

TYLin

Public Meeting

KITTERY ROUTE 1 CORRIDOR STUDY
WIN 026680.00

September 27, 2023



Kittery
MAINE





Agenda

1. Introductions
2. Study Objective / Purpose
3. Study Area
4. Scope of Work
5. Existing Transportation Conditions
6. Existing Land Use/Zoning/Character
7. Schedule
8. Public Input/Comments



Study Advisory Committee

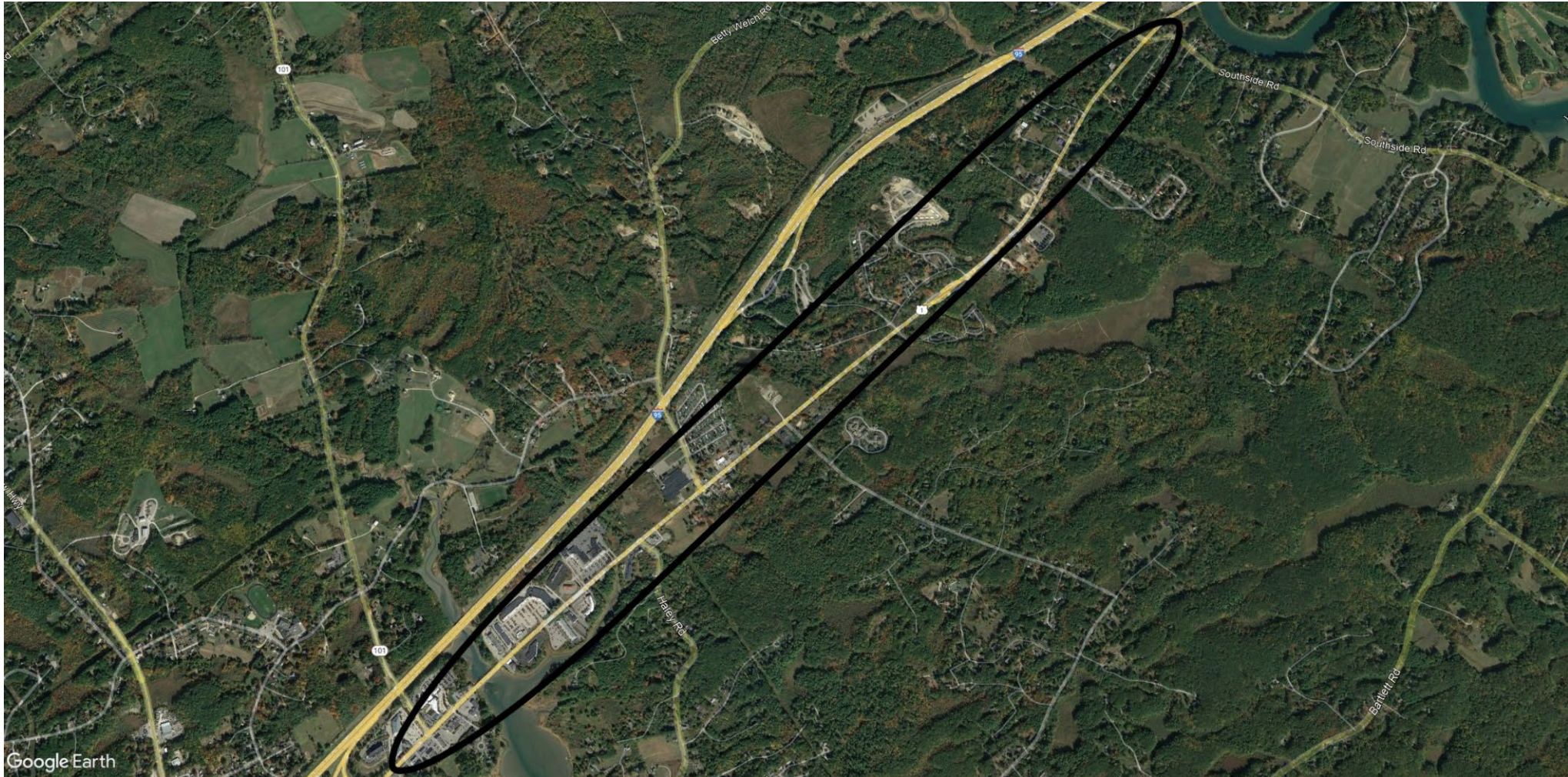
- Jason Garnham, Town of Kittery
- Dave Rich, Town of Kittery
- Jessa Kellogg, Town of Kittery
- Marty Rooney, MaineDOT
- Stephanie Carver, SMPDC
- Dean Williams, SMPDC
- Tom Errico, TYLin
- Shawn Davis, TYLin
- Mitchell Rasor, Rasor Landscape Architecture
- Jeff Preble, Wright Pierce
- Jason Gallant, Wright Pierce



Study Purpose and Need

- Better align the transportation corridor along Route 1 with desired redevelopment (a mixed-use residential village).
- Identify strategies to improve safety and mobility for all transportation modes.
- Identify short-term safety improvements associated with pedestrian crossing needs.
- Evaluate long-term corridor conceptual improvements that provide safe access as well as bicycle and pedestrian accommodations.

Study Area

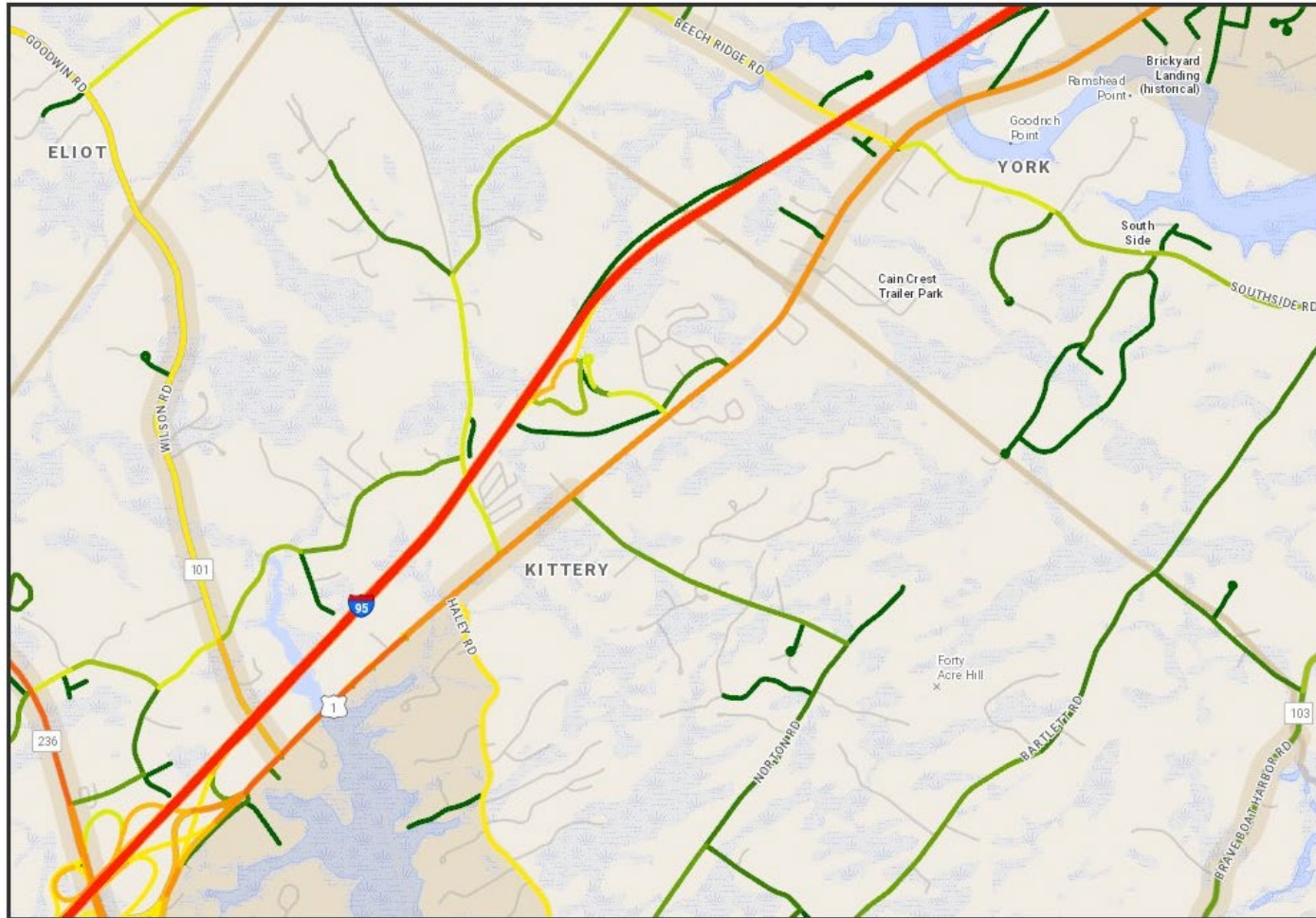




Scope of Work

1. Project Coordination and Meetings
 - Study Committee Meetings
 - Public Meetings
2. Assessment of Current Conditions
 - Transportation Data and Analysis
 - Environmental Documentation
 - Land Use/Zoning
3. Evaluate Improvement Alternatives
4. Draft Feasibility Report and Recommendations
5. Final Report

Average Annual Daily Traffic Volumes



Average Annual Daily Traffic Volumes (AADT)		
Location	AADT	Year
US 1 NE/O Haley Rd.	10,790	2022
Haley Rd. E/O Dunkin Ent	2,910	2022
US 1 NE/O Wilson Rd.	14,250	2022
US 1 SW/O Wilson Rd.	15,430	2022
Wilson Rd. NW/O US 1	5,660	2022
US 1 NE/O Tidewater Outlet Mall	11,990	2022
US 1 SW/O Tanger Outlet Center II	12,480	2022
Tidewater Outlet Mall	1,770	2022
US 1 SW/O Kittery Premium Outlet	12,700	2022
Kittery Premium Outlet	2,660	2022
US 1 SW/O Beech Ridge Rd.	9,740	2023
Beech Ridge Rd. W/O US 1	2,730	2023
Southside Rd. E/O US 1	1,610	2023

Traffic Volume Hourly Variation

Town Kittery
 County York
 Location **US 1 SW/O SR 101 (WILSON RD)**
 Start Date 07/19/22

Map U
NEB
SWB

Sta. **233113001106**
 Town # 31130
 County # 31

Date	07/17/22	07/18/22	07/19/22	07/20/22	07/21/22	07/22/22	07/23/22	week day
Time	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	average
0:00				60	58			59
1:00				29	34			32
2:00				35	23			29
3:00				30	32			31
4:00				103	108			106
5:00				263	266			265
6:00				547	516			532
7:00				918				918
8:00			1072	1020				1046
9:00			1223	1180				1202
10:00			1414	1477				1446
11:00			1598	1591				1595
12:00			1597	1785				1691
13:00			1679	1690				1685
14:00			1617	1610				1614
15:00			1619	1655				1637
16:00			1616	1590				1603
17:00			1499	1529				1514
18:00			1181	1137				1159
19:00			830	853				842
20:00			610	621				616
21:00			390	374				382
22:00			216	173				195
23:00			100	111				106
Total	0	0	18261	20381	1037	0	0	20305

Peak Hour
 12 Noon to
 1 PM

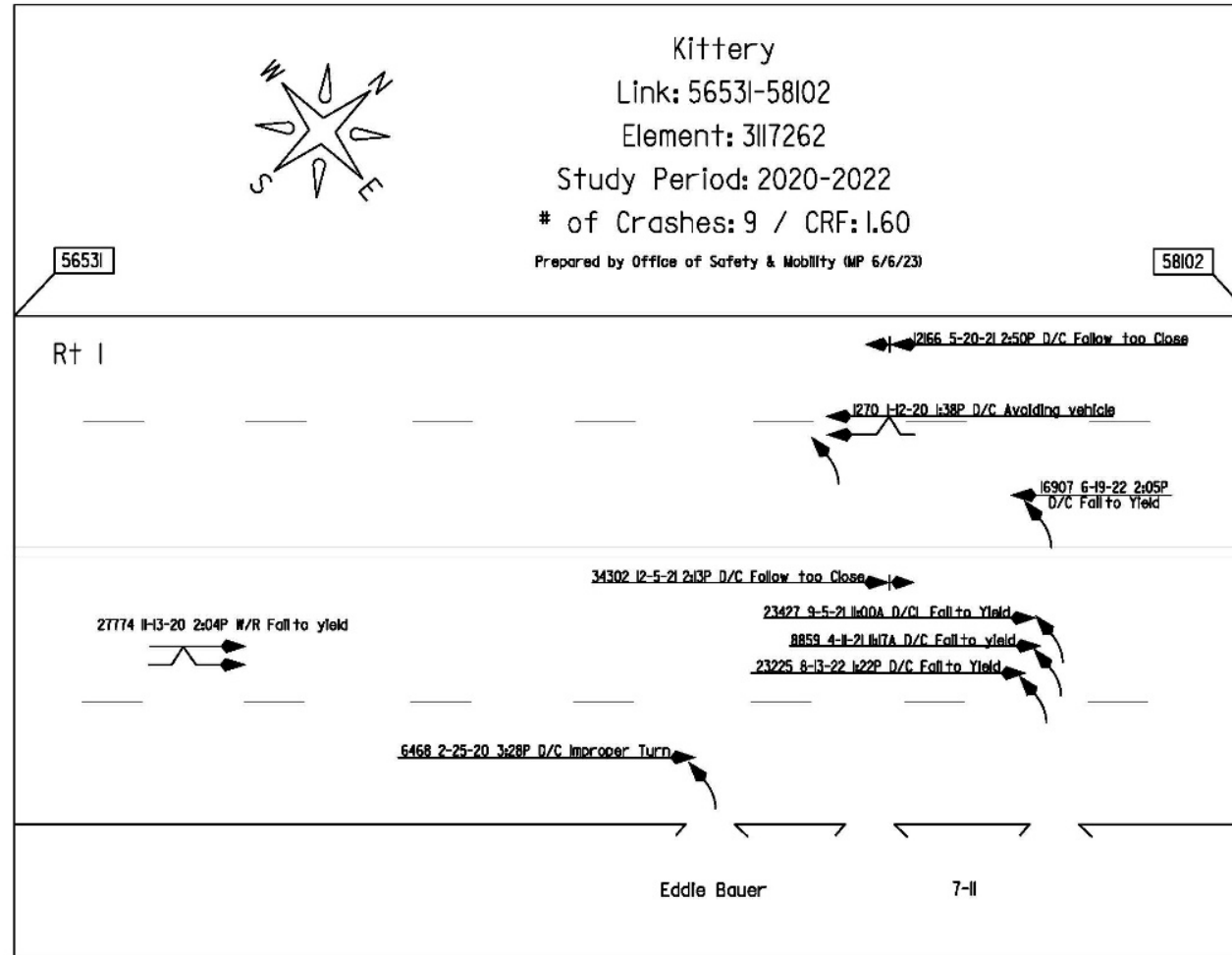
Intersection Turning Movement Volumes



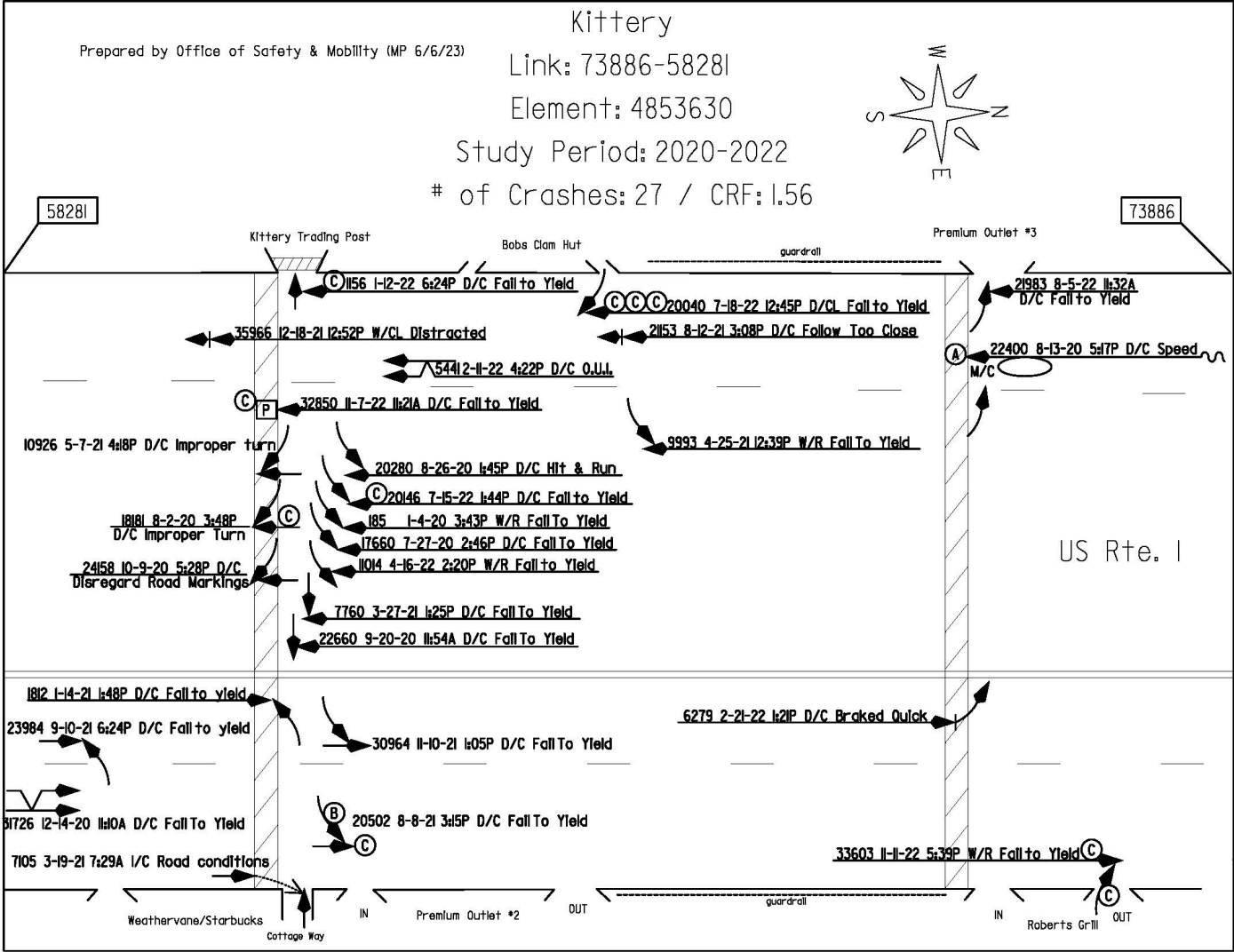
Safety

Crash History 2020-2022		
Location	Number of Crashes	CRF
Route 1/Burger King Entrance	6	1.02
Route 1/Outlet Mall	9	0.50
Route 1/Haley Rd.	6	0.37
Route 1 – Ripley Road to Old Wilson Road	9	1.60
Route 1 – Burger King Entrance to Wilson Road	27	1.56
Route 1 – Haley to Tidewater	6	0.61
Route 1 – Cutts to Lewis	7	0.55
Route 1 – York TL to Idlewood Lane	8	

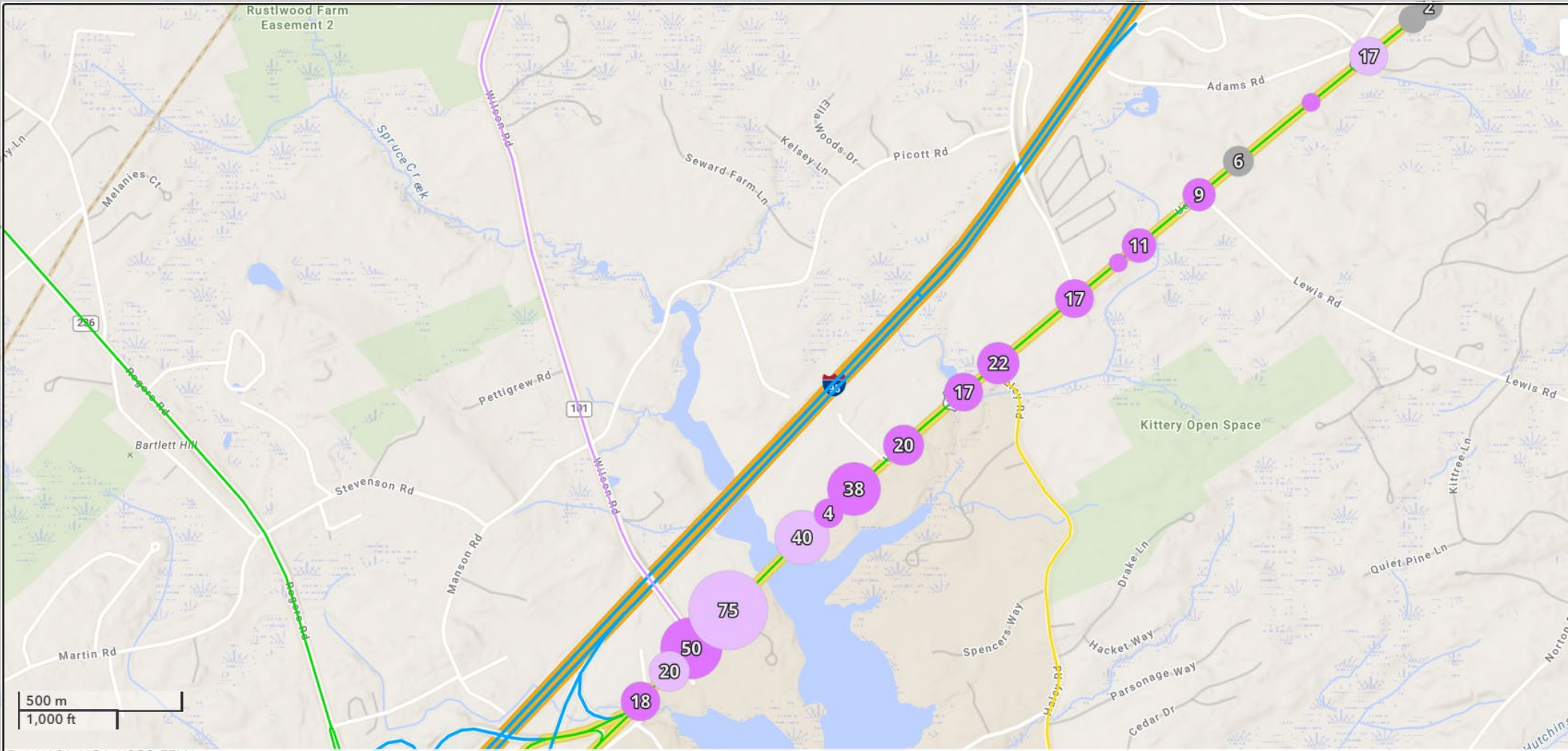
Safety – High Crash Location



Safety – High Crash Location



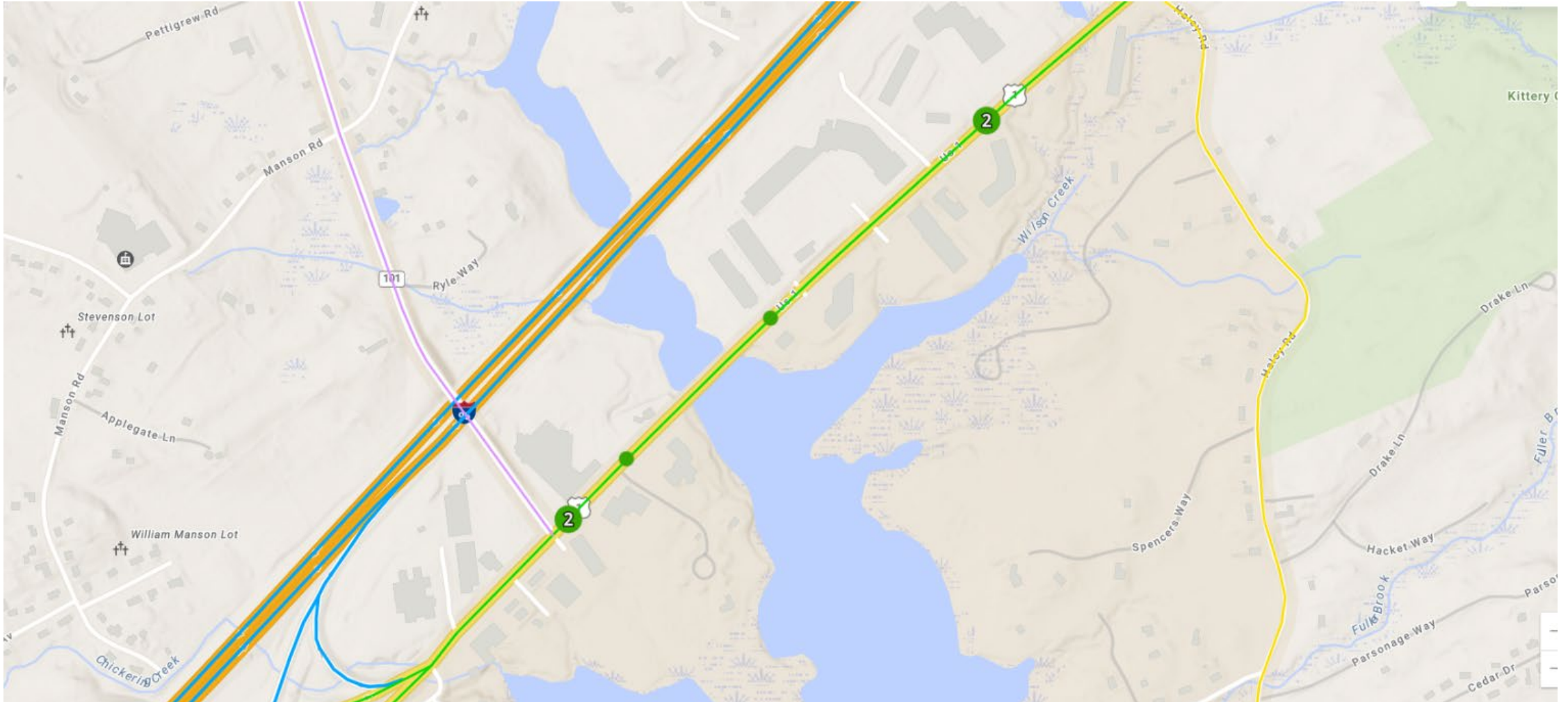
Safety – Crashes 2012 to 2023



Safety – Pedestrian Crashes 2012-2023



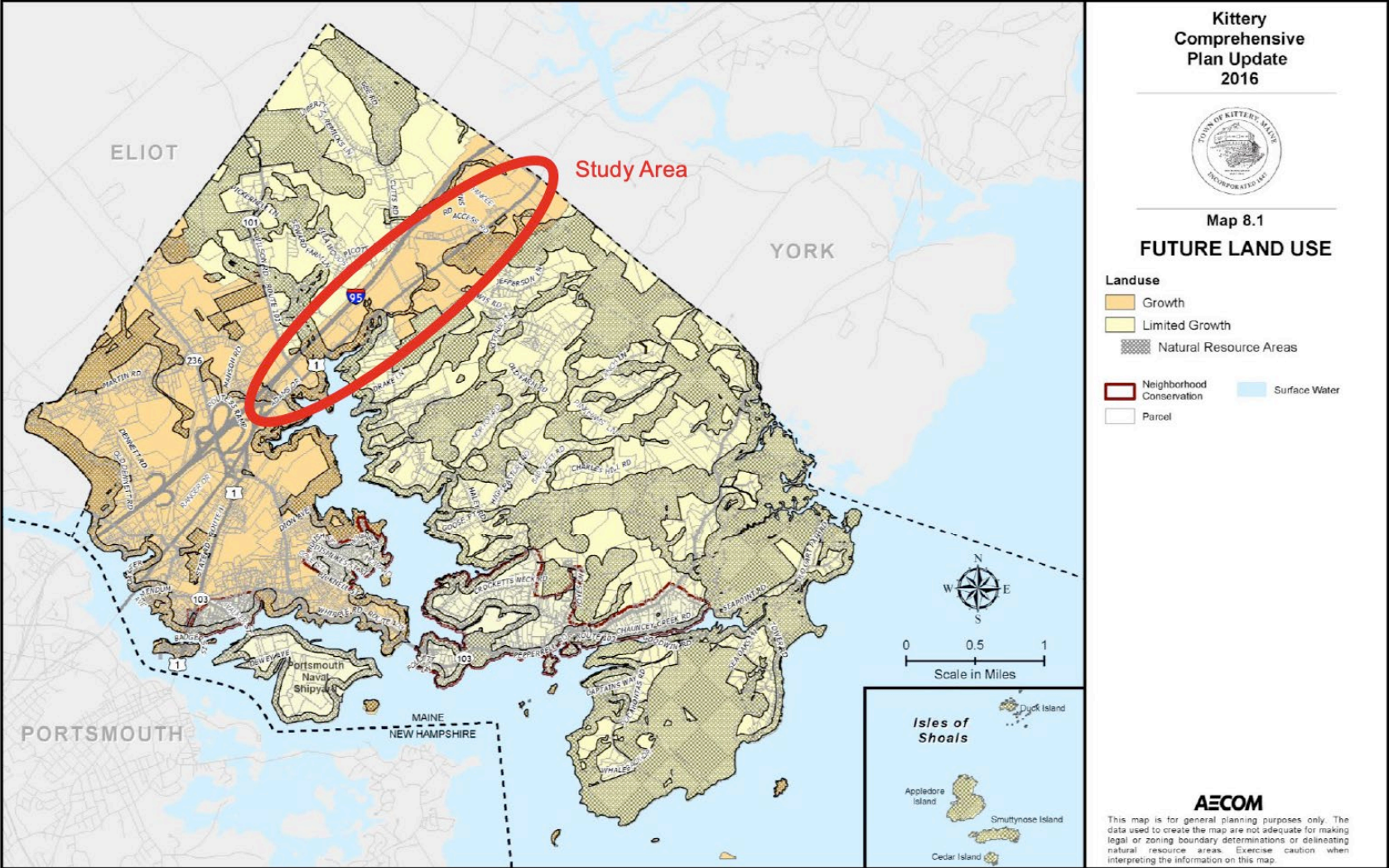
Safety – Bicycle Crashes 2012-2023



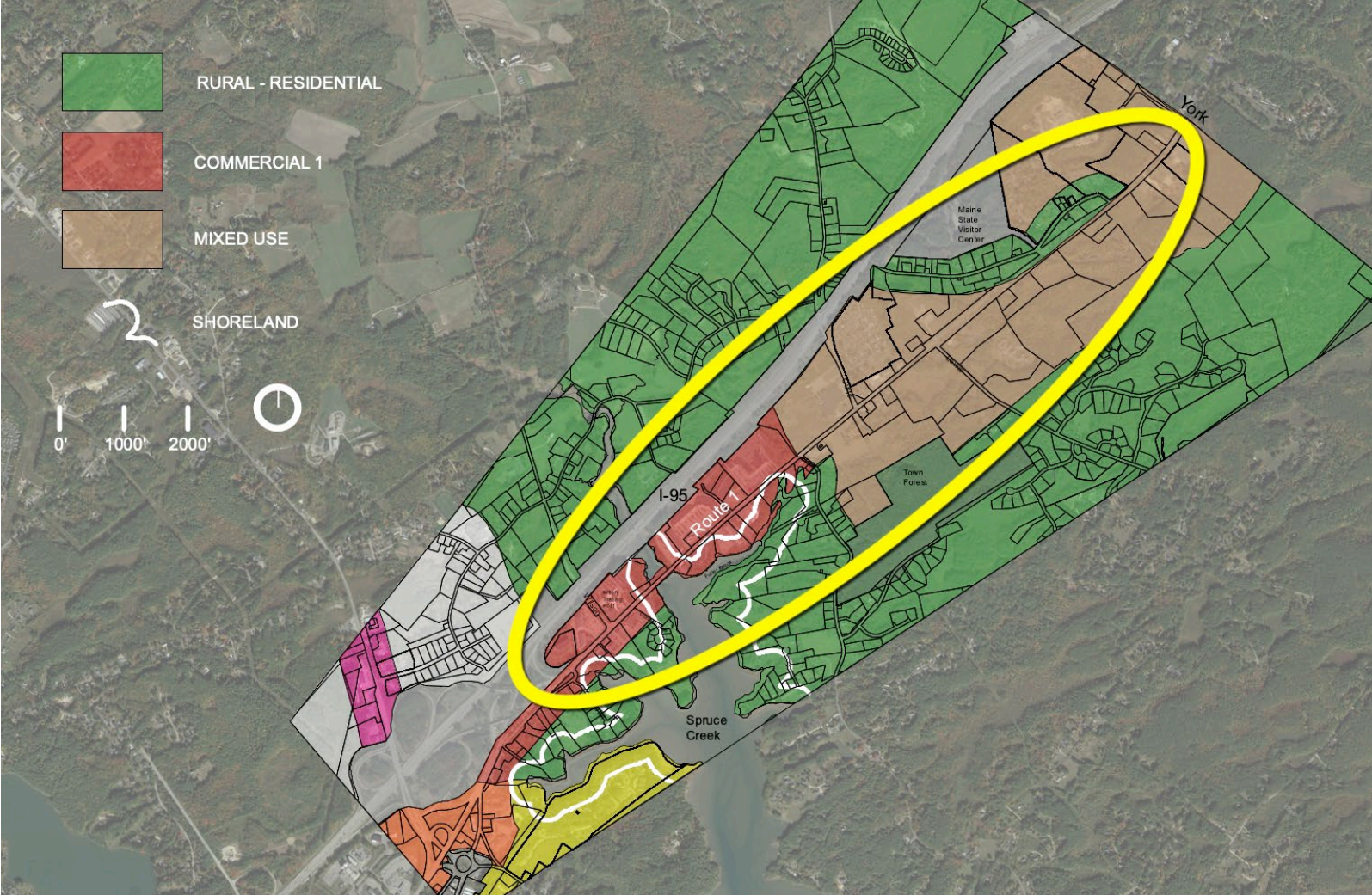
Safety Audit – August 7, 2023

1. MaineDOT currently has a signal upgrade project ongoing in the area.
2. Minimum lane width was discussed. MaineDOT standard may allow for 10' lanes as multilane urban section. This may be undesirable, but an option if real estate is needed for bicycle/pedestrian facilities.
3. Numerous "Blue Bikes" were observed in the study area as people commuted to their jobs. One bicycle/vehicle collision was observed.
4. The swale in front of McDonald's was analyzed for potential to fill in and create underground drainage to afford more real estate for bicycle/pedestrian facilities. It is believed that this area was created as a means of stormwater treatment for adjacent parking lots and may need to remain.
5. The bridge/causeway over Spruce Creek was reviewed. Real estate may exist for on-site bicycle/pedestrian facilities. If sea level rise is a concern, raising the grade in this location may necessitate the need for an off-site (likely upstream) bicycle/pedestrian crossing.
6. An adjacent sidewalk on the easterly side of Route 1 in the vicinity of the Crate & Barrel outlet could be problematic, given topography and property constraints. An offsite path currently exists near the back of the parking lot and should be analyzed for ADA upgraded use.
7. Existing manholes exist at an offset approximately 6 – 8' in from the easterly curb line for a portion of the study area. This suggests this was the location of underdrain prior to a previous widening and will require more analysis.
8. There are several non-ADA compliant sidewalk ramp locations in the study area.
9. Traffic volumes were high leading up to the noontime hour.

Comp. Plan Growth Areas



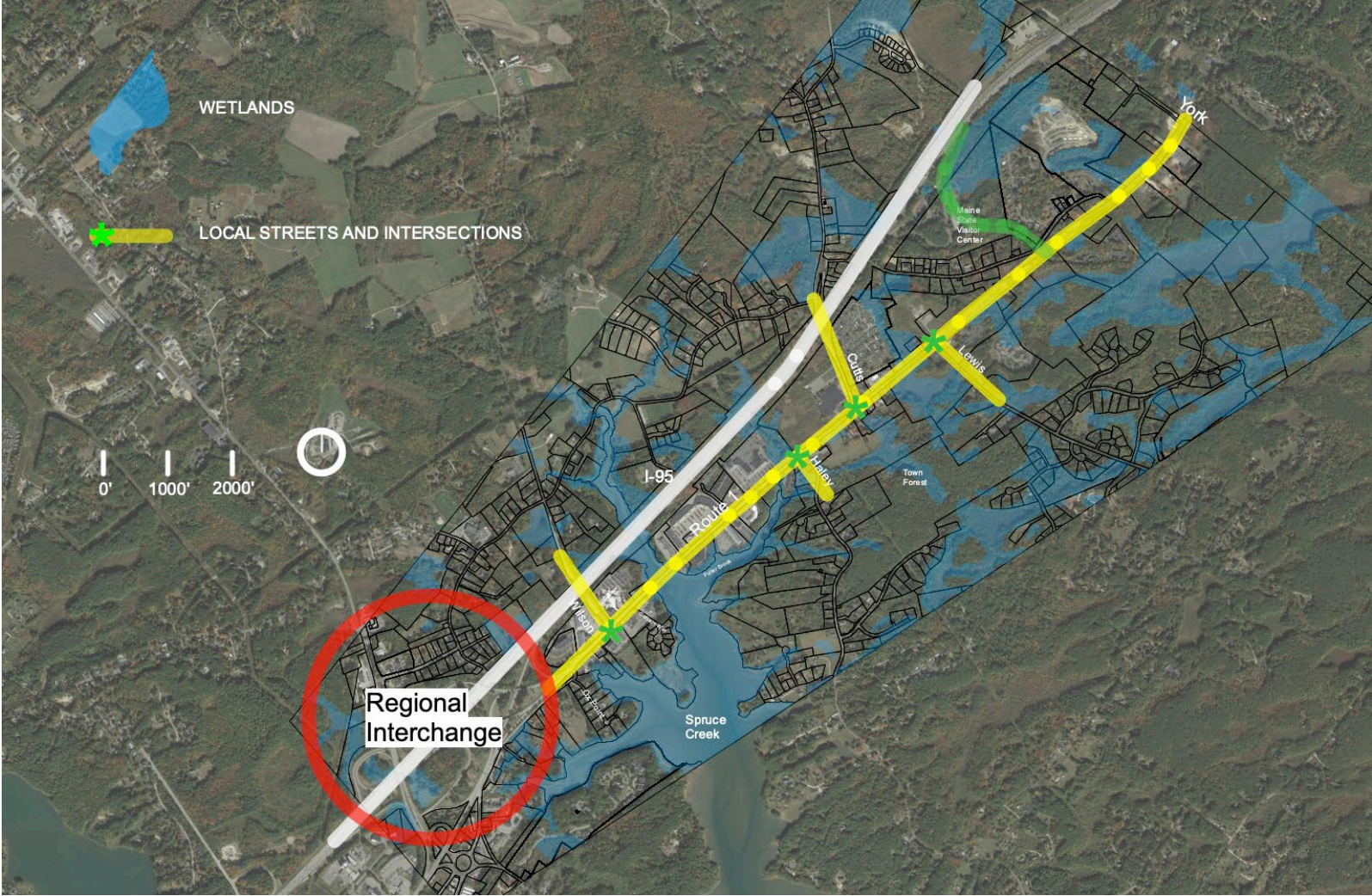
Existing Zoning



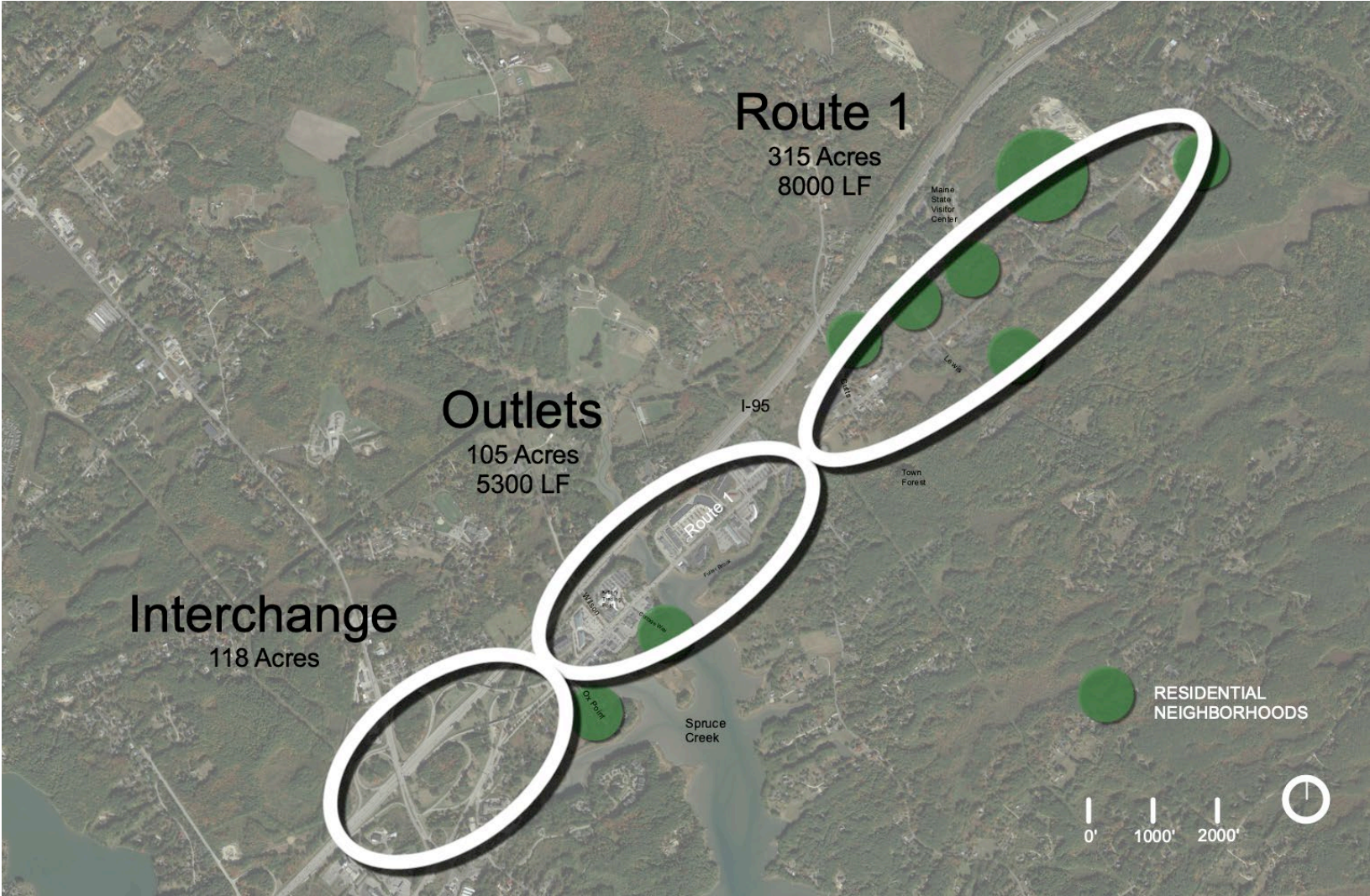
Transportation/Ecological Flows



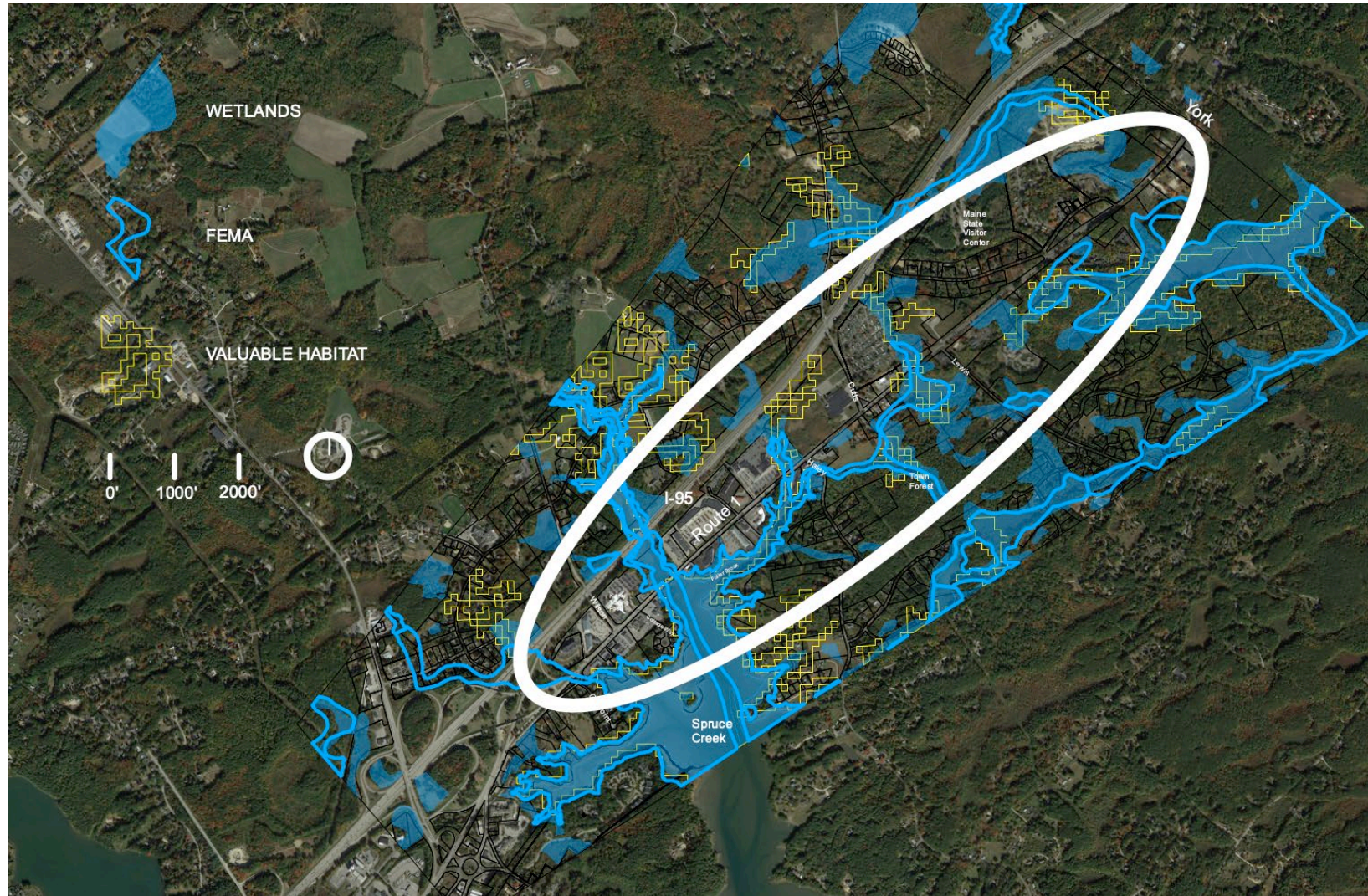
Connectivity



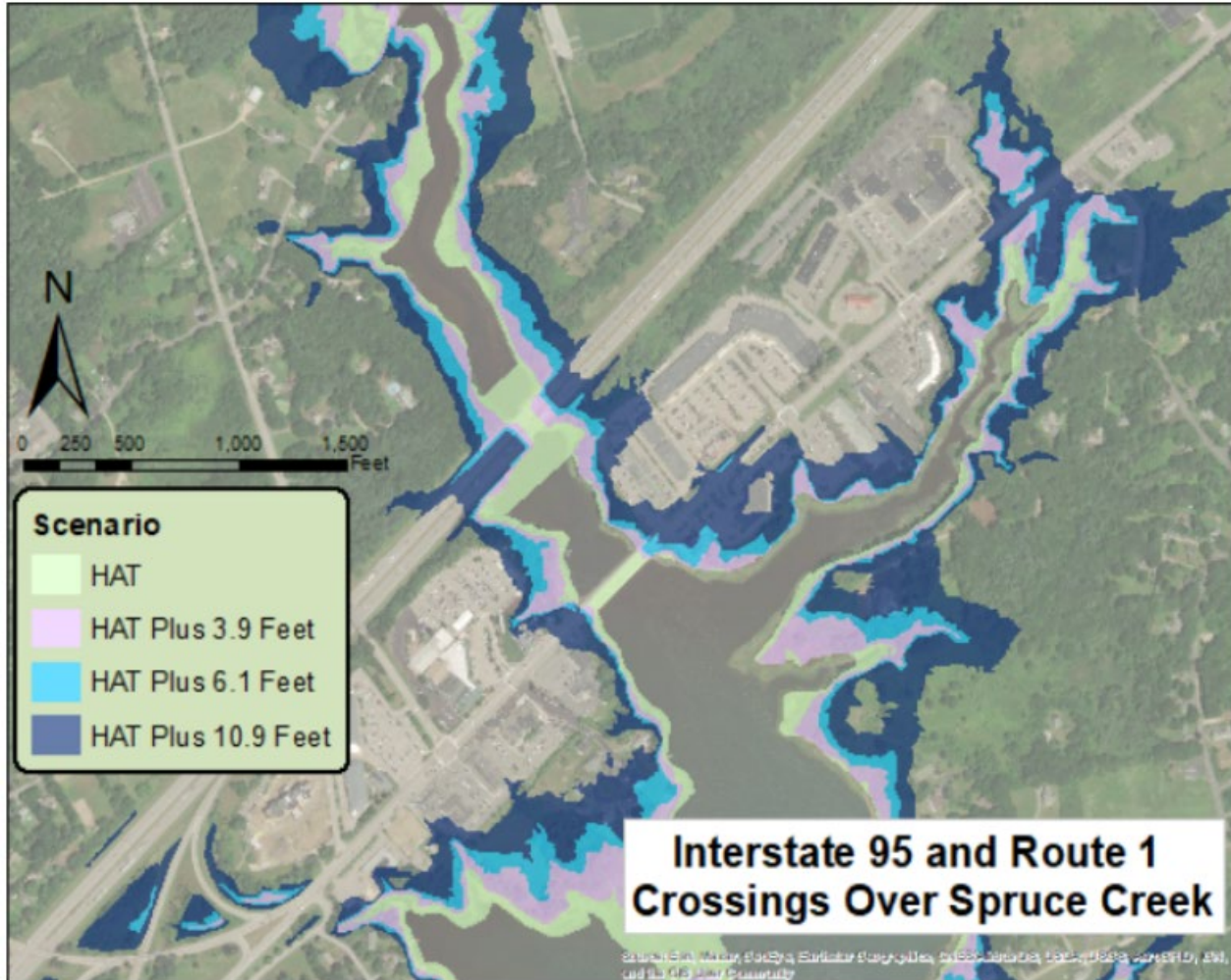
Character Areas



Wetlands and Streams



Sea Level Rise



Expected sea level rise in Kittery (Building a Flood Resilient Kittery, 2021):

- 1.5-3.0 feet by 2050
- 3.9-8.8 feet by 2100

Spruce Creek View Areas



Street Inventory



Two people on a coffee break at the Spruce Creek overlook. The view of Spruce Creek is blocked by Japanese Knotweed and the bench is located a few feet from the noise and fumes of Route 1.

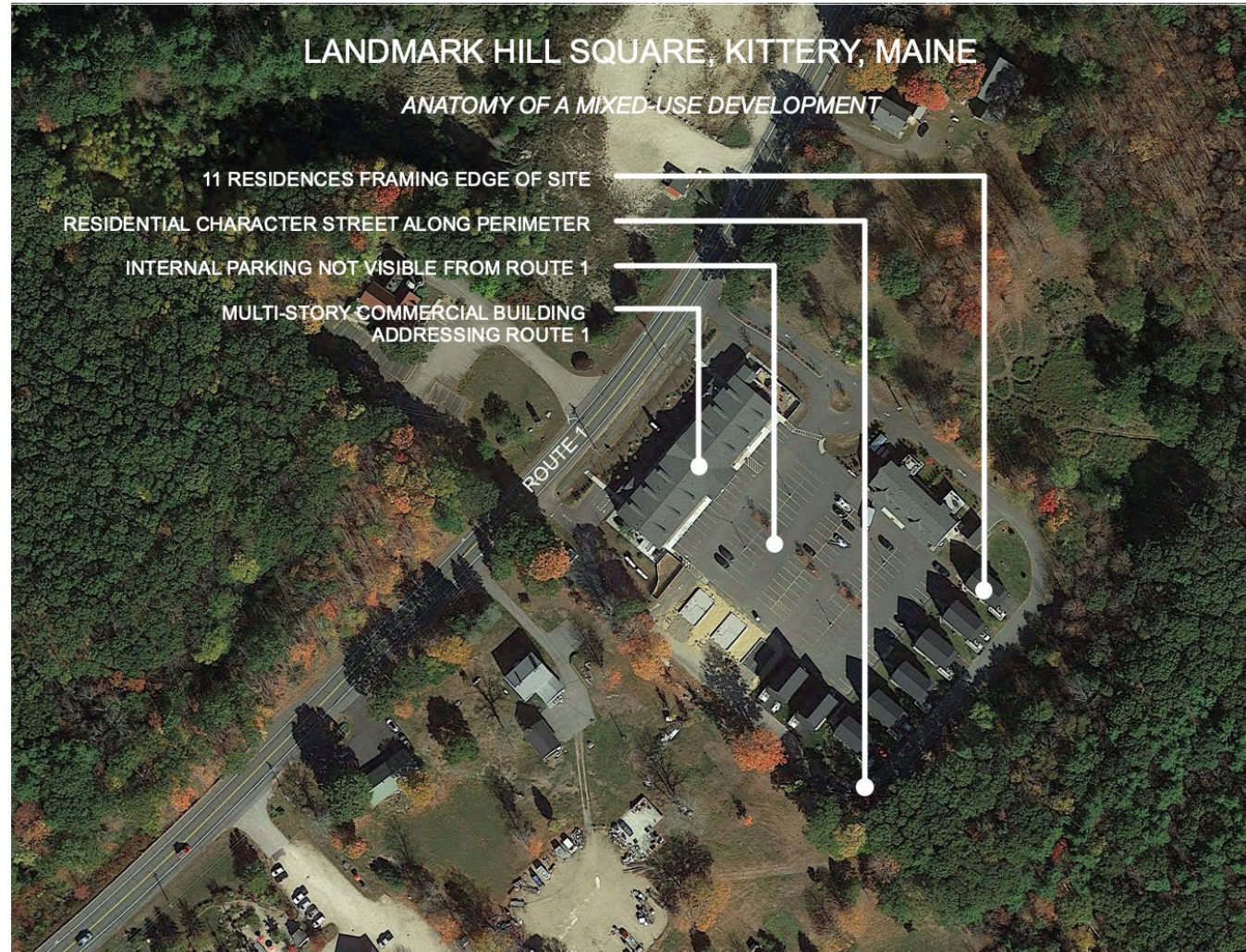


View of Spruce Creek overlook and exposed proximity to Route 1 traffic.



Row of honey locusts along Burger King providing shade, scale, and ecological benefit. Always coordinate plantings with overhead and buried utilities.

Anatomy of a Mixed-Use Development



Range of Alternatives for Consideration

- Road Diet (converting Route 1 to a 3-lane section)
- Adding/Enhancing Crosswalks
- Bike Lanes/Shared Lane markings/Side Paths
- ADA Improvements
- Adding/Improving sidewalks
- Traffic Calming Strategies
- Curb Extensions
- Adjusting Lane Widths
- Pedestrian Refuge Islands
- Access Management/Inter-parcel connections
- Intersection Traffic Control (signals, roundabouts)
- Transit Opportunities
- Wayfinding Signage
- Streetscapes
- Trees and Green Infrastructure
- Pedestrian Scaled Street lights
- Multi-Use Path Outside the ROW
- Strategic Construction of New Street(s) to Improve Connectivity and Guide Growth
- Retrofitting of Large Parking Lots with “Streets”

Study Schedule

Public Meeting #1	September 27, 2023
Project Team Meeting to Discuss Volume Forecasts and Initial Alternatives Analysis	October 2023
Transmit Initial Working Draft of Alternatives Analysis	November 2023
Project Team Meeting to Review Draft Alternatives Analysis Technical Memorandum	December 2023
Public Meeting #2	January 2024
Transmit Draft Final Report	February 2024
Project Team Meeting to Review Draft Report	March 2024
Public Meeting #3	April 2024
Project Team Meeting to Review Revised Draft	April 2024
Transmit Final Report	May 2024



Public Comments

Jason Garnham, AICP
Director of Planning and Development
Town of Kittery, ME
207-475-1307
jgarnham@kitteryme.org