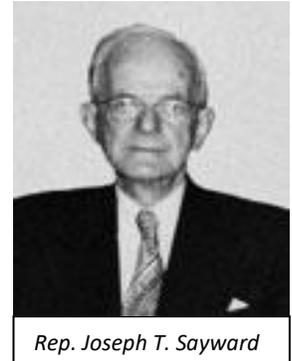


Transportation

Overview

Representative Joseph T. Sayward of Kennebunk is credited with being the brainchild of the Maine Turnpike. He convinced the Maine State Legislature to vote in 1941 to create an independent state agency to begin construction of the “superhighway.” That decision has had an enduring impact on the development of property, and the economy, along the entire length of the Turnpike’s 303 miles, including in Sayward’s hometown.



Rep. Joseph T. Sayward

Kennebunk’s Maine Turnpike exit 25 interchange provides commuting advantages both for Kennebunk residents working out of town and for residents of other towns working in Kennebunk. Generally, commutes of around 30 minutes to locations as far as Portland and Portsmouth are possible. The interchange also allows visitors to Kennebunk, Kennebunkport and Arundel easy access to hotels, beaches, restaurants and other area attractions. Automobile travel is the primary means of transportation in the area.

MaineDOT Roadway Classification and Known Traffic Problems

MaineDOT defines roads in Kennebunk classified as arterials, collectors and local roads and streets:

- **Arterials** provide long-distance connections between towns and regional centers, with traffic volumes typically 5,000 to 30,000 vehicles per day. Arterials are classified as either principle arterials or minor arterials. The Maine Turnpike is classified as a Principle Arterial, and Route 1 as a Minor Arterial.
- **Collectors** act as connecting roads between local or residential neighborhoods and arterials, with traffic volumes from 1,000 to 5,000 vehicles per day. MaineDOT further divides classification of collectors into major and minor collectors, and requires driveway and entrance permits for these roads. Major collector roads in Kennebunk include Route 99, Route 35, Route 9A (Summer Street portion), and Route 9; minor Collectors roads are High Street, Mill Street, Alfred Road, Ross Road, Sea Road, and Beach Avenue.
- **Local Roads** and streets provide access to individual parcels of land, with volumes of up to 1,000 vehicles per day. Local roads are owned by the municipality, while private road roads are not. New roads are created when subdivisions are approved, with many built to Town standards, as many developers prefer to request eventual Town acceptance. Many of these new roads are less than a half mile in length and end in a cul-de-sac, due to designs that cluster housing and aim to avoid wetlands impacts, provide open space and take advantage of cost efficiencies, and because of the relatively small size and infill-type location of parcels being developed. During the Planning Board approval process, sight lines, curb cuts, road width and turning radii are reviewed to ensure there is safe access from connecting roads and that homes can be safely accessed by emergency equipment. There are over 242 private roads within Kennebunk, which vary considerably in construction, width, condition, paving and accessibility, as many were built decades ago. Some present access challenges for larger emergency vehicles. Town design standards for roads, sidewalks, storm drainage and curbs are detailed in the Town Ordinances, along with requirements for Performance Guarantees, which are designed to ensure new infrastructure is built to last as long as possible, in support of fiscal responsibility and achieving stated growth patterns.

The design standards can be viewed at:

<https://www.kennebunkmaine.us/DocumentCenter/View/240/Kennebunk-Ordinances---Non-Zoning---Amended-2017-11-07?bidId=>

MaineDOT “Customer Service” Ratings of Roadways

Kennebunk’s total road network consists of approximately 107 miles of total public roadways. This includes 4 miles of interstate, 5 miles of State Highway, 29 miles of State-Aid roads, 69 miles of town roads, and an unknown amount of mileage on over 242 private roads. Corridors having higher traffic volumes (typically arterials and major collectors) and higher intensity of land use are most susceptible to problems with inadequate roadway capacity, poor level of service at intersections and unsafe pedestrian environments. MaineDOT provides “customer service ratings” of roads and road segments an A-F rating, with A being the best and F being the worst. A summary of Kennebunk’s roadways:

- **Safety:** Roads categorized as A include the part of Route 35 beyond the Maine Turnpike closest to town; Alfred Road, Fletcher Street, Route 1 north, Sea Road and Western Avenue from the Wells town line to the Mousam River Bridge. “B” roads are Ross Road, Cat Mousam Road, Routes 99 and 9A, Route 1 south, Port Road and the westernmost part of Summer Street. “C” roads are small sections of many roads, including the middle section of Summer Street. Route 35 toward the town border with Arundel is the only road in the D/F category
- **Condition:** Sea Road, Port Road, Ross Road, Route 35 between the Maine Turnpike and Warren’s Way, Routes 99 and 9A and Western Avenue from the Wells town line to Christopher Lane are A; B roads are Cat Mousam Road, Fletcher Street, and Route 35 from Warren’s Way to the Arundel town line. Beach Avenue is rated both C and D in sections. Route 1 south (York Street) earns an F.
- **Service:** “A” roads are Routes 99, 9A and 35, Cat Mousam Road, part of Beach Avenue near Mother’s Beach, and Port Rd. “B” roads are Route 1, Western Avenue, part of Beach Avenue near Gooch’s Beach, Sea Road, and one section of Summer Street. Fletcher Street falls into the C category. There are no D roads. Ross Road is the only F road.

The summer months, when the population of Kennebunk increases 50%, create the most pressure on town roads. Note that Kennebunkport and Wells see even larger summer increases – three and four times respectively - and Kennebunk is between these towns, with visitors passing back and forth. There are two infamous summer bottlenecks:

- *Route 1 between the High Street intersection and the Arundel town line*, where eight traffic lights slow traffic through Kennebunk’s downtown and the southern and northern shopping and commercial areas.
- *The intersection of Western Avenue and Port Road* coming into and through Lower Village into Kennebunkport’s Dock Square; Lower Village and Dock Square are the center of summer tourism activity.

During the summer, Route 1 traffic volume through Wells and into Ogunquit is quite high. During the off season, it is easy for Kennebunk residents to get to the neighboring towns of Sanford, Wells, Alfred, Kennebunkport, Arundel and Biddeford; however, morning rush hour at the Maine Turnpike exchange is affected by Sanford and Wells commuters as well as Kennebunk commuters.

Off-season traffic producers are the four schools, during student drop-off and pick-up periods and when school buses leave for the day, and Christmas Prelude, which takes place the first two weekends of December (2020 was held virtually). During Prelude, a Town-supported shuttle bus service travels between the Downtown area and Lower Village to help limit the number of vehicles in Lower Village.

There are several intersections rated by MaineDOT as high crash areas:

Intersection	2019	2020
Alfred Road/Mill St/Thompson Road (flashing signal)	0	8

Fletcher Street/Ross Road	11	8
Route 35/Maine Turnpike Exchange (full signalization installed 2020)	8	8
Brown Street/Pleasant Street/York St	10	0
Portland Road/Merrifield Drive/Entrance to Shopper’s Village (fully signalized)	20	9

While summer traffic provides frustration for residents, another perennial complaint all year long is speeding, which is addressed by the Police Department as part of regular staffing duties.

Road Maintenance and Roadway Access Approval

Kennebunk is one of 47 Maine Urban Compact Area (UCA) communities with mandated maintenance responsibilities for both state and state-aid highways within town boundaries. The town is responsible for all maintenance within the UCA, except route designation and speed limit signs, and bridge and minor span maintenance. (See – www.maine.gov/mdot).

(See FIG.TR1 “State Urban Compact Area” Map at end of chapter)

There are four different jurisdictional categories used by the state to classify how roads are maintained. In Kennebunk these are:

Category	Description/Responsibility	Driveway Access Rules	Roads affected
State Highways	A system of connected roads that primarily serve arterial or through-traffic and are maintained by MaineDOT. Exceptions are those located in the Urban Compact Areas or where MaineDOT has maintenance agreements (Western Avenue between Christopher Lane and the Wells town line)	Changes outside of urban compact areas must meet specifications to obtain a permit from MaineDOT. The rules regulate sight distance, corner clearance, spacing, width, setbacks, parking, drainage, etc	Route 1 and Route 9 (western section between Kennebunk/Wells town line and Mousam River)
State-Aid Highways	Commonly, those on rural areas are maintained by MaineDOT during the summer and by the municipality during the winter. Those in the Urban Compact Area are maintained by the Town.	Design standards for entrances into major collector and arterial roads. Entrances are access that serves 50 or more trips per days.	Route 9 (eastern section between Mousam River and Kennebunk/Kennebunkport town line), Route 9A, Route 35, Route 99, Mill Street, Alfred Road between Mill Street and Route 35, Sea Road, Beach Avenue, Ross Road
Local Roads	Responsibility of the Town	See Town Subdivision Guidelines and Town Ordinance; also see current and proposed Town budgets for list of planned maintenance projects	See Town street map at https://www.kennebunkmaine.us/DocumentCenter/View/3023/412018-Street-Map?bidId=
Private Roads	Responsibility of homeowners and HOAs (Homeowners’ Associations)	New private roads created as part of Planning Board approval are reviewed by Town Engineer to ensure compliance with road design standards	Age, condition and siting of roads varies significantly

In addition, all site plans for development occurring along the Route 1 Portland Road corridor (between Route 35 and the Arundel town line) are required to conform to the recommendations of the Portland Road Traffic Management Study for access. The study findings are available on the town website www.kennebunkmaine.us.

Kennebunk's Pavement Management Program

The Town has completed an inventory of the public roads in accordance with ASTM D6433 - Standard Practice for Roads and Parking Lots Pavement Condition Index Surveys. The ASTM has established procedures of identifying and quantifying various pavement distresses, which are then utilized to develop a Pavement Condition Index (PCI) for a particular roadway system. The PCI for each road will vary within certain areas and this is grouped into segments, which in turn are given a rating based on ranges of conditions (Good, Fair, Poor). The various distresses will generally correspond to the current condition of a road, the source of deterioration (load or climate) and this information can be used to develop a maintenance strategy. The Town uses this inventory to annually assess its needs for balancing its roadway infrastructure investment strategy. The Town does not commit to a finite budget amount for roads or for actual paving amounts in terms of tonnage or miles per year.

In recent years the Town has contracted with a service provider to scan the roads using sensor based technology so that it can obtain a non-subjective inventory of road distresses. This data is used to assess and develop management strategies for roadway infrastructure improvements.

MaineDOT Work Plans

MaineDOT manages its resources by creating three-year work plans for projects it funds (or partially funds). The work plan contains projections of transportation resources (federal, state, other) and MaineDOT's strategies for planning and operating all modes of transportation throughout the state of Maine. To explore MaineDOT's current work plan for Kennebunk: www.maine.gov/mdot/projects/workplan

There are five Work Plan entries for 2021-2023 in Kennebunk:

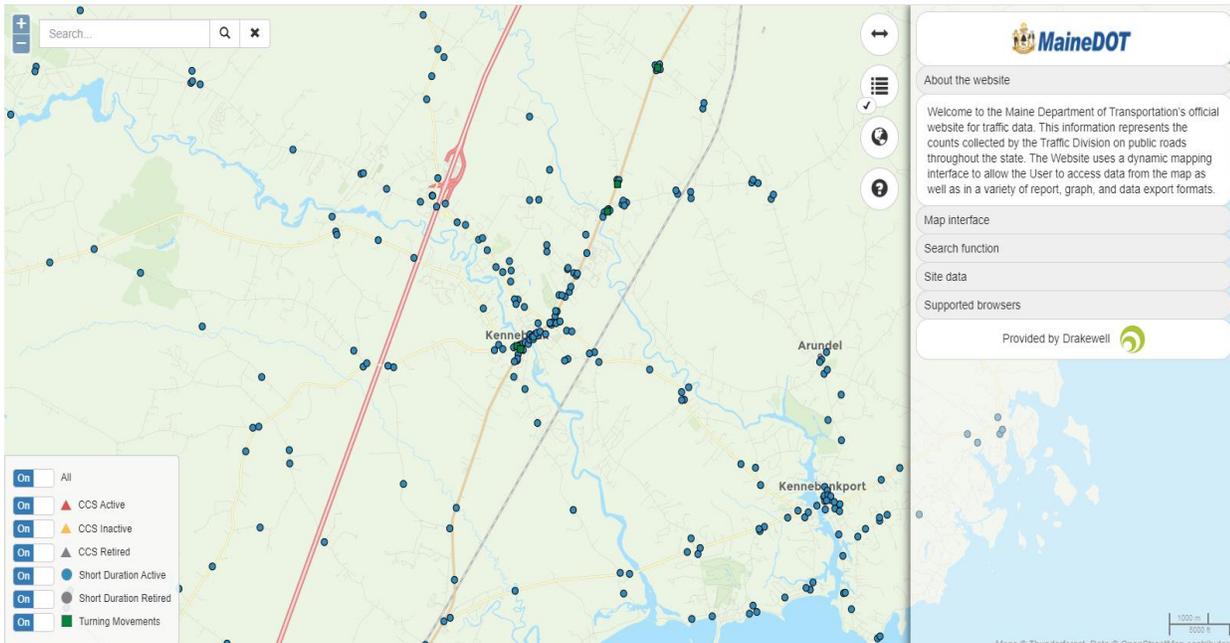
- *Depot Street (2022)* – From Water Street and extending southeast .89 of a mile. Repaving with bicycle/pedestrian improvements, including an on-road sidewalk and trail. Cost: \$676,000.
- *Beach Avenue (2022)* – Mill and fill wearing surface, drain work, joint work, seal concrete and fluid film beam ends and bearings on Gooch's Creek Bridge. Located 480 feet north of Bayberry Avenue. Cost: \$80,000.
- *Route 35 (2021)* – Ditching (drain maintenance), beginning 210 feet west of Thompson Road and extending west 3.74 miles to the Arundel town line. Cost: \$33,000.
- *Route 35 (2021)* – Drainage improvement to cross culvert located 160 feet east of Alewife Farms Road. Cost: \$75,000.
- *Mill Street (2022/2023)* – Bridge rehabilitation of Nash Mill Bridge over Mousam River, located .014 mile north of Hammond Road. Cost: \$1,230,000.

Kennebunk Traffic Data

According to the Maine Turnpike Authority, 2020 traffic levels were greatly reduced due to the effects of covid-19, but have since returned to pre-pandemic levels. The MTA website provides live traffic cams and significant information about construction projects that could cause delays.

The MaineDOT site provides detailed information about traffic volumes, crash history and signalization projects. An easy-to-use interactive map allows users to click on any of the multiple locations within Kennebunk:

<https://mainedottrafficdata.drakewell.com/publicmultinodemap.asp>. The “search” function at the top left of the map allows users to check a particular site, sites or place names. By typing a key word such as a road number, county name or place name the website will identify the counters and places and make them available as clickable links. The screenshot below is an example of how the data displays:



Bridges

The condition of bridges is monitored by MaineDOT every two years for both structural deficiencies as well as functional obsolescence. Each bridge is given a sufficiency rating and identifies bridges eligible for federal funding. Since functional obsolescence (too narrow or low weight capacity due to the age of the bridge) may account for a large portion of the rating, a low sufficiency rating does not mean the bridge is at high risk of failure. There are 31 bridges in the town of Kennebunk, with ownership and maintenance responsibilities as follows:

- MaineDOT - 17
- MTA - 9
- Kennebunk - 2
- Pan Am Railway - 2
- Wells & Kennebunk jointly – 1

(See FIG.TR2 “Bridge Jurisdiction” Map at end of chapter)

Parking

In the off season parking is readily available in all areas of town. During the summer months, and during special events, parking can be a challenge in certain areas, particularly in Lower Village and along the beaches. Behind most Lower Village businesses, parking spots are sometimes reserved for customers and employees of those businesses. There are seasonal paid lots behind the Lower Village Marketplace businesses at the intersection of

Routes 35 and 9, and at Performance Marine. (See *Economy for a discussion on Town ordinance reduction of parking requirements in Downtown and Lower Village.*) Free spots throughout Town are shown in the chart below:

Free Parking Spaces By Area

Area	Location	Number of Spaces	Impacted by
Downtown	Grove Street	43 total spaces, 12 owned by the Town	Christmas Tree Lighting, May Day celebration
Downtown	Behind Garden Street	70 total spaces, 46 owned by the Town	Saturday Farmer’s Market
Downtown	Town Hall	32 total spaces, 17 owned by the Town	Election Day, Larger Events
Downtown	Waterhouse Center	25 spots	Saturday Vendors’ Fair, Peak Ice Skating Times
Downtown	On-Street spaces on Green Street	9 spaces	Election Day, Halloween, Larger Town Events
Downtown	On-Street spaces	35 spaces	Memorial Day parade, Halloween, Christmas Tree Lighting, etc
South of Downtown	On-Street spaces	10 spaces	Retail use - weekends
West Kennebunk	On-Street spaces	16 spaces	Weekend Evenings (restaurant)
West Kennebunk	Maine Turnpike Park & Ride	52 spaces	Weekdays
Lower Village	Washington Hose Company	25 spaces, owned by Town	Summer weekends, Christmas Prelude
Lower Village	On-Street spaces on Routes 35/9	30 spaces	Christmas Prelude, Summer weekends including evenings; note that boater and marina parking is predominantly in the private lots owned by marinas.
Lower Village	Beach Avenue from Gooch’s Beach to Mother’s Beach	238 spaces; <i>Free Sept. 16 – June 14 (passes required in summer)</i>	Summer; spillage occurs onto adjacent side streets

Performance Marine also accepts tour buses, through a contractual agreement with cruise lines visiting Portland. In 2019, pre-pandemic, over 600 buses came to Performance Marine. In 2020 and 2021, all Maine cruises were cancelled. Motorcoach bus tours also visit the two-town area, dropping passengers at Cross Street in Kennebunkport and using parking lots at the Seashore Trolley Museum in Kennebunkport as well as the Franciscan Monastery on Beach Avenue in Kennebunk while passengers are in town, through the courtesy of those businesses.

Due to space constraints in Lower Village, and a desire to maintain the current walkable “small village” look and feel, the best approach to seasonal parking shortages may be to expand the Town-managed Christmas Prelude shuttle service to include summer weekends.

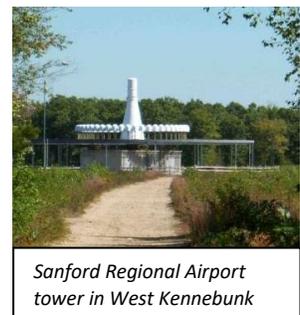
Alternative Modes of Transportation

While motorized vehicles including automobiles and trucks will continue to be the primary form of transportation in Kennebunk, the Town has been effective in encouraging and planning for other forms of transportation, which is important to both commuters and to seniors. Some public transportation options were paused during the pandemic. In an effort to look to the future of public transportation, there is continued

discussion about the creation of Transportation Corridors in growth areas contiguous to both the Maine Turnpike and the existing rail line running through Kennebunk. Such Corridors could potentially enable parking and stations for passenger rail and enhanced support services for Turnpike users.

Public Transportation

- **York County Community Action Corporation (YCCAC) Shoreline Explorer** - The Shoreline Explorer trolley system goes from York Beach to Ogunquit to Wells to Kennebunk and Sanford to Wells. Seasonal service from Wells to Kennebunk’s Lower Village is provided from late June to Labor Day 7 days per week. Trolleys are equipped with bike racks and are wheelchair accessible. Year-round shuttle service with a bike rack from Sanford to Wells is part of the system. The system provides access to the Amtrak Downeaster at Wells, and Sanford Regional Airport.
- **York County Community Action Corporation (YCCAC) “Local Rides”** - Demand-respond service is offered on Wednesdays to the Biddeford area for shopping, medical, or other types of appointments, and is geared to senior use. A 24-hour advance notice is required by calling YCACC to schedule the trip.
- **York County Community Action Corporation (YCCAC)**, in partnership with the Town of Kennebunk, provides an in-town bus route every Tuesday in Kennebunk. The KITT (Kennebunk In-Town Transportation) is currently limited to a flex route in Downtown Kennebunk, picking people up at centralized stops and dropping off at various locations in Kennebunk such as Hannaford, Shopper’s Village, Downtown and the Library, which provides area seniors with easy transportation to needed destinations.
- **Friends in Service Helping (FISH) Transportation** - provides rides to seniors who need to get to medical appointments.
- **Atria and Huntington Commons** senior complexes provide mini-bus service for their residents.
- Various private livery services and uber are available, as are scooter rentals.
- **Passenger Rail Transportation** - Stops on the Amtrak Downeaster line are located in the towns of Wells and Saco, a 20 minute drive from Kennebunk.
- **Air Transportation** - Kennebunk is approximately 30 minutes from both the Portland International Jetport and the Portsmouth International Airport in New Hampshire. Logan International Airport in Boston and Manchester Airport in New Hampshire are approximately 90 minutes from Kennebunk. The Sanford Regional Airport is approximately 15 minutes west of town. Note that the only airport-related land use within Kennebunk is an FAA-owned tower off Cole Road in West Kennebunk (Rural Residential zone) which is part of the approach to Sanford Regional Airport.



Pedestrian Infrastructure

Kennebunk’s town-maintained sidewalks adjoin the major arteries and business areas such as Portland Road, Main Street and Lower Village, and connect to adjacent residential streets, which provide safe passage for seniors and families who wish to walk to local businesses, churches, the Post Office, and Town Hall. Sidewalks connect Kennebunk Elementary School, Middle School of the Kennebunks, and Kennebunk High School to adjacent neighborhoods. Discussion has taken place regarding sidewalk construction to the Sea Road School, although funding was not approved by Town voters in 2020; the school is connected to the Bridle Trail, which extends through adjacent neighborhoods and is a popular (and scenic) walking path that connects to Western Avenue near the Mousam River. Town zoning ordinances require subdivisions constructed within growth areas to have sidewalks. The Town is proactively constructing or reconstructing sidewalks in areas where residents have requested them and as part of Complete Streets projects (see the *Public Participation Appendix for discussion of this*). During the past three years, sections of Summer Street, Western Avenue and Merrifield Drive

gained new sidewalks, and in 2022, a sidewalk will be constructed along Depot Street /Factory Pasture. Sidewalks run from Downtown to the beach along Summer Street, Port Road and Beach Avenue (a distance of 4.3 miles). Town parks, such as Parson’s Field, Rogers Park, Lafayette Park, Rotary Park, and the skateboard park, all located in the Downtown, and Lower Village Park, are easily accessible on foot, skateboard or bicycle, allowing families and seniors to access many parts of town without ever getting behind the wheel of a car.

The Town endeavors to remove snow from sidewalks the day after roads are cleared (an increasing staffing and equipment challenge due to the ongoing addition of new sidewalks as subdivisions are constructed), and crosswalks are frequently repainted. In addition to sidewalks, there are a multitude of trail systems with the Town, many of which provide connections between different neighborhoods: the Eastern Trail, located on several local roads in the western portion of town before joining the off-road section of the trail just west of the Maine Turnpike; Kennebunk Land Trust trails within its preserves; the Bridle Trail, a town-owned semi-improved trail that extends from Summer Street to Sea Road for approximately three miles; and Hope Woods, in downtown Kennebunk, with two miles of public trails including a recently-constructed Universally Accessible section.

Bicycle Network

While the bicycle is primarily used recreationally, more people are beginning to cycle as a way to commute to work and run errands. In Lower Village, bicycle rentals are popular with visitors, and many hotels provide bicycles for customers to use during their stay. Across Maine, cyclists are now often included in all phases of transportation planning including new road design, construction, and rehabilitation (for more on this, see the Complete Streets section below). Maine bicycling laws generally give bicyclists the same rights and responsibilities as motor vehicle operators. Bicyclists may ride in the appropriate lane on a public road, and they must obey traffic laws such as stopping at red lights and stop signs, yielding to pedestrians at crosswalks, and yielding to traffic when entering a road from a driveway. Motorists are required to give at least three feet of clearance when passing bicyclists. Any segment of roadway having a paved shoulder of at least four feet wide is generally considered appropriate for bicycle travel.

Complete Streets Program

Communities across the State of Maine and the country, including Kennebunk, are adopting “Complete Streets” policies that result in safe access for pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities. Complete Streets make it easier for users to cohabit public spaces via sidewalks, bike lanes, paved shoulders, comfortable and accessible bus stops, crosswalks, median islands and more, depending upon the town’s needs. Several sections of Kennebunk roadways have been reconfigured using Complete Streets policies, and others, such as upcoming changes to



Main Street Kennebunk (Before & After Complete Streets)

Depot Street, will be included as well. Current as well as proposed Town budgets support the continuation of this roll-out. This is a boon for seniors, families with children in strollers, bicyclists, and dog walkers.

Goals, Policies and Strategies

State Goal

- To plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.
- To encourage municipalities to create and execute policies, services, settings and infrastructure to support and enable residents to actively age in place.

Local Goal

- To promote a safe and sustainable transportation system that supports the village/rural pattern of settlement and encourages modes of travel alternative to automobiles within and between villages, negating the need for seniors and families to use autos when doing local errands.

Policies

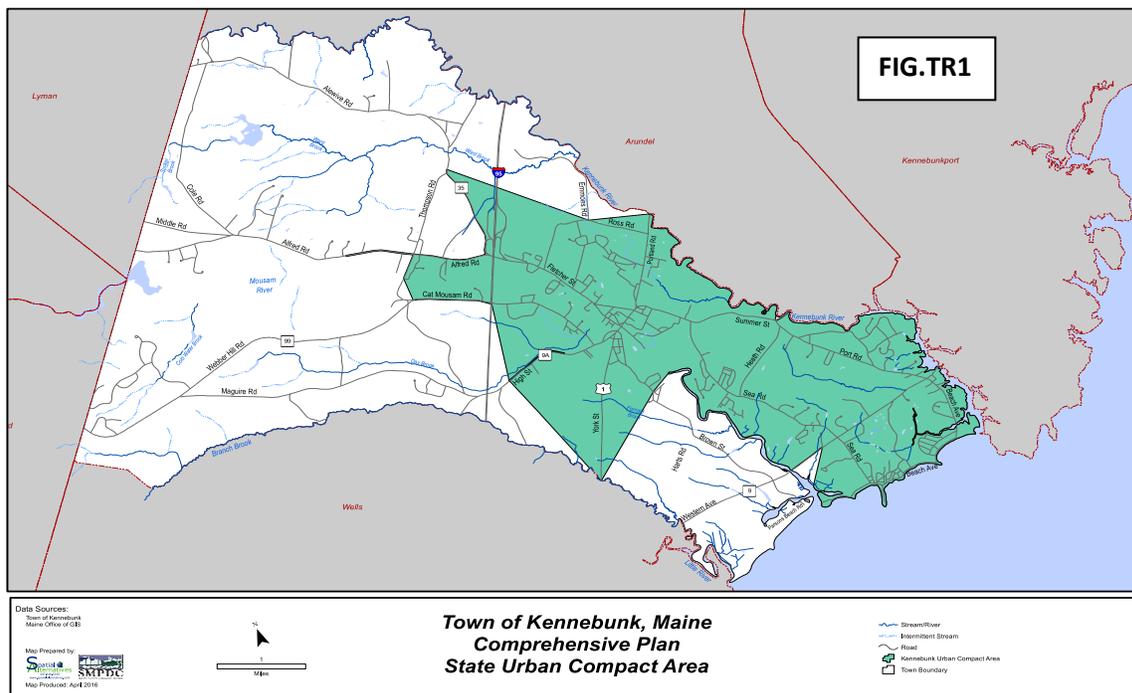
- To prioritize community and regional needs, including those of seniors, associated with safe, efficient, and optimal use of transportation systems.
- To safely and efficiently preserve or improve the transportation system by budgeting for necessary road safety enhancement and maintenance.
- To promote public health, protect natural and cultural resources, and enhance livability by managing land use in ways that maximize the efficiency of the transportation system and minimize vehicle miles traveled.
- To meet the diverse transportation needs of residents (including children, the elderly and disabled) and through-travelers by providing a safe, efficient, and adequate transportation network for all types of users (motor vehicles, pedestrians, bicyclists).
- To promote fiscal prudence by maximizing the efficiency of the state or state-aid highway network.
- To accept that periodic, mostly seasonal congestion may be tolerated if major road widenings or realignments that would alter town character are thereby avoided.

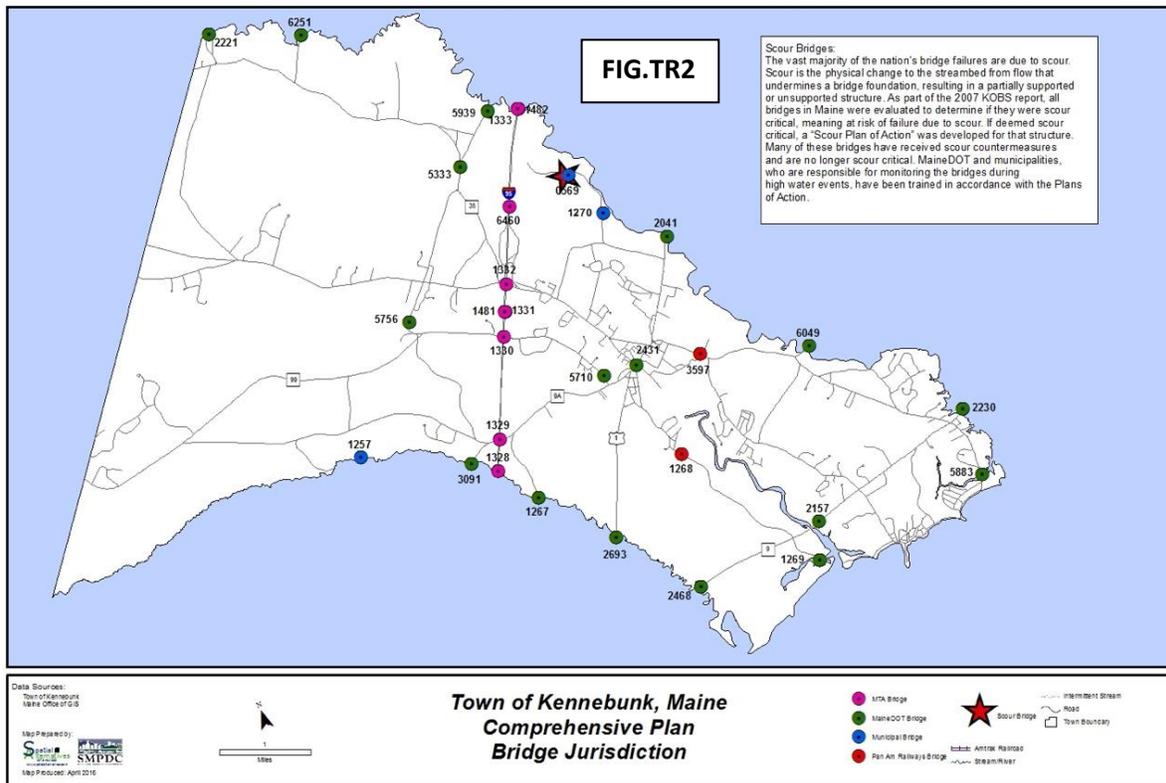
Strategies

Timeframes: Short term = 0-3 years; Medium term = 3-5 years; Long term = 5+ years

<i>Description</i>	<i>Timeframe</i>	<i>Responsible Parties</i>
<i>Continue to implement the Central York County Connection Study’s recommendation to eliminate Y-intersections in order to improve traffic flow and safety.</i>	<i>Ongoing</i>	<i>Town Engineer</i>
<i>Continue to explore ways for the Town to further support the informal volunteer network of drivers who provide transportation for older residents</i>	<i>Ongoing</i>	<i>Community Planning & Development</i>
<i>Re-evaluate capital investment plan annually to update a prioritized improvement, maintenance, and repair plan for the Town’s transportation network</i>	<i>Ongoing</i>	<i>Select Board, Budget Board</i>
<i>Inventory existing private roads to evaluate capability for Town to provide emergency response services, and work with residents to identify problems and possible solutions</i>	<i>Ongoing</i>	<i>Town Engineer, Public Works</i>
<i>Review Subdivision Standards to ensure clarification of position that maintenance of village street character is more desirable than street widening and realignment</i>	<i>Short Term</i>	<i>Planning Board</i>
<i>Review and update the Portland Road Traffic Management Study and review Route 1 South in concert with discussions on possible changes to the Suburban Commercial and Business Park districts zoning ordinance</i>	<i>Short Term</i>	<i>Planning Board</i>
<i>Appoint an ad hoc Transportation Committee to advise the Select Board on further implementation of the Complete Streets program, creation of a bicycle and pedestrian master plan, create a policy to connect pedestrian bikeway systems including private and public trails,</i>	<i>Short Term</i>	<i>Select Board</i>

<p>and education for motorists, bicyclists and pedestrians on respective “rules of the road.” This Committee would also advise on possible in-town seasonal shuttle services to allow visitors, seniors and workers to park at selected lots in the Downtown or Sea Road School and be brought to the beach and Lower Village; such a shuttle could augment the York County Community Action’s Shoreline Explorer service.</p>		
<p>Evaluate existing wayfinding signs to ensure visitors can easily find parking options</p>	<p>Medium Term</p>	<p>Economic Development Committee</p>
<p>Explore a regional plan of cooperation to create and fund public transportation between towns for commuters, residents and visitors; and work with local transportation organizations such as York County Community Action and Shuttle Bus Zoom to determine to what extent Kennebunk could be added to the regional service system. A public transportation link to Biddeford and Saco for commuters and seniors should be explored.</p>	<p>Medium Term</p>	<p>Select Board, Community Planning & Development</p>
<p>Review ordinances to ensure consistency with the policy objectives of the Sensible Transportation Policy Act (23 M.R.S.A. §73); State access management regulations pursuant to 23 M.R.S.A. §704; and State traffic permitting regulations for large developments pursuant to 23 M.R.S.A. §704-A.</p>	<p>Medium Term</p>	<p>Community Planning & Development, Town Engineer</p>





Larger scale figures can be found in Appendix C.