TRANSPORTATION

This chapter is a portion of the Inventory and Analysis section of the York Comprehensive Plan. Its purpose is to provide information about the local economy and labor force. This information is essential to inform decisions in several sections of the Comprehensive Plan, including economic development, fiscal policy, land use and transportation.

The text of this Chapter is organized into three sections: Regional Transportation Issues, Local Traffic Movement and Safety and Alternative Modes of Transportation

Comprehensive Plans in Maine must comply with the legal requirements of state law, specifically Title 30-A §4326. The law establishes that land use policy must be based on information and analysis, and accordingly the law establishes that comprehensive plans must contain an Inventory and Analysis section. This Chapter is one part of the Inventory and Analysis section of the York Comprehensive Plan. This Chapter, and others prepared in recent years, marks a change in format for the Plan. The Inventory and Analysis section is being converted to a series of technical reports on individual subjects (population, housing, land use, natural resources, etc.). Each is complete as a stand-alone report on its specific subject, but taken as a set they comprise the complete Inventory and Analysis section. This new format should encourage the Town to keep the Plan up to date, and should increase public access to information contained in the Inventory and Analysis. During the transition from a single Inventory and Analysis section to a series of single-subject reports, some degree of overlap of content and information is expected. For purposes of interpretation, the most current document shall supersede any earlier version or chapter of the Inventory and Analysis section. When the entire set of Inventory and Analysis chapters is adopted, the 1999 Inventory and Analysis section of the York Comprehensive Plan can be repealed.

Regional Transportation Issues

Though the Transportation section of the Comprehensive Plan deals primarily with local transportation facilities and resources, it is important to first understand York's role in the regional transportation system. This section examines regional issues affecting transportation in the Town of York.

1. Regional Transportation Network

The transportation network in and around York is largely oriented in a north-south direction running parallel to the oceanfront. It is very much dependent on automotive travel, as the Town lacks rail service and only has limited seasonal bus service.

York is located along the Interstate 95 corridor, about 40 miles south of Portland and 60 miles north of Boston. The section of Interstate 95 designated as the Maine Turnpike begins in York, just to the north of Exit 7, the only interchange in the Town. U.S. Route 1, also known as the Blue Star Memorial Highway parallels Interstate 95 and provides

both local access within the Town and alternative regional north-south access to Interstate 95. Because there is a tollbooth along Interstate 95 just north of Exit 7, many motorists and truckers exit in York and drive north on Route 1 to avoid the toll. MaineDOT and the Maine Turnpike Authority are both well aware of this issue and are interested in considering solutions to it.

Aside from these two major transportation routes, there are three other federal or state-designated routes in the Town as well:

- State Route 91 is the major east-west roadway in York, beginning at Route 1 about a half-mile south of the Turnpike entrance and continuing to the South Berwick town line.
- U.S. Route 1A is a loop road that begins and ends at Route 1 and provides access to York Village, York Harbor, York Beach and Cape Neddick.
- State Route 103 begins at Route 1A in York Village and runs south across the York River and Brave Boat Harbor into the Town of Kittery. Its length in York is only about two miles.

There is no direct train service within the Town of York. The Amtrak Downeaster line, which connects Portland and Boston, has stops in Wells and Dover, New Hampshire. The closest commuter rail service into Boston is located in Newburyport, Massachusetts, about a 30-minute drive south of York. There are long-range plans to extend this line as far north as Portsmouth, but no schedule is set for this project.

There is no regional bus service located in York. Vermont Transit has occasional stops on its Portland to Boston service in Wells and Portsmouth. C&J Trailways provides bus service to downtown Boston, Logan Airport, and South Station daily from Dover and Portsmouth, NH.

For air service, York is located less than an hour's drive from both the Portland International Jetport and the Manchester, NH Airport. Both of these airports offer regular regional air service and limited national service. Logan International Airport in Boston, about a 90-minute drive away, is the closest major airport to York. Limited air service is also available at the Pease International Tradeport in Portsmouth, about 15 minutes from York. Shuttle service is available to Boston and Portland from private carriers.

2. Regional Needs Assessment

Over the past 15 years, regional transportation planning has been conducted through the Maine Department of Transportation's (MDOT) Regional Transportation Advisory Committee (RTAC) process. In the Fall of 2004, MDOT launched a new statewide campaign to improve public outreach, and implement strategic economic development with corridor-based planning. This new process is beginning with a Regional Needs Assessment for each of the six Economic Development Districts in the state. The Regional Needs Assessment process for southern Maine is being developed for the Southern Maine Economic Development District, which encompasses all of York County and most of Cumberland County.

The new process will replace the RTACs as a means of providing MDOT with public input on regional policy matters. Like the RTAC process, Maine DOT receives input and guidance from a regional steering committee to formulate statewide policy and prioritize transportation needs. York is part of the Southern Maine Corridors Committee (SMCC). The Southern Maine Corridors Committee is staffed by the Southern Maine Regional Planning Commission and the Greater Portland Council of Governments and is comprised of local and state officials and interested citizens from throughout the region. The Regional Needs Assessment website is: www.smrpc.org/transportation/rna/rna.htm.

Results of the Regional Needs Assessment will be published in mid-2005. These results will be used to set regional transportation policies for future years.

It should be noted that York has recently been added to the planning area of the Kittery Area Comprehensive Planning Study (KACTS), which is the metropolitan planning organization for the Kittery-Berwick urbanized area. They may include York in transportation planning studies, but the actual project funding will remain in the existing funding system.

3. Access Management

The Maine Department of Transportation adopted a set of access management rules in 2002 in response to the enactment of An Act to Ensure Cost Effective and Safe Highways in the State by the Legislature in 2000, which addressed arterial capacity, poor drainage, and the high number of driveway-related crashes. The rules regulate sight distance, corner clearance, spacing, width, setbacks, parking, drainage, and mitigation requirements.

In order to obtain a permit from MDOT, any new or changed driveway or entrance on state and state-aid highways located outside urban compact areas must meet specifications described in the rules. The rules can be viewed in detail at: http://www.state.me.us/mdot/planning/bureauweb/accesslinks.htm. The map entitled, "**Urban Compact**, York Comprehensive Plan, Inventory and Analysis, Transportation Chapter" with a date of July 12, 2005, is hereby incorporated into this document by reference.

The rules are organized into a four-tier system with regulation of driveways and entrances increasing for roads with higher mobility importance and poorer safety records. The following are the designations for the highway network in York:

1. **Basic Safety Standards** apply to all state and state-aid roads (non-urban compact portions of US Route 1, US Route 1A, Route 91 and Route 103).
2. **Major Collector and Arterial Standards** provide more detailed design standards for entrances onto major collector and arterial roads. Entrances are accesses that serve 50 or trips per day (non-urban compact portions of US Route 1, US Route 1A, Route 91 and Route 103).

3. **Mobility Corridors** connect service centers and/or urban compact areas and carry at least 5,000 vehicles per day along at least 50% of the corridor's length. The map entitled, "**Mobility Corridors**, York Comprehensive Plan, Inventory and Analysis, Transportation Chapter" with a date of July 12, 2005, is hereby incorporated into this document by reference. This map shows the only corridor in York, which is the non-urban compact portion of Route 1 north of the intersection with York Street/Route 1A to the Ogunquit line.
4. **Retrograde Arterials** are mobility corridors where the number of crashes related to a driveway or entrance exceeds the statewide average for arterials with the same posted speed. The map entitled, "**Retrograde Arterials**, York Comprehensive Plan, Inventory and Analysis, Transportation Chapter" with a date of July 12, 2005, is hereby incorporated into this document by reference. This map shows the entirety of the Route 1 mobility corridor in York has been designated as a Retrograde Arterial.

The rules do limit access to assure safety and preserve mobility on state highways. Since this Comprehensive Plan focuses growth largely within the urban compact area (where the access management rules do not apply), it does not appear that this conflict between the rules and local growth planning is likely to become an issue in York.

4. Regional Commuting Issues

As discussed in the Economic Base chapter, York is increasingly becoming a bedroom community whose residents commute to jobs outside the region. The two most important facts about commuting patterns in York in regard to transportation are:

- More than 36% of employed York residents commute to New Hampshire and Massachusetts (only 35% work in town); and
- The median commute time for York residents increased from 21.2 minutes in 1990 to 27.1 in 2000, an increase of 22%.

A fact not considered in the Economic Base chapter is the means of travel that people use to go to work. More than 90% of York commuters who work outside the home drive alone to their jobs and 6% carpool, leaving just 4% who walk, bike or use transit. By comparison, 84% of York County commuters drive alone to work.

Clearly, York commuters tend to travel one to a car. Given the increasing volume of traffic on major commuter routes in town, there is likely to be a future need to promote carpooling and other means of transportation.

Local Traffic Movement and Safety

This section examines the inventory of roads, bridges and other transportation facilities in the Town of York as a means of understanding current or future areas of concern.

1. State and Local Functional Classification

The functional classification system identifies roadways according to the service they provide in the highway network. The system allows the user to understand how individual roads and streets relate to the highway network as a whole. The classification system provides a procedure for the long-term management and development of the state's and local roadway network.

MDOT's Functional Classification system organizes all roads into three major categories: Arterials, Collectors and Local Roads. The map entitled, "**Federal Functional Classifications**, York Comprehensive Plan, Inventory and Analysis, Transportation Chapter" with a date of July 12, 2005, is hereby incorporated into this document by reference. The map entitled, "**Road and Bridge Ownership**, York Comprehensive Plan, Inventory and Analysis, Transportation Chapter" with a date of July 12, 2005, is hereby incorporated into this document by reference.

Arterial highways, as designated by the Maine Department of Transportation (MDOT), are intended to provide a high degree of mobility by being able to handle large volumes of traffic and to serve individuals and commercial operations for longer trips. Arterials connect major economic activity centers such as southern York County with the greater Portland area. Arterials are capable of handling between 10,000 and 30,000 vehicles per day.

MDOT has further subdivided arterials into:

- Principal arterial-Interstate highways
- Other freeways and expressways
- Other principal arterial
- Minor arterial

Collector roads link the arterial highways with local roads and roadways serving residential neighborhoods. Collector roadways are so located as to conveniently manage local roads traffic and typically have two travel lanes and six to eight foot shoulders with the capacity to handle 8,000 to 10,000 vehicles per day. There are two subcategories of collector roads—major and minor.

Local roads are designed to provide direct access to abutting properties, usually residential or low-impact commercial. They are relatively short and discontinuous in order to limit the traffic volume. Local roads have two travel lanes and may have a parking lane. Traffic volumes are low, normally under a 1,000 vehicles per day.

There are 164 miles of roads in York. Of these, 32 miles are arterials and 25 miles are collectors, all of which are listed in Table 1. The remaining roads are local roads. About 148 miles of roads are publicly owned and maintained, and about 16 miles of the local roads are privately owned and maintained.

Table 1
Arterial Highways and Collector Roads in the Town of York

No.	Road Name	Category	Sub-Category	Mileage
1.	Interstate 95/ME Tpke	Arterial	Principal arterial	21.73 (includes both directions)
2.	Turnpike Spur Road	Arterial	Minor arterial	0.83
3.	US Route 1	Arterial	Minor arterial	9.73
4.	Route 91	Collector	Major collector	6.37
5.	Route 103	Collector	Major collector	2.16
6.	US Route 1A	Collector	Major collector	7.01
7.	Shore Road	Collector	Major collector	4.57
8.	Beech Ridge Road	Collector	Minor collector	3.09
9.	Long Sands Road	Collector	Minor collector	1.56
10.	Railroad Avenue	Collector	Minor collector	0.09
11.	Beech Ridge Road	Collector	Minor collector	3.09

Source: MaineDOT

Table 2
Local Roads to be Considered for Reclassification as Collector Roads

No.	Road Name	Need for Reclassification	Mileage
1.	Berwick/Ogunquit Road	Probable	1.88
2.	Mountain Road (east of Chases Pond Road)	Probable	1.50
3.	Mountain Road (west of Chases Pond Road)	Possible	3.93
4.	Logging Road	Possible	1.82
5.	Clay Hill Road	Probable	2.97
6.	Chases Pond Road	Probable	4.08
7.	Old Post Road	Probable	1.02
8.	Ridge Road	Probable	2.35
9.	Church Street	Probable	0.26
10.	Broadway/Nubble Road	Possible	2.10
11.	Woodbridge Road	Possible	1.05
12.	Organug Road	Possible	1.11
13.	Southside Road	Possible	2.04
14.	Birch Hill Road	Possible	2.53

Source: MaineDOT and Town of York Planning Department

In addition to these roads already identified as arterials and collectors, the Town of York has identified several town roads that are presently local roads that have experienced increases in traffic volume in recent years. The Town may seek to have these roads considered for reclassification as collectors in the future, but this is a policy issue to be

addressed in the Policy Section of the Comprehensive Plan. The map entitled, "**Local Assessment of Roadway Functional Classification**, York Comprehensive Plan, Inventory and Analysis, Transportation Chapter" with a date of July 12, 2005, is hereby incorporated into this document by reference. Table 2 lists these roads and the assessment of the need to reclassify each as a collector road.

Of special concern to the Town is Route 1A (which includes York Street, Long Beach Avenue, Ocean Avenue and Main Street). The segment of Route 1A from York Corner to the square in York Village functions as an arterial year-round, while the remainder of Route 1A functions as an arterial during the summer season and as a major collector at other times.

2. Traffic Volumes

There are two different sets of traffic volume information available for the Town of York. The Maine Department of Transportation (DOT) collects its own traffic volume data for all major roads in the state. In addition, the Town of York collects information on traffic volume for major roads and turning data at major intersections. This section outlines state and local information on traffic volume.

A. STATE TRAFFIC COUNTS

As would be expected, the most heavily traveled roadway in York is the Maine Turnpike (Interstate 95). The average annual daily traffic (AADT) at the York Toll Plaza for 2004 was 46,408 vehicles, up 34% from the 1994 total of 34,621. In the summer, turnpike traffic increases substantially, with an AADT of 64,863 vehicles reported at the Toll Plaza in August 2004. The AADT in January is about half as high as the summer peak—the January 2005 total was 32,787.

Table 3 lists the latest traffic counts available for major roads in York. All counts listed below are annual averages for daily traffic. Because of the averaging of the traffic data, the state and local roadway network actually carries significantly more traffic in summer and less in the late fall, winter and early spring.

Most cars that exit Interstate 95 drive east on the Turnpike Spur towards Route 1. The volume on the Spur as of 2003 was 19,130 vehicles, up 6.4% from the 2000 total of 17,980. Based on ramp counts from 1997, about 80% of vehicles are headed south on the Turnpike and only 20% are headed north. This split is supported by commuting patterns data, which show a stronger draw for York commuters to the south than to the north. It is also indicative of the fact that most tourist traffic to York comes from the south.

Table 3
State Traffic Counts for Major Roads in York
(Average Annual Daily Traffic, Both Directions)

No.	Count Location	State Counts		
		1997	2000	2003
1.	Turnpike Spur west of US Route 1	NA	17,980	19,130
2.	Chases Pond Road at Turnpike Spur	NA	3,500	3,879
3.	US Route 1 north of Pine Hill Road	8,320	9,840	9,720
4.	US Route 1 north of Turnpike Spur	18,110	18,760	NA
5.	US Route 1 south of Turnpike Spur	18,240	17,130	17,430
6.	US Route 1 north of Southside Road	12,452	NA	12,433
7.	Route 91 at Turnpike bridge	3,480	4,290	5,354
8.	Route 91 west of Mill Lane	2,850	3,900	4,387
9.	Route 103 south of York Street (US Route 1A)	NA	2,150	2,208
10.	York Street (US Route 1A) east of US Route 1	10,070	9,920	11,560
11.	York Street (US Route 1A) east of Route 103	5,720	5,510	5,735
12.	Organug Road at Sewall's Bridge	1,570	1,810	NA
13.	Long Beach Avenue north of Beacon Street	7,910	7,510	7,562
14.	Main Street (US Route 1A) at US Route 1	2,570	2,430	2,745
15.	Shore Road north of Agamenticus Avenue	1,800	NA	2,539

Source: MaineDOT

Traffic on US Route 1, which runs parallel to the Turnpike, is greatest closest to the turnpike entrance. The highest count locations on Route 1 are immediate to the north and south of the Turnpike Spur Road. To the north, there were 18,760 vehicles to the north at the most recent count (2000) and to the south, there were 17,460 in the 2003 count. Further north on Route 1, the 2003 traffic count at Pine Hill Road was substantially lower at 9,720. South of the York River at Southside Road, the 2003 volume was somewhat higher—12,433 vehicles.

Other than the Turnpike and Route 1, the busiest traffic location in York is on York Street/US Route 1A to the east of Route 1 towards York Village, with a 2003 count of 11,560 vehicles.

A road with a fairly modest but growing traffic volume is Route 91. From 1997 to 2003, the AADT of Route 91 west of Route 1 jumped by 54%, from 3,480 to 5,354. Further west on Route 91, the count at the intersection of Mill Lane grew from 2,850 to 4,387—also a 54% increase. These counts demonstrate the effects of continued development west of the Turnpike, as well as in inland communities like South Berwick.

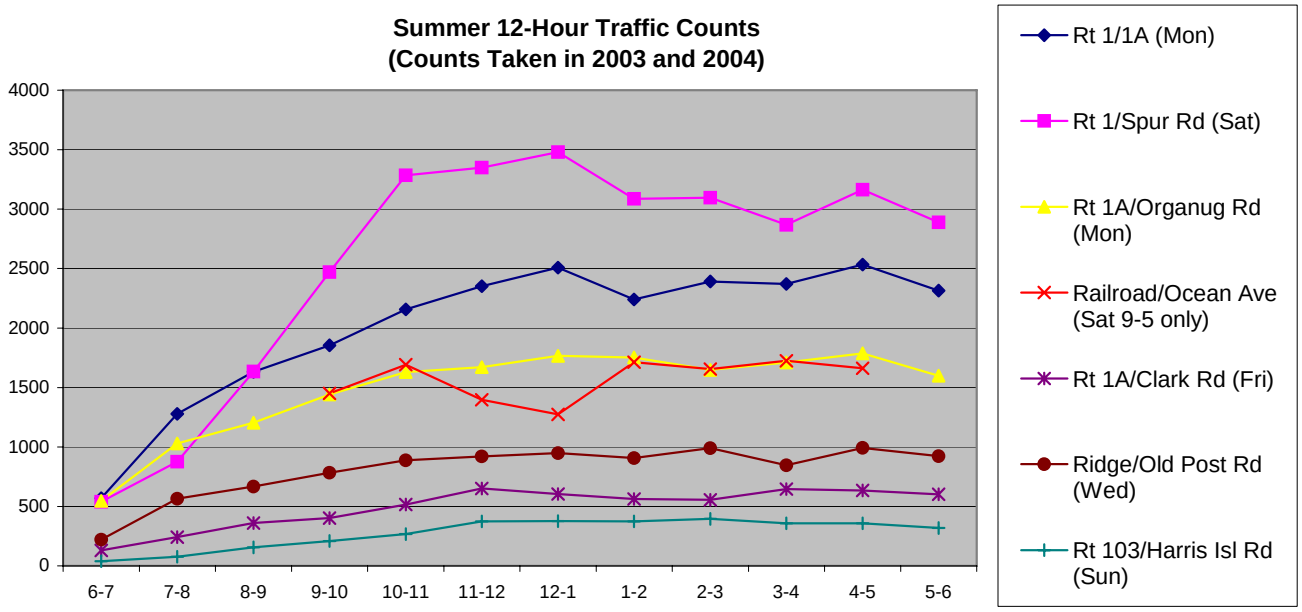
B. LOCAL TRAFFIC COUNTS

The Town of York has conducted its own counts of traffic volume and turning movements. These counts are done in part to understand seasonal variations in traffic volumes, and in part to establish a base of data to develop local understanding of traffic issues and for evaluation of future traffic trends.

Most of the traffic counts taken by the Town only examine traffic movement during morning and afternoon rush hours in the summer months (July or August). Generally speaking, the summer flow of traffic in York is not that of a typical commuter town. At most locations, the afternoon rush hour traffic count was about double the morning count, showing the impact of tourist traffic.

The most instructive counts come from the locations where continuous counts were taken throughout a given day. The chart in this section displays 12-hour counts (6AM-6PM) for the following seven locations taken in either 2003 or 2004:

- Route 1 and York Street (Route 1A), Monday 8/11/03
- Route 1 and the Turnpike Spur Road, Saturday 8/9/03
- York Street (Route 1A) and Organug Road, Monday 7/21/03
- Railroad Avenue and Ocean Avenue, Saturday 8/16/03 (9AM-5PM only)
- Route 1A and Clark Road, Friday 8/15/03
- Ridge Road and Old Post Road, Wednesday 8/13/03
- Route 103 and Harris Island Road, Sunday 7/25/04



A clear pattern that demonstrates the impact of tourist traffic in York exists in all seven locations. Rather than having the commuter town profile of morning and

afternoon peaks, traffic tends to steadily increase in the morning hours until about noontime, dip slightly after lunch and remain steadily high throughout the afternoon.

There is a slight difference for the weekend counts, in which the lack of afternoon commuters makes the mid-day peak even more pronounced. The one quirk in this sample is the corner of Railroad and Ocean Avenue, where there was actually a dip at midday on a summer Saturday. This is likely due to the fact that many people hang around York Beach during lunchtime, thus reducing the number of cars that come and go between 11AM and 1PM.

While the Town has taken steps to enhance its understanding of local traffic conditions and issues, further work is needed. The following issues have been identified as warranting additional research as resources are available:

1. Create a road map that graphically shows traffic volumes. This is typically accomplished by widening the line width for road segments as traffic volumes increase.
2. Further refine the understanding of peak hour travel, in particular looking at differences between local, collector and arterial roads. Do any exhibit the traditional AM/PM peak? How does this change from season to season.
3. Assess the seasonal changes to traffic volumes by functional classification.
4. Better assess cut-through traffic in neighborhoods as referenced in the Comprehensive Plan Policy Section. Initial summer counts in 2004 at Fieldstone Estates and Winterbrook/Orchard Farm did not identify any issues, but this was just a cursory evaluation.
5. Refine our understanding of continuing growth and its impact on traffic patterns. This may best be accomplished by traffic modeling, and the MDOT has taken some initial steps in this direction already. This work should also relate to development density. The map entitled, "**Housing Density**, York Comprehensive Plan, Inventory and Analysis, Transportation Chapter" with a date of June 7, 2005, is hereby incorporated into this document by reference. This type of data should be incorporated into future analysis.
6. Bring other types of data into the analysis, such as use of home delivery of mail versus post office boxes, locale use of school bussing versus parent drop-off and student driving, and trends in vehicle registration per capita.

3. Traffic Safety

MaineDOT reports traffic safety in terms of High Crash Locations (HCLs). HCLs are intersections or road segments where 8 or more crashes with a Critical Rate Factor greater than 1.0 occur in a three-year period. The Critical Rate Factor (CRF) is the ratio of the actual crash rate to the expected rate (called the Critical Rate). The expected crash rate depends upon road type, vehicle miles traveled, and statewide crash ratios.

High Crash Locations are documented by MaineDOT in two different ways: high-crash intersections and high-crash road segments. These two categories help determine the

reasons for unsafe conditions—poorly designed intersections, winding roads, inadequate sight distance, et cetera.

Table 4 below documents high-crash location data for two different three-year periods: 2000-2002 and 2001-2003. The map entitled, "**Highway Safety**, York Comprehensive Plan, Inventory and Analysis, Transportation Chapter" with a date of July 12, 2005, is hereby incorporated into this document by reference.

Table 4
High-Crash Locations in York, 2000-2003

	2000-2002 Data		2001-2003 Data	
	Total Crashes	**Critical Rate Factor**	**Total Crashes**	**Critical Rate Factor**
Intersections				
Route 1 @ Beech Ridge/Southside Roads	10	1.59	8	1.43
Route 1/York Street (Route 1A)	15	2.39	14	2.26
York Street (Route 1A)/Organug Road	9	1.30	NA	NA
Long Sands Road/Old Post Road	15	3.08	10	2.65
Route 1/River Road	12	2.12	13	2.24
Beech Ridge/Scotland Bridge Roads	NA	NA	8	4.35
Route 1/Turnpike Spur Road	NA	NA	32	1.03
Turnpike Spur Road/NB Off-Ramp	NA	NA	11	3.20
I-95 Tollbooth	NA	NA	10	2.86
Road Segments				
I-95 north of northbound on-ramp	45	1.27	NA	NA
US Route 1: south of Ogunquit line	14	1.45	10	1.09
York Street (Route 1A): Long Sands Rd to Williams Ave	9	2.45	NA	NA
Long Sands Road: Elm Dr to Ridge Rd	11	1.03	NA	NA
Route 91: Bog Rd to Fall Mill Rd	15	2.58	8	1.32
Route 91: Birch Hill Rd to Brixham Rd	14	1.57	10	1.04
Mountain Rd: Route 1 to I-95 bridge	9	1.09	NA	NA
Mountain Rd: Mt. Agamenticus Rd to S. Berwick line	12	3.69	9	3.10
North Village Rd: Clay Hill Rd to Berwick Rd	10	2.16	9	1.17
US Route 1: Creation Lane to Kittery line	NA	NA	11	1.13
US Route 1: north and south of Route 91	NA	NA	8	1.33
US Route 1: York Street (Route 1A) to Turnpike Spur Road	NA	NA	11	1.01

Source: MaineDOT

For the period covering 2000-2002, there were five high-crash intersections in York. From 2001-2003 there were eight such intersections. Intersections with particularly high Critical Rate Factors include Beech Ridge and Scotland Ridge Roads, Long Sands and Old Post Roads and Route 1 and York Street.

There were nine high-crash road segments from 2000-2002 and seven such segments from 2001-2003. Some of the most dangerous segments were York Street from Long Sands Road to Williams Avenue, Route 91 east of Fall Mill Road and Mountain Road west of Mt. Agamenticus Road.

4. Condition of Transportation Facilities

A. ROADWAYS

The core of the road system in York consists of one Interstate highway (I-95/Maine Turnpike), four state highways (US Route 1, US Route 1A, Route 103 and the Turnpike Spur Road and six state aid highways (Route 91, Shore Road, Long Sands Road, Organug Road, Beech Ridge Road and Clark Road). Segments of several other roads in town are also state aid highways: Ridge Road, Old County Road, River Road, Seabury Road and Railroad Avenue). Other than these roads, all other roadways in the Town of York are locally maintained, either by the Town or by private entities.

The Town has neither maintenance nor construction responsibilities for I-95, Route 1A, and those portions of Route 1 and Route 103 outside of the Urban Compact. For the state-Aid highways and highway segments, the Town has winter plowing or sanding responsibility only. The Town conducts year-round maintenance on the remaining town roads. Figure 5 shows the jurisdiction of the Town's road network.

For state and state-aid highways, MaineDOT continually collects pavement condition rating (PCR) data on the state and state-aid highways. The map entitled, "**Road and Bridge Condition**, York Comprehensive Plan, Inventory and Analysis, Transportation Chapter" with a date of July 12, 2005, is hereby incorporated into this document by reference. This map displays data on these roads. Pavement condition is measured on a scale of 0 to 5, with 0 being completely deteriorated and 5 being perfect condition. Typically, a road with a PCR of 2.0 or less is considered as a candidate for reconstruction. As of 2003, there are no state or state-aid roads in York with PCRs below 2.0. However, there are 11 with ratings below 3.0. These roads may need to be resurfaced, though the ratings are based on cursory reviews by state engineers and require further local investigation.

The York Department of Public Works utilizes its own program to assess road conditions. It has prepared a Pavement Condition Report to help establish

maintenance and reconstruction priorities. This document is designed to be updated every 5 years. The Town will rely on this Report to set work priorities because it is considered a more accurate and appropriate source of data than the State's PCR data.

There are several roads in York that are scheduled for improvements in MaineDOT planning documents. The 2004-2005 MaineDOT Biennial Transportation Improvement Plan (BTIP) lists nine projects in York. These projects have had state funds approved and are listed in Table 5.

Table 5
Projects in York in Current MaineDOT BTIP

No.	Road Name	Project Description	Status
1.	Beech Ridge Road	Maintenance paving from Eliot line to Birch Hill Road	Completed
2.	Route 103	Maintenance paving from Kittery line to Brave Boat Harbor	?
3.	Shore Road	Maintenance paving from Ogunquit line to Agamenticus Ave	Completed
4.	Route 1/91 intersection	Intersection improvements	Spring 2006
5.	Route 1/York Street (Route 1A) intersection	Additional left turn lane in southbound direction onto York Street	Fall 2005
6.	Route 1	Resurfacing from Kittery line to Turnpike Spur Road	Summer/Fall 2005
7.	Route 1A/Clark Road intersection	Vertical realignment of intersection to improve sight distance	Fall 2006
8.	Route 1 at Spur Road	Modify intersection approaches and re-signalize	Fall 2006
9.	Ridge Road/Old Post Road intersection	Conversion of intersection to a roundabout	Fall 2006
10.	Route 91	Maintenance paving from Scotland Bridge Road to South Berwick line	Completed

Source: MaineDOT and Town of York Public Works Department

In addition to these ten projects, the Town of York has proposed one additional road project for the 2006-2007 BTIP, as follows:

- Route 1 at River Road: Intersection Improvement Without a Signal at the intersection of Route 1 and River Road

No projects in York are included in the Maine DOT Six-Year Transportation Improvement Plan (STIP).

B. SIDEWALKS

York's Public Works Department maintains an inventory of sidewalks in the town. The total existing length of the Town's sidewalk inventory is about 14 miles. The map entitled, "**Sidewalks**, York Comprehensive Plan, Inventory and Analysis, Transportation Chapter" with a date of July 12, 2005, is hereby incorporated into this document by reference.
Locations of sidewalks are shown in this map.

The Town's existing sidewalk network is relatively modest, with the only concentration of sidewalks being in the Short Sands/York Beach Village area. In the town's other village areas, sidewalks are generally only located alongside major streets.

There are sidewalks along the street frontages of all four public schools in York. However, York High School is only accessible by sidewalk from the Long Sands Road side—there are no sidewalks on the Webber Road side. The sidewalk serving York Middle School dead ends at the property and does not continue south on Organug Road past the school entrance.

The Public Works Department conducts regular informal inspections of sidewalks in York to assess their conditions. Improvement and maintenance projects are identified using this information. A map of sidewalk conditions and deficiencies should be developed and added to this Chapter as time permits.

C. BRIDGES

According to the Maine Department of Transportation (MaineDOT) Bridge Management Program, there are sixteen (16) publicly owned bridges that carry motor vehicles in the Town of York. This total does not include bridges traversed by Interstate 95, which are maintained by the Maine Turnpike Authority.

Responsibility is determined by the MaineDOT Local Bridge Program, which became law in July of 2001. Bridges of at least 20 feet in length on town or state-aid roadways are the responsibility of MaineDOT. Minor spans, which are bridges that are at least 10 feet but less than 20 feet in length, that are on town roadways are the responsibility of the municipality. If a minor span is located on

a state or state-aid roadway, maintenance responsibility falls with MaineDOT. As such, the Town of York is responsible for the maintenance of six (6) bridges.

MaineDOT inspects all Bridges and Minor Spans on public ways every two years in accordance with the Federal Highway Administration (FHWA) and MDOT's Bridge Management Coding Guides. The inspections result in a Federal Sufficiency Rating (FSR) for each bridge, which is calculated by analyzing the condition of each of the bridge's components, such as the deck, the substructure, the superstructure, etc. FSRs are calculated on a scale of 1-100. Generally speaking, if the FSR on a state bridge located on a state or state-aid highway is less than 50, the bridge requires attention and may qualify for federal funding, depending upon the individual condition ratings of the bridge's various components. The lower the FSR, the greater the risk for bridge collapse, with a score of below 20 considered as a risk for imminent failure.

The most recent State data (2003) indicates there are three (3) bridges with a sufficiency rating of 50.0 or lower. These are noted in Table 6 and the map entitled, "Road and Bridge Condition." However, both Rices Bridge and Cooks Bridge have been replaced since this data was created, so there remains only one bridge in York with a low sufficiency rating.

Table 6
Bridge Conditions of Concern - Town of York

Bridge Number/Name/ Location	Custodian	AADT	Sufficiency Rating
6353/Hutchins Lane (over Cape Neddick River)	Town	Pedestrian	21.0
2715/Rices (US 1 over York River)	MaineDOT	11,870	34.5
1246/Cooks Bridge (Birch Hill Rd over York River)	MaineDOT	634	40.5

Source: MaineDOT, Bridge Management, 2003

There are five bridge projects that are either listed in the current BTIP or that York hopes will be in the next BTIP. These projects are:

- Preliminary engineering for a new Route 103 bridge over the York River (in current BTIP)
- Preliminary engineering for improvements to Station 34 bridge (#5848) on Route 103 over the tidal estuary (in current BTIP)
- Preliminary engineering for improvements to Station 44 bridge (#5849) on Route 103 over the tidal estuary (in current BTIP)
- Improvement of Sewalls Bridge (#3096), the Organug Road bridge over the York River (applied for 2006-2007 BTIP)

- Improvements to the Shore Road bridge over the Cape Neddick River.

NOTE: Data obtained from the State regarding bridges is not a complete representation of all bridges in York. Bridges not found in the state data are classified as "other bridges" on the **Road and Bridge Condition** map.

5. Village Area Transportation Issues

Due to the seasonality of York, transportation and parking in York's four village areas (York Village, York Harbor, York Beach, Cape Neddick) are primarily summertime problems.

The most acute village area transportation issue is for parking in the York Beach area. This densely built area has limited off-street parking available but, with limited options for transit, most visitors drive to the beach and park in the vicinity. The Department of Public Works has performed initial evaluation of parking spaces and useage, but a formal report has not been generated.

Any resident or non-resident property owner of York may purchase a beach parking sticker. The current price of stickers is $25 ($12 for seniors). In 2004, a total of 3,000 parking stickers were purchased.

The Town recognizes the need to improve the availability and accessibility of parking in its village areas. There have been negotiations with York's Wild Kingdom to make York's Wild Kingdom Road a public way and to develop satellite parking for York Beach, but the voters rejected funding of the feasibility and preliminary design study. The Greater York Region Chamber of Commerce is engaged in a York Beach Renaissance program, and this may lead to re-opening of this issue.

Parking is also limited in York Village and York Harbor, but these areas do not experience the volume of demand for the parking that the beach does. However, traffic congestion in these areas is a serious problem in the summertime. Reducing automotive traffic by expanding transit and pedestrian options in these areas may be necessary.

Another issue is the dangerous stretch of Route 1 in the Cape Neddick village area. The Route 1/River Road intersection has been identified by MaineDOT as a high-crash location. The volume and speed of traffic in this area, as well as the number of intersections, have negative impacts on pedestrian safety in the Cape Neddick village area.

Alternative Modes of Transportation

1. Bus and Trolley Service

The only fixed route bus or trolley service within the Town of York is the seasonal York Trolley, which is operated by the York Trolley Company. The York Trolley runs from late June to early September along the Town's beachfront, from Libby's Oceanside Campground in York Harbor to Ellis Park at Short Sands Beach. The trolley runs every 30 minutes from 9:15 AM to 10:15 PM throughout the summer season.

The Trolley Company has plans to begin running "Trolley Adventure" tours that will connect York with other tourist destinations in the Southern Maine Coast area such as Perkins Cove in Ogunquit and the Kittery Outlet Mall area.

In 2004, a study was completed by the Southern Maine Regional Planning Commission to examine how the York Trolley and several other local trolley services in York County could be better integrated to form a more regional transit system. The system is called the "Atlantic Shore Line" and includes trolley and bus service from Kittery to Kennebunkport to Sanford.

The study made a number of key recommendations for improving transit service in and around York, including:

- Establish an hourly shuttle service between York Beach and Ogunquit, to be run by York County Community Action Corporation
- Offer a Downeaster Hotel Shuttle that would provide reservation-based service from the Wells Amtrak station and major hotels in the area, also to be run by York County Community Action Corporation
- Improve the bus stop at Short Sands Beach to offer better pedestrian access, benches, improved lighting, an information kiosk and a shelter

2. Taxi Service

There are several taxi companies that serve York. Pioneer Taxi is located in York Village and provides year-round service to the Town. The only other taxi company in proximity to York that provides local service is Brewster's in Ogunquit, but other companies from the Portsmouth area will transport people to and from York.

3. Park and Ride Lots

The only formally designated park and ride lot in York is a 26-space facility located on the Turnpike Spur road just to the west of the Exit 7 interchange. This lot is by far the smallest of the five turnpike park and ride lots in York County. A 2003 Maine Turnpike Authority study found that, on average, only 16 of the 26 spaces were used per day, an occupancy rate of 62%.

The park and ride study also included a survey of lot users. Though only five users of the York lot responded to the survey, the comments from it are instructive. The biggest concern among York lot users is the lot's security, given its secluded location. Another key finding was that 40 percent of all park and ride lot users statewide commute either to Portsmouth Naval Shipyard or Bath Iron Works. If the Shipyard were to close, the usage of York's lot would likely decline.

Though current usage of the Park and Ride lot is modest, in light of the fact that more than 90 percent of York's resident commuters drive alone to work, there may be opportunities to promote additional park and ride usage.

4. Social Service Agency Transportation

The York County Community Action Corporation (YCCAC) provides a public demand responsive transit service for its resident clients in York and other York County communities. Clients call in advance and schedule their transportation need with the agency. The service targets the elderly, disabled, and low-income populations although the general population can use the service on a space available basis.

Another resource for transit service is York Hospital, which provides a shuttle service for patients who require transportation to and from the hospital.

Finally, the Town's Senior Center has initiated transportation services for its members. The Town owns a car and has hired a driver. This helps seniors meet some of their basic mobility needs.

5. Pedestrian, Bicycle and Other Trails

There are a variety of trails in the Town of York for pedestrian, bicycle and other types of use. There are popular recreational trails in the Mount Agamenticus area and along the coast. These trails are discussed in the Recreation section of the Municipal Facilities, Land and Services chapter.

In addition, a few public roads in town have paved shoulders of four feet or more that allow for pedestrians and bicyclists to safely share the road with motorized vehicles. Unfortunately, most of these wider paved shoulders are not continuous. For example, US Route 1 has six-foot shoulders along the stretch south of the York River, but the shoulder width fluctuates as it passes through the center of town and most of the stretch north of the Turnpike Spur has just a four-foot shoulder.

Many major roads in York lack adequate shoulders for bicycle and pedestrian use altogether. Route 91, for example, has shoulders of less than four feet for the entire length from Birch Hill Road to the I-95 bridge. Given the amount of new development that has occurred in this corridor, improving pedestrian and bicycle access in this corridor needs to be considered.

Another problem area is the heavily traveled Long Sands Road/Ridge Road corridor that connects York Village with the Town's beach areas. Portions of Ridge Road have adequate shoulders, but Long Sands Road lacks such facilities. This area is of particular importance because it connects the Town's most densely populated areas and because York's public schools are located in this section of town.

Another opportunity for trail development in York is presented by various abandoned rail corridors in the Town:

- The Atlantic Shore Electric, an electric trolley line that connected York Harbor to Dover, New Hampshire to the west (crossing York River at Rices Bridge), Kennebunk to the North (crossing Cape Neddick River just atop the pilings still visible west of the Shore Road bridge), and Kittery to the south (crossing York River on Sewalls Bridge). The routes are clearly identified on USGS Quadrangles dating to 1920.
- The Portsmouth Kittery & York Street Railway, an electric trolley line that ran from Badger's Island in Kittery to York Beach (crossing York River at the location of the current Route 103 bridge). Presumably, this is the rail line labeled, York Harbor and Beach Railroad on the 1893 and 1920 USGS Quadrangles, and referenced as "Old Railroad Grade" on the 1956 Quads.

There remain some significant in-tact portions of these old right-of-ways, but ownership is fragmented and some development has blocked off the corridors in places. Further research into these former rail rights-of-way would be warranted for both historical interest as well as potential for conversion to trails.