



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