Council Chambers: 3:00pm

Attendees: Michelle McDonald Town Hall, **Mitchell Rasor** MRLD, **Chris Mann** Maine DOT, **Tom Errico** TYLin, **David Rich** DPW, **Jamel Torres** SMPDC/KACTS, **Ben Lord** Black Birch/Property Owner, **Elisa Holben** Winter Holben Architecture & Design/Resident, **Chris DiMatteo** Town Planner**, Donnajean Ahigian** Dance Hall/Property Owner, **Kendra Amaral** Town Manager, **Marissa Day** Planning Board, **Tom Roberts** Beach Pea Baking Co., **Tom Emerson** EDC, **Terry Lochhead** Resident

Working Group Members Absent: Ken Gilbride

_____

Welcome/Introductions

Tom Errico, consultant from TYLin reviews the goals of the study as well as the data collected.

Review of Goal: Methods and Scope: create a build out scenario, present and future economic and development considerations; review existing transportation conditions, conduct visioning sessions, model growth, and guide growth (by creating development recommendations that the Town can use moving forward).

_____

Existing Transportation Conditions:

Existing Average Annual Daily Traffic: Cars on road over 24-hour period. Consultants highlight data.

Walker Street carries the 2nd highest volume of traffic in the entire study area. Although Route 1 and Love Lane also have high traffic volume, the volume data of Walker Street gives a perspective on Foreside traffic demand. This becomes a conflicting element on how to accommodate other modes of transportation, parking and traffic flow.

Seasonal data: I-95 traffic volumes are the highest in the summer. This is a key factor of how to study roadways on the coast and their operational characteristics moving forward.

Consultants review a graph illustrating volume: On Walker Street, PM has the greatest traffic volume. In the study area traffic volumes are generally higher in PM, compared to AM, hours.

Intersection Turning Movement Counts model evaluates intersection performance.

There are two scenarios in Kittery: typical peak hours (7:30a-8:30a & 4:30p-5:30p with regular traffic volumes and shipyard peak hours (5a-6a & 3p-4p) and traffic volumes. Both scenarios are important in terms of evaluating the system.

The data collected in this model (video counts of cars turning left/right) shows many types of traffic volume including car numbers and vehicle type, etc.

Heavy Vehicle Volume: In Kittery Heavy Vehicle Volumes appears to be general, nothing that is atypical from what consultants have traditionally seen in Maine.

Q: Do potential designs consider outliers like delivery trucks and truck traffic for the developing Foreside? Volume is one thing, usage is another.

A: Yes, we [consultants] will use data to determine the type of trucks while considering corner radius design. For example, what types of trucks are turning and does turning radius need to be tightened or expanded? The number and type of trucks play into design and the capacity analysis.

Bicycle Analysis: Counts are generally low, but should not be considered an indicator of bicycles absence. Although data could be an indicator of bicyclists feeling unsafe, the bicycle data was collected in the fall (October), which is not representative of peak season.

Q: Could you go back to data to see if there is info about bicyclists going wrong-way on the Government one way?

A: Consultants admit they didn't consider this possibility, and although it could have been recorded, it may have been presumed as error. They agree it may be a good idea to explore.

Pedestrian Counts: Tracking pedestrians in an hour time period. Numbers are highest at the signal on Walker/Wentworth Street intersection. Data sees most pedestrians crossing at time of shipyard dismissal. Pedestrian activity is also on other streets.

Average Speed Calculations (Speed data not in report): Walker Street west of Route 1, 85% drivers travel at or below 33mph. Walker Street east of Route 1, 85% at or below 35mph. Generally, traffic engineers use 85% percentile to update speeds, however, these speeds are high at 10mph over the speed limit.

Other 85% percentile (85% of drivers drive at or below) Speed Data:

Love Lane 30mph
PNSY gate 1, 18 mph
Otis Ave 22mph
Main Street 24 mph
Jones Ave 17 mph
Wentworth Street 31 mph
Government Street west of Route 1 31mph

Consultants admit other factors should be considered when evaluating these speeds.

Q: Do you have methodology to implement on areas of concern to slow people down?

A: Yes, this is what the data informs, through design and other means. For traffic calming, we [consultants] will look at a menu of options to address problems. This is a challenge on Walker and Wentworth Streets. Although it is unusual to have those high speeds on this type of road, the shipyard has a lot to do with it.

Kendra Amaral, Town Manager: We are starting to discuss how traffic calming might look.

Safety/Crash Data: There are few crash problems in Kittery. Walker Street/Route 1 intersection has most crash activity. Although not considered a high crash location statistically by DOT, the wide intersection may be leading to the crashes. The data collected is from 2014-2016. It is typical to look at 3 years of data.

Simulation Model simulates traffic and demonstrates baseline flow and queueing. Rating system is **A** through **F** for functionality. **A** works really well, there is not a lot of delay. **F** illustrates fundamental problems. The simulation has been used on streets within the study area. The simulation model predicts optimal signal system performance. Route 1/Walker Street has a lot of capacity—works pretty well. Walker/Wentworth Streets — Shipyard PM, is a problem intersection. The simulation shows the intersection being poor with optimized signal condition assumed.

State Road/Government Street intersection works reasonably well, given the volumes.

PNSY experiences delay, queueing cars. 90% of cars are single occupant, 8% 2 occupants, 2% 3+ occupants. 1830 cars enter the PNSY in AM, 90 leave in AM. 1550 cars leave in PM, 290 enter in PM.

Ms. Amaral mentions that peak traffic in and out of PNSY is like a commuter traffic pattern in a city. She mentions the Town has approached PNSY about partnering, finding ways to balance the Shipyards' needs with the Town's.

Consultants share that PNSY has very detailed traffic report—but there are no recommendations, no next steps in the report. Also, Consultants mention that some of PNSY data percentages are confusing.

Parking: Consultants explain a mismatch between parking inventory and Shipyard expansion. Workers park for convenience, which is often off-yard. Parking needs have been identified, but there is a need to understand ownership. Consultants will conduct a supply analysis. Consultants have conducted, and will continue to conduct, surveys about parking occupancy and who is parking off-street. On-street parking regulations will be reviewed.

Other study area obstacles include non-compliant ADA areas, crosswalk visibility and site distances. Curb extensions could be beneficial, although there are pros and cons to having them.

DOT Route 103 project: Overall the project sets standards for lane and sidewalk widths, creates ADA compliances, and improves Traffic Signal functionality.

Walker Street existing conditions: ROW= +/-52', Parking= +/- 8', Travel Lanes= +/- 11.5', Sidewalks= varies 3.5'-5'.

Wentworth Street existing conditions: ROW= +/- 40', Parking= no formal striping, Pavement Width= 31'-32', Sidewalk= varies 5'- 6'. Limited Right of Way (ROW) width creates a constraint.

2 options were developed by DOT; 3rd option developed by Town. Wentworth Street more options.

- **Option A Walker Street**: 5' sidewalk 8' parking, 11' travel lanes both sides.
- **Option A Wentworth Street:** 6' Sidewalk West side Only, 8' Parking West side only, 11' Travel Lane both sides, 4' Shoulder East Side only
- **Option B Walker Street**: Same as Option A.
- **Option B Wentworth Street**: Loses parking. 5' Sidewalk on Both sides (exceptions), 11' Travel Lane both sides, 4' Shoulder both sides.
- **Town Option (Option C) Wentworth Street**: Keep parking (8' West Side only), provide sidewalks and remove shoulder. This would need to go through a MDOT process. (The Town option also includes Walker Street Option A).

Consultants are reviewing all options and respective pros and cons.

Comments from Working Group regarding Town Option:

- People don't generally park on Wentworth, the project introduces new obstacles.
- There are a lot of tradeoffs. For example, where is the drainage? This option could be more costly.
- Bike lanes couldn't happen in Town scenario, instead shared lane markings. Although Kittery doesn't have shared lane markings, they are quite common. By national standard shared markings should be used on roads 35 mph less, 25 mph or less.
- Parking is needed.
- "Sharrows" would improve safety for bicyclists.

_____

Transportation Assumptions: Consultants ask Group for opinions on Government Street circulation; keep existing one way, reverse one way, convert one way into a two way. Group thinks there are a lot of issues with converting to a two-way, the space is really constrained.

Group Discussion:

Q: Would one-way be able to support development in the future?

Comments from Working Group:

- Two-way would not better handle traffic from a capacity.
- Degraded quality of aesthetics, people enjoy Wallingford Sq.
- Parking on one side has interesting functionality, parked cars act like traffic calming.
- Newmarch Street/Hunter is an issue (especially if Government Street would be reversed as a one way).

After much discussion about Government Street circulation, the consultants agree to provide intermediate recommendations. Concepts of each option, instead full details, would help the Group get a better sense of options. In the intermediate recommendations a cost benefit analysis will be performed. Most of the Group has concerns about altering the existing traffic pattern on Government Street but agree to look at consultants' analyses and recommendations.

Shipyard vs Non-Shipyard: Recommendations will be made for the average. Consultants will especially be looking at Walker Street/Route 1 intersection and consider how to make the intersection smaller.

Possibility for street parking on Route 1 will be part of the traffic study.

Other comments and considerations from Working Group members:

- Route 1 has very fast traffic.
- One group member mentions that 3 of 4 corners of Walker Street/ Route 1 intersection are underutilized. He encourages the group to consider urban design and economic development.

Working Group comments and considerations for DOT Route 103 project:

- One group member asks why Town should consider making sidewalks on both sides of the street if Whipple Road doesn't have sidewalks on both sides. She asks if the Town has goals for its sidewalks or a plan. Consultants agree the long term facility plan should be considered when reviewing these options.
- The Group has mixed opinions about Route 103 project options.
- Easements on Whipple Road for sidewalks are still underway and being considered, which creates challenges.
- Route 103 project Wentworth options A&C have respective drainage considerations. There are benefits to Option A: Shoulder allows room for bicyclists, delivery trucks, breakdown lanes and drainage etc. Option C drainage considerations are not fully explored.
- Group agrees to explore Town Option (Option C) and use Option A as a "backup plan."
- Ms. Amaral mentions that Town Option includes parking and sidewalks. She mentions that it is important to design for the entire community experience.

Consultants agree to provide more information for each Option in order to help Group to make a decision.

Curb extensions

Pros:

- Reduce crossing distance for pedestrians
- Increase visibility
- Provide traffic calming
- Provide more opportunities for ADA
- Create opportunity to use spaces for other uses- rain gardens, benches, etc.

Cons:

- May increase drainage costs
- May reduce parking
- May increase maintenance, and could be more effort to maintain.

Conclusion: Group is spilt on curb extensions/bumps. One challenge, curb extensions could decrease drivers' visibility/sight distance at intersections in inclement weather. One positive, curb extensions create buffers between pedestrians and vehicles.

Consultants will gather curb extension ideas and information and provide general sketches to help the Group visualize concepts. Ideas could include recommendations for "tactical urbanism," which is an exercise and opportunity to test ideas before initiating them.

Walker Street Considerations:

Consultants mention changing Walker Street/Wentworth Street intersection to form a single lane. This would remove the left turning lane. The Group agrees this should be reviewed.

Group member shares concern about boundary lines on DOT plan. Consultants will review plan for accuracy.

Crosswalk locations: There are standards for spacing. Creating a crosswalk to the Dance Hall (crossing Walker) may not be reasonable because of safety. Instead consultants suggest moving the crosswalk on Otis Ave to the opposite side of the intersection. A crosswalk to Loco Coco's restaurant may also be suggested.

Other comments:

- Blinking lights on crosswalk (Route 1 in front of Beach Pea) may not be effective, although they may work in other communities
- Removing a parking spot, to increase sight distance, should be considered at Main Street and Walker Street.
- Parking is needed.

Ms. Amaral explains that the study area is being closely observed. The hope is to create a consistent experience, look and feel for residents and visitors. She explains the visual cues may help people feel willing to walk.

Mitchell Rasor (MRLD) will email questions to the Group to seek more information.

Next Steps:

- Public Listening Session may be early June.
- Draft Land/Use Build Out scenarios.
- Open House for residents to ask questions.

Meeting Concluded: 5:00pm

Minutes: Michelle McDonald