

Transportation

Introduction

In the land use planning process, community transportation issues can be complex and challenging. Transportation weighs heavily in planning for local fiscal capacity and future land uses. It's important to stay focused on safety, efficiency of movement, energy efficiency and conservation, cost effectiveness and the local need and interest in different modes of travel. Several transportation related problems and issues have been identified and are explained here. The locally acceptable approaches for avoiding problems and meeting the future transportation demands of Easton are identified in the policies/strategies section.

Most residents probably take for granted that Easton is a regional transportation hub. The Town has several major transportation corridors including Route 1-A, Route 10, and the Conant Road. These highway segments are vital corridors for commerce and for residents traveling to and from work and other daily needs. More recently, issues relating to different modes of transportation (horse and carriage, bicycle and pedestrian, and motor vehicles) have arisen. Local roads, collectors, and arterials also serve the needs of residents to access services and employment. The Town is responsible for maintaining 26.95 miles of road of which 1.36 miles is closed to winter maintenance. There is little difference in the miles of road maintained today than 20 years ago. Town roads can be abandoned and the ownership transferred to abutting owners. Town officials are in the process of developing a new subdivision and will be adding local road mileage in the near future. Selectmen have decided that new road(s) serving this subdivision will be constructed in their entirety before development occurs.

Other, equally important, transportation related topics include alternative modes of transportation and parking. Easton has many alternative transportation assets and over the years, has made a lot of progress in increasing and improving in these areas. Beyond the need to provide safe, convenient access for bicyclists and pedestrians to businesses and schools, there is significant overlap of tourism and recreation when we discuss modes of transportation. Pedestrian, snowmobile, and ATV access to businesses and services have significant economic value. Easton offers a system that is generally safe, well maintained, cost effective and diverse.

Roads and Bridges.

Public roads in Maine are classified into three categories based on the needs served by those roads. They are arterial, collector, and local. In total, Easton has 50.99 miles of roadway. Maine DOT has recently graded the road system under their jurisdiction in Maine. In general, State roads in Easton have been graded as being in good to excellent condition. The one notable exception is Route 1-A from Route 10 south to the Mars Hill town line which is considered in fair to good condition. Town officials believe that the entire section of Route 1-A from the Fort Fairfield to the Mars Hill townline needs improvement. This area contains a bulk of the Amish traffic and is a major heavy haul truck route. In some areas of Route 1-A, there is a 3 to 3.5 inch drop between the asphalt and the gravel shoulder which has created a safety issue with horse and buggies as well as bicyclist. However, there are no projects listed in the 2013-2015 Capital Work Plan for MaineDOT on those sections of road.

Local roads are generally in fair to good shape for present levels of traffic. With routine maintenance, the scraping back of the shoulder build-up, and the cleaning of the ditches, the life of the roadway surface can be prolonged and will save money. Should development pressure occur, a more thorough review of the transportation system, road construction standards, and maintenance will be necessary.

Easton has 6.26 miles of arterial roads which is made up entirely of Route 1-A, The town also has three (3) major collectors made up of the Conant Road, Station Road, and Route 10, and two (2) minor collectors (West Ridge Road and the Ladner Road). The remaining road mileage is made up of local roads.

There are 26.95 miles of local roads. Local roads or town roads include all public roads not within the arterial or collector category. These roads are maintained by Easton for local service use and provide service to adjacent land areas and usually carry lower traffic volumes than arterials and collectors.

Easton Road Inventory

Road Name	Arterial	Collector	Local	Town Road (Seasonal)
Fort Fairfield Road (Route 1-A)	6.26			
Easton Center Road (Route 10)		2.61		
Station Road		1.48		
Richardson Road		1.87		
West Ridge Road		3.48		
Bangor Road		0.11		
Ladner Road		6.69		
Conant Road		1.52		
Station Road			1.49	
Johnson Road			0.11	
Viner Road			0.18	
Henderson Road			1.63	
Forest Avenue			1.05	
Gray Road			2.05	
Bowers Road			0.55	
Bridge Road			0.10	
Bangor Road			3.07	
Curtis Road			0.76	
Fuller Road			3.49	
Graham Road			1.29	
Mahaney Road			3.25	

Road Name	Arterial	Collector	Local	Town Road (Seasonal)
Cleaves Road			0.48	
Fry Pan Road			0.05	
Hersom Road			2.62	
Mahaney Road			0.25	
Getchell Road			0.50	
Allen Road			0.10	
Bear Trap Road			0.61	
Lamoreau Road			0.45	
Duncan Drive			0.39	
Perry Road			0.62	
Spruce Road			0.50	
Johnson Road				0.09
Bowers Road				0.55
Curtis Road				0.15
Hersom Road				0.57
Total Mileage	6.26	17.76	25.59	1.36

Source: Town of Easton and MaineDOT, 2013
Bold font indicated State Aid Roads

High Crash Locations and Safety Issues

According to the Maine Department of Transportation (MaineDOT), there are no high crash locations in Easton (2013). However, in the last five years, there have been 82 accidents along the town’s roadways. These accidents have been spread through the Town but the highest numbers have been during the winter months.

An area of concern is moose/vehicle collisions and town officials have identified several places where reflectors, similar to those on Route 1 in Cyr Plantation, could be installed. These areas include the swampy areas along Route 1-A near the Fort Fairfield line, the Lamoreau Road, and the Henderson Road. Town officials will work with the MaineDOT to determine if installation of these reflectors is feasible.

A relatively new safety issue for Easton and several surrounding communities is the increased population of Amish and their mode of transportation. The Amish use of horse drawn carriages or walking along state and local roads has created some traffic conflicts in town. Although the use of lights and reflectors is increasing among the Amish community, not all means of transportation contain sufficient safety warnings. Heavy truck traffic, community events, and general pass thru traffic has, at times, created a major transportation safety problem as numerous buggies utilize these roads in town. At the writing of this plan, no deaths have occurred although several accidents have happened.

MaineDOT has worked with Easton to place “Share the Road” signage at strategic locations within the community, oftentimes in the vicinity of Amish farms and communities. The town may wish to consider working with Huber and McCain’s to educate their employees and truckers

and to help improve the overall awareness of the Amish and their associated means of transportation in the area. The town may also wish to work with elders in the Amish community to develop a system of improving the visibility of Amish vehicles for passing motorists through the increased use of reflectors, safety (slow moving traffic) triangles, lanterns, and other safety solutions.

In order to help minimize some of the issues associated with the traffic conflicts, paved shoulders should be constructed along Route 1-A for the entire length in Easton. In other areas already owned by the Amish community, Town Officials will consider working to find alternate paths and trails for the Amish to utilize. The Town has considered purchasing the right-of-way on the Bowers Road to help eliminate traffic on the more heavily utilized routes. A second issue, and one difficult to deal with, is the animal waste left along the roads sides. This waste can be dangerous to bicycles and pedestrians along transportation corridors.

To help reduce other traffic issues, town officials may also consider the development of a road design and/or site design ordinance that requires developers to meet certain standards when constructing larger scale development in Easton. These types of development can generate significant traffic and create issues on roads of which were not designed for high traffic counts. Additional roads constructed to a certain standard will eliminate the need to the Town to reconstruct new roads that have been turned over to it. Knowing how a road was built can prevent long term and unexpected reconstruction costs in the future.

Traffic Counts

The Maine DOT’s Traffic Engineering Division and Traffic Monitoring Section, is responsible for the collection of all types of traffic data and maintenance of a statewide traffic volume database. The reduction and reporting of traffic volumes and vehicle classification data are accomplished through two types of count programs.

The following tables show traffic counts for Easton. MaineDOT had completed counts in 2012 which were published in April, 2013. Route 1-A, Route 10, and the Richardson Road on average had the highest traffic counts. Station Road had the highest Average Annual Daily Traffic (AADT) count with 2210 located at the railroad crossing with the Route 1-A/ Route 10 intersection has the second highest count at 1990 AADT. Route 1-A, Station Road, and Richardson Roads all average over 1000 vehicles per day and the Richardson Road saw the greatest percent increase in traffic between 2010 and 2012. It is very apparent that Huber and McCain generate significant commuter and freight traffic.

Road	Location	2010	2012	Percent Change 2010-2012
US 1A	At Fort Fairfield Town line	1550	1720	11%
US 1A	S/O Hersom @ Mars Hill Town line	1430	1740	22%
US 1A	N/O SR 10 (CENTER)	1480	1550	5%
US 1A	S/O Center Road	1750	1990	14%

Road	Location	2010	2012	Percent Change 2010-2012
Rt. 10 (Center)	E/O IR 758 @ BR # 2687	1970	N/A	
Rt. 10	W/O PERRY at Town line	1070	960	-10%
Rt. 10	W/O US 1A	1570	1560	-1%
Rt. 10	E/O West Ridge Road	1430	1190	-17%
Rt. 10	W/O Station Road	1330	1070	-20%
Station	Station N/O RR Crossing	1910	2210	16%
Station	S/O Richardson	840	950	13%
Station	N/O Center Road	760	660	-13%
Station	S/O Conant Road	1560	1580	1%
Richardson	E/O Station Road	1530	1900	24%
Richardson	N/O Rt 10	720	840	17%
Richardson	At Bridge 0125	620	870	40%
W Ridge	S/O Center Road	750	570	-24%
Henderson	E/O Lamoreau	130	N/A	
Forest	N/O Fuller at TL	200	N/A	
Bangor Rd.	S/O Center Road.	520	410	-21%
Ladner	at US Customs	40	N/A	
Curtis	N/O Ladner Road	50	N/A	
Conant Rd.	W/O Station Road	1740	1740	0%
Ladner	at US Route 1-A	450	440	-2%

Source: MaineDOT 2013

Local Road Update.

Based on conversations with municipal officials, local roads are in fair to good condition overall. Town officials work under a ten year plan (2013-2023) for road maintenance and reconstruction and utilize a Town Road Improvement fund for these projects. Currently, there is \$150,000 of local funds in this account with the town receiving an annual allotment of \$42,000 through the Urban-Rural Initiative Program (URIP) which are State funds. The goal by 2015 is to have \$225,000 of local funds in this account.

The town's priorities are ditching widening the right-of-way to include shoulders beginning in the northern most road (Fuller Road) and working progressively south. It is projects that the Fuller Road project should take about 2 years to complete and is considered the largest project in Town. Through the completion of ditching and culvert work, town officials believe that outside construction firms will then be able to reconstruct those portions of the road that needs work, finish each road in its entirety, and then move to the next road project. At the end of the 10 year plan, officials plan to begin road maintenance rather than reconstruction on these roads, thereby overall reducing road project costs in the future.

It is projected that projects on the southernmost road (Hersom Road) will be completed in 2023.

Bridges

There are six (6) bridges in Easton as identified by the MaineDOT. Four are owned by the MaineDOT while the other 2 are Easton's responsibility. MaineDOT performs detailed inspections of all public bridges to ensure the public's safety every two years. There is a numerical rating system that is used during these inspections. With these inspections, MaineDOT prepares a list of prioritized bridges projects for the Work Plan. There are no bridge projects Easton listed in the 2013-15 Work Plan.

It should be noted that the two bridges that are the responsibility of Easton are listed as either in "Imminent Failure" or in "Poor" condition. However, in 2013, town officials have replaced the failing bridge (#0127) over the Prestile Brook with a new bridge. Bridge #137 has been discontinued and is currently a "pass at your own risk" bridge. Total cost of the project was approximately \$88,000. In total, Easton has spent over \$100,000 in the past three years of local funds to reconstruct town maintained bridges.

Bridge Inventory, 2013

Name	Number	Owner	Route	Substructure Condition	Superstructure Condition	Deck Cond.	Channel Cond.	Culvert Cond.	Approach Cond.
Prestile Brook	2687	DOT	10	F	F	F	S	N/A	G
Flewelling Brook	3532	DOT	Ladner	N/A	N/A	N/a	F	G	F
Wolverton Brook	0139	DOT	Ladner	N/A	N/A	N/A	G	VG	G
Prestile Brook*	0137	Easton	Bridge Road	IF	IF	IF	IF	N/A	S
Prestile Brook*	0127	Easton	Bridge Road	S	P	P	F	N/A	P
Prestile Brook	0125	DOT	Richardson	N/A	N/A	N/A	VG	E	VG

Source: MaineDOT 2013

Codes: E-Excellent, VG- Very Good, G-Good, F-Fair, P-Poor, S-Serious, IF- Imminent Failure

*= Bridge has been discontinued.

Parking

There are no municipally owned parking lots in Easton. Parking is located at the Town office and is in generally good condition. There are also no formal Park and Ride lots located in town. Town officials may wish to consider creating parking areas for horse and buggies where water troughs and sawdust pads can be added to water the horses and collect animal wastes. Water could potentially be collected from gutters located on building that the Amish frequent, such as the store and bank.

Businesses locating in Easton have ample land available for parking and parking is not considered to be an issue at this time.

One issue has been identified and that is parking at the High School during sporting or other

events. Cars line the Center Road and can create a safety issue as there is insufficient parking on school grounds. Town officials will work with the School Department to look at the potential expansion of parking on school grounds.

Sidewalks and Paths

Unfortunately, Easton does not have a detailed, online inventory of sidewalk issues which are considered to be in poor condition. Areas identified where sidewalks were in disrepair, interrupted, damaged or in other ways unsafe for persons walking, running or bicycling. The sidewalk inventory identifies several kinds of challenges that particularly affect persons using wheel chairs, but many that are impediments to all travelers including:

- Crosswalks that are inaccessible or poorly marked
- Cuts in paving - sudden drop-offs or step-ups
- Damaged paving
- Debris including sand, gravel, sand, snow and water
- Drainage grates
- Gaps where sidewalks end forcing people into the roadway
- Obstructions including utilities, vegetation, fences, walls, signage and parked cars
- Slope of sidewalk side to the other or in the direction of travel
- Substandard width

In many cases these kinds of problems overlap. For example, a poorly designed drainage grate accumulates debris, causes undermining of existing sidewalks and resulting sudden changes in the surface.

Easton's Highway Department works annually to maintain sidewalks. Pedestrians are served by a mile network of sidewalks located in the more densely developed parts of town and 7.6 miles of trails. Recent sidewalk maintenance costs were approximately \$15,000. Continued maintenance is necessary and reconstruction should occur on up to 25 percent of the network. To encourage bicycle use the town and schools provide bike racks at several locations. The trail network available for bike use includes the miles available for pedestrian use. Sidewalks do not extend to Perry and Duncan Drive and should be constructed to serve pedestrians living along those roads. Sidewalks and signage should also be constructed on the West Ridge Road to the Manor, the Bangor Road to the Town line, and from the High School to the Duncan Road.

Capital Work Plan

The Maine Department of Transportation's (MaineDOT) new Calendar Year 2013-2014-2015 Work Plan (Work Plan) supports the department's mission, "To responsibly provide our customers with the safest, most reliable transportation system possible, given available resources." The Work Plan contains projections of transportation resources (federal, state, other) and MaineDOT's strategy to apply them to the planning, engineering, construction, operation and maintenance of transportation infrastructure of all modes throughout Maine. The Work Plan emphasizes focusing scarce transportation resources on existing critical infrastructure needs, primarily roads and bridges, to the greatest extent possible.

Easton regularly provides input to MaineDOT as to projects listed in the Plan. Every two years, municipalities are asked to submit prioritized lists of projects for potential inclusion in the Plan. The following projects are listed in the 2013-2015 Work Plan for Easton. The costs listed are the total cost of these projects, some of which may extend into neighboring towns. When asked, Easton Town Officials should continue to submit projects for inclusion in the Plan.

Planned Capital and Maintenance Work 2013-2015

Work Plan Year	Asset(s)	Description	Communities	Estimated Funding
2013	Route 10	Highway Resurfacing: Beginning 0.15 northerly of Center Road and extending 0.79 of mile.	Easton	\$229,960
2014-15	Route 10	PMRAP: Beginning 0.52 of a mile west of West Ridge Road and extending westerly 5.44 miles.	Easton and Presque Isle	\$1,904,095

Source: Maine Department of Transportation 2013

Public Transportation.

Aroostook Regional Transportation System.

The Aroostook Regional Transportation System provides general public transportation throughout Aroostook County. Services are provided from each town in the County at least once a week to the nearest commercial center. Services are available to all members of the general public from the outlying towns to the commercial center and pick-up services are available in-town to the elderly and handicapped only. Fares are charged to members of the general public and half fare is charged to the elderly and handicapped. No fare is charged to Medicaid clients going to Medicaid covered services or to the elderly and handicapped going to a medical appointment. Services are provided to individuals with special needs who attend daily work or rehabilitation programs. These daily runs are also available to the general public, but no deviation from the special runs can take place due to time limitations. Town officials do not believe that ARTS adequately services the community and would like to see additional bus service.

Cyr Bus Lines.

Cyr Bus Lines provides daily regional bus service from northern Maine to Bangor and points south with connections to the major national bus lines. The northern most pick-up point for the bus line is in Caribou. The closest pickup point for Easton would be either Mars Hill or Presque Isle, depending on where the rider is located. Town officials would like to see a bus stop located in Easton.

Airports.

Maine is broken down for aviation planning purposes into eleven (11) regions. Region 11, which covers all of Aroostook County, has four system airports. These include: Northern Maine Regional, Northern Aroostook Regional, Caribou Municipal, and Houlton International.

There are no public airports or private airstrips located in Easton.

Rail

The State of Maine purchased the Montreal, Maine and Atlantic Railway, LTD (MMA) to avoid its discontinuation and to continue to provide dependable transportation of products into and from the Aroostook region. According to the *Due Diligence Report: Montreal, Maine & Atlantic Railway*, prepared for MaineDOT in 2010, if the State can provide consistent and reliable service, the rail line operations, upon which the forestry industry depends, can be profitable. Based on a conversation with Rob Elder, Director of Freight and Rail for MDOT, the State has arranged for the Northern Maine Railroad (NMR, an Irving company) is operating what is left of the MMA line and is providing considerably improved service. NMR is reliably running 100 car trains 4 times a week. While currently the primary user of rail transport is the forestry industry, the State's goal is to encourage more transport of agricultural products by rail.

There are 5.4 miles of rail line in Easton with a crossing located on the Station Road. The line accesses the Huber and McCain Plants and then continues to Fort Fairfield. Both industries are utilizing rail which has made them more competitive in the global market. McCains is using the rail line to ship oil for cooking but is shipping very little finished product out of the area. Huber is shipping finished product via rail to its markets in southern New England and the Mid-Atlantic States. There are no projects listed in the most recent Capital Work Plan.

MaineDOT also offers an Industrial Rail Access Program (IRAP) to encourage the development of access to rail. The program is a 50:50 match, with the State providing half and either the rail company or a manufacturer providing the other half of the cost of building spurs. Fort Fairfield participated in the program and though its project was not initially successful when the rail was owned by MMA, the State took back the line and it appears to be working well under NMR's management. The State is about to announce another 10 projects and there will be other rounds in competition for State funds for this program. There are no projects listed or planned for Easton within the next three (3) years.

Regional Issues

The coordination of regional transportation issues is directed by the Northern Maine Development Commission (NMDC). NMDC sponsors informational meetings, outreach and other valuable support that brings communities together to discuss regional transportation issues and to build understanding. Easton participates in this process and should continue to do so.

The Interstate-95 Extension: The I-95 extension project has made considerable progress over the past ten years in the areas of planning and environmental review. Up to date information is available on the MaineDOT website under the Aroostook County Transportation Study prepared

by Vanasse Hangen Brustlin, Inc., (VHB) the project consultants. Details of the projects economic and transportation objectives are available on-line and are integral to many of Easton's local transportation and other Comprehensive Plan strategies. These include objectives related to population and jobs expansion, improved traffic flow and access management along arterial routes. The extension project could benefit Easton's long-term potential to create jobs and rebuild population.

The construction phase of the project will be progressing over the next ten years and perhaps, beyond as funding becomes available. As is indicated in recent information available from MaineDOT, the study identified four refined north-south corridors but did not identify an overall preferred corridor. The corridors are divided into 11 segments that meet the Federal Highway Administrations (FHWA's) segmentation criteria. The segments can be developed independently over time because each segment has a terminus, independent usefulness and does not restrict consideration of alternatives for other segments. Information on segment location is available in map form in the Final Environmental Impact Statement Corridor Segment. Construction of Segment 4 (Caribou Bypass) began in 2011 and was completed in 2012.

Segment 7 (Presque Isle Bypass) is the second project to be undertaken. MaineDOT will begin acquiring properties in between toe Conant Road and the Fort Fairfield Road in early 2014. Construction is slated to begin in late 2014 or early 2015. Construction of Phase 2 (Conant Road to Route 1 in Westfield) will begin when phase 1 is completed (projected in 2016-2018). Phase 3 (Fort Fairfield Road to Route 1 near the Brewer Road including a new bridge over the Aroostook River) will be completed as funds become available.

Transportation Analysis

Unrestricted access to a roadway, in particular Routes 10 and 1-A, ultimately results in traffic congestion and safety problems. Most growth in Easton occurs with single lot development along the collector/local roads. The cumulative effect of numerous driveways onto Route 1-A and 10 and the collectors causes "side friction" that impedes traffic flow and has proven to be a safety issue. Good access management--the careful planning of land uses, driveways, and intersections, can reduce accidents and prolong the useful life of the roadway. Regulations which control or manage access to a highway or main road are designed to avoid or resolve conflicts arising from the use of those properties abutting the roadway, and the function of the roadway to swiftly and safely move vehicular traffic. How this will be accomplished will depend upon existing land use patterns, policies developed under this growth management program, land use plans, and the priority given to the arterial and collector function over other functions, such as providing access to local businesses, and serving the needs of the Town where the roadway also serves as the main street. Controlling accesses and land uses adjacent to roadways can be addressed through the development of the Town's proposed land use plan.

Except as noted in the above text, the roads in Easton are for the most part in good condition. However, should the Highway Department budget decline, there is the potential for the roads to deteriorate at a faster pace, therefore costing more to improve in the future, if only minimal care was applied at this time. The Town should put into place a 5 year management plan for the maintenance and reconstruction of local roads. The Highway Department updates this plan as projects are completed.

At an increasing rate, there have been conflicts with horse and buggies and vehicles, especially on Route 1-A and the Conant Road. Thankfully no one has been killed in accidents but with the high speed traffic on this road these types of accidents can be catastrophic. Town officials will work with MaineDOT to develop a signage program that warns motorists of different vehicle types. Town officials also will work with the town's major employers to develop an educational program informing employees of potential conflicts and safety issues. Speed enforcement should also be increased in the village area as motorists do not follow the 30mph speed limit in that area.

Town officials also need to be aware that it is cheaper to encourage development along existing maintained roads within the town or to infill within the growth area. Easton may want to review and consider whether to discontinue any of the backroads. Discontinuance means the Town is no longer responsible for the road's upkeep. The Town may retain easements allowing access over the discontinued way to interior lands and water bodies and for public utilities. Alternatively, all public rights may be discontinued, although the Town would be liable for damages if a parcel became landlocked as a result of such an action. Easton may discontinue a road for winter maintenance; this would allow for regular use of the road in the summer and fall while relieving the Town of plowing responsibility, even if houses were built on the road.

While the rail line is not heavily utilized in Easton, marketing efforts by the rail operator could increase traffic in the years ahead. Town officials should work with the larger employers to ensure that the track remains in excellent condition. Town officials should also be aware of state and federal programs, such as the IRAP, that help pay for the construction of rail sidings. There may be potential markets for smaller farms to utilize rail in the future to ship their products to market.

Canadians have the option of crossing the border in Easton to go to Presque Isle, Fort Fairfield, Mars Hill, and Caribou. However, there is no exit located on the Trans Canada Highway that leads directly to Easton. With the large expansion at the border crossing, there may be increasing traffic on local roads. The Ladner Road is considered to be in poor condition and if heavy truck traffic were to begin using this road at a greater rate, the condition could further deteriorate. This may also be the same for the Mahaney and Hersom Roads.

**TRANSPORTATION
Goals, Policies, and Strategies**

Strategies are listed in priority order.

State Goal

Plan, finance and develop an efficient transportation system to accommodate growth and economic development.

Local Goal

Maintain and develop a safe and efficient transportation system that meets the broad interests and needs of the community and fosters economic prosperity.

POLICY

Improve the safety and efficiency of traffic flow on all of Easton’s roads.

Strategy	Responsibility	Timeframe
Continue to follow the town’s Road Surface Management System (RSMS) plan. Update plan as projects are completed.	Town Officials	2015 and On-going
Seek funding from the MaineDOT to construct paved shoulders on the entire length of Route 1-A.	Town Officials	2017
Work with McCain Foods, and Huber to educate heavy haul truck drivers of increased horse and buggy, bicycle, and pedestrian traffic.	Planning Board, Town Officials	2016 and on-going
Construct sidewalks from Easton’s Village area to the schools and mark crosswalks as appropriate.	Town Officials	2018
Add street lights within the populated residential areas of the designated Growth Area as needed	Town Officials	2019
Install signage on the Station, Richardson, and Conant Roads to direct heavy truck traffic away from Easton’s village area.	Town Officials	2017
Pave the remaining portion of the Ladner Road from the Canadian Border.	Town Officials	2018
Limit to one, the access points for residential subdivision roads fewer than 1500 feet in length and two for over 1500 feet and 15 or more dwelling units.	Planning Board	2016
Work with the Amish community on ways to reduce the amount of animal waste left alongside the roads.	Town Officials and MaineDOT	2016
Add additional “Share the Road” signage at strategic locations near Amish farms, community centers, and businesses.	Town Officials and MaineDOT	2016
Work with MaineDOT to install anti-animal collision devises (reflector systems) along the swampy areas of Route 1-A near the Fort Fairfield Townline, Lamoreau Road, Center Road, and the Henderson Road.	Town Officials Planning Board, and MaineDOT	2016
Plant trees in areas where snowdrifting is a problem.	Town Officials and MaineDOT	2016
Require proof of MaineDOT highway entry permit for new developments along state roads. Check with MaineDOT on compliance with required standards.	Planning Board	2016 and on-going
Monitor the amount and type of traffic on the Mahaney and Hersom Roads and develop as part of the town’s RSMS program, a maintenance plan should heavy truck traffic increase.	Town officials	2017

Strategy	Responsibility	Timeframe
Install street lights at the intersection of the Hersom Road and Route 1-A and the intersection of the Bangor Road and Center Road.	Town officials and MaineDOT	2017
Continue to submit projects for inclusion in the MaineDOT's Capital Work Plan.	Town Officials	On-going
Work with the Aroostook County Sheriff's Department and Maine State Police to enforce speed limits in the village area.	Town Officials	On-going

POLICY

Maintain and broaden local options for transportation alternatives and parking.

Strategy	Responsibility	Timeframe
Extend sidewalks and street lights to Perry and Duncan Drives.	Town Officials	2018
Construct sidewalks and install signage and crossings on the West Ridge Road to the West Ridge Manor, from the intersection of Route 10 (Center Road) west to the townline, and from the High School to Duncan Road.	Town Officials and MaineDOT	2018
Continue to fund the Aroostook Regional Transportation bus for the elderly and LMI populations.	Town Officials	On-going
Develop signage in the village area that directs snowmobilers, ATV's bicycling, and pedestrian to trail systems.	Town Officials, Recreation Dept. and Planning Board	2017
Study the feasibility of constructing a parking area for horse and buggies with water troughs waste collection, and sawdust pads in the village area.	Planning Board, Highway Dept., and Town Officials	2017
Work with the School Department to construct additional off road parking at the High School.	Town Officials and School Dept.	2016
Continue to support ATV and Snowmobile Club efforts in trail development and safety education through the Recreational Trail Program and SCORP.	Recreation Dept., Clubs, and Town Officials	On-going
Develop mapping and literature to support rural bike routes and mountain biking.	Recreation Dept.	2019
Complete a walkability/bikeability evaluation of the community and respond to recommendations.	Planning Board	2018
Seek grant funds and civic involvement for installation of bike stands at locations in the village area, at the school, and at the Recreation Department	Town Officials, Recreation Dept. School Dept., and Planning Board	On-going

POLICY

Maintain and strengthen regionally essential transportation systems including Maine Northern Railway, Northern Maine Regional Airport, and Interstate-95.

Strategy	Responsibility	Timeframe
Work with the MaineDOT to upgrade the rail line to Easton and work with the rail provider to improve service to Easton's businesses and industry.	Town Officials and MaineDOT	2017
Participate in all regional transportation planning initiatives including MaineDOT's Capital Work Plan, Aroostook County Emergency Management Planning efforts, and NMDC's regional transportation efforts.	Town Officials, Planning Board, Highway Dept. and Recreation Dept.	On-going
Work with Cyr Bus lines to develop a stop in Easton.	Town Officials	2017
Devote substantial economic development effort to the agricultural and forest product and other industries that require rail.	Town Officials	On-going
Support and encourage the use of rail facilities by local companies. Work with those industries to apply for additional state and federal funding as rail projects, such as additional sidings are identified.	Town Officials	On-going
Use Northern Maine Regional Airport as part of on-going economic development/business attraction efforts by making Easton more accessible to prospective companies	Town Officials	On-going
Coordinate and fund, with the Northern Maine Regional Airport major stakeholders, an on-going public relations/awareness initiative on the benefits and importance of the facility.	Town Officials	On-going
Continue to monitor and comment on the Aroostook County Transportation Study Segment 7 project which connects the Conant Road to Presque Isle.	Town Officials and Planning Board	2016-17