. Bases. The aggregate sub-base course shall be sand or gravel of hard durable particles free from vegetative matter, lumps, balls of clay and other deleterious substances. The gradation of the part that passes a 4 inch square sieve shall meet the following grading requirements:

| Sieve Designation | Percentage by Weight Passing Square Mesh Sieves |
|-------------------|--|
| ¼ inch | 25-70% |
| No. 40 | 0-30% |
| No. 200 | 0-7% |

Aggregate for the sub-base shall contain no particles of rock exceeding 6 inches in any dimension. The aggregate base course shall be sand or gravel of hard durable particles free from vegetative matter, lumps, balls of clay and other deleterious substances. The gradation of the part that passes a 3-inch square mesh sieve shall meet the following grading requirements:

| Sieve Designation | Percentage by Weight Passing Square Mesh Sieves |
|-------------------|--|
| ½ inch | 45-70% |
| ¼ inch | 30-55% |
| No. 40 | 0-20% |
| No. 200 | 0-5% |

Aggregate for the base shall contain no particles of rock exceeding 2 inches in any dimension.

Source: Damariscotta Land Use Ordinance, Chapter 103, Subdivision

Town Road Maintenance & Work Plans

The Damariscotta Public Works Department maintains all town roads, with the Town annually appropriating funding for maintenance and repair, as well as contracting for winter maintenance. Public Works maintains a work plan for municipal roads as part of the Public Works Survey of Road and Parking Lot Projects. Public Works categorizes maintenance work based on the service required: reconstruction, overlay, chip seal, crack sealing, shoulder/sidewalk, ditching, culverts, and brush trimming. Funding for the work is then identified in the 'notes' section.

Brush cutting and tree trimming are planned for summer months and fall within the Public Works annual budget. Larger-scale projects such as milling and overlay, and replacement of culverts, for example, are scheduled to be proposed as capital improvement projects. **Table 5: Public Works Survey of Road and Parking Lot Projects, on Page 8,** provides more details on these projects.

Table 5: Public Works Survey of Road & Parking Lot Projects

| Roadway | Proposed Project | Fiscal Year Allocation |
|-------------|---|---|
| Back Meadow | <ul style="list-style-type: none"> Recommend milling and overlay | Request as major capital project in FY2022 |
| Belvedere | <ul style="list-style-type: none"> Recommend milling and overlay Shoulder work needed full length of road PWI Replace three culverts PWC | Request as major capital project in FY22 |
| Branch | <ul style="list-style-type: none"> Brush cutting needed PWI | Spring-Summer 2021 |
| Chapman | <ul style="list-style-type: none"> Shim and overlay approx.. 100' from School Street RFP | Request in FY2022 Capital Budget |
| Church | <ul style="list-style-type: none"> Shim and overlay Hillside Lane to School Street RFP | Request in FY2023 Capital Budget |
| Egypt | <ul style="list-style-type: none"> Northern most culvert-major capital project; ENG/RFP Brush cutting PWI | Request reconstruction of northern section of road as major capital project in FY2022. Request northern culvert in FY2023 Capital Budget |
| Hodgdon | <ul style="list-style-type: none"> Section east of Pleasant Street: obtain ROW to widen ENG/RFP Shim and overlay rest of road up to previously completed east section RFP | Possible CDBG funded project ¹ ; currently waiting on G&D to do survey & engineering; construction in FY22 |
| Keene Woods | <ul style="list-style-type: none"> Shoulder/sidewalk maintenance required PWI Culverts maintenance required PWI Tree trimming required PWC | Spring-Summer 2021 |
| Lewis Point | <ul style="list-style-type: none"> Shim and overlay | Request in FY2023 Capital Budget |
| Lessner | <ul style="list-style-type: none"> Recommend milling and overlay Crack sealing maintenance required Ditching maintenance required PWI Replace 1 culvert PWI | Request as major capital project in FY2022 |
| Midcoast | <ul style="list-style-type: none"> Shoulder/sidewalk maintenance required PWI | Spring-Summer 2019 |
| Miles | <ul style="list-style-type: none"> Construct sidewalk, rebuild road and retaining wall ENG/RFP | Financing plan in place LCH and Town to pay 50/50 ² . Construction in 2022. |
| Pine Ridge | <ul style="list-style-type: none"> Ditching maintenance required PWI Replace two cross culverts; replace culvert at Russell Road | <i>Not provided</i> |
| Pleasant | <ul style="list-style-type: none"> Shim and overlay 1 to 1 ½" RFP | Poor condition due to utility cuts. Combine with work on Hodgdon in Possible CDBG funded project ¹ ; request engineering in FY2020; construction in FY2021 |
| Rocky Run | <ul style="list-style-type: none"> Ditching maintenance required PWI | <i>Not provided</i> |

| | | |
|---|--|---|
| Standpipe | • Crack sealing maintenance required RFP | <i>Not provided</i> |
| Water | • Culvert: Poor drainage between #'s 42 and 38 | Drainage work at #42 to be completed in '21; Other drainage to be addressed with parking lot project in '22 |
| Westview | • Crack sealing maintenance required RFP | <i>Not provided</i> |
| Vine | <i>Not provided</i> | Drainage improvements between Water and Vine Streets to be completed in Spring 2021 |
| <p>Key: ENG – Engineering Services required for design/cost projections RFP – Select contractors through RFP process PWC – Use contractor from public works services contract agreement PWI – Work to be accomplished by Public Works Staff YEAR – Fiscal Year(s) recommended to be accomplished WP – To be completed by Public Works staff or within Town’s operating budget funds CIP – Major project to be completed as part of five year capital improvement program</p> <ol style="list-style-type: none"> The Town was successful in securing CDBG funding for this work. Other funding for Miles Street project acquired (?) Confirm with Andy | | |

Source: Damariscotta Public Works Survey of Road & Parking Lot Projects (10/29/2020)

For the Fiscal Year 2023-2024, the following was included in the proposed Town Budget for Paving, Drainage, Maintenance (confirm approved budget allocation for FY24 with Andy and projects being funded):

| | 2020 Actual | 2021 Actual | 2022 Actual | 2023 Budgeted | 2023 YTD | 2024 Dept. Request | Manager Proposal |
|-------------------------------|-------------|-------------|-------------|---------------|-----------|--------------------|------------------|
| Paving, Drainage, Maintenance | \$147,000 | \$109,000 | \$225,000 | \$108,000 | \$108,000 | \$160,000 | \$125,000 |

Source: Town of Damariscotta Municipal Budget Fiscal Year 2023-2024 (February 23, 2023)

In March 2023 Damariscotta received a Road Surface and Sign Management Software License from the MDOT Local Roads Center, purchased by Lincoln County through a program offered to all Lincoln County towns. RSMS-16 is an easy to use GIS software that can assist Towns in developing a prioritized maintenance plan for their road network. The software has the ability to assess and inventory both paved and gravel roads, and includes an optional sign management module where a town can inventory both paved and gravel roads. Features and benefits of the program include:

- Insightful road network analysis and planning without requiring road-engineering expertise
- Provides the basis for a Road Management Plan to make decisions on how, what, how much, and where road repairs are performed in a community.
- Allows a municipality to develop a rational and well thought-out maintenance and capital plan for its local roads.

- Is a mechanism for preparing a sustainable roads budget.
- The software matches surface condition ratings with repair strategies and suggests multiple appropriate repair options for each road requiring repair.
- Free technical assistance from the Local Roads Center.

As part of inputting data into the software, Damariscotta will need to perform an inventory of their local roads to assess conditions and assign conditions ratings. This work will take some time.

Winter Local Road Maintenance

Winter maintenance and snow plowing are under a separate contract, which is negotiated by the Select Board. The current contracts for winter service run from 2019 to 2024 and are two separate agreements:

- 1) Town Winter Road Maintenance Contract for Sanding, Salting, and Plowing⁴ for the removal of snow and sanding of approximately 21.5 miles of State-aid and Town streets.
- 2) Downtown Winter Maintenance Contract for Sanding, Salting, and Plowing⁵ for the Main Street sidewalks and other sidewalks; parking lots; Elm, Cross, Water, and Theater Streets and Lewis Point Road.

Both contracts for winter maintenance service are with Hagar Enterprises, Inc. The average annual amount expended for snow removal for both contracts between 2019 and 2024 (when the contract expires) is \$260,661.98.

State Roads Maintenance

As stated previously, five (5) State roads pass through Damariscotta – Route 1 (arterial highway), Main Street/Route 1B (major collector), Bristol Road/Route 129 (major collector), School Street (minor collector), and Biscay Road (minor collector).

The Maine Department of Transportation (MDOT) maintains these roads and such work is scheduled according to the Department’s 3-Year Work Plan⁶, which is updated annually. **Table 6: Maine Department of Transportation 2022 Maintenance Accomplishments**, below, summarizes the work MDOT performed last year in Damariscotta. Activities managed on a larger scale, such as snow and ice control, and work done by contract are not listed in the table. The maintenance accomplishments may extend into neighboring towns but are listed in the first town where the work was reported. Any capital projects that were completed in 2022 are also listed.

Table 6: Maine Department of Transportation 2022 Maintenance Accomplishments

| Quantity | Type | Quantity | Type |
|----------|--------------------------|----------|---------------------------------|
| 2.00 | Bridge(s) Washed | 2.0 | Drainage Structures Repaired |
| 2.60 | Ton(s) of Patch Applied | 120.00 | Linear Feet of Backhoe Ditching |
| 22.50 | Shoulder Miles of Mowing | 70.00 | Linear Feet of Shoulder Rebuilt |

⁴ <https://www.damariscottame.com/public-works/files/winter-maintenance-contract-roads-2019-2024>

⁵ <https://www.damariscottame.com/public-works/files/winter-maintenance-contract-downtown-2019-2024>

⁶ <https://www.maine.gov/mdot/projects/workplan/data/workplan/town/Damariscotta.pdf>

| | | | |
|--------|-----------------------------|----------|---------------------------------------|
| 563.90 | Ton(s) of Hot Mix Paving | 1,158.00 | Sq. Ft. of Pavement Legend Applied |
| 5.00 | Emergency Event Responses | 1.00 | Underwater Inspection(s) Performed |
| 57.00 | Miles of Striping Applied | 34.20 | Shoulder Miles of Herbicide Applied |
| 1.50 | Shoulder Miles of Sweeping | 6.80 | Mile(s) of Shoulder Prepared for LCP |
| 21.00 | Drainage Structures Cleaned | 1.00 | Drainage Structure Installed/Replaced |

Source: MDOT Annual Municipal Transportation Work Plan Report (March 27, 2023)

Table 7: MDOT Planned Capital and Maintenance Work 2023, 2024, 2025 on **Page 12** shows the MDOT 2023-2025 Work Plan entries for Damariscotta. The costs listed are the total cost of these projects, some of which may extend into neighboring towns. The 3-Year Work Plan lists the Local Road Assistance for FY23 to be \$21,408.

When planning for maintenance, repairs, and reconstruction Maine DOT uses a methodology to provide a fair, structured framework to prioritize programs and projects⁷. There are two parts – the Highway Corridor Priority (HCP) and the Customer Service Level. **Map 2: Damariscotta Highway Corridor Priority (HCP)** on **Page 13** shows the priority ratings for the State roadways that travel through Damariscotta.

The second part of the method is determining the Customer Service Level (CSL) which measures MaineDOT managed highway assets (Priority 1-5) in three areas using customer-focused engineering measures to track ‘Highway Safety’, ‘Condition’, and ‘Serviceability’. The roadways are graded similar to a report card (A-F).

Map 3: Damariscotta Customer Service Levels – Safety Score on **Page 14** shows the overall ‘Safety’ service level grade for Damariscotta’s State roads, which takes into account crash history, pavement, rutting, paved roadway width, and bridge reliability. Biscay Road received an ‘A’ rating whereas Bristol Road/Route 129 was graded ‘C’ and School Street was rated ‘F’.

Map 4: Damariscotta Customer Service Levels – Condition Score on **Page 15** looks at ‘Conditions’ including ride quality, pavement condition, and bridge condition. The condition score of Route 1 was graded ‘F’.

Map 5: Damariscotta Customer Service Levels – Service Score on **Page 16** shows the overall ‘Serviceability’ which is calculated based on posted bridge, posted road, and congestion data. Biscay Road and parts of Main Street were graded ‘C’ for Serviceability.

⁷ <https://www.maine.gov/mdot/about/assets/hwy/#undefined1>

Table 7: MDOT Planned Capital and Maintenance Work 2023, 2024, 2025

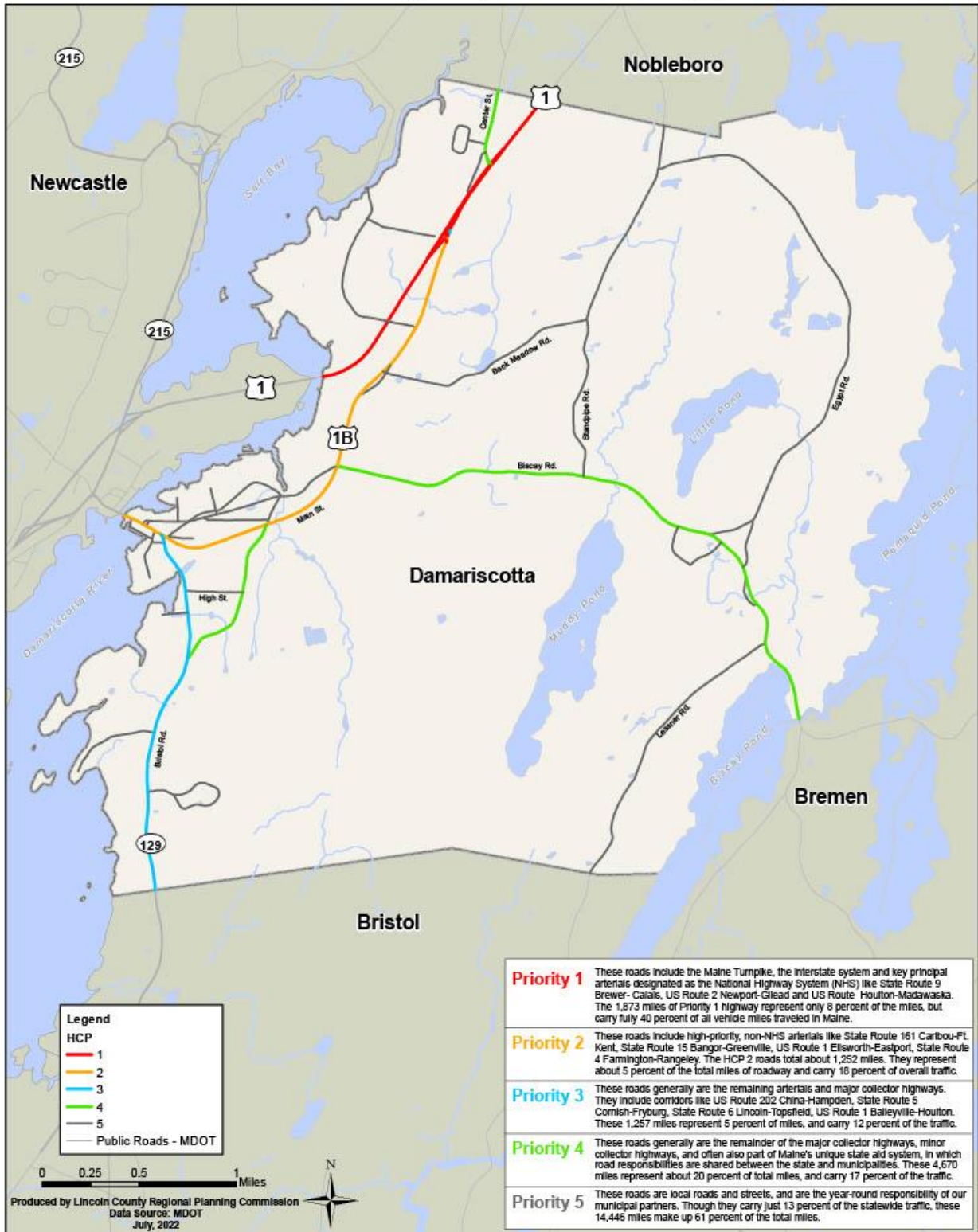
| Planned Capital and Maintenance Work 2023-2025 | | | |
|---|---|---------------------------|-------------------|
| Work Plan Year: 2024/25 | | | |
| Municipalities(s): Damariscotta | | | |
| Asset(s): Main Street | | | |
| Description: Beginning 0.01 of a mile south of Church Street and extending north 0.36 of a mile. | | | |
| ID | Scope of Work | Highway Corridor Priority | Estimated Funding |
| 025337.00 | Bicycle/Pedestrian On-Road Sidewalk/Trail New Construction | HCP 2 | \$990,000 |
| Work Plan Year: 2024/25 | | | |
| Municipalities(s): Damariscotta | | | |
| Asset(s): Route 1/Belvedere Road | | | |
| Description: Located at the intersection of Route 1 and Belvedere Road. | | | |
| ID | Scope of Work | Highway Corridor Priority | Estimated Funding |
| 026019.00 | Highway Construction/Rehabilitation Rural Highways Reconstruction | HCP 1 | \$3,100,000 |
| Work Plan Year: 2024 | | | |
| Municipalities(s): Damariscotta | | | |
| Asset(s): Route 129 | | | |
| Description: Beginning at Route 1B and extending south 1.91 miles to the Bristol town line. | | | |
| ID | Scope of Work | Highway Corridor Priority | Estimated Funding |
| 026770.00 | Highway Paving Light Capital Paving | HCP 3 | |
| Work Plan Year: 2023 | | | |
| Municipalities(s): Damariscotta | | | |
| Asset(s): Route 129 | | | |
| Description: Ditching, replacing culverts, and replacing catch basins in various locations on Route 129 in Damariscotta, Bristol, and South Bristol. Beginning at the intersection of Route 1B and Route 129 and extending 13.32 miles south to Middle Road. | | | |
| ID | Scope of Work | Highway Corridor Priority | Estimated Funding |
| WR 45136 | Drainage Maintenance | HCP 3, 4 | \$52,000 |

Source: MDOT Annual Municipal Transportation Work Plan Report (March 27, 2023)

[Include responses from survey about conditions and safety of state roads here]

Map 2: Damariscotta Highway Corridor Priority (HCP)

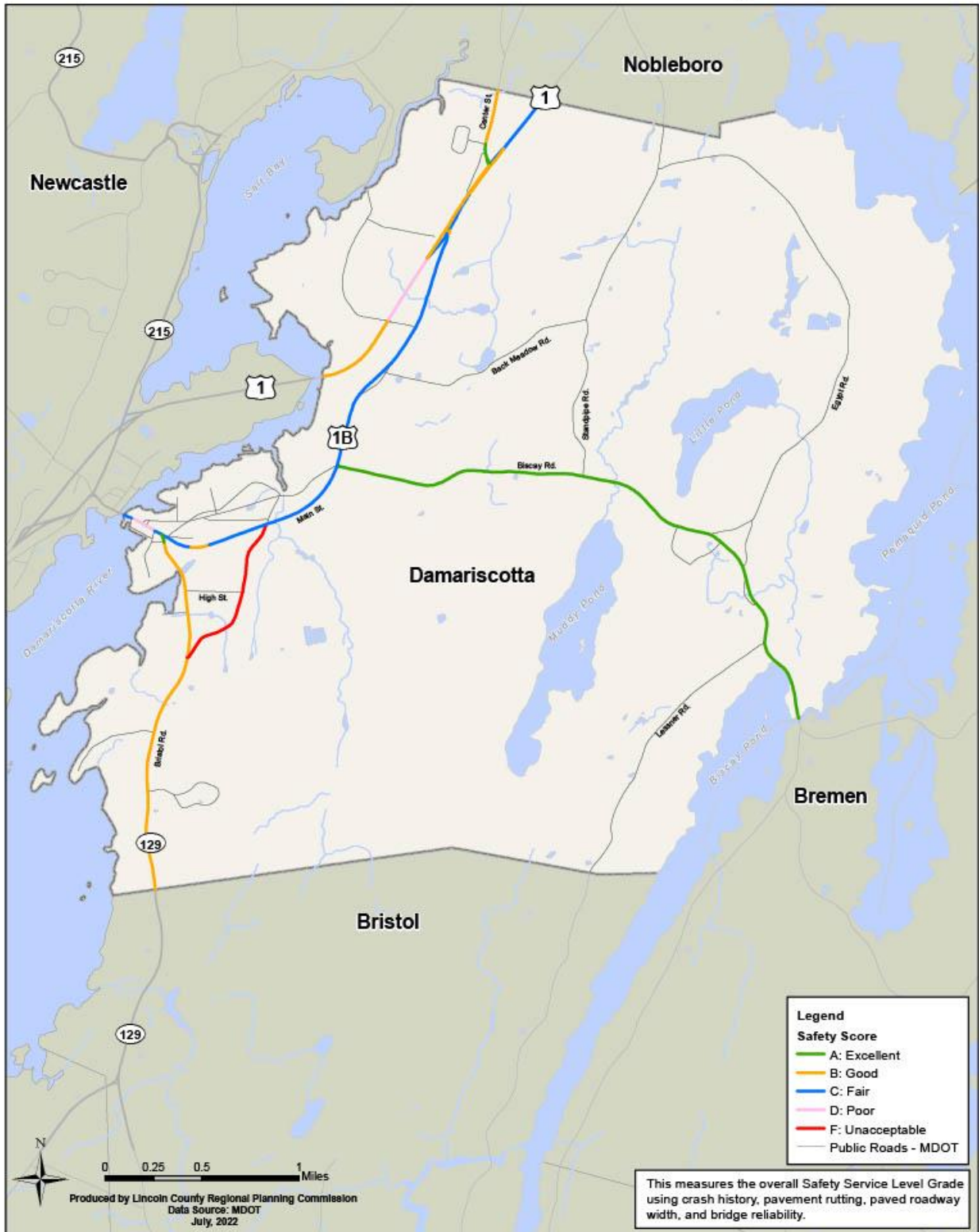
Damariscotta: Highway Corridor Priority (HCP)



Map Prepared by Lincoln County Regional Planning Commission

Map 3: Damariscotta Customer Service Levels – Safety Score

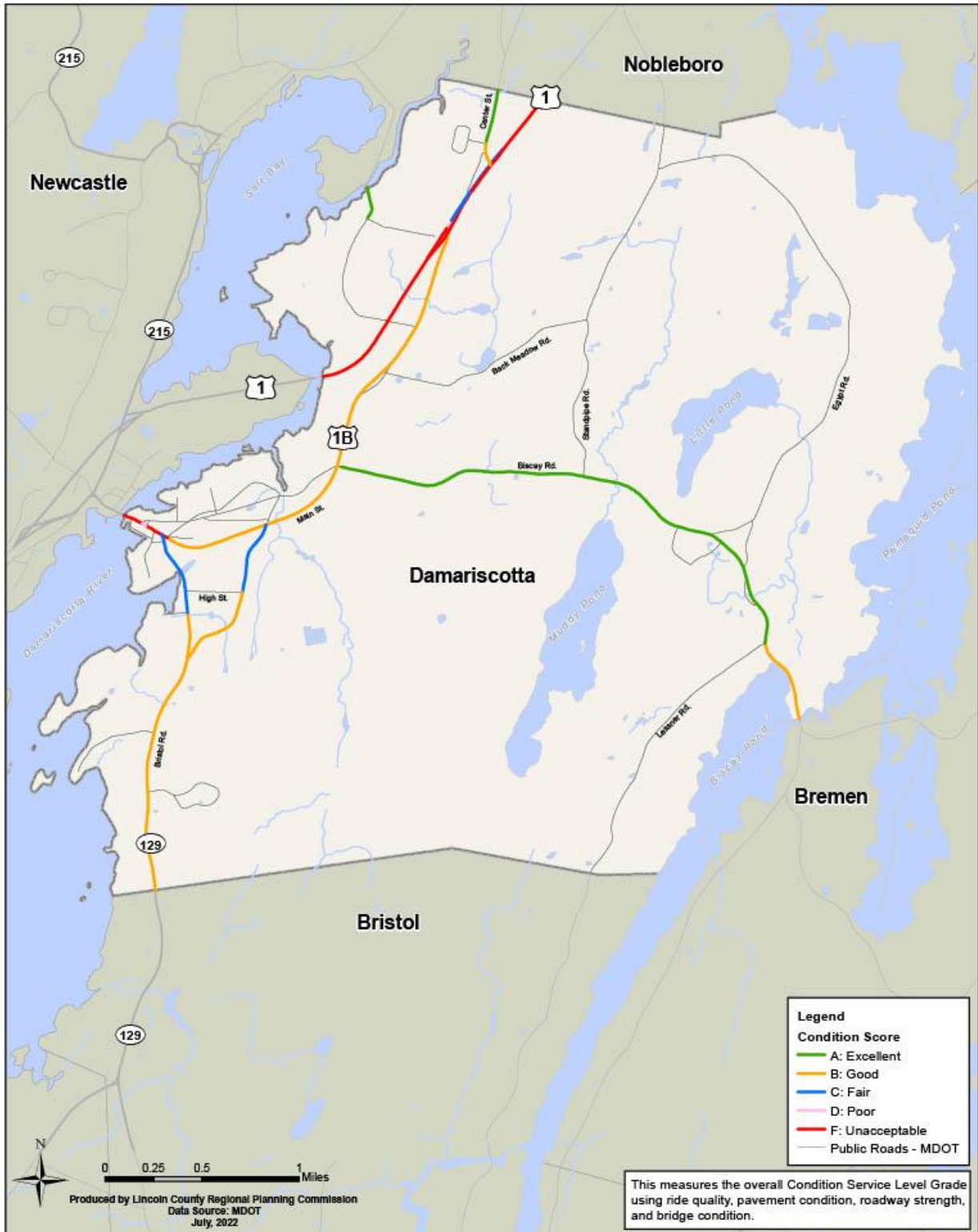
Damariscotta: Customer Service Levels - Safety Score



Map Prepared by Lincoln County Regional Planning Commission

Map 4: Damariscotta Customer Service Levels – Condition Score

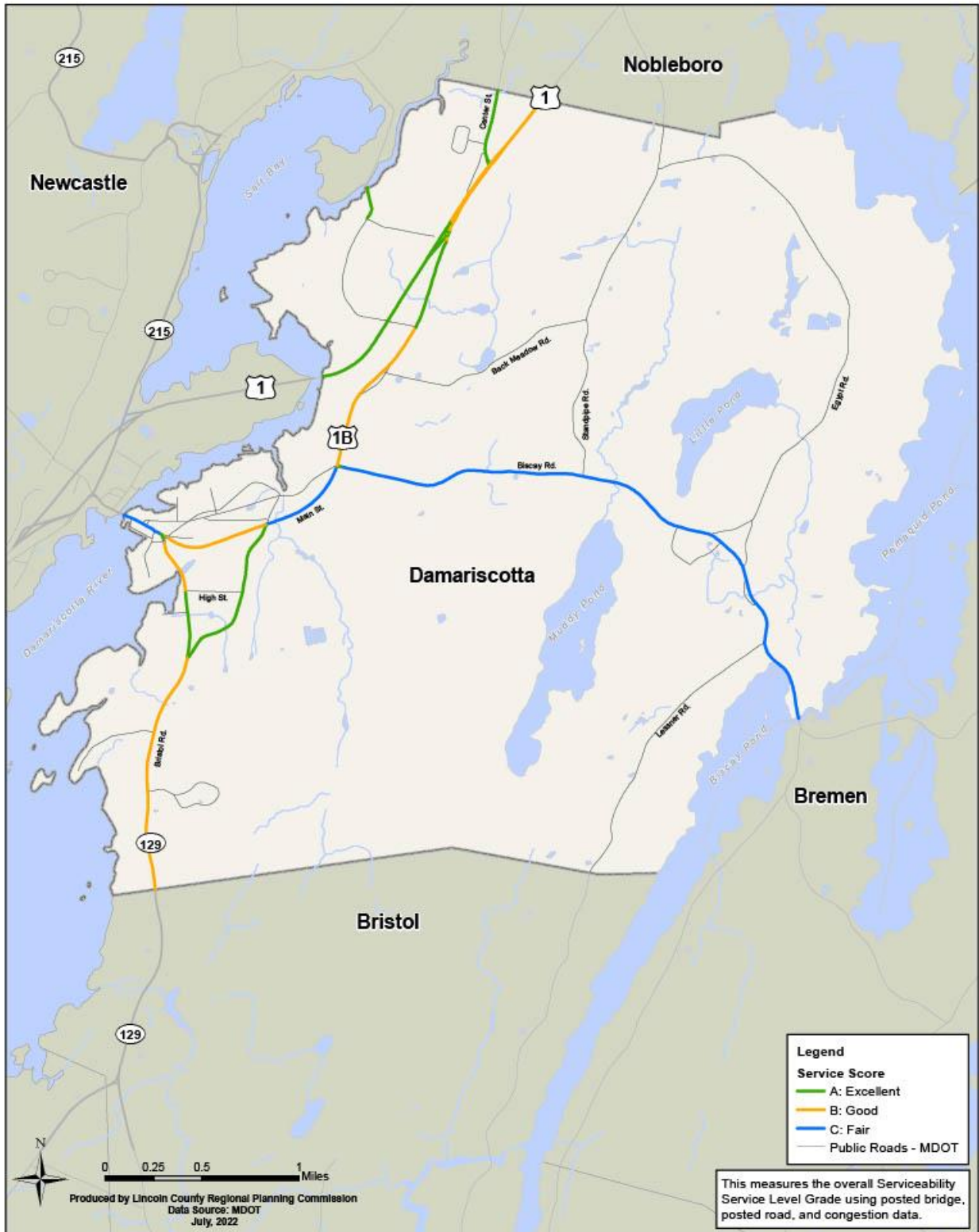
Damariscotta: Customer Service Levels - Condition Score



Map Prepared by Lincoln County Regional Planning Commission

Map 5: Damariscotta Customer Service Levels – Service Score

Damariscotta: Customer Service Levels - Service Score



Map Prepared by Lincoln County Regional Planning Commission

Vehicular Traffic

This portion of the Transportation Chapter will assess how vehicles move on the road system in Damariscotta. Traffic count and crash data will be analyzed.

Traffic Count Information

Map 6: *Annual Average Daily Traffic* on **Page 18** visually shows the daily traffic volumes on Damariscotta roads. This information comes from the MDOT short-duration counts (SDC) and continuous count sites (CCS) that provides estimated and actual traffic volume values for the most recent, complete Annual Average Daily Traffic (AADT), which was 2022.

Table 8: *Annual Average Daily Traffic Counts*, **below**, provides the count data for each traffic counter location for the years 2016, 2019, 2021, and 2022. The streets that are bolded in Table 8 have seen an increase in traffic volume when comparing the two most recent years against one another. Alternatively, a number of roadways have seen a reduction in traffic. Specifically, Belvedere Road west of US Route 1 has seen a continual drop in traffic, with 640 daily trips in 2022 versus 1110 daily trips in 2016. (a reduction of 470 trips).

Table 8: Annual Average Daily Traffic Counts

| Location | AADT16 | AADT19 | AADT21 | AADT22 |
|--|-------------|-------------|--------|-------------|
| BELVEDERE RD W/O US 1 | 1110 | 860 | 700 | 640 |
| BELVEDERE RD W/O US 1B (MAIN ST) | -- | 2040 | 1650 | 1470 |
| BISCAY RD E/O STANDPIPE RD | -- | 3570 | -- | 3360 |
| BISCAY RD E/O US 1B (MAIN ST) | 4520 | 5030 | -- | 4910 |
| BISCAY RD S/O ROCKY RUN RD | -- | -- | -- | 2600 |
| CENTER ST N/O KEENE WOODS RD @ TL | 1580 | 1510 | -- | 1530 |
| CHAPMAN ST W/O SCHOOL ST | 260 | 300 | 480 | 240 |
| CHURCH ST E/O HODGDON ST (W JCT) | -- | 1570 | -- | 1050 |
| CHURCH ST NE/O VINE ST | 880 | 1030 | -- | 660 |
| CHURCH ST W/O US 1B (MAIN ST) | 1450 | 1500 | -- | 990 |
| CROSS ST W/O SR 129 (BRISTOL RD) | -- | 1890 | -- | 1360 |
| EGYPT RD E/O BACK MEADOW RD | -- | -- | -- | 480 |
| EGYPT RD E/O BISCAY RD | -- | -- | -- | 790 |
| EGYPT RD N/O ROCKY RUN RD | -- | -- | -- | 510 |
| ELM ST NE/O US 1B (MAIN ST) | -- | -- | -- | 600 |
| ELM ST W/O CHURCH ST | -- | 1400 | -- | 1170 |
| HOSPITAL ENT W/O SR 129 (BRISTOL RD) | -- | -- | -- | 1250 |
| PARKING LOT LN NW/O WATER ST | -- | 1380 | -- | 990 |
| POWELL LN W/O SR 129/130 (BRISTOL RD) | -- | -- | -- | 50 |
| RAMP TO SR129 SW/O US 1B (MAIN ST) | -- | -- | -- | 2060 |
| SCHOOL ST NE/O SR 129/130 (BRISTOL RD) | -- | -- | -- | 3220 |
| SCHOOL ST SW/O CHURCH ST | -- | -- | 450 | 270 |
| SCHOOL ST SW/O US 1B (MAIN ST) | 4230 | 4300 | 4370 | 4200 |
| SR 129 (BRISTOL RD) N/O SCHOOL ST | -- | 4320 | -- | -- |
| SR 129 (BRISTOL RD) S/O CROSS ST | 5890 | 6060 | -- | 5940 |
| SR 129 (BRISTOL RD) S/O OLD COUNTY RD | -- | -- | -- | 6630 |

| | | | | |
|--|--------------|--------------|-------------|-------------|
| SR 129 (BRISTOL RD) S/O US 1B (MAIN ST) | -- | -- | -- | 6740 |
| SR 129 (BRISTOL RD) S/O WESTVIEW RD | -- | 7110 | -- | 6840 |
| SR 129/130 (BRISTOL RD) N/O POWELL LN | -- | 4320 | -- | 4590 |
| SR 129/130 (BRISTOL RD) S/O SCHOOL ST | -- | -- | -- | 7230 |
| THEATRE ST (OW) N/O US 1B (MAIN ST) | 860 | -- | -- | 560 |
| US 1B (NB) N/O US 1B (MAIN ST) | 6930 | 7280 | -- | 6800 |
| US 1B (SB) N/O US 1B (MAIN ST) | 6740 | 7310 | -- | 6640 |
| US 1 @ NOBLEBORO TL | 12120 | 12580 | -- | 11730 |
| US 1 SW/O BELVEDERE RD | 9650 | 9960 | 9580 | 9760 |
| US 1 SW/O US 1B (MAIN ST) | 8060 | 8820 | 8690 | 7960 |
| US 1B (MAIN ST) @ NEWCASTLE TL @ BR2215 | 13100 | 13370 | -- | -- |
| US 1B (MAIN ST) N/O BISCAY RD | 9360 | -- | -- | 9440 |
| US 1B (MAIN ST) NE/O SCHOOL ST | 12740 | 12410 | 12010 | -- |
| US 1B (MAIN ST) S/O BISCAY RD | 11870 | 12100 | -- | -- |
| US 1B (MAIN ST) S/O US 1 | 6000 | 6190 | -- | 6230 |
| US 1B (MAIN ST) SE/O IR1177 (THEATRE) | -- | 10310 | -- | 10140 |
| US 1B (MAIN ST) SE/O VINE ST | 10960 | -- | -- | 7650 |
| US 1B (MAIN ST) SE/O WATER ST | 10570 | 10250 | -- | 10120 |
| US 1B (MAIN ST) SW/OO BELVEDERE RD | -- | 8080 | -- | 7150 |
| US 1B (MAIN ST) W/O SCHOOL ST | -- | -- | 7690 | -- |
| WATER ST S/O US 1B (MAIN ST) | 1670 | 1460 | -- | 1280 |

Source: MDOT Annual Daily Average Traffic Count

[Enter survey responses about which roads are heavily traveled/concerns about traffic per respondents – if this question(s) was asked]

Traffic Generators

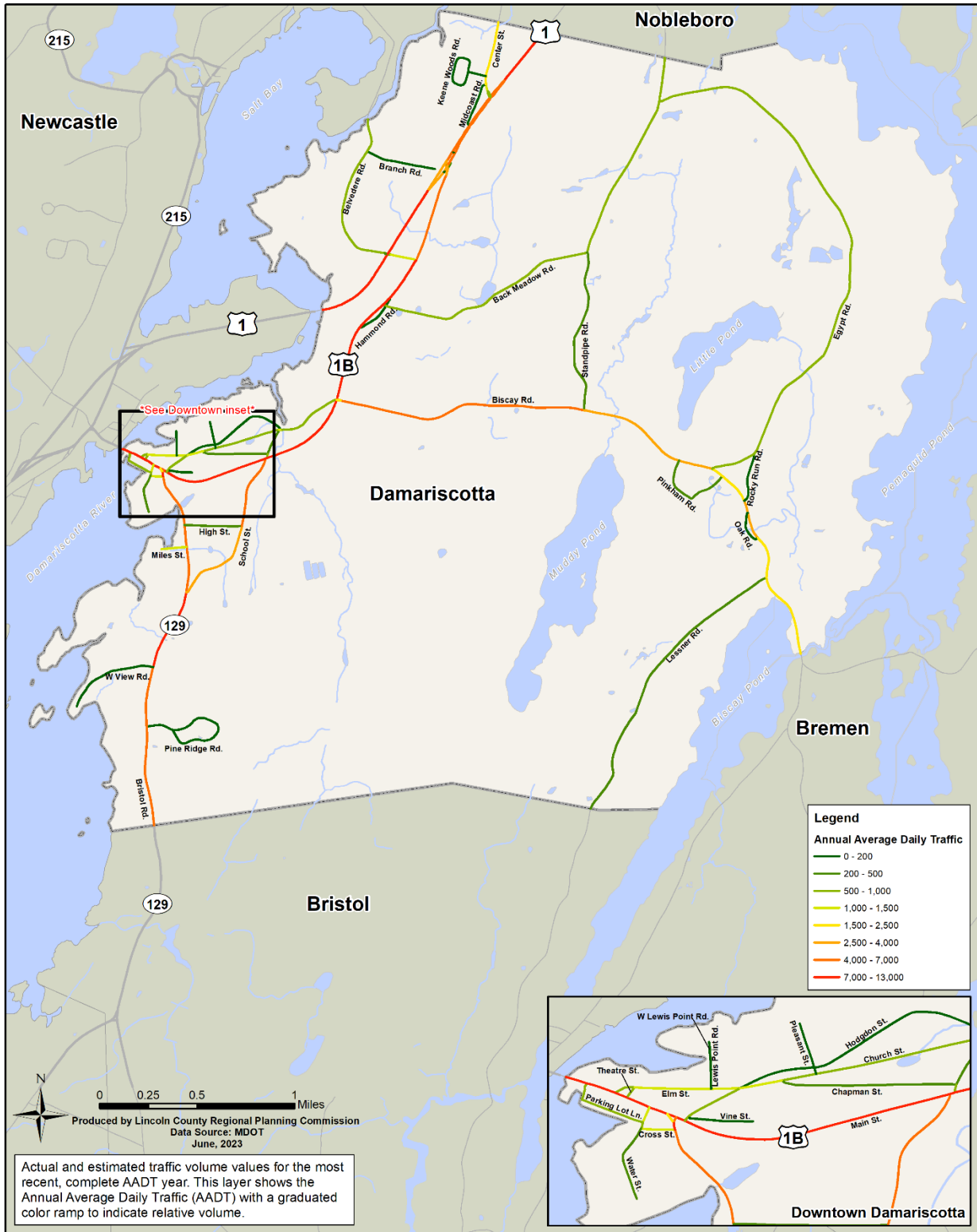
Damariscotta has a number of destinations that attract residents and visitors alike. These locations play a role in the traffic counts provided in [Table 8, above](#), and on [Map 6 on Page 19](#). For example, Damariscotta’s Main Street (US 1B) is home to shops and restaurants like Reny’s and Damariscotta River Grill, for example. Main Street also hosts the annual Damariscotta Pumpkin Festival in October, which saw ±50,000 attendees in 2022.

Further north on Route 1B residents and tourists can food shop at Hannaford, Main Street Grocery, and Rising Tide Co-Op. Great Salt Bay (GSB) School is located on Route 1B serves 383 students [\[verify with school\]](#) in grades K-8. Adjacent to GSB is the Central Lincoln County YMCA, a significant community resource offering childcare, summer camps, wellness classes, exercise facilities, etc.

Route 129 is the access point for residents and visitors to travel to Bristol and South Bristol, including heavy truck traffic. Traffic counts have remained relatively stable between 2016 and 2019, with Average Annual Daily Traffic Counts ranging from ±4,300 to ±7,200, depending on the section of Route 129.

Map 6: Annual Average Daily Traffic

Damariscotta: Annual Average Daily Traffic



Access Management

Maine DOT has adopted the Access Management Manual⁸ to control the development of driveways and entrances onto state and state-aid roads. MDOT defines driveways and entrances as:

“DRIVEWAY – A type of access that serves one of the following land uses: residential (up to five dwelling units); home-based occupations; forest management activities; farming; low impact industrial (e.g. substations), unless MaineDOT demonstrates, in accordance with the latest edition of the ITE Trip Generation Manual, published by the Institute of Traffic Engineers that the use generates 50 or more vehicle trips per day. Driveways may consist of surface material such as mineral soil, gravel, asphalt or other natural or man-made material constructed or created by repeat passage of on-road vehicles.”

“ENTRANCE – A type of access that serves one of the following land uses: residential (serving six or more dwelling units); housing developments; retail, office, or service business including department store, strip mall, convenience store, gas station, auto repair shop, restaurant, or similar use unless the applicant demonstrates to the satisfaction of MaineDOT, in accordance with the latest edition of the ITE Trip Generation Manual, published by the Institute of Transportation Engineers that the use generates less than 50 vehicle trips per day.”

A permit for a driveway or entrance, as defined above, being proposed on a major or minor collector road (state-aid road) is required from MDOT. In Damariscotta, these roadways are Route 1B, Route 129, School Street, and Biscay Road. The standards are higher for Route 1 as an arterial highway. However, the entirety of Route 1 in Damariscotta is access controlled so new development is prohibited from having a direct access on the highway.

Damariscotta has adopted local regulations to ensure safe use of and access to roadways, including minimum site distance requirements, drainage improvements, width standards, etc. Such standards are described in the Subdivision Ordinance (Chapter 103) and the Driveway and Driveway Entrance Ordinance (Chapter 802). Neither ordinance addresses proximity of new driveways to existing driveways or to intersecting roads unless a project requires Site Plan Review by the Planning Board.

Traffic Control Devices

The main traffic control device in Damariscotta is stop signs, located at all intersections. The Town has two beacon lights (flashing lights) located at the intersection of Miles Street and Route 129/130 (Bristol Road) at the entrance to the hospital and on Route 1 at the intersection of Belvedere Road.

Two traffic signal lights are in Town. The first is located at the intersection of Route 129 (Bristol Road) and Route 1B (Main Street). The second is at the intersection of Route 1B (Main Street),

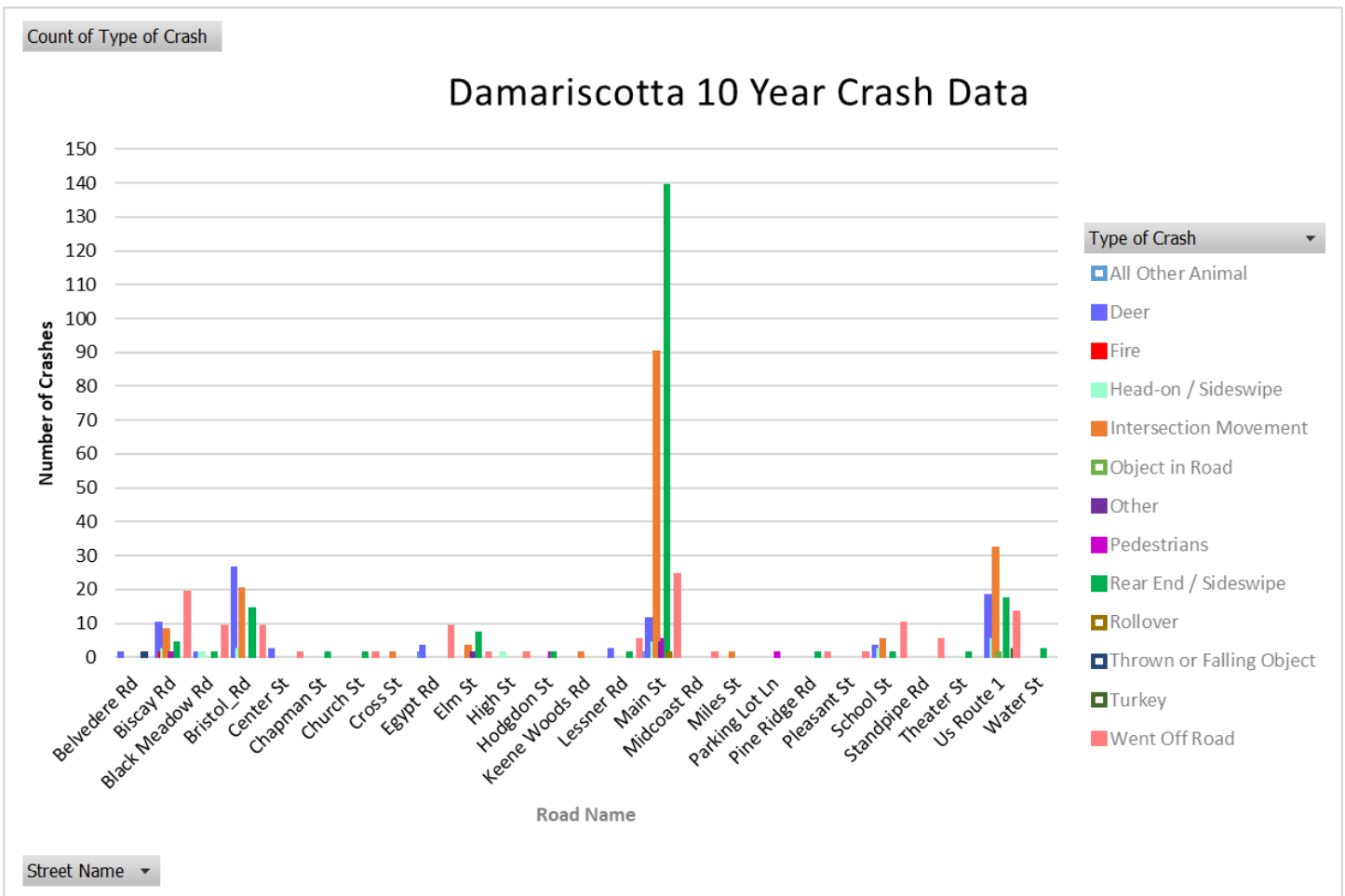
⁸ <https://www.maine.gov/mdot/traffic/docs/accessmgmt/229c299dec2013.pdf>

Biscay Road, and Church Street. This information is available on the Maine DOT Public Map Viewer⁹.

Accident Occurrences

MDOT, as part of the Comprehensive Plan data set provided to Damariscotta, lists the locations and crash type over a 10-year period from 2009 to 2019. **Graph 1: Damariscotta 10 Year Crash Data**, below, shows the number of crashes and crash type on Damariscotta’s roads using the data provided by MDOT. By far the most accidents were ‘rear-end/sideswipe’ occurring on Main Street.

Graph 1: Damariscotta 10 Year Crash Data (2009 – 2019)



Source: MDOT Crash Data

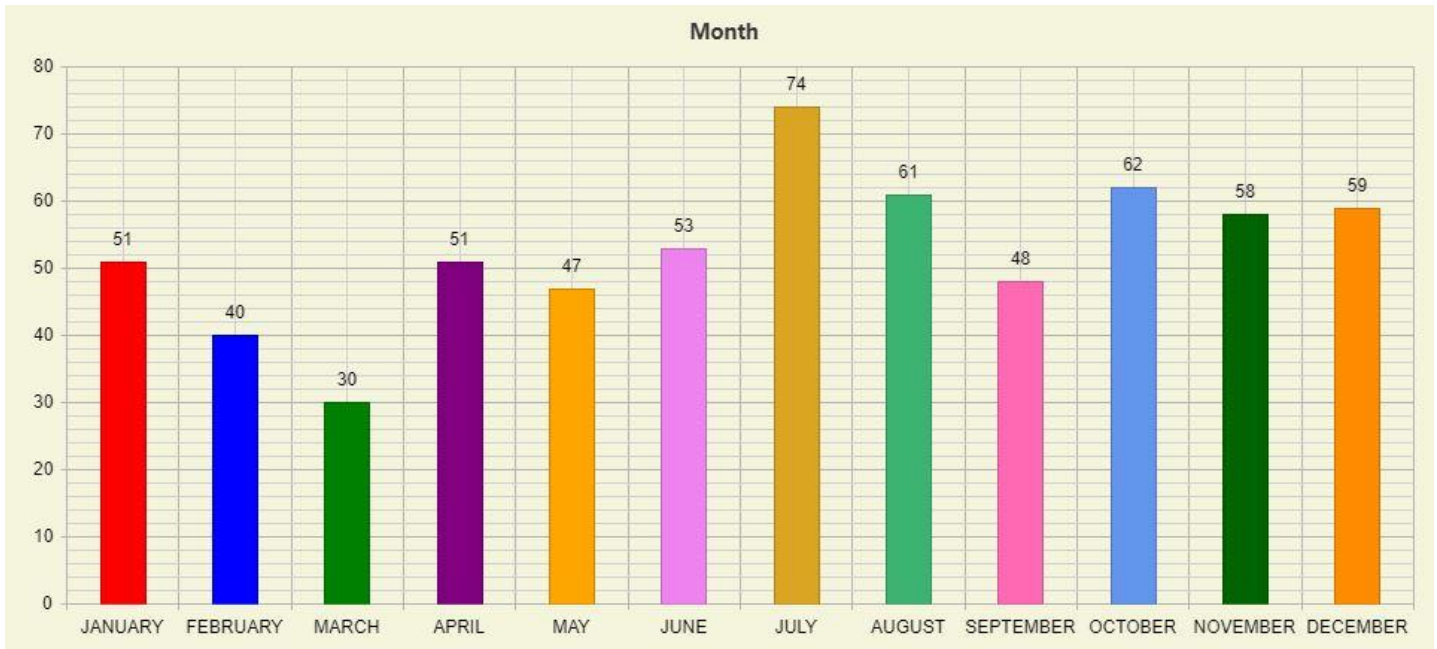
More recent crash data is available on MDOT’s Crash Data Website¹⁰. From 2012 to 2022 the Town saw 634 crashes, an increase of the total 578 crashes experienced from 2009 to 2019. Additionally, MDOT analyzes when accidents occurred by month (**Graph 2, Page 22**), day of the

⁹ <https://www.maine.gov/mdot/mapviewer/>

¹⁰ <https://www.maine.gov/mdot/safety/crash-data/>

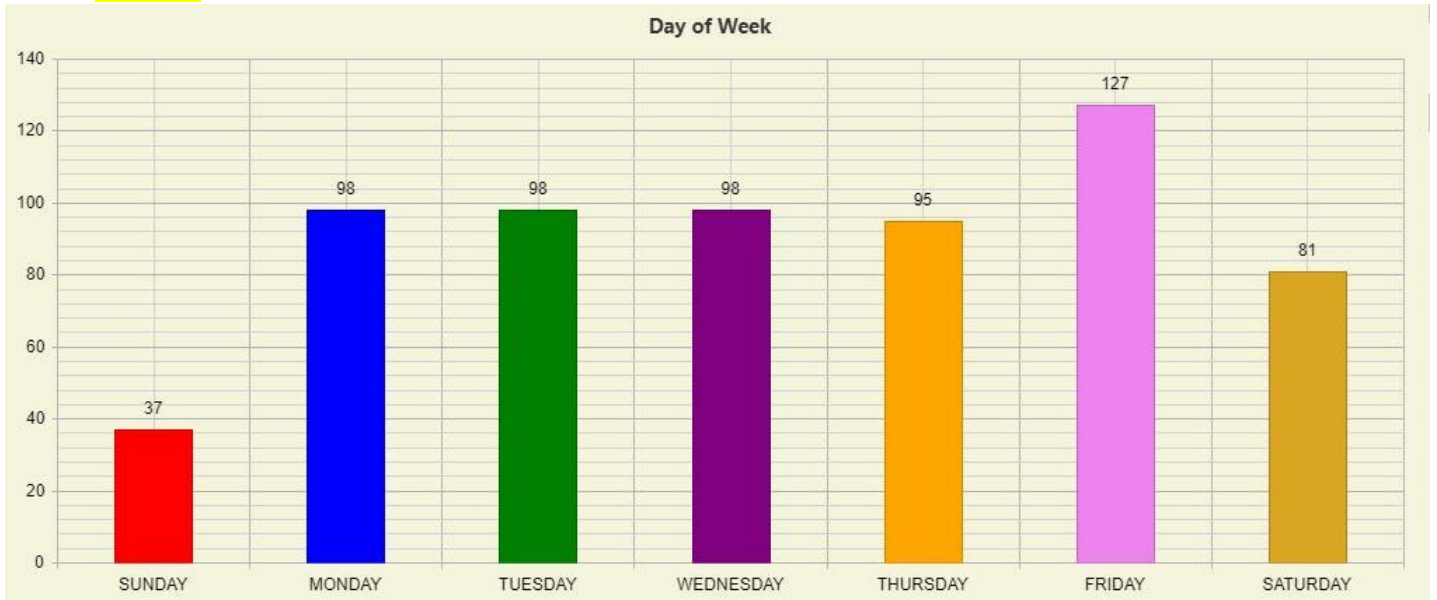
week (Graph 3, below), and time of day (Graph 4, Page 23). As shown in the Graphs, most accidents occurred during the second half of the year – July through December – with July seeing the most accidents at 71 occurrences. Fridays saw the most accidents, 127, with Monday through Thursday being almost evenly split. Sundays saw the least number of incidents at 37 over a 10-year period. More accidents occurred between 10AM and 5PM than during the evening and overnight hours.

Graph 2: 2012 – 2022 Damariscotta Crash Occurrences by Month



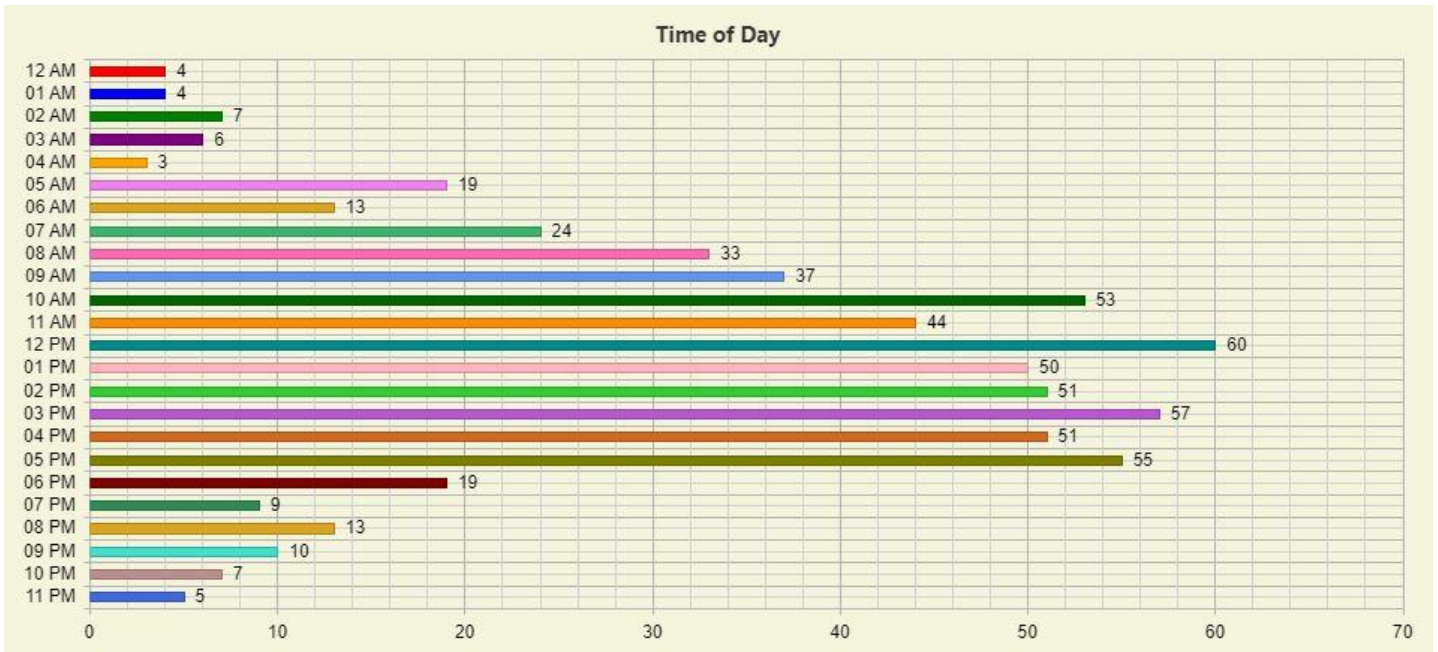
Source: MDOT Crash Data

Graph 3: 2012 – 2022 Damariscotta Crash Occurrences by Day of Week



Source: MDOT Crash Data

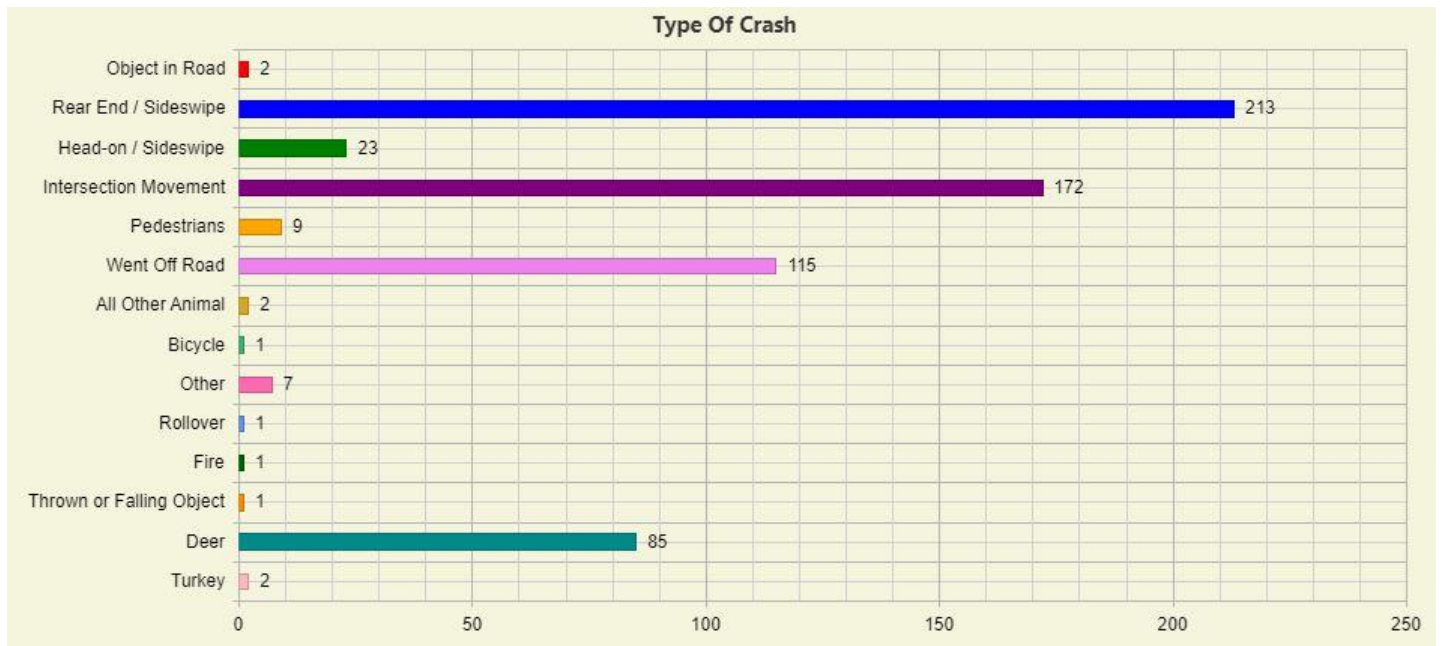
Graph 4: 2012 – 2022 Damariscotta Crash Occurrence by Time of Day



Source: MDOT Crash Data

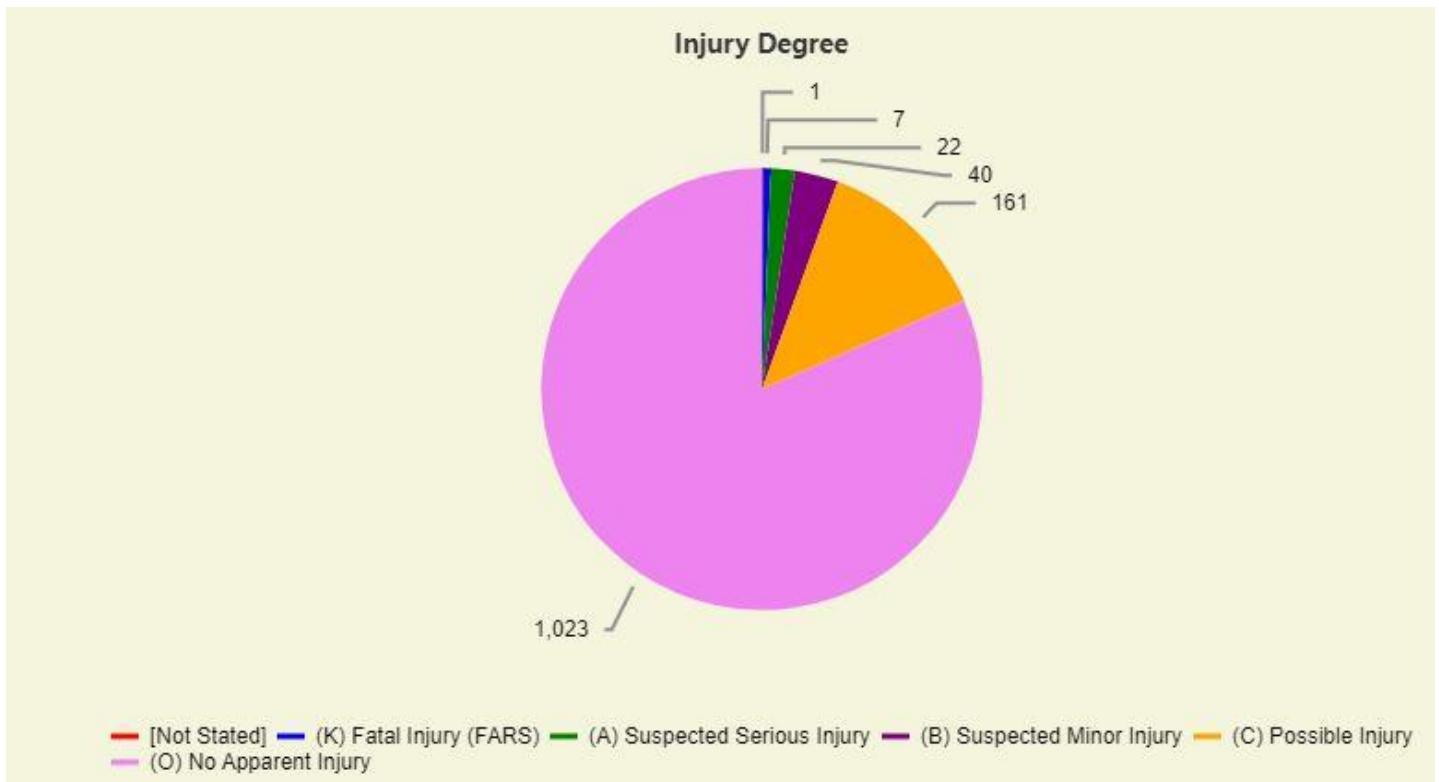
MDOT also evaluates the type of crash and injuries sustained from the crash. Graph 5, below, shows the accident by type and Graph 6 on Page 24, shows what, if any, injuries occurred.

Graph 5: 2012 – 2022 Damariscotta Crash Occurrence by Type



Source: MDOT Crash Data

Graph 6: 2012 – 2022 Damariscotta Crash Injuries



Source: MDOT Crash Data; Note: Count includes all individuals involved

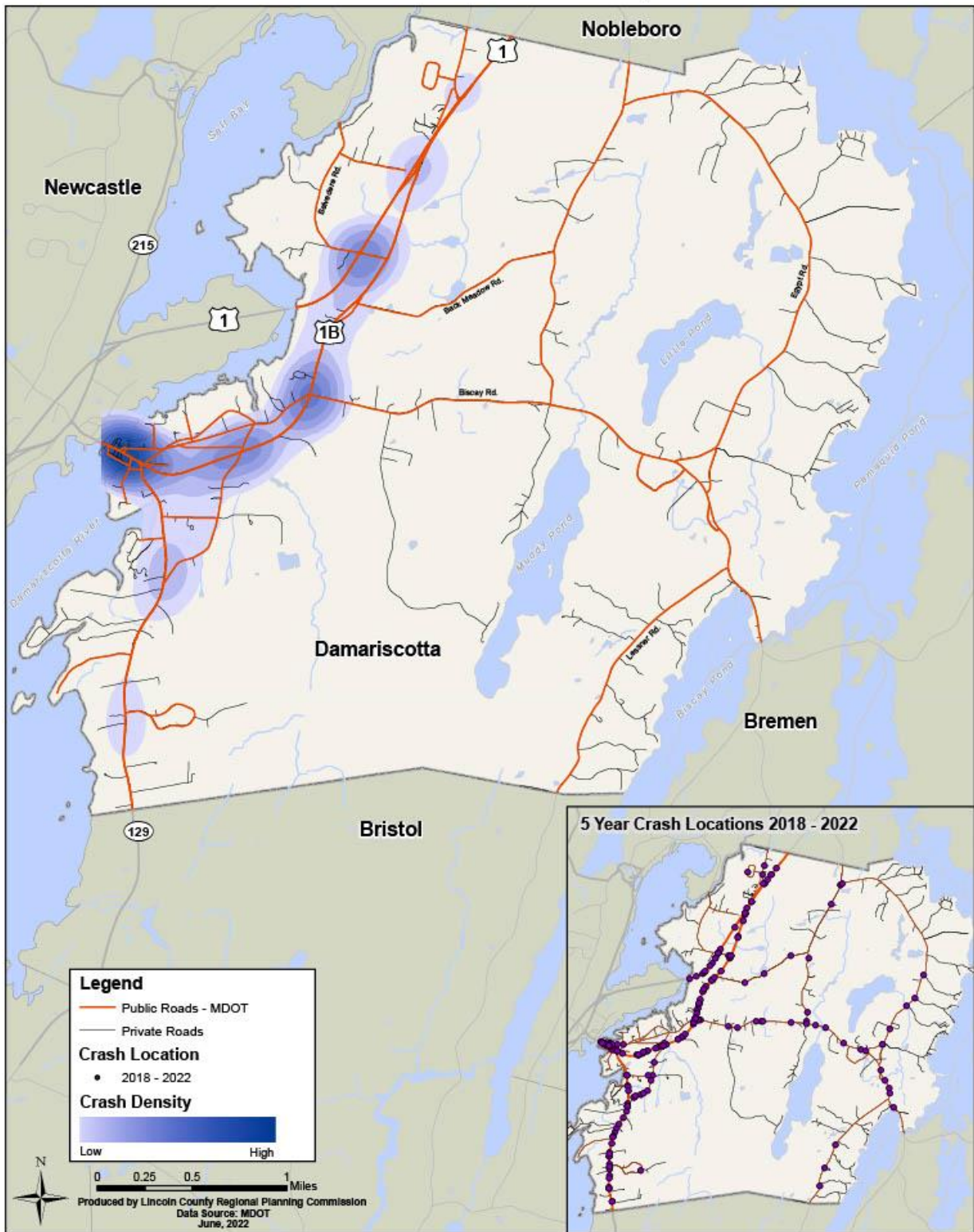
The majority of crashes were ‘rear-end/sideswipe’ with 213 occurring over a 10-year period, followed by ‘intersection movement’ at 172 incidents. Deer strikes are also common in Damariscotta, with 85 taking place from 2012 to 2022.

For most of these traffic accidents most of those involved did not suffer an apparent injury. However, a few accidents resulted in serious injury (7 in a 10-year period) and one accident resulted in a fatality. **Map 7: Damariscotta 10 Year Crash Density 2012 – 2022**, on **Page 25**, shows the crash locations. As shown, the majority of accidents have occurred in the Route 1 and Route 1B (Main Street) area.

MDOT identifies high accident locations, which are intersections or road segments that are sites of a high number of accidents. For 2017 to 2019 data, MDOT identified the road segment from intersection of Elm and Main to the intersection of Main Street and Parking Lot Lane as being a high accident location with ten (10) crashes occurring. 2022 data indicates the segment from the intersection of Main Street and Water Street to the intersection of Main Street and Theatre Street as a high crash section with eight (8) accidents occurring resulting in 4 injuries.

Map 7: Damariscotta 10 Year Crash Density 2012 – 2022

Damariscotta: 10 Year Crash Density 2012-2022



Map Prepared by Lincoln County Regional Planning Commission.

Infrastructure

Infrastructure such as bridges, established evacuation routes, sidewalks, and parking lots are essential for ensuring safe and effective vehicular, pedestrian, and bicycle movement throughout Damariscotta.

Bridges

Below is a list of the bridges in Town and details on their condition. All of them are owned and maintained by the State and no bridge improvements are proposed by MDOT at this time. **Map 8: Damariscotta Bridges and Waterfront Access**, on **Page 27**, shows their locations in Town.

1. **Damariscotta-Newcastle Bridge**, located on Route 1B crossing the Damariscotta River. The bridge was constructed in 1952. MDOT rates the deck condition as a '5 – Fair Condition' and the superstructure and substructure condition as '6 – Satisfactory'¹¹.
2. **Narrows Bridge**, located on Biscay Road crossing Pemaquid Pond. The bridge was constructed in 2008. The deck condition, superstructure condition, and substructure condition are all rated '8 – Very Good'.
3. **Glidden Point Bridge**, located on Route 1 crossing the Damariscotta River. The bridge was constructed in 1961. The deck condition is rated as '6 – Satisfactory' and the superstructure and substructure condition is rated '7 – Some Minor Problems'.
4. **Salt Bay Bridge**, located on Belvedere Road crosses Oyster Creek. The bridge was constructed in 2009. The bridge does not have an active rating by MDOT.

Map 8 provides the length of each bridge (in linear feet) as well as the locations of waterfront access – the Town Boat Landing and Biscay Beach.

Evacuation Routes:

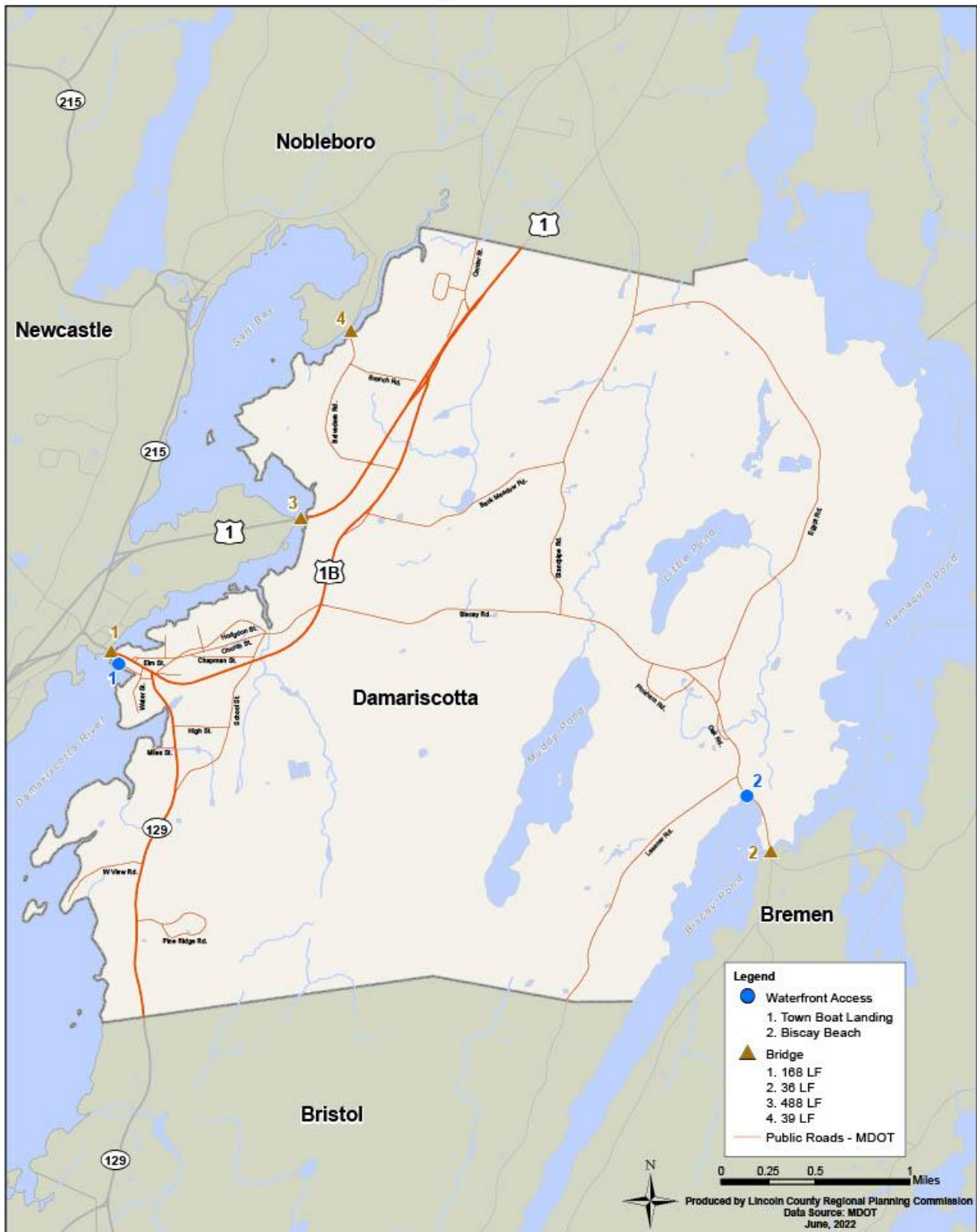
The Lincoln County Emergency Management Agency Evacuation Plan details the evacuation routes for Damariscotta. These routes are also available from the U.S. Army Corps of Engineers¹².

¹¹ Ratings come from MDOT

¹² <https://www.nae.usace.army.mil/Portals/74/docs/Topics/HurricaneStudies/ME/Reports/Annex%20E.pdf>

Map 8: Damariscotta Bridges and Waterfront Access

Damariscotta: Bridges and Waterfront Access



Map Prepared by Lincoln County Regional Planning Commission

Pedestrian Infrastructure

Damariscotta has a robust sidewalk system compared to other communities in Lincoln County. **Map 9: Downtown ADA Compliance**, on **Page 29**, shows the locations of existing sidewalks, including whether they meet ADA compliance. The majority of sidewalks are considered non-compliant mostly due to curb ramp non-compliance. **Table 9: Damariscotta Sidewalks Data**, **below**, provides additional details.

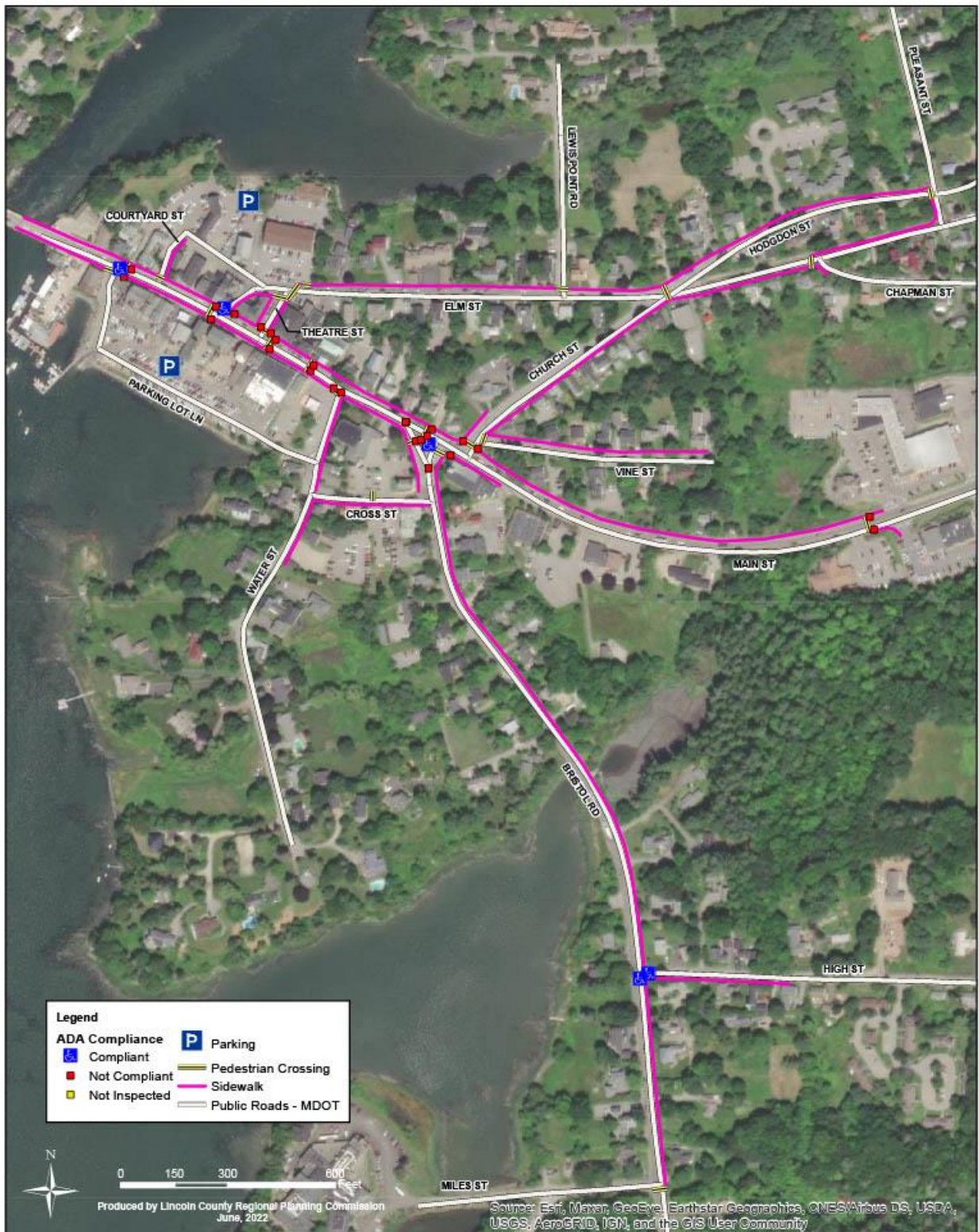
In 2021 the Damariscotta Public Safety and Accessibility Collaborative (PSAC) created the Twin Villages Walking Map. The PSAC is a community group of 15 Damariscotta and Newcastle volunteers dedicated to the development of sideways, pathways, and bikeways. Their walking map shows the locations of sidewalks and trails in both towns, as well as the location of the Measured Mile – an easily accessible one mile walking loop adjacent to the Downtown involving Hodgdon Street, School Street, and Chapman Street. These streets have less vehicular traffic making the Measured Mile a pedestrian destination for safe walking.

Table 9: Damariscotta Sidewalks Data

| Damariscotta Sidewalks Data | | | | | | | | | |
|--|------------------|------------------|------------------|------|---------------|----------------|--------------|-----------|---------------------------|
| Count | Street | Segment | | Side | Length (feet) | Type | Width (feet) | Condition | Comments |
| | | From | To | | | | | | |
| 1 | Vine Street | Church Street | End | N | 640 | Asphalt | 3 | P | Discontinuous |
| 2 | Church Street | Main Street | Elm Street | S | 630 | Asphalt | 4 | VG | |
| 3 | Church Street | Main Street | Bank Driveway | N | 110 | Asphalt | 4 | VG | |
| 4 | Church Street | Elm Street | Chapman Street | S | 400 | Asphalt | 5 | New | Need crosswalk at Chapman |
| 5 | Church Street | Elm Street | Pleasant Street | N | 680 | Asphalt | 5 | New | |
| 6 | Church Street | Church Street | Cottage Gardens | S | 1000 | Asphalt-Gravel | 2 - 3 | VP | Discontinuous |
| 7 | Chapman Street | Church Street | 2nd Driveway | S | 120 | Asphalt | 5 | New | |
| 8 | Hodgdon Street | Church Street | Pleasant Street | W | 450 | Asphalt | 3.5-5 | F-New | Discontinuous |
| 9 | Elm Street | Main Street | Courtyard Street | E | 130 | Asphalt | | P | |
| 10 | Elm Street | Theater Street | Church Street | N | 950 | Asphalt | 2.5-5 | P-New | Artifacts in Sidewalk |
| 11 | Theatre Street | Main Street | Elm Street | E | 100 | Asphalt | 5 - 7 | | |
| 12 | Theatre Street | Main Street | Elm Street | W | 90 | Asphalt | 5 | | |
| 13 | Courtyard Street | Main Street | Elm Street | E | 80 | Asphalt | 3 | F | |
| 14 | Main Street | Bridge | Courtyard Street | N | 230 | Asphalt | Varies | VG | |
| 15 | Main Street | Courtyard Street | Elm Street | N | 250 | Asphalt | Varies | VG | |
| 16 | Main Street | Elm Street | Theatre Street | N | 90 | Asphalt | Varies | VG | |
| 17 | Main Street | Theater Street | Church Street | N | 600 | Asphalt | Varies | VG | |
| 18 | Main Street | Church Street | Yellofront | N | 1200 | Asphalt | Varies | New | |
| 19 | Main Street | Bridge | Parking Lot Lane | S | 190 | Asphalt | Varies | VG | |
| 20 | Main Street | Parking Lot Lane | Taco Alley | S | 180 | Asphalt | Varies | VG | |
| 21 | Main Street | Taco Alley | Junes Alley | S | 80 | Asphalt | Varies | VG | |
| 22 | Main Street | Junes Alley | Water Street | S | 360 | Asphalt | Varies | VG | |
| 23 | Main Street | Water Street | Bristol Road | S | 200 | Asphalt | Varies | VG | |
| 24 | Water Street | Main Street | Cross Street | E | 220 | Asphalt | 5' | VG | |
| 25 | Water Street | Cross Street | 22 Water Street | E | 840 | Asphalt-Gravel | Varies | P | Discontinuous |
| 26 | Cross Street | Water Street | Bristol Road | S | 230 | Asphalt | 2 - 3 | P | |
| 27 | High Street | Bristol Road | 22 High Street | S | 520 | Asphalt | 2 - 3 | P-VP | |
| 28 | Bristol Road | Main Street | Cross Street | E | 130 | Asphalt | 5 | VG | |
| 29 | Bristol Road | Cross Street | High Street | E | 1330 | Asphalt | 5 | 2016 | |
| 30 | Bristol Road | High Street | Miles Street | E | 610 | Asphalt | 5 | 2016 | |
| 31 | Pleasant Street | Church Street | Hodgdon Street | W | 60 | Asphalt | 5 | New | |
| Source: Newcastle-Damariscotta Bicycle Pedestrian Plan, April 2015 | | | | | 12700 | | | | |

Map 9: Downtown ADA Compliance

Damariscotta: Downtown ADA Compliance



Map Prepared by Lincoln County Regional Planning Commission

Parking

Map 9: *Downtown ADA Compliance* on **Page 29** shows the locations of the two (2) public parking facilities in downtown Damariscotta. This lot is of insufficient size to meet the Town’s need for off-street parking in the Downtown, especially during the summer and fall months when Damariscotta sees an influx of visitors. Other available parking includes on-street spaces on Main Street and parking lots at the Town Office, fire station, and elementary school.

Table 10: *Damariscotta Parking Lot Maintenance*, **below**, describes the condition and any proposed maintenance work for the parking lots in Town. Winter maintenance of the downtown parking lots is contracted with Hagar Enterprises. The current contract with Hagar is from 2019 through 2024.

Table 10: Damariscotta Parking Lot Maintenance

| Parking Lot | Condition | Proposed Project | Fiscal Year Allocation |
|--|-----------|--|---|
| Municipal Lot | Poor | Rebuild Road ENG/RFP | RFP – Fall/Winter 2021 Construction Spring 2022 – Project possibly completed in multi-year phases ¹ |
| Town Hall Lot South | Good | <i>Not provided</i> | <i>Not provided</i> |
| Biscay Beach | Fair | Pave parking lot; improve hand-carry launch; expand swim | <i>Not provided</i> |
| <p>Key: ENG – Engineering Services required for design/cost projections RFP – Select contractors through RFP process PWC – Use contractor from public works services contract agreement PWI – Work to be accomplished by Public Works Staff YEAR – Fiscal Year(s) recommended to be accomplished WP – To be completed by Public Works staff or within Town’s operating budget funds CIP – Major project to be completed as part of five year capital improvement program</p> <p>1. Latest status of reconstruction of parking lot – confirm with Andy</p> | | | |

Source: Damariscotta Public Works Department

Damariscotta adopted a Traffic and Parking Ordinance in 1998, last revised in 2015¹³. The Ordinance describes parking limits in the municipal lot. For example, spaces reserved for boat landing parking and maximum daytime parking allowance (3 hours). It also sets forth one-hour parking on Main Street between the hours of 6AM and 6PM daily.

[Description of proposed municipal parking lot improvements – adding or decreasing number of spaces? EV Charger(s) installed]

¹³ https://www.damariscottame.com/sites/g/files/vyhlif4311/f/uploads/traffic_parking_ord_07-15-15.pdf

Alternative Transportation

Damariscotta town officials and residents have had an increasing interest in establishing and expanding alternative transportation options in the community over the past several years.

Cycling

No designated cycling routes are located in Damariscotta, other than road shoulders on Route 1. **Map 10: Damariscotta Road Cycling Routes**, on **Page 32**, shows the locations of road cycling routes from the Bicycle Coalition of Maine¹⁴. Sharing the road with vehicular traffic and cycling on narrow shoulders, some of which need repair, is of concern to residents and visitors who bike in Town.

In 2015 the Newcastle-Damariscotta Bicycle-Pedestrian Committee and Robert Faunce, Lincoln County Planner, prepared the Newcastle-Damariscotta Bicycle-Pedestrian Plan¹⁵. Goals and objectives to increase safety such as signage and traffic-calming measures, embracing Maine Safe Routes to Schools programs, and creating routes to key destinations, to name a few.

[Summary and key data points from the 2020/2021 Cycling Survey prepared by the PSAC – Outcomes/Goals to be included in Goals/Strategies section of this Chapter]

Public Transportation

Concord Coach Lines has a bus stop on Main Street. Passengers can purchase tickets online for the twice-daily service for north- and south-bound rides. As the coach bus cannot pull off-street properly backups on Main Street occur when the bus picks up and drops off passengers.

Railroad Service & Infrastructure

Damariscotta is located in proximity to the Rockland Branch, which connects Brunswick with Rockland. The line is owned by Maine Department of Transportation and has been operated by Canadian Pacific Railway since 2019¹⁶. The line provides freight transportation and previously operated a twice-daily excursion route between Rockland and Brunswick with trains stopping occasionally in Newcastle at the train stop off of Depot Street.

Expansion of this route has been discussed and attempted previously. The desire for alternative transportation, as well as economic development brought by increased visitors through rail lines, are frequently considered as organizations try to make the passenger rail line financially viable.

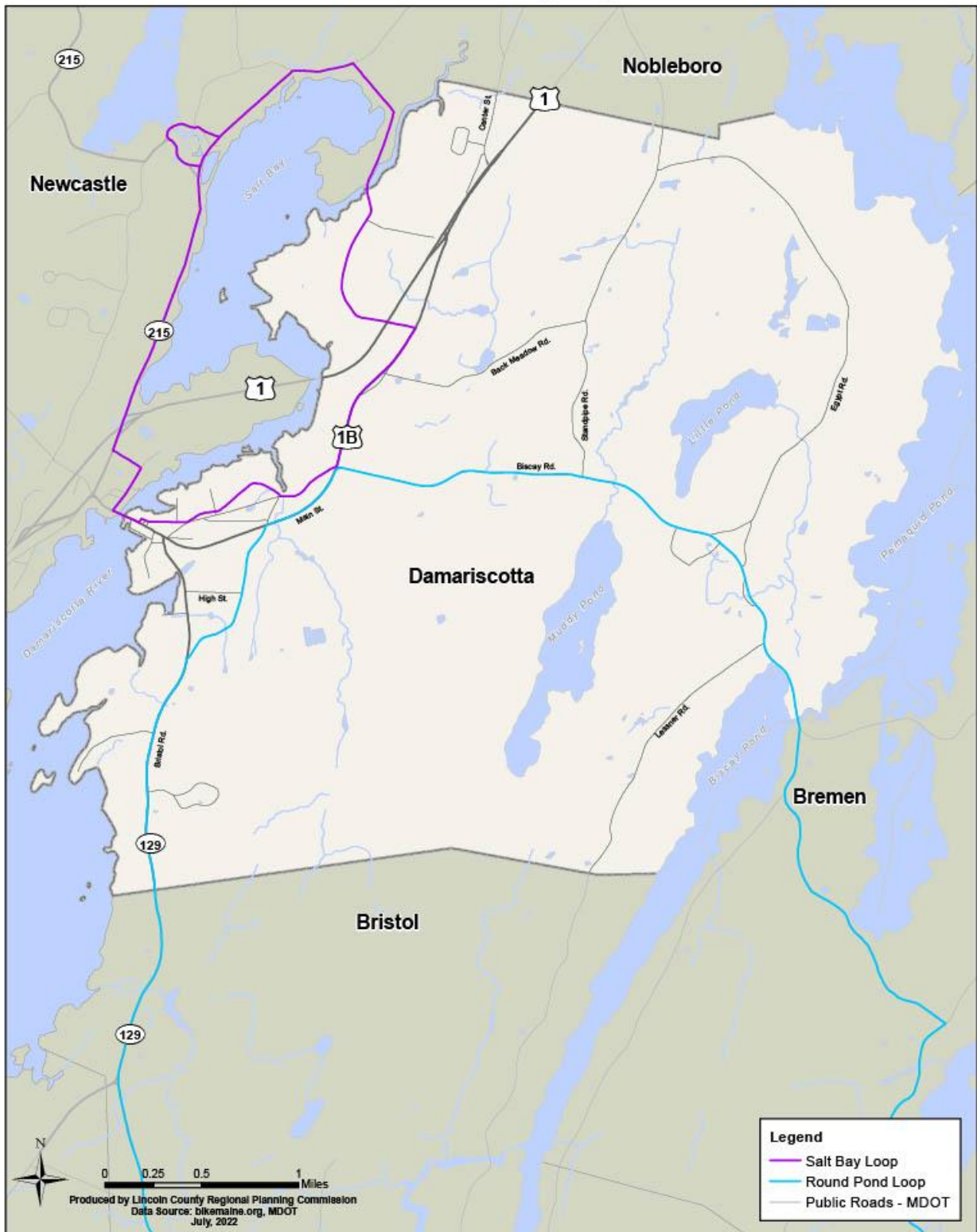
¹⁴ <https://www.bikemaine.org/where-to-ride/>

¹⁵ https://www.damariscottame.com/sites/g/files/vyhlf4311/f/uploads/2015_newcastle-dama_bicycle-pedestrian_plan.pdf

¹⁶ https://knox.villagesoup.com/news/canadian-pacific-to-buy-rail-company-that-runs-rockland-branch/article_498b37a5-4e99-52fb-8277-3be00ff5df5.html

Map 10: Damariscotta Road Cycling Routes

Damariscotta: Road Cycling Routes



Map Prepared by Lincoln County Regional Planning Commission

Airports

The closest airport serving Damariscotta is the Wiscasset Airport. Wiscasset's airport is located at such a distance that activities in Damariscotta have no impact on its airspace. Other airports in the greater region include:

- The Maine State Airport, Augusta
- The Knox County Regional Airport
- The Portland International jetport
- The Bangor International Airport

The airports listed above offer scheduled air service.

Ferry Services and Water Access

Currently Damariscotta does not have a ferry service, although public access to the Damariscotta River is available in the Downtown. Access points are shown on [Map 8](#) on [Page 27](#).

[Pending ASK Grant from LCRPC for accessible dock – include here?]

Regional Plans

[Input from Subcommittee desired before diving into this section – how far back in time do we want to go? How large of scale (countywide, regional, statewide) do we want to go?]

Rte 129/130 Corridor Study

Gateway 1

Future of Brunswick/Rockland rail service

East Coast Greenway

MDOT Family of Plans – Long-range plan and active transportation plan

Results and efforts of Cycling Subs – considered regional?

Goals and Strategies

To be identified through discussions with Subcommittee, survey responses, and community engagement session(s)

Notes from the Transportation Subcommittee meeting minutes talk about whether a ferry service would be desired – was this question asked as part of the survey?

Goals and strategies from cycling survey in 2021 from PSAC

Pedestrian goals from PSAC

10. Transportation

Sensible Transportation Policy Act

If a community has adopted a local or applicable regional long-range transportation plan that has been approved by the Maine Department of Transportation as consistent with the *Sensible Transportation Policy Act* (23 M.R.S.A. §73), then the transportation section is deemed complete for the purposes of review under this Chapter. The transportation section of the comprehensive plan need only include a letter from the Maine Department of Transportation stating that the community's long-range transportation plan is consistent with 17-229 CMR Chapter 103 subchapter 3 and is current in accordance with 17-229 CMR Chapter 103 subchapter 3.2(F).

Absent such approval, the following information, analyses, policies and strategies are required. Regional transportation plans must be consulted in preparing this section.

A. State Goal

To plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.

B. Analyses

To generate minimum analyses to address state goals, use Conditions and Trends data in Section 3.10(C) to answer the following questions.

- (1) What are the transportation system concerns in the community and region? What, if any, plans exist to address these concerns?
- (2) Are conflicts caused by multiple road uses, such as a major state or U.S. route that passes through the community or its downtown and serves as a local service road as well?
- (3) To what extent do sidewalks connect residential areas with schools, neighborhood shopping areas, and other daily destinations?
- (4) How are walking and bicycling integrated into the community's transportation network (including access to schools, parks, and other community destinations)?
- (5) How do state and regional transportation plans relate to your community?

- (6) What is the community's current and approximate future budget for road maintenance and improvement?
- (7) Are there parking issues in the community? If so what are they?
- (8) If there are parking standards, do they discourage development in village or downtown areas?
- (9) Do available transit services meet the current and foreseeable needs of community residents? If transit services are not adequate, how will the community address the needs?
- (10) If the community hosts a transportation terminal, such as an airport, passenger rail station, or ferry terminal, how does it connect to other transportation modes (e.g. automobile, pedestrian, bicycle, transit)?
- (11) If the community hosts or abuts any public airports, what coordination has been undertaken to ensure that required airspace is protected now and in the future? How does the community coordinate with the owner(s) of private airports?
- (12) If you are a coastal community are land-side or water-side transportation facilities needed? How will the community address these needs?
- (13) Does the community have local access management or traffic permitting measures in place?
- (14) Do the local road design standards support the community's desired land use pattern?
- (15) Do the local road design standards support bicycle and pedestrian transportation?
- (16) Do planned or recently built subdivision roads (residential or commercial) simply dead-end or do they allow for expansion to adjacent land and encourage the creation of a network of local streets? Where dead-ends are unavoidable, are mechanisms in place to encourage shorter dead-ends resulting in compact and efficient subdivision designs?

C. Conditions and Trends

Minimum data required to address Analyses:

- (1) The community's Comprehensive Planning Transportation Data Set prepared and provided to the community by the Department of Transportation, and the Office, or their designees.
- (2) Location and overall condition of roads, bridges, sidewalks, and bicycle facilities, including any identified deficiencies or concerns.

- (3) Identify potential on and off-road connections that would provide bicycle and pedestrian connections to neighborhoods, schools, waterfronts and other activity centers.
- (4) Identify major traffic (including pedestrian) generators, such as schools, large businesses, public gathering areas/activities, etc. and related hours of their operations.
- (5) Identify policies and standards for the design, construction and maintenance of public and private roads.
- (6) List and locate municipal parking areas including capacity, and usage.
- (7) Identify airports within or adjacent to the community and describe applicable airport zoning and airspace protection ordinances your community has in place.
- (8) Identify bus or van services.
- (9) Identify existing and proposed marine and rail terminals within your community including potential expansions.
- (10) If coastal communities identify public ferry service and private boat transportation support facilities (may be covered under Marine Resources with cross reference) including related water-side (docks/piers/wharves) and land-side (parking) facilities.

D. Policies

Minimum policies required to address state goals:

- (1) To prioritize community and regional needs associated with safe, efficient, and optimal use of transportation systems.
- (2) To safely and efficiently preserve or improve the transportation system.
- (3) To promote public health, protect natural and cultural resources, and enhance livability by managing land use in ways that maximize the efficiency of the transportation system and minimize increases in vehicle miles traveled.
- (4) To meet the diverse transportation needs of residents (including children, the elderly and disabled) and through travelers by providing a safe, efficient, and adequate transportation network for all types of users (motor vehicles, pedestrians, bicyclists).
- (5) To promote fiscal prudence by maximizing the efficiency of the state or state-aid highway network.

E. Strategies

Minimum strategies required to address state goals:

- (1) Develop or continue to update a prioritized improvement, maintenance, and repair plan for the community's transportation network.
- (2) Initiate or actively participate in regional and state transportation efforts.
- (3) Maintain, enact or amend local ordinances as appropriate to address or avoid conflicts with:
 - a. Policy objectives of the *Sensible Transportation Policy Act* (23 M.R.S.A. §73);
 - b. State access management regulations pursuant to 23 M.R.S.A. §704; and
 - c. State traffic permitting regulations for large developments pursuant to 23 M.R.S.A. §704-A.
- (4) Maintain, enact or amend ordinance standards for subdivisions and for public and private roads as appropriate to foster transportation-efficient growth patterns and provide for future street and transit connections.

3. TRANSPORTATION

Transportation in Damariscotta is dependent on trucks and automobiles, which use the state, local and private roads within the community. Understanding the extent of the transportation network, trends in its use, and how changing development patterns could impact this network is crucial when planning for the community's future.

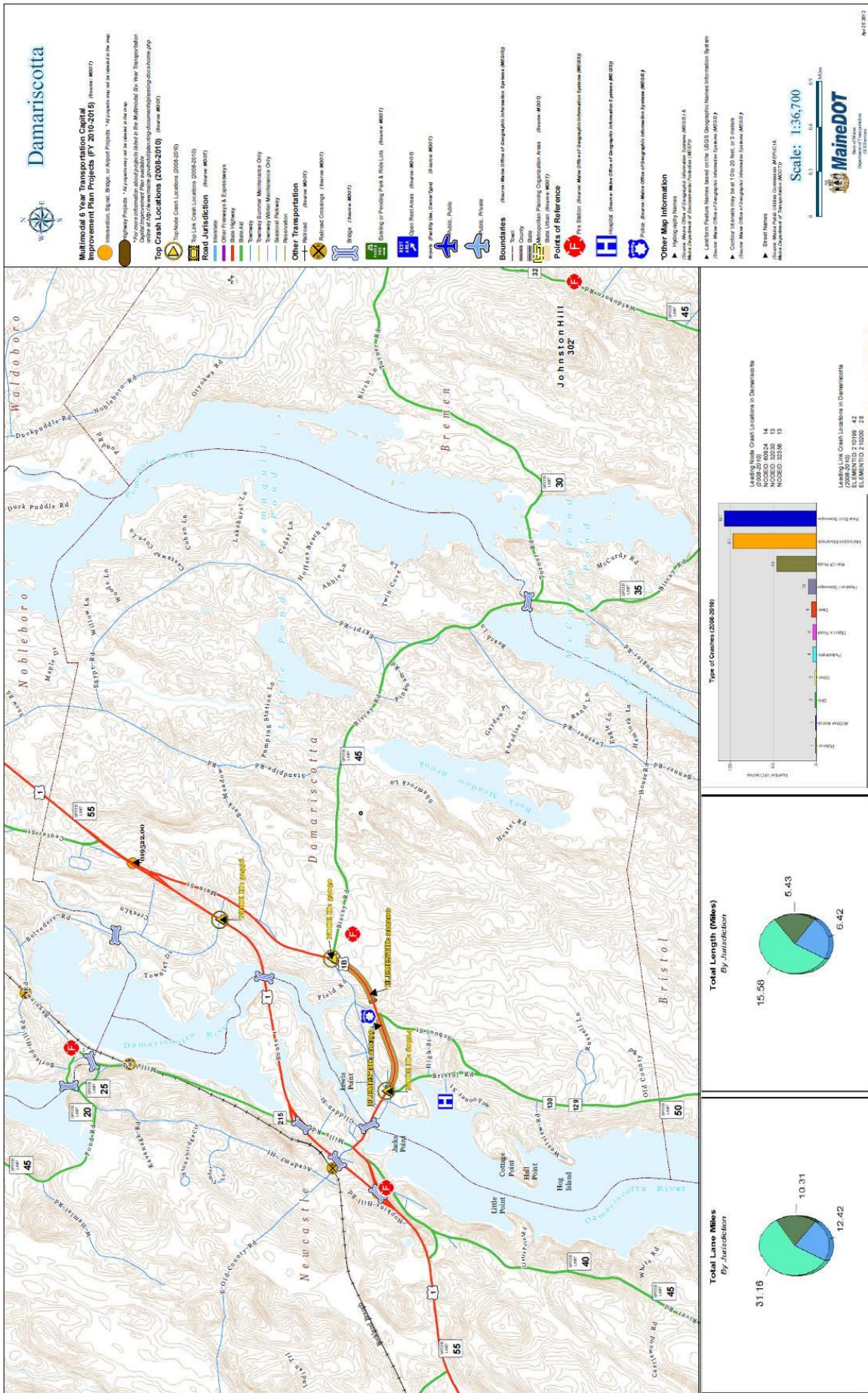
Vehicular Traffic

Damariscotta's transportation network is dominated by vehicular traffic traveling on the community's network of public and private roads. The maintenance responsibility for these roads depends on the principal use of the roadway and falls on private individuals, the Town of Damariscotta, and the State of Maine.

Figure 1 presents Damariscotta's public and private road network. As of 2011, there were 26.36 miles of public roadways (Table 1). These roadways vary in function and character from high-speed arterials to private gravel roadways.

- There are 1.89 miles of **arterial roadway**, defined by MDOT as travel routes that carry high speed, long distance traffic usually with a US Route number designation. The arterial route in Damariscotta is Rt. 1.
- There are approximately 8.7 miles of **collector roadways**, defined by MDOT as travel routes that collect and distribute traffic from and to arterials, serving places of lower population densities and somewhat removed from main travel routes. In Damariscotta, major collectors include Routes 1B and 129 while minor collectors include School Street south of Route 1B and Biscay Road.
- There are approximately 15.77 miles of **local roads**, defined by MDOT as all roadways not classified as an arterial or collector. All local roads in Damariscotta are paved road and are maintained by the town.
- There are approximately 25.4 miles **private roads** and additional named and unnamed **common driveways**, which are maintained by private individuals and/or businesses. Please see Table 2 for an inventory of private roads.

Figure 1:DAMARISCOTTA TRANSPORTATION MAP 2012 {link: www.townofdamariscotta.com
→ Government →Town
Planning Documents →
Comprehensive Plan Maps →
Map 19



Type of Crashes (2008-2010)



Leading Near-Crash Locations in Damariscotta (2008-2010)



Leading Near-Crash Locations in Damariscotta (2008-2010)



Total Length (Miles) By Jurisdiction



Total Lane Miles By Jurisdiction



DISCLAIMER: The Maine Department of Transportation provides this information for informational purposes only. It is subject to change and may be incomplete depending upon changing conditions. This report is not intended to support emergency dispatch. The Department assumes no liability for damages resulting from the information.

Table 1 - Damariscotta Public Roads

| Name | Function | MDOT Highway Corridor Priority | Length (mi.) | Town Roads | | Cond. | Comments/Required Work | Roadway Character/ Scenic Views |
|-------------------------------|------------|--------------------------------|--------------|--------------------|--------------------|-------|---|--|
| | | | | Summer Maint. (mi) | Winter Maint. (mi) | | | |
| Main St. (Route 1B) | Major Col. | 4 | 2.72 | | | P-G | Rte. 1 to Biscay - deteriorated shoulders & surface, crack, some poor base; Biscay to Bristol Rd. - checked & cracked surface, poor shoulders | In-town portion very attractive village streetscape; Views up river from bridge*; view of Round Top* |
| US Route 1 | Arterial | 1 | 1.89 | | | VG | Recent overlay | Views of Great Salt Bay* |
| Bristol Rd. (Route 129) | Major Col. | 4 | 1.91 | | 1.91 | F | Poor shoulders, surface deterioration, sagging due to poor base, broken pavement edge | Attractive in-town and rural views along roadway* |
| Biscay Rd. | Minor Col. | 5 | 3.21 | | 3.21 | P-G | Base OK, pavement deteriorated, checked; scheduled for 2012 paving | Views to Biscay Pond* |
| School St. (S of Main Street) | Minor Col. | 5 | 0.86 | | 0.86 | F | Deteriorated pavement and edge | |
| School St. (N of Main Street) | Local | 6 | 0.17 | 0.17 | 0.17 | F | Poor surface with parallel cracking, some checking, poor shoulders | |
| Center St. | Minor Col. | 5 | 0.39 | 0.39 | 0.39 | G | Paved and gravel shoulders, good surface, base OK | |
| Lessner Rd. | Local | 6 | 1.57 | 1.57 | 1.57 | G | Some cracking in limited areas but overall OK; hor/vert curves; few areas with ledge, large trees near travelway | |
| Egypt Rd. | Local | 6 | 2.92 | 2.92 | 2.92 | G | Some limited cracking, checking | Attractive rural views |
| Church St. | Local | 6 | 0.97 | 0.97 | 0.97 | F | Parallel/perpendicular cracking, rough surface in areas, limited shoulders on westerly side | |
| Standpipe Rd. | Local | 6 | 0.84 | 0.84 | 0.84 | P | Narrow, poor surface, edge damage, culvert cover, poor base in areas | |
| Back Meadow Rd. | Local | 6 | 2.25 | 2.25 | 2.25 | G | Recent overlay, few areas with shoulders below travelway | Attractive rural views |
| Branch Rd. | Local | 6 | 0.36 | 0.36 | 0.36 | F | Narrow, some edge deterioration, surface adequate for existing usage | |
| Belvedere Rd. | Local | 6 | 1.03 | 1.03 | 1.03 | P-G | W of Route 1 - pavement generally good with some parallel cracking, ? base, slight distance limitations; E of Route 1 - deteriorated surface, shoulders, ? base | Water, rural views |
| Pinkham Rd. (public portion) | Local | 6 | 0.25 | 0.25 | 0.25 | G | Narrow, surface OK for usage; partially gravel? | |
| Chapman St. | Local | 6 | 0.33 | 0.33 | 0.33 | F-P | Culvert cover, base, pavement deteriorated in areas | |
| Vine St. | Local | 6 | 0.13 | 0.13 | 0.13 | F | Culvert cover, some surface deterioration, OK for usage | |
| Rocky Run Rd. | Local | 6 | 0.24 | 0.24 | 0.24 | G | Narrow, mostly good surface | |
| Elm St. | Local | 6 | 0.24 | 0.24 | 0.24 | G | Some surface deterioration | |
| Hodgdon St. | Local | 6 | 0.56 | 0.56 | 0.56 | P | One lane, poor surface, base, culvert cover | |
| Pleasant St. | Local | 6 | 0.13 | 0.13 | 0.13 | F-G | Narrow, culvert cover, surface OK for usage | |
| Cross St. | Local | 6 | 0.07 | 0.07 | 0.07 | G | | |
| High St. | Local | 6 | 0.29 | 0.29 | 0.29 | P-F | Road narrows at crest, surface with parallel cracking, some perpendicular cracking | |
| Lewis Point Rd. | Local | 6 | 0.09 | 0.09 | 0.09 | G | Narrow, OK for current usage | |
| West Lewis Point Rd. | Local | 6 | 0.04 | 0.04 | 0.04 | F | One lane, no shoulders, deteriorated surface with cracking | |
| Water St. | Local | 6 | 0.26 | 0.26 | 0.26 | G | Limited perpendicular cracking, narrow | |
| Theater St. | Local | 6 | 0.03 | 0.03 | 0.03 | VG | | attractive village streetscape |
| Hammond St. | Local | 6 | 0.23 | 0.23 | 0.23 | P | Narrow, surface OK for usage | |
| Westview Rd. | Local | 6 | 0.49 | 0.49 | 0.49 | F | Surface deteriorated, base OK | Water views |
| Midcoast Rd. | Local | 6 | 0.25 | 0.25 | 0.25 | G | Good base, some cracking but good surface overall; some deteriorated edges at Midcoast Energy and Center Street intersection | |
| Keene Woods Rd. | Local | 6 | 0.47 | 0.47 | 0.47 | F | | |
| Parking Lot Ln. | Local | 6 | 0.16 | 0.16 | 0.16 | F | Narrow, culvert cover, limited areas of checking, cracking | Views down river* |
| Oak Rd. | Local | 6 | 0.16 | 0.16 | 0.16 | F-P | Some cracking, poor pavement at westerly end, OK for current use | |
| Pine Ridge Rd. | Local | 6 | 0.72 | 0.72 | 0.72 | F-G | Narrow, some areas of surface deterioration, culvert cover | |
| Miles St. (public portion) | Local | 6 | 0.13 | 0.13 | 0.13 | F-G | Erosion along northerly shoulder, significant deterioration of retaining wall | |
| Total | | | 26.30 | 16.77 | 21.76 | | | * from 1990 Comprehensive Plan |

Table 2 - Damariscotta Private Roads

| | | | | | |
|--------------------------------------|------|---------------------|------|-----------------------|------|
| Abbie Ln. | 3500 | Eagle Ln. | 2400 | Millbrook Ln. | 540 |
| Aho Ln. | 240 | Ebert Ln. | 250 | Morning Glory Ln. | 1500 |
| Alewive Ln. | 600 | Edward Ave. | 300 | Nissen Farm Ln. | 1560 |
| Alexandra Rd. | 400 | Ellingwood Dr. | 750 | Noah Ln. | 600 |
| Alison Ln. | 1000 | Farm Ln. | 360 | North Rd. | 360 |
| Angell Ln. | 240 | Field Rd. | 1200 | Old County Rd. | 2200 |
| Back 40 Farm Rd. | 2000 | Fir Tree Ln. | 360 | Our Rd. | 360 |
| Barstow Dr. | 400 | Fuller Run | 750 | Oyster Creek Ln. | 1260 |
| Beach Ln. | 1400 | Garden Pl. | 2600 | Paradise Ln. | 2160 |
| Belknap Point Rd. | 400 | Genthner Ln. | 400 | Pemaquid Ln. | 840 |
| Birch Ln. | 500 | Golden Ln. | 360 | Pinkham Rd. (private) | 1000 |
| Branch Rd. | 1920 | Hallowell Ln. | 740 | Piper Mill Rd. | 2500 |
| Breezy Cove Ln. | 360 | Hardy Hill Ln. | 400 | Pond Cir. | 600 |
| Brickyard Cove Ln. | 400 | Headgate Rd. | 1650 | Powell Ln. | 770 |
| Briggs Ln. | 430 | Heater Rd. | 9700 | Pumping Station Ln. | 3180 |
| Brook Ln. | 850 | Hemlock Ln. | 1900 | Rand Ln. | 1900 |
| Brooksong Ln. | 540 | Hoffses Beach Ln. | 2760 | Reny Rd. | 550 |
| Budweiser Ln. | 800 | Holly Ln. | 660 | Rice Ln. | 300 |
| Butternut Ln. | 400 | Huston Cove Ln. | 1600 | Rose's Meadow | 240 |
| Cappellitti Dr. | 1600 | Hutchins Ln. | 800 | Round Top Ln. | 600 |
| Castaway Cove Ln. | 3100 | Jackie's Tr. | 650 | Russell Ln. | 1450 |
| Castner Lding | 400 | Julia Ln | 300 | Schooner St. | 1900 |
| Cathedral Pines Rd. | 2000 | Juniper Ln. | 1900 | Shamrock Ln. | 3600 |
| Cedar Ln. | 3000 | Lakehurst Ln. | 4000 | Shore Ln. | 360 |
| Chase Point Ln. | 2400 | Laurel Ln. | 420 | Silky Way | 520 |
| Chestnut Ln. | 200 | Ledgewood Court Dr. | 550 | South Rd. | 360 |
| Coastal Market Dr. | 550 | Lilac Garden Rd. | 300 | Steep Ledge Rd. | 1900 |
| Cohen Ln. | 2640 | Long Ln. | 500 | Stonewyck Ln. | 1150 |
| Colby Ln. | 750 | Marsh View Ln. | 1100 | Sycamore Ln. | 400 |
| Coleman Ln. | 100 | Massasoit Dr. | 660 | Toby's Way | 400 |
| Cottage Point Rd. | 4700 | Meadow Ct. | 900 | Townley Dr. | 1560 |
| Cove Ln. | 1000 | Meadow Ln. | 150 | Trackster Ln. | 1140 |
| Cranberry Pt. | 400 | Memory Ln. | 350 | Twin Cove Ln. | 4900 |
| Creek Ln. | 1000 | Midden Way | 1400 | Valley Ln. | 900 |
| Day's Cove Ln. | 450 | Miles Center Way | 650 | Williams Plaza | 230 |
| Deerfield Ln. | 400 | Miles St. (private) | 350 | Willow Ln. | 2800 |
| Total - 134,080 ft. (25.4 mi) | | | | Woods Ln. | 2300 |

Damariscotta Private Roads Total - 134,080 ft. (25.4 mi)

The Town of Damariscotta is responsible for summer maintenance of 15.77 miles of roadway, all of which are paved. As indicated in Table 1, many of these roads have deteriorated travel surfaces and, as residential growth occurs on these roads, maintenance costs will rise due to increases in traffic. Based on MDOT data presented in Table 5, overall average annual daily traffic on Damariscotta roads for which comparative statistics are available decreased 1% between 2007 and 2010. This decrease was likely a result of the recent economic recession so as economic conditions improve traffic on state and local roads will likely increase in the future.

Based on the comments provided in Table 1, it is necessary to reconstruct, rehabilitate or repave a number of local roads. By encouraging or permitting development in areas that are served by adequate roads, increased maintenance costs associated future capital outlays may be avoided or at least delayed.

Road Maintenance and Capital Improvements

Damariscotta has substantial truck traffic on both Routes 1B and 129. While the ultimate destination of much of this truck traffic is the Bristol peninsula, the trucks are adversely affecting road conditions. In addition, many trucks use School Street and Belvedere Road as short cuts with the resultant severe deterioration experienced over the past decade. Unless a road is constructed to accommodate such traffic, heavy loads may damage the road's base and sub-base and cause deterioration of the paved surface. Deferred maintenance can have similar impacts.

Biscay Road has also experienced significant deterioration due to heavy truck traffic and deferred state maintenance (it is scheduled for repaving in 2012). MDOT has paved Route 1 and reconstructed the in-town portion of Route 1B in recent years but the balance of Route 1B is deteriorating due to heavy traffic and areas of inadequate base and drainage. A number of town roads, including Church Street, High Street, the local portion of School Street, Standpipe Road, Chapman Street, Hodgdon Street, Westview Road and others, have some significant vertical and horizontal curves that present safety concerns to pedestrians and/or passenger vehicle traffic and cars entering and exiting driveways.

MDOT is responsible for summer maintenance of about 10.5 miles of roads in Damariscotta but some of these roads, including Route 1B outside of the village, School Street and, to a lesser extent, Route 129, require significant improvements. In addition, the town has winter maintenance responsibility for these roads and their current condition makes it more difficult, costly and time consuming to plow and keep free of ice.

MDOT released its 2012-2015 Statewide Transportation Improvement Plan in October, 2011. The following Damariscotta projects are included in the plan and are either completed or are currently underway:

- Route 1/Route 1B Intersection Improvements
- Route 1B/Biscay Road Traffic Signalization Improvements
- Route 1B Sidewalk Extension
- Engineering for Route 129 Drainage and Pedestrian Improvements

Within the overall context of connecting Maine, transportation planning is now done regionally, based on Economic Development District boundaries. Lincoln County is in the Mid-Coast Economic Development District (MCEDD). In 2005, MCEDD prepared a Regional Transportation Assessment (RTA), which identified Corridors of Regional Economic Significance and listed potential improvements to the corridors (corridors in this context does not only mean a vehicular roadways but includes related transportation facilities such as bike-ped routes, rail corridors, ferry lines and related support facilities). Route 1 is the only Corridor of Regional Economic Significance in Damariscotta and recommendations for Route 1 projects were deferred pending the conclusion of the Gateway 1 Planning project.

MDOT will continue to rebuild existing roads, as funds are available. However, its top priority will continue to be its pavement preventive maintenance (PPM) program. The condition of a well-paved road tends to be stable for the first 5-10 years. Then, as cracks form and water gets into pavement and base, the rate of deterioration quickens. The PPM program focuses on applying lighter, less expensive pavement treatments earlier and more frequently in a pavement's life, thereby avoiding the point at which the pavement quickly deteriorates and the cost of repair accelerates.

MDOT also recently completed a Highway Corridor Prioritization process for all non-local roads within Damariscotta (local roads were not evaluated because they do not qualify for state assistance). US Route 1 is a Level 2 priority highway, Routes 1B and 129 Level 4 priority highways and Biscay Road and School Streets Level 5 highways. Customer Service Levels (CSLs) were also completed for all non-local roads utilizing the following factors:

- **Crash History.** This measure includes the two types of motor vehicle crashes most likely related to the highway- head-on and run-off-road crashes. The A-F scale compares these crash rates with the statewide average.
- **Paved Roadway Width.** This measure compares total paved width (lane plus shoulder) with minimum acceptable widths by Highway Corridor Priority (not new design standards). If a highway segment fails this minimum, the Safety Customer Service Levels for that segment is decreased one letter grade.
- **Pavement Rutting Safety.** This measure looks at wheelpath rutting, since excessive rutting holds water and contributes to hydroplaning and icing in winter. The A-F scale set points vary by Highway Corridor Priority, and are based on hydroplane tests.
- **Bridge Reliability.** This measure is pass/fail. If a highway segment contains a bridge with a Condition Rating of 3 or less (excluding non-overpass decks), the Safety Customer Service Level is decreased one letter grade. These bridges are safe, but may require increased inspection or remedial work that could affect traffic flow.
- **Pavement Condition.** This measure uses the Pavement Condition Rating (PCR), a 0-5 scale that is composed of International Roughness Index, rutting, and two basic types of cracking. The A-F scale varies by Highway Corridor Priority.
- **Roadway Strength.** This measure uses the results of the falling weight deflectometer, a device that estimates roadway strength. The A-F scale is uniform across Highway Corridor Priority, since even low-priority roads must support heavy loads in Maine's natural resource-based economy.
- **Bridge Condition.** This measure converts the 0-9 national bridge inventory (NBI) condition ratings to pass or fail; it is uniform across Highway Corridor Priority.
- **Ride Quality.** This measure uses the International Roughness Index (IRI), which is expressed in inches per mile of deviation. IRI is the nationally accepted standard for passenger comfort, and the A-F scale varies by Highway Corridor Priority.
- **Posted Road.** Each year, MaineDOT posts more than 2,000 miles of road during spring thaw to protect their longevity, but some posted roads directly affect Maine's economy. Road segments that are permanently posted get a D, those with seasonal postings get a C.
- **Posted Bridge.** This measure uses load weight restrictions to arrive at an A-F score that varies by Highway Corridor Priority.
- **Congestion Service.** This measure uses the ratio of peak traffic flows to highway capacity to arrive at an A-F score for travel delay. Peak summer months are specifically considered to capture impacts to Maine's tourism industry. This scale is uniform across Highway Corridor Priority, since tourist travel is system-wide and sitting in traffic affects customer service similarly on all roads.

See <http://www.maine.gov/mdot/about/assets/search/> for CSLs for non-local roads in Damariscotta.

Damariscotta has an attractive combination of village, rural and waterview roadscapes that highlight the community's waterfront, forested areas and coastal village life. It also has a significant amount of undivided habitat in the easterly and southerly portions of the community and care should be taken to discourage new roads and development in this area. The quality and critical nature of this undivided habitat is addressed in sections IV, V and VII of Volume II.

Roads such as Back Meadow Road, Egypt Road, the westerly section of Belvedere Road and portions of Route 129 offer winding automotive pathways through forests, fields, hilly areas, and rural residential areas. The village streets north and south of Main Street offer water views and access, historic neighborhoods and classic 19th century commercial storefronts. As these roads are rebuilt, widened or otherwise improved to accommodate modern, higher speed, large trucks and cars, some of these important visual attributes may be lost. Context-sensitive design is a technique often used to ensure that as roads are brought up to modern standards, the character of the existing roads is not diminished.

In addition to the MDOT plans, the Town of Damariscotta prepares an annual plan for road paving and related work. The town maintains a record of all past road projects and develops an annual improvement plan based, in part, on the age and condition of road surfaces, as described in Table 1. As part of the

preparation of this Comprehensive Plan, the DPW director and selectmen have prepared a multi-year capital improvement plan (CIP) for town roads. Because unforeseen events, including storm damage, weather delays, rising fuel and pavement costs, etc., can have significant impacts on planned projects, the CIP should be viewed as a living document rather than a fixed plan and is subject to review on an annual basis. The roads portion of the CIP is presented in Table 3.

**Table 3
Damariscotta 5-year Transportation Capital Improvement Plan**

| | | | |
|--|-----------|-------------|---|
| Fire Department FDR Driveway & Parking Lot & Paving | FY 17 | \$75,000 | Yet to be Funded Reserves |
| Route 1B Sidewalk & Drainage Improvements Project | FY 12 | \$360,000 | MDOT & FHA Funds & Efficiency Maine Grant |
| Bristol Road Sidewalk & Drainage Improvement Project | FY 13/ 14 | \$1,125,000 | MDOT & FHA Funds, NOAA Grant & Else Reserves(\$105K) |
| Chapman Street Sidewalk & Infrastructure Improvements Project | FY 13 | \$605,000 | CDBG Grant (\$480K), Else Fund (\$80K), GSBSD (\$40K) |
| Standpipe Road FDR & Paving | FY 14 | \$156,000 | FY 13 in house drainage (\$6K), Paving Reserve (\$140K) |
| West View Drive FDR & Paving | FY 15 | \$94,500 | FY 13 in house drainage (\$4.5K), YTBF Reserves |
| Miles Road Retaining Wall Replacement & Sidewalk Project | FY 13 | \$90,000 | Contingent on Bristol Road Bids , Sidewalk Reserves |
| Municipal Parking Lot Reconstruction & Infrastructure Improvements | FY 14 | \$1,000,000 | Included in potential TIGER Grant Funds, Else Funds |
| Capital Paving Repairs Numerous Locations | FY 13 | \$52,000 | Paving Reserves |
| Heater Road Paving - Biscay Road to Garage | FY 17 | \$25,000 | YTBF Paving Reserves |
| Police Cruiser | FY 16 | \$25,000 | YTBF Police Reserves |
| Hillside Cemetery Road Paving | FY 13 | \$8,000 | Cemetery Reserves |

Traffic Safety

The following intersections and street are classified as High Crash Locations (eight or more crashes within a 3-year period and a Critical Rate Factor of 1.0 or greater).

**Table 4
High Crash Locations**

| Location | Crashes in 3-Year Period | Critical Rate Factor |
|-----------------------------|--------------------------|----------------------|
| Church St. @ Main St. | 10 | 1.27 |
| Belvedere Road @ US Route 1 | 9 | 2.49 |
| Route 1B @ US Route 1 | 10 | 3.39 |
| Lessner Road | 8 | 2.5 |

Source - MDOT

MDOT has completed traffic improvement projects at each of the intersections in recent years. A road realignment and new traffic signal were completed at the intersection of Route 129 and Main Street, just west of Church Street. The US Route 1-Belvedere Road intersection was reconfigured to include a painted island to provide a turning lane and better channelize traffic and the US Route 1-Route 1B intersection was completely redesigned. Updated crash data is not yet available for these locations so it is not yet known whether any or all are still high crash locations. It is unclear what factors are contributing to Lessner Road’s classification as a high crash location.

Traffic Volumes and Patterns of Use

MDOT counts traffic volume on a rotating schedule. Because traffic counts are taken throughout the non-winter months, they must be statistically adjusted so that they can be made comparable regionally and state-wide. In addition, peak traffic occurs at different times in different areas of the state. The Dept., therefore, applies factors to the traffic counts to produce Average Annual Daily Traffic (AADT). The most recent available counts in Damariscotta were in 2007 and 2010 as presented in Table 5.

**Table 5
Damariscotta MDOT Traffic Counts**

| Road | Intersection | 2007 AADT | 2010 AADT | Change 2007-2010 |
|------------------|-------------------------|-----------|-----------|---------------------|
| Route 1B | @ Newcastle TL 10560 | 10720 | | 1.5% |
| Route 1B | SE/O Water Street | 10770 | 10280 | -4.5% |
| Route 1B | SE/O Vine Street 9100 | 9570 | | 5.2% |
| Route 1B | NE/O School Street | 12080 | 12400 | 2.6% |
| Route 1B | N/O Biscay Road | 8770 | | |
| Route 1B | S/O US 1 | 6060 | 5830 | -3.8% |
| Route 1B | SW/O Belvedere Road | 7480 | | |
| US Route 1 | @ Nobleboro TL 10470 | | | |
| US Route 1 (NB) | N/O Route 1B | 6520 | 6640 | 1.8% |
| US Route 1 | SW/O Route 1B 8430 | 7960 | | -5.6% |
| US Route 1 (SB) | N/O Route 1B 6400 | 6640 | | 3.8% |
| US Route 1 | SW/O Belvedere Road | 9370 | 8790 | -6.2% |
| Egypt Road | E/O Biscay Road 770 | | | |
| Egypt Road | E/O Knowlton Road 560 | | | |
| Church Street | NE/O Vine Street | 1110 | 980 | -11.7% |
| Church Street | E/O Hodgdon Street | 1600 | | |
| Church Street | W/O Route 1B | 1480 | 1540 | 4.1% |
| Biscay Road | E/O Standpipe Road | 3110 | | |
| Biscay Road | E/O Route 1B | 4310 | 4340 | 0.7% |
| Belvedere Road | W/O US Route 1 930 | 840 | | -9.7% |
| Belvedere Road | W/O Route 1B | 1670 | | |
| School Street | SW/O Church Street | 380 | | |
| School Street | SW/O Route 1B 4170 | | 3800 | -8.9% |
| Chapman Street | SW/O School Street | 310 | | |
| Hodgdon Street | NE/O Church Street | 190 | | |
| Elm Street | W/O Church Street | 1530 | 1590 | 3.9% |
| Back Meadow Road | E/O Hammond Street | 460 | | |
| Cross Street | W/O Bristol Road | 1600 | 1880 | 17.5% |
| Water Street | S/O Route 1B | 1690 | 1830 | 8.3% |
| Bristol Road | S/O Route 1B | 6640 | | |
| Bristol Road | S/O Cross Street 6120 | | 6180 | 1% |
| Bristol Road | N/O School Street | 4930 | 4790 | -2.8% |
| Bristol Road | N/O Cottage Point Road | 6830 | | |
| Bristol Road | SW/O Cottage Point Road | 7330 | | |
| Bristol Road | S/O Westview Road | 6570 | | |
| Center Street | @ Nobleboro TL 1600 | 1350 | | -15.6% |

Source - MDOT

Traffic count data can be affected by unique local traffic conditions existing on the day of the count so one should not rely too much on individual year-by-year comparisons but some trends are evident from the data in Table 5. Combining the US Route 1 NB and SB data yields an AADT of 12,920 in 2007 and 13,280 in 2010, or a 2.8% increase over that time period while the Route 1 AADT south of Belvedere Road decreased by 6.2%. Overall traffic on Route 1 in Lincoln County, however, has decreased. From

2007 to 2010 Route 1 AADT decreased by 5.1% at Route 144 in Wiscasset, 4% at the Wiscasset-Edgecomb town line and 10% at both the Waldoboro-Nobleboro town line and at Route 32 in Waldoboro while AADT increased by 1% at Sheepscoot Road in Newcastle and 5.4% at the Waldoboro-Warren town line. During this same period, traffic on the Maine Turnpike decreased by 3.6%, which is a good indicator of the overall traffic situation in Maine.

Although there is no clear pattern to the increases and decreases of AADT on Route 1B during 2007-2010, traffic volume on the road consistently exceeds 10,000 vehicles per day at the Newcastle town line and the Water Street and School Street intersections, which is an indication of the importance of Route 1B to the community. School Street serves as a de facto bypass of the downtown, allowing traffic bound for the Bristol peninsula to avoid the Route 1B-Route 129 intersection and its attendant traffic congestion. The Route 1B-School Street intersection, however, is space constrained and not suitable for high turning volumes, including trucks bound for Route 129.

Plans for traffic improvements to Route 1B from the Heart and Soul project consist of eventually extending sidewalks out from the Village along Rt 1B to GSB School and down Bristol Road to Miles complex. Four 'nodes' were identified for possible roundabouts or 'square-arounds' to traffic calm and provide pedestrian amenity and more local park-once and shop or recreate.

Evacuation Routes

See the Lincoln County Emergency Management Agency Evacuation Plan for Damariscotta.

Environmental Impacts of Transportation Facilities

There has been very little development of new roads in Damariscotta in the past 30-40 years. Most of the private roads serving waterfront uses have been in place for many years. The only significant transportation project that **could significantly** impact undeveloped wildlife habitat **would** be development of private transportation infrastructure for **the Piper Mill area back from** Route 1B and School Street. This area is now mostly undeveloped so new roads **would** result in some fragmentation of this habitat.

The History of Growth Maps presented in **Volume I, Chapter 7** demonstrate that most recent residential construction has occurred along the town's many public roads as well as private roads along the river and fresh water ponds with relatively little development in the interior. Therefore, much of the land in Damariscotta that has historically been undivided and undeveloped remains so today. The town does not have **mandatory** provisions **for** open space subdivisions, which can be an effective tool in preserving undivided open space when residential subdivisions are developed. A larger minimum lot size in rural areas combined with mandatory open space clustering may be a consideration in the future.

No records are maintained regarding transportation-related wildlife mortality. Given the relatively slow speeds on most town roads due to horizontal and vertical curves and roadside development, they probably contribute little to wildlife mortality. Higher speeds and larger traffic volumes on Route 1 likely result in proportionately greater wildlife mortality.

Fish Passage Barriers: In the early 2000's the Maine Interagency Stream Interconnectivity Work Group, consisting of representatives from several State agencies, began surveying barriers to fish passage in streams and ponds. These consist of dams and too elevated, too low and/or too narrow culverts for easy

fish movement under roads as well as around natural barriers. A partial survey Map of Damariscotta (see following map) reveals 6 barrier locations (in red) and 2 potential locations (in yellow) partially or completely blocking Atlantic salmon and/or alewife migration from the Damariscotta River to presumed fresh water spawning sites. Also these barriers prevent or reduce native trout movement. See following Fish Passage Barriers- Damariscotta Map, 2013. Further surveying may reveal additional barriers.

- (1) Site 11576: Egypt Road at Meadow Brook – Potential Barrier – two culverts
- (2) Site 11577: Egypt Road at Unnamed Stream flowing from Little Pond – Barrier - one culvert
- (3) Site 11578: Biscay Road at Back Meadow Brook – Potential barrier – one culvert
- (4) Site 11579: Biscay Road at Unnamed stream flowing into Biscay Pond – Barrier - one culvert
- (5) Site 11580: Biscay Road at Unnamed stream at Biscay Pond (beach) – Barrier – one culvert
- (6) Site 11581: Pumping Station Lane at Back Meadow Brook – Barrier – one culvert
- (7) Site 11582: Twin Cove Ln at Unnamed stream into Biscay Pond – Potential Barrier – 1 culvert
- (8) Site D1412: Dam at small ponds north of Little Pond – Barrier – dam

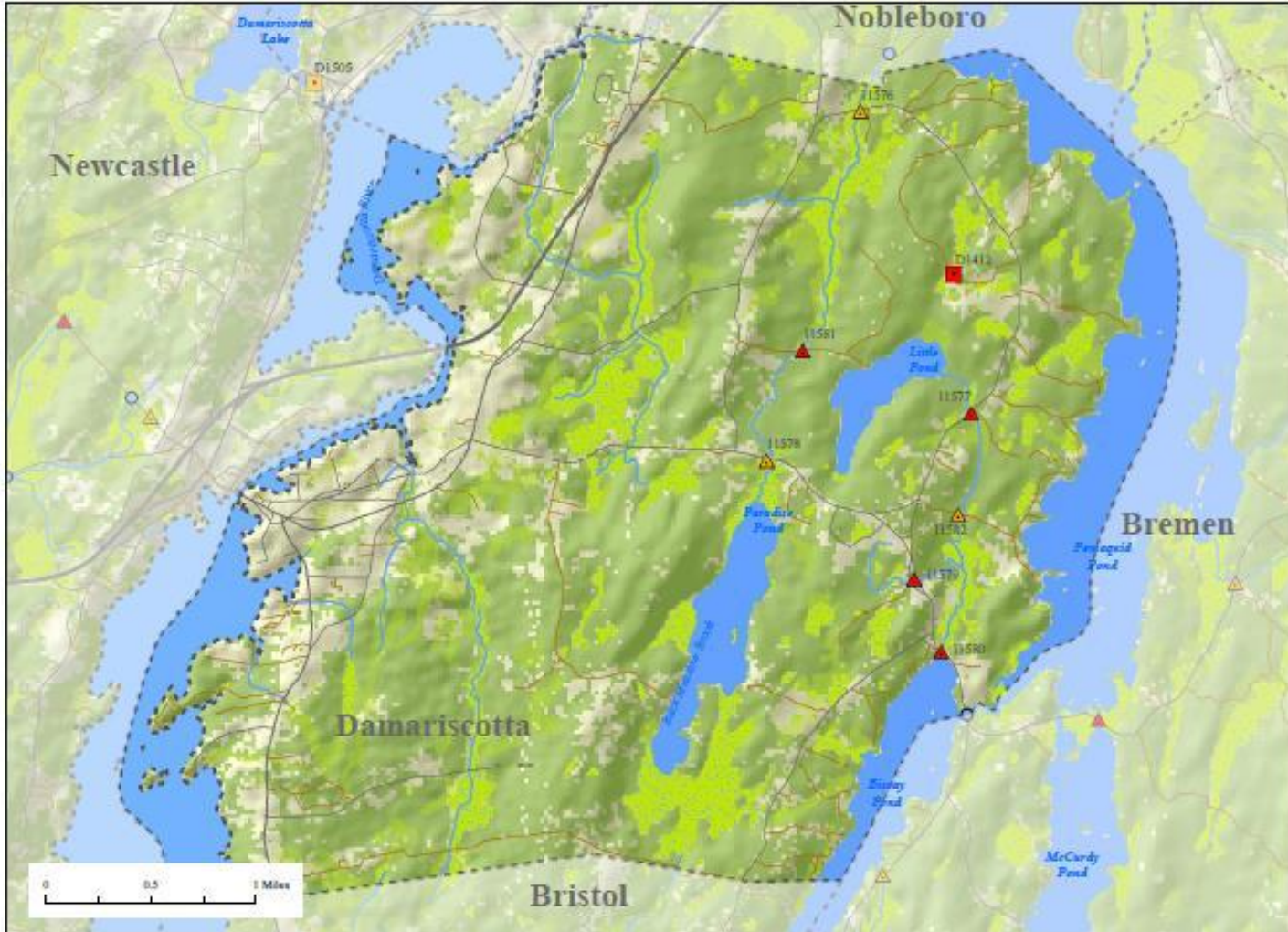
For more information go to Maine Department of Agriculture, Conservation and Forestry → Coastal Program → and follow links to Interagency Stream Connectivity Work Group.

{<http://mapserver.maine.gov/streamviewer/streamdocHome.html>}

Fish Passage Barriers

This town was only partially surveyed. Other barriers may exist.

Damariscotta



Damariscotta’s scenic, historic and cultural resources are important to the community. The Damariscotta River Association is dedicated to preserving and protecting important local and state historic resources between Route 1B and the river and in the Belvedere Road area. While Route 1B is essentially fully developed, there are some areas east of Route 1B and along much of Belvedere Road west of US Route 1 that might warrant consideration for viewshed protection, such as enactment of differential frontage requirements that would allow reduced road frontage for new lots if roadside buffers are established and/or maintained. While all of US Route 1 is access controlled, there are attractive agricultural views along the roadway that might also warrant some level of protection.

Damariscotta specifically exempts from regulation noise generated by transportation activities but it does have regulations that address noise associated with commercial developments. There have been few transportation-related noise complaints over the years, probably due to the fact that little development is located adjacent to US Route 1.

Access Management

MDOT has adopted an Access Management Rule that controls the development of driveways and entrances on all state and state-aid roads (Table 6). A driveway is an access that serves up to 5 dwelling units or other uses that generate less than 50 vehicle trips per day while an entrance includes anything that exceeds these driveway thresholds.

**Table 6
State Maintained Roads in Damariscotta**

| Road | Classification |
|---------------|-----------------|
| Route 1 | Arterial |
| Route 1B | Major Collector |
| Route 129 | Major Collector |
| School street | Minor Collector |
| Biscay Road | Minor collector |

Source - MDOT

Any person proposing a driveway or entrance on one of the state-aid roads must apply for a permit from MDOT. This requirement is in addition to any local permits. All such accesses must meet minimum standards for sight distance, minimum distance to intersections, maximum width, drainage controls, backing up onto the highway, among others.

These standards are higher for Routes 1, which is a “mobility” arterial, but because the entire length of Route 1 in Damariscotta is access controlled, new development is prohibited from having a direct access onto the highway.

Because the Access Management Rule is primarily intended to ensure safe use of and access to roadways, towns are encouraged to adopt similar standards for development on municipal roads. Minimum sight distance requirements, drainage improvements, and width standards, are just as important for the safe use of local roads as for state highways. Many of Damariscotta’s roads have horizontal and vertical curves that limit visibility of vehicles exiting driveways. Damariscotta has a Driveway and Driveway Entrance Ordinance, which mandates minimum sight distance for new accesses depending on speed limit. Neither this ordinance nor the Subdivision Ordinance addresses proximity of new driveways to existing driveways or to intersecting roads unless a project also requires review under the Site Plan Review Ordinance.

Traffic Control Devices

The only traffic control devices employed in Damariscotta are stop signs at all intersections, flashing lights near the Great Salt Bay School and (add locations) and traffic signals at the Biscay Road and Route 129 intersections with Route 1B. MDOT has not indicated the need to install additional traffic control devices within the community.

Bridges

Table 7 lists bridges in Damariscotta, all of which are owned and maintained by the state. No bridge improvements are planned by MDOT at this time.

**Table 7
Bridges in Damariscotta, 2010**

| Location | Name | Topo Feature | Owner/Maintainer | Year built | Deck Condition | Superstructure Condition | Substructure Condition |
|----------------|-------------------------------|--------------------|------------------|------------|----------------|--------------------------|------------------------|
| Route 1B | Damariscotta-Newcastle Bridge | Damariscotta River | State | 1952 | 6 | 6 | 6 |
| US Route 1 | Glidden Point | Damariscotta River | State | 1961 | 6 | 7 | 7 |
| Biscay Road | Narrows Bridge | Pemaquid Pond | State | 2008 | 9 | 9 | 9 |
| Belvedere Road | Salt Bay Bridge | Oyster Creek | State | 2009 | New | New | New |

Source: MDOT

Land Use

The History of Growth Maps presented in Section _ demonstrate that Damariscotta has always had a distinct and well-developed village area that it has shared with Newcastle. It also had a strong agricultural section, especially in the vicinity of the Round Top Farm and areas to the east. For the most part early residential development was distributed along Route 129, Back Meadows Road, Egypt Road, Biscay Road and Route 1B in a low density pattern with much greater densities within and adjacent to the village. This diffuse pattern of development continued with the development of lakeside seasonal dwellings on Pemaquid and Biscay Ponds and the river south of the village.

Table 8 documents that Damariscotta has an extensive private road network. Only a relatively small portion of the 25.4 miles of existing private roads is currently developed with residences because most of these roads were developed as drives to provide access to waterfront cottages. Because they meet the definition of legal frontage in Damariscotta, additional development has and will continue to occur without the benefit of improvements to travel surfaces and drainage systems or the establishment of road associations for their continued maintenance. Two factors have combined to exacerbate the situation. With the conversion of cottages to year round use, some of these roads are being used year round so issues such as erosion, runoff, surface deterioration, etc., are no longer only seasonal phenomenon. In addition, these roads were, for the most part, simply transportation corridors between public roads and development near the shore. Now, however, developers can take advantage of their legal status and site new residential construction along them on a lot-by-lot basis without the need for Planning Board review. Given the inventory of mostly undeveloped private roads in Damariscotta, this trend will contribute to future concerns regarding road maintenance and development sprawl.

Because of the relative absence of new subdivisions, there have been few new roads constructed in Damariscotta. The existing road standards do not encourage connectivity with adjacent developments or compact/efficient subdivision designs.

**Table 8
Comparison of Public and Private Road Statistics in Selected Communities**

| Town | Land Area* | All public Roads | | Town Roads | | | | Paved | | Gravel | | Private Roads |
|----------------------|------------|------------------|-----------------------|--------------------|--------------------|-------|------|-------|------|--------|------|---------------|
| | | Total Miles | Miles/Mi ² | Summer maintenance | winter maintenance | | | | | | | Total miles |
| Damariscotta | 18.1 | 26.36 | 1.46 | 15.77 | 0.87 | 21.75 | 1.20 | 26.36 | 1.46 | 0.0 | 0.0 | 25.4 |
| Jefferson | 52.7 | 67.21 | 1.28 | 30.7 | 0.58 | 48.45 | 0.92 | 26.59 | 0.5 | 4.19 | 0.08 | 53 |
| Whitefield | 46.8 | 66.86 | 1.43 | 39.23 | 0.84 | 58.91 | 1.24 | 28.58 | 0.61 | 10.65 | 0.23 | n/a |
| Newcastle | 29 | 53.72 | 1.85 | 28.77 | 0.99 | 42.16 | 1.45 | 27.38 | 0.94 | 4.56 | 0.16 | n/a |
| Alna | 20.9 | 30.42 | 1.46 | 14.76 | 0.71 | 30.42 | 1.46 | 9.46 | 0.45 | 5.3 | 0.25 | 2.22 |
| South Bristol | 13.2 | 26.3 | 1.99 | 15.27 | 1.16 | 26.18 | 1.98 | 15.96 | 1.21 | 0.24 | 0.02 | 28.41 |
| Nobleboro | 19 | 36.69 | 2.09 | 25.7 | 1.35 | 32.69 | 1.72 | 24.43 | 1.29 | 1.27 | 0.07 | 36.29 |

* Does not include water bodies

| Table 8 – Continued: Town | Private Roads | | Ratio Public to Private Roads |
|-------------------------------------|----------------------|-----------------------|--------------------------------------|
| | Total Miles | Miles/mi ² | |
| Damariscotta | 25.4 | 1.40 | 1.04 |
| Jefferson | 53 | 1.01 | .99 |
| Whitefield | n/a | n/a | ~ |
| Newcastle | n/a | n/a | ~ |
| Alna | 2.22 | 0.11 | 13.70 |
| South Bristol | 28.41 | 2.15 | .92 |
| Nobleboro | 36.29 | 1.91 | 1.01 |

Parking Facilities

Public parking facilities in Damariscotta include the downtown parking lots between Main Street and river and in the vicinity of Elm Street, parking lots at the elementary school, town office and fire station and numerous on-street parking spaces throughout the village. The downtown parking lots do not capacity to meet the community's parking needs, especially during the summer. The town has recently reached agreement to lease a private parking lot off Cross Street to be used by downtown employees, freeing up as many as 40 parking spaces for the general public and visitors. In addition, preliminary discussions have taken place with the Department of Transportation and Maine Eastern Railroad about potentially improving the railroad property off Depot Street in Newcastle to provide additional public parking for both communities.

In summer of 2013 the Town secured an ASK (Assistance With Specific Know-How) Grant through the LCRPC (Lincoln County Regional Planning Commission) to study a pay-per-parking scheme for the harbor parking lot as one way to possibly pay for proposed improvements to the lot including for current structural problems and a vision for a future waterfront park/parking lot outlined in the Town's Master Shore & Harbor Plan, 2010. However, the downtown merchants and townspeople's reaction to a pay-per-parking scheme was so negative that two public workshops were held in November 2013 on how best the Town could pay for the planned improvements to the harbor parking lot. The workshops concluded that private fundraising from downtown merchants, summer residents and visitors, the year-round townspeople and the regional users of the downtown was preferable. This supplemented by State, Federal and private grants and loans secured by Town staff is how the Town in 2014 and forward is seeking to pay for the harbor parking lot improvements. The major focus of the harbor parking lot improvements are to accomplish the planned waterfront amenities including landscaping and a boardwalk while having no net loss of parking spaces. This may entail adding spaces in the Water Street side of the harbor in omn way or another.

The Site Plan Review Ordinance requires 4 spaces per 1,000 sf of retail and most offices, which is in-line with industry standards but the following provision allows parking to be substantially reduced:

For properties of one-half acre or less, the Planning Board may reduce the minimum parking count (from Section 11.H) standards down to zero on-site spaces for good reason. For properties over one-half acre, the minimum parking requirement may be reduced for good reason by the Planning Board (from standards in Section 11.H.5.i) to no less than 1 space per 1,000 square feet of leasable or saleable floor area. These spaces may be located either onsite, on-street (directly adjacent to the property), in shared parking scenarios or in any public parking facility, the closest outside edge of which facility is located no more than 500 feet from the entry of the proposed building.

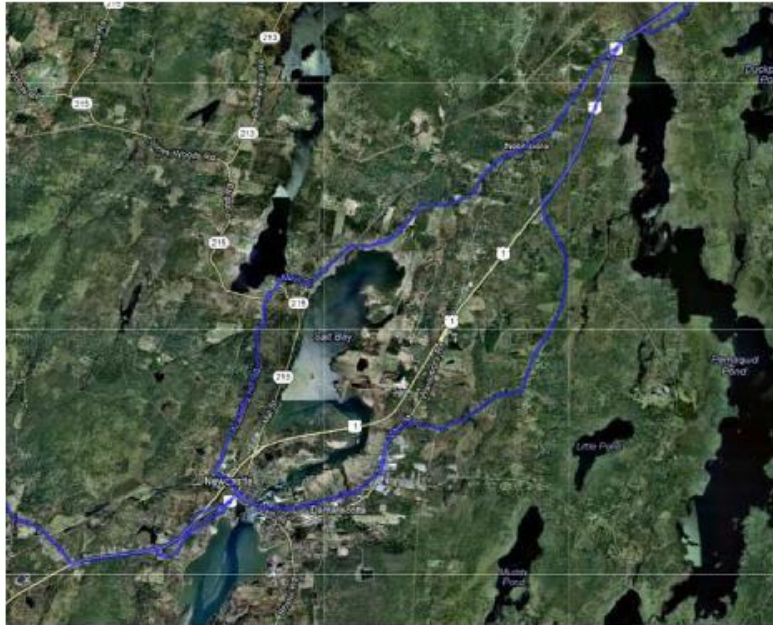
While this provision permits greater flexibility in the downtown areas that have little land available for development of new parking, it also exacerbates the overall problem of insufficient parking spaces in Damariscotta village.

Alternative Transportation Modes

With the exception of road shoulders on Route 1, there are no bicycle facilities in Damariscotta. That is, bicyclists must share the roads with vehicles. The shoulders along Route 1 are wide enough to accommodate bicyclists although the speed of traffic is a concern for bicyclists.

The East Coast Greenway passes through Damariscotta, utilizing portions of Main Street, Church Street, Route 1B and Back Meadow Road.

Figure 2: East Coast Greenway – Damariscotta Area



Damariscotta’s existing sidewalk system consists of the following facilities:

**Table 11
Damariscotta’s Existing Sidewalks (2008)**

| Street | Segment | Sub Segment | Length (feet) | Location | Curbing | Width | Condition | Comments |
|----------------|---------|-------------|---------------|----------|--------------------|----------------------|-----------------------------|---|
| Vine Street | 1 | | 644 | N side | | 2-3' | poor | |
| Church Street | 2 | | 2,100 | NE side | limited asphalt | 2-3' | poor | water pipe and parked car hazard within sidewalk* |
| Chapman Street | 3 | | 110 | SW side | | 2' | fair | |
| Hodgdon Street | 4 | | 457 | W side | occasional asphalt | 2-3' | fair | Especially problematic for handicap persons |
| Elm Street | 5 | | 995 | N side | | 3' upper; 2-3' lower | upper good; lower fair | hydrant, parked car hazard within sidewalk |
| Theater Street | 6 | | 124 | E side | asphalt | 6' | good | |
| Day Block | 7 | A | 235 | | asphalt | 1-6' | | difficult to walk |
| | | B | 200 | | | | | difficult to walk |
| Main Street | 8 | A | 1,444 | N side | granite | 6' | new | 12 curb cuts each side, ADA ramps |
| | | B | 1,444 | S side | granite | 6' | new | |
| Water Street | 9 | A | 200 | E side | asphalt | | new | |
| | | B | 445 | E side | | 2-3' | poor | no sidewalk river side* |
| Cross Street | 10 | | 310 | S side | | 2' | poor | * |
| Bristol Road | 11 | A | 410 | W side | | | 1st 135' new construction | |
| | | B | 212 | E side | new asphalt | | new | |
| | | C | 1,250 | E side | | 2' | poor | * |
| | | D | 0 | | | | | 100' gap in sidewalk* |
| | | E | 227 | E side | | | poor | * |
| | | F | 411 | W side | | | poor | no crosswalk* |
| G | 1,224 | W side | | | narrow path | | combination sidewalk/swale* | |
| High Street | 12 | | 435 | S side | | 2-3' | | does not extend to apartments |

* sidewalk flush with or below adjacent street

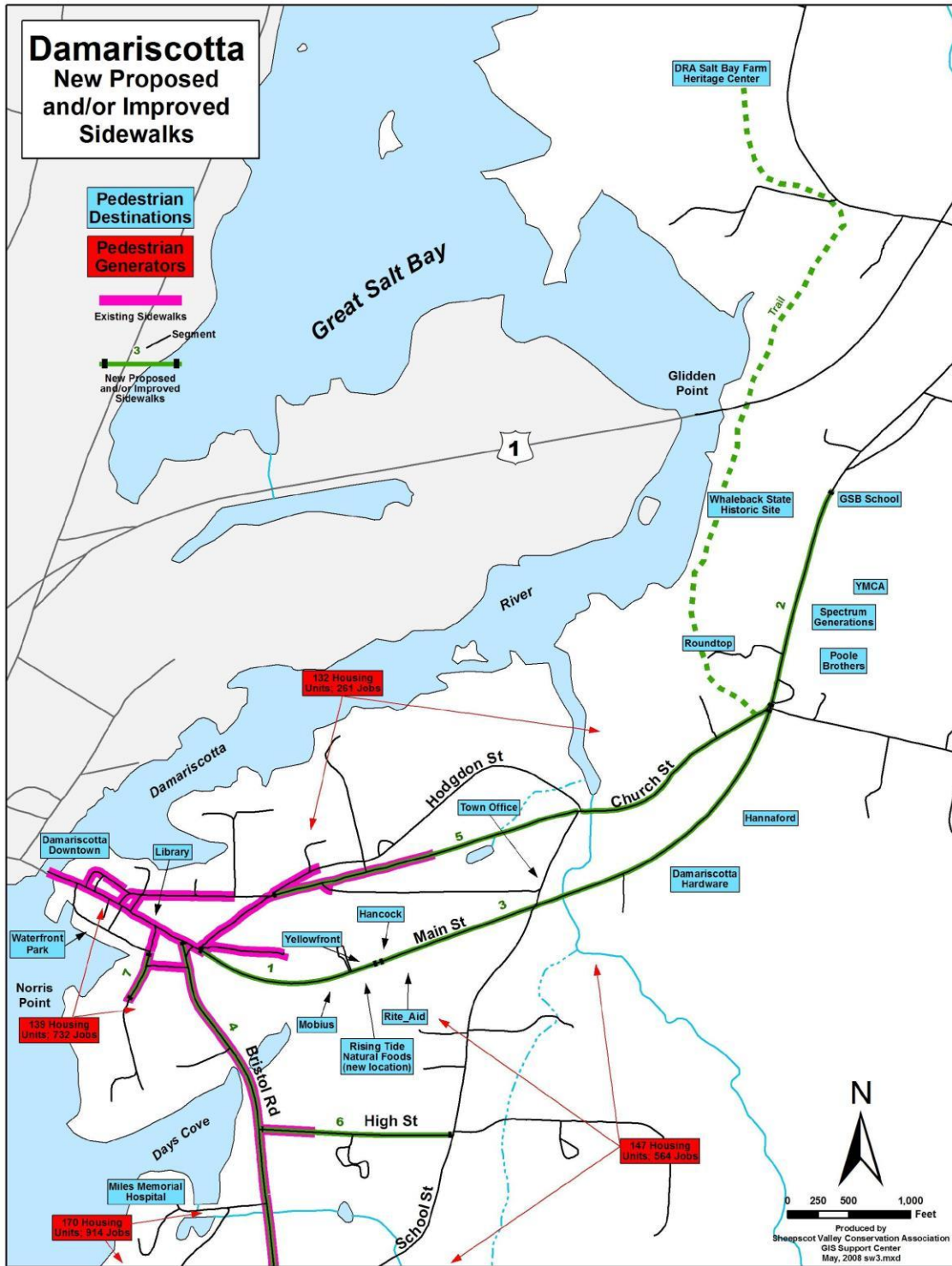
The sidewalks listed in Table 11 were as of June 2008. At that time a community-wide bicycle-pedestrian study was completed. It included an evaluation of the condition of existing facilities and prioritized recommendations for new facilities based on the results of surveys and public meetings. Since 2008 the Church Street sidewalk and has been replaced, the downtown Main Street sidewalk has been extended to the Rising Tide store on Route 1B and a new sidewalk along Route 129 to the Miles Hospital access road is being engineered. The recommended improvements to Damariscotta’s sidewalk system is presented in Figure 3. The complete Bicycle and Pedestrian Plan can be viewed at: www.townofdamariscotta.com → government → Town Planning Documents → 2008 Bicycle & Pedestrian Master Plan.

The community and the Damariscotta River Association are pursuing extending the existing trail between the Round Top facility on Route 1B and the Whaleback State Historic Site to the DRA Salt Bay Heritage Center off belvedere Road in Newcastle. Its location is also shown in Figure 3.

Public Transportation

There is no fixed route bus system that serves Damariscotta. Coastal Trans, Inc. (CTI) is a private, non-profit corporation that provides demand response services to (continued after Figure 3)

Figure 3
New Proposed and/or Improved Sidewalks and Trails



Damariscotta residents. CTI uses volunteer drivers whenever possible to reduce transportation costs. These drivers use their own vehicles to transport program-qualified people needing non-emergency

transportation. Concord Coach provides twice-daily service both north- and south-bound. The bus picks up and drops off customers at a location on Main Street. Because of summertime congestion, there have been discussions about moving the bus stop to the Newcastle railroad facility should this site be redeveloped for parking as previously discussed. There is no bus service to the Bristol peninsula to provide an alternative to passenger cars. The Department of Transportation had been considering a feasibility study to determine whether there is sufficient demand to establish a seasonal bus service to the Bristol peninsula but this effort was terminated with the demise of Gateway 1.

Airports

There are no general aviation airports in Damariscotta. The closest airport that serves Damariscotta residents is the Wiscasset Airport, which is far enough so that activities in Damariscotta have no impact on its airspace. Other airports are the Maine State Airport in Augusta, the Knox County Regional Airport, the Portland International Jetport and Bangor International Airport. The Augusta, Bangor, Knox County and Portland airports offer scheduled air service. Various improvements are planned at these airports as part of MDOT's Six-Year Plan.

Railroad Facilities and Rail Services

The Rockland Branch, which is owned by the Department of Transportation and operated by the Maine Eastern Railroad, is located off Depot Street in Newcastle. Although there is twice-daily excursion service between Rockland and Brunswick, trains do not stop in Newcastle except for special events. With the expansion of Downeaster service to Brunswick, the Department of Transportation is evaluating whether such service can be expanded further east on the Rockland Branch. Any such expansion is likely years away from implementation. Many Damariscotta commuters have jobs in the greater Brunswick and Rockland areas. The availability of regular passenger rail service in Lincoln County could make Damariscotta more attractive to live for those who now live or work outside of Lincoln County.

Ferry Services and Water Access

There are no ferry services in Damariscotta. There is public access to the river in downtown Damariscotta.

Scenic Byways and Special Views

There are no scenic byways in Damariscotta. Table 1 presents scenic views identified in the 1990 Comprehensive Plan. Perhaps the most attractive view of Damariscotta is from Route 1 in Newcastle. This view is to the Newcastle and Damariscotta downtowns and harbor and is protected by a scenic view provision in Newcastle's Land Use Ordinance.

Corridor Planning

US Route 1B connects Damariscotta with its neighboring community of Newcastle. These communities share a downtown area, harbor, school system, road and sidewalk network and have established a joint Public Works Department and a Harbor Committee. They are both in the process of or have completed comprehensive plans

Damariscotta was party to a major corridor-planning study. Gateway 1 was a 20-town transportation-land use planning effort from Brunswick to Prospect. As stated on the Gateway1.org website, "Gateway 1 is a landmark long-term strategic land use and transportation planning project for the Midcoast Route 1 region in Maine. A collaboration amongst communities and state agencies, Gateway 1 explores new ways of combining transportation and land use decision-making. By doing so, the project will balance community growth and local values with transportation services and needs."

Along with all the other participating communities, the Town of Damariscotta signed a Memorandum of Understanding obligating the town, federal and state agencies to work together to “to collaboratively and regionally plan for land use and transportation change in order to preserve both the capacity of Route 1 as a regional arterial and economic lifeline AND the quality of life in the Midcoast.” Damariscotta was represented on the project steering committee.

Gateway 1 was designed to “provide these communities and MaineDOT with a long-term plan and a process for coordinating land use and transportation decisions so that they work with, rather than against, each other. As part of the process, Gateway 1 has collected data on each town's land use and transportation needs, as well as the community values that drive planning decisions. This long-term plan will make it possible for MaineDOT to apportion transportation funds in a way that enhances quality of life and allows economic development for each town and the region as a whole.”

In 2010, the Department of Transportation suspended further support of Gateway 1. The Department decided that corridor planning for Route 1 should be handled on a more modest scale. For example, the Department recently funded development of a master plan for that portion of Route 1 in Wiscasset between Flood Avenue and the Woolwich town line. Similar smaller scale Route 1 planning efforts are expected to be pursued elsewhere in the corridor.

As an early outgrowth of the Gateway 1 planning process, Damariscotta joined with Damariscotta, Newcastle, Nobleboro, Edgecomb and Waldoboro to develop a common set of ordinance provisions for “big box” development within each community. The provisions address locational, site planning, access and transportation aspects of large-scale development. To date, Damariscotta, Edgecomb, Nobleboro and Newcastle have enacted the provisions as part of their respective land use regulations.

Midcoast Economic Development District

The Midcoast Economic Development District (MCEDD), with the collaboration of the Lincoln County Planning Office, now part of the Lincoln County Regional Planning Commission, and the Mid-Coast Council for Business Development and Planning, now the Mid-Coast Council of Governments, prepared the 2005 Regional Transportation Assessment with the assistance of MDOT. MCEDD includes all communities within Lincoln, Sagadahoc and Knox Counties and portion of Waldo and Cumberland Counties. The purposes of the Assessment included:

- o Identification and prioritization of major transportation corridors within the MCEDD region
- o Inventory of significant land uses, economic conditions and transportation facilities
- o Identification of local and regional concerns related to the corridors
- o Identification of significant constituencies such as freight carriers, transit riders and business and tourism interests

MCEDD developed a survey and distributed it to a wide variety of local officials and conducted two forums, one of which was held in Damariscotta. The purposes of the forum were to review and comment on the results of the survey, the preliminary prioritization of corridors and objectives of each corridor. The Assessment was based on the following assumptions:

- o Maine’s population will continue to grow, resulting in more people using the same roads.
- o Migration of people from cities to rural areas will continue, resulting in more frequent and longer trips to work and shop.
- o Vehicle miles of travel and traffic will continue to grow faster than the population.
- o There will be increased traffic delays and congestion.
- o Insufficient planning will continue to be a problem. Some municipalities have comprehensive plans that designate growth areas on arterials. Other communities have no long-range plans.

- o Public transportation will continue to be absent in many areas.
- o Strip commercial development along Route 1 and some other arterials will result in more curb cuts, turning vehicles, reduced speed limits and more accidents.
- o BIW and BNAS will continue, but if not, there could be more traffic resulting from any redevelopment of the properties.
- o Funds for new road construction will be limited.

The significant transportation corridors identified in the Assessment are, in order of priority:

- o Route 1 corridor
- o Route 24 corridor
- o Route 196 corridor
- o Route I-295 corridor
- o Route 27 corridor
- o Route 32 corridor

The only corridor within Damariscotta is Route 1, which is an arterial highway.

ISSUES WITH PUBLIC FACILITIES

- (9) The 5-Year CIP (Capital Improvement Program) either funded fully or is being funded over time by annually supplied reserve accounts, sets forth a number of public facilities improvements between 2013 and 2018. Principal items include a major stormwater/sidewalk project in the Chapman & Church Streets area, Standpipe Road drainage and repaving, a new Bristol Road sidewalk from the Village to Miles Hospital, Municipal parking lot repaving, two new Fire engines and a new public works truck.
- (10) Several projects, while listed on the FY 13-18 CIP, had not been funded as of 2013: Rt 1B sidewalk from Coastal Market Place to Church Street, Restroom/Visitor Center at the Harbor and the Taco Alley urban trail connector between Main Street and the Harbor.
- (11) There are public facilities recommendations from the five input plans into the 2014 Comprehensive Plan. Major components of the Master Sidewalk Plan along Rt 1B and Bristol Road were completed or underway in 2014. Projects in the Harbor area from the Shore & Harbor Plan were only in the engineering stage as of 2014. Other than some bicycle racks, major construction elements of the Heart & Soul Plan had not been scheduled as of 2014 such as proposed new ‘square-around’ parks at four locations on Rt 1B.
- (12) Prominent issues identified in the Inventory and analysis of the Town’s public facilities include need for ‘complete streets’ in the Master Pedestrian/Bicycle Plan for sidewalks out to GSB School, down to Miles Hospital and over to Lincoln Academy in Newcastle. Installation of broadband internet services in town to benefit the new home-based computer-based professional services economy needs the Town’s attention.
- (13) The town would benefit by instigating more active collaboration with the GSB Sanitary District in exploring ways for efficiently extending sewer service to proposed new land uses such as retiree housing complexes.

Recreation

Overview

Communities with a strong culture of sport and recreation are generally happier and healthier. Recreation and physical activity are associated with a reduced risk of chronic diseases, and studies have shown that recreation has positive impacts on mental health (due to both physical reasons but also because recreation promotes connection with others).¹ In addition, recreational amenities within a community can be a driver of tourism and economic development. The Maine Office of Outdoor Recreation, a division of the Maine Department of Economic & Community Development, “leverages Maine’s assets and outdoor recreation heritage to grow the outdoor recreation economy and build Maine’s outdoor recreation brand.”²

In Damariscotta, outdoor recreation is seen as a cultural touchstone of the community. In general, the Town relies primarily on local non-profit organizations for much of its indoor and outdoor recreational amenities. For example:

- The Central Lincoln County YMCA offers indoor and outdoor recreation facilities, including basketball courts, a playground, fitness classes and more for the benefit of its members. The YMCA offers reduced-rate memberships at sliding scale for those who cannot otherwise afford the price of a full monthly membership.
- Private indoor and outdoor recreational spaces are found at the American Legion Hall, Lakehurst Hall and the Lincoln County Rifle Club. Damariscotta is also home to a plethora of artistic and cultural amenities, discussed in greater detail in the Arts & Culture area of this plan.
- Coastal Rivers Conservation Trust maintains five trails and more than 300 acres of publicly accessible open space in Damariscotta. Regional opportunities exist for recreation in the surrounding Pemaquid peninsula towns thanks to the stewardship of Coastal Rivers as well, described in further detail below.

In terms of Town-owned recreational facilities, the Town owns and maintains a boat launch at the downtown parking lot (which provides public access to the river), as well as a boat launch at Biscay Pond. The Town also owns open space at the old town dump (now a capped landfill). The Town, in cooperation with its State partners at the Maine Department of Transportation, also builds and maintains a network of sidewalks throughout the community, discussed in detail in the Transportation section of this plan.

In general, important tracts of open space commonly used for recreation are publicly owned or otherwise conserved thanks to the stewardship of Coastal Rivers. What is missing from the community is active recreation infrastructure such as playgrounds, ball fields, basketball courts, pickleball courts, and similar that are open to all. As demographics in the community continue to shift younger (based on projections), this disparity in recreational amenities will become much more pronounced.

¹ *The Health and Social Benefits of Outdoor Recreation*, California State Parks: Planning Division (March 2005).

² For more information, see <https://www.maine.gov/decd/programs/maine-office-of-outdoor-recreation>

Recreation for All

As noted in the Population & Demographics section of this plan, approximately 26.4% of Damariscotta's population is between the ages of 25 and 44 (per American Community Survey data from 2020). Additionally, about 14.6% of Damariscotta's population is school-aged children between the ages of 5 and 14 years old. The average age of Damariscotta residents is 41.6, meaning that residents of the town are almost 10 years younger on average than the whole of Lincoln County, where the median age is 51.2. These demographic shifts are expected to continue according to population projections. As the demographics of the community change, the increase in adults of child-bearing age and the increase in school-aged children will result in increased demands for family-friendly planning.

Some critical components of family-friendly planning relevant to this section are the provision of accessible green spaces and recreation areas. Additionally, as children age, it is important to provide active recreational opportunities. Active (developed) recreation areas in the community are severely lacking in Damariscotta. Currently, the YMCA has a playground and there are basketball courts at Great Salt Bay School, but the Town does not have a Parks & Recreation Department nor its own public playgrounds, ball fields, basketball courts, or other sporting facilities.

For the purposes of this plan, "**active recreation**" means recreational activities that require specialized fields, courts or other developed areas. Examples include but are not limited to pickleball or tennis, baseball or softball, football or soccer, playing at a playground, skateboarding, and other similar activities.

Near the outset of this planning process, 8th grade students at the Great Salt Bay Community School participated in the sixth year of "GSB Students Investigate" by writing news stories, some of which were published in the January 5, 2023 edition of the *Lincoln County News*. Two students focused their articles on the benefits of active recreation areas to Damariscotta and its citizens. As was noted in student James Hanley's article, "There are basketball courts at the YMCA, but people who want to go play need a YMCA membership. Some people may not want to pay each month, but still want to play sports and be active. There is no alternative to the YMCA that doesn't cost money, and everyone wants a place to play and hang out, especially if they love being active."

Responses to the online survey put out as part of the Comprehensive Plan effort from more than **XX** individuals indicated that recreational amenities are **NOT AT ALL**

ADEQUATE/ADEQUATE/MORE THAN ADEQUATE for their family's needs. Informal polls conducted by GSB student George Siegel for his article in the *Lincoln County News* found that, of 41 eighth-graders polled, about 75% of them would like to have an outdoor recreation area (namely a basketball court or other outdoor sporting facility) in Damariscotta.

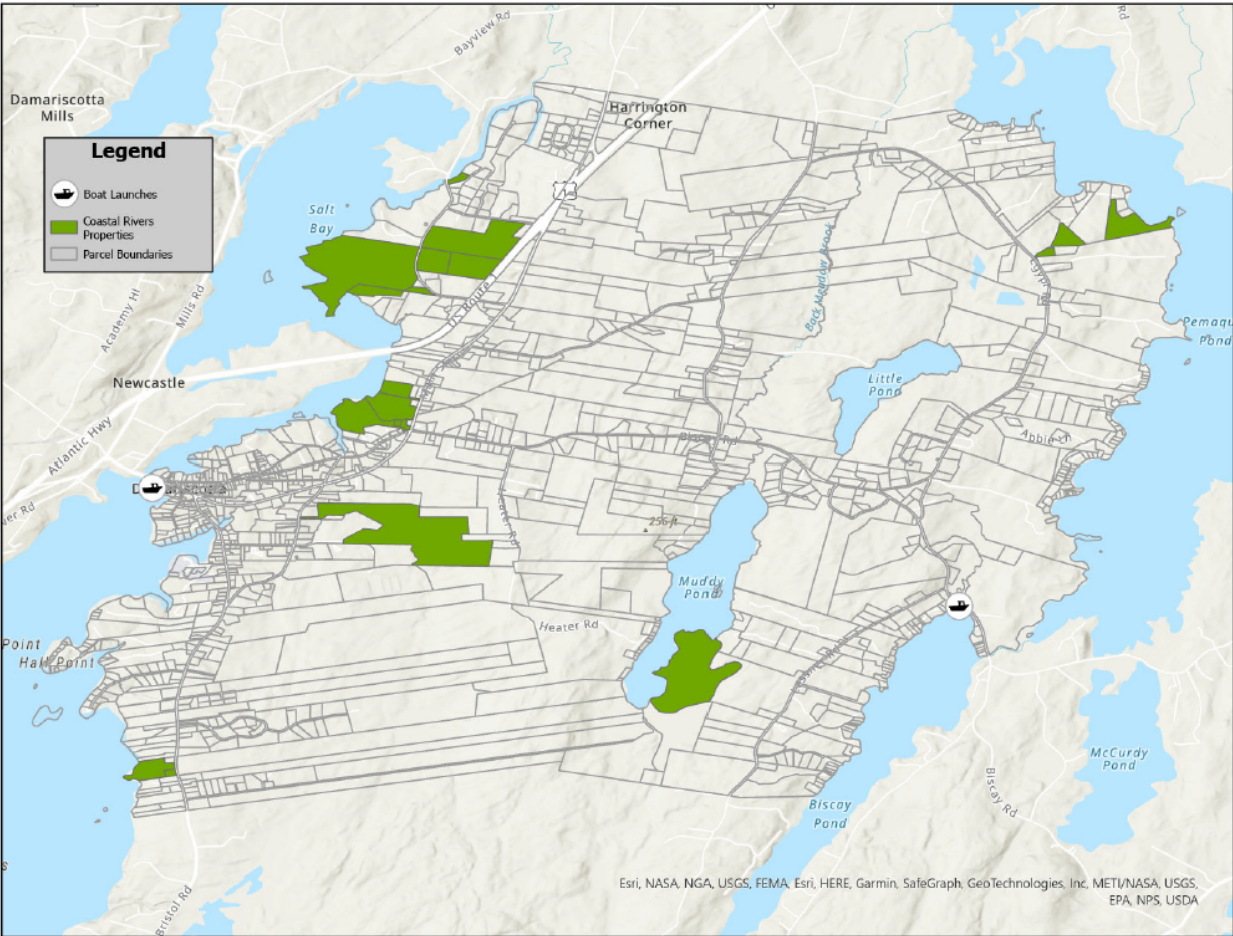
Hold for space for survey responses related to recreation

Open Space & Continued Accessibility

The Town relies primarily on Coastal Rivers Conservation Trust, a local non-profit whose stated mission is to “care for the lands and waters of the Damariscotta-Pemaquid Region by conserving special places, protecting water quality, creating trails and public access, and deepening connections to nature,” to conserve land for open space and passive recreational use.

In the region, Coastal Rivers maintains more than 30 trails totaling more than 51 miles (and counting!). Five of these trails are in Damariscotta specifically. All of Coastal Rivers' trailheads in Damariscotta are kept plowed throughout the winter for year-round access. One trail in Damariscotta, the Rhoda and Leon Cohen River Trail, which connects Round Top Farm to Whaleback Shell Midden State Historic Site is specifically designed for accessibility. The trail is 8' wide with very little slope and a firm, smooth surface. Either trailhead is accessible for vans.

The Town does not currently have a mechanism (such as an open space fund or similar) to conserve land. In general, the community relies on Coastal Rivers to permanently conserve open space that is of high recreational or ecological value to the community and occasionally appropriates funds to Coastal Rivers through the annual budget process (however, this has not occurred since 2020). Within the Damariscotta-Pemaquid Region, Coastal Rivers owns 60 properties, holds 58 conservation easements, and co-manages an additional 11 properties, which together total nearly 4,000 acres. For properties in Damariscotta specifically, see the map below.



Data Sources: Coastal Rivers Conservation Trust, Town Tax Records

The Town does own and maintain a limited strip of land near the downtown parking lot used as a waterfront park along the edge of the Damariscotta River. There is year-round parking available in the downtown parking lot, as well as a public kayak storage rack and restrooms available in the summer. In this area is also the Town boat launch, which is also able to be accessed by the public along with parking spots set aside for boat launch users.

Access to Water Bodies

Water bodies in Damariscotta include the Damariscotta River and Great Salt Bay, Muddy/Paradise Pond, Little Pond, Pemaquid Pond, and Biscay Pond. Preserves maintained by Coastal Rivers allow passive outdoor recreation alongside Salt Bay (accessed via Salt Bay Farm), the Damariscotta River (accessed via either Round Top Farm or Huston Landing), and Pemaquid Pond (accessed via Doyle Preserve). All trails allow pedestrians water views, but there are no formal swimming or kayaking locations at any of the above. The Town does put out a canoe/kayak rack near the town landing that is available to the public during the spring and summer months for storage and easy access to the

Damariscotta River. However, this is one of the few areas along the Damariscotta River that is publicly-owned. There is very limited access to the river otherwise.

A boat launch facility maintained by the Town is located at the northernmost end of Biscay Pond (off Biscay Road). This site is very shallow with a sand bottom, which limits the size of watercraft that can be launched here (however, this limitation is important for the protection of natural resources such as loon nesting areas). Muddy/Paradise Pond has no public access. A portion of the southern end is owned by Coastal Rivers, but no trails or access is available through that property.

For the purposes of this plan, the term "**passive recreation**" means low-impact, non-motorized outdoor recreational activities or uses that do not require developed facilities and can be accommodated with minimal change to an area and its topography. Examples include but are not limited to walking or hiking, cross-country skiing, bird-watching, snowshoeing, hunting, fishing, and other similar activities.

Little Pond also has limited public access, except for a public access foot trail to the water through an easement from the property owner (the Great Salt Bay Sanitary District) with the Maine Department of Inland Fisheries & Wildlife. However, limiting public access to Little Pond is by design since it is the Town's water supply. In order to protect the water supply, no motor craft of any kind, including boats and snowmobiles, are allowed on Little Pond. Ice fishing, swimming and live bait are also banned. However, fishermen are allowed to use the foot trail and to store canoes on the property, per the easement terms, which also protects the water supply by encouraging users not to use the canoes on other ponds and potentially bring back invasive species. Fishermen are also asked to register their canoes with the Great Salt Bay Sanitary District.

It is also important to note that there is currently no access to the water for those with disabilities. AARP produces a biannual policy book which outlines policies that governments at all levels should aim to undertake in creating livable communities. One of the principles of livable communities is the ability for people of all abilities and ages to be able to enjoy community services and features that meet their needs.³ Without ADA-accessible access to the water, a broad swath of Damariscotta's community is unable to enjoy this precious resource. In 2002, the United States Access Board (an independent federal agency that promotes equality for people with disabilities through leadership in accessible design and

³ AARP Policy Book 2023-2024, available online here: <https://policybook.aarp.org/policy-book/livable-communities/aarp-livable-communities-principles>

the development of accessibility guidelines and standards) released the minimum accessibility guidelines for recreational facilities, including boating facilities and fishing piers and platforms.⁴ The ADA Accessibility Guidelines provide requirements around locations, number of accessible boat slips required, minimum widths, maximum slopes, changes in level, doors, surfaces, and more, which must be followed when a new boating facility or fishing pier is created or when an existing boating facility or fishing pier is substantially renovated.

Impediments to Accessing Recreational Lands

Perhaps the largest threat that may impede traditional access to private lands in the future is development and a changing culture around public recreational access on private property. However, Coastal Rivers is continually receiving donations of or purchasing new land, which typically includes increased access for the public.

Overarching Policies

State Goal

1. To promote and protect the availability of outdoor recreation opportunities for all Maine citizens, including access to surface waters.

State Policies

1. Maintain and upgrade existing recreational facilities as necessary to meet current and future needs.
2. Preserve open space for recreational goals as appropriate.
3. Seek to achieve or continue to maintain at least one major point of public access to major water bodies for boating, fishing, and swimming, and work with nearby property owners to address concerns.

Local Goals

- 1.

SMART-ER Strategies

1. Create a list of recreation needs or develop a recreation plan to meet current and future needs. Assign a committee or community official to explore ways of addressing the identified needs and/or implementing the policies and strategies outlined in the plan.
2. Work with public and private partners to extend and maintain a network of trails for both motorized and non-motorized uses.
3. Work with an existing local land trust or other conservation organizations to pursue opportunities to protect important open space or recreational land.

⁴ <https://www.access-board.gov/ada/#ada-1003>

4. Provide educational materials regarding the benefits and protections for landowners of allowing public recreational access on their property. At a minimum, this will include information on Maine's landowner liability law regarding recreational or harvesting use, Title 14 M.R.S.A. 159-A.
5. Provide educational materials to private property owners about the [Land for Maine's Future Program](#) in order to encourage continued public access to our woods and waters.
6. Work with the Town of Newcastle to create a downtown park, with maintenance shared by the two communities, in order to create an open and attractive space for residents of the two communities to gather and hold performances.
7. Consider applying for an [AARP Community Challenge grant](#) to create an accessible water access point for individuals with disabilities.