

1 **Town of Kittery, ME**  
2 **Kittery Foreside Land Use, Parking, and Transportation Study**  
3 **Council Chambers, Feb 8<sup>th</sup> 2017**  
4

5 **Staff and Consultants Present:** Town Manager Kendra Amaral, Town Planner Chris DiMatteo, Thomas  
6 Errico from TY LYN, Mitchell Rasor from MRLD Consultants, Jamel Torres from KACTS

7 Ms. Amaral welcomes members of the public (business owners and residents) and thanks the  
8 consultants TY LYN INTERNATIONAL & MRLD Landscape Architecture + Urbanism consultants project  
9 being funded at part KACTS, and DOT. She offers opportunity for questions and comment.

10 **TY LYN Consultant proceeds with a presentation to introduce the Transportation Study.**

11 The Study area (PowerPoint bounded in yellow on presentation slides) includes Water Street,  
12 Government, State Street, and some of the water front.

13 **Goals of project:** To determine a reasonable and palatable build-out scenario to use as a model to  
14 conclude what land use regulations, traffic patterns, and bicycle and pedestrian accommodations, and  
15 parking resources are necessary to support and sustain future growth while not diminishing community  
16 character and residential qualities.

17 **Consultants review the methodology of the study:**

- 18 • **Review Existing Conditions:** Determining baseline conditions and data collection, some data has  
19 already been collected. Looking at other studies and collecting new data.
- 20 • **Visioning:** Gathering input and feedback from the community. Meeting with stakeholders and  
21 community members, a critical part of the community study.
- 22 • **Model Growth:** Developing three build-out scenarios on possible scenarios from a development  
23 perspective.
- 24 • **Guide Growth:** Looking at local zoning ordinances and standards to guide the development/  
25 build-out scenarios in the future.

26 **Specific Tasks and Scope of Work:**

- 27 1. **Review Existing Conditions:** Analyze, examine, and define the transportation system (roadways  
28 for automobile and bicycle travel), looking into complete streets. The Complete Streets concept  
29 will be applied this to the study. The study will also be evaluating the performance of all modes  
30 of transportation. The Shipyard is also a dynamic environment that is unique and relevant. The  
31 consultants will engage the Shipyard in understanding their operations. Finally, the consultants  
32 will document existing zoning, land use, and scale and pattern of development in the area.  
33 Gathering the baseline info will help to evaluate what will happen in the future.
- 34 2. **Public Outreach:** Plan to comprise working groups with eleven different members including,  
35 Town Planner, Town Manager, Department of Public Works director, someone from economic  
36 development committee, someone from the planning board, and members of other committees

as well as someone from Maine DOT and KACTS. Consultants are also looking for two business and two resident representatives. Consultants will write out a schedule with description of the commitment and expectations from the committee members. This committee will guide the process.

There will be a number of public meetings with hands-on working sessions. An open house could also be part of the public process to provide people with an extensive period of time ask questions of give any type of feedback.

3. **Draft Recommendations:** Plan to create recommendations in terms of development and public parking improvements (including costs & funding opportunities) for short-term, mid-term, and long-term. They will provide suggestions for low-cost changes, land use regulation recommendations, and traffic control regulations. The Final product will be a report containing recommendations, to act as a guiding document for the future. There will be a Land-Use model with three possible build-out scenarios.

4. **Guide Growth:** Reflect on traffic data collected. KACTs refers to intersection turning movement counts (traffic counts), taken at specific intersections Walker Street and State Road, Whipple Road and Wentworth Street, Government Street and State Road, Walker, and Wentworth Streets. These locations are important pieces of information from which the consultants will gathering additional data about traffic needs. DOT has provided data from a previous study. The turning movement counts reflect the AM peak hour PM and peak hour. Kittery's peak hours are unique from the rest of Maine; peak hours are 3-4PM and 6-7AM because of Shipyard traffic. Consultants will review the traffic implications in adding mobility to the area.

#### **The consultants proceed with additional information:**

- The turning movement count data shows, the intersection at Wentworth & Walker Streets has the highest PM volume of traffic. Daily Traffic volumes based on how many cars are on a road during a 24 hour period—traffic counts on Wentworth Street and higher than on Route 1.
- The presented bar graph of heavy vehicles, 3 axle vehicles, road usage. In Kittery, 4%, higher than typical.
- The MDOT database shows Route 1 and Walker Street location being highest potential crash location. This data is based on a 3-year snapshot of crashes recorded by MDOT.
- Speed information has been collected in the study area. Posted speed limit is 25mph, 85% percent of drivers are going at or below. 5 miles per hour over the speed limit is the typical speed.

#### **Comments for the proposal that came up from the consultants:**

- Narrow streets help with traffic calming.
- The one-way on government limits accessibility. It also maximizes parking. There are pros and cons to this street as one-way.

- The signal at the Walker and Wentworth Street intersection is very old, not efficient, and is on pre-time fixed time.
- Anything updated in the transportation system needs to meet ADA compliance. Kittery Foreside has constrained, narrow sidewalks.
- Route 1 & Walker street intersection is very big.
- The intersection of Hunter Avenue and Government Street is awkward.

**MRLD Consultant comments on design, land use and other elements of the project.** Mentions looking at holistic design in downtowns, not separating transportation from community character. In Kittery, he has observed:

- Three general town characteristics in Kittery: a strip corridor, some larger properties, and a Foreside core, tight knit, which doesn't have a real connection to the waterfront.
- Foreside Forums, co-urbanize, comprehensive plans on other studies have provided a lot information and work. Consultants hope not to fatigue those who have put in work, and hope to use community ideas and work to guide zoning and infrastructure recommendations by a making Kittery a place that can absorb growth.

#### **Review of Locations in Foreside:**

- One can see the water and historic architecture. The community is walkable, and friendly, safe. There is also congestion, which is a sign of a healthy economy but congestion should be balanced. Consultants hope to make parking more integrated.
- A lot of parcels have been used as parking lots for the Shipyard. The consultants will look at the distribution of parking, evaluating what it serves and find if there is a better way to incorporate it.
- Route 1 large and wide. There could be other accommodations.

#### **Schedule:**

**February:** Assemble working group with site walk and get direct feedback.

**March:** Create Technical memo with information.

**March-September:** Have working group meetings, stakeholder meetings, open house, and produce draft document. Share draft document with Planning Board and Town Council.

**September:** Hold 4<sup>th</sup> working group meeting. Develop primary recommendations on a very graphic heavy document that is user friendly. Document will show patterns of growth and scale of growth.

**December:** Produce Final report.

#### **Listening/Feedback:**

Public should email questions or express interest in being part of a working group to Chris DiMatteo, Town Planner.

- 110 • Councilor Jeff Thomson gives overview on Kittery Foreside efforts and recommends getting  
111 public involvement at Kittery Block Party June 17<sup>th</sup>. He mentions successful Maine and NH DOTS  
112 presentations at this town event.
- 113 • Steven Kosac property owner/resident, asks if consultants will review past town work for  
114 Foreside.
  - 115 ○ Consultants express that they have looked into past efforts and reports and will  
116 continue to use input and research while developing recommendations.
- 117 • Mariah Roberts, owner Beach Pea, mentions how State Road isn't present on the traffic speed  
118 study presented by the consultants. Describes DOT changes on Route 1 and her correspondence  
119 with DOT about the project. She mentions how Route 1 road modifications over time have led to  
120 more speed issues. Says she is grateful her business on Route 1 is included in the Foreside study.
  - 121 ○ Consultants agree high speeds are present on Route 1 and note that traffic volumes are  
122 not too high. They mention modeling and evaluations will be done.
- 123 • Basil Gorrill, owner Lanugo, addresses parking. He mentions parking is now an issue and  
124 regulations are not being enforced. He explains is losing business due to parking issues and is  
125 challenged to provide parking for his customers.
  - 126 ○ Consultants will look at off street and parking regulations.
- 127 • Tom Emerson, Economic Development and Comprehensive Plan Update Committee member,  
128 mentions speed on Government Street east of Route 1 in the morning is very fast. He asks the  
129 outcome and destination of Foreside Study Report. He reiterates community input fatigue.
  - 130 ○ Consultants explain recommendations as key components that could identify specific  
131 projects to help DOT's work plan. The recommendations could help to identify  
132 community priorities.
- 133 • Town Manager Kendra Amaral mentions that recommendations will be used to inspire action  
134 and make proposals on how to fund road improvements. She agrees with the need to look at  
135 roads holistically. Action items include updating zoning regulations.
  - 136 ○ Consultants will provide short, mid, and long term recommendations. Mentions DOT  
137 Walker Street and Wentworth will help to inform projects and schedule.
- 138 • Lee Perkins, Rice Public Library Director, expresses concern about patrons and staff and high  
139 speed and other hazardous pedestrian travel conditions.
- 140 • Danielle Moura, owner Kazimier's European Market, shares her surprise that no one has injured  
141 at Shipyard gate 1. She mentions lack of police presence and expresses that safety needs to be  
142 addressed. She also explains that people often park all day in 2-3 hour parking spots and  
143 mentions the need for more accountability. She suggests creating 15 min parking spots.
  - 144 ○ Consultants describe how Shipyard traffic dominates gate 1 intersection.
- 145 • Roger Cole property owner/resident, comments that traffic is a life safety issue and that traffic  
146 also affects downtown vibrancy. He encourages the consultants to review traffic opportunities,  
147 including funding with the Department of Defense. He suggests the working group committee  
148 include someone from the Shipyard. He also mentions that on Love Lane is often used as a short  
149 cut where drivers use high speeds. He suggests using Community Development Block Grants.

- Jamel Torres, Planner with KACTS, informs that KACTS currently has speed data on the road. Data confirms high speeds on Love Lane.
- Eric Lemont, whose family owns property, reiterates parking issues and mentions regulations challenges. He asks for the codes to be reviewed in the process.
- Megan Green, property owner/resident, worries the speed graph shared by consultants could make speeds (5 mph over speed limit) seem OK. She mentions not feeling safe walking in Kittery and feels that drivers in Foreside are dangerous. She shares concerns about the impact of study with Sarah Long Bridge is closed.
  - Consultants admit they haven't thoroughly evaluated the data and will continue to evaluate. Regarding Government Street east of Route 1, the consultants concede that one way streets often have higher speeds. They apologize for making 5 mph over the speed limit seem acceptable. They explain speeding 5mph over the speed limit is difficult to enforce.

#### **Closing Comments:**

- Email Chris DiMatteo with questions or request to be on working group.
- Next meeting could be in Council Chambers or at Traip Academy.
- This Kick-Off meeting will be on Channel 22 and can be viewed online. The Town can post the PDF of presentation online.
- Chris mentions those who signed in will be added to a distribution list and those not sent post cards could ask to be part of a distribution list.
- A resident expresses hope that before April listening session the consultants will assemble and present past information. Also mentions there could be funds available from Maine Dept. of Economic Development.

#### **Meeting Concluded 7:06pm**

#### **Meeting Minutes: Michelle McDonald**