

Make the following changes to Volume 1 of the comprehensive plan (pg 20 - 21) specifically §2.4.6 in the section entitled “TOWN GOAL 2.4: Provide a safe, efficient and well-maintained comprehensive transportation system including roads, pedestrian amenities and non-motorized vehicle trails.”

#### **2.4.6**

The Comprehensive Plan Steering Committee heard significant support at the Comprehensive Plan Neighborhood Meetings for the Town to construct bicycle and pedestrian paths. The value of a walkable and bikable community for health, environmental benefit, added recreational opportunities, and alternative transportation cannot be underestimated. The Town of York recognizes the many economic, social, health and recreational benefits that will result in creating safe spaces to walk and bicycle, contributing towards networks that link our homes, downtowns, workplaces, parks, and beaches. Not only a benefit to residents, the scenic roads of York are a draw to visitors, as well. Specific recommendations to address this interest include the following:

- **In 2015, the York Board of Selectmen appointed a York Bicycle and Pedestrian Committee that was charged with developing and implementing “a Master Plan for the Town of York to achieve the benefits of safe and accessible bicycling and walking”. As a result of the committee’s work the York Bicycle and Pedestrian Master Plan was completed in April of 2017 and contains existing condition inventories, public input summaries, and policy and infrastructure recommendations for the improvement of bicycle and pedestrian conditions throughout the Town of York. As a way to cultivate the improvement of bicycle and pedestrian conditions in York, the Town hereby incorporates the York Bicycle and Pedestrian Master Plan into the Comprehensive Plan by reference. The Town should implement the recommendations and pertinent information included within this Master Plan document.**

#### **IMMEDIATE PRIORITY – BICYCLE AND PEDESTRIAN COMMITTEE & PUBLIC WORKS DEPARTMENT TAKE LEAD**

- ~~A Bicycle-Pedestrian Committee should be formed to produce a sidewalk/pedestrian master plan, including an inventory of existing conditions, key current or potential routes, on-street and off-street possibilities, critical areas for safety improvements, potential costs as well as funding sources, and prioritized recommendations. The potential projects and improvements to emerge from a master plan will range from physical redesign of roads and intersections, to much less cost prohibitive measures such as signage and striping of roads within existing roadway dimensions. The York Beach Subcommittee has identified areas for sidewalk improvements or creation, and intersection redesign needs in York Beach, as well as worked for the placement of additional pedestrian signage in the area. Recommendations such as these should be incorporated into the larger master plan, and incorporated into an illustrative map on this topic. Efforts should be made early to reach out to stakeholders—cyclists, walkers, and students, to insure maximum community input. The Committee should also work in concert with the Community Development Department and Department of Public Works.~~

#### **IMMEDIATE PRIORITY – COMMUNITY DEVELOPMENT DEPARTMENT TAKES LEAD ROLE**

~~• The Planning Board should assess the need for non-vehicular improvements (sidewalks, pedestrian paths, extended pavement width to support bicycle use) during the review of new subdivisions and require the applicant to construct appropriate improvements. Pedestrian facilities work best if they are incorporated into the original project design.  
ONGOING PRIORITY – PLANNING BOARD TAKES LEAD ROLE~~

~~• The Town, as an element of its Five Year Capital Improvement Program, should appropriate funds to construct desired pedestrian improvements. The list of areas where residents want sidewalks indicates the need for long term capital planning and prioritizing. The three highest priority areas are York Village Center, Woodbridge Road and Nubble Road. Other areas which merit attention include Ridge Road and Old Post Road.  
INTERMEDIATE PRIORITY – SELECTMEN & BUDGET COMMITTEE TAKE LEAD ROLE~~

~~• The Town should explore the use of existing paths and off road areas to support pedestrian and bicycle activities. Town voters appropriated funds in both 1997 and 1998 to upgrade Fisherman’s Walk, and significant additional funds will be needed to complete this project. Other opportunities include paths along the abandoned railroad right of way and through Water District lands near Mt. Agamenticus.  
IMMEDIATE PRIORITY FOR FISHERMAN’S WALK & LONG TERM PRIORITY FOR OTHER AREAS – SELECTMEN TAKE LEAD ROLE~~

• Though bike lanes have been requested as an amenity in many parts of Town, road widening to create bike lanes is not the only technique available for a road to dimensions, wide outside lanes, traffic calming, improvements of sight distances and intersections, shared lane markings that indicate to drivers that they are on a road frequently also used by cyclists, can all be applied to contribute to more complete, inclusive streets. Rather than examining the feasibility of bike lanes only, the most appropriate, and attainable improvements should be examined site by site. **Areas of in particular need of bicycle oriented improvements are identified in the York Bicycle and Pedestrian Master Plan. The town should review the need for and type of bicycle accommodations on a context sensitive basis consistent with the idea of Complete Streets.**  
ONGOING PRIORITY – COMMUNITY DEVELOPMENT DEPARTMENT AND DEPARTMENT OF PUBLIC WORKS TAKE LEAD ROLE

• Efforts to improve pedestrian and bicycle routes should be made to coordinate with overlapping regional initiatives, such as the Maine Safe Routes to School Initiative, the East Coast Greenway, Seacoast Area Bicycle Routes (SABR), and path and trail planning efforts in surrounding communities.  
MIDTERM PRIORITY – COMMUNITY DEVELOPMENT DEPARTMENT TAKES LEAD ROLE

• The Planning Board should assess the need for non-vehicular improvements (sidewalks, pedestrian paths, extended pavement width to support bicycle use) during the review of new subdivisions and require the applicant to construct appropriate improvements. Pedestrian **and Bicycle** facilities work best if they are incorporated into the original project

design. Sidewalks are most appropriate for areas in the proposed Residential and Village Center zones, while pedestrian paths may be more appropriate for subdivisions in the proposed Rural zones.

IMMEDIATE PRIORITY - PLANNING BOARD TAKES LEAD ROLE

- The Town, as an element of its Five Year Capital Improvement Program, should appropriate funds to construct desired pedestrian improvements. **Areas of high priority for sidewalk installation are identified in the York Bicycle and Pedestrian Master Plan. The town should review the need for sidewalks on a context sensitive basis consistent with the idea of Complete Streets.** ~~The list of areas where residents want sidewalks likely outstrips the Town's ability to pay. The three highest priority areas are York Village Center, Woodbridge Road and Nubble Road. Other areas which merit attention include Ridge Road and Old Post Road. The Town will not pursue constructing improvements along most rural roads that may adversely impact the existing rural character. A long term priority of the Town should be to prepare a definitive sidewalk/pedestrian master plan.~~

IMMEDIATE TO LONG-TERM PRIORITY - SELECTMEN TAKE LEAD ROLE

- The Town should explore the use of existing paths and off-road areas to support pedestrian and bicycle activities **and create safe connections between destination areas.** Town voters appropriated funds in both 1997 and 1998 to upgrade Fisherman's Walk, and significant additional funds will be needed to complete this project. Other opportunities include paths along ~~the abandoned railroad~~ **unused** right-of-ways and through Water District lands near Mt. Agamenticus. ~~This is likely an expensive proposition.~~ **Additional opportunities for formal off road paths are identified in the York Bicycle and Pedestrian Master Plan.**

IMMEDIATE PRIORITY FOR FISHERMAN'S WALK & LONG TERM PRIORITY FOR OTHER AREAS - SELECTMEN TAKE LEAD ROLE

Make the following changes to Volume 1 of the comprehensive plan (pg 74) specifically point 4 of the subsection entitled "Transportation & Pedestrian Amenities" in the Capital Investment Plan section.

4. The Town should pursue sidewalk/pedestrian/bicycle improvements to high priority areas. ~~The areas most in need include York Village Center, Woodbridge Road and the Nubble. Many area residents have requested sidewalks; the cost and feasibility of sidewalks in these areas should be explored.~~ **Areas of high priority for sidewalk installation are identified in the York Bicycle and Pedestrian Master Plan. The town should review the need for sidewalks on a context sensitive basis consistent with the idea of Complete Streets.**