NOTE TO READERS: This is a draft of the Kennebunk Comprehensive Plan. The Comprehensive Plan provides us with a description of the town today in a range of categories, and identifies issues and recommendations for the future. The final version will include an introduction, be professionally formatted and contain multiple photographs. As a town resident, you are encouraged to look at this draft in this early format. We are now looking for comments and opinions on its contents, especially the Issues & Implications and Recommendations sections at the end of each chapter.

The Town will make changes to this draft based on the comments and opinions received, and residents will vote whether or not to accept the final Plan in June 2019.

Chapter F: Transportation

Transportation can be described as the movement of people and goods from one location to another. The primary modes of transportation are by land, sea and air, though utilities (pipelines and cables) are a subset often associated with infrastructure.

Roads and streets are often referred to as a town’s circulation or transportation system. This system is necessary to move people, goods, and services into, out of and within a town.

The road system also provides access to private property. In addition to these functions, the roadway system is also the platform from which we view much of the town. Views include fields, forests, ocean, and the places where people live and work, forming the visual impressions of our community.

As of 2017, Kennebunk’s total road network consists of approximately:

- 108 miles of total public roadways.
- 4 miles of interstate,
- 5 miles of State Highway,
- 29 miles of State-Aid roads,
- 69 miles of town roads,
- Over 242 private roads

Kennebunk’s Transportation System Users

Like most rural communities, the automobile is the dominant mode of transportation for Kennebunk workers, of which nearly 81% drive alone and about 8% carpool. It is also significant to note that around 7% of all workers telecommute, or work from home in Kennebunk. As high speed internet increases in accessibility, the Town may experience an increase in the number of residents who choose to work from home.

<table>
<thead>
<tr>
<th>Commuting to Work in Kennebunk</th>
<th>Total</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car, Truck, or Van (Drove alone)</td>
<td>4,133</td>
<td>80.9%</td>
</tr>
</tbody>
</table>
Census data indicates that 93% of adults living in Kennebunk have access to a vehicle. Nearly 44% of all households have access to two vehicles and 21% have access to at least three vehicles.

A 50% increase in the summer population adds significantly to the number of vehicles on Town roads, many of which are concentrated between the downtown and the beach.

Kennebunk’s traffic system is pressured significantly more during the weekday times when people are driving to and from work. The mean travel time to work in Kennebunk is shown in the chart below.

The below chart shows the location of work for Kennebunk residents.
### Kennebunk Residents’ Place of Work

<table>
<thead>
<tr>
<th>Place of Work</th>
<th>Number of residents</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kennebunk</td>
<td>1670</td>
<td>32.9%</td>
</tr>
<tr>
<td>Portland</td>
<td>770</td>
<td>15.2%</td>
</tr>
<tr>
<td>Biddeford</td>
<td>385</td>
<td>7.6%</td>
</tr>
<tr>
<td>Kennebunkport</td>
<td>290</td>
<td>5.7%</td>
</tr>
<tr>
<td>Sanford</td>
<td>270</td>
<td>5.3%</td>
</tr>
<tr>
<td>Saco</td>
<td>175</td>
<td>3.5%</td>
</tr>
<tr>
<td>Wells</td>
<td>160</td>
<td>3.2%</td>
</tr>
<tr>
<td>Westbrook</td>
<td>150</td>
<td>3.0%</td>
</tr>
<tr>
<td>South Portland</td>
<td>135</td>
<td>2.7%</td>
</tr>
<tr>
<td>Kittery</td>
<td>85</td>
<td>1.7%</td>
</tr>
</tbody>
</table>

Source: U.S. Census Transportation Planning Products, 2015

<table>
<thead>
<tr>
<th>Place of Work</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maine</td>
<td>87.5%</td>
</tr>
<tr>
<td>York County</td>
<td>(66.5%)</td>
</tr>
<tr>
<td>Outside of York County Residence</td>
<td>(20.9%)</td>
</tr>
<tr>
<td>Outside of Maine</td>
<td>12.5%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau, 2010

Exit 25 of the Maine Turnpike provides commuting advantages both for Kennebunk residents working out of town and for residents of other towns working in Kennebunk. Commutes of around 30 minutes to locations as far as Portland and Portsmouth are possible.

Estimated 15-minute (green) and 30-minute (blue) drive times from/to Kennebunk Town Center
The town also has several collector roads (Route 26 and Route 99) that are widely used to travel to neighboring towns.

**The Kennebunk Road Network**

The Maine Turnpike is a toll highway and serves as the primary travel route to/from the Boston metropolitan area and the eastern United States. The Turnpike has northbound and southbound exits in Kennebunk.

The Maine Turnpike and local road system experience increased seasonal demands between Memorial and Labor Days.

Road systems are grouped and classified by the state and community for several reasons including:

- To design appropriate capacity, safety measures, and design speed,
- To guide investment priorities,
- To provide a framework for a road maintenance program, and
- To guide land use related regulations and access management standards with frontage on the roadway system.

**Road Maintenance Responsibilities**

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](http://www.maine.gov/mdot)).
Local roads are typically not included in the State Highway and State-Aid Highway systems and are the responsibility of the town.

Private roads are neither maintained nor owned by the Town or the State.

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

- State Highways
- State-Aid highways
- Local roads
- Private roads

State Highways are a system of connected roads throughout the state that primarily serve arterial or through-traffic and are maintained by MaineDOT. The exceptions are the State Highways located in Urban Compact Areas, or where MaineDOT has maintenance agreements. (Western Avenue between Christopher Lane and the Wells Town line.) The Town also classifies roads according to the street design and construction ordinance. These classifications are similar, but traffic volumes are different.

State Highways (which primarily serve as collector and feeder routes) within Kennebunk include:

- Route 1
- Route 9 - western section (between Kennebunk / Wells Town Line and Mousam River)

State-Aid Highways are not included in the system of the state highways and generally connect local service roads to state highways. Commonly, State-Aid Highways in the rural areas are maintained by MaineDOT during the summer and by the municipality during the winter. Any State-Aid Highways in the Urban Compact Area are maintained by the Town. The State-Aid Highways in Kennebunk are:

- Route 9 (eastern section) between Mousam River and Kennebunk / Kennebunkport Town Line)
- Route 9A
- Route 35
- Route 99
- Mill Street
- Section of Alfred Road (between Mill Street and Route 35)
- Sea Road
- Beach Avenue
- Ross Road

Kennebunk’s road network as of 2017 is depicted in the following jurisdiction map:
NOTE: MaineDOT Map Viewer

The MaineDOT Map Viewer is an online mapping program designed for access to a variety of transportation data. The most useful functions include mapping of federal functional road classifications, bridge and railroad data, MaineDOT transportation projects, and Highway Corridor Priorities and Customer Service Levels. The Map Viewer can be found on the MaineDOT website: http://www.maine.gov/mdot/mapviewer.

It is recommended that Comprehensive Plan users consult the “map viewer” for the most current MaineDOT data. In this document we have included maps and data less subject to change and provided the title of reference items available on the Maine web site for better viewing and access to data that is more subject to change.

MaineDOT has a comprehensive methodology for the ongoing assessment of the condition of its entire road network for purposes of setting priorities for repair and maintenance long term. In 2014, the Town developed a Pavement Management System to prioritize the maintenance needs of its local roads. It also developed multi-year repair and maintenance budget estimates for all local roads. The first year-road capital maintenance budget was approved by town residents in 2017.

The Town of Kennebunk currently has a pavement management program that utilizes the PAV-ER software developed by the United States Army Corps of Engineers - Engineer Research and Development Center. The Town switched to this current version back in 2014 and that process included a complete 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.

Adopting this approach to pavement management created a more focused effort on allocating funds toward roads cost-effectively and in ways that would economically extend service life. It avoids the “worst first” approach, as that does not tend to yield long-term positive results.

In fiscal year 2018-2019, the Town focused on enhancing this program by outsourcing the condition assessment. This allowed the Town to adopt an automated pavement condition assessment system that relies on a vehicle mounted with sensors that scans the pavement to identify various distresses. The switch to an automated approach removes any of the subjectivity in assessing various distresses. The data will be processed in a similar way to arrive at a PCI and coded to GIS.

The Town is in the process of validating the proposal. It is anticipated that this scanning effort will need to be periodically conducted to maintain and up-to-date condition assessment.

Functional Classification of Roadways

Roads and streets can be classified into three (or more) functional classifications. Following MaineDOT definitions, roads in Kennebunk can be classified as arterials, collectors and local roads and streets.

Arterials provide long-distance connections between towns and regional centers. Volumes of traffic typically range from 5,000 to 30,000 vehicles per day. Arterials are classified as either principle arterials or minor arterials. MaineDOT further classifies principle arterials into interstates, other freeways and expressways, rural and urban.

Arterials in Kennebunk include:
- Principle Arterials (Interstate): I-95 / Maine Turnpike
- Other Freeways and Expressways: None
- Other Principle Arterials: None
- Minor Arterials: Route 1

Collectors act as connecting roads between local or residential neighborhoods and arterials. These roadways are the locations from which many of us view our community. Traffic is collected from local roads and delivered to arterial roadways, which are designed for higher speed and improved mobility. Typically, traffic volumes on collector roads range from 1,000 to 5,000 vehicles per day. Like arterials, MaineDOT further divides classification of collectors into major and minor collectors. MaineDOT requires driveway and entrance permits for all collector roads.
Collector roads in Kennebunk include:

- **Major Collectors:** Route 99, Route 35, Route 9A (Summer Street portion), Route 9
- **Minor Collectors:** High Street, Mill Street, Alfred Road, Ross Road, Sea Road, Beach Avenue.

Local Roads and streets provide access to individual parcels of land. Moving traffic is of secondary importance. Volumes are up to 1,000 vehicles per day. All roads not classified by MaineDOT as arterial or collectors are considered local roads. Local roads are owned by the municipality, while private road roads are not.

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. There are four ways to help eliminate or prevent this conflict from causing safety problems:

- provide additional capacity in the highway (additional lanes),
- provide additional highways in a different location that can reach like destinations,
- manage access on high volume corridors, for example, reducing the number of driveways so as to reduce the number of conflicts,
- manage land use (development) by designing a balanced, safe environment for all modes of travel (vehicles, bicycles, buses, pedestrians).

MaineDOT and Its Role in the Town’s Transportation Network

MaineDOT has a system to help municipalities maintain local and minor collector roads. In 1999, MaineDOT adopted the Urban Rural Initiative Program (URIP). Beginning July 1, 2013 URIP became known as the Local Road Assistance Program (LRAP). The LRAP continues to be focused on municipal aid toward highway and bridge capital improvements. Prior to 1999, the use of these local road funds was only for the maintenance or improvement of public roads. Since 1999, these funds must be used for capital improvements to local roads. The table below indicates the LRAP funding the Town of Kennebunk has received and will receive during federal fiscal year 2016. While the cost of road repair and maintenance has increased, LRAP funding has been relatively fixed.

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Total Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>$149,156</td>
</tr>
<tr>
<td>2016</td>
<td>$149,764</td>
</tr>
<tr>
<td>2015</td>
<td>$148,236</td>
</tr>
<tr>
<td>2014</td>
<td>$169,772</td>
</tr>
<tr>
<td>2013</td>
<td>$166,689</td>
</tr>
<tr>
<td>2012</td>
<td>$160,556</td>
</tr>
<tr>
<td>2011</td>
<td>$154,948</td>
</tr>
</tbody>
</table>
Capital Improvements

There are two principal entities that fund improvements to the road system in Kennebunk: the Town and MaineDOT. The Town of Kennebunk spends municipal funding on maintaining and improving local roads. The table below indicates the amount of municipal funding that Town of Kennebunk has set aside each year since 2013.

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Roads and Sidewalk Funding Capital Improvement Budget $</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>2,130,000</td>
</tr>
<tr>
<td>2016</td>
<td>453,000</td>
</tr>
<tr>
<td>2015</td>
<td>1,085,500</td>
</tr>
<tr>
<td>2014</td>
<td>1,010,000</td>
</tr>
<tr>
<td>2013</td>
<td>1,110,400</td>
</tr>
</tbody>
</table>

Source: Town of Kennebunk Finance Director

MaineDOT Work Plan

MaineDOT manages its resources by creating three-year work plans. 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 go to: [www.maine.gov/mdot/projects/workplan](http://www.maine.gov/mdot/projects/workplan).

Municipal Partnership Initiative (MPI)

The MPI program was created by the MaineDOT in 2011. The program is a matching grant program for projects on state and state-aid highways that may not be a priority. The MPI program has typically been a 50% cost share with a cap on the State contribution at $500,000. The municipality administers the project in accordance with MaineDOT Local Project Administration requirements. MPI projects must be certified by a professional engineer and have a useful life span of at least ten years. Municipalities may propose shifting long-term maintenance responsibilities as part of their share.

Business Partnership Initiative (BPI)

MaineDOT’s Business Partnership Initiative (BPI) is a one third state, two third business/municipal demand response program, designed to respond to Municipal / Business Entity requests, such as responding to changing local transportation needs on State and State-Aid.
highways, developing economic opportunities and relieving safety concerns on or adjacent to these highways.

The program is designed to promote public/private partnerships between MaineDOT and municipalities, public utilities, private businesses and other entities by leveraging additional resources on a voluntary basis to match limited state resources. It will make improvements to State and State-Aid highways often utilizing more flexible project delivery methods when the nature of the highway and project allow.

MaineDOT Highway Corridor Priorities

The MaineDOT Highway Corridor Priorities are based on a ranking system. The following chart outlines the priorities for the current (2016-2018) roadway system. The Corridor Priorities are based on federal functional classification, regional economic significance, heavy haul truck use and relative regional traffic volumes.

As of 2017 Priority Corridor Roads in Kennebunk include the following,

- **Priority 1**: I-95 / Maine Turnpike, Route 1
- **Priority 2**: None
- **Priority 3**: Routes 99, 35, 9
- **Priority 4**: Route 9A, Sea Road, Beach Avenue, Alfred Road, Mill Street, Ross Road

See [www.maine.gov/mdot/mapviewer/](http://www.maine.gov/mdot/mapviewer/)

MaineDOT Customer Service Levels

Similar to the Highway Corridor Priorities, the Customer Service Level is prioritized on three criteria: safety, condition, and service. Each criterion has several factors that are included in the overall rating of each category. Roads and road segments are given an A-F rating with A being the best and F being the worst. To get a better idea of the customer service levels for each road/node, including specific sections of roadways listed below; visit the MaineDOT Customer Service Level webpage at [http://maine.gov/mdot/about/assets/hwy](http://maine.gov/mdot/about/assets/hwy)

1. **Customer Service Level – Safety**:

Most roads in Kennebunk are classified in the A or B category. There are sections of Routes 1, 9A, 35, 99, and Beach Avenue in the C category. This is primarily due to crash history, pavement width, and pavement rutting. Sections of Routes 1 and 99 are in the D category. This is primarily due to crash history on these roads. There are no roads in the F category. Please refer to the [Customer Service Level – Safety map](http://maine.gov/mdot/about/assets/hwy) to see these in map form.

2. **Customer Service Level – Condition**:

Most roads in Kennebunk are again classified in the A or B category. There are sections of Routes 1, 35, 99 and Beach Avenue in the C category. This is primarily due to ride quality, roadway strength, and pavement condition. There is a large section of Route 99 in both the D and F category, along with the downtown and an outer portion of Route 1. This is primarily due
to roadway strength and ride quality. Please refer to the Customer Service Level – Condition map to see these in map form.

3. Customer Service Level – Service:

Most roads in Kennebunk are classified in the A or B category. There are sections of Routes 1, 35 and Alfred Road in the C category. This is primarily due to congestion. There is a section of Alfred Road in the D category, also due to congestion. There are no roads in the F category. Please refer to www.maine.gov/mdot/customerservice - to see these in map form.

The Maine Turnpike

The Maine Turnpike Authority (MTA) operates under a four-year Capital Investment Plan. See http://www.maineturnpike.com/project-and-planning/Transportation-Planning.aspx for MTA projects that are located in the Town of Kennebunk.

Kennebunk Traffic Data

The Average Annual Daily Traffic (AADT) is the predominant type of traffic data that is collected for roadways. Traffic volume trends can be an excellent way to measure the functionality of the road system. MaineDOT is responsible for conducting traffic counts for the Southern Maine Planning & Development Commission region. Kennebunk is part of Zone 1, and traffic counts are conducted every 3 years. Significant traffic volume increases have occurred along Routes 35 and 99 between 2007 and 2013. The most current traffic data is available at - www.maine.gov/mdot/traffic.

Traffic volume trends are shown in the table below.
The table below indicates that there were 1,421 crashes in Kennebunk between 2010 and 2016. From 2010 to 2016, there has been an increase in annual crashes by 40 (22%).

<table>
<thead>
<tr>
<th>Year</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Crashes</td>
<td>182</td>
<td>180</td>
<td>184</td>
<td>216</td>
<td>222</td>
<td>215</td>
<td>222</td>
<td>1,421</td>
</tr>
</tbody>
</table>

MaineDOT rates crash locations throughout the state by defining High Crash Locations (HCLs), which must given higher priority in funding for safety projects. In order to qualify, an HCL must have had at least eight crashes during a three-year period.

In Kennebunk, there were three high crash locations between 2014 and 2016.
<table>
<thead>
<tr>
<th>High Crash Locations in Kennebunk: 2014 – 2016</th>
<th>Total Crashes</th>
<th>Critical Rate Factor</th>
<th>Ranking County/State</th>
</tr>
</thead>
<tbody>
<tr>
<td>Route 9 (Western Avenue), from the intersection with Chase Hill Road to the Kennebunk / Kennebunkport Town Line</td>
<td>16</td>
<td>2.78</td>
<td>48 / 3</td>
</tr>
<tr>
<td>Route 35 (Alewives Road), from the intersection with Perkins Lane to the intersection with Walker Road</td>
<td>12</td>
<td>1.05</td>
<td>182 / 34</td>
</tr>
<tr>
<td>Intersection of Route 35 (Alewives Road) and the entrance / exit to I-95 / Maine Turnpike</td>
<td>10</td>
<td>2.63</td>
<td>122/32</td>
</tr>
</tbody>
</table>

Detailed Kennebunk crash location data can be found at [www.maine.gov/mainecrashpublic](http://www.maine.gov/mainecrashpublic)

**Access Management of State and State-Aid highways**

MaineDOT has developed a set of access management rules concerned with arterial capacity, acceptable drainage capacity, and driveway-related crashes. Any new or changed driveway or entrance on state and state-aid highways located outside of urban compact areas must meet specifications described in the rules in order to obtain a permit from MaineDOT. The rules regulate sight distance, corner clearance, spacing, width, setbacks, parking, drainage, etc. For information see [www.maine.gov/mdot/traffic/accessmanagement](http://www.maine.gov/mdot/traffic/accessmanagement).

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.

Mobility corridors are roads that 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. In Kennebunk, the mobility corridors include the non-urban compact portions of the following roads:

- All State Highways and State-Aid Highways. In Kennebunk, this includes the non-urban compact area portions Route 9, Route 9A, and Mill Street.
- Major collector and Arterial standards provide more detailed design standards for entrances into major collector and arterial roads. Entrances are access that serves 50 or more trips per day. In Kennebunk, this includes the non-urban compact area portions of Route 35 and Route 99.
- 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. There are no retrograde arterials in Kennebunk.

Please refer to [www.maine.gov/mapfinder](http://www.maine.gov/mapfinder) to see these in map form.

In addition, all site plans for development occurring along the 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. The study findings are available on the town website [www.kennebunkmaine.us](http://www.kennebunkmaine.us).

**Corridor / Transportation Studies**
Kennebunk was a participant in the Central York County Connections Study. The study was undertaken by MaineDOT and the Maine Turnpike Authority in 2010. The study’s goal was to identify a series of recommendations designed to preserve or enhance transportation connections between Central York County and the major transportation corridors including US Route 1 and the Maine Turnpike.

Recommendations from the study area pertinent to Kennebunk are as follows:

- Detailed Study of a New Route 99 to Route 35 Connection (Kennebunk)
- Pave Shoulders on Route 35 (Kennebunk and Lyman)
- Pave Shoulders on Route 99 (Kennebunk and Sanford)
- Eliminate “Y” Intersections
- Pedestrian and Streetscape Improvements in Villages/Towns

More information can be found in the report at: www.maine.gov/mdot/planning/centralyorkcountyconnections.

Kennebunk Parking, Bridges and Traffic Flow Management

Parking

There are several major areas in Town where public parking supply continues to be an important planning consideration:

**Downtown Kennebunk:**

The Town owns spaces in three off-street parking areas:

- Grove Street: 12 town-owned of 43 total spaces.
- Behind Garden Street: 46 town-owned of 70 total spaces
- Town Hall: 17 town-owned of 32 total spaces
- Waterhouse Center Parking Lot: 25 spaces

**On-Street Parking:**

- Green Street: Currently 9 total spaces, may be reduced once restriped according to ordinance.
- Main Street: 35 spaces

**West Kennebunk Village:**

- The Town does not have a public parking lot. On-street parking is permitted along Alfred Road.

**Lower Village:**
• The Town has a 25-space off-street public parking in the Lower Village behind the Washington Hose Fire Station. On-street parking is permitted along Route 9 and Route 35 in some areas.

Beach Area:
• There are approximately 238 designated parking spaces along Beach Avenue from Gooches Beach to Kennebunk Beach. Off-street parking occurs in neighborhoods and side streets, but is not quantified in the supply.

Kennebunk River
• While parking in and around the harbor is available, it is very limited, with the parking needs of boaters competing with parking needs of local tourists. There are no counts of available spaces, but during any peak weekend, demand exceeds supply.

York Street, Route 1 South:
An increase in the amount of on-street parking has occurred as a result of increased commercial activity.

Bridges
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
The condition of bridges are monitored by MaineDOT every two years and given a Federal Sufficiency Rating (FSR). Each FSR has a numeric indicator of the overall value of the sufficiency of the bridge. A rating will be from 0-100 (0 indicates the worst and 100 indicates the best). The formula is used to identify bridges eligible for federal funding. The FSR includes both structural deficiencies as well as functional obsolescence. This rating gives an overall value of the sufficiency of the bridge. 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. Additional information is available at www.maine.gov/mdot/publicbridges

Pedestrian & Bicycle Infrastructure

Pedestrian Network

Sidewalks are the primary facility for pedestrians. These include children, people with strollers, the elderly, and pedestrians with physical and mental disabilities, including impairments that require the use of wheelchairs and other assistive devices. Kennebunk’s town-maintained sidewalks mostly adjoin the major arteries and business areas such as Portland Road, Main Street and Lower Village.

Trails / Open Spaces

There are two major organizations that have created on-road and off-road trails in Kennebunk.

- The Eastern Trail Alliance created the Eastern Trail network that connects Kittery to South Portland through a series of on-road and off-road trails. In Kennebunk, the Eastern Trail is located on several local roads in the western portion of town before joining the
off-road section of the trail just west of I-95 / Maine Turnpike. This off-road portion of the trail crosses the I-95 / Maine Turnpike on a pedestrian bridge and continues until the border with the Town of Arundel. The Eastern Trail is part of the larger East Coast Greenway network; plans are in place to eventually connect Maine to Florida through an off-road trail system.

- The Kennebunk Land Trust currently owns and maintains an impressive nine preserves spanning across the town. The map below was provided by the Kennebunk Land Trust and includes the location of the public trails in Kennebunk.

- The Bridle Path is a Town-owned semi-improved trail that extends from Summer Street to Sea Road for approximately three miles. This is accessible to an elementary school, multiple neighborhoods and is an off-road system in an abandoned rail corridor. This corridor also has the Kennebunk Sewer District pipeline that connects the beach area to Water Street.

**Bicycle Network**

Increasingly, land use and transportation planners are recognizing the bicycle as a viable transportation mode, and by virtue of this, bicyclists have the same mobility needs as any other road user. While recreation is still the primary use of the bicycle, more people are beginning to cycle as a way to commute to work and run errands. 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**

Communities across the State of Maine and the country are adopting “Complete Streets” policies that result in safer and more accessible streets for all users.

Complete Streets are designed and operated to enable safe access for all users: pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities. Complete Streets make it easier to cross the street, access shops, and ride a bicycle.

A Complete Streets Policy does not dictate a one-size fits all approach. A Complete Street in a rural area will look quite different from one in an urban area. Both are designed to balance safety and convenience for everyone using the road. A Complete Street may include sidewalks, bike lanes, paved shoulders, comfortable and accessible bus stops, crosswalks, median islands; curb extensions (bump-outs), narrower travel lanes, and more.

By adopting a Complete Streets Policy, communities guide planners, engineers, and other professionals to routinely design and operate the entire right of way to enable safe access for all users. A Complete Streets policy will encourage transportation planners to create a street network that is better and safer for drivers, transit users, pedestrians, and bicyclists.

*Some Examples of Complete Streets in Kennebunk*
Main Street Kennebunk (Before & After)
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.

Public Transportation:
The Town of Kennebunk has several public transportation options (refer to the Public Transportation Routes map to view in map form).

1. York County Community Action Corporation (YCCAC):
   - Shoreline Explorer
   - The Aqua Line operates during the summer, seven days per week, and runs between Downtown, the Lower Village, and the Kennebunk Beach. The Blue Line (4) provides seasonal service serving the towns of Kennebunk, Wells, and Ogunquit, 7 days per week.
• The “Local Rides” demand-respond service is offered on Wednesdays to the Biddeford area for shopping, medical, or other types of appointments. A 24-hour advance notice is required by calling YCACC to schedule the trip.

2. Friends in Service Helping (FISH) Transportation:

• The FISH program provides rides to seniors who need to get to medical appointments.

Passenger Rail Transportation:

The town is conducting a feasibility analysis of a seasonal Amtrak stop within Kennebunk as this Comprehensive Plan update is being prepared.

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, Massachusetts and Manchester Airport in New Hampshire are approximately 90 minutes from Kennebunk. The Sanford Regional Airport is approximately 15 minutes west of town.

Pedestrian & Bicyclist Safety

Issues & Implications

• As noted in the Population Chapter, Kennebunk has an aging population, which dictates the need for crosswalk and other pedestrian safety aids, especially where concentrations of seniors frequent or reside. Also, as we seek to increase tourism, we need to provide a safe environment for visitors. MaineDOT now supports the “Complete Streets” concept and we can expect the state to require its application in any future state and state aid projects within Kennebunk. Consequently, pedestrian facilities that are accessible and well maintained are essential to the community.

• Many Maine towns have a Bicycle and Pedestrian Committee and there are resources readily available to help the Town develop its own Plan. The Plan would include recommendations on which streets should provide in-shoulder bicycle pathways and where separate shared-use pathways are more appropriate, including consideration to connections with existing private and public ways. This Plan would also include provisions for those with mobility challenges. In historic areas, it is important to balance the need for bicycle and pedestrian safety and access with streets’ historic character.

Recommendation

• To better implement a Complete Streets program, the Town should appoint a Bicycle and Pedestrian Committee to create a Bicycle and Pedestrian Plan for Kennebunk, with public input. As part of this, the Town should establish a policy for connectivity of all pedestrian and bikeway systems.
Ride-Sharing and Car Pooling:

Issues & Implications

- Kennebunk employers have reported difficulties in filling their employment needs locally. They would welcome transportation assistance programs that would provide access to the labor markets of Biddeford, Saco, and Sanford. The large number of older residents also face growing transportation challenges, now and in the future.

- The development of additional homes, even in designated growth areas, will add to traffic congestion on major and minor connector roads in town

Recommendations:

- The town’s Economic Development Committee should play a role in identifying and quantifying employer needs and recommending available assistance resources for job retention. Proximity to the Maine Turnpike provides distinct advantages for operating transportation programs in various formats and that involve employer, state and county participation. Regional cooperation with other communities and agencies is also possible and should be explored.

- The Town should consider options for public transportation to reduce the number of cars on the road. Such transportation could perhaps be coordinated with neighboring towns to provide inter-town commuting potential.

- The Town should explore the need for creating transportation resources for older residents and others with reduced mobility. In many towns, volunteer networks are available where a free ride can be reserved for any purpose. Multiple resources are available to learn how the Town could support the provision of this service, both in Maine and nationally.

Road Maintenance and Capital Investment

Issues & Implications

- The town has 108 miles of total roads to service year round. These roads are among the town’s most valuable resources and a method to ensure ongoing maintenance and replacement of roads is critical to the financial health of the community. In 2014 the town undertook an assessment of the condition of its road network and developed a multi-year plan, citing priorities, to bring roads up to acceptable levels over time and maintain them. A budget was requested and the initial phase was approved by the voters. In 2018, the selectmen will be adopting a new ARAN pavement management program.
Recommendation:

• The Town should ensure that this capital investment program be continued annually to protect the town’s investment, recognizing the 2018 adoption of the ARAN system for cataloging roadwork needs.

_Private Road Responsibilities_

_Issues and Implications_

• There are over 242 private roads within Kennebunk. These roads vary considerably in construction, width, condition, and accessibility as the Town does not have Private Road standards. At issue is the ability to provide emergency response services especially in inclement weather and at night. What level of service should the town reasonably be expected to provide when private roads present access issues? What basics should be expected of property owners?

Recommendation:

• The Town should review its policies and capabilities for providing emergency response services to residents of private roads, doing due diligence in order to identify potential liabilities and the need for different or additional policies, building codes, etc., if any. This may require reaching out to residents with a survey or at a public meeting with residents and EMS personnel. A review of the policies of other towns could also prove beneficial. The Town’s Planning Board should direct this overall effort, with the assistance of the Fire Department and Public Safety Departments.

_Public Parking_

_Issues & Implications_

• Town-owned parking spaces are valuable assets. Through the years, parking needs change in various parts of town. Ideally, potential future parking needs would be anticipated and space acquired economically for that purpose. In the real world this is seldom possible. The two areas where the need for public parking has been debated over the years are Lower Village and Main Street downtown. The Lower Village need also potentially involves seasonal tour bus parking and the overall site potential for any parking is limited. A just-completed 2017 Lower Village Master Plan may help focus the town’s best course of action in Lower Village. Another issue is the parking needs of business operators and their employees, who often vie for limited public parking. Better parking signage would help to direct tourists to needed parking.
Recommendations:

- The Town should create, prioritize and agree on a list of town locations where public auto parking space is presently needed so if purchase opportunities develop, action can be taken expeditiously. The Lower Village solution may require a remote parking lot and use of shuttles.
- Parking ordinances should be reviewed to ensure maximum utilization by business property owners.
- The Town should add additional signage on Main Street indicating public parking locations.

Traffic Management

Issues & Implications

- There are now eight traffic lights between High Street and Ross Road, a distance of less than three miles. Synchronization of traffic lights is key to maintaining acceptable levels of traffic flow. MaineDOT’s Traffic Analysis Section, Planning Bureau can help the town identify and describe levels of congestion on Kennebunk’s state roads. Another traffic component that requires better understanding is that of the number of large delivery trucks and the routes they choose in and out of town. In recent years, the number of these trucks seems to have increased.
- Traffic around the I-95 Turnpike ramp areas is increasing significantly.

Recommendations

- The Town should periodically monitor levels of congestion on its main arteries and seek input from emergency service providers to identify potential problem areas.
- The Town should take steps to understand the impact of current trucking practices on Kennebunk’s traffic, tourism and quality of life.
- The Portland Road Traffic Management Study should be updated. Public input should be encouraged to help quantify and qualify the issues.

Train Service

Issues & Implications
• The town is considering seasonal (summer) Amtrak service. This would present significant tourism opportunities and the longer-term potential for regular commuting service to Portland and Boston.

Recommendations

• The Town should formalize the seasonal train stop in Kennebunk with the Downeaster system and make formal connections to municipal wayfinding systems and related businesses (bikes, mopeds, etc.) as well as incorporate into the Town’s marketing program.

• The Town should work with the Chamber to ensure Kennebunk businesses benefit from the added tourism potential of having a train station.

• The Town’s commitment to a train station facility and parking must consider the possibilities of expansion and contraction in ridership.

• The Town should ensure that any related physical changes to the community must be sensitive to existing historic and neighborhood attributes.

Connector Roadways

Issues & Implications

• The Town should identify and prioritize which of its (town-owned) roads are important connector or bypass roadways. The Ross Road connector between Fletcher Street and Route 1 is on MaineDOT’s priority list. The Mill Street connector between Cat Mousam Road (99) and Alfred Road (35) is on MaineDOT’s priority list and referenced in the Central York County Connection Study.

Recommendations:

• The Town should monitor and make improvements to roadway connecting systems that link to the Turnpike and to area airports.

• The Town should determine whether the above connector roads as well as other town-owned connector roads (such as Water-Factory Pasture-Depot Street, or Brown Street or Durrell’s Bridge Road) should be prioritized in the evaluation of capital improvements.

• The Town should whenever possible implement the Central York County Connection Study’s recommendation to eliminate Y-intersections in order to improve both traffic flow and intersection safety.