TOPIC AREA 5: TRANSPORTATION AND CIRCULATION

TRANSPORTATION AND CIRCULATION

"It's no big mystery. The best streets are comfortable to walk along with leisure and safety. They are streets for both pedestrians and drivers."

-    Alan Jacobs[1]

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[1] Alan Jacobs is a professor in the University of California, Berkeley and is widely known for his publications and research in the field of urban design.

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State of Maine Goal:

To plan for, finance and develop an efficient system of public facilities to accommodate anticipated growth and economic development.

(Maine Growth Management Act (30-A M.R.S.A. §§ 4312 - 4350))

GOAL STATEMENT 5: TO IMPROVE SAFETY AND EASE OF GETTING AROUND TOWN AND BETTER CONNECT THE "PIECES" OF KITTERY. PROVIDE ALTERNATIVES TO AUTOMOBILE TRAVEL WITH SAFE AND PLEASANT BIKE ACCOMMODATIONS AND WALKING PATHS.

Objective 5.1. Address traffic safety and congestion

Objective 5.2. Make walking and biking safe and pleasant

Objective 5.3. Explore ways of providing alternative modes of transportation

Objective 5.4. Explore ways of increasing parking options

An efficient transportation system is one that provides safe and well maintained facilities for all of its users. While most towns have relied on an auto-centric transportation system beginning in the early 20th century, there has been a recent shift to provide a better balance between automobile travel and non-auto travel alternatives including walking, bicycling, transit and ridesharing. Walking and biking facilities promote more social interaction in the community, provide opportunities for exercise for the entire population, and have less of a negative impact on the environment. An efficient transportation system will serve the following users:

- Commuters who must drive to their drive jobs
- Residents to travel to town to shop, get services and eat
- Parents with young children
- Students
- Teenagers
- The elderly
- Persons with mobility challenges
- Residents without vehicles
- Businesses
- Tourists and visitors
- Through-traffic including trucks
- Emergency services
- Travel for recreation

Throughout the comprehensive planning process, citizens of Kittery showed interest in making walking and biking more possible and improving pedestrian and bicycle infrastructures, traffic operations and safety. They also had a desire for a town-wide shuttle and they supported specific parking strategies, such as developing a town-wide parking plan and considering establishing a centrally located parking area with trolleys/shuttle

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buses. They were concerned about traffic especially related to the Portsmouth Naval Shipyard (PNSY).

Topic Area #5 of the comprehensive plan focuses on addressing traffic safety and congestion; making walking and biking safe and pleasant; providing alternative modes of transportation; and increasing parking options.

KITTERY VOICES: RESIDENTS' THOUGHTS REGARDING TRANSPORTATION

The following are representative quotes presented here to summarize public opinion with regard to transportation in Kittery. In addition to the public forums, a series of 16 "Burning Questions" were asked, three of which were related to Transportation and Circulation as shown below. Participants were asked to respond to these on Post-It notes. Additionally, residents were also given the opportunity to provide their opinion through social media via CoUrbanize website.

Would you like to see a public shuttle bus service in Kittery?

Do you think there is a need for additional parking in the following parts of town?

Where would you most like to see the town provide accommodations for bicyclists including wide shoulders, shared lanes, bike lanes and separated paths?

Pedestrians

"Sidewalks are inconsistent, need a plan"

"Continue sidewalk on Rogers Road"

"Connect sidewalks between Kittery and Kittery Point"

"Provide wide safe sidewalks throughout Kittery including Foreside to Kittery Village center to Town Hall, State Road"

Bicycles

"Rt. 103 bike accessibility"

"To/from schools so students can bike safely"

"Make roads safer for pedestrians and bikes"

"Integrate zones – make more walkable (year round sidewalk maintenance) and safe areas for bicycle commuters"

"Make traveling on 103 across State Rd more bike friendly"

Transit

"Yes for town-wide shuttle and include stop to connect to other towns, Portsmouth"

"Electric buses or trolleys"

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"Provide shuttle buses and park-and-ride lot for Shipyard traffic"

Parking

"Need a town---wide parking plan"
"Provide centrally located parking with trolleys/small scale public transportation."

"Develop a comprehensive parking plan"

"Off-site weekday parking for PNSY - use tracks for rail transport of passengers onto PNSY"

Other

"Lack of long-term planning for parking, traffic, bike lanes, etc."

"Stagger traffic leaving shipyard"

"Parking for continuous shuttle including Foreside"

ISSUES AND IMPLICATIONS

Key issues from the *Transportation and Circulation Existing Conditions Inventory* report are listed below:

AUTOMOBILE TRAFFIC

- **Kittery is the largest work destination for Kittery residents and for residents in the KACTS communities.** This is mainly because of the Portsmouth Naval Shipyard (PNSY) in Kittery, which is also the major traffic generator on local streets in Kittery. **Traffic backing up into residential neighborhoods during the daytime shift change is a major issue.** Coordinating with PNSY about expanding the existing shuttle bus service and providing central and satellite parking facilities for PNSY workers may help alleviate this situation.

- **The number of trips for all travel modes in Kittery has increased since 2000, except for the drive alone trips, which have decreased.** The percent of workers who biked or worked at home increased significantly in 2010-2014 compared to 2000. **In Kittery, the number of workers who worked at home almost doubled since 2000.** This helps to reduce traffic at peak hours, but may account for some of the increase in a desire to make Kittery more walkable and bike friendly.

- **Kittery has 73.42 miles of roadways**, including Interstate 95. The highway interchanges in Kittery comprise of approximately 1.5% of the total town land area. **The interchanges have a significant impact on existing and future land use and development. Interchanges occupy many acres of land that are unavailable for development and/or local circulation.**

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- Recently built residential developments on the northern side of Kittery (for example, off of Haley Road) are characterized with **long dead-end streets (cul-de-sacs), which limit access and prevent connectivity to the roadway network.**

- **Most of the roadway segments experienced a decrease in ADT volume between 2010 and 2013.** ADT on Shapleigh Road increased up to 22% during this period.

- When **I-95 experiences congestion, particularly during summer months,** local roadways experience congestion and are used as cut-throughs.

- There were **nine high crash locations** (six of them are intersections and three are segments of roadway) in Kittery between 2013 and 2015. Identifying improvements needed at critical intersections (including signal optimization and coordination) and roadways would optimize capacity and improve operations, mobility and safety.

PARKING

- With the recent addition of new restaurants and shops, **parking demand has increased in the Foreside area.** Some residents have indicated that it is difficult to park in this area during peak periods, particularly during the summer.

Management of spaces may improve parking efficiency, which may make it easier to walk or bike. A Town-wide Parking Management Plan would help evaluate parking supply, demand and utilization in Downtown Kittery and commercial areas and may improve parking efficiency.

WALKING AND BIKING

- **Route 103 is a narrow, winding roadway shared by vehicles, motorcycles, and bicyclists,** particularly on warm weather weekends, often making it unsafe for bicycle travel. Bicycle-pedestrian projects on Route 103 are listed in the *MaineDOT Work Plan for Calendar Years 2015-2016-2017*. The design and construction standards for streets and pedestrian ways provided in the *Land Use and Development Code* of Kittery include design standards for sidewalks but do not provide standards for bicycle accommodations.[2]

- Most of the sidewalks in Kittery are along US Route 1 and in the Foreside area. The *Sidewalk Condition Report,* which includes inventory of sidewalks, **has not been updated since 2000. Updating the *Sidewalk Condition Report*** would help identify gaps and improvements needed in sidewalks and developing a Bike Plan would help in identifying specific

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[2] Town of Kittery. *Title 16 Land Use and Development Code.* Recodified on July 26, 2010 and latest amendment made on October 26, 2015. Page 178.

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bicycle improvements, schedule and funding. The Kittery Area Comprehensive Transportation System (KACTS) has completed a study with Kittery to identify opportunities to make Route 1 Bypass more bike and pedestrian friendly.

- Developing a **Complete Streets policy** would accommodate all modes of transportation and make streets attractive and safe which would encourage more pedestrian and biking activities.

- Kittery does not participate in the MaineDOT **Safe Routes to School (SRTS) Program**. However, due to the location of the elementary school, this program may have limited benefit.

PUBLIC TRANSIT

- In Kittery, COAST provides year round limited transit services. **Out of five COAST routes, four are express commuter routes**.

- The existing public transit services in Kittery are mainly commuter services that serve the PNSY. Evaluating the potential for a town-wide shuttle service on main routes in Kittery, evaluating potential for car-sharing opportunities such as Zipcar and developing regulations for ride-sourcing services such as Uber and Lyft would promote alternative modes of transportation as well as connect Kittery to other towns. **There used to be shuttle bus service** that operated on Route 103 in Kittery, but it has not been provided for several years. It may be desirable to revisit this concept.

- **Paratransit service, ridesharing programs and van services are available** to Kittery residents through various organizations. These can help to reduce traffic congestion.

The following is a preliminary list of issues, challenges and opportunities posed by the findings of the inventory of existing conditions of Kittery's transportation and circulation system:

- Traffic issues around Portsmouth Naval Shipyard, Route 1, Memorial Bridge, Haley Road;

- No public transit service;

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- Perceived lack of parking issues in Foreside and shoreline areas;

- Limited bicycle facilities;

- Limited existing pedestrian facilities;

- Opportunities to develop Complete Streets policy and evaluate roadway standards for complete streets; and

- The ongoing Sarah Mildred Long Bridge replacement project, which is scheduled to open to traffic in September 2017. The project is scheduled to be completed by June 1st, 2018.[3]

KEY RECOMMENDATIONS

The following are the recommended policy directions for the Topic Area of Transportation and Circulation. See the Table that follows for specific Action Steps for achieving these.

5.1: ADDRESS TRAFFIC SAFETY AND CONGESTION

5.1.1.   Create a Transportation Advisory Committee;

5.1.2.   Identify measures to improve operations, mobility and safety; and

5.1.3.   Maintain public roadways, sideways, bike paths and trails.

Addressing traffic safety and congestion would require improvements in operations, mobility and safety at critical roadways and intersections. This would include; evaluating circulation patterns and access; working with PNSY to reduce traffic impacts of shipyard employees at shift changes; and maintaining public roadways, sideways, bike paths and trails. Creation of a Transportation Advisory Committee would help identify and evaluate transportation improvements. The Transportation Advisory Committee would include a group of representatives from town departments and residents who would be appointed by the Town Council. The Transportation Advisory Committee group would have no regulatory powers, but would take direction from the Town Council on prioritizing transportation issues and would report to the Town Council.

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[3] MaineDOT. The Sarah Mildred Long Bridge Replacement - The Regional River Crossing. http://maine.gov/mdot/sml/

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5.2: MAKE WALKING AND BIKING SAFE AND PLEASANT

5.2.1.   Improve pedestrian and bicycle facilities by providing and developing sidewalks, walking trails and bike paths;

5.2.2.   Update **Land Use and Development Code** of Town of Kittery to include standards for bicycle accommodations

5.2.3.   Develop Complete Streets Policy

5.2.4.   Promote pedestrian and bicycle education.

The town can make walking and biking safe and pleasant by developing measures, including providing sidewalks and bicycle paths where needed or are incomplete and in key destinations; evaluating opportunities for providing bike lanes, wide shoulders and "Share the Road" signs; providing pedestrian crosswalks, handicap ramps, and pedestrian signals; and updating the existing *Sidewalk Condition Report*. The town would need to work with Kittery Department of Public Works, Planning Department, Transportation Advisory Committee, Public Schools and the Town Council to implement these measures.

5.3: EXPLORE WAYS OF PROVIDING ALTERNATIVE MODES OF TRANSPORTATION

5.3.1.   Improve transit service and connections

5.3.2.   Promote alternative modes of transportation

5.3.3.   Consider bike sharing alternatives

5.3.4.   Consider boat taxis

5.3.5.   Promote sustainable green transportation practices.

Alternative modes of transportation refer to commuting by modes other than driving alone such as public transit, carpooling, walking, and biking. By exploring ways of providing alternative modes of transportation, the town can reduce congestion and greenhouse gas emissions. This would require measures such as evaluating potential for a town-wide shuttle and feasibility of electric buses or trolleys; coordinating with PNSY about expanding shuttle buses for PNSY workers; and evaluating potential for car-sharing opportunities.

5.4: EXPLORE WAYS OF INCREASING PARKING OPTIONS

5.4.1.   Evaluate town-wide current parking conditions and parking policies

5.4.2.   Maximize parking efficiency and explore shared parking opportunities

There is a perceived lack of parking in Foreside and shoreline areas. The town can explore ways of increasing efficiency and

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parking options, including developing a town-wide Parking Management Plan; reviewing current on-street and off-street parking regulations and policies; striping of on-street spaces; and considering locations for central and satellite parking facilities to serve the PNSY and Foreside.

TRANSPORTATION AND CIRCULATION AND THREE KEY PLANNING PRINCIPLES

The objectives and strategies for the Topic Area #5 of the comprehensive plan were developed to meet the three key planning principles of sustainability as summarized in the table below.

Environmental Stewardship	• The transportation and circulation recommendations promote use of alternative modes of transportation such as taking public transit, carpooling, walking, and biking, which can help decrease greenhouse gas emissions and reduce traffic congestion. Additionally, alternative modes of transportation can also help reduce carbon monoxide, sulfur dioxide, particulate matter and other pollutants emitted by motor vehicles. • The recommendations also promote
	sustainable green transportation practices by incorporating measures such as evaluating the potential for providing electric car charging stations and evaluating feasibility of electric buses or trolleys, which help in reducing greenhouse gas emissions.
Health & Wellness	• The Transportation and Circulation Implementation Plan promotes the health and wellness of Kittery's residents, workers and of the community as a whole by including measures that would make walking and biking safe and pleasant, and would promote alternative modes of transportation such as taking public transit and carpooling. • These measures would provide opportunities for healthy lifestyle choices as well as support the recreational needs of all ages. Walking and biking provide health benefits and can be one part of an overall exercise program. Using public transportation versus driving alone can be less stressful since people do not have to worry about traffic congestion, tiredness, finding parking spaces, and traffic-related

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	injuries and fatalities.		• All of these measures help to develop a place where people want to be and congregate, which generates opportunities for businesses to serve the population.
Economic & Social Vitality	• Kittery can promote all modes of transportation by applying a Complete Street policy to roadways. A Complete Street policy would help in creating safe streets and would encourage more pedestrian and biking activities which in turn promote vitality and energy in an area. • Additionally, developing a Parking Management Plan; providing safe pedestrian connectivity between the parking areas and key destinations via sidewalks and bike paths; identifying gaps and improving sidewalks and bike paths; providing bicycle accommodations on roads can encourage more people to be physically as well as socially active, which would provide economic support to the local businesses. • Carpooling and ride-sharing programs promote high occupancy vehicle travel and can lead to community building and social networking.		

Implementation Table

See Implementation Table that follows for specific action steps.

 = Ripe Apple

Existing Resources are examples and are not intended to represent a complete list.

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GOAL STATEMENT: to improve safety and ease of getting around town and better connect the "pieces" of Kittery. Provide alternatives to automobile travel with safe and pleasant bike accommodations and walking paths.

OBJECTIVE 5.1: ADDRESS TRAFFIC SAFETY AND CONGESTION						
Strategy	Existing Resources	Actions	Funding	Notes	Lead & Partners	Priority
5.1.1 Create a Transportation Advisory Committee	Bicycle Coalition of Maine Eastern Trail Alliance	Consider forming a Transportation Advisory Committee to identify and evaluate transportation improvements	None required initially	Transportation Advisory Committee would include a group of volunteer representatives from town departments and residents who would be appointed by the Town Council.	**LEAD(S):** Town Council; and Planning Department	1
5.1.2 Identify measures to improve operations, mobility and safety	Traffic data available from MaineDOT and Kittery Area Comprehensive Transportation System (KACTS)	Continue to work with the Portsmouth Naval Shipyard to reduce traffic impacts of shipyard employees at shift changes	Town operating budget		**LEAD(S):** Kittery Department of Public Works; Planning Department; and Transportation Advisory Committee; **PARTNER(S):** Portsmouth Naval Shipyard Authority	2
		Identify improvements to reduce congestion and improve safety at critical roadways and intersections **SEE END NOTE #1**			**LEAD(S):** Kittery Department of Public Works; Planning Department; and Transportation Advisory Committee	1

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OBJECTIVE 5.1: ADDRESS TRAFFIC SAFETY AND CONGESTION						
Strategy	Existing Resources	Actions	Funding	Notes	Lead & Partners	Priority
5.1.2 Identify measures to improve operations, mobility and safety		Identify streets that need signage, such as advance warning; e.g., Route 103, wayfinding	Town operating budget			2
		Enforce speed limits and temporary and/or permanent speed reader signs	Apply for grant funding		**LEAD(S):** Kittery Department of Public Works; Planning Department; and Police Department	1
		Evaluate circulation patterns and access, including one-way streets; e.g., making Walker Street a one-way pair			**LEAD(S):** Kittery Department of Public Works; Planning Department; and Transportation Advisory Committee	3
		Explore coordinated improvement plan for Route 236 west of the Turnpike				3
		Review street design standards for residential subdivision and dead-end streets standards to discourage dead-end streets and cul-de-sacs which reduce connectivity and mobility in neighborhoods				2

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OBJECTIVE 5.1: ADDRESS TRAFFIC SAFETY AND CONGESTION						
Strategy	Existing Resources	Actions	Funding	Notes	Lead & Partners	Priority
5.1.2 Identify measures to improve operations, mobility and safety		Consider a program to construct turnarounds on dead end streets				2
		Evaluate intersections for potential operations optimization, including left-turn signals and signal timing and phasing improvements				1
		Improve roadway destination signage to I-95 on Route 236 Traffic Circle	MaineDOT		**LEAD(S):** MaineDOT	1
		Adopt an ordinance or regulation for reviewing traffic movement permits that is consistent with the policy and purpose of *Title 23 M.R.S.A. §704-A. Traffic Movement Permit*			**LEAD(S):** Planning Department; and Transportation Advisory Committee

PARTNER(S): MaineDOT | 2 |
| | Kittery Area Comprehensive Transportation System (KACTS) | Continue to support the regional transportation planning process | | | **LEAD(S):** Planning Department

PARTNER(S): MaineDOT; and KACTS | 1 |

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OBJECTIVE 5.1: ADDRESS TRAFFIC SAFETY AND CONGESTION						
Strategy	Existing Resources	Actions	Funding	Notes	Lead & Partners	Priority
5.1.3 Maintain public roadways, sidewalks, bike paths and trails	*Kittery Road Surface Management System*	Continue to operate and fund the *Road Surface Management System* and expand the program to include sidewalks, bike paths and trails	Department of Public Works operating budget		**LEAD(S):** Department of Public Works	1
		Consider feasibility of adding more roads to "scenic road" designations to protect views		Also see Strategy 1.1.6 of Topic Area 1: Historic & Cultural Resources	**LEAD(S):** Newly-formed Kittery Historic Preservation Commission **PARTNER(S):** Individual owners of historic properties; Kittery Historical and Naval Museum/Society; Planning Board; Kittery Park and Recreation Commission; and Maine Historic Preservation Commission	2
		Investigate designation of Route 103 as scenic byway				3
		Develop an annual plan to repaint and/or restripe pavement markings for traffic, pedestrians and bicycles	Department of Public Works operating budget		**LEAD(S):** Department of Public Works	2

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OBJECTIVE 5.1: ADDRESS TRAFFIC SAFETY AND CONGESTION						
Strategy	Existing Resources	Actions	Funding	Notes	Lead & Partners	Priority
5.1.3 Maintain public roadways, sidewalks, bike paths and trails		Continue and expand Kittery Adopt-A-Road Program to promote cleanliness of roads or sections in the Town and traffic islands.			LEAD(S): Department of Public Works; and Planning Department	2
		Develop a Complete Streets Policy to accommodate all modes of transportation and make streets attractive and safe which would encourage more pedestrian and biking activities.		🍎	LEAD(S): Transportation Advisory Committee; and Kittery Department of Public Works PARTNER(S): Planning Department	1

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OBJECTIVE 5.2: MAKE WALKING AND BIKING SAFE AND PLEASANT						
Strategy	Existing Resources	Actions	Funding	Notes	Lead & Partners	Priority
5.2.1 Improve pedestrian and bicycle facilities by providing and developing sidewalks, walking trails and bike paths	DPW existing Kittery *Sidewalks Condition Report* prepared in 1999 for previous Comprehensive Plan *Title 16 Land Use and Development Code* of Town of Kittery	Identify roads and key destinations where sidewalks and bike paths are needed or are incomplete; e.g., complete sidewalk on Walker Street; evaluate feasibility of sidewalk on Love Lane to provide safe pedestrian access **SEE END NOTE #2**	America Walks and the Every Body Walk! Collaborative's micro grant program **SEE END NOTE #3**	See Strategy 5.1.1 for Transportation Advisory Committee	**LEAD(S):** Kittery Department of Public Works and Planning Department **PARTNER(S):** Transportation Advisory Committee and Public Schools	1
		Consider providing sidewalk between Kittery and Kittery Point and providing bicycle accommodations in Kittery, Kittery Point and Gerrish Island	Department of Public Works operating budget and grant funding Maine Downtown program provides grants for "downtown" areas (like Foreside)	Not feasible to install sidewalk on Route 103 for its entirety	**LEAD(S):** Kittery Department of Public Works and Planning Department **PARTNER(S):** Transportation Advisory Committee	1
		Consider providing safe pedestrian walkways or bike paths/lanes between Kittery destinations and potential future parking areas	Department of Public Works operating budget and grant funding	Also see Strategy 2.2.1 of Topic Area 2: Natural Resources and Recreation	**LEAD(S):** Kittery Department of Public Works and Planning Department **PARTNER(S):** Transportation Advisory Committee; Public Schools; Kittery Park and Recreation Commission; and Local business owners	1

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OBJECTIVE 5.2: MAKE WALKING AND BIKING SAFE AND PLEASANT						
Strategy	Existing Resources	Actions	Funding	Notes	Lead & Partners	Priority
5.2.1 Improve pedestrian and bicycle facilities by providing and developing sidewalks, walking trails and bike paths		Develop a bike plan			**LEAD(S):** Kittery Department of Public Works and Planning Department **PARTNER(S):** Transportation Advisory Committee;	1
		Consider improving and providing increased opportunities for bicycling in Kittery Point and on streets such as Route 103, Rogers Road, Haley Road, and Route 236				1
		Evaluate opportunities for providing bike accommodations on roads including bike lanes, wide shoulders and "Share the Road" signs. Some potential streets include Route 103, Route 236 and Haley Road	Department of Public Works operating budget and grant funding			1
		Evaluate potential locations for "bike-share"; for e.g., in locations such as Foreside		Also see Strategy 5.3.1	**LEAD(S):** Kittery Department of Public Works and Planning Department **PARTNER(S):** Transportation Advisory Committee; and Local business owners	1

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OBJECTIVE 5.2: MAKE WALKING AND BIKING SAFE AND PLEASANT						
Strategy	Existing Resources	Actions	Funding	Notes	Lead & Partners	Priority
5.2.1 Improve pedestrian and bicycle facilities by providing and developing sidewalks, walking trails and bike paths		Develop a sidewalk and pedestrian plan, including updating the existing *Sidewalk Condition Report* ; conducting an inventory to identify existing conditions and gaps in the pedestrian network; and identifying opportunities for new trails			**LEAD(S):** Kittery Department of Public Works and Planning Department	1
		Work with schools, Community Center and Town departments to prioritize sidewalk projects on town-owned facilities and recreational areas			**LEAD(S):** Kittery Department of Public Works and Planning Department **PARTNER(S):** Transportation Advisory Committee; Public Schools; Town departments	1
		Consider implementing a pilot program to close Foreside roadways to vehicle traffic for a Sunday once a month during summer	Town operating budget		**LEAD(S):** Kittery Department of Public Works and Planning Department **PARTNER(S):** Transportation Advisory Committee; and Local business owners	3

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OBJECTIVE 5.2: MAKE WALKING AND BIKING SAFE AND PLEASANT						
Strategy	Existing Resources	Actions	Funding	Notes	Lead & Partners	Priority
		Identify intersections that need pedestrian facilities, including pedestrian signals, crosswalks and handicap ramps	Department of Public Works operating budget and MaineDOT		**LEAD(S):** Kittery Department of Public Works and Planning Department	1
		Consider providing pedestrian amenities; e.g., benches, shade trees and lighting	Grant funding			2
5.2.2 Update *Land Use and Development Code* **of Town of Kittery to include standards for bicycle accommodations**	*Title 16 Land Use and Development Code* of Town of Kittery	Review the "Design and Construction Standards for Streets and Pedestrian Ways" in the *Land Use and Development Code* of Kittery to include standards for bicycle accommodations			**LEAD(S):** Town Council and Planning Department	2
5.2.3 Develop Complete Streets Policy		Develop Complete Streets Policy to accommodate all modes of transportation and make streets attractive and safe which would encourage more pedestrian and biking activities.			**LEAD(S):** Transportation Advisory Committee; and Kittery Department of Public Works **PARTNER(S):** Planning Department	1
		Complete planned sidewalk projects such as the Whipple Road Sidewalk project	Department of Public Works		**LEAD(S):** Kittery Department of Public Works	1

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OBJECTIVE 5.2: MAKE WALKING AND BIKING SAFE AND PLEASANT						
Strategy	Existing Resources	Actions	Funding	Notes	Lead & Partners	Priority
5.2.4 Promote pedestrian and bicycle education	Healthy Places for Healthy People (Environmental Protection Agency's (EPA) Smart Growth Technical Assistance Program) **SEE END NOTE #4**	Town (to be formed Transportation Advisory Committee) to promote Walker's Education, e.g. walk facing the traffic, etc.			**LEAD(S):** Kittery Department of Public Works and Planning Department **PARTNER(S):** Transportation Advisory Committee and Public Schools	1
1		Consider providing bicycle education program for public, including both children and adults	Bicycle Coalition of Maine	Bicycle Coalition of Maine is a resource that will be providing education regarding bicycle safety and etiquette in all schools in the state and in driver's education classes	**LEAD(S):** Bicycle Coalition of Maine; and Public Schools	1
2		Require event organizers during bicycle events in Kittery to 1) distribute "Be Courteous" handouts with rules for acceptable bicyclist behavior and 2) place people at narrower portions of the road **SEE END NOTE #5**	Bicycle Coalition of Maine		**LEAD(S):** Planning Department **PARTNER(S):** Bicycle Coalition of Maine; and Event organizers	2

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OBJECTIVE 5.3: EXPLORE WAYS OF PROVIDING ALTERNATIVE MODES OF TRANSPORTATION						
Strategy	Existing Resources	Actions	Funding	Notes	Lead & Partners	Priority
5.3.1 Improve transit service and connections	COAST bus service York County Community Action Corporation (YCCAC) "Local Rides" transit service	Conduct a cost-benefit analysis to evaluate the potential for a town-wide shuttle service . • Identify purpose and need for a shuttle bus to provide town-wide service and include stops to connect to other towns. • Consider providing shuttle service on main routes, such as Rt. 1, Rt. 103 and Rt. 236. • Consider providing shuttle bus service to mall outlets • Evaluate feasibility of electric buses or trolleys	Town, COAST, YCCAC and State	See Strategy 5.1.1 for Transportation Advisory Committee	**LEAD(S):** Planning Department **PARTNER(S):** Transportation Advisory Committee; and Portsmouth Naval Shipyard	1
		Consider partnering with COAST to extend routes in Kittery and provide weekend service	COAST		**LEAD(S):** Planning Department **PARTNER(S):** Transportation Advisory Committee; and COAST	1
		Coordinate with Portsmouth Naval Shipyard about expanding shuttle buses for Navy Shipyard workers	PNSY		**LEAD(S):** Planning Department **PARTNER(S):** Transportation Advisory Committee; and Portsmouth Naval Shipyard	1

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OBJECTIVE 5.3: EXPLORE WAYS OF PROVIDING ALTERNATIVE MODES OF TRANSPORTATION						
Strategy	Existing Resources	Actions	Funding	Notes	Lead & Partners	Priority
		Review current paratransit service for adequacy of providing service for the elderly, disabled, and low income populations	KACTS		LEAD(S): Planning Department PARTNER(S): York County Community Action Corporation (YCCAC)	3
5.3.2 Promote alternative modes of transportation	Go Maine (Maine's statewide commuter service	Evaluate potential for car-sharing opportunities such as Zipcar			LEAD(S): Planning Department PARTNER(S): MaineDOT and KACTS	1
	State of Maine's van service to York County, Kittery Community Center's van service	Explore opportunities for expanding existing van services	MaineDOT		LEAD(S): Planning Department PARTNER(S): MaineDOT and Kittery Community Center	3
		Consider developing regulations for ride-sourcing services such as Uber and Lyft			LEAD(S): Planning Department PARTNER(S): Transportation Advisory Committee	2

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OBJECTIVE 5.3: EXPLORE WAYS OF PROVIDING ALTERNATIVE MODES OF TRANSPORTATION						
Strategy	Existing Resources	Actions	Funding	Notes	Lead & Partners	Priority
		Participate in State's Safe Routes to School Program			**LEAD(S):** Planning Department **PARTNER(S):** MaineDOT	1
		Evaluate potential locations for commuter park and ride lot	MaineDOT		**LEAD(S):** Planning Department **PARTNER(S):** MaineDOT	1
5.3.3 Consider bike sharing alternatives		Consider designating areas for "bike sharing" service such as Hubway		Also see Strategy 5.2.1	**LEAD(S):** Planning Department **PARTNER(S):** Transportation Advisory Committee	1
5.3.4 Consider boat taxis	Town of Kittery *Port Authority Rules and Regulations*	Consider providing boat taxis to Portsmouth and recreational areas	Private		**LEAD(S):** Kittery Port Authority	2
5.3.5 Promote sustainable green transportation practices		Evaluate potential for providing electric car charging stations, including public-private partnerships			**LEAD(S):** Planning Department **PARTNER(S):** Department of Public Works; Chamber of Commerce; and Private businesses	1

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OBJECTIVE 5.4: EXPLORE WAYS OF INCREASING PARKING OPTIONS						
Strategy	Existing Resources	Actions	Funding	Notes	Lead & Partners	Priority
5.4.1 Evaluate town-wide current parking conditions and parking policies	*Title 16 Land Use and Development Code* of Town of Kittery. Recodified on July 26, 2010 and latest amendment made on October 26, 2015 *The Foreside Forums* (Listening Sessions on the Future of Kittery Foreside, 2014)	Develop a town-wide Parking Management Plan to evaluate parking supply, demand and utilization in Downtown Kittery and commercial areas; e.g., Foreside, Kittery Point, and develop strategies to improve operations and reduce impacts on local residential streets. **SEE END NOTE #6**	Town and State	The Town is conducting a new parking study in November 2016.	**LEAD(S):** Town Council; and Planning Department **PARTNER(S):** Local business owners; Portsmouth Naval Shipyard; and Local residents	1
		Review current on-street and off-street parking regulations and policies and revise to meet development strategies			**LEAD(S):** Town Council; and Planning Department	1
		Evaluate parking supply and demand and increase enforcement of parking regulations in Seapoint Beach area and Fort Foster			**LEAD(S):** Planning Department; and Police Department	2
		Identify ways for better management of existing parking spaces; e.g., consider off-site remote parking for employees			**LEAD(S):** Planning Department **PARTNER(S):** Local business owners; and Portsmouth Naval Shipyard	1

TOPIC AREA 5: TRANSPORTATION AND CIRCULATION

OBJECTIVE 5.4: EXPLORE WAYS OF INCREASING PARKING OPTIONS						
Strategy	Existing Resources	Actions	Funding	Notes	Lead & Partners	Priority
5.4.1 Evaluate town-wide current parking conditions and parking policies		Consider locations for central and satellite parking facilities to serve the Portsmouth Naval Shipyard and Foreside			**LEAD(S):** Planning Department **PARTNER(S):** Portsmouth Naval Shipyard	1
5.4.2 Maximize parking efficiency and explore shared parking opportunities		Consider designating some off-street spaces for shared-use (Rice Building parking) and shared vehicle (Zip Car) use	Department of Public Works		**LEAD(S):** Planning Department **PARTNER(S):** Transportation Advisory Committee; and Local business owners	1
		Stripe on-street parking spaces on public roadways	Department of Public Works		**LEAD(S):** Kittery Department of Public Works; and Planning Department	1
		Consider reverse angle parking in some areas such as Foreside				2
		Include bike-racks in parking areas	Town operating budget or grants			1

TOPIC AREA 5: TRANSPORTATION AND CIRCULATION

END NOTES

1. **Evaluate roadways and intersections** including:
   • End of US 1 Bypass to Intersection of US 1 Bypass & US 1 Bypass Southbound;
   • End of I-95 Southbound to Intersection of Exit 1 On-Ramp from I-95 North to Dennett Road I-95 SB;
   • Intersection of Entrance to Maine Outlet/Shop Center/US 1 to Entrance to Mall/ US 1/Wilson Road;
   • Intersection of New State Road, Rogers Road and State Road;
   • Intersection of Manson Road, Picott Road, and Wilson Road;
   • Intersection of Shapleigh Road, Whipple Road, and Woodlawn Avenue;
   • Intersection of Ramp off to Rogers Road southbound;
   • Intersection of Manson Avenue and Shapleigh Road; and
   • Intersection of State Road and Walker Street.

All recommendations with regard to specific streets should be reviewed by the Transportation Advisory Committee before being implemented.
   • Intersection improvements may include optimizing and coordinating signalized intersections.
   • Care should be taken especially where students are crossing to go to the schools.

2. **Sidewalks.** New sidewalks should be added in context and compatible to the surroundings and adjacent land use. Items such as material type, curb type, dimensions, and alignment should be reviewed for each specific location.

3. **America Walks.** It is a 501©(3) nonprofit national organization devoted exclusively to making America a great place to walk. Together, America Walks and the Every Body Walk! Collaborative award micro grant funding up to $1500 for projects related to increasing walking and walkability.

4. **Healthy Places for Healthy People (Environmental Protection Agency's (EPA) Smart Growth Technical Assistance Program).** It is a new program to help communities partner with community health centers (including Federally Qualified Health Centers), nonprofit hospitals, and other health care facilities to create walkable, healthy, economically vibrant places. Under this program, communities will receive planning assistance to develop action plans focusing on health as an economic driver and catalyst for downtown and neighborhood revitalization.

5. **Ride Safety Reminders from the Bicycle Coalition of Maine:**

TOPIC AREA 5: TRANSPORTATION AND CIRCULATION

- Helmet Use is required.
- This event is taking place on open roads. Other traffic will be present.
- Ride single file a safe distance from the road's edge when cars are present.
- Only pass on the left.
- Communicate with other riders. Call out "on your left" when passing and point out hazards.
- Use hand signals and verbal announcements when you are changing position or turning.
- Obey all traffic signs and signals. Stop at stop signs and lights.
- If you stop along the route, get completely off the road to make room for other riders and cars.
- Be courteous and friendly to all other road users.

6. Parking Management. Paid parking is one component of managing parking operations that also includes policies and restrictions; supply, demand, and utilization; short-term and long-term parking; signage; and enforcement.