

Transportation draft

IV. TRANSPORTATION

IV. A: INTRODUCTION

The transportation system serving a community is one of the key factors affecting its growth and development. A comprehensive plan must examine the transportation conditions within a town and the network that connects the town to the broader region.

State Goal:

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

IV. B: SUMMARY OF THE 1998 PLAN

In 1998, the Orland comprehensive planning committee was giving consideration to increased traffic volumes in the area, and safety concerns at hazardous intersections along Route 1, including Upper Falls Rd, Leaches Point Rd, Route 15, Back Ridge Rd, and Fish Hatchery Rd. There was also concern about continued commercial development along the major highways in town, and the potential traffic-related problems. The town's bridges were deemed to be in good condition at the time, with the exception of the Castine Road bridge in the village, which has since been replaced.

IV. C: KEY FINDINGS AND ISSUES IN 2017

Orland's selectmen report that approximately 10 percent of the calls they receive through the town office relate to Transportation and Roads issues such as culverts, roadside mowing, and snowplowing vs. mailboxes. There is no multi-year plan for road maintenance and improvement even though this was recommended in the 1998 plan.

Another major transportation concern is safe bicycle and pedestrian access. The recently completed *Orland Village and Waterfront Plan* [see Appendix to OCP] outlines steps to increase bike/pedestrian safety in the village area.

The lack of mass transit services available to residents is equally significant. While inexpensive, and often free, bus, van, and volunteer driver services exist for senior citizens of Orland, they appear to be underused at this time. This may be due to lack of public awareness, convenience of scheduling, eligibility requirements or availability of family or friends to assist.

IV.D: PUBLIC OPINION SURVEY RESULTS

A number of transportation-related questions were included in the comprehensive plan citizen survey. Among the relevant responses, 64.8% of respondents found snow removal and sanding on Orland's roads

to be adequate. Road maintenance and the Narramissic River boat launch received the highest percentage of “needs improvement” responses, with 34.1% and 20.3%, respectively. Road maintenance had one of the highest percentages of respondents indicating support of improvement through tax increases; 24.3%. More than 32% responded that public transportation needs improvement, with over 20% in support of a tax increase to do so. Among the top five priorities for services and improvements in the Village with support of increased taxes was an improved hand-carry boat launch (42.8%). Individual comments provided by survey respondents indicated a need for better maintenance, snow removal, and enforcement of posted road restrictions on back roads, and enhanced focus on bicycle and pedestrian safety.

Several survey respondents indicated a need for maintenance of secondary roads in town. Municipal officials were separately surveyed for specific recommendations. A summary of town roads identified for maintenance by selected individuals with specific expertise, including the town’s Selectmen, Road Commissioner and Fire Department will be addressed in Goals and Objectives for the Comprehensive Plan. Visibility, culverts, road surfaces, snow accumulation, signage to slow traffic, parking for carpooling were identified as needing attention.

IV. E: ANALYSIS

1. Roads: Infrastructure and Inventory

The Town of Orland lists 146 roads as state, town or privately maintained. Seventy-six percent of the roads (104) are private, 31 or 21% are maintained by the town and 4 or 3% are maintained by Maine DOT. For the size of Orland’s limited budget, the condition of Orland’s roads is typical of most rural towns in Maine. Orland’s Road Commissioner receives no salary, but handles all contracted maintenance work for the town through his self-owned business, Wardwell Construction. A limited number of contracts are put out to bid for roadside mowing, asphalt, salt, sand. Ninety-eight percent of the work is performed by local businesses. Road improvement projects are prioritized based on the road commissioner’s recommendation following any storm damage. Road improvement projects are reviewed annually prior to the town meeting, and voted on via the normal town budget process. Orland’s annual appropriation for road maintenance and improvement is approximately \$325,000. A key to prioritizing work is keeping in mind the public safety of our residents.

1. Traffic Flow

Orland is home to heavily traveled highways and a network of secondary roads. Traffic count data collected every three years by MainedOT indicate that while some roads are experiencing an ongoing increase in traffic volume, such as Route 176, many saw a peak in volume in the early 2000s that has since been gradually declining.

**Table IV.1
Average Annual Daily Traffic Counts Orland (2014)**

Location	2008	2011	2014
A. Acadia Hwy (Rte 1) east of Toddy Dam Rd	4600	n/a	n/a
B. Route 176 southeast of Acadia Hwy (Rte 1)	570	580	690
C. Route 166 south of Dark Mtn Rd	2220	2180	2140
D. Upper Falls Rd east of Acadia Hwy (Rte 1)	1750	1830	1780
E. Acadia Hwy (Rte 1) at Bucksport town line	9490	9420	8960
F. Castine Rd north of Gilpin Rd	2220	2180	2140
G. Mast Hill Rd at Bucksport town line	1680	1600	1460
H. Acadia Hwy (Rte. 1) east of Front Ridge Rd	5340	5860	5920
I. Route 15 south of Acadia Hwy (Rte. 1)	3510	3800	3640
SOURCE: MaineDOT [OCPC note: road name corrections made to match e911 list]			

High Crash Locations

High crash locations (HCL's) both by intersection and section are another way to identify traffic problems. HCL's are ranked by their critical rate factor (CRF), which measures the extent to which a given road segment has more accidents than comparable road segments, and the severity of those accidents.

OCPC note: Intersections and road sections of concern that don't meet the CRF criteria include:

Intersection of Acadia Hwy and Schoolhouse Rd/Upper Falls Rd and section of Acadia Hwy from Dunbars Rd to Back Ridge Rd/ Hatchery Rd and section of Acadia Hwy from Gray Meadow Rd to Front Ridge Rd (heading towards Ellsworth).

Table IV.2 High Crash Locations, 2014-2016 Road Sections	Total Crashes	Percent Injury	Fatalities	Injuries	CRF [Critical Rate Factor]
Upper Falls Rd from Acadia Hwy (Rte 1) to Soper Rd	15	33.3	1	5	1.08

Castine Rd from Orland/Penobscot town line to Gilpin Rd	26	15.4	0	5	1.19
Acadia Hwy (Rte 1) from Castine Rd to Narramissic Dr	9	11.1	1	0	1.03
SOURCE: MaineDOT					

1. Road Mileage

According to MaineDOT there are 51.19 miles of public roads (state and town maintained) in Orland. This total mileage breaks down into the following functional classifications:

- 29.75 miles of Local roads
- 9.22 miles of Major/Urban Collector roads
- 2.64 miles of Minor Collector roads
- 0 miles of Minor Arterial roads
- 9.58 miles of Principal Arterial roads

Records of e911 roads, which include privately-maintained local and private roads, indicate a total of 92.73 miles of roads in Orland. See Appendix IV. A for complete e911 Orland Road list.

MaineDOT #	Local	Arterial	Collector	Local	Total
0001X	Acadia Hwy (Route 1)	9.58	0	0	9.58
0015X	Front Ridge Rd (Route 15)	0	3.1	0	3.1
0166X	Castine Rd (Route 166)	0	5.98	0	5.98
0046X	Route 46	0	0.14	0	0.14
0176X	Surry Rd (Route 176)	0	1.91	0	1.91
00391	Gilpin Rd	0	0.73	2.35	3.08

003760	Fish Point Rd	0	0	0.24	0.24
003759	Parsonage Rd	0	0	0.05	0.05
003245	Old Rte 1 at Front Ridge Rd (Rte. 15)	0	0	0.59	0.59
01814	Church St	0	0	0.07	0.07
01651	Cross Rd	0	0	0.17	0.17
01650	Schoolhouse Rd	0	0	0.53	0.53
01650	Dark Mountain Rd	0	0	0.27	0.27
01650	Upper Falls Rd	0	0	1.77	1.77
01486	Mama Bear Rd	0	0	0.28	0.28
01484	Eastmans Rd	0	0	0.36	0.36
01460	Dunbars Rd	0	0	0.04	0.04
01454	Gray Meadow Rd	0	0	1.28	1.28
01453	Wardwell Rd	0	0	0.27	0.27
01329	Old County Rd	0	0	0.32	0.32
01323	Narramissic Dr	0	0	0.59	0.59
00630, 00385	Hatchery Rd	0	0	1.70	1.70
00401	Leaches Point Rd	0	0	2.95	2.95
00399	Gross Point Rd	0	0	1.19	1.19
00398	Oak Hill Rd	0	0	0.6	0.6

00389	Back Ridge Rd	0	0	2.84	2.84
00388	Cedar Swamp Rd	0	0	0.92	0.92
00353	Happytown Rd	0	0	1.71	1.71
00328	Soper Rd	0	0	0.58	0.58
00324	Dodge Hill Rd	0	0	0.72	0.72
00323	Bald Mountain Rd	0	0	1.24	1.24
00322	Winkumpaugh Rd	0	0	3.21	3.21
00321	Mark Ginn Rd	0	0	0.82	0.82
00319	Johnson Rd	0	0	0.97	0.97
00317	Lower Falls Rd	0	0	1.12	1.12
	Total	9.58	11.86	29.75	51.19
Source: MaineDOT					
<i>OCPC Note: INCLUDES SECONDARY AND TOWN-MAINTAINED LOCAL ROADS ON E911 LIST, NO PRIVATE RDS ; ROAD NAMES CORRECTED TO MATCH e911 ROAD LIST</i>					

1. Major Traffic Generators

Orland has several businesses that generate traffic, including:

- CBNFH-Hatchery Rd & Acadia Hwy.
- Mountain View Variety & East Orland Post Office Acadia Hwy.
- Big Apple Store & Shell gas station – Acadia Hwy. & Rte. 15
- HOME Co-op – School House Rd. & Acadia Hwy.
- Freshwater Stone – Upper Falls Rd & Acadia Hwy.
- Orland Community Center & Orland Town Office – Schoolhouse Rd.
- Orland Post Office-Castine Rd.

Intersection of Rte 46 and Acadia Hwy (Rte 1) Businesses:

- Tradewinds Variety Plus & CITGO gas station

- Crosby's Drive-In/ Carrier's Mainely Lobster/Snowman's Grocery
- Jerry's Hardware
- Hammond Lumber
- *Orland is now operating its own transfer station for trash and recycling as of 2018, which will be a generator of traffic in the future.*

d. Multiple Road Use Concerns:

Castine Rd. is a busy state road, serving as the main conductor of tourist and college traffic from U.S. Route 1 to Castine. Traffic along Castine Rd. often travels at a high rate of speed, despite flashing speed beacons in the village area, and has few areas of paved shoulder sufficient to provide safe biking/walking. In addition, traffic to Ellsworth, Blue Hill and Bucksport all pass through Orland along Routes 1, 3 & 15. Along Gray Meadow Rd. is the town's sand pit and Orland Transfer Station inviting increased car & truck traffic. Along Surry Rd. is a contractor's site with gravel/stone/piles with limited heavy truck traffic.

1. Road & Bridge Conditions

MaineDOT has included several Orland projects in its 2017-2018-2019 Workplan: maintenance of the Moosehorn Stream Bridge on Bald Mountain Rd(2017), drainage maintenance and ditching along Gilpin Rd (2017), guardrail installation and replacement in various locations (2018-9), light capital paving on Surry Rd/Rte 176 and Front Ridge Rd (2018), and mill and fill work on Acadia Hwy/Rte 1 for about four miles north of Verona Island town line (2018-19). Roads identified for needed repair are included in Goals and Objectives for the OCP.

A table listing MaineDOT's bridge inventory for Orland is provided below. The inventory indicates that several bridges are in less than satisfactory condition. Note that a 3-sided box culvert, open bottom, Stream-Smart design has been installed at north end of Happy Town Road at Winkumpaugh Brook in the fall of 2017 by Wardwell Construction (contract awarded by Road Commissioner) in collaboration with HCSWCD. The Moosehorn Stream bridge on Bald Mountain Rd. is scheduled to be replaced in October 2017.

DOT Bridge #	Name	Built	Location	Owner	Deck Cond.	Super-structure condition	Sub-structure condition	Culvert condition	Channel condition	Avg Daily Traffic
448	MEADOW BROOK	1975	GILPIN RD	Town	N/A	N/A	N/A	5 - Moderate to major deterioration	7 - Bank protection needs minor repairs	427

2536	MEADOW BROOK	1964	ACADIA HWY	DOT	N/A	N/A	N/A	5 - Moderate to major deterioration	6 - Bank slump. widespread minor damage	9444
2632	ORLAND RIVER	2009	CASTINE RD	DOT	EC	EC	EC	N/A	9 - No noticeable deficiencies	2180
2861	TODDY POND	1964	ACADIA HWY	DOT	N/A	N/A	N/A	6 - Deterioration or initial disintegration	7 - Bank protection needs minor repairs	5794
3153	UPPER FALLS	2003	UPPER FALLS RD	DOT	N/A	N/A	N/A	6 - Deterioration or initial disintegration	7 - Bank protection needs minor repairs	961
5205	TODDY POND NO. 2	1926	HATCHERY RD	Town	PC	PC	FC	N/A	7 - Bank protection needs minor repairs	373
5494	MOOSEHORN CREEK [work to be completed fall 2017]	1951 (reconstructed 1975)	BALD MOUNTAIN RD	DOT	SC	SC	PC	N/A	6 - Bank slump. widespread minor damage	291
5892	NARRAMISSIC	1961	ACADIA HWY	DOT	EC	SC	SC	N/A	7 - Bank protection needs minor repairs	8056
Source: MaineDOT Condition Codes: EC=Excellent Condition, SC= Satisfactory Condition, FC= Fair Condition, PC= Poor Condition										
OCPC NOTE: 2632 ORLAND RIVER ACTUALLY NARRAMISSIC RIVER; 5494 MOOSEHORN STREAM NOT CREEK										

1. Road Construction and Access Management

Both the subdivision and site plan review ordinances have road design standards that support the desired land use pattern. For more information, see the Land Use chapter and www.orlandme.org/documents/subdivision_ordinance.pdf and www.orlandme.org/documents/Site%20Plan%20Review%20Ordinance,%202014.pdf

The subdivision ordinance encourages road designers to anticipate future expansion. Subdivision designers are encouraged, where possible, to provide for “street connections to adjoining lots of similar existing or potential use within ... [Orland’s defined] growth areas” to “enable the public to travel between two existing or potential uses... without need to travel upon a public street.” There are also limited provisions for bicycle and pedestrian safety in both the Subdivision and the Site Plan review ordinances.

Orland does not require permits for street openings. Property owners are referred to the road commissioner for direction on placement of driveways and culverts on town-maintained roads. MaineDOT handles all permitting for state-maintained roads. It is expected that those who maintain private roads will use best management practices to minimize erosion and storm water runoff. Roads in lake watersheds should follow phosphorous loading standards. This issue is also addressed in the Water Resources chapter. Following a 2014 Alamoosook Watershed Survey, a federal 319 grant was awarded to implement projects for road and private property according to the Alamoosook Watershed Protection Plan through the year 2018. Hancock County Soil and Water Conservation District, MaineDEP, Alamoosook Lake Association, Craig Brook National Fish Hatchery, and Great Pond Mountain Conservation Trust are working together to engage the public and address road problems with significant impact on lakes and rivers. Toddy Pond Association & HCSWCD completed a similar grant in 2016.

1. Pedestrian and Bicycle Traffic- Facilities and Safety

Orland roads do not invite walking. The only sidewalk is on the Castine Road bridge in the village. It runs the length of the bridge and does not connect any destinations. There are no schools or centralized shopping areas in Orland; gas and service stations, convenience stores and hardware stores are located along Acadia Hwy. While Acadia Hwy offers wide shoulders, the speed of traffic discourages pedestrians.

Since 2016 both U.S. Bicycle Route 1 and the East Coast Greenway are posted routes through Orland. However, there are no bike lanes or shoulders except for along Acadia Hwy. Along other roads, shoulders, if they exist, are often narrow or unpaved and bicyclists' safety is of major concern. At this time, no designated bike lanes or facilities exist to provide linkages between the parks, businesses, and community center in the village area.

The lack of sidewalks and bicycle facilities is considered to be a concern, and has been identified by the community as a deficiency in the *Orland Village and Waterfront Plan* [See Appendix to OCP] . At public meetings of the Village and Waterfront Committee, there was significant interest expressed among some residents in working with MaineDOT to implement elements of their Complete Streets Policy, and to accommodate bicycle and pedestrian traffic safely, especially in the village area.

While both the subdivision ordinance and site plan ordinances include sections addressing pedestrian and bicycle safety it appears that inviting increased pedestrian or bicycle traffic has not been given a priority.

1. Public Parking

The Town of Orland maintains the following municipal parking areas:

- Parking along Narramissic Drive along the river in Village: approximately 15 un-lined spaces
- Orland Town Office on School House Rd: approximately 20 regular spaces plus 2 handicapped-accessible spaces
- Orland Community Center on School House Rd: 40-50 spaces.

The Orland Town Office and Orland Community Center are within walking distance of each other and the parking lots connect, so each can serve as overflow parking for the other.

Parking is limited in the village area, and the need for expanded parking options has been identified. Orland's parking ordinance outlines year-round and weather-restricted on-street parking with provisions for enforcement/fines. These restrictions do not discourage village development, but do limit overnight parking options from November-April, given the few off-street parking spaces available.

1. Multi-modal Transportation

There are no multi-modal transportation terminals or hubs in Orland. There is no rail or air service.

Although Orland is a coastal community with tidal waters of the Penobscot River as a western boundary, there is no public harbor, nor do any coastal boat transportation facilities exist. A public marina with parking is maintained in neighboring Bucksport, and a public boat launch with limited parking is maintained by the state on Verona Island. There is no ferry service. Refer to the *Village and Waterfront Plan* for a description of access to the Narramissic River above the Orland dam for private boating. The status of the town's waterfront is also discussed in the Marine Resources chapter.

As a coastal community it will be important for the town to address the potential effect of extreme weather events on our town's road infrastructure.

1. Public Transit

Transit options are limited, and this is a concern for the senior population of Orland. While inexpensive (often free), bus, van, and volunteer driver services exist for senior citizens of Orland, they appear to be underused at this time. This may be due to lack of public awareness, convenience of scheduling, eligibility requirements or availability of family or friends to assist. Surveying residents at neighborhood meetings might better assess the need for such services. City Cab Connection provides a private taxi service. Agencies providing services include: Friends in Action, Downeast Transportation, Downeast Community Partners (formerly WHCA) . Details are included in Appendix IV.B.

(5) State and Regional Transportation Plans as They Relate to Orland

As noted in section IV. E 1.e above, several Orland projects are included in the MaineDOT 2017-2018-2019 Workplan. There is also a need for transit options, which is in alignment with the **MaineDOT Strategic Transit Plan**.

From MaineDOT Strategic Transit Plan 2025:

"The purpose of the project is to prepare a 10-year comprehensive transit plan for the period 2015 - 2025 that will assist MaineDOT in prioritizing service improvements...The plan will be a holistic approach to evaluating surface passenger transportation initiatives, programs and funding sources. . The plan will have a particular focus on Maine's aging population and will assess and make recommendations to meet elderly

transportation needs statewide. In addition, the plan will make recommendations on best practices for transit planning and funding strategies.”

The 2010 Downeast Coastal Corridor Multi-Modal Management Plan analyzes the major east-west connections crossing Hancock County, southern Washington County and a portion of Penobscot County as a group. Included in this broad corridor are Route 1 from Bucksport to Calais, Route 9 from Bangor to Calais, the Calais Branch Railway from Bangor to Calais as well as major collector highways that serve as connectors and short-cuts. It provides an overview of transportation needs for the broader region. Goals relevant to Orland include addressing deferred maintenance and road improvements, and long-term planning to address the transportation needs of an aging population.

The 2006 Penobscot Narrows Study: Passenger Transportation Options focuses on the immediate Bucksport-Verona Island-Orland-Prospect area. Its recommendations include the overall integration of pedestrian and bicycle facilities in the region, specifically mentioning widened road shoulders along Routes 15 and 175 (now 166) in Orland, and expanded public transit options, including a seasonal fixed-route shuttle bus service between locations in Orland and Bucksport.

Appendix IV. A List of Roads from E911 Program : Total Road Mileage : 92.71

Data Source: Maine Public Utilities Commission and Maine Emergency Services Communications Bureau .
Roads are classified as determined by MAF/TIGER feature class code:

- **Secondary:** Secondary roads are main arteries, usually in the U.S. Highway, State Highway or County Highway system. These roads have one or more lanes of traffic in each direction, may or may not be divided, and usually have at-grade intersections with many other roads and driveways. They often have both a local name and a route number.
- **Local:** Generally, a paved non-arterial street, road, or byway that usually has a single lane of traffic in each direction. Roads in this feature class may be privately or publicly maintained. Scenic park roads would be included in this feature class, as would (depending on the region of the country) some unpaved roads. **[OCPC NOTE: MANY OF THESE “LOCAL” ROADS IN ORLAND ARE UNPAVED AND PRIVATELY MAINTAINED]**
- **Private:** A road within private property that is privately maintained for service, extractive, or other purposes. These roads are often unnamed.

Orland Roads (Secondary)	miles		Briar Brook Rd	0.68		Dunbars Rd	0.64
Acadia Hwy	9.38		Bridges Way	0.5		E Toddy Way	0.54
Castine Rd	5.96		Brookside Rd	0.07		Eagle Rd	0.26
Duck Cove Rd	0.81		Carrier Ln	0.34		Earth Plz	0.17

Front Ridge Rd	3.08		Castaway Dr	0.12		Eastmans Rd	0.36
Surry Rd (TOWN)	1.87		Cedar Swamp Rd	0.91		Ebens Trl	1.4
Total	21.1		Charlie Star Ln	0.69		Elijah Ln	0.25
Chickadee Ln	0.37		Evergreen Way	0.25			
Orland Roads (Local)	miles		Chipmunk Trl	0.14		Fernwood Ln	0.14
Alder Rd	0.31		Church St	0.08		Fish Point Rd	0.25
Ames Rd	0.22		Conary Way	0.94		Fox Run Rd	0.13
Back Ridge Rd	2.79		Cottage Ln	0.22		Freilino Way	0.19
Bald Mountain Rd	3.68		Craig Pond Trl	0.98		Georges Rd	0.33
Bay View Dr	0.15		Cross Rd	0.17		Gilpin Rd	3.08
Bear Rock Ln	0.32		Dance Hall Rd	0.16		Glory Dr	0.22
Beechwood Ln	0.59		Dark Mountain Rd	0.26		Gray Meadow Rd	1.27
Belgian Pl	0.07		Dennis Rd	0.53		Gross Point Rd	1.18
Birch Hts	0.21		Dodge Hill Rd	0.69		Gully Brook Ln	0.12
Boynton Ln	0.05		Don Fish Trl	2.53		Happytown Rd	3.23
Harriman Rd	0.22		Peaceful Valley Ln	0.63		Wedge Hts	1.2
Hartview Cir	0.71		Pine Cone Ln	0.15		Wildwood Ln	0.14
Hatchery Rd	1.46		Pojananchuck Way	0.14		Winkumpaugh Rd	0.83
Highland Trl	0.69		Pond Shore Way	0.93		Wood Duck Ln	0.15

Hopkins Rd	0.17		Powers Drive Ln	0.8		Woods Rd	0.82
Hummingbird Cir	0.23		Randall Ln	0.79		Total	69.80
Johnson Rd	0.94		Raven Rd	0.11			
Keener Point Ln	0.61		Red Paint Ln	0.09		Orland Roads (Private)	miles
Lady Slipper Trl	0.28		Rivers Edge Ln	0.46		Bakers Is	0.2
Lakeview Ln	0.13		Rocky Pond Hts	1.02		Bemis Dr	0.32
Laughing Loon Hts	0.22		Sand Pit Way	0.07		Boulder Way	0.2
Leaches Point Rd	2.91		School House Rd	0.51		Braleys Niche	0.14
Lilac Rd	0.44		Shaughnessy Cir	0.31		Clearwater Rd	0.16
Long Point Way	1.01		Short Point Way	0.12		Conary Way	0.19
Loon Way	0.21		Skyhawk Way	0.1		Easy St	0.46
Lower Falls Rd	1.08		Snowman Rd	0.17		Facteau Dr	0.13
Mama Bear Rd	0.35		Soper Rd	1.18		French Is	0.17
Mandala Way	1.48		Spencer Ln	0.1		Gott Brook Hts	0.15
Mark Ginn Rd	0.81		Sprucewood Ln	0.17		Heritage Ln	0.16
Mayflower Ln	0.6		Starlight Way	0.63		Hillside Rd	0.27
Meadow Brook Ln	0.62		Stone Hill Way	0.24		Lakeside Way	0.03
Meigs Trl	0.17		Strawberry Rd	0.18		Mad Hunter Rdg	0.17

Millstream Ln	0.48		Sunrise Way	0.12		Mountain Vw	0.82
Moonraker Way	0.44		Sweet Fern Way	0.26		Nancy Field Rd	0.3
Morningside Ln	1.16		Tall Pines Rd	0.18		Narrows Way	0.05
Mushrall Ln	0.18		Thibs Dr	0.12		Old Boot Rd	0.3
Narramissic Dr	0.55		Tide Watch Dr	0.18		Our Camp Rd	0.19
Neil Way	0.16		Toddy Dam Rd	0.11		Powell Dr	0.1
Oak Hill Rd	0.61		Town Line Way	0.25		Roundabout Way	0.57
Old County Rd	0.31		Upper Falls Rd	1.74		Stubbs Ln	0.14
Owl Trl	0.49		Violette Way	0.95		Towering Hts	0.72
Parsonage St	0.07		Walker Hts	0.72		Vista Dr	0.27
Patten Pond Pl	0.32		Wardwell Rd	0.27		Total	1.81

Appendix IV. B

Transportation services available to Orland Residents

Friends in Action, a non-profit agency, offers free transportation services to seniors and disabled residents of Hancock County. Rides are provided by volunteers on an as-needed basis. The agency director reports having 9 clients for transportation and one client receiving visits for family respite care. In 2016 there were a total of 10 rides provided for a total of 451 miles. FIA clients do not qualify for free medical transportation available to MaineCare recipients.

Downeast Transportation includes pick-up at Orland town office on its Blue Hill to Bucksport shuttle every Wednesday. The service operates at no expense to the town, and costs \$3 one-way or round-trip for residents. Fliers available at the town office note a pick-up time of 9:00 A.M. going towards Bucksport, and a return drop-off at 1:55 P.M, on the way to Blue Hill. The price is the same for going from Orland to Bucksport or to Blue Hill. Multiple shuttle stops are offered within Bucksport. No service is provided during July and August. A maximum of 1-2 Orland residents use the service each month. A possible barrier

to use of this service is the need to walk, drive, or get a ride to the Orland town office to take advantage of it.

Downeast Community Partners (formerly Washington-Hancock Community Agency) provides both the agency SunRides community bus transit program and a volunteer driver program (transportation to medical appointments), all free to eligible patrons on a first-come, first-served basis. SunRides operates from Bucksport to Bangor on the 3rd Tuesday of the month for seniors over 60 qualifying under the Eastern Council on Aging. Donations are accepted. Home pick-ups can be arranged for Orland residents in advance of the primary pick-up point in downtown Bucksport. Bangor stops are individually arranged with the driver for shopping, library, or medical appointments. For residents under 60, an application can be filled out to qualify for free service as low-income through the DHSR program if they don't qualify under MaineCare eligibility requirements. The Town of Orland appropriates funds to this agency.

Logisticare Transportation covers Orland which falls into their Region 2 (Calais, Ellsworth, Bar Harbor). MaineCare recipients with full coverage that includes transportation benefits are eligible for this service. They request two business days advance notice prior to pick-up, and 2 hours in advance to cancel. Logisticare utilizes local transportation providers (Downeast Community Partners) and hired drivers.

City Cab Connection is a private taxi service that serves the region. From 9:30 AM to 1:30 PM on Wednesdays, in collaboration with Bucksport Health Coalition, service is provided to residents of Orland to all stores and health facilities within Bucksport from the Orland town line along Acadia Hwy to the former mill site for one dollar round trip.