Stockton Springs

Vulnerability Assessment Report

October, 2025

Midcoast Council of Governments

Overview

This vulnerability assessment follows a four-step process to help Stockton Springs understand its risks from climate-related hazards and develop strategies to prepare for, respond to, and recover from problems caused by climate change—such as extreme weather or sea level rise—and to adapt to be better protected in the future.

The steps are:

- **Understanding Exposure** – identifying people, places, and infrastructure that are at risk. Reducing emissions is also a key part of decreasing long-term exposure to climate risks.
- **Assessing Vulnerability** – looking at how likely the hazard is to occur, how much damage it might cause, the level of disruption, and how easy it is to recover.
- **Developing Options** – coming up with ideas for how to adapt to climate change and reduce greenhouse gas emissions.
- **Prioritizing** – deciding which actions to take first.

This assessment is qualitative in nature, drawing on the lived experience and knowledge of community members, supplemented by accessible on-line data (see Resources). This community-based, participatory approach is an effective first step for towns like Stockton Springs to understand and begin addressing climate risk without the cost or complexity of a full technical analysis. It is an efficient way to guide future planning or funding efforts. While it doesn't replace more detailed studies, it helps highlight the most important actions a town can take to become more resilient.

Understanding Exposure

The first step—understanding exposure—is important because it helps identify which people, places, and infrastructure are in harm's way. Before the town can decide what to fix or protect, it needs to know where the risks are. This step focused on discussing areas already affected by flooding, storms, or erosion, and identifying community assets that are most at risk. In addition, the assessment considered how human activities—like driving and heating—contribute to greenhouse gas emissions, which in turn increase the severity of climate risks over time. By identifying opportunities to reduce emissions, the town can also reduce its contribution to future climate change while improving systems that are already vulnerable

Community Engagement Approach

The exposure assessment was grounded in local knowledge and feedback. Community Resilience Grant Committee (Committee) members attended public events, reached out

to local organizations, conducted a survey and held public meetings to identify and confirm locations of concern. Outreach was conducted at the library, fire department, and other locations. This process identified vulnerable sites and provided important context for understanding how residents experience and perceive risk. A full list of engagement activities is included in *Appendix A* – Community Engagement Activities.

Town Assets

A survey was conducted and a public meeting was held to identify what types of hazards residents are concerned about and the people, places and infrastructure most at risk of being impacted. Residents identified a variety of climate-related hazards along with dozens of specific sites that are already being affected. These hazards pose risks to key community functions — including roads, waterfronts, natural areas, and public health. A full list is included in *Appendix B – Community Concerns*. Based on this input, the following hazards were considered the greatest threats:

- **Coastal Storms** – high winds: Strong winds from storms like nor'easters or hurricanes that can damage buildings, knock down trees, and create dangerous waves and flooding.
- **Inland Flooding:** Flooding that happens away from the coast, often caused by heavy rain overwhelming streams, rivers, or drainage systems.
- **Coastal Flooding**: Flooding that happens along the coast, usually during storms or high tides, when seawater flows over the land.
- **Erosion:** The wearing away of land, soil, or shoreline due to wind, water, or ice. Coastal erosion can cause loss of land and damage to roads or buildings.
- **Vector-Borne Disease:** An illness caused by bacteria, viruses, or parasites that are spread to people by insects or other animals.

Reducing Carbon Emissions

Although this assessment did not include a greenhouse gas emissions inventory for Stockton Springs, it identified opportunities to reduce emissions based on common sources in Maine—particularly transportation—and local priorities outlined in Community Resilience Partnership enrollment documents. These emissions reduction options support climate resilience planning by highlighting actions that can decrease long-term exposure to climate risks, improve energy efficiency, and align with community priorities. These options can be considered alongside climate adaptation strategies and help inform which actions to prioritize based on their multiple benefits, such as cost savings, infrastructure improvements, and reduced environmental impact.

Assessing Vulnerability

After identifying which places and assets are exposed to hazards, the next step is to assess how vulnerable they are. This step helps the town understand which sites are most at risk of damage, how severe the impacts could be, how likely the hazard is to occur, and how hard it would be to recover. By evaluating these factors, the town can focus its attention and resources on the areas that need the most help first.

Each asset was evaluated based on four qualitative factors:

- **Susceptibility to Damage** – How easily an asset can be damaged based on its location, design, materials, and condition.
- **Magnitude of Impact** – The extent of disruption to the community if the asset is compromised.
- **Probability** – How likely the hazard is to affect the asset within the next year.
- **Adaptive Capacity** – How easy it would be to repair or replace the asset or reduce the risk through other measures.

Committee members assigned scores of low, medium, or high to each factor, based on their experience and input from town staff. These scores were compiled into a matrix which ranked the assets based on their overall risk. *Appendix C – Risk Matrix* shows the full assessment. This helped identify four sites (*Figure 1. Location Map*) most in need of further action or investment, including:

- Lighthouse Road
- Sandy Point Beach
- Main Street Culvert (between town office & post office)
- Stockton Harbor
- Green Valley Road Culvert

Developing Options

Town Assets

Once the town understood which sites were most vulnerable, the next step was to develop options for how to reduce the risks. This was where planning began to turn into action. By thinking through different strategies—such as making physical improvements, changing maintenance routines, relocating infrastructure, or applying for funding—Stockton Springs was able to begin identifying practical solutions. Developing a range of

options helped the town compare costs, benefits, and feasibility, and ensured there were both short-term and long-term approaches to meet local needs and capacity. Note: options may not be mutually exclusive.

Site: Lighthouse Road – Coastal Erosion Risk

Issue: A portion of Lighthouse Road runs along a steep, actively eroding coastal bluff, where the road is nearing the edge and threatening access to a state park, nearby homes, and emergency routes (Figures 2-3).

Options:

Evaluate and Plan for Long-Term Adaptation

1. Conduct a Preliminary Geotechnical Assessment. Before launching a full engineering study, the town could hire a geotechnical consultant to do a rapid site evaluation of bluff stability and erosion trends. This could:

- Clarify the near-term risk level
- Identify the type and rate of erosion
- Help prioritize whether immediate intervention is necessary

This step is often lower-cost than a full design process and gives the town more information to make decisions.

2. Engage in Stakeholder Outreach and Access Planning. Since there are several residents and a state park at the end of the road, access and tourism/recreational use is important. Begin engaging:

- Residents
- Park officials
- Emergency responders
- Public works staff

This engagement can help define what levels of access are necessary in the future and may open up funding or partnership opportunities with the state.

3. Evaluate Feasibility of Realigning the Roadway within the Right of Way. If erosion makes stabilizing the current road location impractical, realigning the road may be necessary. An engineer can assist with evaluating options and providing preliminary cost estimates.

4. Seek External Funding for Engineering and Engagement. Pursue funding for engineering services for stabilization and/or road realignment through the Maine Infrastructure Adaptation Fund.

Conduct Public Outreach and Education on Coastal Erosion

Coastal erosion is not limited to Lighthouse Road (See Figure 4. Bluff Stability: Stockton Springs). As part of a long-term adaptation strategy, the town could host a series of public workshop featuring expert speakers, supported by printed materials and online resources. This outreach effort would help residents understand the causes and consequences of coastal erosion, available adaptation strategies, and actions they can take on their own properties. Increasing public awareness can build support for future resilience investments and encourage coordinated action beyond a single site.

Sandy Point Beach Park – Coastal Flooding Risk

Issue: Sandy Point Beach Park is a popular recreational area used by Stockton Springs residents, visitors from surrounding communities and tourists. The site faces ongoing erosion of the beach and shoreline bluffs and is vulnerable to coastal flooding, especially during storms at high tide. The gravel parking lot and adjacent land is prone to flooding, affecting access and usability (Figures 5-6). While the land is state-owned (acquired through the Land for Maine's Future program), the town is responsible for maintenance and stewardship. Coastal flooding will likely increase rendering the site inaccessible as currently configured (Figure 7. Sea Level Rise, Sandy Point Beach, Stockton Springs).

Maine's climate planning guidance recommends adopting a "commit and prepare" approach to sea level rise: communities should commit to manage approximately 1.5–1.6 feet of relative rise by 2050 and prepare to manage around 3.9 feet by 2100.

Options:

Maintain Current Use and Manage Flooding and Erosion with Low-Impact Interventions in the Short Term

- Continue using the site as-is while implementing short-term measures such as:
    - Improving drainage or grading in the parking area to reduce flooding
    - Stabilizing dune or bluff edges with native vegetation to slow erosion
    - Installing educational signage to direct foot traffic away from sensitive areas and reduce human-caused erosion
- **Drawbacks:** These measures may offer only limited protection and may not be sufficient in the face of rising sea levels or more frequent extreme weather.

Plan and Prepare for Managed Retreat

Managed retreat is a proactive strategy that involves relocating infrastructure and access points away from areas that are becoming increasingly unsafe or unsustainable due to erosion, sea level rise, or flooding. At Sandy Point Beach Park, managed retreat would not mean abandoning the park entirely, but gradually shifting public use and infrastructure inland as conditions worsen.

Rationale for Managed Retreat at Sandy Point:

- The site already experiences flooding during Highest Astronomical Tide (HAT)
- The beach and shoreline bluffs are actively eroding, and protective measures may be costly, temporary, or ecologically harmful
- Avoids repeated costs of repairing or rebuilding in hazard-prone areas
- Preserves public access and recreational use in a more sustainable configuration
- Creates space for natural systems (like dunes or marshes) to adapt to sea level rise
- Positions the town as a forward-looking leader in climate-resilient coastal access

Key Components of a Managed Retreat Strategy:

1. **Map and Designate Retreat Zones**
    - Use existing flood and erosion data to delineate areas of the site most at risk over the next 20–50 years
    - Classify areas as “retain for now,” “transition,” and “retreat,” guiding decisions about future investments and public access
2. **Develop a Phased Retreat Plan**
    - Prioritize the relocation of vulnerable infrastructure, such as the gravel parking area or any signage inland over time.
    - Maintain beach access as long as safely feasible.
3. **Restore the Retreat Area to a Natural Buffer**
    - As infrastructure is removed, allow the shoreline to migrate naturally
    - Use nature-based restoration techniques, such as dune or marsh restoration, to buffer against storm surge and provide wildlife habitat

4. **Engage the Community in Planning**
    - Involve residents, town officials, and the state (as the landowner) in developing a **shared vision** for what the park can look like 10, 20, or 30 years from now
    - Emphasize the goal of **preserving long-term access and ecological value**, even if the footprint of the park changes
5. **Seek Funding and Technical Assistance**
    - Apply for grants to support retreat planning, stakeholder engagement, and design.
    - Consider working with a landscape architect to help develop the retreat plan.

Stockton Springs Harbor – Coastal Flood Risk

Issue: Stockton Springs Harbor is a key working and recreational waterfront with floating docks, public water access, parking, and a harbormaster's hut. The site is exposed to coastal flooding and storm surge, with the harbormaster's hut already experiencing flooding during major storms (Figures 8 – 11). Also, projections indicate the area will gradually flood over time with sea level rise, requiring a long-term resilience strategy (Figure 12. Sea Level Rise – Dock Road Stockton Springs).

Options:

Strengthen Existing Infrastructure and Improve Flood Resilience

- Elevate and structurally reinforce the harbormaster's hut to protect it from periodic storm surge and flooding. Consider using flood-resistant materials and elevating utility connections.
- Improve stormwater drainage and grading in the parking area to reduce nuisance flooding.
- Install high water markers and signage to raise awareness of flood risk.
- Reinforce and Adapt Dock Infrastructure. Upgrade dock design elements to be more storm-resilient, including:
    - Stronger anchoring systems
    - Using more durable decking materials and corrosion-resistant components
    - Evaluate whether the dock layout can be adjusted to reduce exposure (e.g., repositioning fingers, aligning with prevailing wave direction)

Develop a Long-Term Resilience Plan for Gradual Sea Level Rise and Storm Surge

- Plan for relocation or elevation of infrastructure (access drive, wharf infrastructure at the waterline).
- Revisit and build upon findings from the 2024 GEI breakwater study, and incorporate its recommendations into future planning, even if full construction is not currently feasible.
- Engage stakeholders in the planning process.

Implementation Support:

- Consider applying for a planning grant to develop a phased adaptation and capital improvement strategy for the harbor.
- Pursue funding from coastal resilience and working waterfront programs, such as the Maine Infrastructure Adaptation Fund, or Maine Coastal Communities.

Main Street Culvert – Inland Flooding Risk

Issue: The Main Street culvert, located between the town office and post office, is prone to inland flooding during high-precipitation events. A sharp 90-degree turn in the water path before it enters the culvert causes back-ups and visible erosion of the road base (Figures 13-15). Compounding the issue, a buried waterline in the same area has failed twice in the past year. The road is state-owned and maintained by MaineDOT, but the culvert is not on the Department's 2025–2027 work plan, leaving the town vulnerable to continued infrastructure failures.

Options:

Include in Town's Resilience Priorities and Emergency Planning

- Document the culvert as a priority site in any future vulnerability assessments, hazard mitigation plans, and capital improvement planning
- Highlight the potential for future infrastructure failure and waterline damage to justify contingency planning
- Use this designation to seek grant funding for temporary improvements, engineering studies, or planning coordination.

Advocate for Reprioritization on MaineDOT's Workplan

- Submit formal documentation to MaineDOT Region Office, including:
    - Evidence of public safety risk (photos of erosion, documentation of waterline breaks)
    - Hydrologic observations during flood events
    - Local input from first responders and town staff
- Request that MaineDOT conduct a site inspection and hydraulic assessment, and ask to be included in the next workplan cycle
- Coordinate with regional partners (e.g., Waldo County EMA, MCOG) to support the case for prioritization, especially if the culvert failure affects critical access or emergency response

Partner with MaineDOT through the Municipal Partnership Initiative (MPI)

- Apply to the Municipal Partnership Initiative, which allows towns to co-fund projects with MaineDOT to accelerate improvements.
- Stockton Springs would need to contribute a portion of project costs (30%, based on its property valuation) to move the culvert replacement or redesign forward outside of the regular work plan cycle.
- This approach allows the town to elevate the priority of the culvert repair, influence the design scope, such as realigning the water path or upsizing the culvert and protect vital infrastructure serving key municipal functions and services

Integrate Culvert Replacement into a Village Partnership Initiative (VPI) Project

- The Village Partnership Initiative (VPI) is a MaineDOT program that supports collaborative projects in village centers and downtowns to improve transportation infrastructure, pedestrian safety, accessibility, and community vitality.
- Stockton Springs could propose a comprehensive planning and infrastructure project for the village center area—framing the culvert replacement as a critical element of a broader effort to:
    - Enhance stormwater management and climate resilience
    - Improve pedestrian infrastructure and traffic flow along Main Street s

    - Revitalize the public realm near civic buildings (e.g., town office, post office)

- By tying the culvert replacement to larger placemaking and mobility goals, the town may be able to access more flexible project development support and leverage state and federal funding.
- Participation in the program begins with a visioning process and planning partnership with MaineDOT, which could also help generate design concepts, community input, and phased improvements.
- This approach allows the town to elevate visibility and urgency of the culvert issue while enhancing the walkability of the village center.

Green Valley Road Culvert – Inland Flooding Risk

Issue: The culvert is in declining condition, and beaver activity is blocking flow, increasing the risk of flooding during storms.

Options:

- Conduct routine inspections after storms
- Clear debris regularly to maintain capacity
- Install a "beaver deceiver" as recommended by the State Wildlife Biologist

Reducing Greenhouse Gas Emissions

While this project focused on identifying local vulnerabilities to climate change, the grant scope also called for identifying potential strategies to reduce greenhouse gas (GHG) emissions. Although emissions reduction is often treated separately from vulnerability assessments, it plays a complementary role in building long-term community resilience. Reducing energy use, improving transportation options, and supporting cleaner energy systems can also lower costs, improve public health, and increase energy independence.

Activities to reduce GHG have already been discussed in detail during the town's enrollment in the Community Resilience Partnership. Many relevant actions have been completed or are underway. A review of recent efforts and possible new strategies highlight the following :

- The town has already made significant progress in decarbonizing municipal operations: heat pumps have been installed in municipal buildings, and nearly all municipal electricity is now supplied through a solar power purchase agreement and a pending rooftop array.

- The town has already committed to outreach on residential weatherization and heat pump incentives, supported by a recent Community Action Grant.
- The town has also committed to increasing energy efficiency in municipal buildings through an energy audit and weatherization upgrades. There is some interest in improving conditions for biking and walking, though challenges exist related to road width and infrastructure constraints. While adopting a Complete Streets policy may not be feasible, targeted improvements for pedestrian and cyclist safety remain a potential area for progress.
- There is interest from town officials in fleet electrification and EV charging infrastructure.
- There is interest in expanding access to regional public transit, especially to support residents with limited transportation options. While the overall emissions impact may be modest, improved transit options offer important social and economic co-benefits

While new GHG initiatives may not be a top priority at this time, the actions already underway—and areas of continued interest—reflect meaningful opportunities to align emissions reduction with community resilience, affordability, and access.

Public Transportation

Issue: The Midcoast region is almost entirely car-dependent with a lack of transit options apart from municipal level systems in Brunswick, Bath, Belfast, and Rockland. This lack of transit encourages personal automobile use that contributes to tailpipe greenhouse gas emissions and traffic congestion.

Options:

Designate a Representative to Participate in the Midcoast Transportation Advisory Working Group (TAWG) Waldo County Subgroup.

As part of the Midcoast Thriving Communities initiative (funded by USDOT), three organizations—Midcoast Public Transit, the Lincoln County Regional Planning Commission, and the Midcoast Council of Governments—have developed county-level working groups with a goal of gathering citizen input to inform a rural transit feasibility study. This study will assess current transportation needs, identify service gaps, and explore practical options for expanding and improving public transit across the Midcoast. The participants meet quarterly. Their role is to:

- Provide feedback on regional needs and priorities
- Help inform the selection of key transportation pinch points

- Review quarterly updates from the main TAWG group and project team
- Help gather local community input

Actively Promote MidCoast Public Transportation's Services

It is a common misconception that Midcoast Public Transportation (MCPT), operated by Waldo County Community Action Partners (Waldo CAP), only serves MaineCare recipients and people with disabilities. In addition to operating Monday – Friday bus loops in Belfast and Rockland, MCPT also operates on-demand service for the public. Pending availability, anyone living in Waldo County may schedule on-demand rides regardless of disability status or income for $1.50 per mile.

Waldo County residents can help promote this service by:

- Using it themselves as much as possible
- Sharing the existence of the service, positive riding experiences, and routes/schedules with friends, family, and colleagues
- Contacting lawmakers to voice support of public transit and continued investment in Waldo CAP

Bicycle and Pedestrian Planning

Issue: Bicycling and walking as an alternative to driving a personal vehicle is another way to reduce transportation related GHG emissions. However, to encourage these options, road infrastructure that keeps cyclists and pedestrians safe is crucial. Currently, Stockton Springs's Main St. has a narrow shoulder with no bicycle lane and a sidewalk on only one side of the street: conditions that discourage bicycling and walking. There is also no town bicycle and pedestrian plan.

Options:

Evaluate Local Road Safety Concerns

A first step is to gather information from the community about what their greatest road safety concerns are and where these concerns are located. To gather this insight the town may:

- Create and distribute a survey to town residents
- Consult the Public Works Department
- Establish a bicycle/pedestrian committee to evaluate where residents want improvements

This work may be accomplished via a volunteer committee or contracted out to a consultant.

Create a Bicycle and Pedestrian Plan

A step further beyond a survey is to create a municipal bicycle and pedestrian plan. This is a document that outlines a vision and strategies to improve conditions for bicycling and walking throughout Stockton Springs. This may be accomplished in one of the following ways:

- MaineDOT's Planning Partnership Initiative Program: A MaineDOT grant program that funds local planning studies, including bicycle and pedestrian plans. This program is initiated simply by contacting MaineDOT and beginning a conversation.

- Community Action Grant: A State grant program that funds municipal projects aimed at reducing GHG emissions. Hiring a consultant to create a bicycle and pedestrian plan is an eligible activity.

Conclusion

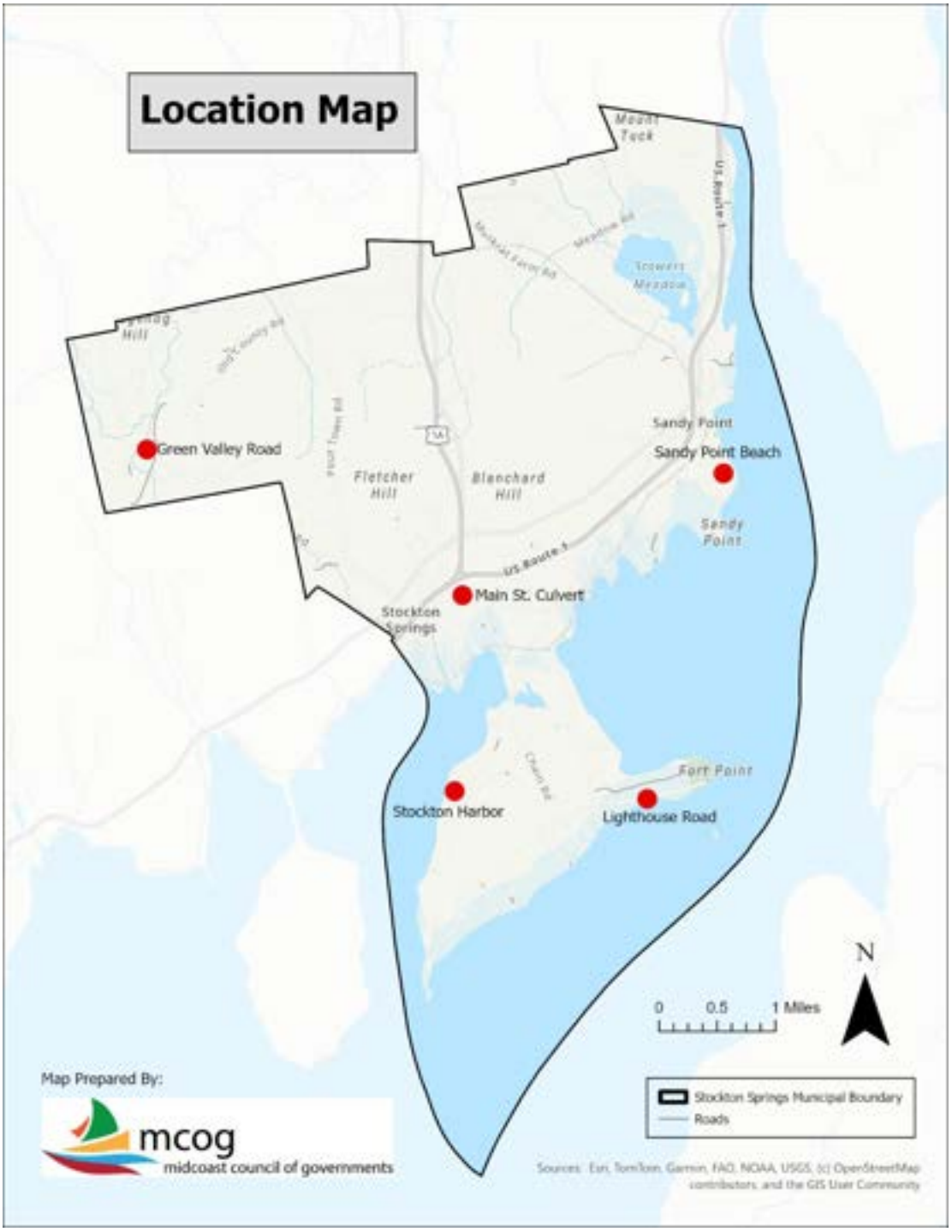
A range of options have been identified to help Stockton Springs address the sites most at risk from environmental hazards. Some strategies focus on short-term actions—such as improving drainage or stabilizing vulnerable areas—while others consider long-term approaches like planning for sea level rise or relocating infrastructure. In addition to these adaptation strategies, actions to reduce carbon emissions were also considered, including supporting public transit access, and enhancing conditions for walking and biking. Together, these recommendations can help the town prioritize projects that will strengthen long-term community resilience.

Resources

- Maine Climate Change Adaptation Providers Network – Source for comprehensive resources list for information and funding
- Maine Won't Wait Climate Action Plan – Maine's multi-year climate action plan
- Maine Climate Council – State-appointed body that develops and updates Maine's climate action plan, *Maine Won't Wait*, and advises on strategies to cut emissions and build resilience
- Maine DOT's Village Partnership Initiative -Program that partners with communities to revitalize village centers by improving lower-speed streetscapes—making them more walkable, bikeable, and community-oriented
- Maine Infrastructure Adaptation Fund - Grant program run by MaineDOT that helps towns, tribal governments, and other public entities upgrade stormwater, drinking water, wastewater, and other infrastructure to better withstand flooding.
- Maine Community Resilience Workbook - a step-by-step guide that helps municipalities assess climate vulnerabilities, set priorities, and develop projects to participate in the state's Community Resilience Partnership
- Maine Sea Level Rise Mapper - Interactive tool that visualizes how various sea level rise or storm surge scenarios could inundate coastal areas of Maine, helping communities assess flood risk
- Maine Stream Habitat Viewer - Online mapping tool that shows habitat areas, road-stream crossings, dams, and barriers in inland (non-tidal) streams across Maine — helping communities, landowners, and resource managers identify opportunities for restoration and conservation
- National Risk Index - FEMA tool and dataset that ranks U.S. communities' relative risks from 18 natural hazards by combining expected annual losses, social vulnerability, and community resilience
- FEMA Flood Maps - Maps created by the Federal Emergency Management Agency that show areas at risk of flooding, including floodplains, base flood elevations, and flood insurance requirements.
- Midcoast Council of Governments Story Maps- Interactive, web-based maps and narratives that showcase regional planning and resilience projects, making complex data and strategies easier for communities to explore and understand.

Figures

Figure 1. Location Map

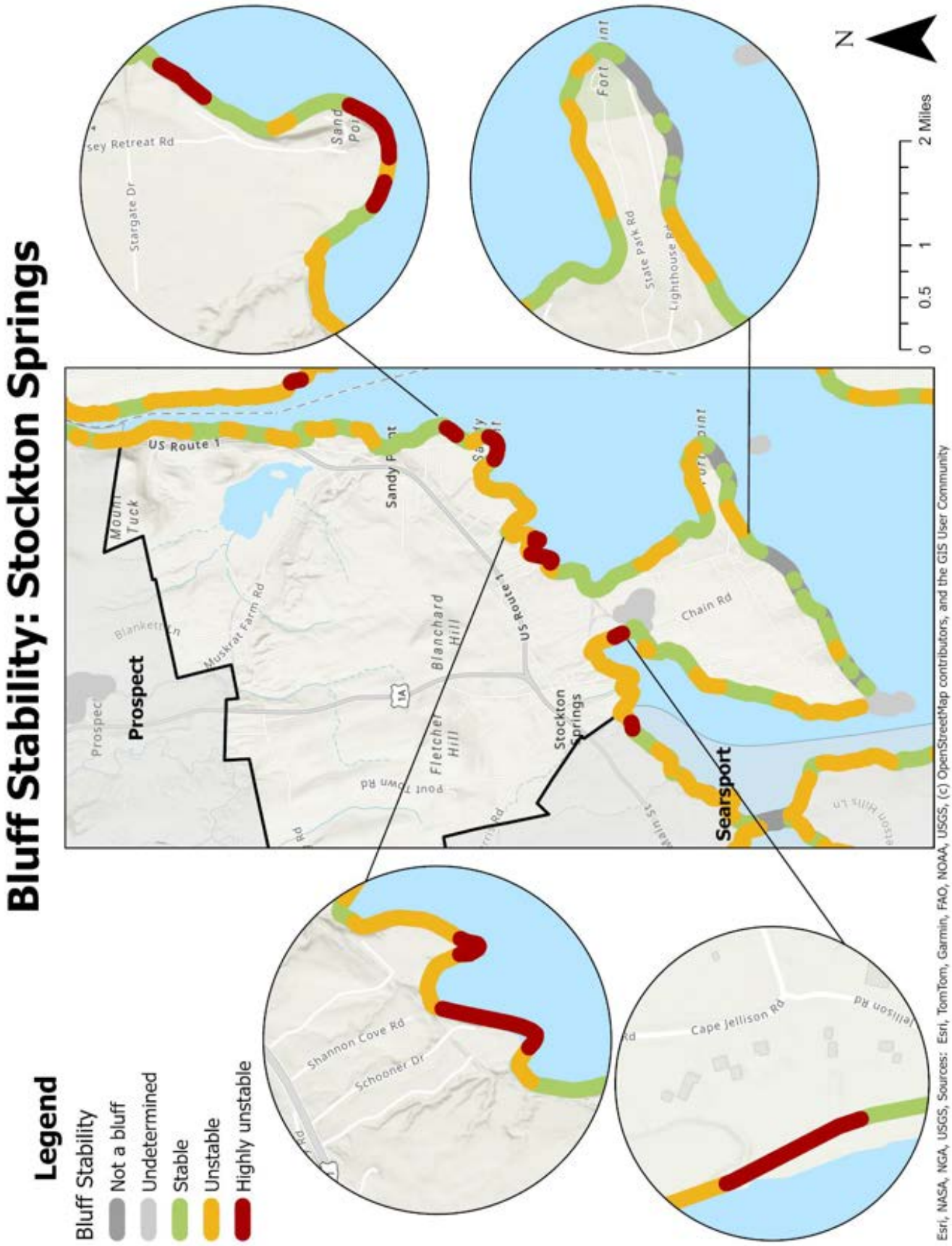


Lighthouse Road Existing Conditions

Figure 2. Eroding Edge of Lighthouse Road

Figure 3. View of rip-rap stabilized area

Figure 4. Bluff Stability: Stockton Springs

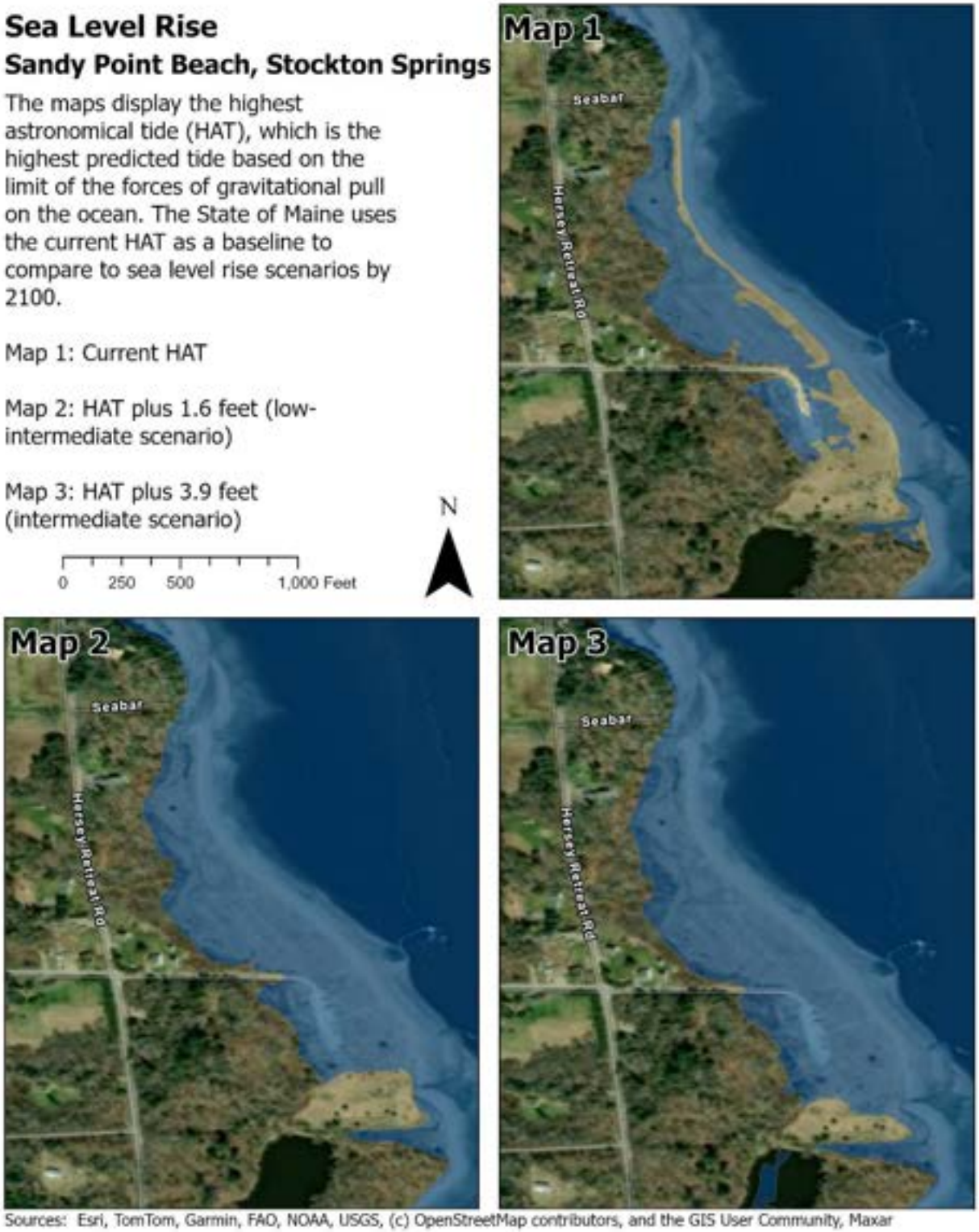


Sandy Point Beach Existing Conditions

Figure 5. Beach erosion caused by informal walking path

Figure 6. Gravel parking lot prone to flooding

Figure 7. Sea Level Rise Sandy Point Beach



Stockton Harbor Existing Conditions

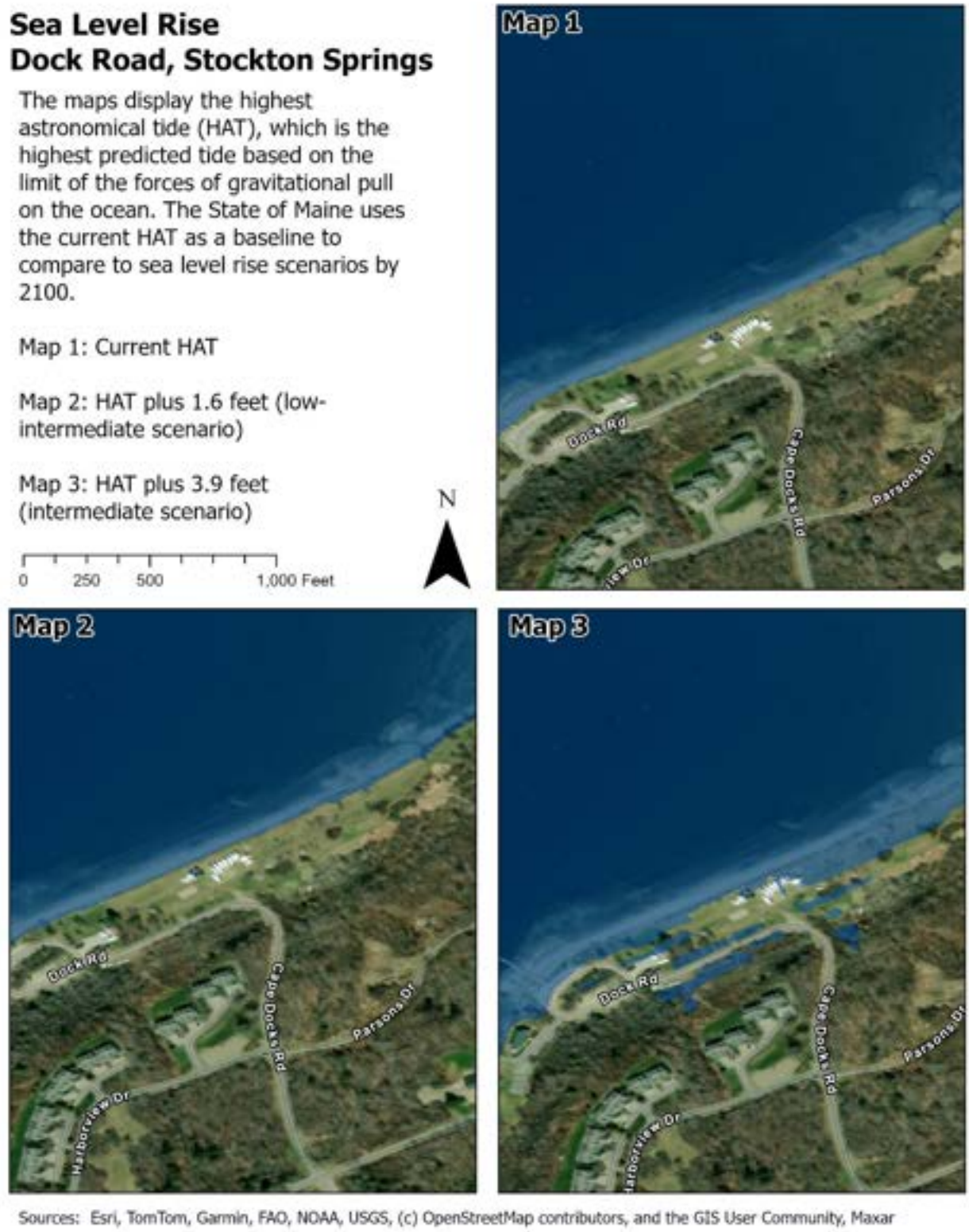
Figure 8. Flooding at the town landing

Figure 9. Flooding at the picnic area

Figure 10. Harbormaster's Hut

Figure 11. *Public water access and floating docks*

Figure 12. Sea Level Rise - Dock Road, Stockton Springs



Main Street Culvert Existing Conditions

Figure 13. South side of culvert showing poor condition of concrete structure

Figure 14. North side of culvert showing sharp 90-degree water turn.

Figure 15. North side of culvert showing undersized inlet.

Green Valley Road Culvert – Existing Conditions

Figure 16. Showing culvert condition

Figure 17. Showing remnants of beaver dam.

Appendices

Appendix A
Community Engagement Activities

Over the course of ten months, Community Action Grant Committee members attended local events, engaged with residents one-on-one, and facilitated discussions to gather input.

The following individuals and groups were approached to share information about the project and encourage participation:

- Library Board of Directors
- Parks Committee
- Select Board
- Town Manager
- Recycling Committee
- Community Church
- Health Center
- Town Office workers
- Library – Dr. Seuss Party
- Public Works
- Legion

Additional outreach activities included:

Date	Activity
2/24/25	Town Meeting. Announced project kickoff, provided information, and asked if any groups would like to be involved.
2/22/25 – 3/29/25	Survey. Handed out paper copies at Town Meeting; survey was available at Town Hall and the Community Library, with anonymous collection boxes at both locations. An electronic download was also available on the town website.
3/12/25	Open Public Meeting. Asked residents what vulnerable community assets and hazards they are concerned about.
3/29/25	E-waste Tabling. Gathered feedback on vulnerable groups, assets, and hazards; shared a list of specific sites and asked for input.
7/14/25	Select Board Meeting. Shared summary of vulnerability study results.
10/23/25	Open Public Meeting. Shared summary of vulnerability study results.

Appendix B
Commnunity Concerns

This table summarizes input from the community survey (blue columns), where respondents ranked hazards and identified vulnerable people, places, and infrastructure, along with feedback from participants at the March 12, 2025 public meeting (green column).

Survey Results (counts)				
#1 Ranking	Total mentions	Specific issue	3/12 Votes	Hazard
4	10			**Coastal Erosion**
		6	2	Sandy Point Beach
			3	Railroad track Fort Point Cove
		4	1	Peterson Park - handicap parking space is eroded
			1	Sandy Point trails need maintenance
			1	Railroad track near Peterson Park - vulnerable in the long-term future to sea level rise/erosion
			3	Lighthouse road
		4		Fort Point State Park beach
			1	Crystal-Lynn Point on Sandy Point
			1	Industrial structures surfacing at Sandy Point beach
				Fort Point Cove to Sandy Point - coastal bluff erosion & landslide risk (homes/railroad at risk)
			4	Seeweed harvesting in Fort Point Cove exacerbates erosion
2	10			**Coastal Flooding**
		4	5	Cape Jellison Bridge
		3	4	Public works property flooding (salt/sand piles contaminating floodwaters)
		8	3	Stockton harbor Docks/landing, Harbormaster Hut (high tide flooding into parking lot during storms)
		1	2	Cape Jellison Road on north side of cape at risk off high tide/storm surge near 90degree turn
			2	Private wells being contaminated
			1	Cape Jellison Rd/bridge near railroad spur
		4	1	Peterson Park
3	9			**Extreme winter weather**
		1		potential water & heating pipe damage
		1	2	power outages (combined with strong winds)
3	15			**Vector-borne diseases**
		1	1	increase in ticks
3	6			**Shifting species & habitats**
				Cyrstal Lynn Cove in Sandy Point
			1	Green Crabs
0	5			**Inland flooding**
				Private wells being contaminated
			2	Green Valley Culvert
			1	Hersey Retreat Road flooding from Stargate Drive to Abenaki
			4	Main St culvert between town office & post office is crumbling
			2	W Main St & Middle St intersection - culvert overflows in heavy rains
		4		Peterson Park
				Denslow Rd culvert
				Culvert down hill from Hatch Hill Rd on Old County Rd
				Hersey Retreat Road culverts cause flooding btw retreat & Abanaki
0	6		2	**Wildfire**
				Spinnaker Lane sections of Cape Jellison Rd has a lot of wood debris
			1	Phragmites "Army Grass" is very flammable - surrounds the public works building
				Misc (Common to all)
			5.5	Need communication system in emergencies
		1	6.5	a method of contacting elderly folk to bring them to warming center if needed
				Concerned about spending money and affecting taxes
				Also a cooling center?
			1	Location of vulnerable people - elderly, handicapped
2	10			**Strong winds**
				Stockton Harbor docks at risk
				potential damage to roofs, building structures, and falling trees
0	3			**Water quality**
				Request for independent test of Searsport water
				water main damage from flooding/erosion: by post office & 90degree corner on cape jellison
				salt water contamination into fresh water sources
1	5			**Extreme heat events**
0	7			**Drought**
0	3			**Air Quality**

Appendix C
Risk Assment

	Definition	How easily something can be damaged by a hazard, based on its location, design, materials, and condition.	How much the town will be affected if the asset is compromised.	How likely it is that something will occur in the next year	How easy it is to fix a damaged asset.
	High	Very likely to be damaged	major effects on safety, access, commercial activity or essential services.	Ongoing issue; Highly likely to occur	Able to fix easily, with local resouves
	Medium	moderate damage	Affects few residents, but serious disruption of services.	likely to occur under the right conditions	Possible to fix, will tax local resources, might need outside resources
	Low	Minor damage likely	limited or short-term consequences. Safety or commercial services not affected	Extremely unlikely to occur	Difficult to fix, long time and many resources needed

Site	Hazard	Susceptibility to Damage	Magnitude of Impact	Probability	Adaptive Capacity
Lighthouse Road	Erosion	high	med	High	Low
Sandy Point Beach	Erosion, Coatal Flooding	high	med	high	low
Main St culvert between town office & post office is crumbling	Inland Flooding	high	med	high	low
Stockton harbor: Docks/landing, Harbormaster Hut	Coastal Flooding, High Winds	med	high	Med	Low
Railroad track on Fort Point Cove	Erosion	med	high	low	low
Railroad track near Peterson Park	Erosion	med	high	low	low
Peterson Park	Erosion, Coastal Flooding, Inland Flooding	med	low	high	low
Crystal-Lynn Point on Sandy Point	Erosion, Coatal Flooding	med	low	high	low
Hersey Retreat Road flooding from Stargate Drive to Abenaki	Inland Flooding	med	high	med	med
Muskrat Road/Rte. 1 intersection	Inland Flooding	med	high	med	med
Sandy Point Rd	Inland Flooding	high	low	Med	Med
Fort Point State Park beach	Erosion	med	low	med	low
Many private homes along Cape Jellison, Fort Point Cove to Sandy Point/Hersey Retreat	Coastal Erosion	med	low	med	low
Cape Jellison Road on north side of cape - near 90degree turn	Erosion, Coastal Flooding	med	low	Low	Low
Cape Jellison Bridge	Coastal Flooding	low	med	low	low
W Main St & Middle St intersection - culvert overflows in heavy rains	Inland Flooding	low	low	med	low
Culvert down hill from Hatch Hill Rd on Old County Rd	Inland Flooding	med	med	med	high
Public works property	Coastal Flooding, Wildfire	low	med	Low	med
Denslow Rd culvert	Inland Flooding	low	med	med	high
Spinnaker Lane sections of Cape Jellison Rd (lots of wood debris)	Wildfire	med	med	low	high
Pout Town Rd - lot of wood debris	Wildfire	med	med	low	high
Cape Jellison Rd/bridge near railroad spur	Coastal Flooding	low	low	low	high
Sandy Point trails	Erosion, Coatal Flooding	low	low	low	high