

**York Beach Village Center**

**Master Plan Recommendations**

**Submitted by the**  
**York Beach Village Subcommittee**

**August 3, 2009**

## **INTRODUCTION**

The York Beach Sub Committee has been charged by the York Board of Selectmen with the responsibility for making recommendations with respect to the particular needs of York Beach Village. The goals of the Sub Committee are to make recommendations that will promote the maintenance and the development of an attractive, economically viable, safe, pedestrian and family-oriented environment with a vibrant mix of business and residential uses. This Infrastructure Master Plan focuses on:

- Detailed Streetscape Recommendations
- Parking Options
- Pedestrian Movement
- Bicycle Traffic

Although this Village Infrastructure Master Plan encompasses all of the streets within the Village Center and the immediate environ, emphasis has been placed on Railroad Avenue and Beach Street and the intersection at Ocean Avenue and Railroad Avenue, Beach Street and Main Street as streets which will be affected by drainage infrastructure projects to commence in 2009. In this context the Plan includes three sidewalk, parking and travel lane alternatives for Railroad Avenue. The Committee took into consideration traffic flow, capacity and safety, pedestrian flow, amenities, and safety, particularly sidewalk design, short term parking and truck deliveries, and location of utilities. Throughout the Subcommittee's discussions they have incorporated Police, Fire, and Public Works input.

Please note that this Plan does not include construction design elements or cost estimates, as these are not within the Subcommittee's purview.

## **York Beach Village Center**

- A. Streetscape Recommendations**
- B. Parking Options**
- C. Pedestrian Movements**
- D. Bicycle Recommendations**

# **MASTER PLAN**

## **York Beach Village Center Subcommittee**

### **A. Streetscape Recommendations**

The Subcommittee recommends the following improvements in York Beach. The phases indicated have been designated according to the Subcommittee's sense of relative urgency and importance, and recognizing that implementation priorities may differ.

#### **PHASE I**

##### **Railroad Avenue (Ocean Ave., to York Beach Fire Department Land)**

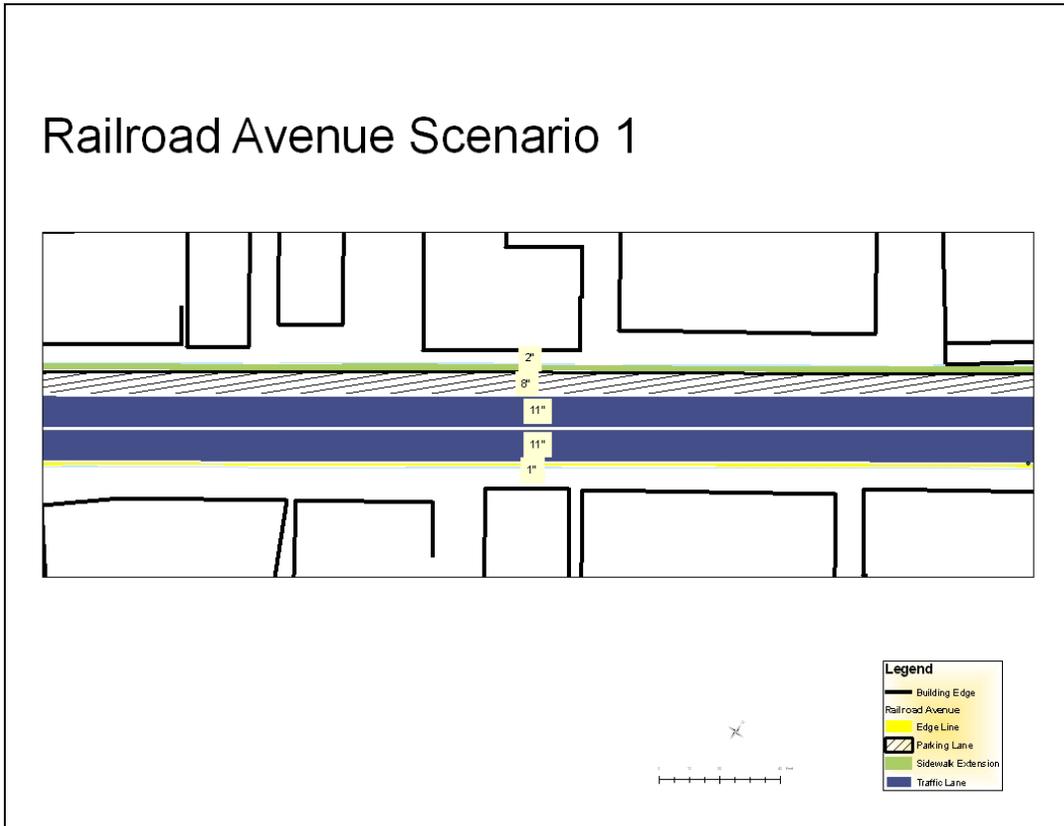
Below are recommendations to be considered regardless of dimensional/traffic flow changes to Railroad Avenue might be adopted:

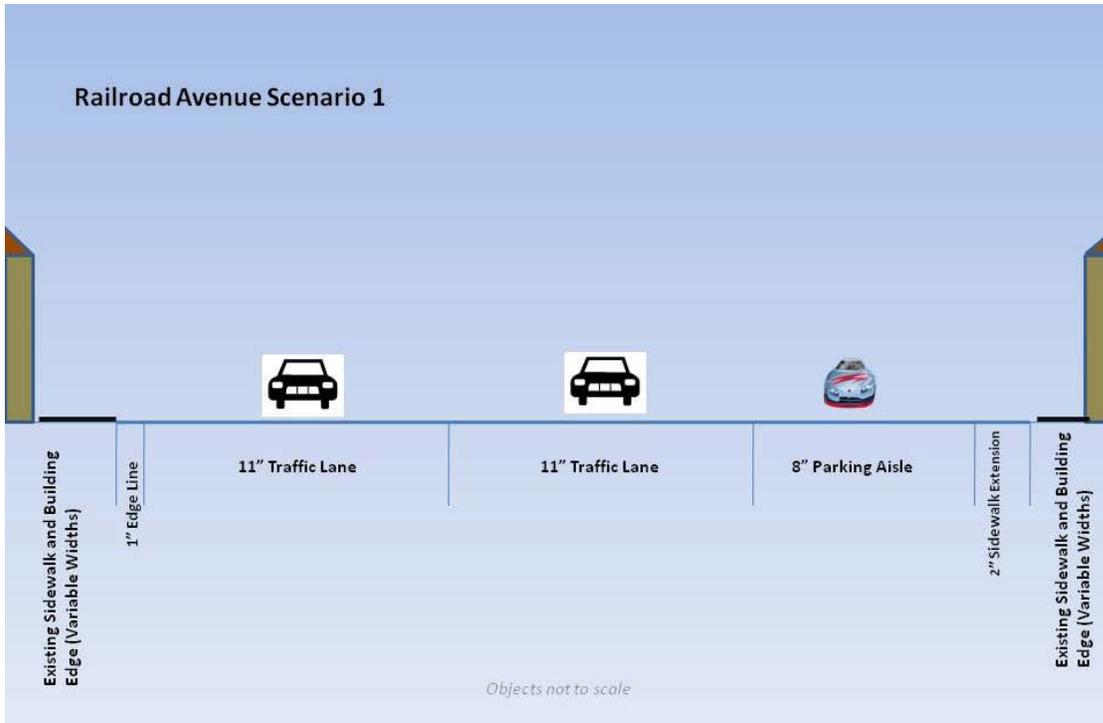
- New Granite curbing (if old curbing is in good shape could be removed and reset)
- New concrete walks @ ADA compliance in all areas
- Town to include in scope of work the removal of private walks and replace them with new concrete
- Utility poles to be relocated behind the buildings or underground – relocating poles to west side
- East side to be serviced from Bay St.
- Brick strip of 15" for electrical service to new antique lights/lampposts
- Pulverize and Stabilize and reshape existing base for new crown
- Bituminous concrete street area
- Drainage must adapt to new construction – drainage manhole should be set in the right locations and have catch basin tops
- New driveway aprons on West side
- Sewer must be worked on before or concurrent with this phase
- Street trees and benches and "green" friendly trash receptacles

The Subcommittee has evaluated three scenarios for Railroad Avenue, each with ramifications for traffic flow, sidewalks and pedestrian circulation, and parking. Below are sketches of each, with a brief description. The Subcommittee has concluded it is feasible to have Railroad Avenue be a two way street year round in any of the following scenarios, provided some other traffic changes are made, such as no left hand turn from a two-way Ocean Avenue onto Railroad Avenue.

**Scenario 1:**

Scenario 1 privileges traffic flow and parking over pedestrian improvements. It allows for a lane of parking on one side of the street, two lanes of traffic, with enough room for large emergency response vehicles to pass, and two feet of sidewalk expansion.

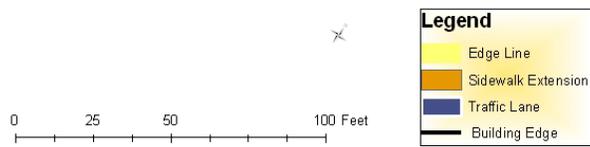
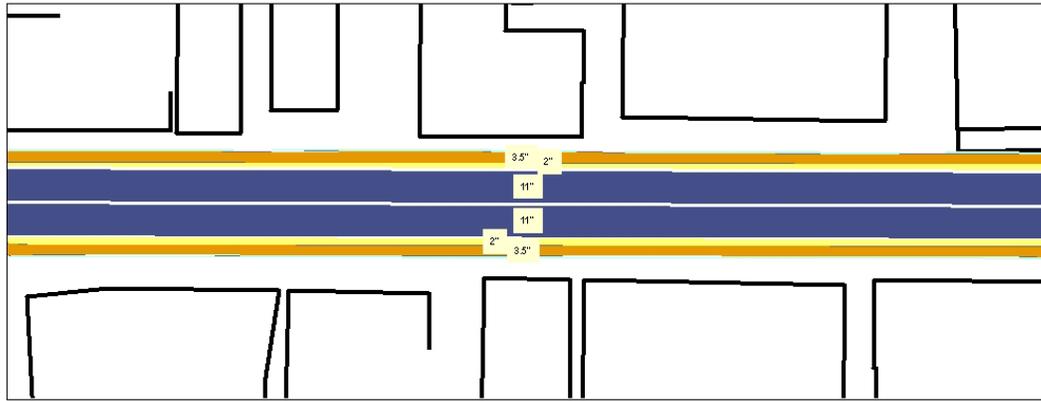




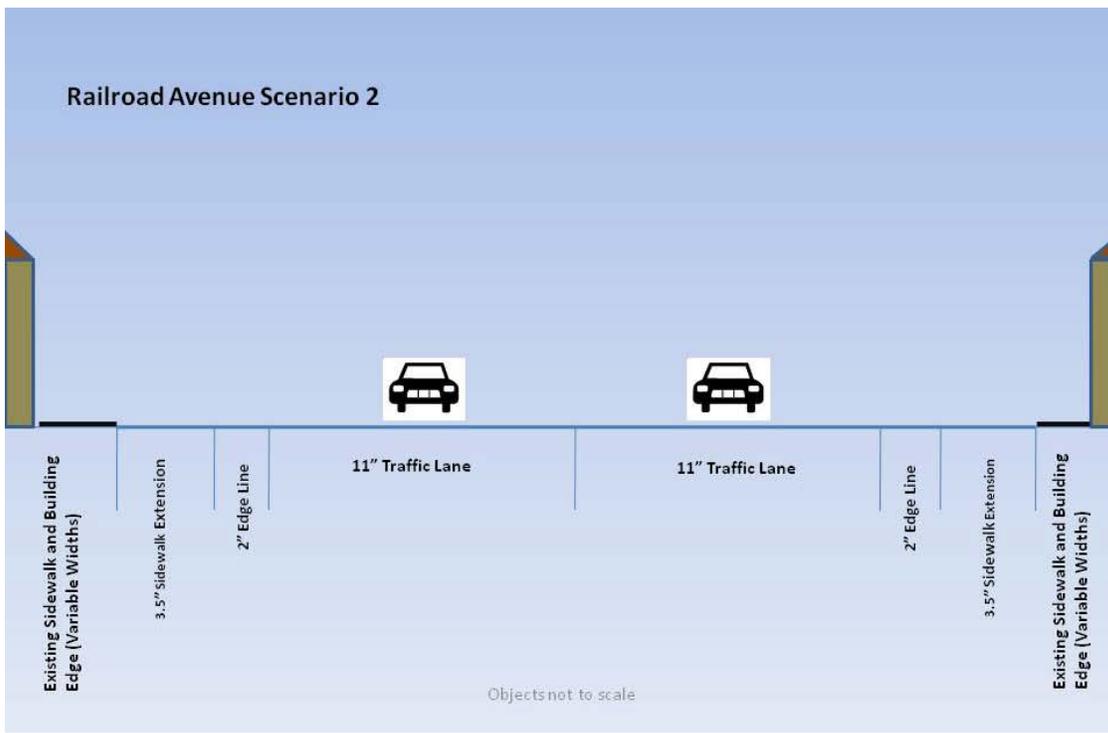
**Scenario 2:**

Scenario 2 privileges sidewalk improvements and traffic flow, allowing for two lanes of traffic. This scenario is designed to accommodate large emergency response vehicles, and includes 3.5 feet of sidewalk expansion on both sides of the street.

# Railroad Avenue Scenario 2

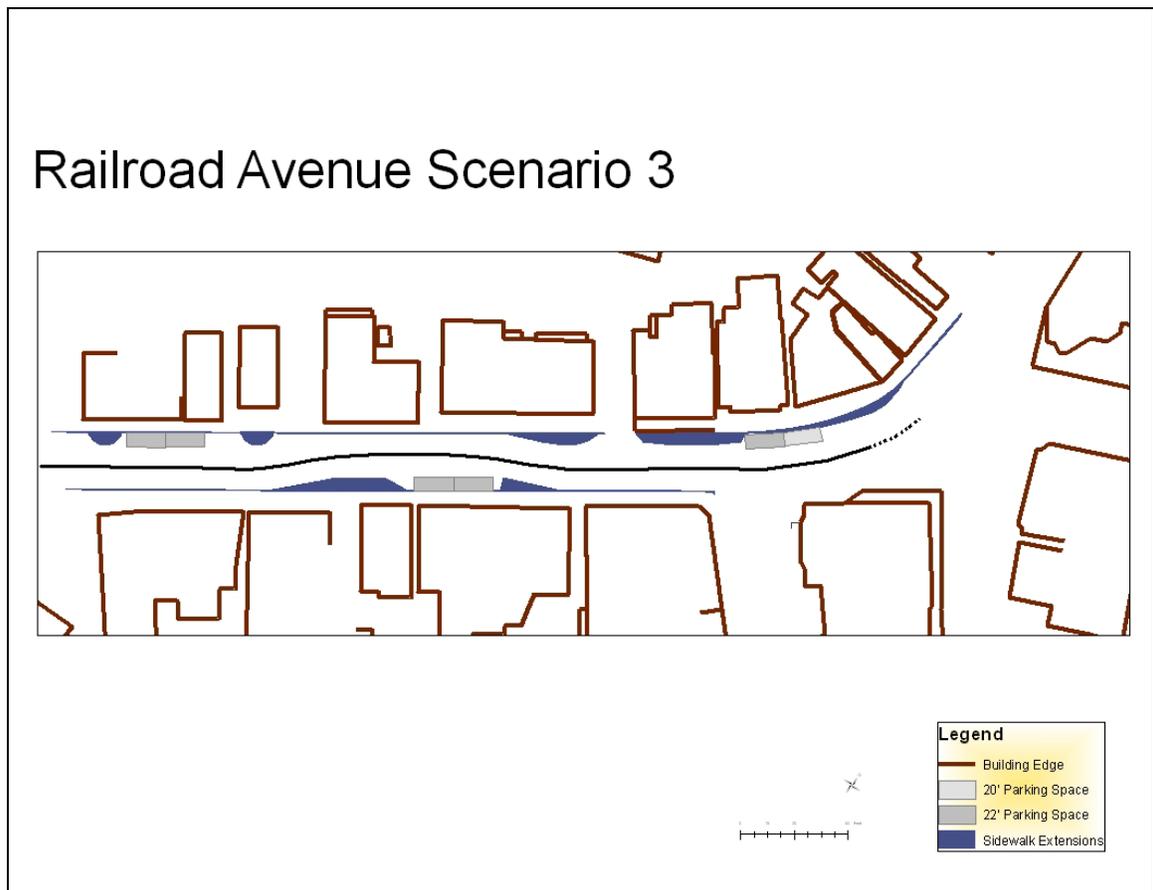


# Railroad Avenue Scenario 2



**Scenario 3:**

Scenario 3 blends some parking retention with some sidewalk extensions and bump-outs. The feasibility of parking spaces retained in the intersection of Railroad Ave., Main Street and Ocean Ave. needs to be explored. If these spaces are not feasible, they can be shifted, but the principle of a mix of the retention of several short-term parking spaces, and intermittent sidewalk expansions, allowing for street furniture, plantings, and additional public space, remains. Emergency vehicle passage is again provided for. While not maximizing either parking or sidewalks, it does allow for improved traffic flow, some parking retention, and some sidewalk improvements.



### **Fire Department Land to Ridge Road**

- Define the street edge line across from the York Beach Fire Department land
- New concrete sidewalk
- Granite curbing
- Mill or stabilize existing asphalt
- Install new antique lights/lampposts (if applicable use brick strip of 15” for electrical service)

### **Ridge Road intersection with Church St., and Railroad Avenue**

- Redesign and construct intersection for improved vehicle movements
- East side of Ridge Rd., construct/install parallel parking spaces
- pave gravel shoulder, add fog line, to create a more bicycle friendly environment

### **Long Beach Avenue intersection with Ocean Avenue, and Willow Street**

- Redesign and construct intersection for improved vehicle movements

### **Hawk Street – Extend through ball field parking lot onto Church Street**

- Sidewalk on one side
- Two-way traffic
- Ball field fence should be raised to minimize balls in the parking areas
- Residential parking should remain when road is reconstructed
- Installation of antique lights/lampposts (if applicable use brick strip of 15” for electrical service)
- Make sure entrance and exit from Ellis Park Parking lot is opposite of Hawk Street

### **Ocean Ave., Hawk Street and to Railroad Avenue**

- Remove parking
- Widen roadway for wider sidewalks, including possible sidewalk bump-outs near the southwestern corner of Railroad Ave. and Ocean Ave.
- New concrete sidewalks
- New Granite curbing
- Install antique lights/lampposts (if applicable use brick strip of 15” for electrical service)

### **Ocean Avenue, Ext., at Kendall Street**

- Construct new sidewalk from Broadway to Willow and tie in with Crosswalks
- Install new concrete sidewalks

### **Bay Street – One Way**

- Reconstruct exit onto Railroad Ave.
- Reconstruct sidewalks on one side
- Implement drainage work
- From Franklin Avenue to Ocean Avenue traffic will only be for residents and emergency access. Install antique lights/lampposts (if applicable use brick strip of 15” for electrical service)

### **Main Street intersection with Beach Street and County Road**

- Redesign intersection for improved vehicle movements

#### **\*\*NOTES:**

1. For all streets that require crosswalks, the Subcommittee recommends imprinting/stamping at ramp and through to connecting sidewalk.
2. Entire zone will need directional signs for ease of use. All markings will be thermoplastic and conform to the Federal manual for uniform traffic control.
3. Each crosswalk should have the 'pedestrian right of way' sign from Freeman and Main streets, through the YBVC and to include the crosswalks on Ocean Ave., at Willow Street, and Long Beach Road.

## **PHASE II**

### **Franklin Street**

- Repave
- Install antique lights/lamp posts (if applicable use brick strip of 15" for electrical service)

### **Entrance to Ellis Park to Ocean Ave.**

- New concrete sidewalks
- New Granite curbing
- Provide offload area for Tour Buses and Trolleys
- Install antique lights/lampposts (if applicable use brick strip of 15" for electrical service)

### **Main Street – at County Road to parking lot at end of bus zone**

- New sidewalks on North side
- New concrete for the sidewalks on both sides
- Install Granite curbing
- Install antique lighting/lampposts (if applicable use brick strip of 15" for electrical service)

### **Beach Street**

- Maintain one way
- Install antique lighting/lampposts (if applicable use brick strip of 15" for electrical service)

### **Freeman Street – at Main Street**

- Reconstruct corners for adequate vehicle passage, explore the feasibility of widening
- Reconstruct crosswalk.
- Extend sidewalk from corner of Gull and Main Street to corner of Freeman and Main Street

- Install an antique light/lamppost on the corners of Freeman and Main Street and the corner of Main Street and Gull Street (if applicable use brick strip of 15” for electrical service)

### **PHASE III**

#### **Church Street**

- New sidewalk on the South side
- New concrete for the sidewalks on both sides
- Install Granite curbing
- Resurface street
- Install antique lighting/lampposts (if applicable use brick strip of 15” for electrical service)

#### **Long Beach Avenue**

- If possible – construct a new sidewalk on the East side
- New concrete sidewalks
- Install Granite curbing
- Install antique lighting/lamp posts from Church Street down Long Sands Road and connect with Ocean Ave. lights (if applicable use brick strip of 15” for electrical service).

#### **Ocean Blvd at Hawk Street to Long Beach Avenue**

- Widen street
- Install new concrete sidewalk
- Install Granite curbing
- Repave road area
- Bike Lane

#### **Beach Street**

- Continue reconstructed sidewalk up to top of Beach Street where it intersects with Freeman Street

#### **FURTHER RECOMMENDATIONS:**

1. If street trees are implemented in the design – the plan should call for Green Ash, Bartlett or Astoria Pear trees.

# **MASTER PLAN**

## **York Beach Village Center Subcommittee**

### **B. Parking Options**

1. Parking lot across from Fire Station should be reconstruction so a new layout of parking stalls can be made.
2. Railroad Avenue - encourage shop operators to have their workers park behind the shops where they can.
3. Ridge Road, add parallel parking on sidewalk side to Post Office and widen street on the East side as needed. (Begun Spring 2009)
4. Some of the street to be reconstructed may have enough room for parallel parking.
5. Church Street, has 3 parcels that are and can be used for beach parking. One parking lot owned by the Catholic Church could offer a 'non-profit' agency (Boy Scouts etc.) to open and operate the parking lot as needed. They could close it for events, i.e., weddings, church fairs, etc.,
  - Star of the Sea Church- 40 stalls;
  - Union Congregational Church -18 stalls
  - Camps Private lot -15 stalls
  - Long Beach Avenue – (between Church St., Extension and Broadway) – there is a \$5.00 a day parking area currently

# **MASTER PLAN**

## **York Beach Village Center Subcommittee**

### **C. Pedestrian Movements**

In conjunction with the Department of Public Works, the Subcommittee developed recommendations for pedestrian improvements that were implemented late Spring/early Summer 2009, including re-painting of crosswalks, realignment of crosswalks, and additional signage. The Subcommittee has strove to incorporate pedestrian improvements, such as wider sidewalks and safer driving conditions, through their work.

### **D. Bike Lanes**

The Subcommittee recommends the following bicycle/bicycling improvements in York Beach:

- ✓ Long Beach Avenue. to Ocean Avenue, including Bus and Trolley route into Ellis Park
- ✓ County Road to Main Street, to at least as far as the Police Station.
- ✓ The width of the bike lane or larger paved sholders will be determined by the DPW. Recommendations could be sought after from local, regional, and national bike route groups.
- ✓ Bicycle racks should be re-installed in Ellis Park in a safe place – that is permanent and year-round for bicyclist to leave their bikes.
- ✓ Bicycle racks should be installed at the ball field in a safe place that is permanent and year-round for bicyclist to leave their bikes.