Transportation

York has well-maintained transportation infrastructure, especially its roads. However, aspects of the transportation system, particularly congestion and parking, experience capacity issues in the summer due to tourism and seasonal population peaks. Decreasing congestion at popular destinations, including York Village and York Beach, and improving pedestrian and bicycle networks have been identified by the Town as opportunities. Some of York's key transportation infrastructure is also likely to be at risk from future climate change impacts, such sea level rise and more severe storms.

This topic includes...

- Transportation context and trends
- Road classifications and access management
- Maintenance and road conditions
- Walking and bicycling networks
- Public transportation
- Traffic volumes and congestion
- Crash data and trends
- Parking conditions
- Climate change impacts
- What the community said
- Key takeaways

Transportation Context and Trends

Summary of Transportation Context

About 40 miles south of Portland and 60 miles north of Boston, York is located along the Interstate 95 corridor, which bisects the town from north to south. As a town of approximately 13,000 year-round residents and a popular summer destination for daytrips and short-term

stays, both local and regional travel are important in the context of York's transportation network. With no rail service and limited bus transit options, travel in and out of York is primarily automobile dependent. Another federal highway, U.S. Route 1, runs parallel to I-95 in York and is a well-traveled route used for both through-traffic and access to local destinations.

Local travel within York is also largely automobile dependent, though efforts have been made in recent years to enhance connectivity of pedestrian and bicycle infrastructure and there is interest by the Town and the York community in continuing to make improvements.

Regional Transportation Planning

The Kittery Area Comprehensive Transportation System (KACTS) is the Metropolitan Planning Organization (MPO) for York, as well as Kittery, Eliot, South Berwick, and Berwick. KACTS is responsible for planning and programming federally funded transportation projects within these municipalities. In addition to project-based planning, the MPO is required by federal law to develop a Long-Range Transportation Plan (LRTP) and a Transportation Improvement Plan (TIP) for the region. The most recent LRTP was developed in 2019 and anticipates transportation needs and investments through 2045.[1] It considers "projected growth in population, employment, and residential and commercial development as the basis for new policies and projects to facilitate all modes of transportation, including roads and highways, rail, public transit, and biking and walking." The LRTP will be updated in 2024. The TIP is a capital improvement program developed every two years in collaboration with the Maine Department of Transportation (MaineDOT) that produces a prioritized list of transportation projects that are submitted for federal, state, and local funding. The most recent TIP is for Fiscal Years 2021-2024.[2]

The Southern Maine Planning and Development Commission (SMPDC) is the regional planning entity for southern Maine. SMPDC staff support regional transportation committees and groups, including KACTS, as well as assist municipalities in project planning and management.

Travel Characteristics

Population Trends

York's year-round population grew an estimated 2.8% between 2010 and 2019, from 12,720 to 13,070 residents.[3] The rate of growth is expected to increase over the next 15 years, with the town estimated to have over 15,400 year-round residents in 2036.[4] The town's peak summer

[1] https://smpdc.org/vertical/Sites/%7B14E8B741-214C-42E2-BE74-5AA9EE0A3EFD%7D/uploads/KACTS_2019_LRTP_FINAL_05_15_19.pdf.
[2] https://smpdc.org/vertical/Sites/%7B14E8B741-214C-42E2-BE74-5AA9EE0A3EFD%7D/uploads/Final_KACTS_TIP_2021-2024.pdf.
[3] 2010 and 2019 Five-Year American Community Surveys U.S. Census.
[4] Levine Planning Strategies.

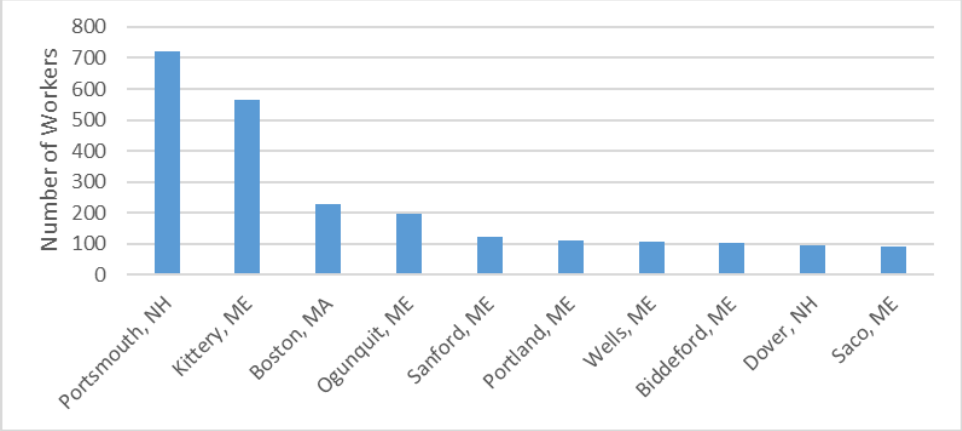
population, which includes seasonal residents and short-term stays, was more than double the year-round population in 2019, estimated at nearly 31,000.[5] This, too, is expected to grow over the next 15 years. Given these trends, York will likely continue to face seasonal challenges related to a significant influx of transportation network users in the summer. Additional information on anticipated population trends can be found in Appendix A1: Population & Demographics Current Conditions.

Commuting

In 2019, nearly 63% of York residents in the workforce worked outside of York, up from 58% in 2010.[6] In 2015, Portsmouth and Kittery were the most common out-of-town work destinations (Fig. 1).[7] As of 2015, 54% of the approximately 5,500 people working in York commuted from outside of town, with Eliot, South Berwick, and Kittery supplying the largest source of York employees (Fig. 2).[8]

The product of so many people commuting in and out of town, on top of increasing year-round and summer populations, is more congestion. Average travel-to-work times for York residents increased by two minutes from 2010 to 2019 (23.7 minutes to 25.7 minutes).[9] Also contributing to local and regional congestion, the proportion of York commuters driving alone increased by 11% between 2010 and 2019.[10] The proportion of commuters who carpooled, walked, and biked to work declined over the last decade (Fig. 3).

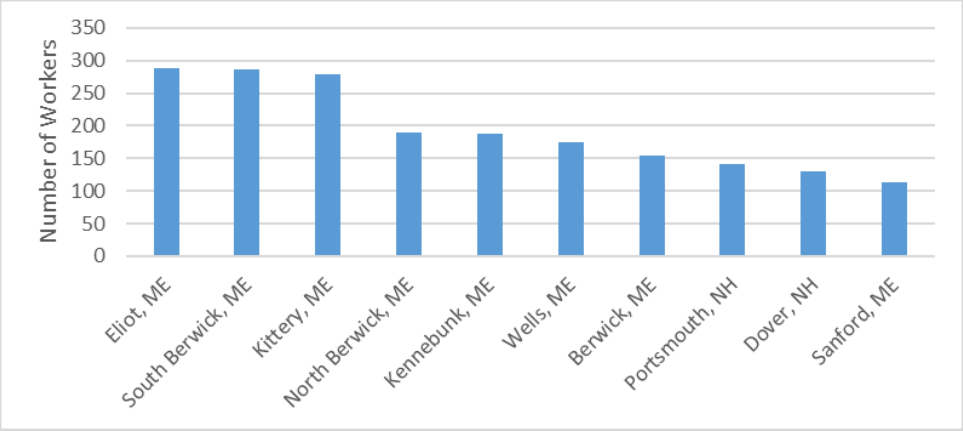
Figure 1. Top Out-of-Town Places of Work for York Residents, 2015



Source: 2015 Five-Year American Community Survey U.S. Census

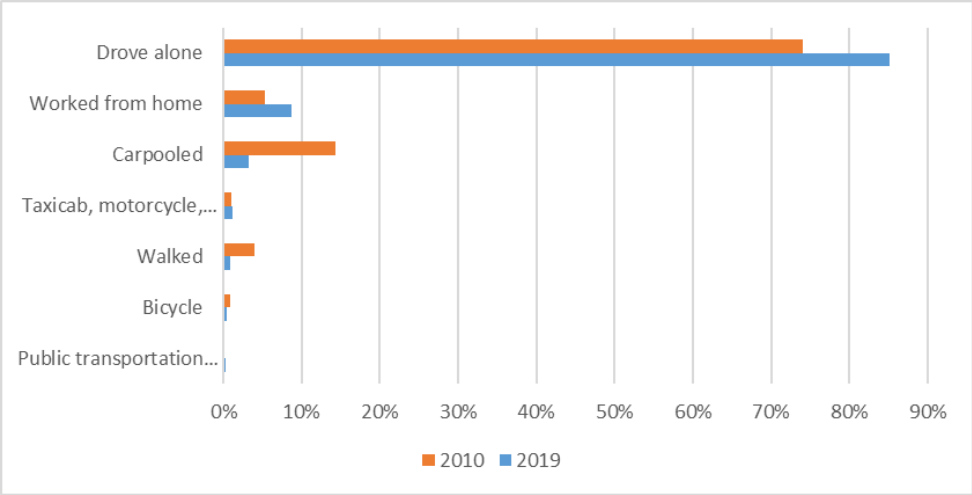
[5] Southern Maine Planning and Development Commission.
[6] 2019 and 2010 Five-Year American Community Surveys U.S. Census.
[7] 2015 Five-Year American Community Survey U.S. Census.
[8] Ibid.
[9] 2019 and 2010 Five-Year American Community Surveys U.S. Census.
[10] 2019 Five-Year American Community Survey US Census.

Figure 2. Top Out-of-Town Residences of People Working in York, 2015



Source: 2015 Five-Year American Community Survey U.S. Census

Figure 3. Commute Mode Share for York Residents, 2010 and 2019



Source: 2010 and 2019 Five-Year American Community Surveys U.S. Census

Vehicle Availability

Underscoring the dependence on automobile travel in York, less than 1% of York residents in the workforce lived in a household with no vehicles in 2019, while 12.6% lived in households with one vehicle and 86.6% lived in households with two or more vehicles.[11] However, when looking at all households in York, including those without members in the workforce, over 7% of households in York did not have a vehicle in 2019, a higher percentage than both the county and the state.[12]

[11] 2019 American Community Survey U.S. Census.
[12] Ibid.

Road Network

Road Classification

York has approximately 250 miles of roads.[13] Roads are divided into four federal functional classifications, which reflect the service a road provides to the network and its balance between providing access to local land uses versus through-travel (i.e., traveling through York on their way to another destination).[14]

- A principal arterial interstate is a continuous route that has trip lengths and volumes indicative of substantial statewide or interstate travel.
- A minor arterial is a continuous route that should be expected to provide for relatively high travel speeds with minimum interference to through movement.
- Collector roads generally serve intra-county travel, rather than statewide. These roads are further divided into *major collector* roads, serving more important regional connections, and *minor collector* roads, which link local roads to the regional roads.
- Local roads are the most common classification and provide access to adjacent land uses and travel over relatively short distances, such as neighborhoods roads.

Using the same classification categories, the Town of York has also completed a local assessment of roadway functional classification, which differs somewhat in its classifications and includes more roads. The Town may seek to have these additional roads reclassified in the federal classification in the future. Roads classified as principal arterial interstates, minor arterials, or collectors by the federal and local classifications are identified in Table 1 and on the maps in Figs. 4 and 5. All other roads in York not identified below are local roads.

Table 1. York Road Classifications

Category	Federally Classified Road(s)	Locally Classified Road(s)
Interstate	I-95	I-95, U.S. Route 1
Minor Arterial	U.S. Route 1, Spur Road	Spur Rd, U.S. Route 1A
Collector	*Major:* U.S. Route 1A, Route 91, Route 103, Shore Rd *Minor:* Long Sands Rd, Ridge Rd, Old Post Rd, Beech Ridge Rd	Route 91, Route 103, Shore Rd, Long Sands Rd, Ridge Rd, Old Post Rd, Beech Ridge Rd, Berwick R, Ogunquit Rd, North Village Rd, Clay Hill Rd, Logging Rd, Pine Hill Rd, Mountain Rd, River Rd/Hutchins Blvd, Chases Pond Rd, Scituate Rd, Broadway, Nubble Rd, Webber Rd, Wood-bridge Rd, Organug Rd, Seabury Rd, Brave Boat Harbor Rd, Southside Rd, Birch Hill Rd, Scotland Bridge Rd

Source: MaineDOT, Town of York.

[13] Calculated from 2021 Town of York road line GIS data.
[14] https://www.maine.gov/mdot/csd/docs/roadwayinfo/FederalFunctionalClassificationofHighways.pdf

Access Management

MaineDOT adopted a set of access management rules in 2002 in response to the enactment of *An Act to Ensure Cost Effective and Safe Highways in the state* by the Legislature in 2000, which addressed arterial capacity, poor drainage, and the high number of driveway-related crashes. The rules regulate sight distance, corner clearance, spacing, width, setbacks, parking, drainage, and mitigation requirements. To obtain a Driveway/Entrance Permit from MaineDOT, any new or changed driveway or entrance on state and state-aid highways located outside the state-designated Urban Compact Area (Fig. 6) must meet specifications described in the rules. MaineDOT's access management rules do not apply within the Town's Urban Compact Area.

The rules are organized into a four-tier system with regulation of driveways and entrances increasing for roads with higher mobility importance and poorer safety records. The following are the designations for the highway network in York:

1. Basic Safety Standards apply to all state and state-aid roads (non-Urban Compact portions of U.S. Route 1, Route 1A, Route 91 and Route 103).
2. Major Collector and Arterial Standards provide more detailed design standards for entrances onto major collector and arterial roads. Entrances are defined as accesses that serve 50 or more trips per day.
3. Mobility Corridors connect service centers and/or Urban Compact Areas and carry at least 5,000 vehicles per day along at least 50% of the corridor's length. The two Mobility Corridors in York are both along U.S. Route 1, between York Street and Cape Neddick Road and between Mountain Road and the Ogunquit town line (Fig. 7).
4. Retrograde Arterials are Mobility Corridors where the number of crashes related to a driveway or entrance exceeds the statewide average for arterials with the same posted speed. Both of York's Mobility Corridors have been designated as Retrograde Arterials (Fig. 8).

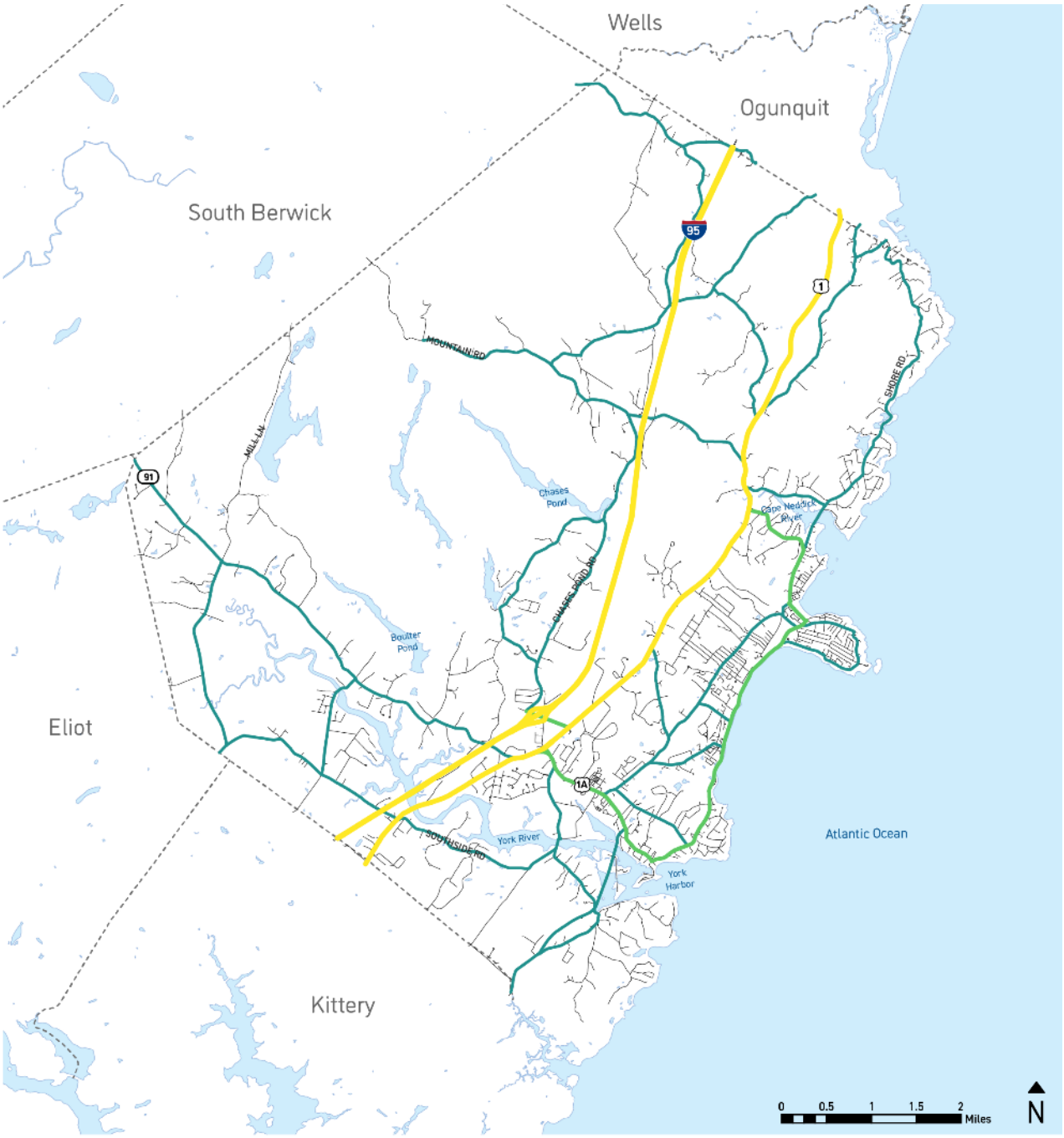
Full details on MaineDOT's Driveway/Entrance Permit Program and access management rules can be found on MaineDOT's website: https://www.maine.gov/mdot/traffic/drivewaypermits/.

Figure 4. Federal Functional Classification of Roadways

Data Sources: MaineDOT, Town of York OpenData, Maine Geolibrary, USGS National Hydrography Dataset. Map created by CivicMoxie.

- Principal Arterial Interstate
- Minor Arterial
- Major Collector
- Minor Collector
- Local Road

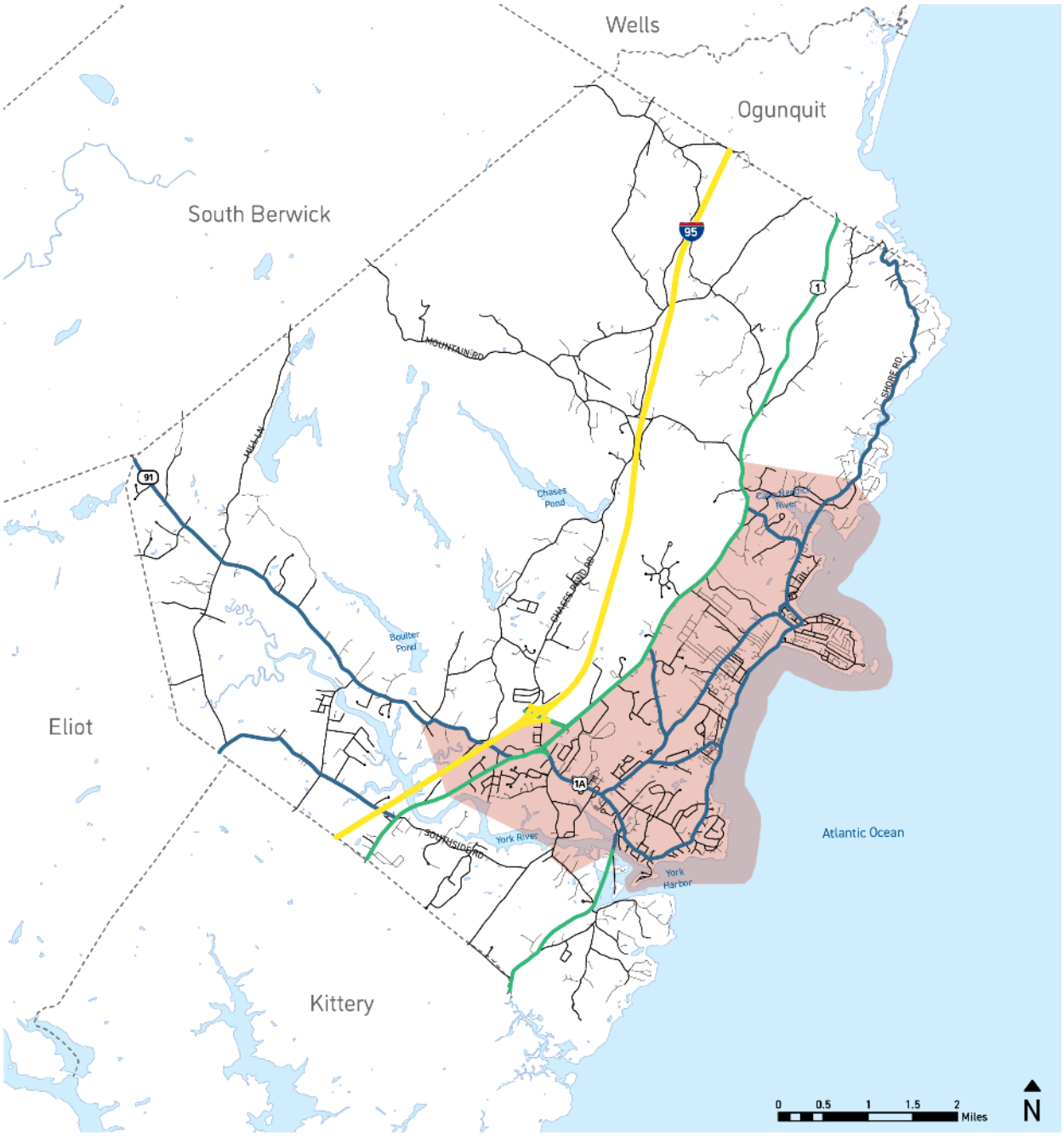
Figure 5. Local Assessment of Roadway Functional Classification



Data Sources: 2005 York Comprehensive Plan, Town of York OpenData, Maine Geolibrary, USGS National Hydrography Dataset.
Map created by CivicMoxie.

- Principal Arterial Interstate
- Minor Arterial
- Collector
- Local Road

Figure 6. Roads by Category and Urban Compact Area



Data Sources: 2021 MaineDOT, Town of York OpenData, Maine Geolibrary, USGS National Hydrography Dataset. Map created by CivicMoxie.

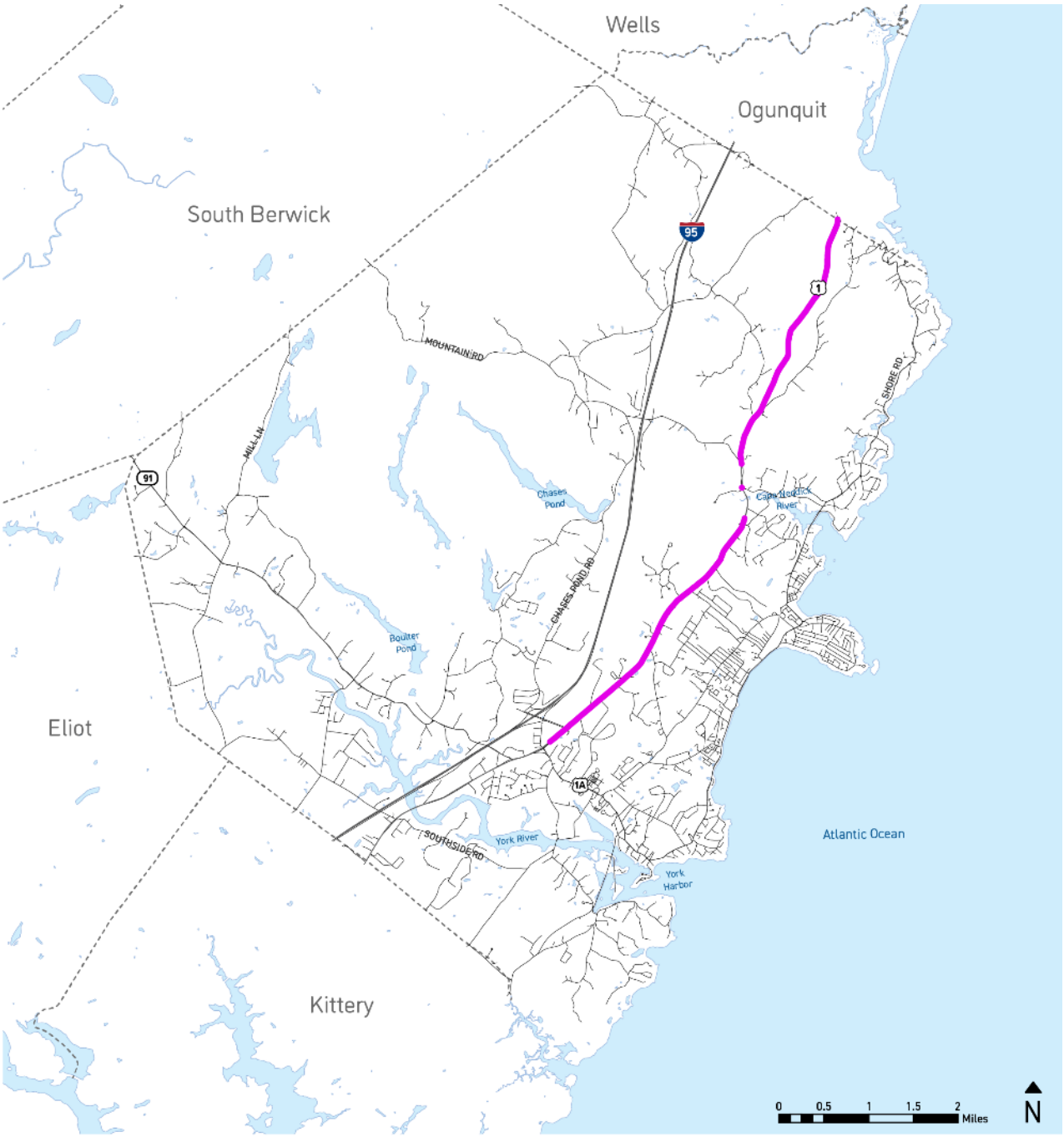
Urban Compact Area
State Aid Highway
Federal Highway
Town Road
State Highway
Private Road

Figure 7. Mobility Corridors in York

Data Sources: 2019 MaineDOT, Town of York OpenData, Maine Geolibrary, USGS National Hydrography Dataset. Map created by CivicMoxie.

Mobility Corridors

Figure 8. Retrograde Arterials in York



Data Sources: 2019 MaineDOT, Town of York OpenData, Maine Geolibrary, USGS National Hydrography Dataset. Map created by CivicMoxie.

Retrograde Arterials

Maintenance and Construction

Maintenance Jurisdiction

Based on the road category and location, general maintenance responsibility for roads in York is split between the Town, the state, and private property owners. Within York's Urban Compact Area, the York Department of Public Works maintains all public Town roads and performs most maintenance duties on state and state-aid highways.[15] Outside of the Urban Compact Area, the MaineDOT maintains state highways year-round and state-aid highways in the summer; the Town maintains state-aid highways in the winter and all Town roads year-round.[16] Private roads are maintained by property owners on those roads and I-95 is maintained by the state.

Budget

Through the Department of Public Works, York uses an approach similar to asset management to ensure the long-term management of its roads, bridges, sidewalks, and bicycle facilities.[17] Current funding levels are adequate to maintain existing infrastructure and equipment in good working order, as well as make some updates and expansions. York's budget for transportation capital improvement, including road and sidewalk construction and overlay paving, is approximately $1 million annually through the Town's annual appropriation process. Additionally, specific major road and sidewalk projects are included as separate bond issues and implemented when approved by the voters. Some examples of recent transportation expenditures include:

- Long Beach seawall and sidewalk replacement: $1,000,000 (Fiscal Year 2019)
- Street sweeper: $230,000 (FY19)
- Bell Marsh Road improvements: $200,000 (FY20)
- Chases Pond Road bridge design: $150,000 (FY20)
- Hutchins Lane bridge design: $30,000 (FY21)
- Trackless Sidewalk Tractor: $160,000 (FY21)
- Chases Pond Road bridge construction: $1,500,000 (FY22)

[15] https://www.maine.gov/mdot/csd/docs/roadwayinfo/maintdefsinsideUCAfinalFeb2018.pdf.
[16] https://www.maine.gov/mdot/csd/docs/roadwayinfo/RoadClassification.pdf.
[17] Correspondence with Director of Public Works.

Design and Construction Guidelines

York has established road design standards for public and private roads in its *Site Plan and Subdivision Regulations* (last amended July 22, 2021).[18] Generally, road design standards for public or Town-owned roads support regulation of desired land use patterns. York has established traffic safety standards for the purpose of ensuring that increases in traffic resulting from locally approved development activities are safely accommodated, and that new development is required to provide for transportation improvements required as a result of that development (Zoning Ordinance section 15-A.1). The *Site Plan and Subdivision Regulations* also include some specific standards to mitigate impacts from vehicular access, increase overall safety, and reduce traffic by supporting bicycle and pedestrian amenities and regulating site access, circulation, and congestion.[19]

York has not established a policy to discourage dead-ends or require that they accommodate expansion into an existing street network. The *Site Plan and Subdivision Regulations* limit the length of dead-ends by requiring that "a dead-end collector street shall not be longer than 2,000', and not more than 50 residential units shall be accommodated on a dead-end collector street" (section 9.5.8).

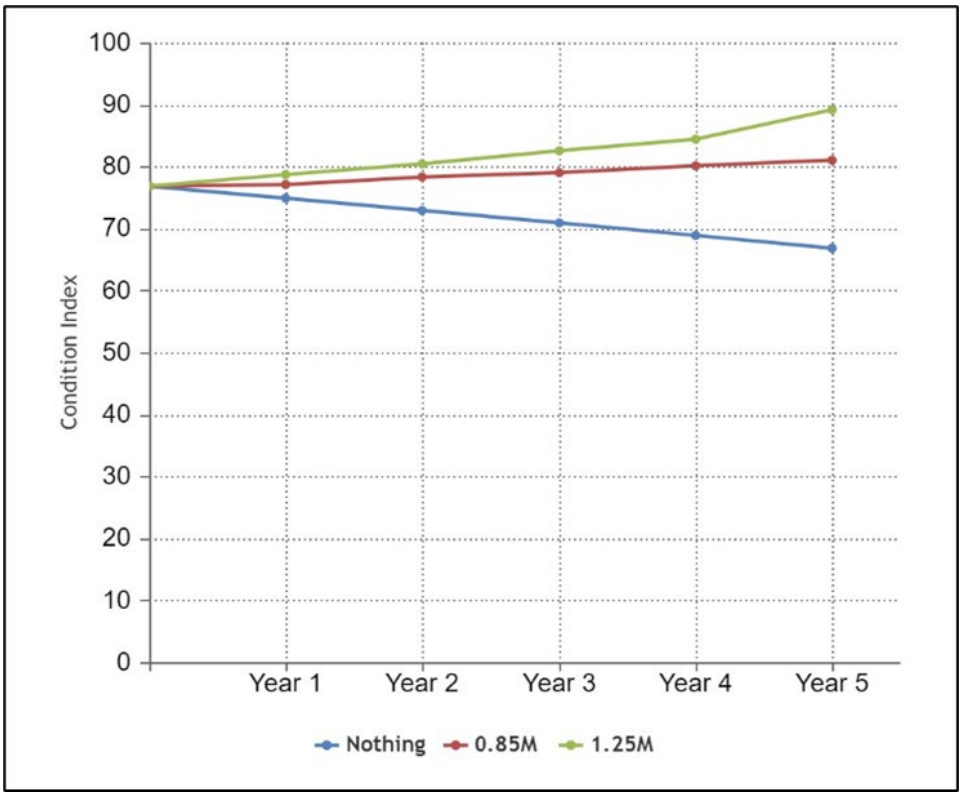
Roadway Conditions

In 2019, StreetScan was contracted by the Town of York to conduct a pavement condition assessment on 125 miles of local and collector roadways and on seven miles of arterial roadways. An analysis of the Pavement Condition Index (PCI), a ranking assessment on the overall health of a pavement segment, estimated that a budget of at least $850,000 per year was necessary to prevent gradual road deterioration and a growing maintenance backlog. The findings support that the current annual budget of $1 million is sufficient and will lead to condition improvements over time (Fig. 9).

[18] https://www.yorkmaine.org/DocumentCenter/View/700/Site-Plan-and-Subdivision-Regulations-PDF?bidId=.

[19] Town of York Site Plan and Subdivision Regulations, adopted 1990, as amended through July 22, 2021.

Figure 9. York Pavement Condition Index Over Time Under 3 Annual Budget Scenarios

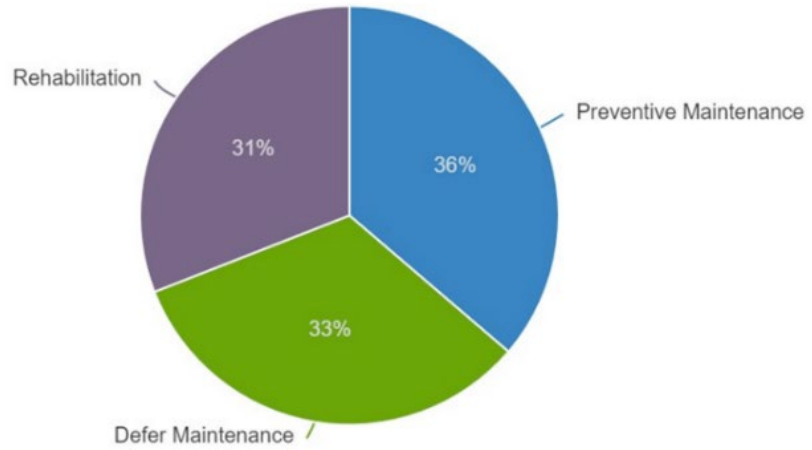


Source: Town of York, StreetScan, Streetlogix.

Following StreetScan's 2019 pavement condition assessment, the roads within York's maintenance jurisdiction were divided into one of three suggested maintenance categories (Figs. 10 and 11):

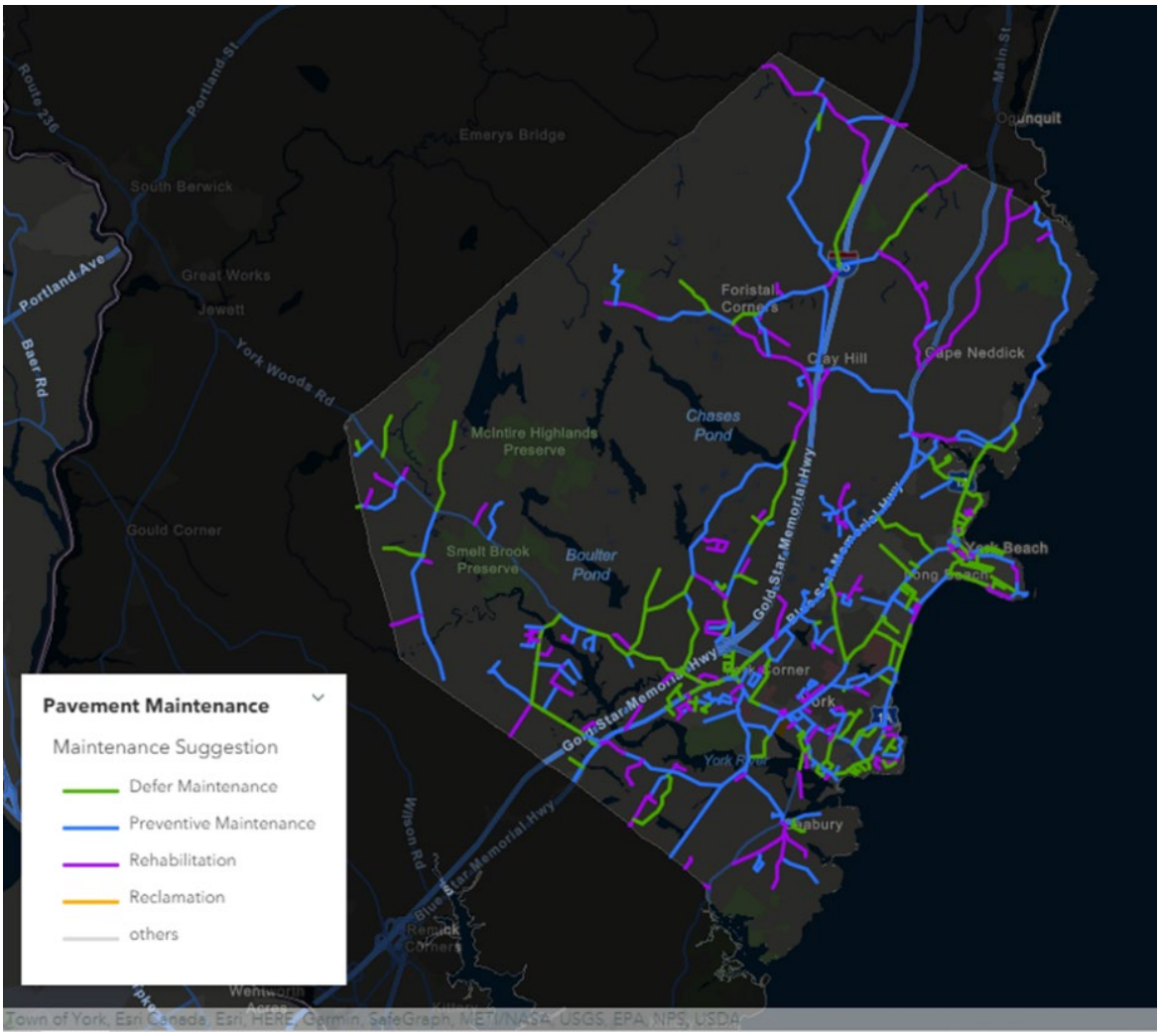
- Rehabilitation
- Preventive Maintenance
- Defer Maintenance

Figure 10. Distribution of Suggested Road Maintenance



Source: Town of York, StreetScan, Streetlogix.

Figure 11. Map of Suggested Road Maintenance



Source: Town of York, StreetScan, Streetlogix.

Bridges

The Maine Bridge Law (23 MRSA, Chapter 9, Subchapter 4-A), effective July 1, 2001, classifies public bridge structures by three categories based on size.

- A Bridge is defined as having a span length of at least 20 feet, in accordance with federal law.
- A Minor Span is defined as having a span length of at least ten feet but less than 20 feet.
- A Culvert has a span less than ten feet or is multiple pipes or other structures with a combined opening of less than 80 square feet in area.

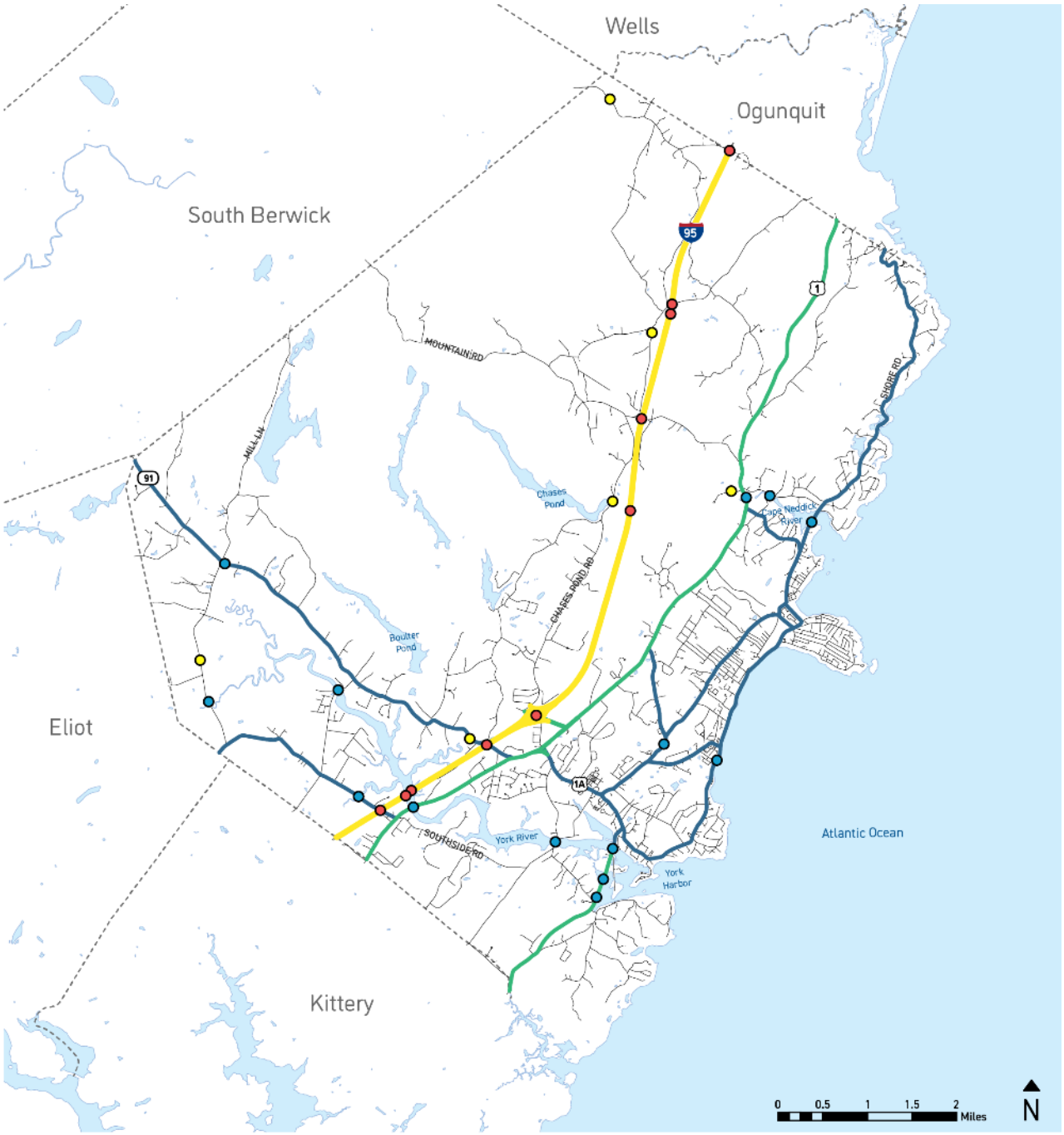
In York, maintenance and capital improvement of all bridge structures on or over I-95 are the responsibility of the Maine Turnpike Authority (MTA). The rest are either the responsibility of the Town or MaineDOT, depending on the type of bridge structure and road (Table 2 and Fig. 12).

Table 2. Responsibilities Relating to Structures Defined in 23 MRSA, Chapter 9, Subchapter 4-A

	Bridge		Minor Span		Culvert		Low Use Redundant Bridge	
	Capital Imp.	*Maint.*	*Capital Imp.*	*Maint.*	*Capital Imp.*	*Maint.*	*Capital Imp.*	*Maint.*
State Highway	S	S	S	S	S*	S*	N/A	N/A
State Aid	S	S	S	S	S*	S*	N/A	N/A
Town Way	S	S	M	M	M	M	50% S 50% M	M

M = Municipality responsibility
S = State responsibility (MaineDOT)
S* = Municipality responsibility if inside Urban Compact Area
Source: MaineDOT

Figure 12. Maintenance Responsibility of Bridges and Minor Spans in York



Data Sources: MaineDOT, Town of York OpenData, Maine Geolibrary, USGS National Hydrography Dataset. Map created by CivicMoxie.

Maintainer

- Town of York
- MaineDOT
- Maine Turnpike Authority

- Federal Highway
- State Highway
- State Aid Highway

MaineDOT inspects all bridges and minor spans on public ways every two years in accordance with the Federal Highway Administration (FHWA) and MaineDOT's Bridge Management Coding Guides. The inspections result in a Federal Sufficiency Rating (FSR) for each bridge, which is calculated by analyzing the condition of each of the bridge's components, such as the deck, the substructure, the superstructure, etc. FSRs are calculated on a scale of 1-100. Generally, if the FSR on a state bridge located on a state or state-aid highway is less than 50, the bridge requires attention and may qualify for federal funding, depending upon the individual condition ratings of the bridge's various components. The lower the FSR, the greater the risk for bridge collapse, with a score of below 20 considered as a risk for imminent failure. According to MaineDOT's most recent data from October 2021, only one bridge in York has an FSR less than 50, a Town-owned minor span on Hutchins Lane over the Cape Neddick River, though with a FSR of 18.4 it is considered a high risk (Table 3 and Fig. 13).

Funds have been appropriated by the Town of York for preliminary design for a potential replacement for the minor span on Chases Pond Road over Chases Stream (FSR 61).[20]

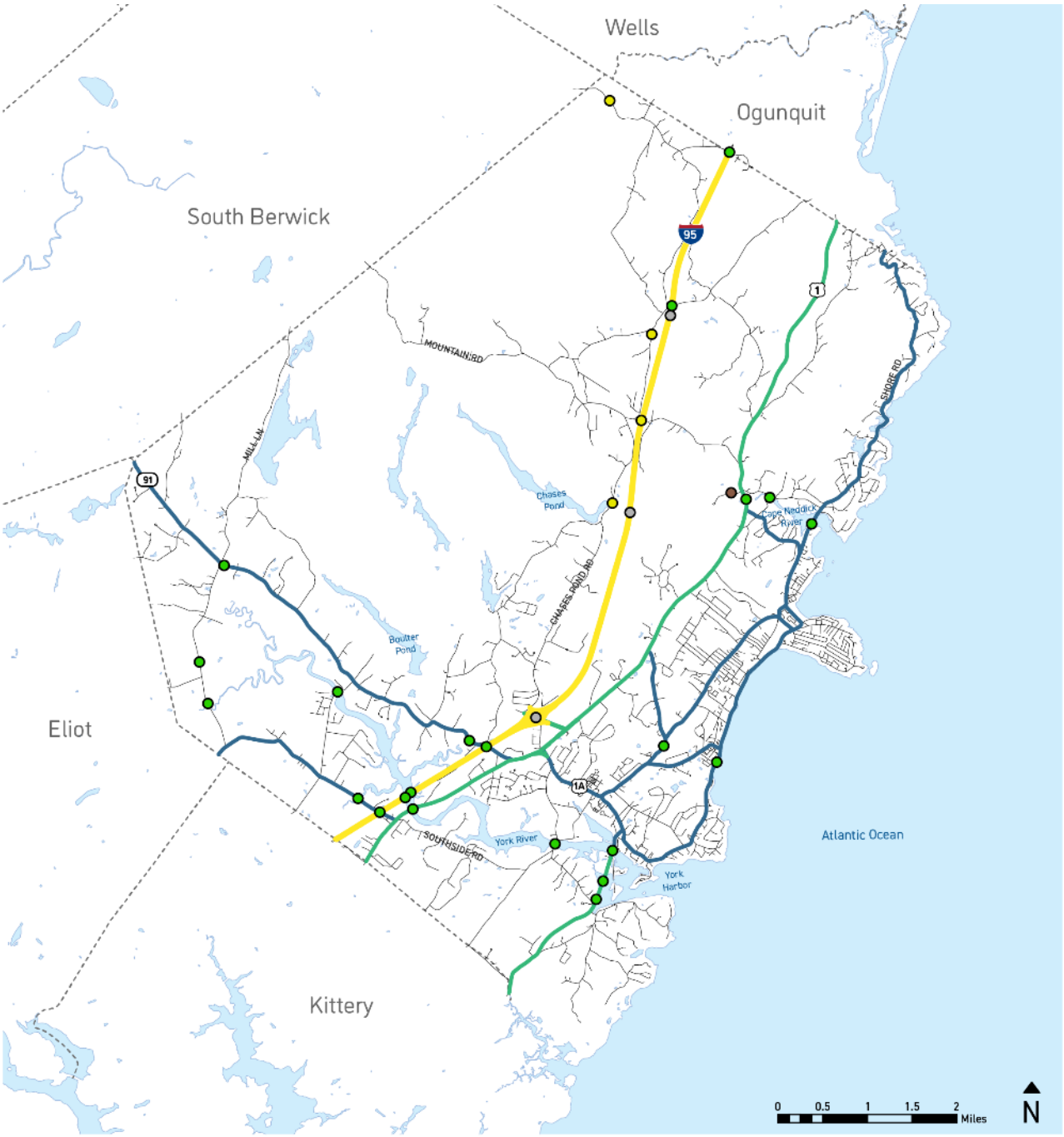
[20] Email communication with Dean Lessard, November 5, 2021.

Table 3. Federal Sufficiency Rating for Public Bridges and Minor Spans in York, October 1, 2021

Maintainer	Bridge Structure	Federal Sufficiency Rating
Town of York	Hutchins Lane over Cape Neddick River	18.4
	Chases Pond Road over Chases Stream	61
	Greenleaf Parson's over Josias River	61.3
	Ogunquit Road over branch of Ogunquit River	68.2
	Route 91 over Moulton Brook	90.5
	Birch Hill Road over Rogers Brook	95.2
Maine Turnpike Authority	Mountain Road over I-95	74.6
	Beech Ridge Road over I-95	80.2
	I-95 SB over York River	82.7
	I-95 NB over York River	82.8
	Clay Hill Road over I-95	86.7
	Ogunquit/Berwick Road over I-95	88.4
	Route 91 over I-95	88.9
	I-95 over Cape Neddick River	No Rating
	I-95 over Josias River	No Rating
	Spur Road over I-95	No Rating
MaineDOT	Route 103 over tidal estuary (Station 34)	75
	Shore Road over Cape Neddick River	77.2
	Organug Road over York River	77.3
	Birch Hill Road over York River	80.6
	Scotland Bridge Road over York River	82.1
	U.S. Route 1 over Cape Neddick River	85
	Clarks Road over Cape Neddick River	87
	Beech Ridge Road over Dolly Gordon Brook	89.1
	U.S. Route 91 over Smelt Brook	89.4
	U.S. Route 1 over York River	90.1
	Route 103 over York River	91.3
	Route 103 over tidal estuary (Station 44)	91.8
	Route 1A over Little River	92.3
	Ridge Road over Little River	96.6

Source: MaineDOT

Figure 13. Federal Sufficiency Rating of Bridges and Minor Spans in York, October 1, 2021



Data Sources: MaineDOT, Town of York OpenData, Maine Geolibrary, USGS National Hydrography Dataset. Map created by CivicMoxie.

Federal Sufficiency Rating

- 75 - 100
- 50 - 74.9
- 0 - 49.9
- No Rating

- Federal Highway
- State Highway
- State Aid Highway

MaineDOT Three-Year Work Plan

Each year MaineDOT releases a new Three-Year Work Plan, which describes all work planned by MaineDOT and its transportation partners for the next three calendar years. This includes all capital projects and programs, maintenance and operations activities, planning initiatives, and administrative functions. There are nine roadway projects in York included in the MaineDOT 2022 Three-Year Work Plan (Table 4). Projects and activities listed for 2022 have the most definite schedules and estimates, while those for 2023-2024 may be more subject change.[21]

Table 4. York Projects in MaineDOT 2021 Three-Year Work Plan

Year	Road Name	Scope of Work	Description	Estimated Funding
2022	Route 1A	Highway Safety and Spot Improvements; Rural Highways; Intersection Improvements W/ Signal – Preliminary Engineering Only	Located at the intersection of Route 1A and Long Sands Road.	$38,000
2022	Route 91	Highway Safety and Spot Improvements; Rural Highways; Highway Improvement – Preliminary Engineering Only	Beginning at Scotland Bridge Road in York and extending northwest 3.75 miles.	$290,000
2022	Beech Ridge Road	Drainage Maintenance	Ditching Beech Ridge Road between York and Eliot. Beginning at the urban compact line and extending to Route 101.	$20,000
2022	I-95 Northbound and Southbound	Highway Paving; Interstate; ¾" Overlay	Weigh Stations on Interstate 95 northbound and southbound.	No Estimate
2023	Route 91	Highway Paving; Light Capital Paving	Beginning at Scotland Bridge Road and extending north 5.62 miles to Route 236.	No Estimate

[21] https://www.maine.gov/mdot/projects/workplan/.

2023	Beech Ridge Road	Highway Paving; Light Capital Paving	Beginning at Route 101 and extending north 1.63 miles to McIntire Lane.	No Estimate
2023	Route 103	Highway Paving; Light Capital Paving	Beginning at the Kittery town line and extending north 2.01 miles to Harris Island Road.	No Estimate
2023/24	Route 1A	Highway Construction/ Rehabilitation; Urban Highways; Highway Rehabilitation	Beginning at Hospital Drive and extending south 0.29 of a mile to Moulton Lane. KACTS Sponsored.	$795,000
2023/24	Route 1A/Long Sands Road	Highway Construction/ Rehabilitation; Urban Highways; Intersection Reconstruction	Beginning 0.04 of a mile south of Lindsay Road extending north 0.15 of a mile then northeast 0.17 of a mile on Long Sands Road. Also includes 0.29 of a mile of Route 1A from intersection to Moulton Lane; construction in WIN 21651.01. KACTS Sponsored.	$3,240,000

Source: MaineDOT 2022 Three-Year Workplan

Pedestrian and Bicycle Planning

Bicycle and Pedestrian Master Plan

During the public processes for previous iterations of the Comprehensive Plan, the Comprehensive Plan Steering Committee heard significant support for the construction of pedestrian and bicycle amenities in the town.[22] In 2015, the York Selectboard 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." The Committee completed the *Town of York Bicycle and Pedestrian Master Plan* in April 2017 with existing conditions inventories, public input summaries, and policy and infrastructure recommendations for the improvement of bicycle and pedestrian conditions (Table 5).

Table 5. Bicycle and Pedestrian Master Plan Recommendations

Category	Recommendation
Policy	Adopt a "Complete Streets" policy.
	Review and update the Town's Skateboard Ordinance.
	Review winter maintenance policies.
Education, Enforcement, & Encouragement	Increase outreach to the school population.
	Increase driver education outreach.
	Increase awareness of motorist, cyclist, and pedestrian laws.
	Improve signage and road markings.
	Develop and publicize safe biking and walking routes.
	Provide bike amenities such as bike racks and repair stations.
	Provide benches on major pedestrian corridors.
Infrastructure	Improve and expand the sidewalk network.
	Improve road shoulders where traffic volumes warrant and right of way allows.
	Conduct a study for improving walking and biking conditions on the Nubble.
	Create safe connections across U.S. Route 1 and I-95.
	Explore potential for off road bicycle and pedestrian connections.
	Improve street lighting of heavily used pedestrian areas.
	Explore opportunities for use of temporary tests of infrastructure solutions.

Source: Town of York Bicycle and Pedestrian Master Plan, April 2017.

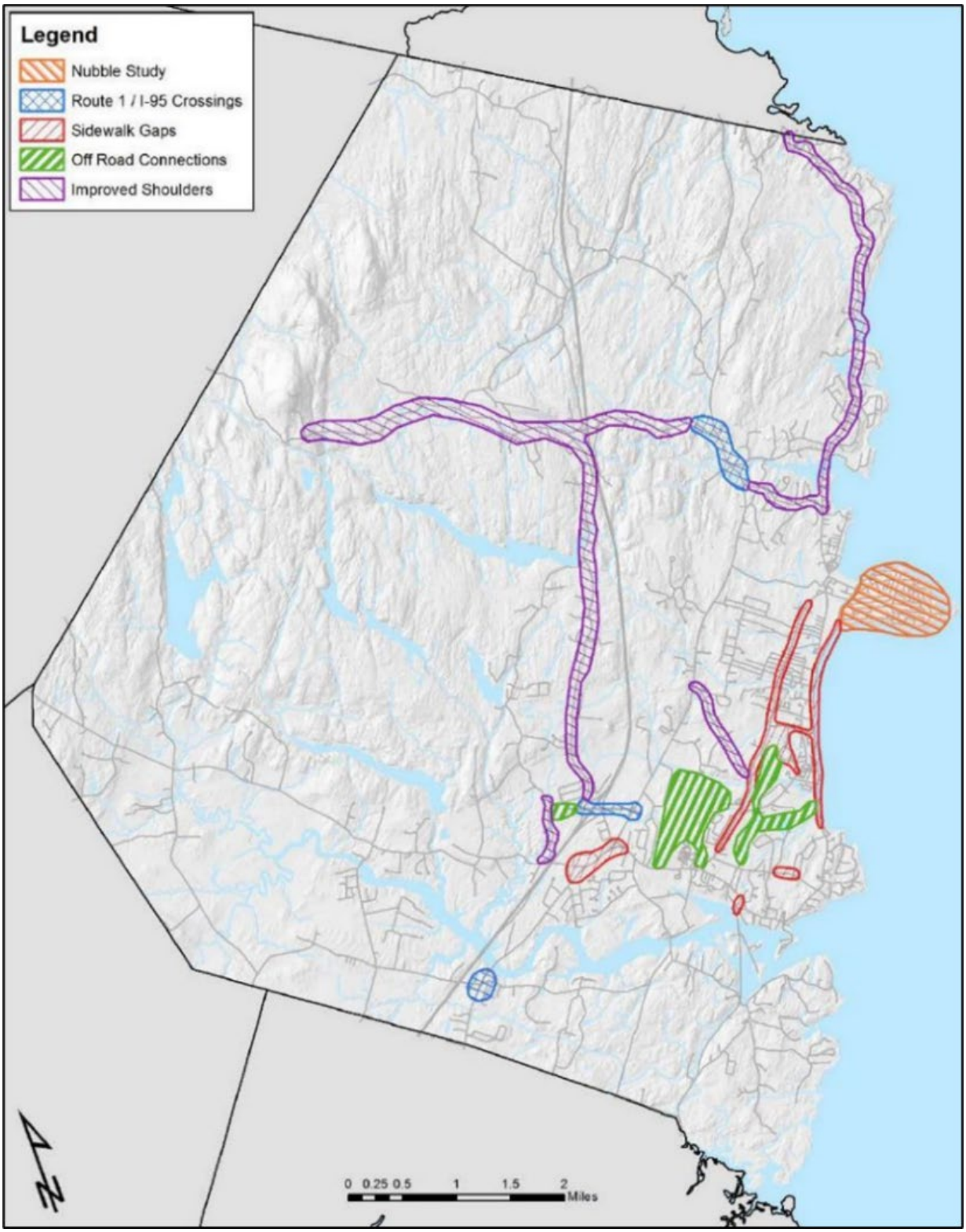
[22] Town of York Comprehensive Plan, Volume I, adopted 1999 as amended through November 6, 2018.

The plan also identified specific areas and corridors in York that are recommended for infrastructure improvements to help integrate pedestrian and bicycle facilities into York's transportation network (Fig. 14).

Following the completion of the master plan, the Town incorporated the document into the Comprehensive Plan by reference in section 2.4.6, which states, "The Town should implement the recommendations and pertinent information included with this Master Plan document." Section 2.4.6 further identifies several pedestrian and bicycle priorities for the Town:

- Immediate Priority: Review the need for sidewalks and bicycle accommodations "on a context sensitive basis consistent with the idea of Complete Streets."
- Immediate Priority: Appropriate funds to construct desired pedestrian improvements as part of the Town's Five-Year Capital Improvement Program.
- Immediate to Long-Term Priority: Explore the use of existing paths and off-road areas to support pedestrian and bicycle activities and create safe connections between destination areas.
- Midterm Priority: The Planning Board should assess the need for non-vehicular improvements during the review of new subdivisions or commercial site plans and require the applicant to construct appropriate improvements.
- Ongoing Priority: Coordinate efforts to improve pedestrian and bicycle routes with overlapping regional initiatives, such as Maine Safe Routes to School Initiative, the East Coast Greenway, Seacoast Area Bicycle Routes (SABR), and path and trail planning efforts in surrounding communities.

Figure 14. Bicycle and Pedestrian Connectivity Needs



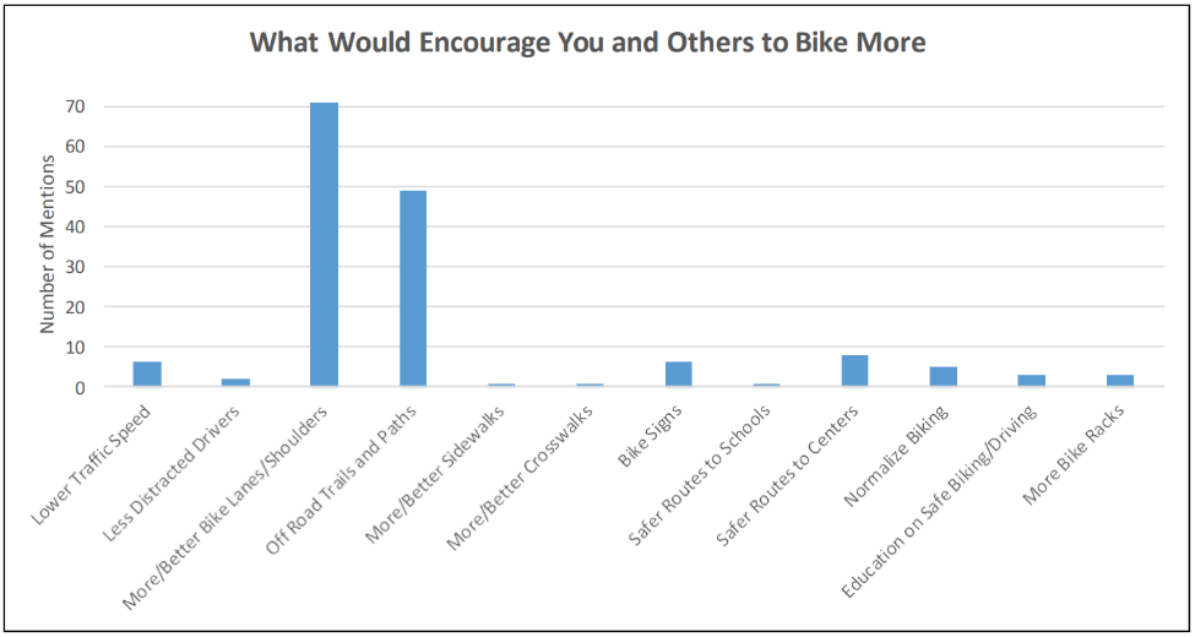
Source: Town of York Bicycle and Pedestrian Master Plan (2017)

The master plan process included a public Walking and Biking Survey, which asked respondents what would encourage them and others to walk and bike more, as well as what would make them more comfortable walking and biking with children (Figs. 15-17). The most frequent responses were more and better sidewalks, bike lanes/shoulders, and off-road trails and paths.

Figure 15. What Would Encourage You and Others to Walk More

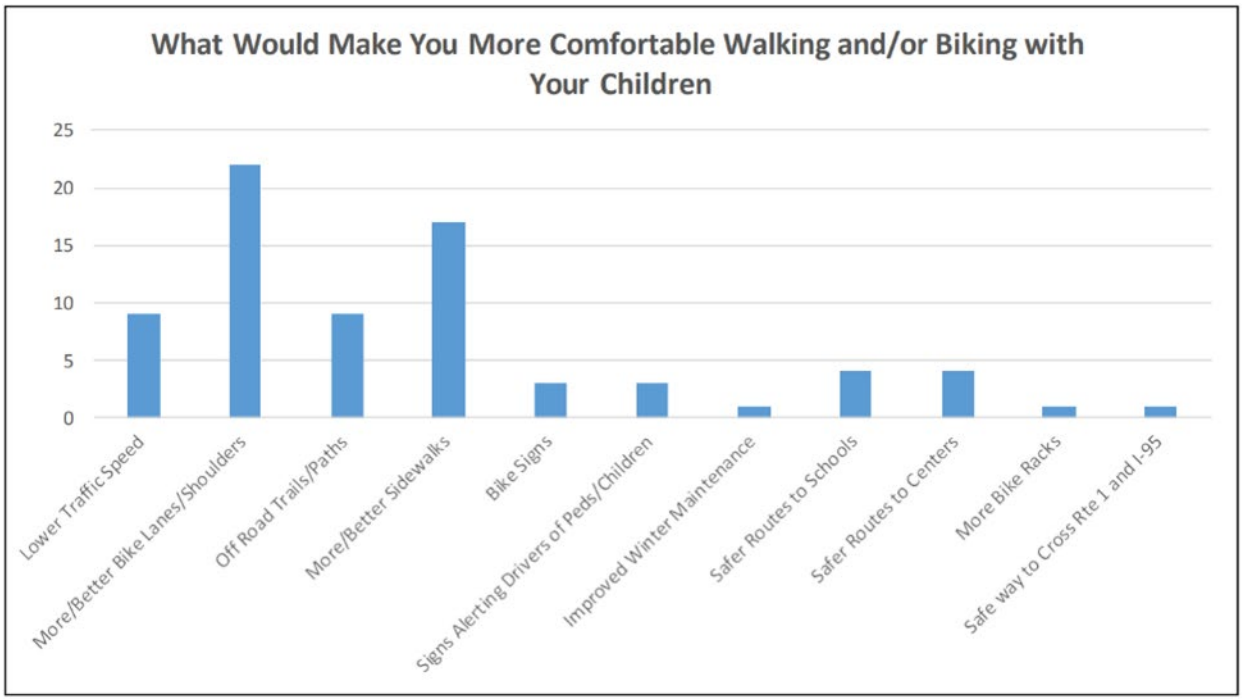
Source: Town of York Walking and Biking Survey, April-June 2016

Figure 16. *What Would Encourage You and Others to Bike More*



Source: Town of York Walking and Biking Survey, April-June 2016

Figure 17. What Would Make You More Comfortable Walking and/or Biking with Your Children



Source: Town of York Walking and Biking Survey, April-June 2016

Complete Streets Policy

Complete Streets is an approach to road development, improvement, and maintenance that seeks to ensure that all roads are safe for all people, regardless of their mode of travel. This includes examining the needs of pedestrians, cyclists, and motorists as well as making sure that infrastructure is navigable by those with disabilities. York has not officially established a Complete Streets policy; however, adding such a policy was included as a recommendation in the *Bicycle and Pedestrian Master Plan* and the Comprehensive Plan invokes the Town to review the need for sidewalks and bicycle accommodations "on a context sensitive basis consistent with the idea of Complete Streets." Though not formally, the Complete Streets philosophy has been applied to recent infrastructure projects in York, including DPW operations, the York Village Revitalization Project, Short Sands Road, Scotland Bridge Road, and Phase 1 of the Nubble Road reconstruction.[23] MaineDOT has adopted a Complete Streets policy for projects that they implement in York.[24] In its 2019 LRTP, KACTS also strives to use Complete Streets policies in its projects, where possible.[25]

[23] Correspondence with Town staff and Comprehensive Plan Steering Committee.
[24] https://www.maine.gov/mdot/completestreets/docs/MaineDOTCompleteStreetsPolicyFinal.pdf
[25] https://smpdc.org/vertical/Sites/%7B14E8B741-214C-42E2-BE74-5AA9EE0A3EFD%7D/uploads/KACTS_2019_LRTP_FINAL_05_15_19.pdf

Accessibility

Town Goal 2.6 of the previous *York Comprehensive Plan* is "Support Accessibility in the Human-Made Environment." Section 2.6.1 of the Comprehensive Plan states that all new development must comply with the federal Americans with Disabilities Act (ADA) Standards for Accessible Design, which includes minimum sidewalk widths, textured surfaces on curb ramps, among other provisions.

Pedestrian Network

The network of sidewalks in York continues to grow, with heightened priority following the completion of the *Bicycle and Pedestrian Master Plan*. Connectivity is strongest in the York Village and York Beach areas, though the existing pedestrian network does not comprehensively connect residential areas with schools, shopping, or other daily destinations. The Town's public schools are accessible by sidewalk from York Village; however, sidewalks are frequently only on one side of major roadways and pedestrian access to more exclusively residential areas is limited. The incomplete network and lack of awareness about where connections exist may contribute to less utilization of walking as a mode of transportation in York compared to elsewhere in Maine. In 2019, less than 1% of workers aged 16 years and older living in York walked to work, compared to almost 4% for the state as a whole.[26]

The Town is aware of existing connectivity issues and has added some sidewalks recently and prioritized future sidewalk locations. The *Bicycle and Pedestrian Master Plan* established a list of priorities for improving and expanding the sidewalk network, including:

- Crosswalk across York Street at Lilac Lane
- Gaps on U.S. Route 1 between Route 91 and York Street
- Ridge Road
- Webber Road and the High School Access Road
- Both sides of Long Sands Road
- Remove sidewalk gaps along Long Beach Avenue and improve existing sidewalks

In addition to paved sidewalks along roadways, there are several unpaved pedestrian paths and trails in the York Village and York Heights area connecting local neighborhoods to the Coastal Ridge and Village Elementary Schools and through York Housing's Village Woods property. However, these paths are in large part on private property, meaning their use is not protected if the land is sold or a landowner decided to develop. The accessibility of these paths is also not regulated. Thus, while they are a valuable resource, the paths are not a substitute for formal sidewalks.

Multiple networks of recreational trails, managed by different groups, can be found in York Harbor, in the Mount Agamenticus area, and on multiple York Land Trust properties.

[26] 2019 American Community Survey US Census Bureau.

A full map of the existing pedestrian network, including sidewalks and trails, can be seen in Fig. 18.

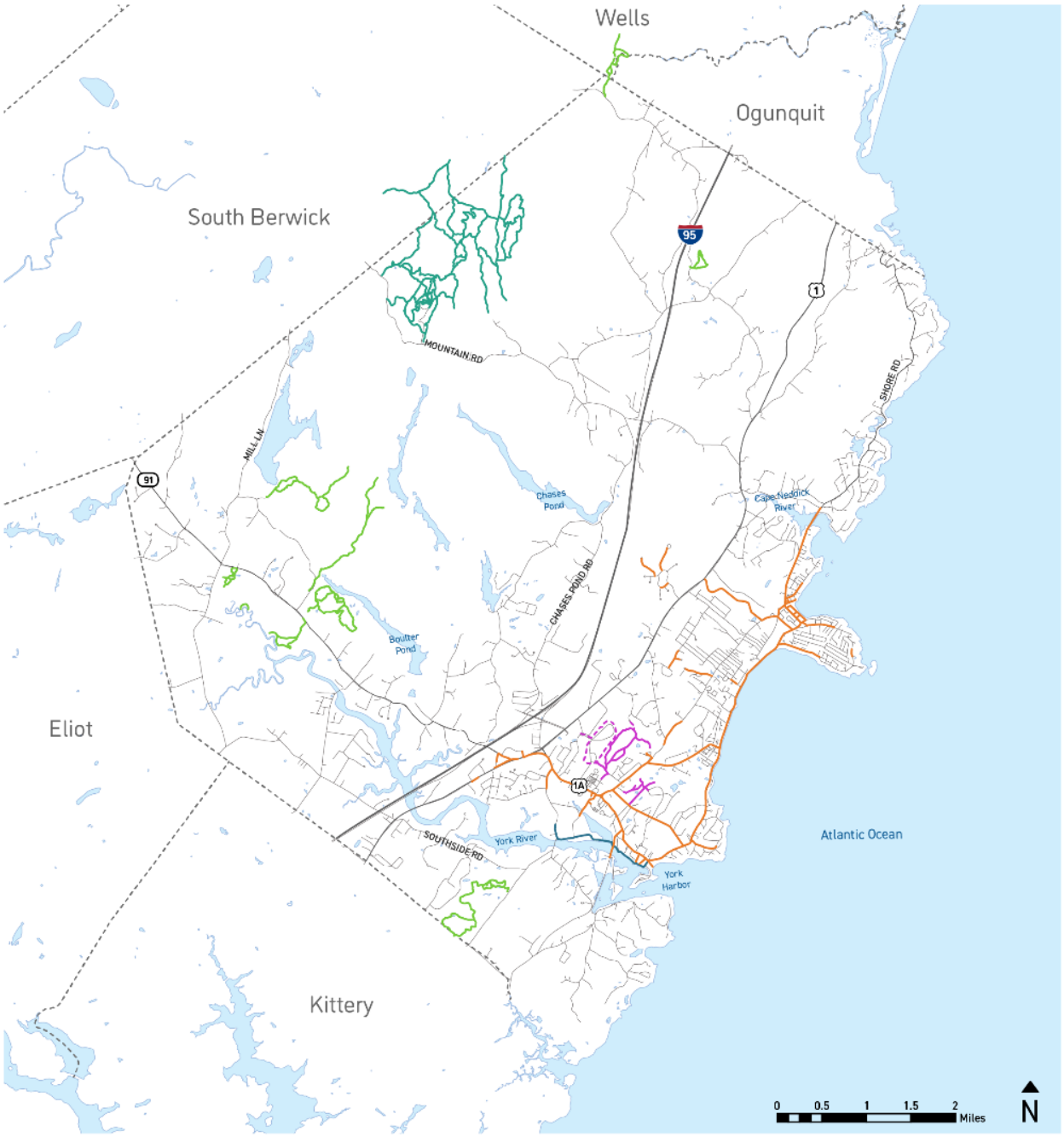
Bicycle Network

According to the *York Village Master Plan*, completed in April 2015, there are designated bicycle lanes on York Street between U.S. Route 1 and Lindsay Road and east of Fellows Lane for a short distance, however there is no marked bicycle infrastructure through the Village itself.[27] In addition to standard bicycle lanes, the Town of York considers wide outside lanes, traffic calming, improvements of sight distances and intersections, and shared lane markings as techniques for creating more inclusive streets for bicycling. Currently there is no map or other publicly available information showcasing the extent of the bicycle network in York, which would be a valuable resource to help people biking navigate the town's roadways.

Left Photo: Bikes and cars sharing the road on Long Beach Avenue. Right Photo: Pedestrians crossing to the beach.

[27] *The York Village Master Plan*, prepared by the Downtown Revitalization Collaborative with the York Village Study Committee, April 2015.

Figure 18. York Pedestrian Network of Sidewalks and Trails



Data Sources: 2021 Town of York Parks and Recreation Department, 2021 York Land Trust, 2017 Town of York Bicycle and Pedestrian Master Plan, February 2020 York Bicycle and Pedestrian Committee presentation to the Board of Selectman, York Bicycle and Pedestrian Committee Walking in York Brochure, Town of York OpenData, Maine Geolibrary, USGS National Hydrography Dataset. Map created by CivicMoxie.

- Sidewalks
- York Village Trails
- York Village Trails included in the Planning Board approval of the Davis Property/McIntire Woods development
- Mount Agamenticus Trails ("First" and "Second" Hill Areas only)**
- York Land Trust Trails**
- York Harbor Trails

**Locations are approximate*
***There are specific regulations and restrictions for appropriate use of these trails*

Public Transportation

Public transportation in York is very limited and there are currently no regular or fixed services. As such, public transportation is not a reliable nor frequent option to meet the needs of those commuting or traveling in York.

The York Center for Active Living and the York County Community Action Corporation (YCCAC) report the lack of public transportation options as a major concern for the town's older adults, many of whom have no other option than to drive their private vehicles to reach programs, services, and appointments. This is becoming more urgent as the town's population of older adults continues to grow.

Limited availability of public transportation services also promotes dependance on private automobiles, for both residents and visitors. Creating more public transportation options could help reduce roadway congestion and local greenhouse gas emissions and increase economic and social opportunities for people without automobiles. This is especially the case in the summer, when congestion and parking issues are worsened by the influx of tourists and seasonal residents.

On-Demand Public Transportation Services

There are several on-demand transportation options in York that meet some public transportation needs.

- YCCAC offers by-appointment shuttle service once per week to the closest regional shopping and medical destinations through their Local Rides program.[28]
- York Hospital provides free rides for patients on a first-come, first-served basis Monday through Friday to and from the main campus, York Hospital Practices, and Walk-In Care Centers.[29]
- Heart to Heart is a newly established organization that provides free services for older adults in the York area, including rides for grocery shopping and doctor's appointments.
- York residents also have limited access to on-demand taxi and shuttle services.

Former Fixed Public Transportation Services

The York Trolley Company and the Shoreline Explorer network have provided scheduled services in the past during the summer, though these services have been on hold since the beginning of the COVID-19 pandemic. The York Trolley served the York beaches and Shoreline Explorer provided connections to Ogunquit, Wells, Kennebunk, and Sanford. These

[28] Transportation-Overview-final-0918.pdf (yccac.org)
[29] Hospital York Maine | Patient Transportation | York Hospital

are private companies, and as of February 2022 there is no information available on when service will return and in what capacity.

Regional Transit

There is no direct train service within the Town of York. The Amtrak Downeaster line, which connects Portland and Boston, has stops in Wells and Dover, NH. The closest commuter rail service into Boston is located in Newburyport, Massachusetts, about a 30-minute drive south of York.

There is no regional bus service located in York. C&J Bus Lines offers daily bus services between Portsmouth, NH and Logan Airport, Boston's South Station, and New York City (South Station service also stops in Dover, NH).[30]

Other Transportation

Marine Transportation

Though a coastal community, York is not served by a public ferry. Information about waterside facilities supporting private boat transportation can be found in Appendix A4: Marine Resources. Information about public parking for use of York's marine facilities can be found below in the "Parking: York Harbor and River Parking" section.

Airports

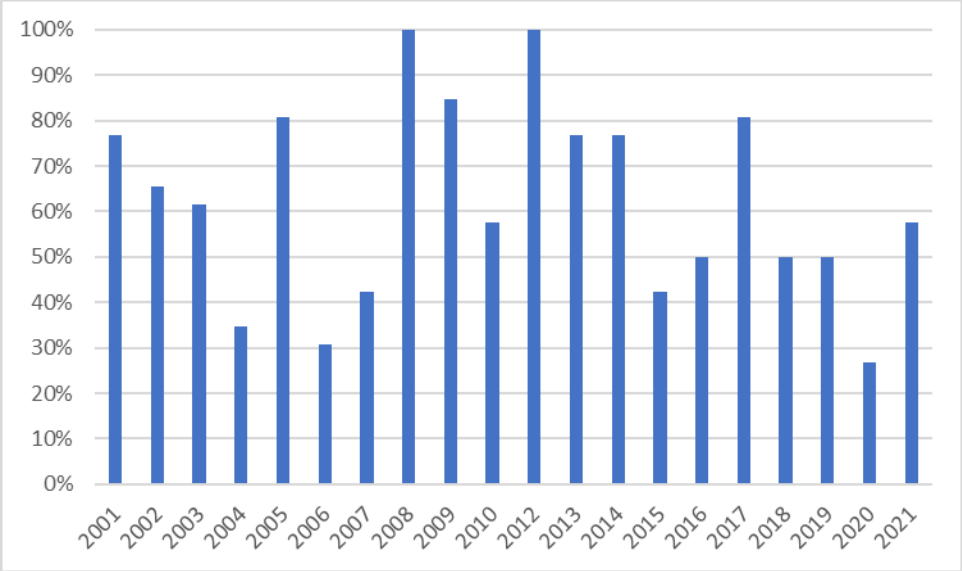
There are no airports (private or public) in York. The three closest airports are Portsmouth International (11 miles), Portland International (41 miles), Manchester-Boston Regional (57 miles). As these facilities are outside of York, the Town does not conduct regular or specific coordination with these airports.

Park and Ride

York has one 26-space designated Park and Ride lot located at the western end of Spur Road past Chases Pond Road. The lot is owned and maintained by MaineDOT. The Maine Turnpike Authority (MTA) does an annual survey of Park and Ride lots, recording the number of spaces used at each lot on the day of the survey. Between 2001 and 2021 (excluding 2011, which did not have data) the York Park and Ride lot was at full capacity twice, in 2008 and 2012 (Fig. 19). The average percent capacity across the 20 recorded years was 62.3% and the median was 59.6%, both which are approximately 16 out of 26 spaces full.

[30] https://www.ridecj.com/schedules/.

Figure 19. Park and Ride Capacity in York on Day of Survey, 2001-2021



Source: Maine Turnpike Authority

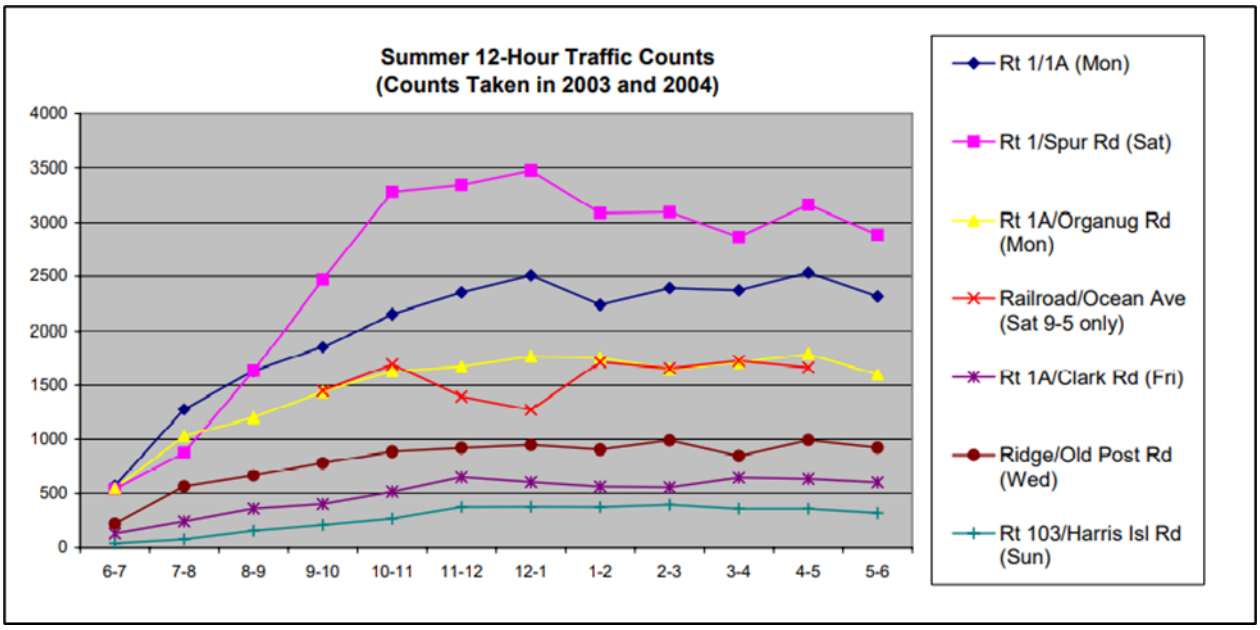
Traffic Volumes

Travel Patterns and Congestion

Traffic congestion in York is particularly concentrated on U.S. Route 1 and Route 1A, where there is significant through-traffic as well as destinations that generate local trips. Sometimes long queue times develop as a result and lead to frustration for travelers. Specific nodes of congestion include York Village, York Beach, and the Spur Road/U.S. Route 1 intersection. Traffic fluctuates significantly across seasons. Congestion is most severe in the summer, which brings vacationers and day-trippers who create higher peak traffic volumes and are less familiar with the local road network. Major traffic generators include the beaches (Long Sands and Short Sands) and the York Village and York Beach Village commercial areas. With minimal public transportation options, most visitors drive to these destinations.

The summer flow of traffic in York is different than that of a typical commuter town. Summer 12-hour traffic counts from 2003 and 2004 show that, rather than having the commuter town profile of morning and afternoon peaks, traffic tends to steadily increase in the morning hours until about noontime, dip slightly after lunch and remain steadily high throughout the afternoon (Fig. 20).

Figure 20. Summer 12-Hour Traffic Counts at Multiple Locations in York



Source: York Comprehensive Plan, 2005

State Daily Traffic Counts

Table 6 shows Annual Average Daily Traffic (AADT) counts conducted by MaineDOT for locations in York in 2016 and 2019. For locations where counts were conducted in both years, a percent change was calculated. Unsurprisingly, traffic volumes were highest at locations along U.S. Route 1 (US1) and Route 1A (US1A). Chases Pond Road and Route 91 (SR 91) stand out as corridors where traffic increased more significantly. This could be the result of increased local traffic or diversions by cut-through traffic to avoid congestion on more heavily trafficked routes, such as I-95 and Route 1. Along U.S. Route 1, some locations had higher counts in 2019 while others decreased, though changes were not substantial in either direction. Understanding how traffic patterns are changing and where traffic is becoming heavier can help the Town make decisions are infrastructure and maintenance needs.

Traffic Permitting

York administers traffic permitting as part of development review (i.e., zoning and subdivision review). Section 15-A of the town's Zoning Regulation includes standards. Permitting includes an initial assessment (section 15-A.3) and full assessment (section 15-A.4) of traffic as well as specific performance standards for sight distance and mitigation of adverse impacts (section 15-A.5).

Table 6. 2016 and 2019 Traffic Counts at Locations in York

Location	AADT16	AADT19	% Change
BEACH RIDGE RD northeast of BIRCH HILL RD	-	1,540	-
BEACH RIDGE RD southeast of SCOTLAND RD	-	1,970	-
BEECH RIDGE RD northwest of BETTY WELCH RD	1,720	1,670	-2.9%
BEECH RIDGE RD southwest of BIRCH HILL RD	-	2,260	-
BEECH RIDGE RD west of US 1	2,980	2,630	-11.7%
BETTY WELCH RD southwest of BEECH RIDGE RD	990	1,010	2.0%
BIRCH HILL RD northwest of BEECH RIDGE RD	1,420	1,550	9.2%
BOG RD northeast of SR 91	-	630	-
BOSTON RD northeast of OGUNQUIT RD	530	-	-
BRAVE BOAT HBR southeast of SR 103 (NEW KITTERY)	-	1,140	-
BROADWAY west of AIRPORT DR EXT	2,080	-	-
CHASES POND RD northeast of I-95 CONNECTOR	3,140	4,120	31.2%
CHASES POND RD south of SCITUATE RD	-	1,920	-
CHASES POND RD southeast of MOUNTAIN RD	1,890	2,130	12.7%
CHURCH ST southeast of RAILROAD ST EXT	4,320	-	-
CLAY HILL RD northeast of MOUNTAIN RD	-	290	-
CLAY HILL RD southwest of LOGGING RD	-	990	-
FALL MILL RD north of PUDDING LN	-	580	-
FROST HILL RD southwest of BIRCH HILL RD	-	280	-
GREENLEAF PARSONS RD south of CLAY HILL RD	-	1,190	-
I-95 CONN (WB) northwest of US1/CONN EB OFF RAMP	9,320	-	-
I-95 CONNECTOR (EB) northwest of US 1	9,360	-	-
LONG SANDS RD east of RIDGE RD	2,780	-	-
LONG SANDS RD north of US 1A (YORK ST)	9,580	-	-
LONG SANDS RD northeast of WOODBRIDGE RD	6,800	-	-
LONG SANDS RD northwest of US 1A (LONG BEACH RD)	2,000	-	-
MILL LN north of SR 91	660	760	15.2%
MOUNTAIN RD northwest of CLAY HILL RD	-	870	-
MOUNTAIN RD northwest of US 1	1,470	-	-
MOUNTAIN RD southeast of CLAY HILL RD	-	770	-
MOUNTAIN RD west of CHASES POND RD	1,400	1,400	0.0%
N VILLAGE RD north of CLAY HILL RD	-	1,270	-
NUBBLE RD east of US 1A (LONG BEACH AVE)	2,390	-	-
OGUNQUIT RD southeast of BOSTON RD	1,600	-	-
OGUNQUIT RD west of BOSTON RD @ BR# 1242	1,160	1,380	19.0%
OLD POST RD north of FIELDSTONE ESTATES RD	6,270	-	-
OLD POST RD southeast of US 1	6,490	-	-
ORGANUG RD north of SOUTHSIDE RD	-	2,210	-
ORGANUG RD south of US 1A (YORK ST)	2,310	-	-
PINE HILL RD northeast of US 1	850	760	-10.6%
RIDGE RD northeast of LONG SANDS RD	4,370	-	-

RIDGE RD northeast of WEBBER RD	5,260	-	-
RIDGE RD southwest of WEBBER RD	6,030	-	-
RIDGE RD west of RAILROAD ST EXT	3,790	-	-
SCITUATE RD west of CHASES POND RD	1,090	1,190	9.2%
SCITUATE RD west of CHASES POND RD	-	500	-
SCOTLAND BR RD southwest of SR 91	1,310	1,410	7.6%
SEABURY RD south of ORGANUG RD	1,340	1,370	2.2%
SHORE RD northeast of US 1A (MAIN ST)	1,910	-	-
SHORE RD southwest of OLD COUNTY RD	1,730	-	-
SOUTHSIDE RD east of US 1	1,900	2,050	7.9%
SOUTHSIDE RD southwest of ORGANUG RD	1,930	1,810	-6.2%
SOUTHSIDE RD west of BARTLETT RD	-	1,570	-
SR 103 (LILAC LN) southwest of US 1A (YORK ST)	2,050	-	-
SR 103 (NEW KITTERY) southwest of BRAVE BOAT HBR	-	1,170	-
SR 103 north of HARRIS ISLAND RD @ BR# 3202	-	2,640	-
SR 91 east of BIRCH HILL RD	-	4,930	-
SR 91 east of PUDDING LN	4,870	5,310	9.0%
SR 91 northwest of SCOTLAND BR RD	4,680	5,140	9.8%
SR 91 southeast of SCOTLAND BR RD	4,780	5,280	10.5%
SR 91 west of US 1	4,990	5,450	9.2%
US 1 (NB) northeast of I-95 CONN	10,810	-	-
US 1 (NB) southwest of EB RAMP FROM I-95 CONN	8,470	-	-
US 1 (SB) northeast of I-95 CONN	12,120	-	-
US 1 (SB) southwest of EB RAMP FROM I-95 CONN	8,700	-	-
US 1 0.5 MI north of PINE HILL RD	8,760	9,020	3.0%
US 1 north of MOUNTAIN RD	10,140	-	-
US 1 north of US 1A (CAPE NEDDICK RD)	11,370	-	-
US 1 northeast of HANNAFORD ENT/EXIT	19,030	18,370	-3.5%
US 1 northeast of OLD POST RD	14,780	-	-
US 1 northeast of SOUTHSIDE RD @ BR# 2715	9,400	9,330	-0.7%
US 1 south of US 1A (CAPE NEDDICK RD)	11,900	-	-
US 1 southwest of BEECH RIDGE RD	9,490	9,440	-0.5%
US 1 southwest of OLD POST RD	17,670	-	-
US 1 southwest of SR 91	10,450	10,250	-1.9%
US 1A (CAPE NEDDICK RD) north of SHORE RD	2,780	-	-
US 1A (CAPE NEDDICK RD) southeast of US 1	1,930	-	-
US 1A (LONG BEACH AVE) north of NUBBLE RD	4,180	-	-
US 1A (LONG BEACH AVE) southwest of NUBBLE RD	6,550	-	-
US 1A (LONG BEACH) north of LONG SANDS RD	5,310	-	-
US 1A (MAIN ST) north of BEACH ST	5,560	-	-
US 1A (OCEAN AVE) northwest of OCEAN AVE EXT	4,800	-	-
US 1A (YORK ST) north of EUREKA AVE	4,000	-	-
US 1A (YORK ST) northwest of HOSPITAL DR	13,600	-	-
US 1A (YORK ST) northwest of LINDSEY RD	12,270	-	-

US 1A (YORK ST) northwest of ORGANUG RD	13,600	-	-
US 1A (YORK ST) south of LONG SANDS RD @ BR	4,300	-	-
US 1A (YORK ST) south of SR 103 (LILAC LN)	5,900	-	-
US 1A (YORK ST) southeast of ORGANUG RD	13,760	-	-
US 1A (YORK ST) southeast of SALISBURY AVE	10,180	-	-
US 1A (YORK ST) southeast of US 1	9,140	-	-
US 1A (YORK ST) southwest of WOODBRIDGE RD	4,140	-	-
US 1A EB RAMP TO YORK ST east of US 1	-	3,810	-
WEBBER RD southeast of RIDGE RD	1,330	-	-
WOODBRIDGE RD northwest of US 1A (YORK ST)	960	-	-
WOODBRIDGE RD southeast of LONG SANDS RD	2,980	-	-

Source: MaineDOT

Crashes

Crash Trends

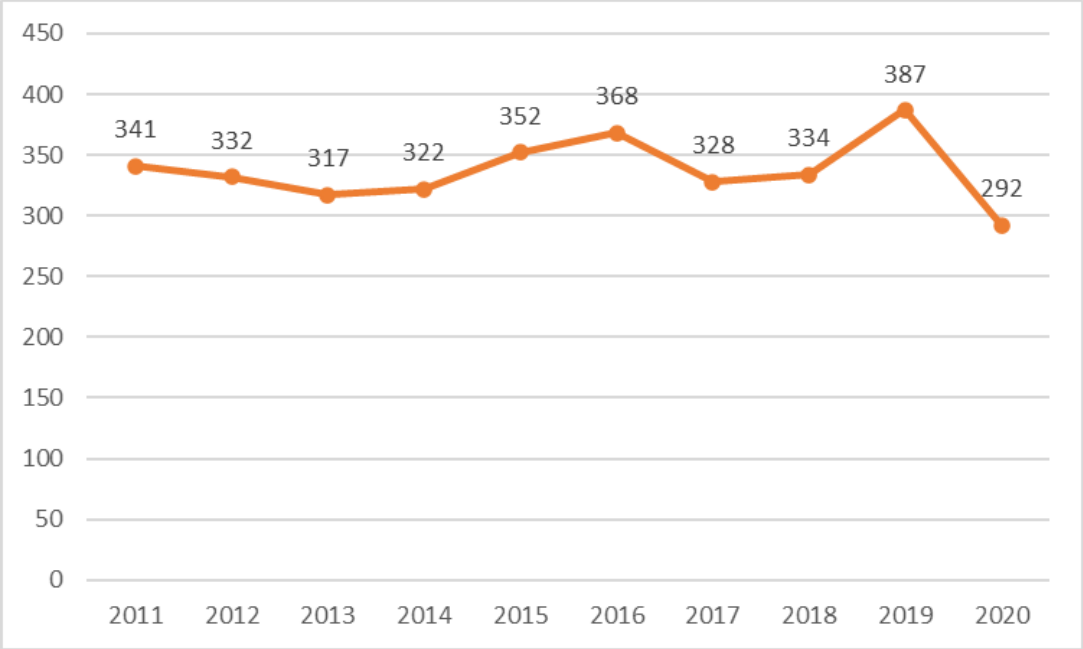
According to data from MaineDOT Public Crash Query Tool, prior to 2020 the number of vehicle crashes per year in York had been relatively stable over the past decade, though crashes in 2019 were higher than any other year in the past decade (Fig. 21). Total crashes decreased dramatically in 2020, though this likely can be largely attributed to decreased travel and commuting during the COVID-19 pandemic. York County and Maine statewide saw a more consistent year-over-year increase in total crashes over the last decade, but likewise saw a significant decline in 2020 (Fig. 22).

MaineDOT crash data is extracted from police reported crash data.[31] Crash counts only include those crashes coded to Maine Public Roads. Those that occur in parking lots, driveways, private roads are not included.[32]

[31] https://www.maine.gov/mdot/safety/crash-data/.

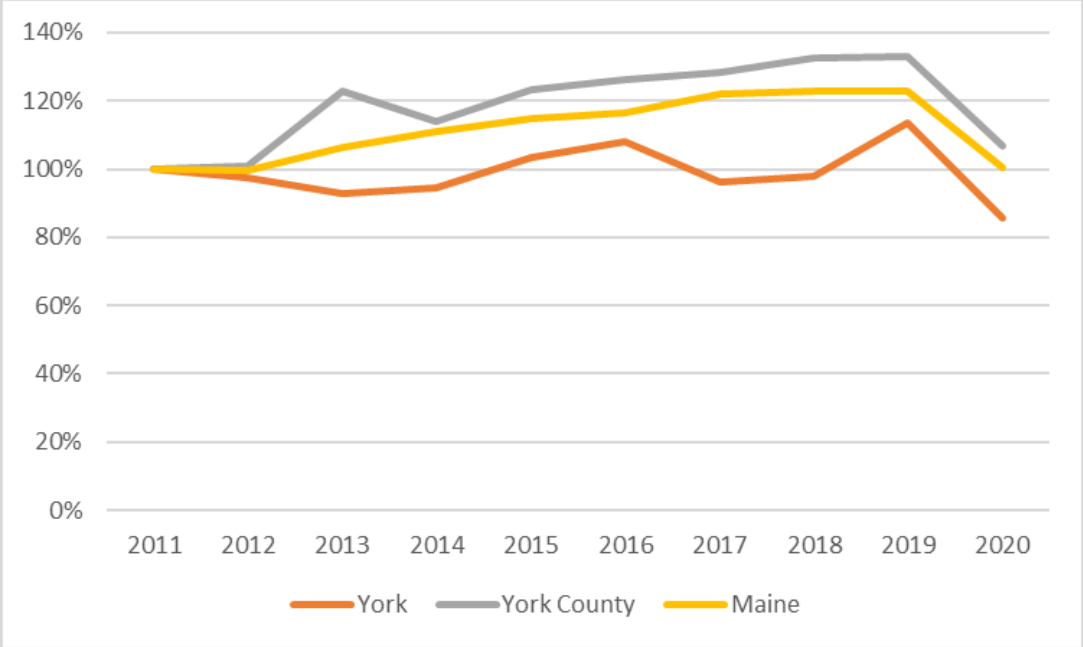
[32] https://www.maine.gov/mdot/safety/docs/2017/PublicCrashSystemAnnoucementANDuserNOTes.pdf.

Figure 21. Vehicle Crashes in York, 2011-2020



Source: Maine Public Crash Query Tool, MaineDOT

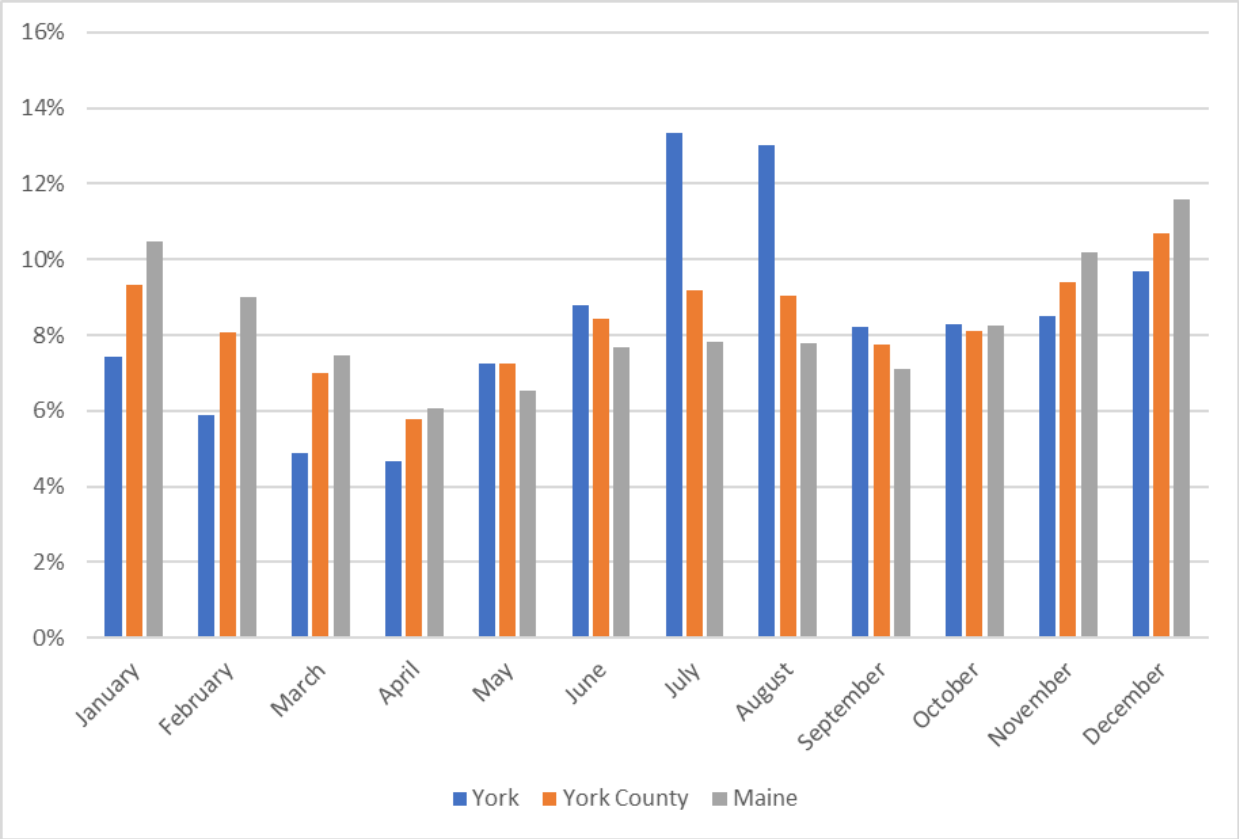
Figure 22. Crash Trends for York, York County, and Maine with a 2011 Baseline



Source: Maine Public Crash Query Tool, MaineDOT

The increase in summer traffic correlates with an increase in vehicle crashes. The percent of annual crashes by month in York is significantly weighted toward July and August, much more so than the county and the state (Fig. 23). This reinforces that effectively managing summer traffic is of particular concern for York.

Figure 23. Percent of Annual Crashes by Month for York, York County, and Maine, 2011-2020



Source: Maine Public Crash Query Tool, Maine Department of Transportation

High Crash Locations

MaineDOT considers any road segment with eight or more crashes over a three-year period to be a High Crash Location (HCL). Table 7 and Fig. 24 show all 18 HCL roads in York between 2018-2020, based on crash data from the York Police Department. While the roads vary widely in length and traffic volume, this information can still be useful to the Town of York in helping to identify roads with unsafe conditions, such as poorly designed intersections, winding roads, inadequate sight distances, and high speeds. U.S. Route 1 had by far the most total crashes, which is not surprising given its function as a minor arterial that carries heavy traffic volumes of both local and through travel. Route 1A combined had the second highest number of crashes, with the York Street segment accounting for half of them. Notably, Route 91 had nearly as many crashes as Route 1A and more crashes than York Street alone, though it carries much less traffic.

Table 7. High Crash Location Roads, 2018-2020

Road	2018	2019	2020	Total
U.S. Route 1	88	97	68	**253**
Route 1A Total	44	36	20	**100**
Route 91	24	40	23	**87**
York Street (Route 1A)	24	18	8	**50**
Ridge Road	12	8	9	**29**
Beech Ridge Road	8	12	7	**27**
Spur Road	9	8	2	**23**
Shore Road	3	10	9	**22**
Long Beach Avenue (Route 1A)	8	6	8	**22**
Old Post Road	7	9	4	**20**
Chases Pond Road	6	6	8	**20**
Long Sands Road	8	6	6	**20**
Southside Road	5	5	6	**16**
Mountain Road	5	5	5	**15**
Ogunquit Road	3	3	6	**12**
Cape Neddick Road (Route 1A)	6	5	0	**11**
Route 103	5	2	3	**10**
North Village Road	3	1	6	**10**
Scotland Bridge Road	3	4	2	**9**

Source: York Police Department

Figure 24. High Crash Location Roads, 2018-2020

Data Sources: 2018-2020 York Police Department, Town of York OpenData, Maine Geolibrary, USGS National Hydrography Dataset.
Map created by CivicMoxie.

- 253 Crashes
- 87 Crashes
- 50 Crashes
- 20 - 29 Crashes
- 9 - 16 Crashes

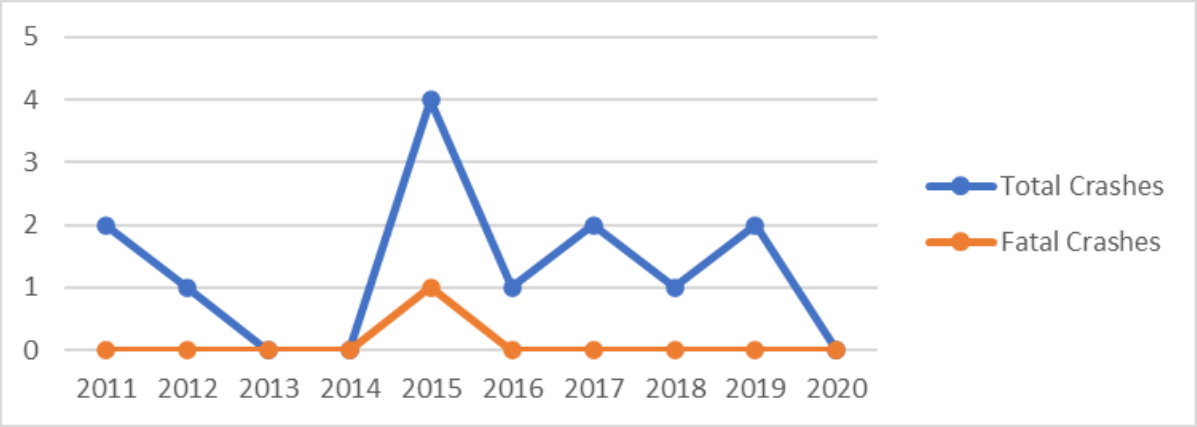
Crashes Involving Pedestrian and Bicyclists

Between 2011 and 2020 there were 13 reported crashes involving pedestrians and 30 reported crashes involving bicyclists in York, according to crash data from the MaineDOT Public Crash Query Tool. Of these, one crash resulted in a fatality, a pedestrian at the intersection of Ridge Road and Rogers Road in 2015. Almost all remaining reported crashes resulted in injury (12 pedestrian injuries and 28 bicyclist injuries).

The trend in crashes involving pedestrians between 2011 and 2020 was consistently between 0-2 annual crashes, with the exception of 2015, when there were four crashes (Fig. 25). The trend in crashes involving bicyclists during this same time period was much different, with 3-5 annual crashes between 2011 and 2016, followed by a significant decline to 0-2 annual crashes between 2017 and 2020 (Fig. 26). Several factors could have possibly contributed to this decline, including:

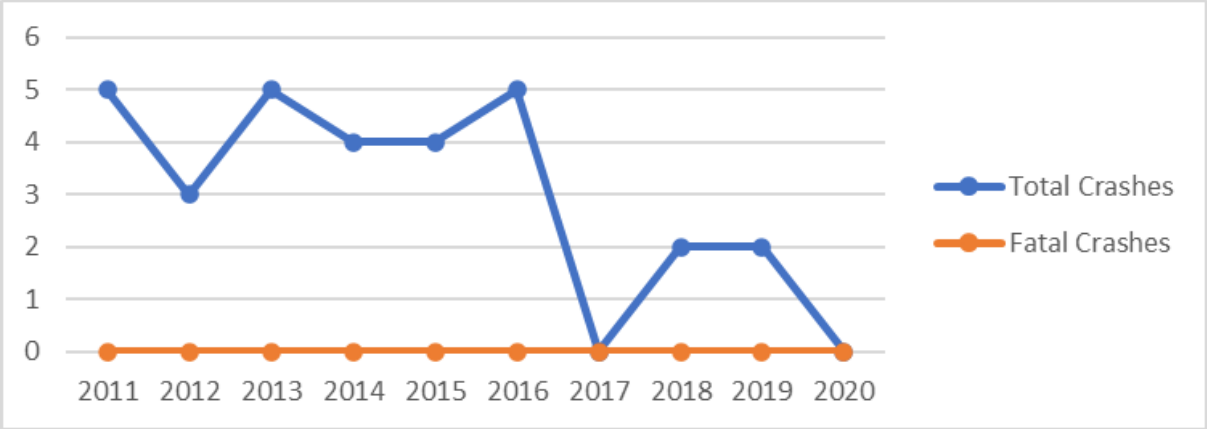
- Improvements in roadway infrastructure.
- Declines in the number of people in York biking to work.
- Greater general awareness by drivers of bicyclists.
- Crashes not being reported to the York Police Department.
- An error in recording bicycle crashes.

Figure 25. Annual Number of Crashes Involving Pedestrians in York, 2011-2020



Source: Maine Public Crash Query Tool, Maine Department of Transportation

Figure 26. Annual Number of Crashes Involving Bicyclists in York, 2011-2020



Source: Maine Public Crash Query Tool, Maine Department of Transportation

Figs. 27 and 28 show the locations of all reported crashes involving pedestrians and bicyclists between 2011 and 2020. Route 1A was the biggest hotspot for crashes, especially near York Village, York Harbor, and adjacent to Long Sands Beach. Notably, there were no reported crashes involving bicyclists in these locations between 2017 and 2020. Multiple crashes also occurred on U.S. Route 1 and Ridge Road.

Figure 27. Locations of Crashes Involving Pedestrians in York, 2011-2020

Data Sources: MaineDOT, Town of York OpenData, Maine Geolibrary, USGS National Hydrography Dataset. Map created by CivicMoxie.

- Crashes Involving Pedestrians 2011-2016
- Crashes Involving Pedestrians 2017-2020

Figure 28. Locations of Crashes Involving Bicyclists in York, 2011-2020

Data Sources: MaineDOT, Town of York OpenData, Maine Geolibrary, USGS National Hydrography Dataset. Map created by CivicMoxie.

Crashes Involving Bicyclists 2011-2016

Crashes Involving Bicyclists 2017-2020

Parking

Town staff have reported parking issues in the summer due to an influx of seasonal residents, employees, and daytime visitors. This is especially true in the denser areas and tourist destinations of the town, like York Village, York Beach, and public access points to the York River and York Harbor. The Town does not currently have a map showing York's different parking zones.

Parking Standards

The Town has parking standards (refer to Article 15: Parking of the York Zoning Ordinance) that allow for:

- Shared parking.
- Flexibility for the Planning Board to adjust parking requirements on a case-by-case basis.
- Standards give the Planning Board flexibility to approve offsite parking to meet applicant needs.
- Special provisions for parking in York Beach Village Center (YBVC), York Village Center-1 (YVC-1), and York Village Center-2 (YVC-2) zones that are more village appropriate (e.g., 50% automatic reduction in number of spaces required).
- Change or expansion of non-residential use without building enlargement does not trigger parking analysis.

Existing parking standards are not generally considered to discourage development in village or downtown areas, though the *York Village Master Plan* has a number of recommendations for improving parking conditions, including reforming zoning requirements for off-street parking.[33]

Metered/Kiosk Parking

The Town has established metered parking in high traffic areas near Long Sands and Short Sands beaches. Parking is metered on Long Beach Avenue, Ocean Avenue, Railroad Avenue, Beach Street, Main Street, and in the Ellis Park/Short Sands parking lot. Kiosks are used at these locations to collect meter fees.

Permit Parking Program

York has a Permit Parking Program (last amended January 24, 2022) for the purpose of regulating parking in specified zones for resident parking to promote public safety and the social and aesthetic well-being of the residents and taxpayers of the Town of York, as well as

[33] *The York Village Master Plan*, prepared by the Downtown Revitalization Collaborative with the York Village Study Committee, April 2015.

to assist in pedestrian public safety. The Permit Parking Program is active from May 15 to October 15 of each year. The annual fee for a parking permit is $40 for applicants under 65 years of age and $20 for applicants 65 years of age and older. A person is eligible for a parking permit if they meet any of the following requirements:[34]

- Year-round resident or non-resident property owner of the Town of York.
- Beneficiary or a trustee for property located in York assessed to a trust.
- Active-duty member of the military residing in York.
- Full-time employee of the Town of York.

There are currently seven designated areas where parking permits may be used (Table 8). Metered parking within designated areas is not exclusive to permit parking, but vehicles with a valid permit are exempt from meter and parking regulations.

Table 8. Designated Permit Parking Areas

Designated Permit Parking Area	Parking Specifications
Long Beach Avenue	Permit Parking in metered spaces, from Libby's Campground, York Street to Nubble Road.
Harbor Beach Road	Permit Parking only, excluding those spaces designated for disability.
York Beach Ball Field	Permit Parking in designated zone, except Sunday mornings until noon.
River Road	Permit Parking only (from the intersection of River Road and Shore Road, 700 feet in a westerly direction, southerly side).
Shore Road	Permit Parking only (Beginning at CMP Pole #212 extending to CMP Pole #210, westerly side).
Route 103/Wiggly Bridge/ Steedman Woods	Permit Parking only in fourteen designated parking spaces along Route 103.
Mount Agamenticus Parking Area	Allows access via Base and Summit parking areas.

Source: Town of York Permit Parking Program. Note: Permits issued through the Permit Parking Program are not valid in the Ellis Park/Short Sands parking lot or on Railroad Avenue, Ocean Avenue, Beach Street, and Harris Island Road.

York Harbor and York River Parking

As part of their 2019 *York Harbor & River Capacity Study,* GEI Consultants tabulated the approximate number of parking spaces available at each of the main public access sites for York Harbor and York River (Table 9). The study found that, at current use, there was a

[34] https://www.yorkmaine.org/DocumentCenter/View/723/Permit-Parking-Program-PDF.

general shortage of parking to supply demand near York Harbor and at public water access sites.[35] Per the York Harbor Board, in 2021 there were over 600 people who received Harbor Parking Permits for paying Harbor Use fees for mooring or slip space in the harbor or river, while there are only about 21 Harbor Parking Permit spaces available on Harris Island Road.

The study offered the following recommendations for Town consideration to meet expectations for current and future demand:

- Consider offsite parking at a Town-owned property with a shuttle service to landing sites. York Middle School could be a viable option given the proximity to the Harbor and the limited need for summer parking at the school.
- Promote upriver use of River to alleviate parking demand at York Harbor.
- Explore options for development of additional parking capacity near the harbor through property acquisition or a public-private partnership model.

Table 9. Parking at Public Access Sites to York Harbor and York River

Access Site	Parking Availability
Scotland Bridge Boat Ramp	5-7 spaces, not delineated. No restrictions.
Rice's Bridge Boat Ramp	15-16 spaces, not delineated. No restrictions.
Route 103 Kayak Launch	14 spaces on Route 103. Town Parking Permit required May 15-October 15.
Town Dock #1	12+/- spaces. Commercial Fishermen only.
Strawberry Island	21+/- spaces along Harris Island Road. Harbor Parking Permit required.
Town Dock #2	40+/- spaces along Harris Island Road. No restrictions.

Source: Adapted from York Harbor/River Capacity Study, GEI Consultants, November 4, 2019.

Mount Agamenticus Parking

The York Water District and Mount Agamenticus Conservation Program are collaborating to increase off-street parking capacity at the base and summit of Mount Agamenticus to improve public safety, congestion, and the flow of traffic. This will decrease the number of vehicles parked along the roadway, which will also help improve watershed protection. York voters approved funding in July 2020, which authorized up to $1.2 million for the project. The York Planning Board granted unanimous preliminary site plan approval on January 27, 2022 and is currently reviewing the project.[36]

[35] *York Harbor & River Capacity Study, GEI Consultants, November 4, 2019.*
[36] https://www.yorkmaine.org/AgendaCenter/ViewFile/Item/1138?fileID=11759.

There are currently no parking fees at Mount Agamenticus, though groups of ten or more people are required to pay a user fee based on group size, impact, and planned usage.[37] The Town of York Selectboard will determine possible future access fees for parking or trail use.

Potential Climate Change Impacts

York's transportation infrastructure is among its most at-risk infrastructure for damage and disruption from climate change, primarily from flooding due to sea level rise and storm surge. York's roads and bridges are necessary for access to basic needs like food, healthcare, and emergency services and are relied upon for Town services and the everyday travels of those living and working in York. The Nature Conservancy estimates that about 90 addresses in York will be inaccessible with just two feet of sea level rise and storm surge because of flooded roads. This increases to nearly 600 addresses with six feet of sea level rise and storm surge.[38]

The Southern Maine Planning and Development Commission (SMPDC) has compiled a list of all roads in York expected to be impacted by 1.6, 3.9, and 6.1 feet of sea level and storm surge (Table 10). Some of York's most heavily used roads are at risk of partial closures with just 1.6 feet, including Route 91, Shore Road, and Route 103. Harris Island Road, as well as both town docks, may also be inaccessible, which would eliminate York's only public harbor access points. As a harbor town, access to the water is an important part of York's infrastructure as well as the local economy.

Roads are also at risk of flooding and closures from heavy rainfall during extreme storms. This type of flooding has already been experienced in York, such as during the Mother's Day Storm of 2006 when nearly a foot of rain fell in town over a three-day period.[39]

In addition to creating access challenges, climate impacts will likely result in increasing transportation maintenance and rehabilitation expenses for the Town, which will need to be factored into the annual budget. Further, much of DPW's maintenance equipment is stored outdoors year-round,[40] putting this equipment at higher risk of damage from exposure to higher temperatures and more frequent and extreme storms.

[37] http://agamenticus.org/planning-your-visit/groups.

[38] https://maps.coastalresilience.org/maine/

[39] USGS, Flood of May 2006 in York County, Maine, 3.

[40] Correspondence with Town of York Department of Public Works.

Table 10. Town of York Roads with Projected Impact by 1.6, 3.9, or 6.1 Feet of Sea Level Rise/Storm Surge

Road	1.6 ft	3.9 ft	6.1 ft
Amherst Avenue		⊠	⊠
Barrell Lane E¤ist	⊠	⊠	⊠
Bay Haven Road	⊠	⊠	⊠
Bay Street		⊠	⊠
Bayview Avenue			⊠
Beach Ball Field Road			⊠
Beach Street			⊠
Beachside Court		⊠	⊠
Beacon Street			⊠
Beech Ridge Road	⊠	⊠	⊠
Beachwood Avenue			⊠
Bett Welch Road			⊠
Birch Hill Road	⊠	⊠	⊠
Braveboat Harbor Road		⊠	⊠
Broadway E¤tension		⊠	⊠
Burnetts Trailer Park Road			⊠
Caddys Way			⊠
Cape Neddick Road			⊠
Carey Street		⊠	⊠
Ciampa Drive		⊠	⊠
Cider Hill Road	⊠	⊠	⊠
Clark Road	⊠	⊠	⊠
Dingle Road	⊠	⊠	⊠
Emus Way			⊠
Ferry Lane South			⊠
Franklin Street	⊠	⊠	⊠
Garrison Point			⊠
Godfrey Pond Road		⊠	⊠
Gunnison Road			⊠
Guy Lane		⊠	⊠
Harbor Beach Road			⊠
Harris Island Road	⊠	⊠	⊠
Haskell Way		⊠	⊠
Hawk Street		⊠	⊠
I-95	⊠	⊠	⊠
Indian Trail			⊠
Jo Lenes Drive			⊠
Juniper Road		⊠	⊠
Kerry Road		⊠	⊠
Kiddie Corner Lane			⊠
Kings Road			⊠
Lawrie Avenue		⊠	⊠
Lindsay Road		⊠	⊠
Lois Lane			⊠
Long Beach Avenue			⊠
Long Sands Road			⊠
Main Street		⊠	⊠
Major McIntire Road		⊠	⊠
Maple Street		⊠	⊠
Marietta Avenue			⊠
Mary Street			⊠
Meadow Road		⊠	⊠
Midnight Drive		⊠	⊠
Mill Lane	⊠	⊠	⊠
Mitchell Road			⊠
Mooring Drive			⊠

Road	1.6 ft	3.9 ft	6.1 ft
Morningside Drive		⊠	⊠
Northwood Farms Road			⊠
Oak Street		⊠	⊠
Ocean Avenue		⊠	⊠
Ocean Edge Lane			⊠
Ocean House Way		⊠	⊠
Oceanside Avenue		⊠	⊠
Organug Road		⊠	⊠
Park Circle		⊠	⊠
Parker Street			⊠
Payne Road	⊠	⊠	⊠
Pepperell Way			⊠
Pequanac Place		⊠	⊠
Phillips Cove Road			⊠
Pine Island Road		⊠	⊠
Pine Street		⊠	⊠
Pinecrest Drive			⊠
Railroad Avenue		⊠	⊠
Railroad Avenue E¤tension		⊠	⊠
Ray Avenue			⊠
Reserve Street		⊠	⊠
Ridge Road			⊠
Ridge Road Court		⊠	⊠
River Farm Road			⊠
River Lane		⊠	⊠
River Road			⊠
Rivermouth Road		⊠	⊠
Riverside Street			⊠
Riverwood Drive			⊠
Route 103	⊠	⊠	⊠
Saltwater Drive			⊠
Schooner Landing	⊠	⊠	⊠
Scotland Bridge Road	⊠	⊠	⊠
Sea Rose Lane		⊠	⊠
Seabreeze Lane			⊠
Seabury Road	⊠	⊠	⊠
Shore Road	⊠	⊠	⊠
Short Sands Road		⊠	⊠
Sparhawk Way			⊠
Stage Neck Road	⊠	⊠	⊠
Stones Throw		⊠	⊠
Strawberry Lane		⊠	⊠
Summer Breeze		⊠	⊠
Surf Avenue		⊠	⊠
Surfore Road		⊠	⊠
Tabernacle Road			⊠
Tralee Road		⊠	⊠
US Route 1	⊠	⊠	⊠
Varrell Lane			⊠
Walnut Street		⊠	⊠
Wanaque Road	⊠	⊠	⊠
Webber Road		⊠	⊠
Western Point Road		⊠	⊠
White Birch Lane			⊠
Whittier Way			⊠
Wild Kingdom Road		⊠	⊠

Source: Adapted from SMPDC, Tides, Taxes, and New Tactics, July 2021.

What the Community Said

The summary of community feedback below represents the common themes heard during public meetings and events, as well as other outreach. When information is provided from the Fall 2021 Comprehensive Plan Community Survey[41] results, this is specifically noted with the percentage of respondents who replied in this way.

- When asked how they travel in York, approximately 91% of survey respondents said they drive themselves, 56% said they walk, 26% said they bicycle, and 12% said they carpool or rideshare (respondents could select more than one response, 1001 total responses to this question).
- Approximately 59% of survey respondents said transportation options in York should be enhanced or improved (1001 total responses to this question).
- The most popular desired "very important" improvements in York identified by survey respondents were: 1) enhanced bicycle safety improvements (56%); 2) pedestrian safety near the beaches (54%); 3) more transportation options for those who don't drive (52%); and 4) pedestrian safety near the schools (51%) (590 total responses to this question).
- York has good relationships with MaineDOT.
- Route 1A improvements have helped to relieve traffic congestion.
- There have been a number of recent, significant sidewalk expansion and improvement projects (e.g., along U.S. Route 1 (but more is needed), Village District Road, York Beach, sidewalks along Nubble).
- Town staffing shortages limit the Town's capacity to plan, design, manage and oversee transportation projects as well as keep GIS records (e.g. sidewalks, shoulders, bike lanes) up to date. The Town may be missing many opportunities for grants and federal/state funding due to lack of capacity to identify, prepare, and estimate projects for grant funding. If infrastructure bills come through, will we be ready to take advantage of the funding?
- Speeding is a concern on roads west of I-95. A plan is needed to implement speed traps, flashing speed signs and perhaps seasonal road bumps to slow traffic.
- There is a need to monitor the efficiency of traffic lights. For example, perhaps signal timing could be changed at the intersection of Beech Ridge Road to reduce recurring back-ups. Can the lights between Stonewall Kitchen and Hannaford's be coordinated to improve efficiency?
- There is a desired for more "Resident Permit Only" parking and parking enforcement.

[41] There were 1163 responses to the survey. Not every question had a 100% response rate; the number of responses for questions listed below are noted.

- York should more explicitly adopt a Complete Streets policy.
- There is a need more street amenities, trails, and paths for bicycles and pedestrians, especially around schools.
- There is a need more public transportation, including to the beaches and senior transport.
- There is a need to reduce traffic congestion and better manage traffic, especially in the summer.
- There is a need for more electric vehicle charging stations.

Key Takeaways

Enhancing Pedestrian and Bicycle Access and Connectivity

Making it easier for people to walk and bike in York will help facilitate more active lifestyles and reduce the number of cars on the road. The York Village, York Beach, and the U.S. Route 1 areas are within walking and biking distance from many of the town's residential neighborhoods. However, the lack of widespread sidewalks and bike markings, even on some major roads, limit the options for getting around town. Even moving within the town's commercial areas without a car can be uncomfortable because of a lack of consistent sidewalks and crossings, especially along U.S. Route 1. The Town's *Bicycle and Pedestrian Master Plan* highlighted many of these shortcomings and created a list of actionable recommendations for improvements. Having completed this analysis, the Town has an opportunity to move forward with implementing these recommendations, and in some cases have already done so, such as connecting sidewalk gaps on Woodbridge Road.

Beyond the recommendations of the *Master Plan*, there is an opportunity to bring more public awareness to existing pedestrian and bicycle connections by maintaining and sharing regularly updated maps of the networks that are accessible online. The Town should also look at opportunities to use zoning amendments to require bicycle and pedestrian improvements as part of new development.

Exploring Public Transit Options

York is a large town with widespread destinations of interest, meaning walking and biking cannot be alternatives for every local trip. Public transit is the single biggest opportunity to reduce vehicle trips around town, as well as make transportation more equitable for those who are not able to drive for financial, physical, or other reasons. At present, there are limited public transportation options in York; these are on-demand and operate on a limited or first-come, first-served basis. While some of these, including a new non-profit offering, are growing, it can be difficult to predict availability. In the past, private shuttle companies provided more regular service between the York beaches and connections to neighboring

towns in the summer, but these have been on hold since the beginning of the COVID-19 pandemic and their future is unknown.

A significant first step could be replacing the former fixed shuttle service in town, either through a Town-operated service or a public-private partnership, that stops at key destinations such as York Village and York Beach Village, the beaches, Hannaford Supermarket, and parking areas. The shuttle would be especially beneficial in the summer, when congestion and parking issues are most severe, but could be a resource for York residents year-round, perhaps operating in a more limited capacity outside of tourist season. The greatest challenges to establishing a fixed transit service will be funding and getting support. Another challenge is the physical limitations that some older adults may have that prevent them from using these services. Starting service as a pilot program would likely be the best course of action but alternatives will still be needed.

The Town should also explore opportunities for regional transit options to neighboring communities, especially to the transportation hubs in Portsmouth and Wells where connections can be made to Boston, Portland, and other regional destinations. Collaborating with regional planning bodies like SMPDC may open avenues for funding and technical assistance.

Studying Traffic and Parking Impacts

Knowing that driving will be the predominant mode of transportation in York, it is crucial for the Town to understand travel patterns, projections, and traffic and parking capacity constraints. York would benefit from a comprehensive town-wide transportation, traffic, and parking study, as well identifying and prioritizing known problem areas for detailed study and analysis, similar to what was done for the *York Village Master Plan*. The goals of these studies would be to inform projects and regulations that improve circulation, promote safety, and encourage alternative transportation options.

The Town should also continue to prioritize preventative and rehabilitative maintenance of its transportation infrastructure to keep pace with expected increases in usage in coming years, especially in the summer. The includes continuing to perform regular road assessments and updates to paving plans and the Capital Improvement Plan (CIP).

Mitigating Traffic Impacts from Tourism and Peak Summer Population

Many of York's biggest transportation challenges come from the huge spike in visitors and season residents during the summer putting constrains on operations and capacity. Construction season and tourist season tend to conflict, limiting DPW's ability to conduct repairs and upgrades. In order to ensure the most urgent needs are addressed, other less

urgent, but still important infrastructure projects can face delays. An additional challenge to addressing less visible needs is securing funding from voters.

It is important to consider that many summer visitors are day-trippers who contribute significantly to traffic and parking issues, as well as wear and tear on roads, but do not typically generate commensurate revenue for York. The Town could benefit from exploring opportunities to generate more revenue from day-trippers to account for their impact, such as increasing parking fees during peak periods of the day.

Adapting to Climate Change

Sea level rise and more extreme storms are likely to have significant and growing impacts on transportation access and maintenance in York. The Town will need to be proactive about projects to adapt its transportation system to the impacts of climate change. This includes re-evaluating standards for infrastructure in vulnerable areas and getting voter support for climate resilience investments that may generate some resistance. Fortunately, the state has placed a high priority on climate preparedness and important funding opportunities may come from the state.

Transportation is the second largest source of greenhouse gas emissions in the town (23% of emissions in 2019),[42] so opportunities to reduce emissions should be explored. Actions that encourage people to walk, bike, and use transit in York will help reduce vehicle miles traveled (VMT). Supporting the switch to electric vehicles (EVs) will also help drive down emissions. Ways for the Town to make an impact include installing public EV charging stations and leading by example by adopting a green fleet policy and transitioning Town-owned vehicles to EVs.

[42] Information in this section is taken from the Town of York's climate planning efforts of 2021-22.