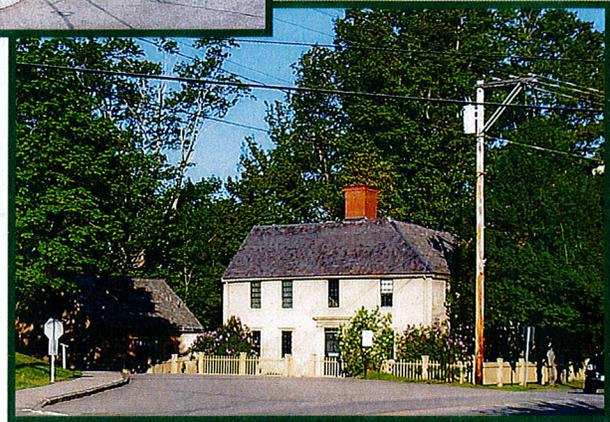
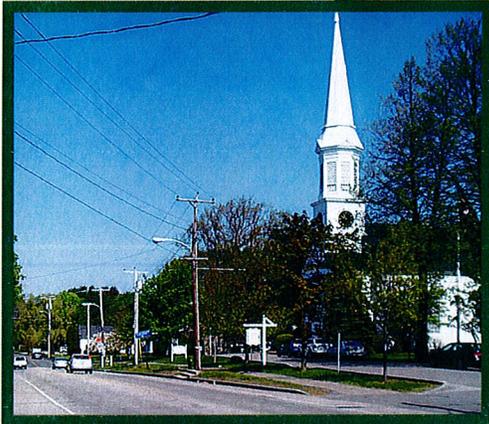
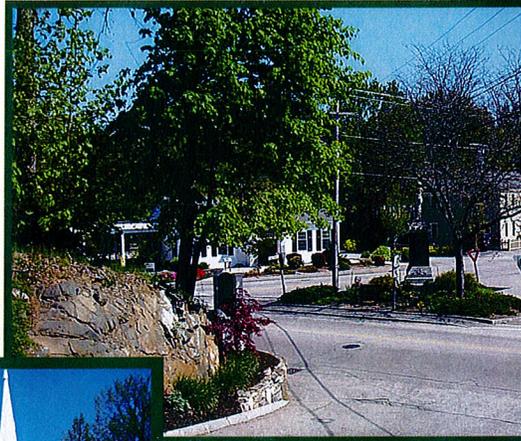
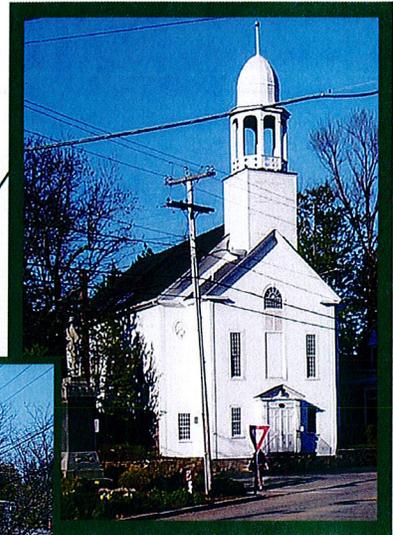
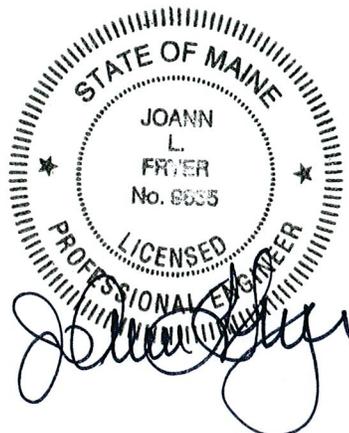


***STUDY REPORT
VILLAGE INTERSECTION
YORK STREET / LONG SANDS ROAD /
HOSPITAL DRIVE
YORK, MAINE***



Prepared for:
Town of York
Community Development Department
York Town Hall
186 York Street
York, Maine 03909



July 30, 2010

Prepared by:



New Hampshire • Vermont • Maine

CLD Reference No. 10-0190

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- B. Intersection Turning Movement Counts
- C. Speed Data
- D. Memos re: issues and concerns of Town Department Heads, Stakeholders and Selectmen



EXECUTIVE SUMMARY

The Town of York approved \$5,000 for the purpose of hiring a consultant to prepare a report identifying and analyzing options to improve the safety and function of the intersection of York Street, Long Sands Road and Hospital Drive in York Village.

CLD Consulting Engineers, Inc. (CLD) was retained by the Town of York in 2010 to complete the study, including public interaction, identification and evaluation of options to address safety and function of the intersection with respect to pedestrian, bicycle and vehicle movement, and summary report. The following was accomplished:

- CLD coordinated several meetings with Town Department Heads, project stakeholders, and the Board of Selectmen to gather input on concerns and priorities for improvements in the intersection, and to review potential concept plans.
- Town staff provided traffic count/turning movement information.
- Base plan was prepared using the Town's GIS and aerial photography.
- CLD collected signage and parking inventory and recorded on the base plan.
- Options for conceptual improvements were evaluated

Recommended improvements include the following:

- Development of a T-intersection with Long Sands Road at stop control.
- Installation of left turn lanes for York Street onto Long Sands Road, and for Long Sands Road heading onto York Street.
- Improved pedestrian facilities including new sidewalks along Old York and the former Methodist Church, relocated crosswalks, and installation of bumpouts (extended curbed islands for pedestrian refuge adjacent to crosswalks).
- Elimination of the slip ramp between Long Sands Road and York Street and expansion of the public space.
- Providing bumpouts and narrowed intersection road width at Lindsay Road and the Town Hall driveway.
- Parking reconfiguration to improve safety for pedestrians and vehicles.

Recommendations are summarized more fully in the following report, including phasing for project improvements.



I. INTRODUCTION

CLD Consulting Engineers, Inc. (CLD) was retained by the Town of York in 2010 to complete an evaluation of existing traffic operations and safety conditions at the intersection of York Street, Long Sands Road and Hospital Drive in York Village, identify and prioritize areas of concern via outreach to area stakeholders, and evaluate the feasibility of conceptual options that would improve the safety and function of the intersection with respect to pedestrian, bicycle, parking and vehicle movements. This summary report is a compilation of those efforts.

II. STUDY AREA DESCRIPTION

The study area includes the area in and around the intersection, which is located in the center of York Village (see Figure 1). The intersection is formed by three roadways surrounding a center island that contains a historic Civil War monument that was dedicated in 1906. The monument has been elevated vertically since its dedication, but has not been relocated.

- York Street (US Route 1A) is the primary street through this intersection, and runs in roughly a northwest to southeast direction on the west side of the monument.
- Along the north side, Long Sands Road intersects with York Street from the east then travels northerly towards York Beach. There is an exit driveway to the Bank of America adjacent to this intersection, from which only right turns are allowed. Long Sands Road is currently a yield condition. There are four parallel parking spaces in front of the bank, east of the exit driveway.
- On the east side of the island is the so-called ‘slip ramp’, which is a 2-way road that connects Long Sands Road with York Street at Hospital Drive, a one-way roadway that serves as one of the primary entrances to the York Hospital campus, and runs southwesterly from the intersection. There are 13 diagonal, head-in parking spaces on the right side of this ramp. Both ends of the ‘slip ramp’ where it intersects with York Street and Long Sands Road are under Yield control.

Land uses in the area are generally comprised of small retail and commercial uses, as well as municipal and institutional facilities. The Town Hall is located on York Street just northwest of the intersection. The Town Library access driveway is located off Long Sands Road just to the east. Town emergency services (fire, ambulance) are located on York Street south of the intersection, while the York Hospital campus is located west of York Street.

The entire study area is located within the York National Historic District, while the western leg of York Street is also located in the York Village Local Historic District. Both designations will require approvals by relevant local and state entities before any modifications to the intersection could be made.



III. PROBLEM IDENTIFICATION

The existing intersection has real and perceived capacity and safety issues, including the following:

- Overall driver confusion regarding where they are going and who has the right-of-way;
- Lack of contiguous pedestrian facilities and safe pedestrian crossings;
- Substandard sight distance at certain locations which limits visibility of both turning traffic and pedestrians;
- Irregular and expansive pavement widths and sweeping turn radii, which allow for higher vehicular speeds;
- On-street parking, both parallel and head-in, directly adjacent to roadways and crosswalks. The head-in spaces require vehicles to back out directly into the travel way of the intersection;
- Inadequate and inconsistent directional and wayfaring signage;
- Bicycle movement is adversely impacted by the vehicle issues and irregular lane configurations; and
- A general appearance of traffic congestion, which is more a combination of the specific issues noted above.

IV. SCOPE OF THE STUDY

The scope of the study, identified by the Town's RFP, includes:

- Initial public interaction with stakeholders, Town Department Heads and Selectmen to solicit input on local concerns, issues and priorities for improvements.
- Review of the existing conditions, traffic information, and other data available that can be used to define technical deficiencies in the intersection area.
- Development of a base map using GIS and aerial photography to allow for conceptual sketches and evaluation of potential solutions.
- Evaluation of conceptual alternatives and public presentation to gain input on options and recommendations.
- Completion of a study report with recommendations for next steps.

V. INITIAL DATA COLLECTION

A. Mapping

A base map of the Village intersection study area was developed from aerial photography and the Town's GIS system. No detailed, 3-dimensional field survey was conducted for this conceptual study, but would be required should the project continue into more detailed design for construction purposes.



B. Traffic Counts

1. Traffic Volumes

Southern Maine Regional Planning Commission completed automatic traffic recorder volume counts in July 2009. The raw information is included in Appendix A.

2. Intersection Turning Movements

The Town originally completed turning movement counts at all three approaches to the Village intersection in July 2003, which were subsequently updated in both June 2010 and July 2010. These counts covered weekday AM peak, mid-afternoon, and PM peak periods. The 2010 counts also included pedestrian counts at the crosswalks in the immediate vicinity of the Village intersection.

The latest counts were taken with the detour for the Route 103 bridge closure in place, so they were compared to the 2003 counts to see if there were substantial changes in traffic patterns as a result of this detour. No major differences were apparent in comparing the traffic volumes with and without the detour in place.

It should be noted that these counts were not intended to provide definitive projections of traffic through the Village, but instead to identify general traffic patterns for an analysis of current traffic operations and a basis for relative comparisons and evaluation of a range of options that might be considered for implementation.

The detailed traffic count information is included in Appendix B. Traffic turning volumes are shown on Figure 2.

C. Accident Information

The Town of York Police Department provided general information regarding accidents in the project area. Based on this information, there does not appear to be a high incidence of reported accidents at the intersection, although anecdotal information indicates a relative high frequency of 'near misses' that are not reported.

D. Parking and Signage

CLD completed an inventory of the existing signage and parking within the project area. This information was recorded on the base map with regards to sign type and location, and parking space layout and supply. No specific information on the



utilization (how many of the available spaces are being used) or turnover (how frequently are different vehicles using the same space) of the on-street parking spaces was collected. The Town may want to consider such a parking study at some time in the future to better define the use of parking in the Village, especially if intersection improvement concepts that impact parking advance to more detailed design.

E. Vehicle Speeds

The posted speed limit through the Village is 25 mph. The Town of York Police Department gathered speed information traveling on York Street and Long Sands Road for six days during July 2010 using a remote radar unit. This data shows that most traffic is traveling close to or slightly above the posted speed limit of 25 mph, with about 80% of the traffic within 5 mph either side of the average recorded speed, or pace. This result is not unexpected, given the numerous distractions facing the average driver through this area (particularly those visitors not familiar with the area). Summaries of the speed data are provided in Appendix C.

VI. PUBLIC PARTICIPATION

A. Initial Public Input (Prior to Concept Development)

1. Town Department Heads

A meeting was held on June 22, 2010, with various Town Department heads to gain an understanding of their issues, concerns and priorities for the intersection and the Village area in general. A summary memo outlining these issues is provided in Appendix D.

2. Stakeholder Input

Area business owners, property owners, local groups and other stakeholders were invited to a public input session (also publicly noticed) on June 22, 2010, at 3:00pm, after the Department Head meeting. An overview map of the project area and the traffic data was presented, as well as the purpose of the study. Attendees were invited to share their insights with regard to the deficiencies of the intersection, vision for what can be done at the intersection, and priorities for improvements. A summary memo outlining the stakeholders' concerns and issues is also provided in Appendix D. In addition, a letter was sent from Cumberland Farms outlining their concerns, as no representative was available to attend the meeting. This is also included in Appendix D.

3. Board of Selectmen

CLD reported to the Board of Selectmen on June 28, 2010, to give them a progress update on the project, including an overview of the study purpose



and review of the information gathered to date, including the public input. A summary memo outlining the Selectmen's concerns and issues is also provided in Appendix D.

B. Issue Identification

Once all the input was received from the various public outreach efforts, the information was compiled into several generalized areas of concern that any conceptual solution for the Village intersection should address. These are summarized below.

1. Traffic Control

York Street is the 'free' movement through the intersection in that traffic does not have to slow down or stop for other traffic. The current intersection includes Yield control for Long Sands Road approaching York Street, both at the main intersection and the 'slip ramp'. In addition, there is Yield control at the Long Sands Road end of the slip ramp for vehicles traveling from York Street to Long Sands Road. The Yield signs can only be located on the left side of the road for the main intersection, due to lack of room/conflict with parking spaces that preclude signs being placed on the right side, where a typical driver expects to see them. This type of control and inconsistent signage contributes to confusion of drivers in the intersection, since many drivers are unclear about which vehicle actually has the right of way.

2. Pedestrian/Bicycle Facilities

The apparent consensus of the stakeholder groups was that the Village should be a more pedestrian-friendly environment than it is today. The crosswalks within the intersection and surrounding area are very long in crossing distance because of the expansive pavement widths and have poor advance sight distance for both the pedestrian and approaching drivers. Pedestrians leaving the curb to cross are often blocked by vehicles either traveling on the street or parked at the curb. Sidewalks are also not available in all areas, particularly along the west side of York Street in front of Olde York and the Methodist Church. All these issues contribute to make walking in and around this area an uncomfortable experience, and likely deter more pedestrians from frequenting the area.

There are several events during the year when there are a substantial number of bicyclists passing through the Village. It was noted that, despite the expanse of pavement in the area, there does not appear to be sufficient room to create a dedicated lane for bicyclists through the Village while providing needed lanes for vehicular traffic. The use of "Share the Road" signs to make drivers more aware of bicycle traffic in the Village should be pursued as a first step.



3. Sight Distance

In addition to poor sight distance of pedestrians and crosswalks, due to close proximity of parking spaces, the steps to the former Methodist Church create a significant obstruction of oncoming vehicles for those vehicles on York Street wishing to turn left onto Long Sands Road.

Sight distance for vehicles bearing right from Long Sands Road onto York Street is also challenging, given the skewed angle where the roadways intersect, combined with the Yield control condition. Vehicles exiting the bank driveway, which are supposed to turn right only (although this restriction is not always followed), also have their sight distance inhibited by vehicles in the parallel parking spaces in front of the bank.

Sight distance looking left from the Library driveway is also limited by the head-in parking along the slip ramp, which serves to obscure moving traffic behind parked vehicles at the curb.

4. Parking

There are parking spaces, both parallel and head-in, which contribute to the safety concerns for traffic operations in and around the intersection. Close proximity of parking spaces to the crosswalks and adjacent commercial driveways cause added distractions requiring a high level of driver attentiveness in a very intense area. Head-in parking adjacent to traveled ways and the crosswalks cause many areas of potential conflict points, since traffic backing out of these spaces must back out into the travel way.

5. Signage

Both regulatory and directional/wayfaring signs are inadequate in the intersection and the Village area in general. This deficiency contributes to the congestion in the intersection, with drivers who are unfamiliar with the area and how the intersection operates.

VII. DEVELOPMENT OF CONCEPTUAL IMPROVEMENTS

Based on the input received, CLD evaluated a number of options for improvements to the intersection. Some of these options did not survive the initial vetting process, since their impacts were found to be excessive, did not serve the traffic capacity needs of the intersection, and/or were not in keeping with the character of the Village and Town. These are described at the end of this section.



An ultimate recommended conceptual improvement plan was developed and presented to the Board of Selectmen on July 12, 2010, for public comment. In addition, we evaluated an interim, phased approach, allowing for the immediate implementation of those features of the recommended alternative that address some of the more critical safety improvements while the longer process to approve, fund, design and construct the ultimate concept moves forward. No construction cost estimates were developed as part of this study, as this effort was beyond the scope of the work.

A. Ultimate Concept – T-Intersection w/Stop (Long Sands Road) – Figures 3/4

Overview

The key objectives of the ultimate concept are to reduce the number of potential conflict points for vehicles, while making the Village area more pedestrian-friendly.

This layout creates a more standard 3-way, 90-degree T-intersection with York Street as the major roadway, and Long Sands Road as the minor roadway under Stop sign control.

- Traffic lanes would be delineated so that separate left and right turn lanes would be provided exiting Long Sands Road. The curb line along Long Sands Road near the bank driveway would be revised to create the proper angle at the intersection, but would also physically direct traffic exiting the bank to the right only, outside of the intersection. This modification necessitates the removal of the four parallel parking spaces in front of the bank.
- York Street southbound would be designated as two lanes: a left-turn lane to Long Sands Road with a through lane continuing on York Street.
- York Street northbound would be a single lane for through/right-turn traffic, but the right-turn radius around the monument would be improved to facilitate school buses and single unit vehicle movements. The monument itself may need to be relocated slightly to the east to provide this radius, but this can be better defined as more detailed design moves forward.
- The slip ramp area would be eliminated and converted into a public space, including the existing island area, which could be used as a focal point for Village activities. This would eliminate all the head-in parking along the right side of the slip ramp.
- On York Street further to the north and west, Lindsay Road would be narrowed, via curbing, to better define the intersection while providing protection for the parallel parking spaces along the south side of the road. New sidewalk would be provided all along the south side to Hospital Drive, including in front of the Methodist Church steps.
- Crosswalks would be provided around the periphery of the intersection, with ‘bump-outs’ provided to shorten the crossing distances and improve visibility of pedestrians to drivers, and vice versa. Detectable warning devices and ADA-compliant ramps would have to be provided at these crossing locations to create an accessible path for visually-impaired pedestrians.



- The four head-in parking spaces in front of Cumberland Farms would be converted to two parallel spaces, one of which could be designated as handicap-accessible.

Benefits

There are several advantages to the implementation of the ultimate intersection layout with respect to the key problem areas identified in the study.

- The sight distance on York Street at Long Sands Road is enhanced. In the southbound direction, sight distance is significantly improved from 180' to 300', because the roadway is moved more to the north, away from the Church stairway. The 90-degree intersection angle improves the visibility of Long Sands Road traffic in all directions.
- The bank exit driveway is physically channelized outside of the intersection so that only right turns can be made
- Traffic control and lane use assignments should be clear and unambiguous, even to users unfamiliar with the area.
- Pedestrian crossings are clearly marked and moved away from locations where they would otherwise conflict with traffic or parking maneuvers, thus creating a safer and more inviting pedestrian environment in the Village
- This concept creates a pedestrian-friendly Town village “plaza” as recommended by stakeholders, which also preserves the monument as the focal point of the Village

Drawbacks

- The design vehicle for the right turn radius around the monument was a school bus/fire truck; tractor trailers may need to use multiple lanes for turns, although these are expected to be infrequent.
- Because the slip ramp would be closed, traffic that now turns left at York Street/Hospital Drive under Yield control would be relocated in front of the bank under Stop control. Even with the lane separation for left and right turns, there will be increased vehicle queuing on this part of Long Sands Road as a result.
- Total on-street parking capacity is reduced unless other parking can be provided. Originally, it was believed that the Library lot could be expanded to compensate for the removal of parking on the slip ramp and at the bank, but restrictive deed covenants preclude this option. Without providing other parking, a total of 16 on-street spaces would be eliminated.
- There are some utility impacts – particularly two overhead poles on the island and at the York/Lindsay intersection – that would need to be relocated. A future design phase should consider underground power, phone and cable. Current Maine state law allows the Town to request a cost estimate from the relevant utilities for the undergrounding of their facilities in historic districts; however,



the cost of placing such utilities underground as part of any construction contract would be quite expensive.

- The proposed new curbing layout will require full evaluation and expansion of the existing drainage system, which already has known deficiencies.

B. Interim Improvements – T-Intersection w/Stop (Long Sands Rd) – Figures 5/6

The ultimate layout concept has refined the long-term desires for roadway and intersection improvements in the Village study area, as defined by the Town and the stakeholders. The Town requested an evaluation of those elements of the ultimate concept that could be implemented fairly easily and at relatively low cost, without major construction disruptions in the Village.

Overview

This layout still creates a more standard 3-way T-intersection with York Street as the major roadway and Long Sands Road as the minor roadway under Stop sign control, with some minor differences.

- Separate left- and right-turn lanes are provided on Long Sands Road; however, Long Sands Road remains at a slightly skewed angle at the intersection, similar to today. The stop lines are staggered so that traffic in the right turn lane does not have their sight line obscured by traffic queued in the left lane.
- The island and monument remain essentially untouched, except for modifications at the southern tip to accommodate pedestrian crosswalks across York Street.
- The slip ramp is retained as a one-way road between York Street and Long Sands Road, so the head-in parking near the commercial building remains.
- York Street southbound would be designated as two lanes: a left turn lane to Long Sands Road and a through lane continuing on York Street; however, it will remain essentially on existing alignment, since none of the sidewalk work along the south side of the street near the Church is proposed at this time.
- York Street northbound at Long Sands Road would be a single lane for through traffic only; no right turns would be allowed, hence there is no impact on the island or monument.
- The Lindsay Road intersection improvements are not part of this interim condition.

Benefits

There are several advantages that this Interim improvement has over the existing condition.

- Should be relatively low-cost to implement, since most of the work involves pavement markings and signing, with some minor island reconfiguration



- There is some sight distance improvement on York Street for left turners, although not as much as in the ultimate case.
- This option also reduces conflicts with the bank driveway and directs vehicles to the right.
- Clear traffic control and lane use assignments are provided.
- Minor improvement to some pedestrian facilities is provided
- Preserves the island and monument in its current location.

Drawbacks

This is still not the complete solution for the following reasons

- This option does not address the angle of traffic exiting Long Sands Road. The sight lines are awkward and it does not provide a sufficient turn angle for right turns to control their speed, even though they are coming to a stop.
- Existing problems with the head-in parking along the slip ramp remain. It is still dangerous to enter/exit these spaces directly from the travel way. Even though there are less conflicts because it is only one-way traffic, this is still an undesirable situation
- This option does not increase public green space
- Pedestrian crossings are improved but not ideal

C. Options Investigated but not Pursued

As noted earlier, there were several other options that were investigated as part of the initial evaluations, but were dismissed early on because they did not meet the goals of the project, as outlined during the public participation process. These are noted below for informational purposes.

- Compensatory Parking at Library: Originally, it was believed that the Library lot could be expanded to compensate for the reduction in parking on the slip ramp and bank area, but restrictive deed covenants preclude this option. Without providing other parking, a total of 16 on-street spaces would be eliminated.
- Installation of Traffic Signals: From the traffic count information, it is clear that the volumes are sufficiently high to satisfy several of the standard traffic signal warrants, as defined by the Manual on Uniform Traffic Control Devices, or MUTCD; however, public attitude did not seem to be in favor of such an option, since it would substantially change the character of the Village. Furthermore, the limited right-of-way and the physical layout of the Village intersection would make such an installation challenging to fit all the necessary equipment at the relocated intersection.
- Roundabout: A roundabout is a smaller traffic circle that allows all traffic to keep moving, albeit at slower speeds. Traffic entering the roundabout must yield



to traffic already on the circle. While this option would likely be the most effective from a traffic capacity standpoint, the design parameters are such that the radii for the interior and outer circles would essentially eliminate all on-street parking in the Village intersection area. Pedestrian movements, while allowed, would be on the periphery of the roundabout, so while the monument would be preserved, it would be in the middle of the circle without a way to get there.

- Three-way Stop: This option was recently used at the Route 1A/Clark Road intersection and is widely seen as an effective traffic control measure at that location; however, the Village traffic volumes are significantly higher than at the Clark Road intersection, so all turning movements would operate with lengthy delays and queuing in the heart of the Village.
- T-Intersection with York Street at stop (Route 1A, northbound, to Long Sands as through movement) – This option is the converse of the ultimate layout in that York Street northbound traffic is under Stop control while Long Sands to Route 1A is designated as the through movement. This option was initially explored because some of the heaviest volumes are left turners from York Street onto Long Sands Road and the complementary right turns from Long Sands Road to York Street. Northbound through movement along York Street, however, is significantly (3 to 4 times) higher than left turns from Long Sands Road that now turn left from the slip ramp onto York Street. As such, there would be lengthy queues down York Street, which could adversely impact overall traffic flow as well as emergency vehicle access and egress from the Fire Station, York Ambulance and York Hospital.

VIII. NEXT STEPS/THINGS TO CONSIDER

With the completion of this conceptual study, the Town has taken the first step towards creating a blueprint for the long-term development and improvement of the Village area. This includes not only roadway improvements, but consideration of a master plan to make the area an attractive and vibrant activity center that is safe and accessible by pedestrians, bicyclists and vehicles alike.

Existing safety deficiencies at this intersection, as identified in this study, do still require attention, consistent with the long-term vision that has been gleaned from Town officials and stakeholders in this process. Should the ultimate public plaza option be pursued, there is a whole different level of public involvement that will be needed to define how this area will be developed to enhance the character of the Town in general and the Village in particular.

There are several items that the Town needs to consider as this process moves forward:

- Implementation of the Interim improvements should move forward as soon as practicable.



- A Public Hearing will need to be held to get Town-wide acceptance of the proposed solution and garner public support for funding more detailed engineering design studies, including survey, engineering, drainage, natural and cultural resource evaluations, and utility coordination, to develop construction-level plans for construction, and more detailed cost estimates for said improvement.
- It is recommended that Town undertake a parking study to determine use, turnover and demand in the immediate vicinity. This will help the Town to evaluate the sensitivity for parking space reconfiguration, relocation and removal.
- It is recommended that the Town investigate additional municipal parking lots in the Village area, including evaluation for options at 32 Long Sands Road, property purchased by the Town originally for a new Town Hall. Other options for property purchase or lease may also be possible within convenient walking distance.
- Implementation of improvements in the intersection is also an opportunity for the Town to explore the feasibility of installing underground utilities for power, phone and cable through the intersection. Per Maine Revised Statutes Section 2312, the Town can request an estimate from the utility companies for the cost to install their utilities underground in municipally designated historic districts. The Town would need to extend the local Historic District limits to fully encompass the intersection, and match the National Historic District limits in order for this statute to apply.



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APPENDIX A

AUTOMATED TRAFFIC RECORDER COUNTS



**Southern Maine Regional Planning Commission
Traffic Counting Program**

Town: York
 Location: Long Sands Rd
 Landmark: adjacent to sotheby's *see house*

Site: 1011
 Tuesday, 7/28/2009, 3:00:00 PM -
 Wednesday, 7/29/2009, 3:00:00 PM

Volume Grand Totals

Average Hourly Volumes

	<u>Near lane flow</u>
12:00 AM	32.0
1:00 AM	26.0
2:00 AM	9.0
3:00 AM	19.0
4:00 AM	25.0
5:00 AM	103.0
6:00 AM	282.0
7:00 AM	515.0
8:00 AM	737.0
9:00 AM	828.0
10:00 AM	938.0
11:00 AM	912.0
12:00 PM	879.0
1:00 PM	858.0
2:00 PM	837.0
3:00 PM	999.0
4:00 PM	951.0
5:00 PM	887.0
6:00 PM	675.0
7:00 PM	587.0
8:00 PM	457.0
9:00 PM	271.0
10:00 PM	166.0
11:00 PM	86.0
ADT	12079.0

Two-way ?

ADT 8060

Study Grand Totals

	<u>Near lane flow</u>
	12079

Southern Maine Regional Planning Commission Traffic Counting Program

Town: York
 Location: Long Sands Rd
 Landmark: adjacent to Sotheby's *the house*

Site: 1011
 Date: 7/28/2009
 Tuesday

24 Hour Volume, per Channel
 Channel: Near lane fl

Interval Begin				Interval Begin		
3:00 PM	254	999		3:00 AM	3	19
3:15 PM	259			3:15 AM	7	
3:30 PM	237			3:30 AM	3	
3:45 PM	249			3:45 AM	6	
4:00 PM	230	951		4:00 AM	4	25
4:15 PM	244			4:15 AM	7	
4:30 PM	249			4:30 AM	5	
4:45 PM	228			4:45 AM	9	
5:00 PM	233	887		5:00 AM	14	103
5:15 PM	235			5:15 AM	19	
5:30 PM	201			5:30 AM	27	
5:45 PM	218			5:45 AM	43	
6:00 PM	196	675		6:00 AM	41	282
6:15 PM	170			6:15 AM	61	
6:30 PM	144			6:30 AM	70	
6:45 PM	165			6:45 AM	110	
7:00 PM	153	587		7:00 AM	100	515
7:15 PM	136			7:15 AM	114	
7:30 PM	139			7:30 AM	141	
7:45 PM	159			7:45 AM	160	
8:00 PM	113	457		8:00 AM	155	737
8:15 PM	104			8:15 AM	181	
8:30 PM	136			8:30 AM	186	
8:45 PM	104			8:45 AM	215	
9:00 PM	94	271		9:00 AM	220	828
9:15 PM	70			9:15 AM	189	
9:30 PM	54			9:30 AM	202	
9:45 PM	53			9:45 AM	217	
10:00 PM	42	166		10:00 AM	237	938
10:15 PM	49			10:15 AM	240	
10:30 PM	46			10:30 AM	233	
10:45 PM	29			10:45 AM	228	
11:00 PM	29	86		11:00 AM	204	912
11:15 PM	27			11:15 AM	237	
11:30 PM	20			11:30 AM	258	
11:45 PM	10			11:45 AM	213	
7/29/2009 12:00 AM	8	32		12:00 PM	252	879
12:15 AM	9			12:15 PM	217	
12:30 AM	11			12:30 PM	201	
12:45 AM	4			12:45 PM	209	
1:00 AM	7	26		1:00 PM	236	858
1:15 AM	9			1:15 PM	211	
1:30 AM	5			1:30 PM	197	
1:45 AM	5			1:45 PM	214	
2:00 AM	4	9		2:00 PM	208	837
2:15 AM	2			2:15 PM	216	
2:30 AM	1			2:30 PM	211	
2:45 AM	2			2:45 PM	202	

24 Hour Volume Near lane fl
 12079

12:00 AM - 12:00 PM
Near lane fl
 Count 4426
Peak Hour 10:00 AM
 Volume 938
 Factor 0.98

12:00 PM - 12:00 AM
Near lane fl
 7653
Peak Hour 3:00 PM
 999
 0.96

**Southern Maine Regional Planning Commission
Traffic Counting Program**

Town: York
 Location: Rte 1A
 Landmark: out side town hall

Site: 1010
 Tuesday, 7/28/2009, 3:00:00 PM -
 Wednesday, 7/29/2009, 3:00:00 PM

Volume Grand Totals

Average Hourly Volumes

	WE
12:00 AM	58.0
1:00 AM	45.0
2:00 AM	20.0
3:00 AM	20.0
4:00 AM	45.0
5:00 AM	136.0
6:00 AM	349.0
7:00 AM	779.0
8:00 AM	1134.0
9:00 AM	1382.0
10:00 AM	1536.0
11:00 AM	1512.0
12:00 PM	1590.0
1:00 PM	1551.0
2:00 PM	1547.0
3:00 PM	1698.0
4:00 PM	1677.0
5:00 PM	1587.0
6:00 PM	1223.0
7:00 PM	1068.0
8:00 PM	867.0
9:00 PM	556.0
10:00 PM	271.0
11:00 PM	138.0
ADT	20789.0

ADT 14000

Study Grand Totals

	WE
	20789

Southern Maine Regional Planning Commission Traffic Counting Program

Town: York
 Location: Rte 1A
 Landmark: out side town hall

Site: 1010
 Date: 7/28/2009
 Tuesday

24 Hour Volume, per Channel

Channel: WE

Interval Begin			Interval Begin		
3:00 PM	425	1698	3:00 AM	2	20
3:15 PM	429		3:15 AM	4	
3:30 PM	423		3:30 AM	7	
3:45 PM	421		3:45 AM	7	
4:00 PM	436	1677	4:00 AM	10	45
4:15 PM	393		4:15 AM	9	
4:30 PM	449		4:30 AM	10	
4:45 PM	399		4:45 AM	16	
5:00 PM	411	1587	5:00 AM	21	136
5:15 PM	442		5:15 AM	23	
5:30 PM	378		5:30 AM	37	
5:45 PM	356		5:45 AM	55	
6:00 PM	352	1223	6:00 AM	52	349
6:15 PM	321		6:15 AM	79	
6:30 PM	293		6:30 AM	98	
6:45 PM	257		6:45 AM	120	
7:00 PM	298	1068	7:00 AM	157	779
7:15 PM	273		7:15 AM	167	
7:30 PM	241		7:30 AM	206	
7:45 PM	256		7:45 AM	249	
8:00 PM	241	867	8:00 AM	267	1134
8:15 PM	197		8:15 AM	232	
8:30 PM	208		8:30 AM	308	
8:45 PM	221		8:45 AM	327	
9:00 PM	169	556	9:00 AM	341	1382
9:15 PM	155		9:15 AM	330	
9:30 PM	121		9:30 AM	332	
9:45 PM	111		9:45 AM	379	
10:00 PM	73	271	10:00 AM	364	1536
10:15 PM	77		10:15 AM	413	
10:30 PM	61		10:30 AM	381	
10:45 PM	60		10:45 AM	378	
11:00 PM	53	138	11:00 AM	373	1512
11:15 PM	31		11:15 AM	363	
11:30 PM	36		11:30 AM	400	
11:45 PM	18		11:45 AM	376	
7/29/2009 12:00 AM	22	58	12:00 PM	429	1590
12:15 AM	13		12:15 PM	408	
12:30 AM	10		12:30 PM	379	
12:45 AM	13		12:45 PM	374	
1:00 AM	8	45	1:00 PM	346	1551
1:15 AM	19		1:15 PM	396	
1:30 AM	9		1:30 PM	386	
1:45 AM	9		1:45 PM	423	
2:00 AM	6	20	2:00 PM	371	1547
2:15 AM	5		2:15 PM	400	
2:30 AM	5		2:30 PM	394	
2:45 AM	4		2:45 PM	382	

24 Hour Volume WE
20789

12:00 AM - 12:00 PM
WE
 Count 7016
Peak Hour 10:15 AM
 Volume 1545
 Factor 0.94

12:00 PM - 12:00 AM
WE
 13773
 3:15 PM 1709
 0.98

APPENDIX B

DETAILED TRAFFIC COUNT



CLD Consulting Engineers, Inc.

540 Commercial Street
Manchester, NH 03101
603-668-8223

Town/State: York, ME
Location: York St at Long Sands Road
Counter#/By: York Planning
Weather: Cloudy, Breezy

File Name : Village Intersection
Site Code : 10-0190
Start Date : 6/2/2010
Page No : 1

Groups Printed- Vehicles

Start Time	Long Sands Road Southbound					York St Westbound					Hospital Entrance Northbound					York St Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	13	5	63	5	86	0	49	8	2	59	0	0	0	2	2	49	53	0	1	103	250
07:15 AM	23	4	79	0	106	0	60	16	1	77	0	0	0	6	6	94	52	0	5	151	340
07:30 AM	26	2	94	1	123	0	68	16	2	86	0	0	0	4	4	131	61	0	1	193	406
07:45 AM	20	5	74	2	101	0	64	11	0	75	0	0	0	1	1	98	82	0	1	181	358
Total	82	16	310	8	416	0	241	51	5	297	0	0	0	13	13	372	248	0	8	628	1354
08:00 AM	13	4	74	5	96	1	70	12	2	85	0	0	0	4	4	68	63	0	3	134	319
08:15 AM	18	2	73	0	93	1	77	10	2	90	0	0	0	3	3	80	67	0	0	147	333
08:30 AM	18	2	94	0	114	0	74	13	5	92	0	0	0	2	2	95	60	0	4	159	367
08:45 AM	15	4	84	2	105	4	55	15	3	77	0	0	0	4	4	80	90	0	0	170	356
Total	64	12	325	7	408	6	276	50	12	344	0	0	0	13	13	323	280	0	7	610	1375
Break																					
11:30 AM	0	6	85	1	92	1	81	20	2	104	0	0	0	0	0	71	78	0	1	150	346
11:45 AM	5	6	110	4	125	2	92	23	3	120	0	0	0	2	2	71	96	0	2	169	416
Total	5	12	195	5	217	3	173	43	5	224	0	0	0	2	2	142	174	0	3	319	762
12:00 PM	9	4	120	5	138	0	87	22	2	111	0	0	0	0	0	66	102	0	0	168	417
12:15 PM	11	0	113	1	125	0	85	17	1	103	0	0	0	6	6	80	99	0	2	181	415
Total	20	4	233	6	263	0	172	39	3	214	0	0	0	6	6	146	201	0	2	349	832
Break																					
02:30 PM	26	0	95	9	130	1	100	30	0	131	0	0	0	1	1	80	87	0	1	168	430
02:45 PM	14	0	105	1	120	0	94	18	6	118	0	0	0	0	0	92	81	0	6	179	417
Total	40	0	200	10	250	1	194	48	6	249	0	0	0	1	1	172	168	0	7	347	847
03:00 PM	12	1	122	3	138	0	122	19	6	147	0	0	0	1	1	119	65	0	7	191	477
03:15 PM	14	2	121	0	137	2	96	16	1	115	0	0	0	0	0	105	70	0	1	176	428
03:30 PM	12	3	120	4	139	1	121	17	0	139	0	0	0	1	1	109	83	0	1	193	472
03:45 PM	11	1	92	4	108	0	72	14	0	86	0	0	0	0	0	105	85	0	0	190	384
Total	49	7	455	11	522	3	411	66	7	487	0	0	0	2	2	438	303	0	9	750	1761
04:00 PM	15	0	110	1	126	0	126	20	0	146	0	0	0	0	0	113	66	0	0	179	451
04:15 PM	19	3	92	5	119	0	82	19	0	101	0	0	0	2	2	80	87	0	2	169	391
04:30 PM	12	1	95	0	108	0	114	25	0	139	0	0	0	2	2	93	63	0	2	158	407
04:45 PM	9	2	81	2	94	0	75	25	4	104	0	0	0	4	4	93	71	0	1	165	367
Total	55	6	378	8	447	0	397	89	4	490	0	0	0	8	8	379	287	0	5	671	1616
05:00 PM	24	3	122	1	150	1	126	23	2	152	0	0	0	0	0	77	74	0	2	153	455
05:15 PM	9	3	64	2	78	2	69	15	7	93	0	0	0	4	4	76	66	0	5	147	322
Grand Total	348	63	2282	58	2751	16	2059	424	51	2550	0	0	0	49	49	2125	1801	0	48	3974	9324
Approch %	12.6	2.3	83	2.1		0.6	80.7	16.6	2		0	0	0	100		53.5	45.3	0	1.2		
Total %	3.7	0.7	24.5	0.6	29.5	0.2	22.1	4.5	0.5	27.3	0	0	0	0.5	0.5	22.8	19.3	0	0.5	42.6	

CLD Consulting Engineers, Inc.

540 Commercial Street

Manchester, NH 03101

603-668-8223

Town/State: York, ME

Location: York St at Long Sands Road

Counter#/By: York Planning

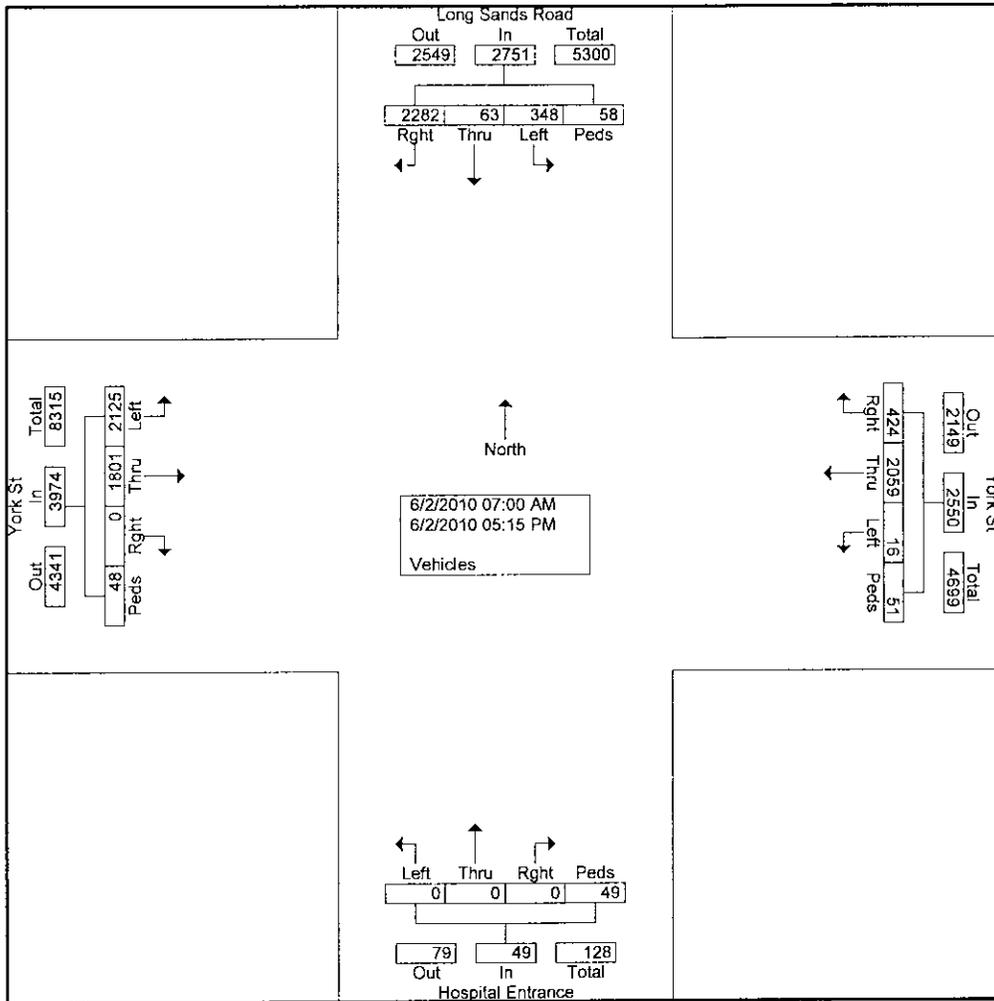
Weather: Cloudy, Breezy

File Name : Village Intersection

Site Code : 10-0190

Start Date : 6/2/2010

Page No : 2



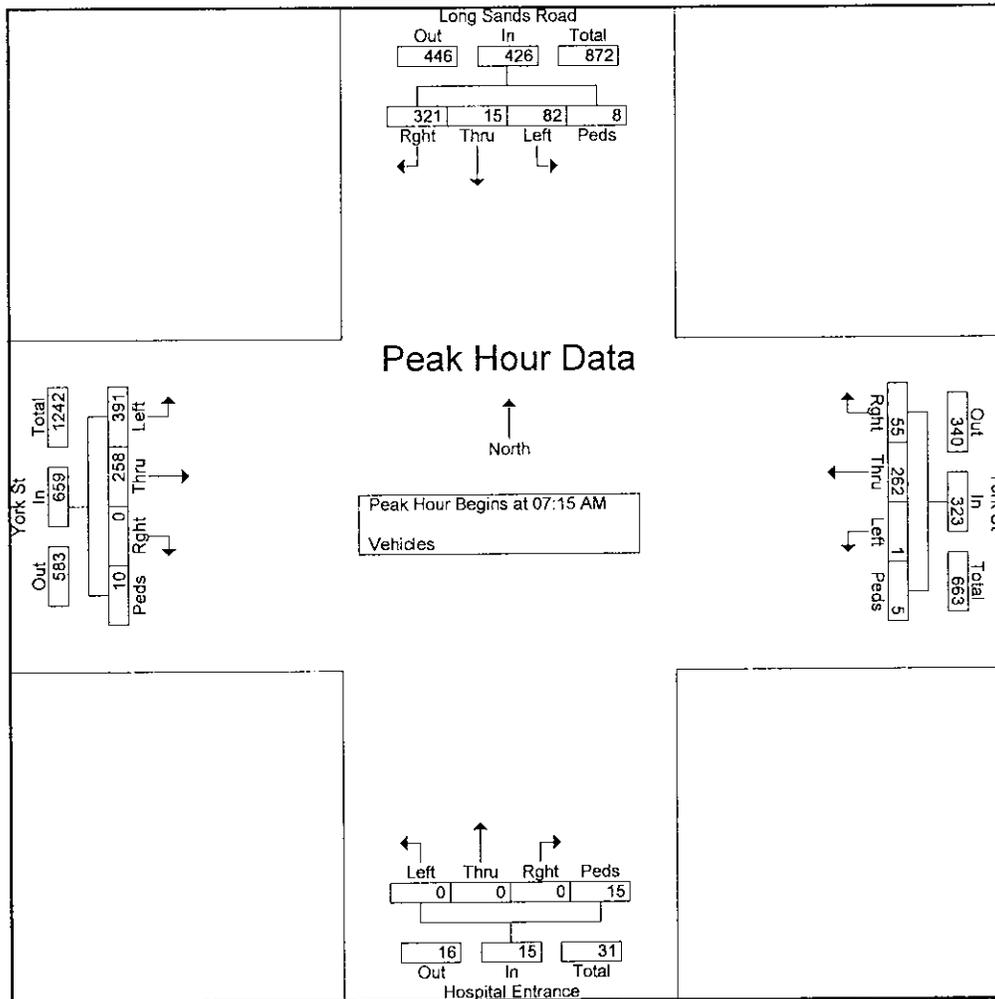
CLD Consulting Engineers, Inc.

540 Commercial Street
Manchester, NH 03101
603-668-8223

Town/State: York, ME
Location: York St at Long Sands Road
Counter#/By: York Planning
Weather: Cloudy, Breezy

File Name : Village Intersection
Site Code : 10-0190
Start Date : 6/2/2010
Page No : 3

Start Time	Long Sands Road Southbound					York St Westbound					Hospital Entrance Northbound					York St Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	23	4	79	0	106	0	60	16	1	77	0	0	0	6	6	94	52	0	5	151	340
07:30 AM	26	2	94	1	123	0	68	16	2	86	0	0	0	4	4	131	61	0	1	193	406
07:45 AM	20	5	74	2	101	0	64	11	0	75	0	0	0	1	1	98	82	0	1	181	358
08:00 AM	13	4	74	5	96	1	70	12	2	85	0	0	0	4	4	68	63	0	3	134	319
Total Volume	82	15	321	8	426	1	262	55	5	323	0	0	0	15	15	391	258	0	10	659	1423
% App. Total	19.2	3.5	75.4	1.9		0.3	81.1	17	1.5		0	0	0	100		59.3	39.2	0	1.5		
PHF	.788	.750	.854	.400	.866	.250	.936	.859	.625	.939	.000	.000	.000	.625	.625	.746	.787	.000	.500	.854	.876



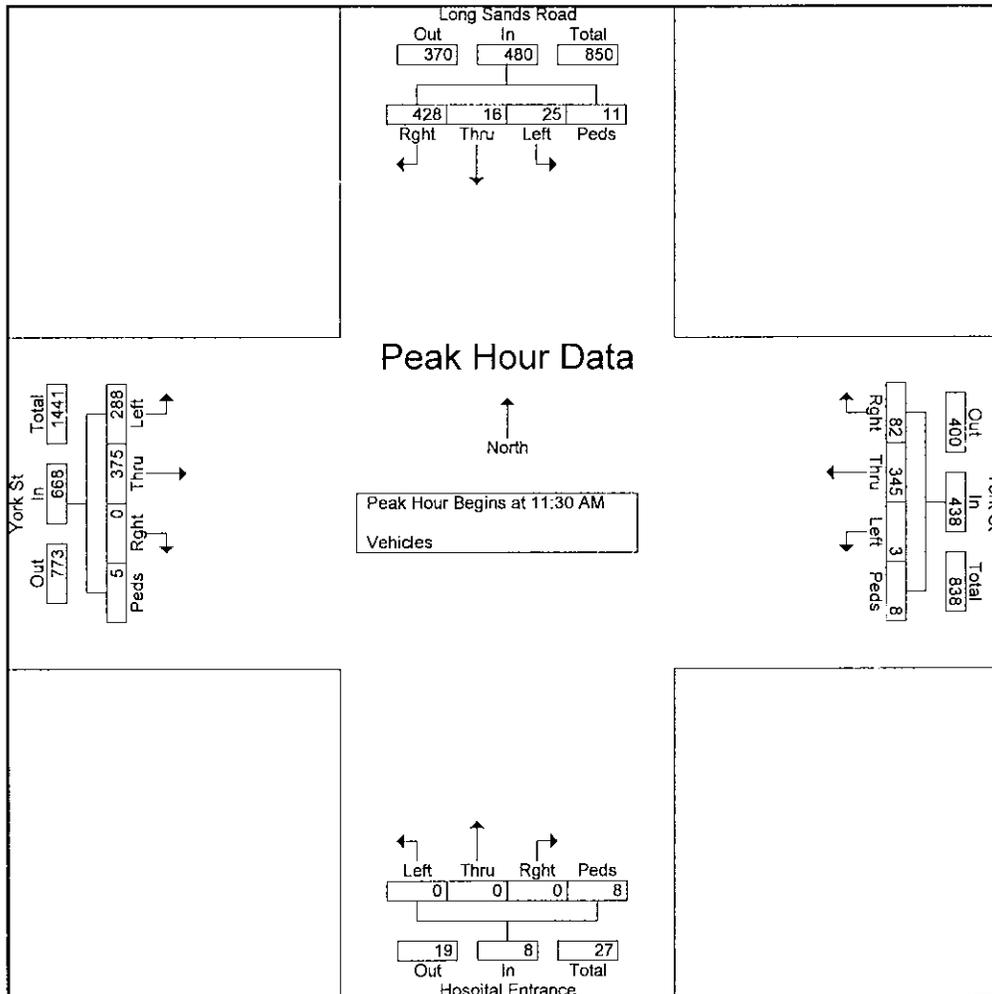
CLD Consulting Engineers, Inc.

540 Commercial Street
Manchester, NH 03101
603-668-8223

Town/State: York, ME
Location: York St at Long Sands Road
Counter#/By: York Planning
Weather: Cloudy, Breezy

File Name : Village Intersection
Site Code : 10-0190
Start Date : 6/2/2010
Page No : 4

Start Time	Long Sands Road Southbound					York St Westbound					Hospital Entrance Northbound					York St Eastbound					Int. Total
	Left	Thru	Rght	Peds	App. Total	Left	Thru	Rght	Peds	App. Total	Left	Thru	Rght	Peds	App. Total	Left	Thru	Rght	Peds	App. Total	
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	0	6	85	1	92	1	81	20	2	104	0	0	0	0	0	71	78	0	1	150	346
11:45 AM	5	6	110	4	125	2	92	23	3	120	0	0	0	2	2	71	96	0	2	169	416
12:00 PM	9	4	120	5	138	0	87	22	2	111	0	0	0	0	0	66	102	0	0	168	417
12:15 PM	11	0	113	1	125	0	85	17	1	103	0	0	0	6	6	80	99	0	2	181	415
Total Volume	25	16	428	11	480	3	345	82	8	438	0	0	0	8	8	288	375	0	5	668	1594
% App. Total	5.2	3.3	89.2	2.3		0.7	78.8	18.7	1.8		0	0	0	100		43.1	56.1	0	0.7		
PHF	.568	.667	.892	.550	.870	.375	.938	.891	.667	.913	.000	.000	.000	.333	.333	.900	.919	.000	.625	.923	.956



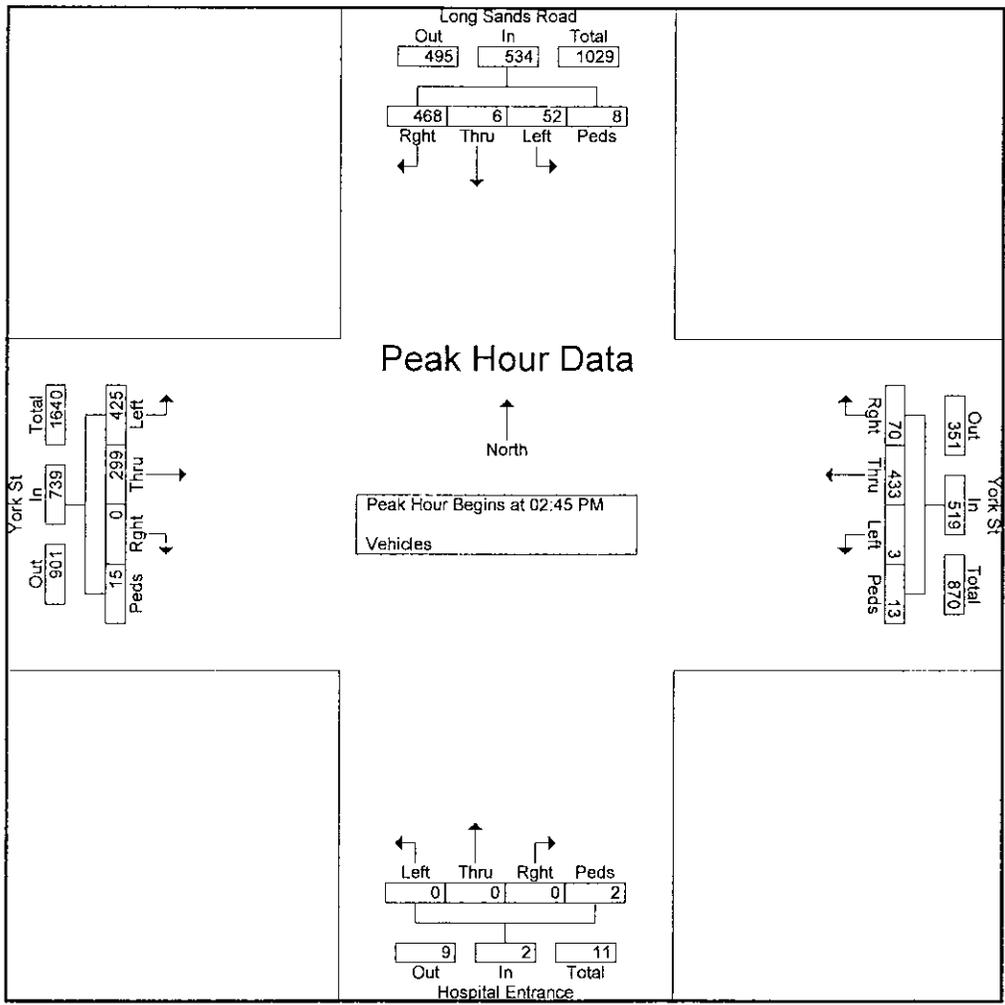
CLD Consulting Engineers, Inc.

540 Commercial Street
Manchester, NH 03101
603-668-8223

Town/State: York, ME
Location: York St at Long Sands Road
Counter#/By: York Planning
Weather: Cloudy, Breezy

File Name : Village Intersection
Site Code : 10-0190
Start Date : 6/2/2010
Page No : 5

Start Time	Long Sands Road Southbound					York St Westbound					Hospital Entrance Northbound					York St Eastbound					Int. Total
	Left	Thru	Rght	Peds	App. Total	Left	Thru	Rght	Peds	App. Total	Left	Thru	Rght	Peds	App. Total	Left	Thru	Rght	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:45 PM																					
02:45 PM	14	0	105	1	120	0	94	18	6	118	0	0	0	0	0	92	81	0	6	179	417
03:00 PM	12	1	122	3	138	0	122	19	6	147	0	0	0	1	1	119	65	0	7	191	477
03:15 PM	14	2	121	0	137	2	96	16	1	115	0	0	0	0	0	105	70	0	1	176	428
03:30 PM	12	3	120	4	139	1	121	17	0	139	0	0	0	1	1	109	83	0	1	193	472
Total Volume	52	6	468	8	534	3	433	70	13	519	0	0	0	2	2	425	299	0	15	739	1794
% App. Total	9.7	1.1	87.6	1.5		0.6	83.4	13.5	2.5		0	0	0	100		57.5	40.5	0	2		
PHF	.929	.500	.959	.500	.960	.375	.887	.921	.542	.883	.000	.000	.000	.500	.500	.893	.901	.000	.536	.957	.940



Start Time	Long Sands Road WB				York St NB				York St NB				Total Volume
	LT to York SB	Thru to Hospital	RT to York NB	RT to York NB	LT to Hospital	Thru to York NB	RT to Long Sands	RT to Long Sands	LT to Long Sands	RT to York SB	York SB	York SB	
1130	30	3	197	1	120	22	119	127	619				
1145	15	0	103	0	94	18	104	102	436				
1200	16	2	97	1	107	26	89	98	436				
1215	10	4	93	2	110	31	110	121	481				
Midday Peak 1130-1230	71	9	490	4	431	97	422	448	1972				

Day Thursday
Date 7/8/2010

APPENDIX C

SPEED DATA



CLD Consulting Engineers, Inc.

540 Commercial Street
 Manchester, NH 03101
 603-668-8223

Counted By: York Police
 ATR #:
 Location: Village Intersection
 City/Town: York, ME

Site Code: 00000002

Station ID:

SPEED SUMMARY 6-30 TO 7-07

To York St

Start Time	1 3	4 6	7 9	10 12	13 15	16 18	19 21	22 24	25 27	28 30	31 33	34 36	37 39	40 999	Total
06/30/10	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	0	0	0	2	3	9	2	2	0	0	0	0	0	0	18
11:00	0	0	0	1	4	8	7	1	0	1	0	0	0	0	22
12 PM	0	0	0	0	3	0	6	3	1	0	0	0	0	0	13
13:00	0	0	0	1	6	8	10	4	0	0	0	0	0	0	29
14:00	0	0	0	1	5	7	6	3	0	0	0	0	0	0	22
15:00	0	0	0	2	7	3	5	2	0	0	0	0	0	0	19
16:00	0	0	0	1	3	3	6	3	1	1	0	0	0	0	18
17:00	0	0	0	0	0	1	6	5	3	0	0	0	0	0	15
18:00	0	0	0	0	2	1	0	1	1	0	0	0	0	0	5
19:00	0	0	0	0	0	0	2	2	1	0	0	0	0	0	5
20:00	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
21:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
22:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
23:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	8	33	41	54	27	8	2	0	0	0	0	173

CLD Consulting Engineers, Inc.

540 Commercial Street
 Manchester, NH 03101
 603-668-8223

Counted By: York Police
 ATR #:
 Location: Village Intersection
 City/Town: York, ME

Site Code: 00000002

Station ID:

SPEED SUMMARY 6-30 TO 7-07

To York St

Start Time	1 3	4 6	7 9	10 12	13 15	16 18	19 21	22 24	25 27	28 30	31 33	34 36	37 39	40 999	Total
07/02/10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
07:00	0	0	0	0	0	0	5	4	0	0	0	0	0	0	9
08:00	0	0	0	1	1	1	0	3	2	0	0	0	0	0	8
09:00	0	0	0	0	1	4	7	4	1	0	0	0	0	0	17
10:00	0	0	0	1	5	4	5	0	0	0	0	0	0	0	15
11:00	0	0	0	2	0	4	3	1	0	0	0	0	0	0	10
12 PM	0	0	1	1	4	3	3	3	0	0	0	0	0	0	15
13:00	0	0	0	0	5	6	2	0	0	0	0	0	0	0	13
14:00	0	0	0	0	1	3	0	1	0	0	0	0	0	0	5
15:00	0	0	0	0	0	1	6	2	2	0	0	0	0	0	11
16:00	0	0	0	1	1	2	3	0	0	1	0	0	0	0	8
17:00	0	0	0	0	0	1	1	3	0	0	0	0	0	0	5
18:00	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4
19:00	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
20:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
21:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
22:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	6	20	31	37	24	8	2	0	0	0	0	129

CLD Consulting Engineers, Inc.

540 Commercial Street
 Manchester, NH 03101
 603-668-8223

Counted By: York Police
 ATR #:
 Location: Village Intersection
 City/Town: York, ME

Site Code: 00000002

Station ID:

SPEED SUMMARY 6-30 TO 7-07

To York St

Start Time	1 3	4 6	7 9	10 12	13 15	16 18	19 21	22 24	25 27	28 30	31 33	34 36	37 39	40 999	Total
07/03/10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
07:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
08:00	0	0	0	0	2	3	1	4	0	0	0	0	0	0	10
09:00	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
10:00	0	0	0	0	0	1	3	0	0	0	0	0	0	0	4
11:00	0	0	0	0	1	0	2	2	0	0	0	0	0	0	5
12 PM	0	0	0	0	2	1	1	1	1	1	0	0	0	0	7
13:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
14:00	0	0	0	0	1	2	2	1	0	0	0	0	0	0	6
15:00	0	0	0	0	0	3	7	0	0	0	0	0	0	0	10
16:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
17:00	0	0	0	1	0	0	2	1	0	0	0	0	0	0	4
18:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
19:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
20:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
21:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	2	7	13	22	12	4	1	0	0	0	0	61

CLD Consulting Engineers, Inc.

540 Commercial Street
 Manchester, NH 03101
 603-668-8223

Counted By: York Police
 ATR #:
 Location: Village Intersection
 City/Town: York, ME

Site Code: 00000002
 Station ID:
 SPEED SUMMARY 6-30 TO 7-07

To York St

Start Time	1 3	4 6	7 9	10 12	13 15	16 18	19 21	22 24	25 27	28 30	31 33	34 36	37 39	40 999	Total
07/04/10	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
09:00	0	0	0	0	0	2	2	3	0	0	0	0	0	0	7
10:00	0	0	0	0	2	0	2	3	0	0	0	0	0	0	7
11:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
12 PM	0	0	0	0	1	3	0	0	0	0	0	0	0	0	4
13:00	0	0	0	0	0	2	0	0	3	0	0	0	0	0	5
14:00	0	0	0	0	0	1	2	1	1	0	0	0	0	0	5
15:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
16:00	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
17:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
18:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
19:00	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3
20:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	4	12	14	12	5	1	0	0	0	0	48

CLD Consulting Engineers, Inc.

540 Commercial Street
 Manchester, NH 03101
 603-668-8223

Counted By: York Police
 ATR #:
 Location: Village Intersection
 City/Town: York, ME

Site Code: 00000002

Station ID:

SPEED SUMMARY 6-30 TO 7-07

To York St

Start Time	1 3	4 6	7 9	10 12	13 15	16 18	19 21	22 24	25 27	28 30	31 33	34 36	37 39	40 999	Total
07/05/10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
07:00	0	0	0	0	0	1	2	1	2	0	0	0	0	0	6
08:00	0	0	0	0	0	1	1	2	1	0	0	0	0	0	5
09:00	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
10:00	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
11:00	0	0	0	0	1	8	2	0	0	0	0	0	0	0	11
12 PM	0	0	0	0	1	4	4	4	0	0	0	0	0	0	13
13:00	0	0	0	1	0	0	2	1	1	0	0	0	0	0	5
14:00	0	0	0	0	0	1	2	3	2	0	0	0	0	0	8
15:00	0	0	0	1	0	1	2	0	0	0	0	0	0	0	4
16:00	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
17:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
18:00	0	0	0	0	0	1	1	0	1	0	0	0	0	0	3
19:00	0	0	0	0	0	2	3	1	0	0	0	0	0	0	6
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	2	22	26	15	9	0	0	0	0	0	76

CLD Consulting Engineers, Inc.

540 Commercial Street
 Manchester, NH 03101
 603-668-8223

Counted By: York Police
 ATR #:
 Location: Village Intersection
 City/Town: York, ME

Site Code: 00000002

Station ID:

SPEED SUMMARY 6-30 TO 7-07

To York St

Start Time	1 3	4 6	7 9	10 12	13 15	16 18	19 21	22 24	25 27	28 30	31 33	34 36	37 39	40 999	Total
07/06/10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
06:00	0	0	0	0	0	0	2	0	2	0	0	0	0	0	4
07:00	0	0	0	0	0	1	3	3	3	0	0	0	0	0	10
08:00	0	0	0	0	0	2	4	2	1	0	0	0	0	0	9
09:00	0	0	0	1	4	4	5	0	0	0	0	0	0	0	14
10:00	0	0	1	0	2	8	2	2	0	0	0	0	0	0	15
11:00	0	0	0	2	5	2	3	0	0	0	0	0	0	0	12
12 PM	0	0	0	2	4	7	1	1	1	0	0	0	0	0	16
13:00	0	0	0	3	0	0	4	1	0	0	0	0	0	0	8
14:00	0	0	0	0	2	6	2	3	0	0	0	0	0	0	13
15:00	0	0	1	1	1	4	1	2	2	0	0	0	0	0	12
16:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:00	0	0	0	1	0	0	0	2	0	0	0	0	0	0	3
18:00	0	0	1	0	0	0	4	0	1	0	0	0	0	0	6
19:00	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
20:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	3	11	18	35	33	19	12	0	0	0	0	0	131

CLD Consulting Engineers, Inc.

540 Commercial Street
 Manchester, NH 03101
 603-668-8223

Counted By: York Police
 ATR #:
 Location: Village Intersection
 City/Town: York, ME

Site Code: 00000002

Station ID:

SPEED SUMMARY 6-30 TO 7-07

To York St

Start Time	1 3	4 6	7 9	10 12	13 15	16 18	19 21	22 24	25 27	28 30	31 33	34 36	37 39	40 999	Total
07/07/10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	0	2	2	2	0	0	0	0	6
07:00	0	0	0	0	0	1	1	1	3	0	0	0	0	0	6
08:00	0	0	0	0	0	2	3	2	1	0	0	0	0	0	8
09:00	0	0	0	1	4	6	7	3	1	0	0	0	0	0	22
10:00	0	0	0	2	2	5	2	2	0	0	0	0	0	0	13
11:00	0	0	0	2	7	7	3	1	0	0	0	0	0	0	20
12 PM	0	0	0	1	1	3	3	3	0	0	0	0	0	0	11
13:00	0	0	0	0	3	3	5	1	0	0	0	0	0	0	12
14:00	0	0	0	0	2	7	4	1	0	0	0	0	0	0	14
15:00	0	0	0	0	2	3	0	1	0	0	0	0	0	0	6
16:00	0	0	0	0	0	4	1	0	1	0	0	0	0	0	6
17:00	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3
18:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
19:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
20:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
21:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	0	6	21	43	33	21	9	2	0	0	0	0	135
Grand Total	0	0	5	44	148	247	276	159	64	8	0	0	0	0	951

15th Percentile : 14 MPH
 50th Percentile : 19 MPH
 85th Percentile : 23 MPH
 95th Percentile : 26 MPH

Statistics
 Mean Speed(Average) : 19 MPH
 10 MPH Pace Speed : 15-24 MPH
 Number in Pace : 732
 Percent in Pace : 77.0%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%

CLD Consulting Engineers, Inc.

540 Commercial Street
 Manchester, NH 03101
 603-668-8223

Counted By: York Police
 ATR #:
 Location: Village Intersection
 City/Town: York, ME

Site Code: 00000002

Station ID:

SPEED SUMMARY 6-30 TO 7-07

To Long Sands Rd

Start Time	1	4	7	10	13	16	19	22	25	28	31	34	37	40	Total
	3	6	9	12	15	18	21	24	27	30	33	36	39	999	
06/30/10	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	0	0	2	9	31	92	123	92	23	2	1	0	0	0	375
11:00	0	0	2	9	21	59	120	106	35	8	0	0	0	0	360
12 PM	0	0	1	9	23	65	113	75	38	6	0	0	0	0	330
13:00	0	0	2	7	17	66	139	85	23	2	2	0	0	0	343
14:00	0	0	0	10	18	65	117	88	21	2	0	1	0	0	322
15:00	0	0	6	17	22	100	100	51	19	2	1	0	0	0	318
16:00	0	0	0	3	16	49	128	111	28	6	0	0	0	0	341
17:00	0	0	1	0	8	28	103	154	68	13	0	1	0	0	376
18:00	0	0	0	3	6	17	74	107	66	17	1	0	0	0	291
19:00	0	0	0	0	5	8	60	89	45	7	2	0	0	0	216
20:00	0	0	0	2	4	16	44	89	41	7	1	0	0	0	204
21:00	0	0	0	0	1	5	42	47	30	5	0	0	0	0	130
22:00	0	0	0	0	0	3	17	36	29	4	1	0	0	0	90
23:00	0	0	0	0	0	2	5	15	13	0	0	0	0	0	35
Total	0	0	14	69	172	575	1185	1145	479	81	9	2	0	0	3731

CLD Consulting Engineers, Inc.

540 Commercial Street
 Manchester, NH 03101
 603-668-8223

Counted By: York Police
 ATR #:
 Location: Village Intersection
 City/Town: York, ME

Site Code: 00000002

Station ID:

SPEED SUMMARY 6-30 TO 7-07

To Long Sands Rd

Start Time	1	4	7	10	13	16	19	22	25	28	31	34	37	40	Total
	3	6	9	12	15	18	21	24	27	30	33	36	39	999	
07/01/10	0	0	0	0	0	1	2	9	2	2	0	0	0	0	16
01:00	0	0	0	0	0	0	1	2	1	0	0	0	0	0	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	3	5	1	0	0	0	0	9
05:00	0	0	0	0	0	0	2	11	6	6	1	0	0	0	26
06:00	0	0	0	0	1	5	19	32	34	8	0	0	0	0	99
07:00	0	0	0	1	7	13	31	76	63	13	0	0	0	0	204
08:00	0	0	0	8	15	24	85	78	44	8	0	0	0	0	262
09:00	0	0	0	8	24	49	100	91	18	3	1	0	0	0	294
10:00	0	0	1	5	23	93	152	90	29	4	0	0	0	0	397
11:00	0	0	1	8	34	85	128	100	19	2	1	0	0	0	378
12 PM	0	0	1	10	20	74	143	76	14	0	0	0	0	0	338
13:00	0	0	1	10	43	65	118	80	19	2	0	0	0	0	338
14:00	0	0	0	7	23	73	109	112	32	2	0	0	0	0	358
15:00	0	0	0	8	18	79	142	101	26	6	1	2	0	0	383
16:00	0	0	0	6	16	64	147	113	31	4	0	0	0	0	381
17:00	0	0	0	2	25	31	96	117	75	7	1	1	0	0	355
18:00	0	0	0	2	8	29	66	109	64	9	0	0	0	0	287
19:00	0	0	0	2	7	29	75	73	32	6	1	0	0	0	225
20:00	0	0	0	2	5	14	67	68	37	8	0	0	0	0	201
21:00	0	0	0	0	4	6	36	71	26	6	1	0	0	1	151
22:00	0	0	0	1	0	1	6	31	20	5	0	0	0	0	64
23:00	0	0	0	0	0	1	5	13	15	2	0	0	0	0	36
Total	0	0	4	80	273	736	1530	1457	612	104	7	3	0	1	4807

CLD Consulting Engineers, Inc.

540 Commercial Street
 Manchester, NH 03101
 603-668-8223

Counted By: York Police
 ATR #:
 Location: Village Intersection
 City/Town: York, ME

Site Code: 00000002

Station ID:

SPEED SUMMARY 6-30 TO 7-07

To Long Sands Rd

Start Time	1	4	7	10	13	16	19	22	25	28	31	34	37	40	Total
	3	6	9	12	15	18	21	24	27	30	33	36	39	999	
07/02/10	0	0	0	0	1	1	0	8	7	0	1	0	0	0	18
01:00	0	0	0	0	1	1	0	3	2	1	0	0	0	0	8
02:00	0	0	0	0	0	0	0	1	2	1	0	0	0	0	4
03:00	0	0	0	0	0	0	0	1	2	0	1	0	0	0	4
04:00	0	0	0	0	0	0	1	6	2	0	0	0	0	0	9
05:00	0	0	0	0	0	2	5	14	7	5	1	0	0	0	34
06:00	0	0	0	1	2	5	12	47	20	7	0	0	0	0	94
07:00	0	0	0	2	3	18	37	50	41	9	0	0	0	0	160
08:00	0	0	2	0	12	29	90	99	36	8	1	0	0	0	277
09:00	0	0	0	7	22	52	116	115	38	4	1	0	0	0	355
10:00	0	0	0	10	25	112	137	90	33	1	0	0	0	0	408
11:00	0	0	0	9	28	80	182	105	19	3	0	0	0	0	426
12 PM	0	0	0	10	36	83	137	89	28	2	0	1	0	0	386
13:00	0	0	2	7	26	58	154	109	44	7	0	0	0	0	407
14:00	0	0	0	4	17	71	142	121	32	7	2	0	0	0	396
15:00	0	0	1	12	21	35	130	147	47	8	3	0	0	0	404
16:00	0	0	0	8	25	63	156	145	59	8	0	0	0	0	464
17:00	0	0	0	1	2	27	120	144	67	17	1	1	0	0	380
18:00	0	0	0	1	1	16	70	104	80	10	4	0	0	0	286
19:00	0	0	0	1	8	26	69	100	48	14	2	1	0	0	269
20:00	0	0	1	0	4	15	53	88	48	7	0	0	0	0	216
21:00	0	0	0	0	1	10	42	71	27	5	3	0	0	0	159
22:00	0	0	0	0	0	1	23	41	25	5	0	0	0	0	95
23:00	0	0	0	0	0	4	12	21	17	1	0	0	0	0	55
Total	0	0	6	73	235	709	1688	1719	731	130	20	3	0	0	5314

CLD Consulting Engineers, Inc.

540 Commercial Street
 Manchester, NH 03101
 603-668-8223

Counted By: York Police
 ATR #:
 Location: Village Intersection
 City/Town: York, ME

Site Code: 00000002

Station ID:

SPEED SUMMARY 6-30 TO 7-07

To Long Sands Rd

Start Time	1	4	7	10	13	16	19	22	25	28	31	34	37	40	Total
	3	6	9	12	15	18	21	24	27	30	33	36	39	999	
07/03/10	0	0	0	0	0	0	3	5	9	3	0	0	0	0	20
01:00	0	0	0	0	0	0	5	7	1	0	2	0	0	0	15
02:00	0	0	0	0	0	2	0	9	2	0	1	0	0	0	14
03:00	0	0	0	0	0	0	0	3	0	0	1	0	0	0	4
04:00	0	0	0	0	0	0	0	5	3	2	0	0	0	0	10
05:00	0	0	0	0	0	1	1	6	7	1	0	0	0	0	16
06:00	0	0	0	0	1	3	11	30	14	10	0	0	0	0	69
07:00	0	0	0	0	3	8	32	47	45	4	1	0	0	0	140
08:00	0	0	0	3	11	30	57	107	47	9	0	0	0	0	264
09:00	0	0	0	5	19	41	128	125	35	5	2	0	0	0	360
10:00	0	0	0	9	22	75	151	150	38	5	0	1	0	0	451
11:00	0	0	0	8	36	67	147	156	49	5	0	0	0	0	468
12 PM	0	0	0	0	10	34	116	161	81	11	1	0	1	0	415
13:00	0	0	0	1	11	22	86	127	63	15	0	0	0	0	325
14:00	0	0	0	3	8	38	106	148	51	10	1	0	0	0	365
15:00	0	0	1	0	6	25	91	144	69	12	0	1	0	0	349
16:00	0	0	0	2	15	27	94	98	62	8	1	1	0	0	308
17:00	0	0	0	4	11	14	93	115	53	14	0	1	0	0	305
18:00	0	0	0	2	1	17	76	92	53	8	0	0	0	0	249
19:00	0	0	0	4	2	26	69	93	31	8	0	0	0	0	233
20:00	0	0	0	2	11	15	62	66	27	5	0	0	0	0	188
21:00	0	0	0	1	5	15	42	47	23	4	1	0	0	0	138
22:00	0	0	0	0	2	8	38	54	28	4	0	0	0	0	134
23:00	0	0	0	0	0	3	23	28	14	2	1	0	0	0	71
Total	0	0	1	44	174	471	1431	1823	805	145	12	4	1	0	4911

CLD Consulting Engineers, Inc.

540 Commercial Street
 Manchester, NH 03101
 603-668-8223

Counted By: York Police
 ATR #:
 Location: Village Intersection
 City/Town: York, ME

Site Code: 00000002

Station ID:

SPEED SUMMARY 6-30 TO 7-07

To Long Sands Rd

Start Time	1	4	7	10	13	16	19	22	25	28	31	34	37	40	Total
	3	6	9	12	15	18	21	24	27	30	33	36	39	999	
07/04/10	0	0	0	0	0	2	6	12	8	1	0	0	0	0	29
01:00	0	0	0	0	0	0	2	7	6	2	0	0	0	0	17
02:00	0	0	0	0	0	0	1	4	4	0	0	0	0	0	9
03:00	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
04:00	0	0	0	0	0	0	1	3	3	2	1	0	0	0	10
05:00	0	0	0	0	0	0	3	8	8	0	0	0	0	0	19
06:00	0	0	0	0	3	5	14	39	24	8	2	0	0	0	95
07:00	0	0	0	2	3	15	64	102	66	13	2	0	0	0	267
08:00	0	0	0	0	5	18	57	78	61	9	0	0	0	0	228
09:00	0	0	0	0	7	18	93	122	53	15	1	0	0	0	309
10:00	0	0	0	1	1	33	90	143	60	16	0	1	0	0	345
11:00	0	0	0	1	7	25	115	147	82	17	1	2	0	0	397
12 PM	0	0	0	0	3	34	105	107	64	11	1	0	0	0	325
13:00	0	0	0	2	3	19	69	114	72	13	1	1	0	0	294
14:00	0	0	0	1	0	19	74	111	48	5	3	0	0	0	261
15:00	0	0	0	0	2	15	72	124	53	13	1	0	0	0	280
16:00	0	0	0	0	1	17	55	123	64	10	3	0	0	0	273
17:00	0	0	0	0	4	20	64	128	60	17	2	0	0	0	295
18:00	0	0	0	0	3	14	68	102	53	7	1	1	0	0	249
19:00	0	0	0	0	2	14	51	104	47	9	2	0	0	0	229
20:00	0	0	0	2	3	13	72	97	62	10	4	0	0	0	263
21:00	0	0	0	0	1	3	13	43	39	8	0	0	0	0	107
22:00	0	0	0	2	1	5	16	35	15	1	0	0	0	0	75
23:00	0	0	0	0	0	2	9	15	12	1	0	0	0	0	39
Total	0	0	0	11	49	291	1114	1770	965	188	25	5	0	0	4418

CLD Consulting Engineers, Inc.

540 Commercial Street
 Manchester, NH 03101
 603-668-8223

Counted By: York Police
 ATR #:
 Location: Village Intersection
 City/Town: York, ME

Site Code: 00000002

Station ID:

SPEED SUMMARY 6-30 TO 7-07

To Long Sands Rd

Start Time	1	4	7	10	13	16	19	22	25	28	31	34	37	40	Total
	3	6	9	12	15	18	21	24	27	30	33	36	39	999	
07/05/10	0	0	0	0	0	2	5	11	9	3	0	0	0	0	30
01:00	0	0	0	0	0	0	1	2	2	2	0	0	0	0	7
02:00	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	2	3	0	0	0	0	0	5
04:00	0	0	0	0	0	0	2	1	2	0	0	0	0	0	5
05:00	0	0	0	0	0	1	0	4	3	3	1	0	0	0	12
06:00	0	0	0	0	0	3	12	22	21	6	2	0	0	0	66
07:00	0	0	0	1	2	11	29	52	37	12	3	0	0	0	147
08:00	0	0	0	1	0	11	34	91	57	10	2	0	0	0	206
09:00	0	0	0	0	8	28	93	133	50	11	1	0	0	0	324
10:00	0	0	1	1	3	20	92	133	54	12	1	0	0	0	317
11:00	0	0	0	3	8	24	105	164	60	12	0	1	0	0	377
12 PM	0	0	0	1	15	55	120	122	38	8	0	0	0	0	359
13:00	0	0	0	2	7	23	75	103	57	9	0	0	0	0	276
14:00	0	0	0	2	8	23	86	107	48	8	2	0	0	0	284
15:00	0	0	0	1	5	28	70	98	51	4	2	0	0	0	259
16:00	0	0	0	2	7	20	79	94	37	8	1	0	0	0	248
17:00	0	0	0	0	2	31	72	120	51	8	1	2	0	0	287
18:00	0	0	0	2	7	23	57	82	54	7	0	0	0	0	232
19:00	0	0	0	0	4	21	57	79	38	3	0	0	0	0	202
20:00	0	0	0	0	2	10	53	78	31	6	4	1	0	0	185
21:00	0	0	0	1	3	13	28	37	15	2	1	0	0	0	100
22:00	0	0	0	1	0	2	17	29	22	5	0	0	0	0	76
23:00	0	0	0	0	1	0	4	9	6	3	1	0	0	0	24
Total	0	0	1	19	82	349	1091	1574	746	142	22	4	0	0	4030

CLD Consulting Engineers, Inc.

540 Commercial Street
 Manchester, NH 03101
 603-668-8223

Counted By: York Police
 ATR #:
 Location: Village Intersection
 City/Town: York, ME

Site Code: 00000002
 Station ID:
 SPEED SUMMARY 6-30 TO 7-07

To Long Sands Rd

Start Time	1	4	7	10	13	16	19	22	25	28	31	34	37	40	Total
	3	6	9	12	15	18	21	24	27	30	33	36	39	999	
07/06/10	0	0	0	0	0	0	4	1	1	0	0	0	0	0	6
01:00	0	0	0	0	0	1	1	4	3	0	0	1	0	0	10
02:00	0	0	0	0	0	0	0	4	1	1	0	0	0	0	6
03:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
04:00	0	0	0	0	0	0	1	2	1	0	1	0	0	0	5
05:00	0	0	0	0	0	2	4	9	12	7	3	0	0	0	37
06:00	0	0	0	1	1	2	16	48	33	8	0	1	0	0	110
07:00	0	0	0	1	7	16	40	81	41	12	0	0	0	0	198
08:00	0	0	0	5	10	21	93	124	36	9	1	0	0	0	299
09:00	0	0	0	11	22	60	115	104	21	5	0	0	0	0	338
10:00	0	0	2	12	25	77	133	110	32	4	0	0	0	0	395
11:00	0	0	2	12	35	96	152	102	32	4	1	0	0	0	436
12 PM	0	0	0	9	32	86	124	83	21	4	0	0	0	0	359
13:00	0	0	2	7	22	77	132	80	27	1	0	0	0	0	348
14:00	0	0	0	9	21	59	105	101	24	4	0	0	0	0	323
15:00	0	0	0	2	16	78	103	70	24	9	1	0	0	0	303
16:00	0	0	0	3	10	52	170	106	34	7	0	0	0	0	382
17:00	0	0	0	4	10	39	106	150	59	14	1	0	0	0	383
18:00	0	0	0	1	2	22	88	105	61	10	1	1	0	0	291
19:00	0	0	0	1	3	16	58	93	41	9	4	0	0	0	225
20:00	0	0	0	6	1	8	47	72	37	11	1	0	0	0	183
21:00	0	0	0	0	2	5	39	59	33	4	0	0	0	0	142
22:00	0	0	0	1	1	6	21	35	17	4	0	0	0	0	85
23:00	0	0	0	0	0	0	4	7	5	0	0	0	0	0	16
Total	0	0	6	85	220	723	1556	1550	596	128	14	3	0	0	4881

CLD Consulting Engineers, Inc.

540 Commercial Street
 Manchester, NH 03101
 603-668-8223

Counted By: York Police
 ATR #:
 Location: Village Intersection
 City/Town: York, ME

Site Code: 00000002

Station ID:

SPEED SUMMARY 6-30 TO 7-07

To Long Sands Rd

Start Time	1	4	7	10	13	16	19	22	25	28	31	34	37	40	Total
	3	6	9	12	15	18	21	24	27	30	33	36	39	999	
07/07/10	0	0	0	0	0	0	4	12	7	2	0	0	0	0	25
01:00	0	0	0	0	0	0	0	3	3	1	0	0	0	0	7
02:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
04:00	0	0	0	0	0	0	2	0	3	2	0	0	0	0	7
05:00	0	0	0	0	0	2	0	10	10	5	1	0	0	0	28
06:00	0	0	0	0	1	5	14	55	33	10	0	0	0	0	118
07:00	0	0	1	3	8	16	33	72	35	10	0	0	0	0	178
08:00	0	0	0	2	9	15	79	102	49	8	0	0	0	0	264
09:00	0	0	0	7	18	38	116	114	45	7	1	0	0	0	346
10:00	0	0	0	9	35	93	121	83	39	2	0	1	0	0	383
11:00	0	0	0	10	29	86	152	96	15	2	0	0	0	0	390
12 PM	0	0	1	5	29	64	115	94	48	6	0	0	0	0	362
13:00	0	0	1	4	14	52	128	78	26	3	0	0	0	0	306
14:00	0	0	0	7	16	69	131	100	29	1	2	1	0	0	356
15:00	0	0	0	5	18	65	113	87	23	2	0	1	0	0	314
16:00	0	0	0	3	11	36	128	107	35	5	0	0	0	0	325
17:00	0	0	1	1	7	22	80	136	61	19	1	0	0	0	328
18:00	0	0	0	0	4	13	69	120	67	7	1	0	0	0	281
19:00	0	0	0	2	4	16	55	84	39	15	2	0	0	0	217
20:00	0	0	0	2	7	12	60	77	37	6	1	0	0	0	202
21:00	0	0	0	1	0	6	49	58	26	6	0	0	0	0	146
22:00	0	0	0	0	0	4	15	39	19	5	0	0	0	0	82
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	4	61	210	614	1464	1529	650	124	9	3	0	0	4668
Grand Total	0	0	36	442	1415	4468	11059	12567	5584	1042	118	27	1	1	36760

15th Percentile : 18 MPH
 50th Percentile : 22 MPH
 85th Percentile : 25 MPH
 95th Percentile : 27 MPH

Statistics
 Mean Speed(Average) : 22 MPH
 10 MPH Pace Speed : 18-27 MPH
 Number in Pace : 30700
 Percent in Pace : 83.5%
 Number of Vehicles > 55 MPH : 1
 Percent of Vehicles > 55 MPH : 0.0%

CLD Consulting Engineers, Inc.

540 Commercial Street
 Manchester, NH 03101
 603-668-8223

Counted By: York Police
 ATR #:
 Location: Village Intersection
 City/Town: York, ME

Site Code: 00000002
 Station ID:
 Speed Summary 7-12 to 7-17

To Long Sands Rd

Start Time	1	4	7	10	13	16	19	22	25	28	31	34	37	40	Total
	3	6	9	12	15	18	21	24	27	30	33	36	39	999	
07/12/10	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	0	0	0	0	2	6	13	68	76	31	4	1	1	0	202
12 PM	0	0	0	0	0	3	11	54	69	21	15	0	1	0	174
13:00	0	0	0	0	0	3	21	57	42	35	11	0	0	0	169
14:00	0	0	0	0	0	4	18	49	66	24	6	1	0	0	168
15:00	0	0	0	0	2	6	19	37	38	21	8	0	1	0	132
16:00	0	0	0	0	0	3	16	43	65	36	9	3	0	0	175
17:00	0	0	0	0	0	0	8	30	56	57	23	7	0	0	181
18:00	0	0	0	0	1	1	3	14	70	49	26	7	0	1	172
19:00	0	0	0	0	0	0	4	21	62	41	14	2	0	0	144
20:00	0	0	0	0	0	1	7	29	45	26	10	0	0	0	118
21:00	0	0	0	0	0	0	6	20	35	25	6	1	0	0	93
22:00	0	0	0	0	0	0	1	7	15	12	4	0	1	0	40
23:00	0	0	0	0	0	0	1	2	7	7	2	0	0	0	19
Total	0	0	0	0	5	27	128	431	646	385	138	22	4	1	1787

CLD Consulting Engineers, Inc.

540 Commercial Street
 Manchester, NH 03101
 603-668-8223

Counted By: York Police
 ATR #:
 Location: Village Intersection
 City/Town: York, ME

Site Code: 00000002
 Station ID:
 Speed Summary 7-12 to 7-17

To Long Sands Rd

Start Time	1 3	4 6	7 9	10 12	13 15	16 18	19 21	22 24	25 27	28 30	31 33	34 36	37 39	40 999	Total
07/13/10	0	0	0	0	0	0	0	3	2	1	2	0	0	0	8
01:00	0	0	0	0	0	0	0	1	0	3	0	0	1	0	5
02:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
04:00	0	0	0	0	0	0	0	1	2	1	1	0	0	0	5
05:00	0	0	0	0	0	0	1	3	10	6	2	2	0	0	24
06:00	0	0	0	0	0	0	3	7	23	15	9	4	0	0	61
07:00	0	0	0	0	1	1	7	23	39	20	8	0	0	0	99
08:00	0	0	0	0	1	1	9	37	66	28	12	2	0	0	156
09:00	0	0	0	0	0	1	4	28	54	22	13	2	1	0	125
10:00	0	0	0	0	0	0	16	46	59	25	9	1	0	0	156
11:00	0	0	0	0	0	2	13	30	44	24	3	0	0	0	116
12 PM	0	0	0	0	1	0	13	45	54	29	5	3	0	0	150
13:00	0	0	0	0	0	3	10	48	58	26	8	1	0	0	154
14:00	0	0	0	0	0	2	16	34	77	42	11	5	0	0	187
15:00	0	0	0	0	0	0	14	48	66	31	10	1	1	0	171
16:00	0	0	0	0	1	4	18	49	72	44	10	2	0	0	200
17:00	0	0	0	0	0	3	4	43	69	44	16	3	0	0	182
18:00	0	0	0	0	0	1	7	30	51	40	4	4	0	0	137
19:00	0	0	0	0	0	0	8	25	43	25	11	1	1	0	114
20:00	0	0	0	0	0	1	3	20	50	25	5	0	0	0	104
21:00	0	0	0	0	0	0	3	12	29	19	7	0	1	0	71
22:00	0	0	0	0	0	0	1	5	14	15	3	3	0	0	41
23:00	0	0	0	0	0	0	1	1	7	8	5	1	0	0	23
Total	0	0	0	0	4	19	151	541	890	494	154	35	5	0	2293

CLD Consulting Engineers, Inc.

540 Commercial Street
 Manchester, NH 03101
 603-668-8223

Counted By: York Police
 ATR #:
 Location: Village Intersection
 City/Town: York, ME

Site Code: 00000002
 Station ID:
 Speed Summary 7-12 to 7-17

To Long Sands Rd

Start Time	1 3	4 6	7 9	10 12	13 15	16 18	19 21	22 24	25 27	28 30	31 33	34 36	37 39	40 999	Total
07/14/10	0	0	0	0	0	0	0	0	1	2	1	0	0	0	4
01:00	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	1	1	1	0	0	1	0	4
05:00	0	0	0	0	0	0	0	0	2	1	2	0	0	0	5
06:00	0	0	0	0	0	0	0	3	7	6	3	1	0	0	20
07:00	0	0	0	0	0	1	1	5	12	10	4	1	0	0	34
08:00	0	0	0	0	0	1	3	6	15	12	4	0	1	0	42
09:00	0	0	0	0	0	2	7	17	30	8	8	0	0	0	72
10:00	0	0	0	0	0	3	8	27	24	12	6	1	0	0	81
11:00	0	0	0	0	1	1	8	27	30	14	4	0	0	1	86
12 PM	0	0	0	0	0	2	13	32	42	8	4	0	0	0	101
13:00	0	0	0	0	0	1	13	41	66	23	12	1	0	0	157
14:00	0	0	0	0	0	1	9	38	60	27	15	1	0	0	151
15:00	0	0	0	0	0	1	19	51	61	31	13	1	0	0	177
16:00	0	0	0	0	1	1	7	32	58	34	7	1	0	0	141
17:00	0	0	0	0	0	1	2	21	40	35	21	0	1	0	121
18:00	0	0	0	0	0	1	2	24	25	28	5	1	0	0	86
19:00	0	0	0	0	0	7	10	15	21	10	2	0	0	0	65
20:00	0	0	0	0	1	5	3	13	18	14	2	2	0	0	58
21:00	0	0	0	0	0	0	3	11	25	10	4	1	0	0	54
22:00	0	0	0	0	0	0	0	1	10	6	1	1	0	0	19
23:00	0	0	0	0	0	0	1	0	5	4	3	0	0	0	13
Total	0	0	0	0	3	28	109	366	555	296	121	12	3	1	1494

CLD Consulting Engineers, Inc.

540 Commercial Street
 Manchester, NH 03101
 603-668-8223

Counted By: York Police
 ATR #:
 Location: Village Intersection
 City/Town: York, ME

Site Code: 00000002
 Station ID:
 Speed Summary 7-12 to 7-17

To Long Sands Rd

Start Time	1 3	4 6	7 9	10 12	13 15	16 18	19 21	22 24	25 27	28 30	31 33	34 36	37 39	40 999	Total
07/15/10	0	0	0	0	0	0	0	1	1	1	1	0	0	0	4
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
05:00	0	0	0	0	0	0	1	1	3	4	6	0	0	0	15
06:00	0	0	0	0	0	0	1	4	14	8	3	0	0	0	30
07:00	0	0	0	0	0	1	5	3	21	10	5	0	0	0	45
08:00	0	0	0	0	0	1	3	13	33	18	5	0	0	0	73
09:00	0	0	0	0	0	3	11	16	23	12	7	1	0	0	73
10:00	0	0	0	0	0	2	11	18	28	10	4	1	0	0	74
11:00	0	0	0	0	0	1	3	21	16	10	1	0	0	0	52
12 PM	0	0	0	0	0	2	6	17	18	11	2	0	0	0	56
13:00	0	0	0	0	0	0	6	26	32	18	3	1	0	0	86
14:00	0	0	0	0	0	1	4	25	30	17	5	2	1	0	85
15:00	0	0	0	0	0	0	13	22	42	17	4	1	0	0	99
16:00	0	0	0	0	0	1	8	25	24	26	3	0	0	0	87
17:00	0	0	0	0	0	0	2	19	41	22	8	2	0	0	94
18:00	0	0	0	0	1	0	11	16	35	24	10	2	0	0	99
19:00	0	0	0	0	0	1	3	14	28	22	5	2	0	0	75
20:00	0	0	0	0	0	1	2	12	32	13	6	2	0	0	68
21:00	0	0	0	0	0	0	0	15	24	14	6	2	0	0	61
22:00	0	0	0	0	0	0	2	3	9	7	5	2	0	0	28
23:00	0	0	0	0	0	0	0	1	3	2	0	0	0	0	6
Total	0	0	0	0	1	14	92	272	458	268	89	19	1	0	1214

CLD Consulting Engineers, Inc.

540 Commercial Street
 Manchester, NH 03101
 603-668-8223

Counted By: York Police
 ATR #:
 Location: Village Intersection
 City/Town: York, ME

Site Code: 00000002
 Station ID:
 Speed Summary 7-12 to 7-17

To Long Sands Rd

Start Time	1	4	7	10	13	16	19	22	25	28	31	34	37	40	Total
	3	6	9	12	15	18	21	24	27	30	33	36	39	999	
07/16/10	0	0	0	0	0	0	0	1	2	2	1	0	0	0	6
01:00	0	0	0	0	0	0	0	1	3	2	0	0	0	0	6
02:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
04:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
05:00	0	0	0	0	0	0	2	3	4	5	1	0	0	0	15
06:00	0	0	0	0	0	0	0	8	13	9	1	1	0	0	32
07:00	0	0	0	0	0	0	1	13	21	13	5	0	0	0	53
08:00	0	0	0	0	0	0	1	13	29	27	7	2	0	0	79
09:00	0	0	0	0	0	1	2	14	20	10	4	2	0	0	53
10:00	0	0	0	0	1	2	4	17	14	7	3	1	0	0	49
11:00	0	0	0	0	0	2	6	19	23	10	0	2	0	0	62
12 PM	0	0	0	0	0	2	4	16	22	10	4	0	0	0	58
13:00	0	0	0	0	0	1	4	13	16	13	2	0	0	0	49
14:00	0	0	0	0	0	1	5	11	22	16	4	2	0	0	61
15:00	0	0	0	0	1	2	2	16	30	12	5	0	0	0	68
16:00	0	0	0	0	0	0	10	21	43	17	12	3	0	0	106
17:00	0	0	0	0	0	0	3	24	49	25	3	0	1	0	105
18:00	0	0	0	0	0	0	1	9	25	20	12	2	1	0	70
19:00	0	0	0	0	0	2	0	15	26	24	11	3	0	0	81
20:00	0	0	0	0	0	0	1	9	15	9	7	0	0	0	41
21:00	0	0	0	0	1	1	0	2	2	2	0	0	0	0	8
22:00	0	0	0	0	0	0	0	2	4	2	2	0	0	0	10
23:00	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
Total	0	0	0	0	3	14	46	228	386	235	86	18	2	0	1018

CLD Consulting Engineers, Inc.

540 Commercial Street
 Manchester, NH 03101
 603-668-8223

Counted By: York Police
 ATR #:
 Location: Village Intersection
 City/Town: York, ME

Site Code: 00000002
 Station ID:
 Speed Summary 7-12 to 7-17

To Long Sands Rd

Start Time	1	4	7	10	13	16	19	22	25	28	31	34	37	40	Total
	3	6	9	12	15	18	21	24	27	30	33	36	39	999	
07/17/10	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	0	0	0	0	0	0	3	2	0	0	0	0	5
Grand Total	0	0	0	0	16	102	526	1838	2938	1680	588	106	15	2	7811

15th Percentile : 22 MPH
 50th Percentile : 26 MPH
 85th Percentile : 30 MPH
 95th Percentile : 32 MPH

Statistics
 Mean Speed(Average) : 26 MPH
 10 MPH Pace Speed : 22-31 MPH
 Number in Pace : 6652
 Percent in Pace : 85.2%
 Number of Vehicles > 55 MPH : 2
 Percent of Vehicles > 55 MPH : 0.0%

CLD Consulting Engineers, Inc.

540 Commercial Street
 Manchester, NH 03101
 603-668-8223

Counted By: York Police
 ATR #:
 Location: Village Intersection
 City/Town: York, ME

Site Code: 00000002
 Station ID:
 Speed Summary 7-12 to 7-17

To York St

Start Time	1 3	4 6	7 9	10 12	13 15	16 18	19 21	22 24	25 27	28 30	31 33	34 36	37 39	40 999	Total
07/12/10	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	0	0	0	0	0	2	13	24	34	11	1	0	0	0	85
12 PM	0	0	0	1	0	0	14	23	25	11	2	0	0	0	76
13:00	0	0	0	1	2	6	13	16	19	14	8	1	0	0	80
14:00	0	0	0	0	1	7	16	22	20	14	2	0	0	0	82
15:00	0	0	0	1	0	1	6	13	7	3	2	0	0	0	33
16:00	0	0	0	0	0	0	5	17	21	26	6	1	0	0	76
17:00	0	0	0	0	0	0	7	19	25	24	7	7	0	0	89
18:00	0	0	0	0	1	0	3	18	21	22	13	0	0	1	79
19:00	0	0	0	1	0	0	3	10	14	20	5	3	1	0	57
20:00	0	0	0	0	0	0	2	7	15	7	5	0	0	0	36
21:00	0	0	0	0	0	0	0	9	7	6	3	0	0	0	25
22:00	0	0	0	0	0	0	0	1	13	9	3	1	0	0	27
23:00	0	0	0	0	0	0	0	3	4	5	1	1	0	0	14
Total	0	0	0	4	4	16	82	182	225	172	58	14	1	1	759

CLD Consulting Engineers, Inc.

540 Commercial Street
 Manchester, NH 03101
 603-668-8223

Counted By: York Police
 ATR #:
 Location: Village Intersection
 City/Town: York, ME

Site Code: 00000002
 Station ID:
 Speed Summary 7-12 to 7-17

To York St

Start Time	1 3	4 6	7 9	10 12	13 15	16 18	19 21	22 24	25 27	28 30	31 33	34 36	37 39	40 999	Total
07/13/10	0	0	0	0	0	0	0	2	1	1	0	0	0	0	4
01:00	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5
02:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
03:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	3	2	0	0	0	0	5
05:00	0	0	0	0	0	0	1	2	10	4	2	0	1	0	20
06:00	0	0	0	0	0	0	5	14	14	12	10	0	0	0	55
07:00	0	0	0	0	0	1	4	25	26	9	3	1	1	0	70
08:00	0	0	0	0	0	0	15	28	30	11	3	2	0	0	89
09:00	0	0	0	0	0	2	17	22	22	8	7	1	0	0	79
10:00	0	0	0	1	0	1	14	24	31	8	1	0	0	0	80
11:00	0	0	0	0	1	1	13	27	26	12	7	1	0	0	88
12 PM	0	0	0	1	0	1	16	26	25	14	3	1	0	0	87
13:00	0	0	0	0	0	2	11	24	29	12	4	1	0	0	83
14:00	0	0	0	0	1	1	6	23	29	9	2	0	0	0	71
15:00	0	0	0	0	1	2	14	21	22	13	4	4	0	0	81
16:00	0	0	0	1	0	1	8	22	30	18	8	3	1	0	92
17:00	0	0	0	0	0	0	7	14	12	26	10	3	0	0	72
18:00	0	0	0	0	0	1	3	12	25	14	3	4	0	1	63
19:00	0	0	0	0	0	0	1	13	16	11	6	1	0	0	48
20:00	0	0	0	0	1	0	2	4	8	12	3	1	0	0	31
21:00	0	0	0	0	0	0	0	13	8	8	3	0	0	0	32
22:00	0	0	0	0	0	0	0	3	6	4	6	2	1	0	22
23:00	0	0	0	0	0	0	1	3	1	4	0	0	0	0	9
Total	0	0	0	3	4	13	138	322	374	217	86	26	4	1	1188

CLD Consulting Engineers, Inc.

540 Commercial Street
 Manchester, NH 03101
 603-668-8223

Counted By: York Police
 ATR #:
 Location: Village Intersection
 City/Town: York, ME

Site Code: 00000002
 Station ID:
 Speed Summary 7-12 to 7-17

To York St

Start Time	1 3	4 6	7 9	10 12	13 15	16 18	19 21	22 24	25 27	28 30	31 33	34 36	37 39	40 999	Total
07/14/10	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
01:00	0	0	0	7	0	0	0	0	1	0	0	0	0	0	8
02:00	0	0	5	46	1	0	0	0	0	0	0	0	0	0	52
03:00	0	0	0	3	0	0	1	0	0	0	0	0	0	0	4
04:00	0	0	0	6	3	0	0	1	0	2	0	0	0	0	12
05:00	0	0	2	11	10	0	0	2	3	3	0	0	0	0	31
06:00	0	0	0	0	0	0	2	11	7	3	6	3	0	0	32
07:00	0	0	0	0	0	0	5	14	16	13	9	2	0	0	59
08:00	0	0	0	0	0	0	5	17	30	14	4	0	0	0	70
09:00	0	0	0	1	0	2	10	17	10	19	1	0	0	0	60
10:00	0	0	0	0	0	3	9	29	14	5	3	0	0	0	63
11:00	0	0	0	2	1	2	12	23	15	4	1	0	0	0	60
12 PM	0	0	0	0	0	4	7	21	19	7	1	1	0	0	60
13:00	0	0	0	0	1	2	10	21	35	12	2	0	0	0	83
14:00	0	0	0	0	0	7	13	26	28	13	2	0	0	0	89
15:00	0	0	0	0	0	0	12	19	26	11	3	4	0	0	75
16:00	0	0	0	7	0	0	4	14	31	11	8	3	0	0	78
17:00	0	0	0	0	0	0	6	15	19	12	7	2	0	0	61
18:00	0	0	0	0	3	1	5	10	16	15	4	0	0	0	54
19:00	0	0	0	0	0	3	13	8	2	1	0	0	0	0	27
20:00	0	0	0	0	0	0	4	5	7	2	1	0	0	0	19
21:00	0	0	0	0	0	0	1	6	5	8	1	0	0	0	21
22:00	0	0	0	0	0	0	1	8	6	4	2	1	1	0	23
23:00	0	0	0	0	0	0	0	4	5	4	0	0	0	0	13
Total	0	0	7	83	19	24	120	271	295	168	55	16	1	0	1059

CLD Consulting Engineers, Inc.

540 Commercial Street
 Manchester, NH 03101
 603-668-8223

Counted By: York Police
 ATR #:
 Location: Village Intersection
 City/Town: York, ME

Site Code: 00000002
 Station ID:
 Speed Summary 7-12 to 7-17

To York St

Start Time	1 3	4 6	7 9	10 12	13 15	16 18	19 21	22 24	25 27	28 30	31 33	34 36	37 39	40 999	Total
07/15/10	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2
02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	1	2	1	0	0	0	0	4
05:00	0	0	0	0	0	0	0	3	7	5	6	0	0	0	21
06:00	0	0	0	0	0	1	0	11	15	10	7	1	0	0	45
07:00	0	0	0	0	0	0	1	14	29	14	2	3	0	0	63
08:00	0	0	0	0	0	2	3	25	26	8	1	0	0	0	65
09:00	0	0	0	0	0	0	4	20	11	11	2	4	0	0	52
10:00	0	0	0	0	0	1	9	19	14	13	5	0	0	0	61
11:00	0	0	0	0	0	2	18	21	20	16	3	0	0	0	80
12 PM	0	0	0	0	2	1	21	23	13	4	7	0	0	0	71
13:00	0	0	0	0	2	1	11	17	20	13	4	1	0	0	69
14:00	0	0	0	1	0	1	14	16	27	14	5	3	1	0	82
15:00	0	0	0	0	1	1	6	15	22	17	12	2	0	0	76
16:00	0	0	0	0	0	1	7	21	19	11	11	1	0	0	71
17:00	0	0	0	2	1	1	8	27	29	9	7	2	1	0	87
18:00	0	0	0	0	0	0	5	16	25	11	7	4	0	0	68
19:00	0	0	0	0	0	0	6	2	12	14	3	2	0	0	39
20:00	0	0	0	0	1	0	8	4	16	9	2	0	0	0	40
21:00	0	0	0	0	0	0	0	3	9	7	3	1	0	0	23
22:00	0	0	0	0	0	0	2	3	8	7	1	2	0	0	23
23:00	0	0	0	0	0	0	0	1	0	3	2	1	0	0	7
Total	0	0	0	3	7	12	123	262	328	198	91	27	2	0	1053

CLD Consulting Engineers, Inc.

540 Commercial Street
 Manchester, NH 03101
 603-668-8223

Counted By: York Police
 ATR #:
 Location: Village Intersection
 City/Town: York, ME

Site Code: 00000002
 Station ID:
 Speed Summary 7-12 to 7-17

To York St

Start Time	1 3	4 6	7 9	10 12	13 15	16 18	19 21	22 24	25 27	28 30	31 33	34 36	37 39	40 999	Total
07/16/10	0	0	0	0	0	0	0	1	2	4	0	2	0	0	9
01:00	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3
02:00	0	0	0	0	0	0	0	0	1	1	0	0	1	0	3
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	2	0	1	0	1	0	0	4
05:00	0	0	0	0	0	0	0	3	4	5	2	0	0	1	15
06:00	0	0	0	0	0	0	1	9	15	8	5	4	0	0	42
07:00	0	0	0	0	0	0	4	17	13	10	3	3	0	0	50
08:00	0	0	0	0	0	0	9	17	16	10	6	2	0	0	60
09:00	0	0	0	0	0	4	4	30	23	3	2	0	0	0	66
10:00	0	0	0	0	5	3	6	20	13	6	2	0	0	0	55
11:00	0	0	0	0	2	8	11	23	14	7	0	5	0	0	70
12 PM	0	0	0	0	0	0	7	19	15	9	3	0	0	0	53
13:00	0	0	0	0	0	3	11	22	19	8	4	1	0	0	68
14:00	0	0	0	0	1	2	10	14	24	4	1	0	0	0	56
15:00	0	0	0	3	0	3	10	16	17	15	4	1	0	0	69
16:00	0	0	0	0	0	1	6	17	29	11	3	0	0	0	67
17:00	0	0	0	0	0	2	7	19	20	27	15	0	0	0	90
18:00	0	0	0	1	0	1	2	12	15	16	7	0	3	0	57
19:00	0	0	0	0	0	0	2	6	18	13	3	1	0	0	43
20:00	0	0	0	0	0	1	0	12	2	8	0	0	0	0	23
21:00	0	0	0	0	0	0	2	7	1	13	3	0	0	0	26
22:00	0	0	0	0	0	0	5	2	7	1	0	0	0	0	15
23:00	0	0	0	0	0	0	0	3	0	1	1	0	0	0	5
Total	0	0	0	4	8	28	97	271	270	181	64	20	5	1	949

CLD Consulting Engineers, Inc.

540 Commercial Street
 Manchester, NH 03101
 603-668-8223

Counted By: York Police
 ATR #:
 Location: Village Intersection
 City/Town: York, ME

Site Code: 00000002
 Station ID:
 Speed Summary 7-12 to 7-17

To York St

Start Time	1 3	4 6	7 9	10 12	13 15	16 18	19 21	22 24	25 27	28 30	31 33	34 36	37 39	40 999	Total
07/17/10	0	0	0	0	0	0	0	0	1	1	2	1	0	0	5
01:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
04:00	0	0	0	0	0	0	0	2	1	1	1	0	0	0	5
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	0	0	0	0	0	2	2	2	6	1	0	0	13
Grand Total	0	0	7	97	42	93	560	1310	1494	938	360	104	13	3	5021

15th Percentile : 21 MPH
 50th Percentile : 25 MPH
 85th Percentile : 30 MPH
 95th Percentile : 32 MPH

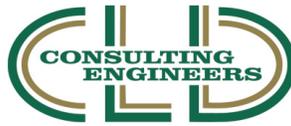
Statistics
 Mean Speed(Average) : 25 MPH
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 3929
 Percent in Pace : 78.3%
 Number of Vehicles > 55 MPH : 3
 Percent of Vehicles > 55 MPH : 0.1%

APPENDIX D

**MEMOS RE: ISSUES AND CONCERNS OF TOWN DEPARTMENT HEADS,
STAKEHOLDERS
SELECTMEN**



10-0190
7/30/2010



June 24, 2010

Board of Selectmen
Town of York
286 York Street
York, Maine 03909

Re: Town of York
Village Intersection Study
CLD Reference No. 10-0190

Dear Board of Selectmen:

As you are aware, CLD Consulting Engineers, Inc., (CLD) is conducting the Intersection Study for York Village. We are in the process of gathering input for the project and are planning to update you on the project to date, at your meeting on June 28, 2010. We would also like to obtain any input from the Board, and members of the public, that may affect study recommendations.

The purpose of the study is to improve the safety and function of the intersection at Long Sands Road, York Street and Hospital Drive. The study will consider the primary areas of traffic flow/patterns, sidewalk/crosswalks, parking, bicycle considerations and signage/stripping, to investigate potential solutions to address issues. Based upon discussions with Town staff and input from stakeholders to date, we anticipate providing a master plan for the intersection with a phased approach to the improvements.

Work completed to date includes the following:

- Community Development Department collected updated traffic volumes in June 2010.
- CLD completed parking and sign inventory and created the project base plan from the Town's GIS aerial mapping.
- Met with Town Department Heads on June 22, 2010 (1:00pm), to get input regarding concerns, issues and priorities (see attached listing of issues raised).
- Met with project stakeholders, including abutting property owners, representatives from Village businesses, residents, local groups, etc., on June 22, 2010 (3:00pm), to gain additional public input regarding concerns, issues and priorities (see attached listing of issues raised).

Following input received at the June 28, 2010, meeting, CLD will evaluate potential solutions and anticipate presenting study findings at your meeting on July 12, 2010. A final letter report and concept sketches are expected to be submitted by the end of July.



Board of Selectmen
CLD Reference No. 10-0190
June 24, 2010
Page - 2

We sincerely appreciate the opportunity to serve the Town of York in this capacity and look forward to our discussions at your meeting on Monday evening. If you need further information, please feel free to contact me at 207-363-0669x11 or jlf@cldengineers.com.

Very truly yours,

A handwritten signature in black ink, appearing to read 'JoAnn L. Fryer', written in a cursive style.

JoAnn L. Fryer, P.E.
Project Manager

JLF:kb

Enclosures

cc w/encls.: Rob Yandow, Town Manager
Steve Burns, Community Development Director

NOTES FROM YORK VILLAGE DEPARTMENT HEAD MEETING
JUNE 22, 2010 – 1:00 PM

Issues Raised and Discussed:

- Confusion of drivers
 - Not sure who has the right-of-way – need clearer signage
 - Not sure of where they are going, lack of directional signage
 - Too many decisions to be made

- Pedestrians/Sidewalks/Crosswalks
 - Awful to cross in crosswalks – long and not perpendicular
 - Lack of sidewalks in some areas – very exposed at the Methodist church steps
Vehicles turning left onto Long Sands Road tend to go quicker in heavy traffic and are not looking for pedestrians
 - Need to evaluate the safest location for crosswalks – do we need this many, and where should they be located?
 - More parking at Jefferd's Tavern has alleviated some of the pedestrian flow
 - The area is a pedestrian deterrent because of the safety and lack of facilities – more people would walk if the square were more conducive to pedestrians
 - Fog line placed by PW has helped to provide area for pedestrians in some locations, but not necessarily right at the intersection where through vehicles are bypassing left turning vehicles.

- Traffic/Speed/Sight Distance
 - York Street is perceived as highest traffic from Route 1
 - School buses load at the High School & Middle School and all leave at the same time – many passing through in each direction
 - Layout allows vehicles to carry speed on all turns
 - Slower traffic may not affect efficiency as long as they are still moving
 - Bank parking exit is safety concern
 - Sight distance is a concern for vehicles turning left onto Long Sands
 - Sight distance is complicated by on-street parking

- Parking
 - On-street parking has been raised as a concern by businesses
 - Most of the parking is used during the summer season

- Bicyclists
 - There are significant amounts of cyclists on weekends
 - Have to be in the roadway because there is no room between parked cars & traffic
 - A number of events with 1000 cyclists go through intersection throughout the year

- Other Issues
 - Drainage has been raised as a concern – heavy rains have caused issues in front of the bank and in the bank parking lot. PW has cleaned out cross-culvert that is blocked by the mulch to address the issues in the roadway.
 - There may need to be new water & sewer services to the Methodist church building.
 - Phased approach for what can be done now to maximize safety and efficiency of the current configuration and long-term solutions to improve the area.
 - Emergency services vehicles need to be able to get through the intersection from York Street

NOTES FROM YORK VILLAGE STAKEHOLDERS MEETING
JUNE 22, 2010 – 3:00 PM

Issues Raised and Discussed:

- Speed of traffic
 - Should a speed study be done?
 - Slow down traffic way before they enter the Village – rumble strips?
 - Road alignments favor higher speed travel – not pedestrian-friendly (Market Square example)
 - Width of pavement encourages higher speeds
 - Location of High School on Long Sands – younger drivers, plus school bus traffic during AM and mid-PM periods
 - Does slowing down traffic affect capacity/operations?
 - Has Route 103 detour affected traffic volumes?
- Signing/Striping
 - Lane use not well-defined
 - Right-of-Way – who has it? – driver confusion
 - Visibility of signs to drivers, especially in advance of intersection (tree trimming?)
 - Bank exit signs not effective
 - Sight distance issues (e.g., bank exit to left)
 - Advance ‘wayfaring’ directional signs to better direct traffic
- Pedestrians/Sidewalks/Crosswalks
 - Not generally considered a safe walking area – more continuity of sidewalks needed
 - Need to design Village to a pedestrian scale, not just to accommodate more traffic
 - Crosswalks and ped movements often obscured by parked vehicles (e.g., Long Sands Road)
 - No sidewalk in front of church
 - Diagonal crosswalk near Town Hall ineffective
 - Many crosswalks lead to drives or parking spaces, not to sidewalks
 - Need colors/textures to better delineate crosswalks to drivers and peds
- Parking
 - Willing to trade some loss of on-street parking for better/safer crosswalks
 - On-Street parking used more by employees than patrons
 - Visibility of vehicles exiting parking spaces, especially in front of Cox building
 - Parking management issues – long term parking in Library (Park and Ride), Hospital people parking in Town spaces, time limits, enforcement, parking as revenue source
 - Long-term planning for off-street spaces (decks, garages) concurrent with dealing with on-street parking spaces – where will we park if you take away on-street spaces?

- Bicyclists/Runners
 - Not enough room for exclusive bike lanes – Share the Road
 - Bikers on sidewalks instead of street – safety concern
- Design Issues
 - Drainage issues, especially behind bank and Town Hall
 - Right-of-Way – Church steps on Town property?
 - Short and long term solutions need to be proposed
 - Solutions must be able to accommodate turning radius of trucks
 - T-intersection with relocation of ‘island’ area to one side as ped plaza
 - Length of construction and impacts to local businesses
 - Monument– are we able to move it – trying to keep within island – part of Village character
- Other Issues
 - Expand scope to include Woodbridge, Moulton Road? – hospital uses Moulton for shuttles, lots of walkers out here without sidewalks
 - Future Bypass to the beach – how will that affect possible solutions?
 - More police presence in Village for enforcement

June 18, 2010

Via Email and U.S.P.S

Joann L. Fryer, P.E.
CLD Consulting Engineers
Park Place Corporate Center
316 U.S. Route 1, Suite D
York, ME 03909

Re: York Village Intersection Improvements
Subject Property: 230 York Street, York, Maine
Our file: V0352/#5567/1801

Dear Ms Fryer:

Cumberland Farms, Inc. (“Cumberland”) as owner of the above-referenced property is in receipt of your letter dated June 9, 2010 informing us of the undertaking of an “*Intersection Study*” by the Town of York to evaluate the intersections of York Street, Long Sands Road and Hospital Drive in York Village and its scheduled public meeting to discuss current issues, concerns and constraints. Unfortunately, due to scheduling conflicts, I am unable to have a representative present during your June 22, 2010 meeting, but wanted to address our preliminary concerns with you.

As you may be aware there is an existing sidewalk and four (4) public parking spaces located within the *Town’s right of way* in front of the above-referenced property. Our concern is with pedestrian safety for those individuals using the sidewalk and whether the barrier between the parking spaces and the sidewalk is providing adequate protection. Perhaps a guardrail could be installed within the right of way in the event of a vehicle’s failure to stop. In addition, if a vehicle were to jump the curb it could strike our gasoline dispensers and any patrons at the gas pumps.

Cumberland would appreciate the Town of York and CLD giving serious consideration to these concerns. Thank you in advance for your time and attention to this matter. If you have any questions, please do not hesitate to contact me, I can be reached at 508 270-1421, or by email at Mdickson@cumberlandgulf.com.

Sincerely,

Maureen Dickson,
Real Estate Divestment
Specialist

cc: Deborah Gonsalves
Robert G. Yandow, Town Manager
Stephen H. Burns, Community Development Director



Park Place Corporate Center
316 US Route 1, Suite D, York, ME 03909
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cld@cldengineers.com • www.cldengineers.com
New Hampshire • Vermont • Maine

TO: File

FROM: JoAnn L. Fryer, P.E.

DATE: June 28, 2010

RE: Town of York
Village Intersection Study
CLD Reference No. 10-0190

On the above date, the writer and Paul Konieczka attended the Town of York Selectmen's meeting to provide a progress update to the Board. The following is pertinent:

The CLD representatives provided an overview presentation (see attached outline):

Selectmen Mtg Outline 062810.doc

The Board provided the following input:

Mary Andrews

1. The most dangerous movement in the intersection is the left turn from York Street to Short Sands.
2. A number of years ago, there were some discussions about changes to the Village and there was a small war to move the monument. In addition, a property owner alleged that the parking along the right turn ramp from York Street (heading towards town Hall) to Long Sands was privately owned.

Ted Little

1. Has the traffic study considered what would happen if the Town Hall did get relocated to the property on Long Sands Road, as has been proposed (and defeated by voters)? There was a grassroots forum several weeks ago where the merchants in the Village clearly stated that the Town Hall needs to stay in the Village.
2. Concerned with the safety of head-in parking.
3. Would like to see more pedestrian friendly areas.
4. A lot of problems have to do with signage. Need better location of the big "P" sign directing folks to public parking in the library.

Memorandum to Files
CLD Reference No. 10-0190
June 28, 2010
Page - 2

5. There are approximately 40 spaces in the library parking area available for the private buildings. How many spaces would you lose if you changed from head-in to parallel parking? There are trade-offs between parking, lane usage and pedestrian safety.

Tracy McCarty (Chair)

1. Will the study include recommendations for infrastructure improvements (sewer, drainage, utilities, period lighting)? It was noted that this is just a broad brush overview study, so detailed investigations of these types of issues would occur in later phases, if the Town decides to proceed.

Mike Estes

1. Confirmed that this is just a study to look at ways to make the intersection safer, and that detailed infrastructure would be included at a later time.



**Town of York
Village Intersection Study
Selectmen's Meeting – June 28, 2010**

1. Overview of project purpose: improve safety & function of intersection, including:
 - a. Traffic flow/patterns
 - b. Sidewalks/crosswalks
 - c. Parking
 - d. Bicycle considerations
 - e. Signage/stripping
2. Purpose of meeting
 - a. Provide status update of progress – still in data gathering mode
 - b. Confirm project direction/priorities
3. Progress to date – present boards
 - a. Town has collected updated traffic info
 - b. CLD completed parking & sign inventory
 - c. Department Head meeting to get input on issues, concerns, priorities
 - d. Stakeholder meeting to get input on issues, concerns, priorities
4. Review Major issues/concerns input gathered from last week's meetings
 - a. Driver confusion regarding where they are going & who has ROW
 - b. Pedestrian facilities – safety, location, continuity, not ped-friendly (deterrent)
 - c. Speed of traffic – alignments/traffic control allow for greater speeds
 - d. Poor Sight Distance for turning traffic, vehicles exiting parking spaces and for seeing pedestrians in sidewalks
 - e. Parking, drainage, bicyclists
5. Priorities Identified – Looking for consensus agreement
 - a. Develop phased approach including minor changes that can be implemented immediately to improve safety & function
 - b. Master Plan as final phase that would create “Village Center” more inviting to pedestrians
 - c. Some sacrifice of on-street parking OK to improve pedestrian safety
6. Next steps
 - a. Proceed with study – coordinate with Town staff/Department Heads
 - b. Present draft study findings/recommendations w/public hearing at July 12th Selectmen's meeting



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New Hampshire • Vermont • Maine

TO: File

FROM: JoAnn L. Fryer, P.E.

DATE: July 8, 2010

RE: Town of York
Village Intersection Study
CLD Reference No. 10-0190

On the above date, a meeting was held with the Town Department heads to gain input on the project, including perceived issues, concerns, priorities and potential solutions.

Attendees:

Steve Burns, Community Development Director
Christine Grimando, Town Planner
Dean Lessard, Public Works Director
Paul Konieczka, CLD Consulting Engineers
JoAnn Fryer, CLD Consulting Engineers

See attached agenda for presentation by JoAnn and Paul. The Town staff had the following comments:

Traffic Signals

Dean questioned what warrants were met for the analyses? The two major warrants (1A, 1B) for interruption of continuous traffic were met for 8 hours.

Round-about Discussion

- Doesn't create more public green space
- What is the size of Kennebunk radius?
- Although this is the best traffic solution, there are other factors that are not addressed that outweigh the traffic flow.

Recommended Alternative Discussion

Design Vehicle – Buses/Fire Trucks not Tractor Trailer

- The Town could consider restricting trucks on Long Sands Road, which would eliminate this concern on the turning radii.
- Monument will be very close to the curblineline. Since the radii don't meet the tractor trailer turning requirements, we may need to consider that the monument might get clipped. We should include a recommendation to consider moving the monument back several

feet as part of the design process. Bollards could also be used along the curblineline to protect the monument.

Public Park/Traffic Obstruction

- Christine questioned whether the blunt end of the park facing the travel lane would be an issue. The curblineline should be in line with the parking at Cumby's (plan will be updated to show this). The existing road width south of this area does line up with the proposed curblineline.

Parking

- Steve suggested making the parking at Cumby's two parallel spaces rather than the loading zone. Currently loading for Cumby's and Rick's happens in the parking area between the buildings. (This was confirmed with staff at Rick's subsequent to the meeting. They typically have box trucks, but Cumby's does get tractor trailers who typically back in from Route 1A, blocking the road).
- Lot coverage was an issue when library was built and may affect the ability to place additional parking at the library. Christine will review to see if this would still be an issue, or if the zoning changes will have removed this restriction. *Subsequent to the meeting she reviewed the new requirements and it appears this will not affect the proposed parking location.*
- There may also be wetland issues with parking on the library lot – a lot of wetland fill was associated with the library project. Christine will also investigate this. This area may be an opportunity for LID stormwater treatment.
- Another location for a public parking lot would be on the Town's property that was originally slated for the Town Hall relocation.
- Where to put handicapped spaces? It was agreed that Cumby's parallel spots would be the best location.
- Do we have any idea regarding turn-over the parking spaces? Steve suggested we make a recommendation to do a study to get a better handle on who uses those spaces and how best to replace them or address potential concerns that may be raised by business owners.

Utilities

- Steve noted that during future design phases, this would be a good time to look at underground. Maine has a statute that requires utility companies to provide an estimate (for free) within 60 days of a request to underground utilities in a Historic District. This will require expansion of the local Historic District to include the whole intersection but that can be accommodated. The Town would have to pay the construction costs for the infrastructure, if they decide to proceed following receipt of the estimated cost from the utilities. *Steve emailed the statute over after the meeting.*

Phasing

- It was recommended to have the interim improvements (phase 1) and the ultimate concept only. The interim improvements can be undertaken at very low cost while the

Town is investigating funding avenues for the full-buildout. Significant investment in a middle phase would not be in the best interest of the Town.

Plan Comments

- Make the public space a different color than green since it won't necessarily be grass. It should be noted to them that definition of this space would happen through the next design phase of the project.
- Put the photo in ½ tone or more transparent so that the linework for the proposed intersection comes through more clearly.
- Change parking spaces at Cumby's.
- Add the work at Town Hall to the Phase 1 improvements – not a large cost but significant improvement – will also offset lost parking at the bank.

Selectmen's Meeting

- No provision for public comment after the presentation at the formal selectmen's meeting. Will hold stakeholder comment/review session following Selectmen's review/comment at their meeting. Steve reserved the room across the hall in the library.
- It was recommended that we reinforce why Phase 1 should not be the final step – highlight the head-in parking as dangerous, etc.
- It was agreed that powerpoint with printed board backup would be best for presentation.
- Questions for the board:
 - How important is an interim solution for immediate implementation vs. waiting for any change until full project can be implemented (2 to 3 years down the road)
 - Are they amenable to looking at developing additional public parking at the library or the property where the new Town Hall was proposed?
 - How do they want to obtain public input?



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TO: File

FROM: JoAnn L. Fryer, P.E.

DATE: July 12, 2010

RE: Town of York
Village Intersection Study
CLD Reference No. 10-0190

On the above date, the writer and Paul Konieczka attended the Town of York Selectmen's meeting to present recommended alternatives and gain input from the Board of Selectmen and the public. The following is pertinent:

The CLD representatives provided boards with the Ultimate Concept and the Interim Improvement, with a brief presentation (see attached outline):

[Selectmen mtg presentation 071210.doc](#)

The Board provided the following input:

Mary Andrews

1. Concerned about losing all the parking near the Cox building. Moving the parking away from the Village could be dangerous for elderly because of the distance they would have to walk.

Ted Little

1. Are there any property takings required for the library parking or does the Town own this property to be able to do what's being proposed?

Tracy McCarty (Chair)

(don't know what she said specifically)

Mike Estes

1. Felt that the right turn around the monument for the Ultimate would be confusing and a problem. Liked the Ultimate Concept, if it added back in the right turn slip ramp.

Other comments from Board

- Does providing the proposed parking at the Library, plus parallel spaces near the Cox building result in more net parking spaces?

Memorandum to Files
CLD Reference No. 10-0190
July 12, 2010
Page - 2

- Can we put two rows of parallel parking spaces near the monument?
- Can we put some kind of mountable apron around the monument that would allow a large (WB-50) truck movement while still keeping it in place? Residents may object to moving the monument, even a little.
- How long would it take to build this? Concern for impact to businesses in the busy summer season.

The Selectmen opened the public forum and several members of the public spoke about the project:

Charles Stacy: He was very tired of changes being proposed in the Town that ruined the historical Town of York and asked for a listing of “interested persons” who wanted to see the intersection changed.

Stu Dawson: Stu spoke in support of the Ultimate proposal and noted 3 examples of village centers (Portsmouth Market Square, Portland Monument Square, Newburyport) helping to energize the economy and sense of place. He is convinced that we can move everyone through the intersection with the T and would not need the ramp.

Kinley Gregg: She noted that she was gloriously happy with the proposal, especially the work at the intersection of York Street/Lindsey Road. She has been agitated for years about that intersection and the Village Square intersection and is happy to see this. She agreed with Stu’s comments and noted that she adored the public park in the Ultimate and hopes the Selectmen move forward with the project without delay.

Jim Carmody: Jim commended both of the plans, noting they were very workable and a good starting place. Two pieces that he felt could be implemented immediately are Lindsey Road, and changing spaces in front of Cumberland Farms from head in to parallel.

Ray Pape, Masiello stakeholder: He was very upset with the plan and noted that they have made a big investment in town. Removing the parking in front of the building would make the building more non-conforming. He noted that we can’t move the monument at all, and that he does not have any trouble backing out of the head-in spaces with his Tahoe (large vehicle). He was very disappointed in the CLD plan and does not support removal of the parking.