

## **G. TRANSPORTATION**

Communities depend on well-maintained transportation systems. Accessibility to transportation is one of the primary factors in the location of businesses and residents within Jonesport. Safe streets and efficient street design and linkages affect the economic viability and productivity of businesses, the overall safety of residents, their convenience, as well as property values.

### **Goal**

To analyze, plan, and help maintain and develop efficient transportation services and facilities that will accommodate anticipated development within Jonesport.

### **ROAD INVENTORY**

Most roads in Jonesport originated in the early days as pathways, carriage trails and access points to the shoreline. These roads followed the easiest routes and little consideration was spent on sight distance, sharp corners, the weight loads of trucks, or intersection design. As roads experienced increased traffic, heavier vehicles, and higher speeds, roads were improved. Maine Department of Transportation (MDOT), through the Local Roads Assistance Program (LRAP), has attempted to assist municipalities improve these areas to meet state and national safety standards.

Roads can be divided into three classifications by function: arterial, collector, and local.

1. Arterials are roadways that serve long distance, high speed, through-traffic between communities, and are maintained by the state.
2. Collectors gather and distribute traffic to and from arterials and generally provide access to abutting properties. Collectors serve places with smaller population densities, are often some distance from main travel routes, and are often maintained in part by the state.
3. Local roads are all roads not in the arterial or collector classification. Local roads are maintained by municipalities, provide access to adjacent land areas, and usually carry low volumes of traffic.

In Jonesport, there are 0 miles of arterial, 14.83 miles of collector, and 10.52 miles of local roads. A listing of all roads and overall condition are found below and their location is illustrated in Map: Transportation.

**ROADWAY INVENTORY – TABLE G-1**

<b>Publicly Maintained Roadways</b>	<b>Arterial, Collector, Local, Public, Easement or Private</b>	<b>Length in miles to nearest 1/10<sup>th</sup></b>	<b>Owned By</b>	<b>Maintained By</b>	<b>Surface</b>	<b>Condition</b>	<b>Community Notes/Comment</b>
Route 187	Collector	3.04	State	Maine DOT	Asphalt	Fair	Sand/gravel shoulders; below grade catch basins
Indian River TP	Collector	.35	State	Maine Dot	Asphalt	Poor	Cracks; Sinking Culverts
Main Street – Indian River Road to Jonesport-Jonesboro Town Line	Collector	11.14	State	Maine DOT	Asphalt	Fair-Poor	
187- Old Town Rd to George Stehl's (ID # 714)	Collector	1.0	State	Maine DOT	Asphalt	Fair-Poor	
187-Snare Creek Ln to Old Meadow Land	Collector	1.0	State	Maine DOT	Asphalt	Fair-Poor	
187-Willard Donovan's to Jonesboro TL East (ID # 713)	Collector	2.61	State	Maine DOT	Asphalt	Fair-Poor	
187-Main St-Stewart's Grocery to Peat Mill entrance (ID # 717)	Collector/Local	2.12	State/Jonesport	Maine Dot/Jonesport	Asphalt	Fair-Poor	
187-Sandy River Beach to Wash Out (ID # 715)	Collector	.80	State	Maine DOT	Asphalt	Poor	
187 – Dwayne Brown's to Cypress Hill (ID# 716)	Collector	.56	State	Maine DOT	Asphalt	Fair-Poor	
Main St – Rd 486 End to 187, RD 508	Local	.83	State	Jonesport	Asphalt	Fair	
Kelley Point Road	Local	2.85	Jonesport	Jonesport	Asphalt	Fair	
Bridge St – Main St; Jonesport Ave to Main St Rd. 1136	Local	.49	State	Maine DOT	Asphalt	Fair-Poor	
Darius Dickey Bridge Main St	Collector	.01	State	Maine DOT	Asphalt	Poor	
Rosemary Ln	Local	.31	Jonesport	Jonesport	Asphalt	Fair	
Gaelic Sq	Local	.51	Jonesport	Jonesport	Asphalt	Fair	
Cranberry Ln (School St)	Local	.09	Jonesport	Jonesport	Asphalt	Fair	
Cove St	Local	.22	Jonesport	Jonesport	Asphalt	Fair	
Former Rte. 187 – End to Rte. 187, Rd. 1206; Former Route 187 (Old Town Rd)	Local	2.49	.10 Private; Jonesport	2.39 Jonesport	All sections dirt	All sections in Poor condition	

Publicly Maintained Roadways	Arterial, Collector, Local, Public, Easement or Private	Length in miles to nearest 1/10 <sup>th</sup>	Owned By	Maintained By	Surface	Condition	Community Notes/Comment
Ice Hill Rd North	Local	.59	Jonesport	Jonesport	Asphalt	Fair	
Peabody Lane	Local	.16	Jonesport	Jonesport	Asphalt	Fair	
Ball Diamond (Athletic Field) Road	Local	.83	Jonesport	Jonesport	Asphalt/ Dirt	Poor	
Rockwell Rd	Local	.13	Jonesport	Jonesport	Asphalt	Good	
Fire Rd	Local		Jonesport	Jonesport	Asphalt/ Dirt	Good/Poor	
Campground Rd	Local	.3	Jonesport	Jonesport	Dirt	Poor	Prone to storm surge flooding
Harbor Lane	Local	.1	Jonesport	Jonesport	Asphalt	Fair	
Bluenose Street	Local	.1	Jonesport	Jonesport	Asphalt	Fair	
Sawyer's Square	Local	.3	Jonesport	Jonesport	Asphalt	Poor	
Western Avenue	Local	.2	Jonesport	Jonesport	Asphalt	Poor	
Ledge Lane	Local	.1	Jonesport	Jonesport	Asphalt	Poor	
Island Street	Local	.1	Jonesport	Jonesport	Asphalt	Poor	
Stevens Street	Local	.1	Jonesport	Jonesport	Asphalt	Poor	
High Street	Local	.1	Jonesport	Jonesport	Asphalt	Poor	
Ocean Street	Local	.1	Jonesport	Jonesport	Asphalt	Poor	
Feeney Street	Local	.5	Jonesport	Jonesport	Asphalt	Poor	To be paved 2023
Curlew Street	Local	.1	Jonesport	Jonesport	Asphalt	Fair	
North Street	Local	.2	Jonesport	Jonesport	Asphalt	Poor	
Cogswell Street	Local	.1	Jonesport	Jonesport	Asphalt	Fair	
Beals Street	Local	.1	Jonesport	Jonesport	Asphalt	Fair	
Moosabec Street	Local	.1	Jonesport	Jonesport	Asphalt	Fair	
View Street	Local	.3	Jonesport	Jonesport	Asphalt	Fair	
Breeze Street	Local	.1	Jonesport	Jonesport	Asphalt	Fair	
Jonesport Avenue*	Local	.2	Jonesport	Jonesport	Asphalt	Fair	*With the exception of these portions of Jonesport Avenue, presently owned by Edward Look, known as Map 013-Lot 41 and another portion presently owned by Charles Look, known as Map 013-Lot 41-001
Ferry Street	Local	.1	Jonesport	Jonesport	Asphalt	Fair	
Trynor Square	Local	.2	Jonesport	Jonesport	Asphalt	Poor	
Polk Lane	Local	.1	Jonesport	Jonesport	Asphalt	Poor	
Snare Creek Lane	Local	.6	Jonesport	Jonesport	Asphalt	Good	
Wharf Street	Local	.2	Private	Right of Way	Dirt	Bad	
Faulkingham Road	Local	.1	Jonesport	Jonesport	Paved	Fair	
Lobster Lane	Local	.1	Jonesport	Jonesport	Paved	Poor	

Publicly Maintained Roadways	Arterial, Collector, Local, Public, Easement or Private	Length in miles to nearest 1/10 <sup>th</sup>	Owned By	Maintained By	Surface	Condition	Community Notes/Comment
Reach Way	Local	No data	Jonesport	Jonesport	Paved	Poor	
Old House Point Rd	Local	.3	Jonesport	Jonesport	Paved	Poor	
Port Street	Local	.1	Jonesport	Jonesport	Gravel	Poor	
Smith Street	Local	.1	Jonesport	Jonesport	Paved	Fair	
Cross Street	Local	2.0	Jonesport	Jonesport	Gravel	Poor	
E Norton Circle	Local	.2	Jonesport	Jonesport	Gravel	Poor	To be paved 2023
Lamson Road	Local	.2	Jonesport	Jonesport	Gravel	Poor	To be paved 2023
Sadler Point	Local	.3	Jonesport	Jonesport	Paved	Poor	
Tennis Court Walk	Local	No data	Jonesport	Jonesport	Over-Grown	Grass	
Alexander Avenue	Local	.5	Jonesport	Jonesport	Paved	Poor	To be paved 2023

After 30 years as private roads, the following became public roads in 2018: Beal Street, Bluenose Street, Breeze Street, Campground Road, Cogswell Street, Cove Street, Cranberry Lane, Curlew Street, Faulkingham Road, Feeney Street, Ferry Street, Gaelic Square, Harbor Lane, High Street, Ice Hill North, Island Street, Jonesport Avenue\*, Ledge Street, Lobster Avenue, Reach Way, Moosabec Street, North Street, Ocean Street, Old House Point Road, Peabody Place, Polk Lane, Port Street, Rosemary Lane, Sawyer Square, Smith Street, Stevens Street, Trynor Square, and View Street.

### ROAD MAINTENANCE

Overall, roadways in Jonesport are in fair to poor condition. Maine DOT plows snow from Indian River along Main Street to Bridge Street as well as the Jonesport-Beals Bridge. Maine DOT is responsible for the asphalt on all of Route 187.

The town appropriates funds on an annual basis to repair or improve local roads. At the time of this document, four local roads (Alexander, Feeney, E Norton Circle, and Lamson are scheduled for paving improvements in 2023. Aside from tax appropriation, Jonesport received funding from the Local Roads Assistance Program (LRAP), which the town expends annually on transportation improvements. For Fiscal Year 2022, Jonesport received \$9,020 in LRAP funding. In 1999, Jonesport received \$19,044 in LRAP funding. The town contracts for snow plowing, salting, and sanding of town roads every three years through an open bid process.

**Between 1999 and 2022, Jonesport's LRAP funding  
decreased by over 50%**

### **Transportation system concerns or conflicts caused by multiple road uses**

Jonesport is primarily served by one State-aid Road, Route 187, that intersects with several Town roads and connects Jonesport to US Route 1. Route 187 runs through downtown Jonesport, which is compact with buildings located very close to the street on either side. Due to limited parking areas, Vehicles and delivery trucks must park within the travel lanes – and some park on sidewalks - which blocks sidewalks and forces pedestrians and drivers into a single travel lane to safely maneuver around the trucks. Some downtown businesses have added parking areas behind their storefronts to remove the congestion created by on-street parking. There is a lack of signage to direct visitors to existing parking areas, causing some visitors to bypass businesses due to the lack of obvious parking on the main street.

Jonesport has always been and remains a vital part of Maine’s fishing economy. In 1972, a recreational boat ramp was installed at Sawyer Cove with funding provided by the former “State Parks and Recreation Commission” known as the Bureau of Parks and Lands. The facility received improvements over the years including floats, piles, gangways, and ramp extensions. Commercial vessels also utilize the Sawyer Cove recreational ramp with the knowledge of the State, but such use causes congestion between recreational and commercial use and recreational use is the priority use type. Parking facilities are extremely limited and force use of on-street parking in a residential neighborhood. Commercial trucks and trailers can impede passage of emergency vehicles and residential traffic and reduces the ability for recreational users to access the facilities to remove the conflict between recreational facilities and prevent closure of commercial use allowance. Jonesport is in dire need of a dedicated working waterfront and associated infrastructure.

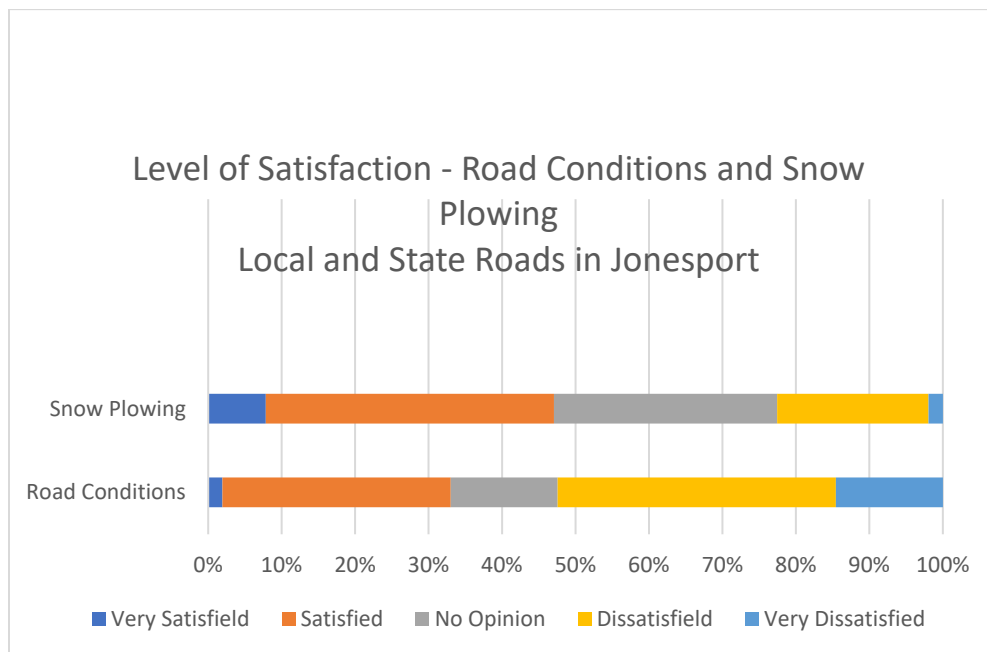
Route 187 connects Jonesport to US Route 1 and is part of the Bold Coast National Scenic Byway and Bold Coast Scenic Bikeway. Although Route 187 has gravel shoulders, there are almost no paved shoulders for bicyclists or pedestrians to use, and motor vehicle traffic often exceeds posted speed limits. Concerns over safety for all road users have increased as commercial trucking and tourism traffic increases and bicycle travel grows in popularity. Growth in these sectors is expected to continue, and therefore safety concerns will continue unless they are addressed.

***“ROUTE 187 SHOULD HAVE A WALKING/BIKE LANE. (BOLD COAST IMAGE) - DIFFICULT TO SIGHTSEE. ANYONE VENTURING OFF ROUTE 1 WILL HAVE A DANGEROUS RIDE.”***

*Comment from the community-wide survey*

During the 10-year period from 2011 to 2021, Jonesport has no high-crash locations as defined by the Maine Department of Transportation. However, during this same time, 191 crashes have been reported in Jonesport, most occurring on Route 187 and 1/2 of them occurring within the past 5 years. Source: [mdotapps.maine.gov/MaineCrashPublic/PublicQueryMap](http://mdotapps.maine.gov/MaineCrashPublic/PublicQueryMap).

The Jonesport Community Public Survey conducted as part of this Comprehensive Plan reveals that 31% of respondents are “satisfied” with road conditions, 37.8% are “dissatisfied”, and 14.5% are “very dissatisfied”. This same survey shows that 39% of respondents are “satisfied” with snow plowing conducted by the Town and MaineDOT, and 20.5% are “dissatisfied”. Very few respondents are “very satisfied” with either current road conditions or municipal/state snow plowing services.



*“Good sidewalks with better street parking”*

*“Road/Sidewalk conditions need to be addressed!”*

*“Tax monies need to go toward sidewalks in town”*

*“Lasting road repair with sidewalks and guard rails where appropriate for safety.”*

Comments from the community-wide survey

### **Walking and bicycling transportation network**

Sidewalks and paved curbs connect the entire downtown residential and business districts from the eastern end of Main Street to the intersection of Main Street and Cranberry Lane, approximately 1.25 miles. The pizza shop, library, hardware store, and marina are connected to residential areas by these pedestrian ways. Sidewalks, paved curbs, and curb cuts throughout Jonesport are not ADA compliant, and most are in disrepair. The schools, grocery store, and post office are not within walking distance for most residents and are not connected to the downtown by sidewalks or safe bicycle routes.

### **State and regional transportation plans**

Jonesport is slated to receive two new bridges according to the Maine Department of Transportation’s current Statewide Transportation Improvement Plan (STIP), 2022-2025. These are the Cross Cove Bridge over Cross Cove and Cummings Bridge over Donovan Creek. Maine’s STIP is a statewide prioritized listing/program of transportation projects, covering a period of four years, and is consistent with Maine’s long-range statewide transportation plan. Projects in the STIP represent work funded by the Federal Highway Administration (FHWA) and Federal Transit Authority (FTA), projects requiring a federal action by FHWA and/or FTA, and Regionally Significant transportation efforts in Maine.

Route 187 and downtown Jonesport are important sections of the Bold Coast National Scenic Byway, a 147-mile transportation route between Milbridge and Calais. The Scenic Byway program intends to encourage travel that provides economic benefit to the communities through which it runs. Jonesport is promoted as part of the Byway and is featured in the Scenic Byway Corridor Management Plan, completed in 2015. The Corridor Management Plan will be updated in 2023, including assessment and recommendations for the Jonesport/Route 187 section.

In 2008/2009, and again in 2014, the Washington County Council of Governments and Hancock County Planning Commission developed a Corridor Management Plan for the Down East Coastal Corridor, which moves people and goods between eastern Washington County and Bangor/Ellsworth. The Downeast Coastal Corridor includes Route 1, Route 9, and connector routes between them – it does not include Route 187, which serves only Jonesport. The plan includes all modes of transportation that move people and goods within and along the corridor (roads, freight, transit, trails, air, port facilities, et cetera). The volume of trucking, commuter, tourism, and bicycle traffic on Route 187 has increased since then and is affected by the significant increases of travel on Route 1; the Coastal Corridor Management Plan should be updated and should include Route 187, especially as new and potentially significant private enterprises are proposed for Jonesport and surrounding communities.

### **Road maintenance and improvement**

Jonesport's most recent appropriation for local road repairs, maintenance, and improvements was \$300,000. As previously noted, Jonesport expends Local Road Assistance Program (LRAP) funds annually. Maine DOT manages road maintenance and improvement for SR 187.

### **Parking issues and standards**

Sawyer Cove Marina is a recreational marina constructed in 1972 through a collaboration between Jonesport town officials and what is now the Bureau of Parks and Lands. The boat ramp is utilized by commercial fishers due to the absence of alternate facilities. The ramp has received numerous updates over the years including floats, piles, gangways, ramp extensions and a commercial boat section. Parking remains a serious problem in this vicinity due to the lack of available parking areas at and around the marina. The proposed construction of a commercial working waterfront at Henry Point will alleviate the issue.

As noted earlier, downtown Jonesport is densely developed with buildings located very close to the street and on-street vehicle parking on both sides. Delivery trucks must park within the travel lanes, which block sidewalks and force pedestrians and drivers into a single travel lane to safely maneuver around the trucks. Because the downtown is so constrained for space, there are no known solutions to this challenge at this time. Passenger vehicle parking needs for the commercial district are adequately accommodated within existing conditions.

Jonesport's Land Use Ordinance contains minimal parking standards. Section 6c, Performance Standards/Parking, states: Adequate off-road parking shall be provided. Section 7b, Additional Performance Standards/Off-Road Parking, states:

1. At least two (2) off-road parking spaces shall be provided per dwelling unit for all new or expanded residential structures. Each space shall be at least ten (10) feet by twenty (20) feet.
2. New commercial and industrial development shall provide ample parking spaces on the premises to accommodate vehicles of employees and customers, and such spaces shall



not be located closer than ten (10) feet from any lot line and shall be designed to minimize backing or maneuvering in a public road or street.

These parking standards are not specific or restrictive enough to discourage growth. Some existing commercial operations in downtown Jonesport do not meet these standards but are grandfathered. The downtown has minimal open land that could be put into new commercial development; any new development would have to meet the “ample parking spaces to accommodate employees and customers,” a standard reviewed by the Planning Board.

*“Need to develop the new commercial fishing area. The public boat launch is overrun by commercial fishing. If not create more parking area for trailers.”*

*Comment from the Community-wide survey*

### **Transit services**

Public transportation is a significant regional problem. The rural geography and low ridership relative to the cost of operation make new transit solutions difficult at best, and impossible in the foreseeable future.

Downeast Community Partners (DCP) offers limited public transportation between specific communities but does not come into Jonesport. The Four Corners in Columbia is the closest pick-up location and provides service between Machias and Milbridge Monday through Friday. DCP Rides in cooperation with Eastern Area Agency on Aging and the FTA provides limited free bus rides for seniors on a first come first served basis, including home pickup. Transportation service for MaineCare covered reimbursement and rides is available but must be arranged through the broker service. DCP provides transportation to supervised visits for those who are referred by the Maine Department of Health and Human Services. DCP offers safe and appropriate transportation to family reunification meetings and services. DCP provides transportation to Sheltered Workshops for MaineCare recipients.

West’s Bus Service operates a route between Jonesport and Beals and Ellsworth on Mondays with stops in 10 communities, and between Jonesport and Machias on Tuesdays with stops in 9 communities. West’s Bus Service and Coastal Connection provides daily services with stops in 14 communities between Calais and the airport and Concord Trailways in Bangor, but service to Bangor and Calais is not available from Jonesport – the closest bus stops for the Bangor to Calais route are in Jonesboro and Columbia.

### **Transportation terminals**

Jonesport has no transportation terminals nor are there any in all of Washington County. Jonesport and Eastport are each home to a Coast Guard station, but these are not transportation terminals. There are no airports or public airfields within Jonesport. The closest public airport is in Machias and hosts only small airplanes; there are no private airports in the vicinity. The Machias Municipal Airport has a 2900-foot runway and is used primarily by private plane owners or, in an emergency, by air ambulance services. The Bangor International Airport or Trenton-Bar Harbor Airport are the closest public airports with regular passenger service.

### **Needed landside or water-side transportation facilities**

Public transportation is a need for all of Washington County, as well as in Jonesport. The community is actively interested in exploring in-town transportation for the senior population and visitors alike. Considering the limitations of parking and traffic disruptions in the village area, Jonesport would actively engage with Maine DOT for a traffic circulation study to determine future improvements for vehicular, bike, and pedestrian use.

Henry Point commercial fishing facility, which is in the process of design and engineering, would not be a public transportation facility.

Jonesport is eager to discuss landside and waterside transportation plans with Maine DOT and other partners.

### **Local access management or traffic permitting measures; road design standards**

Access Management is the planned location and design of driveways and entrances to public roads to help reduce accidents and prolong the useful life of an arterial. Maine DOT has established standards, including greater sight distance requirements for the permitting of driveways and entrances for three categories of roadways: retrograde arterials, mobility arterial corridors, and all other state and state-aid roads. Maine DOT has erected some signage relative to sight restrictions on corners and hills, but more signage is needed. Courtesy of Maine DOT, the town has a solar-powered mechanism to inform vehicles of their speed as motorists enter the concentrated village area. Due to the low volume of traffic on our roadways, Jonesport has no roads in the retrograde or mobility corridor categories of roadways, which come under stricter access management standards. As the population of Jonesport increases and as the area is promoted for tourism through the National Scenic Byway and the Bold Coast Bikeway, traffic volume has increased along SR 187 and the already congested downtown village area.

There are no roads classified as “arterial” corridors in Jonesport. Route 187 has a federal functional classification of “major urban collector”. One segment of road in Jonesport is subject to the Access Rules administered by Maine DOT: Bridge St. that connects Jonesport with Beals Island. It is classified as a “minor collector” by Maine DOT.

The Planning Board currently refers applicants to the Maine DOT for permits when taking access on State Highways and will continue to do so. The current state-required setback for structures

from the centerline is 35 feet. Increasing this setback locally to 50 feet would provide all concerned with greater flexibility (for maintenance, snow removal, safety, and services) and reduce existing conflicts. This increase is not feasible within the densely settled village area but would improve mobility along Route 187 in and out of Jonesport. The town has a setback requirement of 33 feet for all new local roads and as local roads are improved/upgraded.

As previously noted, Route 187 connects Jonesport to US Route 1 and is part of the Bold Coast National Scenic Byway and Bold Coast Scenic Bikeway. Although Route 187 has gravel shoulders, there are almost no paved shoulders for bicyclists or pedestrians to use, and motor vehicle traffic often exceeds posted speed limits. Concerns over safety for all road users has increased as commercial trucking and tourism traffic increases and bicycle travel grows in popularity. Growth in these sectors is expected to continue, and therefore safety concerns will continue unless they are addressed. Jonesport is actively promoted as a location on the Bold Coast National Scenic Byway and Bold Coast Scenic Bikeway. Safety is of utmost concern for the community.

### **Networks of subdivision roads**

For fire protection, Jonesport requires cul-de-sacs for all subdivisions. While the town supports expansion of roads within subdivisions to network to local streets, there are at present no requirements to do so.

### **Condition of roads, bridges, sidewalks, and bicycle facilities**

Roads can be divided into three classifications by function: arterial, collector, and local.

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

There are 0 miles of arterial, 14.83 miles of collector and 10.52 miles of local roads within the town. A listing of all roads within the Jonesport with their classification, length, maintenance responsibility and overall condition can be found in Table G-1, and their geographic location is illustrated in Map: Transportation.

MaineDOT estimates the annual average daily traffic volume (AADT) of most state and state aid roadways. Traffic counts taken every few years help MaineDOT calculate changes in traffic

volume so that road improvements are designed and built accordingly to handle those changes. AADT volumes do not reflect seasonal variations in traffic or daily peak traffic volume. Instead, AADT volumes help us understand the overall growth or decline of traffic on a roadway and the pattern of traffic on our road networks.

MaineDOT utilizes a specific two-part methodology to provide a framework to prioritize programs and projects - the *Highway Corridor Priority (HCP)*, and the *Customer Service Level (CSL)*. See <https://www.maine.gov/mdot/about/assets/hwy/> for more detail.

The first part of the method, the Highway Corridor Priority (HCP), categorizes highway assets into six levels of priorities. Route 187 is classified as a Priority 4 roadway; which includes some collector highways, minor collector highways, and part of Maine's unique state aid system, in which road responsibilities are shared between the state and municipalities.

The second part of the method is determining the Customer Service Level (CSL) that measures MaineDOT managed highway assets in three areas. The CSL uses customer-focused engineering measures to track highway (1) Safety, (2) Condition and (3) Serviceability, and grades them A – F with A being the best and F the worst. Individual measures make up the overall service level grade. These are:

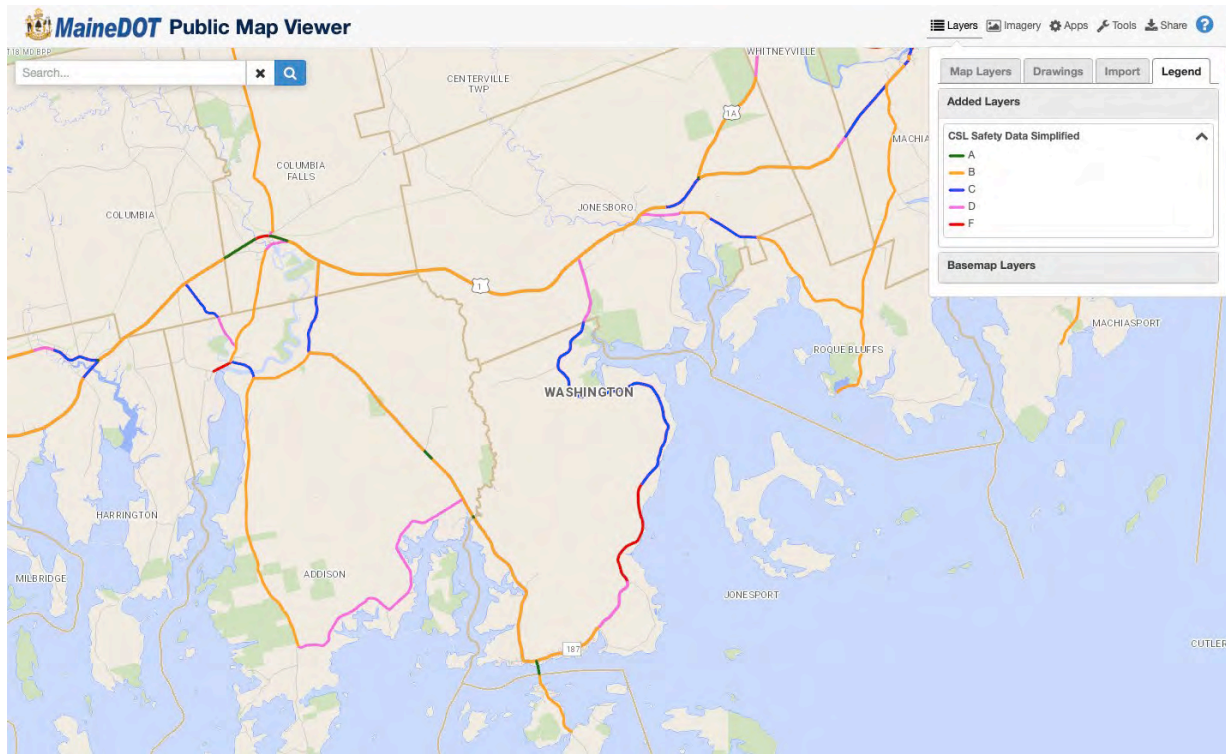
1. Safety – crash history, pavement rutting, paved roadway width, bridge reliability
2. Condition – ride quality, pavement condition, roadway strength, bridge condition
3. Service – posted road, posted bridge, congestion.

The western section of Route 187 is primarily rated B for safety, with one notable segment in Addison rated C. However, the eastern section ratings are C (Sandy River north to the Town Line), D (between Kelley Point Road and Fire Road and in Jonesboro between the Town Line and Route 1), and F (between Fire Road and Sandy River).

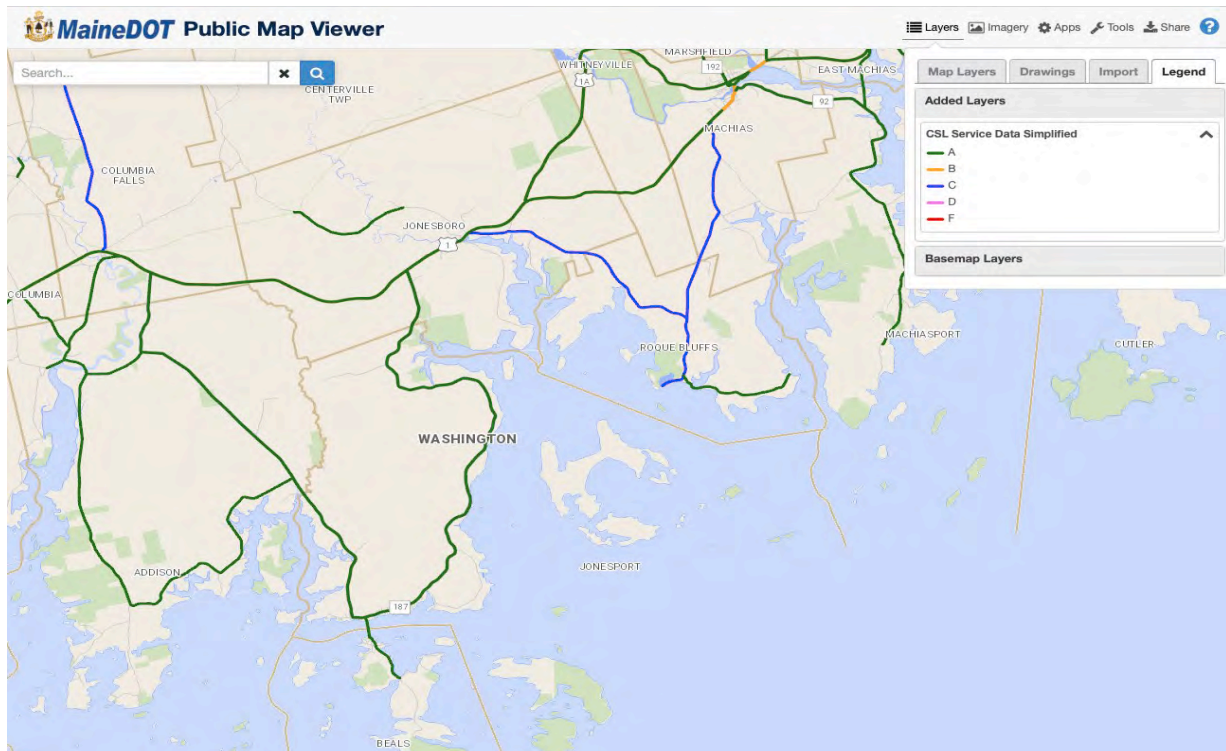
Route 187 is rated A in Serviceability; and primarily A in Condition, with two segments rated B (north of Bayview Cemetery to the Town Line and a small section in Addison).

The town has two bridges servicing Route 187, Cross Cove and Cummings, both of which the state is responsible for inspecting. In 2004, the Cross Cove Bridge was rated by MaineDOT as fair or satisfactory condition with respect to its structure and wearing surface, but its deck was rated in poor condition. The Cummings Bridge (AKA Dickies Bridge) spans Donovan Creek on west Main Street in west Jonesport and was rated in fair, satisfactory or good condition with respect to its structure, deck and wearing surface. The Comprehensive Plan Committee noted that the Cross Cove Bridge was in good condition, but the Cummings Bridge was in bad repair. The Cummings Bridge is narrow with a lot of surface wear and is regularly inundated by astronomically high tide levels. Both bridges are slated for replacement according to the Maine Department of Transportation's current Statewide Transportation Improvement Plan (STIP), 2022-2025.

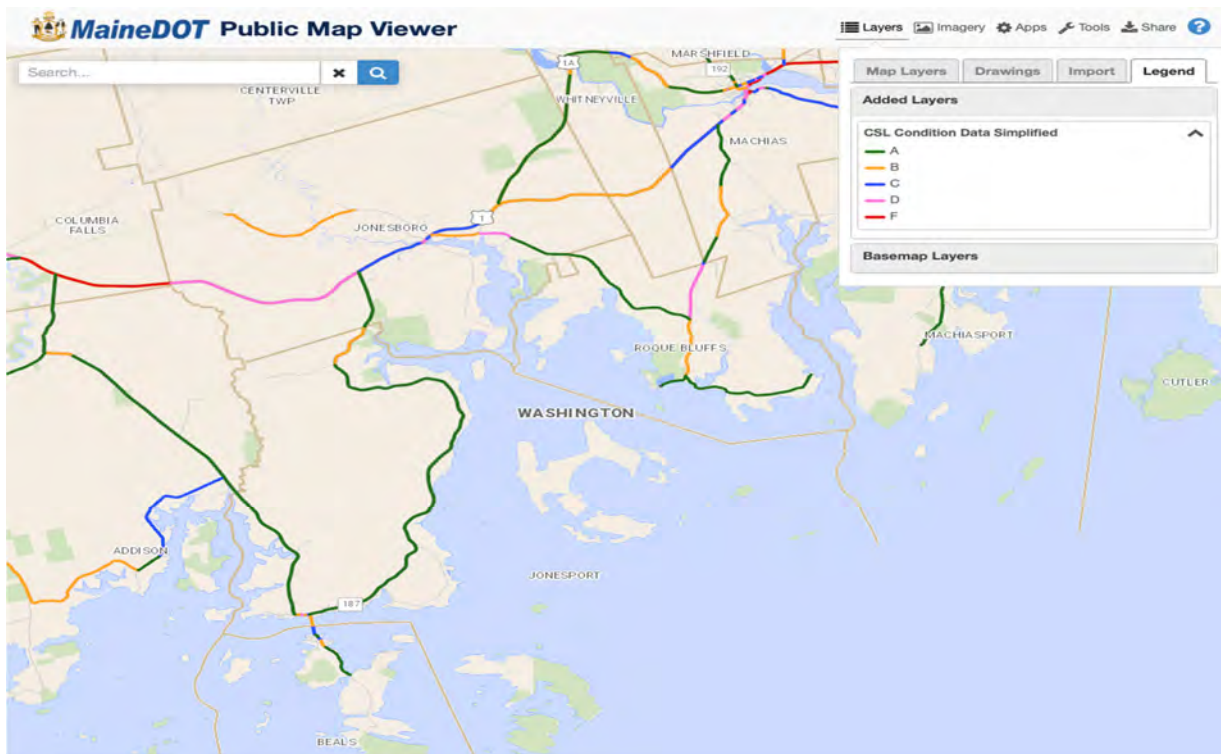
### SAFETY DATA



### SERVICE DATA



## CONDITION DATA



The Committee also notes that there are two additional bridges on SR187 including:

- Bridge over White's Creek - near the Jonesport-Jonesboro town line.
- Bridge of Herbert Kelley Brook, 1 mile south of Great Bar Rd. and 1 mile north of Sandy River Beach.

An enlarged culvert has replaced Marsh Bridge. The enlarged culvert is located near wetlands with a brook that empties onto Sandy River Beach and into ocean.

These bridges need repair. The bridge over White's Creek is not banked and does not drain surface water causing heavy icing; and the bridge at Herbert Kelley Brook is too narrow for safe two-way traffic. All along the Mason Bay Road (Route 187) in the vicinity of these bridges has no shoulders.

Residents have pointed out several (other) areas as dangerous including West Main at Indian River Road where a former traffic light is now a two-way stop. The entire stretch from the sand pile to the Sandy River Beach area is a dangerous area because the road is narrow and winding and twisting with minimal soft shoulders. Recommendation would be to widen and pave the shoulders as well as place MaineDOT warning signs that would state "Slow Down – High Crash Area". The road at White's Creek across from TNT Automotive is also dangerous, especially during the winter. Banking of the road may provide better water run-off, less icing and better



vehicle control during bad weather. Due to minimal shoulders, the town strongly asserts that guard rails are needed to ensure the safety of motorists during winter months.

### **On and off-road bicycle and pedestrian connections**

The 2004 Comprehensive Plan Committee noted concern about efforts to encourage bicycling on Route 187 because the existing conditions on Route 187 were dangerous for bicycling. Narrow or no shoulders, high vehicle speeds, truck traffic, and line of site around corners are all contributors to potential bicycle/motor vehicle conflicts (this applies to pedestrians as well). A proposed new aquaculture facility in Jonesport will create a significant increase in the number of commercial trucks and commuter traffic on this route, and the safety hazards should be addressed regardless of bicycle traffic. The 2021 Comprehensive Plan Committee strongly advocates for a bike/ped lane along Route 187 to avoid unnecessary conflict between pedestrians, cyclists, and motor vehicle traffic.

In 2016, The Bicycle Coalition of Maine hosted their Bike Maine Event along the Bold Coast, generally following the route of the Bold Coast National Scenic Byway. Riders from across the country were surveyed after the event and noted that road conditions along the Bold Coast are comparably good, in their experience. In 2018, the Bold Coast Scenic Bikeway was formally established in partnership between the Bicycle Coalition of Maine and Washington County Council of Governments. Since then, the route has been widely promoted and bicycle traffic has increased throughout the region.

The Bold Coast Scenic Bikeway is an important tool for economic development in Jonesport and all of coastal Washington County, is increasingly utilized by touring bicyclists, and should be supported as much as possible by local government and the Maine DOT through improvements to road conditions such as signage, bike/ped lanes, widened shoulders, and vehicle turnouts.

### **Major traffic generators**

Jonesport does not currently house any large businesses. Commercial fishing is the largest generator of traffic, but the volume would not be considered major by most standards. In 2021, an international aquaculture firm received approval from the State to construct a land-based aquaculture facility on a 94-acre site on Chandler Bay in Jonesport. The proposed facility will produce yellowtail kingfish. With an anticipated annual production of approximately 8,500 tons of fish to be raised in the Jonesport facility, the company expects to create between 70 and 100 full-time jobs when fully operational. Certainly not all the anticipated aquaculture employees will reside in Jonesport, meaning that commuter traffic from both ends of Route 187 is likely to increase somewhat, potentially affecting the road's safety and serviceability ratings.

The Elementary and High Schools are located outside of the downtown and on a side road off Route 187, minimizing or even eliminating any traffic congestion even during ballgames, which are highly attended.

At present, Jonesport is not a highly walkable town. To support pedestrian safety and mobility, sidewalks must be installed, replaced, or repaired. Existing sidewalks are in poor condition and are not ADA compliant.

### **Policies and standards for road design, construction, and maintenance**

Overall, roadways in Jonesport are in fair to poor condition. Maine DOT plows snow from Indian River along Main Street to Bridge Street as well as the Jonesport-Beals Bridge. Maine DOT is responsible for the asphalt on all of Route 187.

The town appropriates funds on an annual basis to repair or improve local roads. At the time of this document, four local roads (Alexander, Feeney, E Norton Circle, and Lamson) are scheduled for paving improvements in 2023. Aside from tax appropriation, Jonesport received funding from the Local Roads Assistance Program (LRAP), which the town expends annually on transportation improvements. For Fiscal Year 2022, Jonesport received \$9,020 in LRAP funding. In 1999, Jonesport received \$19,044 in LRAP funding. The Town contracts every three years, by open bid, for snow plowing, salting, and sanding of town roads.

Maine DOT is responsible for all the non-local roads. Their authority includes permitting of driveways and entrances, curb cuts, summer and winter maintenance, and traffic flow and safety decisions such as traffic signals, signs, reconstruction, and road widening. Jonesport strongly desires that Maine DOT perform a traffic circulation study.

### **Municipal parking areas**

Municipally owned parking areas in Jonesport are limited to the Town Office on Snare Creek Lane, located approximately two miles from the downtown village center. The Town Office parking lot has 2 tiers with capacity for approximately 10 vehicles each. As previously noted, the downtown is very congested due to the lack of parking areas and narrow streets. Businesses with sufficient land adjacent to their storefronts have added additional parking but that parking is severely limited. It is a very common occurrence for the downtown village area to be “one-way” traffic as vehicles park on sidewalks and on the street.

Long term parking for visitors and seasonal residents who sail to the islands in the summer months is needed in areas that are removed from the congested shorefront. The Comprehensive Plan Committee and Selectmen have discussed a variety of alternatives to solve the parking problem including a shuttle or trolley service from an inland parking area, land acquisition for public parking, and redesigning other existing parking areas. The issue requires a comprehensive and detailed analysis and should be conducted as part of the downtown revitalization efforts in collaboration with Maine DOT as noted throughout this Plan.



## **Airports**

There are no airports or public airfields within Jonesport. The closest public airport is in Machias and hosts only small airplanes; there are no private airports in the vicinity. The Machias Municipal Airport has a 2900-foot runway and is used primarily by private plane owners or, in an emergency, by air ambulance services. The Bangor International Airport or Trenton-Bar Harbor Airport are the closest public airports with regular passenger service.

## **Bus or Van Services**

Downeast Community Partners (DCP) offers limited public transportation between specific communities but does not come into Jonesport. The Four Corners in Columbia is the closest pick-up location and provides service between Machias and Milbridge Monday through Friday. DCP Rides in cooperation with Eastern Area Agency on Aging and the FTA provides limited free bus rides for seniors on a first come first served basis, including home pickup.

Transportation service for MaineCare covered reimbursement and rides is available but must be arranged through the broker service. DCP provides transportation to supervised visits for those who are referred by the Maine Department of Health and Human Services. DCP offers safe and appropriate transportation to family reunification meetings and services. DCP provides transportation to Sheltered Workshops for MaineCare recipients.

West's Bus Service operates a route between Jonesport and Beals and Ellsworth on Mondays with stops in 10 communities, and between Jonesport and Machias on Tuesdays with stops in 9 communities. West's Bus Service and Coastal Connection provides daily services with stops in 14 communities between Calais and the airport and Concord Trailways in Bangor, but service to Bangor and Calais is not available from Jonesport – the closest bus stops for the Bangor to Calais route are in Jonesboro and Columbia.

## **Marine and rail terminals**

The seven-acre parcel, Henry Point, was purchased by the Town in 2018 to construct a working waterfront that will include a wharf, floats, hoist, and parking for commercial fishing vessels. Jonesport has been active in receiving funding for engineering and design and elevation of Campground Road through a Maine Coastal Program (MCP) grant and Congressionally Directed Spending, respectively. Jonesport continues to work with Land For Maine's Future (LMF). It is important to note that the Town has encountered several setbacks with LMF due to the unique characteristics of Henry Point as well as the intended usage as a working waterfront. The proposed working waterfront at Henry Point will help alleviate a substantial amount of traffic congestion in the Sawyer Square area and reduce the pressures on the Sawyer Cove Marina.

## Implementation Strategies

<b>Goal:</b> Jonesport will encourage, promote, and develop efficient and safe transportation facilities that will accommodate anticipated growth and economic development.			
<b>Policy</b>	<b>Implementation Strategy</b>	<b>Responsibility</b>	<b>Time Frame</b>
The town will safely and efficiently preserve or improve the transportation system.	The town will develop a prioritized improvement, maintenance, and repair plan for the community's transportation network.	Selectboard	On-going
	The town will investigate training from the MDOT Local Roads Center.	Selectboard	Short-term
	The town will collaborate and investigate a traffic circulation study with MDOT.	Selectboard	On-going
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 uses (motor vehicles, pedestrians, and bicyclists).	The town will fully investigate the pressures on the downtown village area and how the Henry Point Working Waterfront will alleviate ped/bike/vehicular pressures.	Selectboard/ Planning Board	Short-term
To promote fiscal prudence by maximizing the efficiency of the state or state-aid highway network.	The town will participate actively in MDOT meetings and policy development for region 4 including heavy goods traffic through SR 187 (Jonesport, Columbia Falls, Jonesboro, and Addison).	Selectboard	On-going
To prioritize community and regional needs associated with safe, efficient, and optimal use of transportation systems.	The town will consider a local roads ordinance that harmonizes the access of driveways and entrances with the state access management regulations and make the new state regulations available at the town office.	Selectboard	On-going

<p>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.</p>	<p>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.</p>	<p>Selectboard</p>	<p>On-going</p>
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