

10 TRANSPORTATION

This section inventories the Town’s transportation system; it examines the road network, traffic volumes, accident frequencies, bridges, parking and bicycle/pedestrian amenities. It also assesses the region’s airports and public transportation services.

10.1 Road Network

St. George has 30.28 miles are Town roads and 10.53 miles are State Highways. 2.37 miles are State Aid Highways and 0.07 miles are “other”. St. George also has many miles of private roads. The State and Town roads are vitally important as they allow residents to commute to work, school, stores, and around the Town.

State Roads. Two State highways cross the Town: Routes 73 and 131. Route 131 passes through the Village of Tenants Harbor as Main St and Port Clyde Rd. Route 131 terminates in the Village of Port Clyde. Posted speeds are highest on Routes 73 and 131.

See the Transportation Network Map for factored annual average daily traffic volumes at key points on State and municipal roadways in St. George. Routes 73 and 131 have the highest daily volumes, ranging on Route 131 from 4,894 vehicles near the South Thomaston town line to 2,929 on Main St in Tenants Harbor to 1,142 north of the Village of Port Clyde. Route 73 had 1,070 vehicles near the South Thomaston town line and 1,359 vehicles near the Route 131 intersection.

Maine DOT has prioritized highway corridors for improvements and maintenance based upon usage and importance in the state roadway network. St. George’s highest priority roads as ranked by Maine DOT are Routes 73 and 131, which are ranked as Priority 4 Roads. All other roads in Town are Priority 6 Roads (town roads). Statewide, Maine DOT has focused funding on Priority 1 and 2 Roads for major improvements.

Table 10-1 summarizes road projects for St. George based on the MaineDOT Work Plan for Calendar Years 2016-2017-2018.

Table 10-1 Work Plan Capital and Maintenance: 2016, 2017 and 2018					
WP Year	Asset	Description	WIN/ID	Scope of Work	Estimated Funding
2017/18	Route 131	Large culvert (#46916) located 0.62 of a mile west of Glenmere Road.	021822.00	Highway Preservation Paving	\$50,000
2016	Route 131	Ditching on Route 131 in St. George beginning at the intersection of the Cold Storage Road and extending northeasterly 4.3 miles.	WR 31909	Maintenance	\$40,000 (includes other areas)

Source: MaineDOT, as of September 2016

Local Roads. Local Roads include all other public roads not included in the State highway or State aid classification system. These roads are maintained entirely by the municipality, and based on the state system, serve primarily as local service roads that provide access to adjacent land. There are 31.13 miles of roads in this category.

Table 10-2 Town Roads - Town of St. George								
Road Name	Length In Miles	Status	Year	Boundaries	Known Width	Assumed Width	Paved/Gravel	Year Paved
Ballfield Road	0.06	laid out	1912	yes	33'	-	Gravel	-
Patten Point Road	0.90	deeded	1967	unk	33'	-		2015
Commercial Street	0.06	prescriptive	unk	unk	-	33'		2016
Elementary School Rd	0.19	accepted	1962	yes	33'	-		2016
High Street	0.13	laid out	1873	yes	35'	-		2016
Juniper Street	0.09	laid out	1873	yes	35'	-		2016
Mechanic Street	0.10	laid out	1868	yes	-	33'		2016
Ripley Creek Rd	0.09	laid out	1891	yes	33'	-		2016
School Street	0.13	prescriptive	unk	unk	-	33'		2016
Sea Street	0.13	laid out	1860	yes	41.25'	-		2016
Snows Pt.Road	0.87	several	B4-1803/1908	unk	-	49.5'		2015
Water Street	0.09	Co.Comm.	1885	yes	33'	-		2016
Watts Avenue	0.70	laid out	1834	yes	49.5'	-		2016
Wiley's Corner	0.25	turned over	1970s	unk	-	49.5'		2015
Fogerty's Corner Rd	0.95	laid out	1834	yes	49.5'	-		2005
Taylor Point Road	0.32	accepted	1849	unk	-	49.5'		2005
Cold Storage Road	0.10	accepted	1931	yes	33'	-		2006

Factory Road	0.33	laid out	1884/1912	yes	33'	-		2017
Kinney Woods Road	1.59	prescriptive	unk	unk	-	33'		2015
Raspberry Lane	0.05	laid out	1836	unk	33'	-		2006
Barter's Point Road	0.66	deeded	1963	unk	33'	-		2016
Island Avenue	0.60	laid out	1970	yes	33'	-		2017
Barter's Hill Road	0.19	prescriptive	unk	unk	-	33'		2008
Clark Island Road	1.50	accepted	1845	unk	-	49.5'		2017
Second Street	0.09	laid out	1890	yes	33'	-		2008
Third Street	0.09	prescriptive	unk	unk	-	33'		2008
Dennison Road	2.00	accepted	1822/1840	yes	49.5'	-		2009
Eagle Quarry Road	0.40	accepted	1846	unk	-	33'		2017
Turkey Cove Road	2.16	accepted	B4-1803	unk	-	49.5'/66'		2009
Mosquito Head Road	0.54	several	unk	unk	24.75'	33'		2010
Glenmere Road	2.23	accepted	B4-1803	unk	-	33' / 49.5'		2010
Simons Lane	0.35	prescriptive	unk	unk	-	33'		2010
Ridge Church Road	0.20	laid out	1882	yes	49.5'	-		2012
Ridge Road	1.55	accepted	1818/1839	unk	-	33'		2012
Harrington Cove Road	0.65	accepted	1960	unk	33'	-		2012
Wallston Road	3.49	accepted	B4-1803	unk	-	49.5'/66'		2012
Smalley Town Road	0.10	accepted	B4-1803	unk	-	33'		2013
Drift Inn Road	1.07	turned over	1960s	unk	-	49.5		2014
Harts Neck Road	1.47	accepted	1808	unk	33'	-		2014
Cline Road	0.75	accepted	1822	unk	-	49.5'		2014
Marshall Point Road	0.84	accepted	various	yes	33'/41.25'	-		2014
Horse Point Road	0.92	laid out	1855	yes	33'	-		2014
English Town Rd-East	0.17	accepted	1970s	unk	-	49.5		2014
Long Cove Road	0.70	laid out	1891	yes	-	33'		2014
Clark Hill Cem.Road	0.15	accepted	1906	unk	-	20'	Gravel Closed to maint	-
English Town Road	0.34	laid out	1890	unk	-	33'		-
English Town Rd-West	0.25	accepted	2009	yes	49.5	-		-
Front Street	0.08	prescriptive	unk	unk			Gravel	-
Granite Lane	0.07	prescriptive	unk	unk	-	33'	Gravel	-
Howard's Head Road	0.20	accepted	1910	unk	-	33'	Gravel	2017
Pink Street	0.06	laid out	1891	yes	41.25'	-	Gravel	-
Shipyards Road	0.08	laid out	1894	yes	24.75'	-	Gravel	-
Wharf Road	0.05	prescriptive	unk	unk	-	33'		?

Total 31.13 miles
.85 Gravel
30.28 Paved

Source: Town of St. George

Road Maintenance. Road maintenance is an ongoing effort and municipal budgets are often stretched as the cost of such upkeep increases much faster than the costs of other goods and services, due principally to the costs of petroleum-based products like asphalt. The State and federal match for such work has always been important and has become even more crucial to maintain safe roadways.

The Town has a road maintenance plan that covers 10 years and is updated annually. For the most recent period, \$300,000 has been set aside for this work and will be used

to repair/repave about 3 miles of Town roads and improve drainage with culverts. To offset maintenance costs, the State Urban-Rural Initiative Program/Local Road Assistance Program provides payments as shown in the next table.

Table 10-3 Local Road Assistance Program Funding for St. George by State Fiscal Year							
2017	2016	2015	2014	2013	2012	2011	2010
\$30,872	\$31,056	\$30,740	\$33,484	\$37,092	\$37,092	\$37,092	\$37,092

Source: Maine DOT

The Town's 10 Year Road Plan 2009 – 2018 references Road Surface Management Systems (RSMS) for the maintenance, resurfacing, reconstruction and planning of municipal roadways. This document outlines general principles and a list of town roads.

Accidents/Safety. Maine DOT records one high crash location where eight or more crashes have been reported within a three-year period in St. George on Route 131 from the Seal Harbor Rd (Route 73) intersection to just north of the Wallston Rd intersection. Although not recorded as a high crash location by the State, the intersection of Route 131 and Kinney Woods Road is in fact unsafe due to limited sight distances and speeding.

From 2013 to 2015, there were 95 crashes in St. George involving 127 units. More than 66% of these crashes were on Route 131.

Table 10-4 Crashes 2013-2015				
Area	3-Year Total Crashes	3-Year Total Units* Involved in Crashes	3-Year Total Crashes on Route 131	3-Year Total Units Involved in Crashes on Route 131
St. George	95	127	63	91
Knox County	2,151	3,364		

Source: Maine DOT

Note: Crashes can involve more than one vehicle and more than one individual.

* Units include vehicles as well as pedestrians and bicyclists

Most of the crashes did not result in serious injuries. The single fatality occurred on private property.

Table 10-5 Injuries Total: 2013-2015					
Area	Fatalities	Incapacitating Injuries	Evident Injuries	Possible Injuries	Occupants With No Injuries
St. George	1*	2	7	19	105
Knox County	13	63	221	506	3,599

Source: Maine DOT

Notes: Figures refer to any vehicle occupant, pedestrian or bicyclist.

*This fatality occurred on private property.

In 2013, the St. George Select Board created an Ad Hoc Road Safety Survey Committee, which met with the public and with Maine DOT officials to consider safety issues concerning vehicle and pedestrian traffic in Port Clyde Village. The committee prepared a report with potential recommendations including the creation of a parking ordinance, contracting with the Knox County Sheriff's Department to enforce that ordinance, and making Drift Inn Beach Rd a one-way road, among other recommendations. Since then, crosswalks and center lines have been painted, the Welcome to Port Clyde sign has been moved closer to the intersection in Port Clyde, additional signage and the use of a radar speed trailer (at different locations and dates) has been implemented.

Bridges. There are two Bridges in St. George.

- From Island Avenue to the private road on Rackliff Island. This is actually a causeway 475 feet long on which is a 14 feet wide paved roadway with 2 feet wide gravel shoulders. The span in the causeway consists of three six-foot diameter cement culverts. The Town of St. George is responsible for the maintenance of this bridge.
- Crossing Mill Creek in Martinsville. This is a ten-foot long bridge on Route 131. It is State-owned and maintained. It appears to be in good condition.

Bridge locations are shown on the Transportation Network Map. **Table 10-6** shows bridge ownership, length, year built, and sufficiency rating (overall condition) as assessed by Maine DOT.

Table 10-6 St. George Bridge Inventory						
Bridge Name	MDOT ID #	Owned	Length (feet)	Built	Inspection Date	Sufficiency Rating
Mill Brook (Route 131)	2558	State	13	1932	6/8/2011	67.2
Rackliff Island	0603	Town	21	1971	7/16/2012	92.0

Source: Maine DOT

Access Management. As development (mostly residential and limited commercial) increases along these two State roadways, increasing conflicts between local and through traffic should be expected. Such conflicts can be minimized by using access management regulations for the siting of new entrances and driveways based upon current and sought posted speeds.

There are minimum street frontage requirements in the Minimum Lot Size Ordinance (100 feet on a public or private right-of-way) and Shoreland Zoning Ordinance (50 feet on public/private way in the Commercial Fisheries/Maritime Activities District and Limited Commercial District, and 100 feet in the Marine Residential District). The Subdivision Ordinance requires a minimum road frontage for each lot of 100 feet, with a 50% reduction for cluster developments.

The Site Plan Review Ordinance states, “The proposed site layout shall provide for safe access and egress from public and private roads by providing adequate location, numbers and controls of access points including sight distances (Maine Department of Transportation standards), turning lanes, traffic signalization, when required by existing and projected traffic flow on the municipal road system. Vehicular access to the site must be on roads which have adequate capacity to accommodate the additional traffic generated by the development.”

In addition to local regulations, State access management rules apply to State and State aid roads. The Town believes that these have been helpful.

The standards of the Subdivision Ordinance differentiate road design based upon two categories: public rights-of-way and private rights-of-way. Subdivisions containing thirty lots or more must have at least two road connections with existing public roads or roads on an approved development plan. For dead-end roads, the Planning Board may require the reservation of a 20, 50, or 66-foot easement in line with the dead-end road to provide continuation of pedestrian traffic or utilities to the next road, or to access possible future subdivision or development. The Ordinance requires, however, that roads shall be designed to discourage through traffic within a subdivision. The Shoreland Zoning Ordinance regulates roads and driveways within the shoreland zone. See the Future Land Use Chapter of this Comprehensive Plan for discussion of the community’s desired land use pattern.

10.2 Parking

The public parking lots in St. George are as follows: Adjacent to the Town Office in Tenants Harbor. This lot was expanded and paved during the construction of the new Tenants Harbor fire station in 2003. The Drift Inn beach parking lot lies between Route 131 and Drift Inn Road and can be entered from either road. It measures 50 feet by 100 feet and has a gravel surface in fair condition. It should be noted that there is a shortage of parking space throughout Town. It is a critical matter in Port Clyde, particularly during the tourist season.

The use of off-site parking areas, including the school parking lot (when the school is not in session), and at the Tenants Harbor town office has helped to alleviate parking issues somewhat.

10.3 Bicycle/Pedestrian Network

The Town is responsible for the maintenance of sidewalks along local, state and state-aid roads. Sidewalks in the Town of St. George are located in Tenants Harbor (0.43 miles) on the western side of Route 131; in Port Clyde (0.2 miles); on the eastern side of Route 131. In the last several years, the sidewalks in the Town’s villages have been

upgraded and are in good condition. Sidewalk connections to the school is limited. In any event nearly all students get to school via bus or private auto. Most residential subdivisions do not have sidewalks.

There are no dedicated bicycle paths. Pedestrians and bicyclists often use roadway shoulders or use the travel lanes in areas where there are no shoulders. However, these shoulders are narrow, making them difficult and unsafe to use.

Greater vehicular volumes in summer and speeding (year-round) threaten the safety of pedestrians and bicyclists. The addition of sidewalks and multi-use paths in certain areas as noted in the strategies section of this chapter could improve this situation, but would require the expenditure of public funds and the cooperation of private landowners.

10.4 Bus, Rail, Air, and Ferry Services

Bus. There is no bus service in St. George. Concord Coach (Trailways) offers daily service on their Maine Coastal Route between Orono and Boston's Logan Airport. Stops include the University of Maine in Orono, Bangor, Searsport, Belfast, Lincolnville, Camden/Rockport, Rockland, Waldoboro, Damariscotta, Wiscasset, Bath, Bowdoin College, Brunswick, and Portland. Buses bring children to and from public schools.

Airport. There are no airports within St. George. The closest airport is the Knox County Regional Airport located in Owls Head. Knox County owns property beyond the immediate area of the runways, tarmac and airport facilities in order to prevent non-compatible development from occurring nearby.

Rail Service. There is no existing or proposed rail service in St. George. The closest rail station is located in Rockland; however, rail passenger service is not available at this time.

Ferry Service. There are no current or proposed public ferry services in St. George. The Monhegan Boat Line operates a private ferry service to Monhegan from Port Clyde. The closest marine terminal (Maine Ferry Service) is located in Rockland. Private water taxi transportation services are not available in St. George. Proposed docks, piers, wharves and related parking facilities are noted in the Marine Resources Chapter of this Comprehensive Plan.

10.5 Regional Transpiration

The 2010-2011 'Connecting Maine' Statewide Long-Range Transportation Plan to 2035

provides overall goals for the maintenance and improvement of the state transportation system to meet the needs of residents and businesses. These goals agree generally with this comprehensive plan. There are no St. George specific projects or impacts included in the Long Range Maine DOT plan. The lack of adequate funding to preserve and enhance the state transportation network will continue to affect St. George along with many other Maine communities.

Waldo Community Action Partners (WCAP) is a State of Maine designated Regional Transportation Provider. In mid-2016, WCAP took over Coastal Trans, Inc. (CTI), a non-profit subsidiary of Methodist Conference Home, Inc. WCAP operates transportation services for residents of Waldo, Knox, Lincoln, and Sagadahoc Counties and the Towns of Brunswick and Harpswell. They provide Non-Emergency Medical Transportation for MaineCare eligible riders, as well as services for riders who are elderly, have disabilities, and people with low income and transportation for the public. They currently work with a number of agencies to provide connections to services for mental health, medical care, and adult rehabilitation services. They operate a fleet of agency vehicles that include ADA accessible buses, as well as sedans and vans to provide transportation services. They operate Demand-Response services for riders.

10.6 Goals, Policies, and Strategies

A. State Goal

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

B. Local Policies and Strategies

Pursuant to the State goal the Town of St. George has the following policies:

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.*

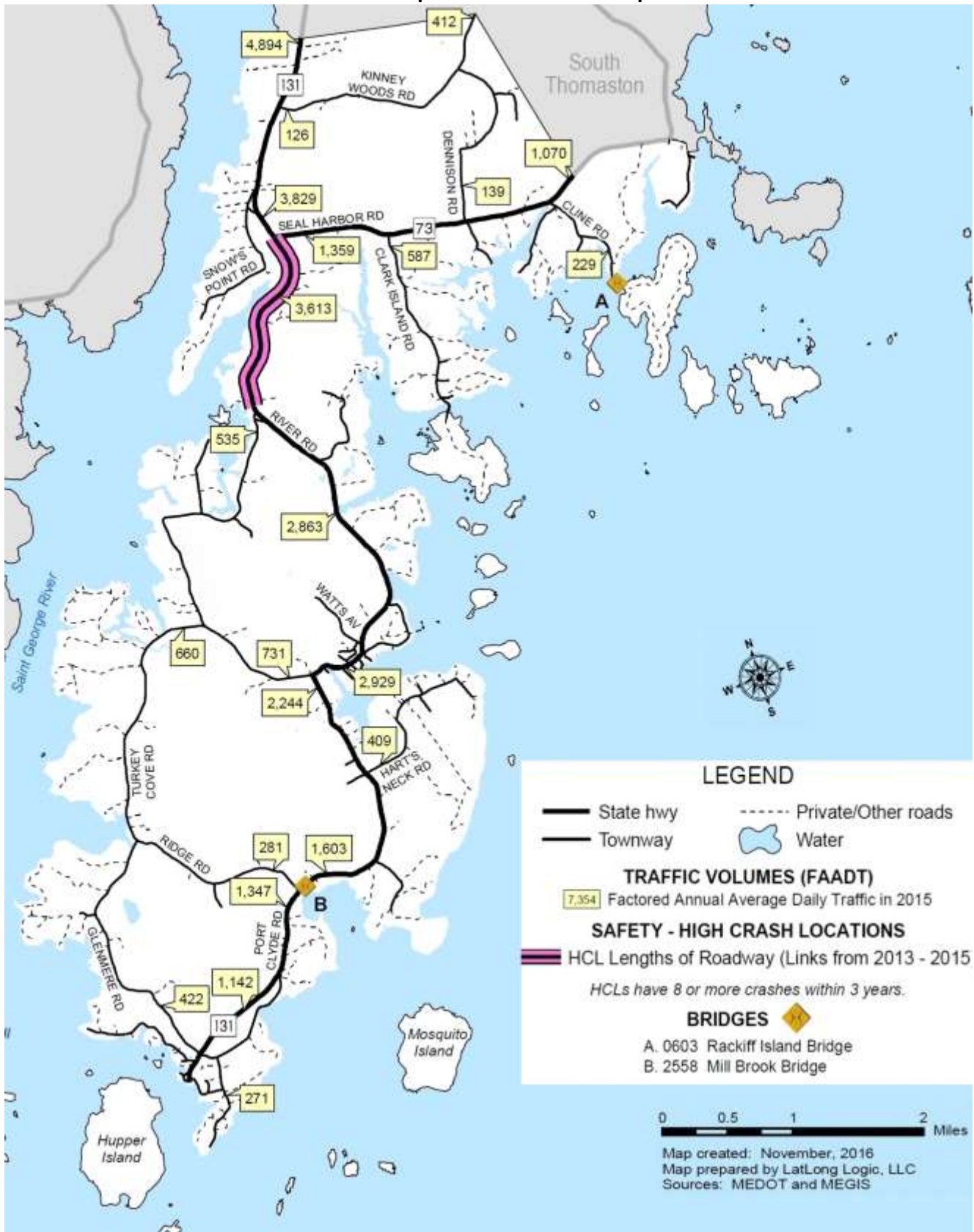
6. *Maintain a road plan for financing the replacement and expansion of public roads required to meet the demands of and influence the location of future growth and development.*

Strategies proposed in this Comprehensive Plan are assigned responsible parties and a timeframe in which to be addressed. **Short Term** is assigned for strategies to be addressed within one to three after the adoption of this Comprehensive Plan, **Midterm** for strategies to be addressed within five years, and **Long Term** for strategies to be addressed within ten years. In addition, **Ongoing** is used for regularly recurring activities.

Strategy	Responsibility	Timeframe
Develop or continue to update a prioritized improvement, maintenance, and repair plan for the community's transportation network. <ul style="list-style-type: none"> Maintain a 10-year road and sidewalk improvement plan to include maintenance, upgrading, and rebuilding priorities by year, as well as costs for those projects. 	Select Board, Town Manager, and Road Commissioner	Short Term and Ongoing
Initiate or actively participate in regional and state transportation and land use planning efforts.	Select Board, and Town Manager	Long Term
Enact or amend local ordinances as appropriate to address or avoid conflicts with: <ol style="list-style-type: none"> Policy objectives of the Sensible Transportation Policy Act (23 M.R.S.A.73) State access management regulations pursuant to 23 M.R.S.A. 704: To maintain and improve traffic flows, and improve safety, future land use ordinance provisions should be in harmony with access management performance standards set in current state regulations for state and state aid roadways. State traffic permitting regulations for large developments pursuant to 23 M.R.S.A. 704-A. 	Select Board, Planning Board, and Town Meeting Vote	Midterm
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.	Select Board, Planning Board, and Town Meeting Vote	Midterm
Coordination with State: Work with the Maine DOT as appropriate to address deficiencies in the system or conflicts between local, regional, and state priorities for the local transportation system.	Select Board, and Town Manager	Immediate and Ongoing

Strategy	Responsibility	Timeframe
Drainage: Consider the effects of increased intensity and frequency of storms and flooding and propose amendments to roadway design standards including adequate sizing for culverts and drainage to reduce the potential for future damage to roadways. Seek state and federal grants to replace substandard culverts and to improve roadway drainage.	Select Board, Planning Board, and Town Meeting Vote	Midterm
Impact Fee: Investigate the feasibility, and where appropriate, enact an Impact Fee ordinance to require developers of large projects to build any roads and other public facility improvements as needed.	Planning Board, Select Board and Town Meeting Vote	Long Term
Parking: Provide additional funding to improve parking facilities.	Select Board and Town Meeting Vote	Long Term
Pedestrians and Bicycles: To promote pedestrian and bicycle safe options, the Town will welcome opportunities to create multi-use, walking and bicycle paths throughout the Town and sidewalks in the villages and other areas. Through public participation the Town will prioritize potential projects, and then seek CDBG infrastructure funds, Maine DOT funds, and other sources, to create new paths where best suited, and in agreement with landowners. Public support for these project proposals will be obtained before the Town commits resources. Maintain, where necessary, pedestrian sidewalks on Route 131 to ensure pedestrian safety.	Road Commissioner, Select Board, Town Manager, Planning Board, and Town Meeting Vote	Midterm and Ongoing
Inventory road and shoulders (width, conditions, presence/absence of sideline striping) to evaluate ability of road network to accommodate walkers and bicyclists.	Road Commissioner	Midterm
Site Plan Review Strategy: Study the ordinances to regulate new impact uses along public roads. Standards could include the following: curb cut limitations, internal roads for large subdivisions and larger road frontages. Changes may be needed in regulations and ordinances.	Planning Board	Ongoing
Strip Development Strategy: Study the ordinances to regulate new light impact uses along public roads. Standards could include the following: curb cut limitations, internal roads for large subdivisions, and larger road frontages. Changes may be needed in regulations and ordinances.	Planning Board	Ongoing

Transportation Network Map



List of Roads Posted - Heavy Loads Limited

Following is a list of Heavy Loads Limited signs that should be made up each year to provide for the posting of town roads:

- Factory Road ~ From Rt 131 intersection easterly to Marshall Point Road
- Horse Point Road ~ From Rt 131 intersection westerly to the end of the road
- Glenmere Road ~ From Rt 131 intersection in Port Clyde northerly to Turkey Cove Road intersection
- Drift Inn Road ~ From Rt 131 intersection in Port Clyde northerly to Route 131 intersection
- Drift Inn Road ~ From Rt 131 intersection in Port Clyde southerly to Route 131 intersection
- Ridge Road ~ From Rt 131 intersection in Martinsville westerly to Turkey Cove Road intersection
- Mosquito Head Road ~ From Rt 131 intersection easterly to the end of the road
- Harts Neck Road ~ From Rt 131 intersection easterly to the end of the road
- Clark Hill Cemetery Road ~ From Rt 131 intersection westerly to the end of the road
- Wallston Road ~ From the Turkey Cove Road intersection northerly to the Smalleytown Rd intersection
- Turkey Cove Road ~ From the Wallston Road intersection southerly to the Ridge Road intersection
- Ripley Creek Road ~ From Rt 131 intersection southerly to the end of the road
- Mechanic Street ~ From Rt 131 intersection southerly to the end of the road
- Watts Avenue ~ From the Elementary School Road intersection to the end of the road
- Barbers Point Road ~ From Rt 131 intersection easterly & southerly to Sea Street
- Long Cove Road ~ From the Mussel Farm Road intersection to the end of the road
- Wallston Road ~ From the Smalleytown Road intersection to the Turkey Cove Road intersection
- Snows Point Road ~ From the Wileys Corner Road southerly to the end of the road
- Kinney Woods Road ~ From Rt 131 intersection easterly to the Dennison Road intersection
- Clark Island Road ~ From Rt 73 intersection southerly to the end of the road
- Dennison Road ~ From Rt 73 intersection northerly to the South Thomaston town line
- Dennison Road ~ From South Thomaston town line southerly to Rt 73
- Eagle Quarry Road ~ From Rt 73 southerly to end of road
- Cline Road ~ From Rt 73 southerly to end of road
- Patten Point Road ~ From Village Road southerly to end of road