

Attendees:

David McCarthy
Leah Drennan
Jeannie Adamowitz
Brendan Summerville – Town Planner
Wayne Boardman - Guest

Route 1 study. In May, voters approved funding for the Route 1 study from the Kittery Line to Mountain Road. A contract was awarded to VHB the consultant who also recently completed a related study in Ogunquit. The study will look for ways to improve traffic flow, provide accessible and safe infrastructure for vulnerable users (walkers, cyclists, and mobility challenge road users), assess crosswalks needs, and promote active transportation to reduce vehicle miles traveled.

Brendan distributed copies of the scope of work for potential bidders [KACTS---VHB-Scope-of-Work](#) (Also posted on the Town Website under Current Town Planning Projects).

He asked if any Bike/Ped Committee members could work with Town Staff and contractor(s) in conducting the study. Brian volunteered to take the lead for the Committee. Other Committee members will assist when needed. *Note: A kick off meeting was held on August 20. Jeannie and Dave participated in the meeting. The substance of that meeting will be a topic for the September Bike/Ped Committee Meeting.*

Complete Streets Policy/Bike Friendly Community Application. The Route 1 study will be a demonstration of how well existing processes and procedures can result in a complete street on York's busiest street. It will be a challenge.

A discussion was held on general Complete Streets processes and procedures. Dave emphasized the need for active participation of Town staff in developing Complete Streets policies and procedures. They are the people who will be implementing the results.

After the meeting, Brendan provided a link to a website with information on existing Complete Streets models that could inform York efforts.

<https://www.planetizen.com/news/2025/08/135771-best-complete-streets-policies-us-ranked>

Crosswalks/Raised Tables on Roads Discussions deferred concerning improved visibility and safety of crosswalks with focus on Long Beach Avenue. Taylor Maguire was unable to attend the meeting. Her work on designing upcoming seawall/sidewalk layouts would inform Committee efforts and provide for crosswalk improvements during the seawall projects. Brendan will see if there are any designs for the upcoming upgrades. A crosswalk by the General Store is of particular interest to the committee.

Using bike corrals and/or paid motorcycle parking on the beach side of the road would provide greater visibility for pedestrians and oncoming north bound motorists. Other alternatives would be to restrict parking near crosswalks to compact cars and/or added cautionary signage. The crossing signage near the gazebo in York Beach is an example.

Wayne Boardman suggested that the Committee look at use raised tables/speed tables for crosswalks on high traffic, low speed roads. "A raised crossing is essentially a **speed table**, with the full width of the crosswalk contained within the flat portion of the table, usually 10 to 15 feet wide. It combines the benefits of a raised speed reducer with enhanced visibility for the pedestrian crossing." NH DoT These structures are easier to maintain and less jarring than traditional speed bumps.

Examples of this type of crossing can be seen on Maplewood Ave in Portsmouth and on the connector road from the northbound I-95 visitor center to Route 1.



Minutes were approved for the June meeting. The minutes will be sent for posting on the Town web site.

Next Meeting:

September 16, 2025 at 3:15 at the York Public Library

No meeting was held in July.

Agenda:

Approve Minutes

Route 1 Corridor Study

Complete Streets

Crosswalks and crossings