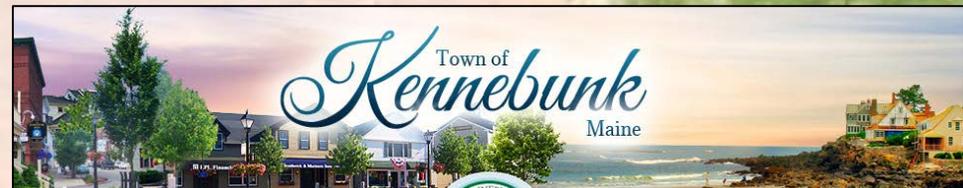
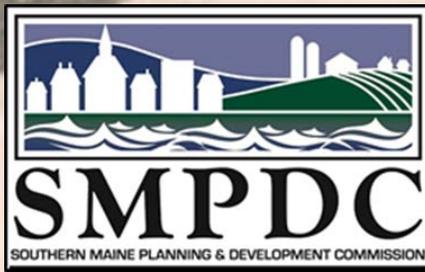


Transportation

**KENNEBUNK COMPREHENSIVE PLAN
COMMITTEE**

WEDNESDAY, JULY 27, 2016



Overview

Transportation System Users

Road Network

Urban Compact Area

MaineDOT Highway Corridor Priorities

MaineDOT Customer Service Levels

The Maine Turnpike

Traffic Volumes & Trends

Crash History & Trends

Access Management

Parking

Bridges

Pedestrian & Bicycle Infrastructure

Alternative Modes of Transportation

Transportation System Users

Commuting to Work in Kennebunk		
	Total	Percent
Car, Truck, or Van (Drove alone)	4,133	80.9%
Car, Truck, or Van (Carpooled)	413	8.1%
Public Transportation	16	0.3%
Walked	119	2.3%
Bicycle	15	0.3%
Taxicab, motorcycle, or other means	43	0.8%
Worked at Home	374	7.3%
Total Workers	5,111	100%

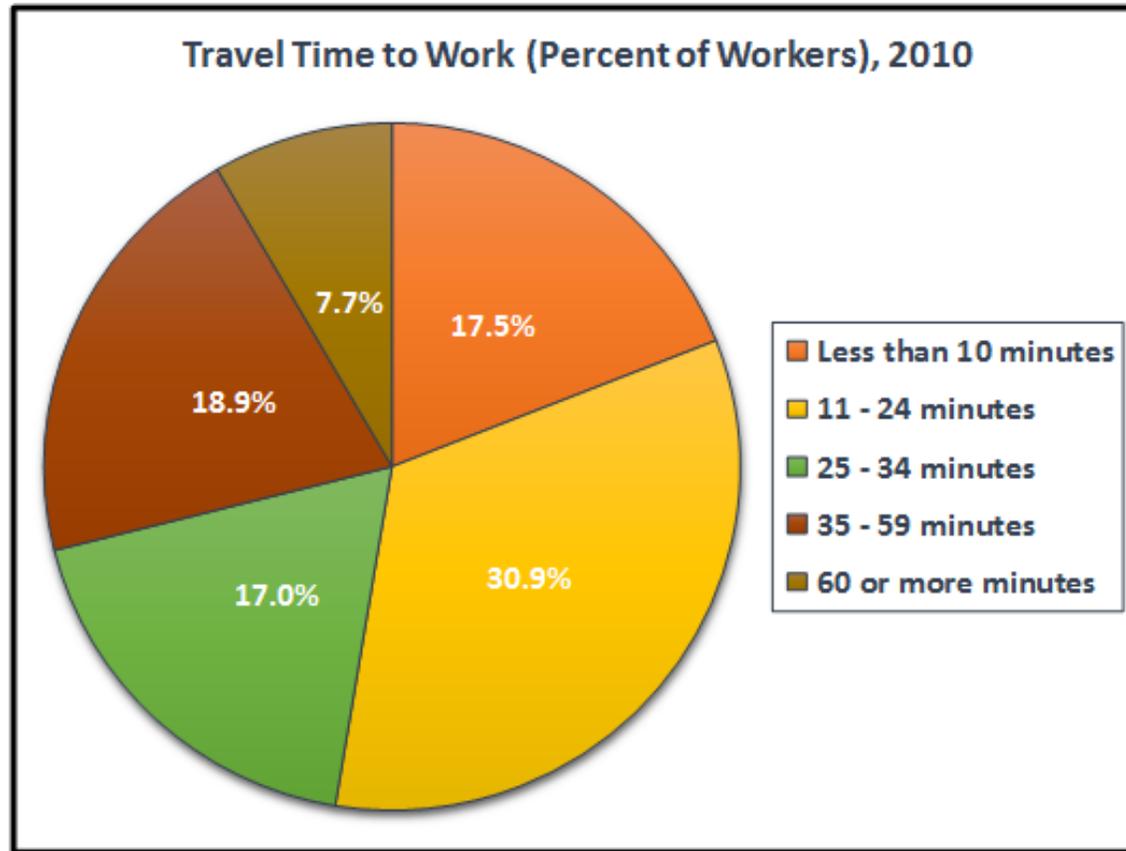
Source: U.S. Census Bureau, 2010

Transportation System Users

Vehicles Available in Kennebunk (Per Household)		
	Total	Percent
0 Vehicles Available	299	6.5%
1 Vehicle Available	1,312	28.6%
2 Vehicles Available	2,007	43.7%
3 or More Vehicles Available	971	21.2%
Total Vehicles Available	4,589	100%

Source: U.S. Census Bureau, 2010

Transportation System Users



Source: U.S. Census Bureau, 2010

Transportation System Users

Town	2000 Population	2000 Mean Commute Time	2010 Population	2010 Mean Commute Time	Population Change 2000-2010	Commute Time Change 2000-2010
<i>Kennebunk</i>	<i>10,476</i>	<i>24.1</i>	<i>10,798</i>	<i>26.3</i>	<i>322</i>	<i>2.2</i>
Kennebunkport	3,720	24.6	3,474	27	-246	2.4
Arundel	3,571	23.7	4,022	23	451	-0.7
Wells	9,400	26.2	9,589	28.1	189	1.9
Lyman	3,795	29.6	4,297	34.4	502	4.8
Sanford	20,806	23	20,798	27.7	-8	4.7
Alfred	2,497	23.4	3,019	26.1	522	2.7
York County	186,742	25.8	197,457	26.5	10,715	0.7

Source: U.S. Census Bureau, 2010

Transportation System Users

Place of Work	Amount	Percent
<i>Kennebunk</i>	1670	32.9%
Portland	770	15.2%
Biddeford	385	7.6%
Kennebunkport	290	5.7%
Sanford	270	5.3%
Saco	175	3.5%
Wells	160	3.2%
Westbrook	150	3.0%
South Portland	135	2.7%
Kittery	85	1.7%

Source: U.S. Census Transportation Planning Products, 2015

Transportation System Users

Place of Work	Percent
Worked in State of Residence	87.5%
Worked in County of Residence	(66.5%)
Worked Outside County of Residence	(20.9%)
Worked Outside State of Residence	12.5%
Total	100%

Source: U.S. Census Bureau, 2010

Road Network

107.59 miles of public roadways

4 miles of Interstate Highway

5.28 miles of State Highway

29.37 miles of State-Aid Roads

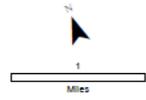
68.94 miles of Town / Seasonal Roads



Data Sources:
 Town of Kennebunk
 Maine Office of GIS

Map Prepared by:

 Map Produced: April 2016



Town of Kennebunk, Maine Comprehensive Plan Roadway Jurisdiction

- Jurisdiction**
- State Highway
 - Toll Highway
 - State Aid
 - Townway
 - Private
 - Stream/River
 - Intermittent Stream
 - Town Boundary

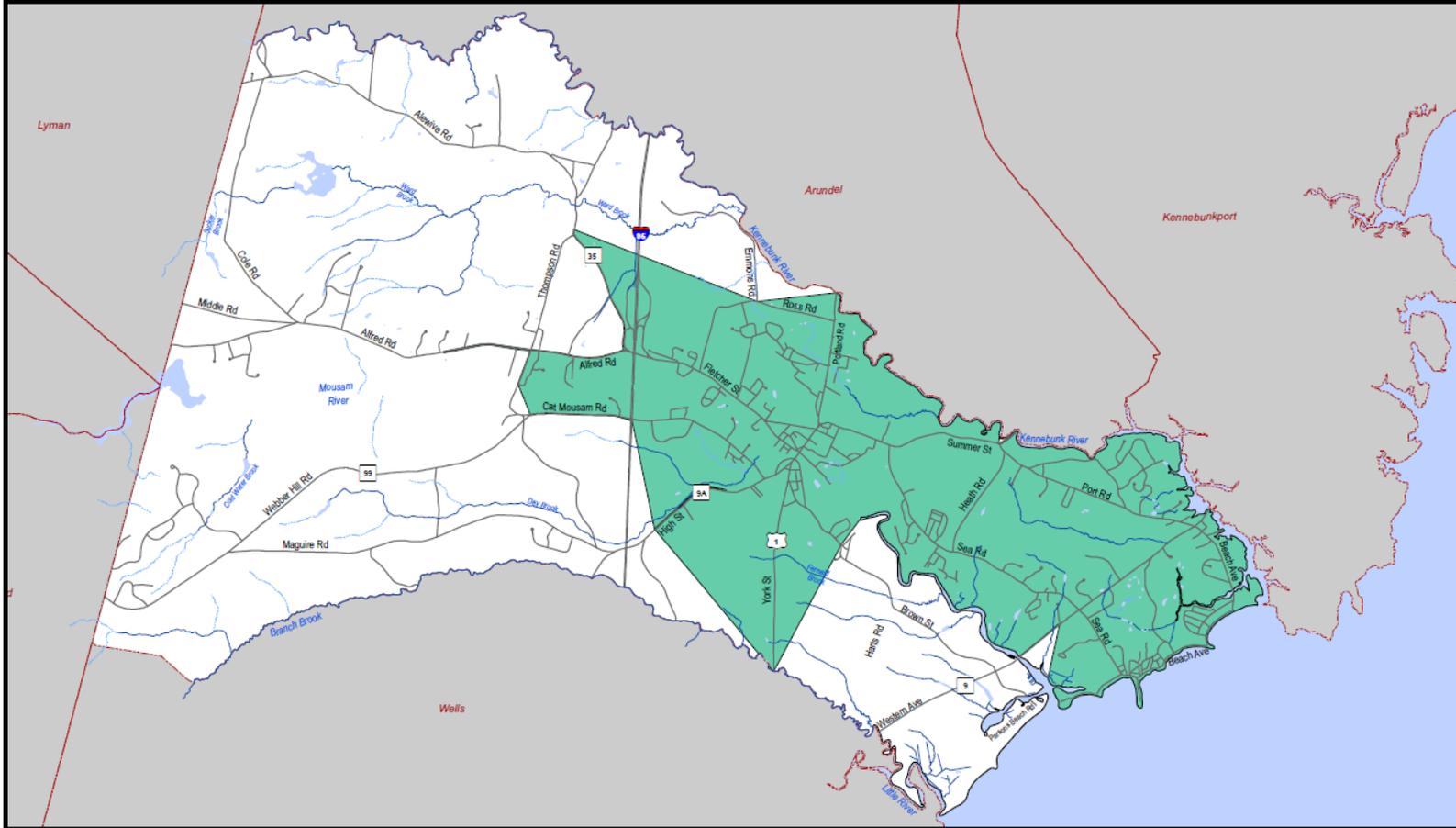
Urban Compact Area

Urban Compact Areas are those in which the population according to the last U.S. Census;

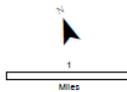
Exceeds 7,500 people, or;

Has less than 7,500 people but more than 2,499 people, and in which the ratio of people whose place of employment is in a given municipality to employed people residing in that same municipality is 1.0 or greater, and when the municipality has opted-out

Local roads are not included in the State Highway & State-Aid Highway systems. They are primarily maintained by the towns and serve as local service roads providing access to adjacent land. The Town of Kenenbunk is responsible for maintenance of local roads and all State Highways and State-Aid Roads that are included in the Urban Compact Area

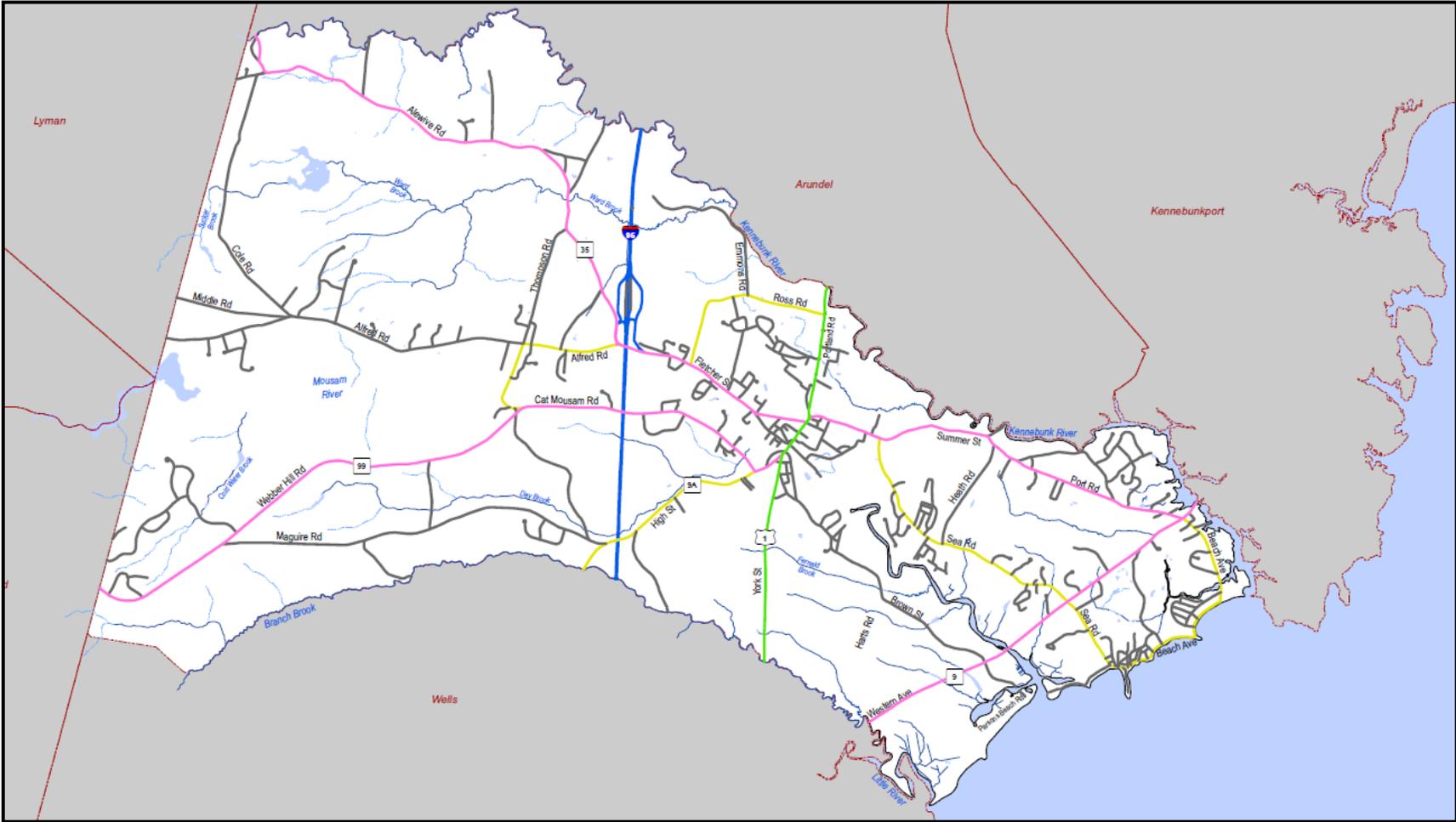


Data Sources:
 Town of Kennebunk
 Maine Office of GIS

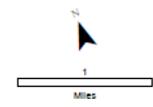


**Town of Kennebunk, Maine
 Comprehensive Plan
 State Urban Compact Area**

- Stream/River
- Intermittent Stream
- Road
- Kennebunk Urban Compact Area
- Town Boundary



Data Sources:
 Town of Kennebunk
 Maine Office of GIS

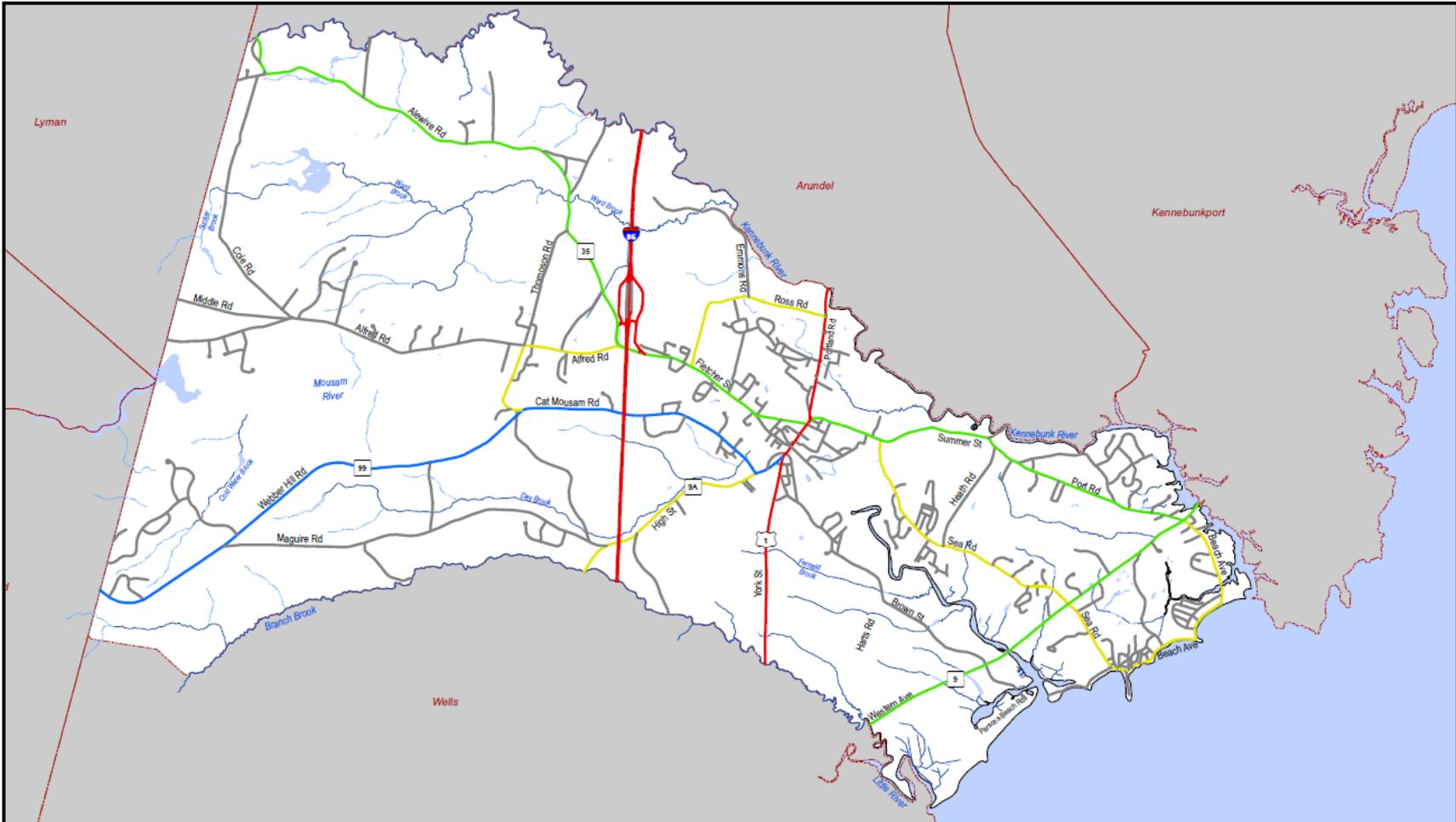


Town of Kennebunk, Maine Comprehensive Plan Federal Functional Classification

- Principle Arterial Interstate
- Minor Arterial
- Major / Urban Collector
- Minor Collector
- Local Road
- Stream/River
- Intermittent Stream
- Town Boundary

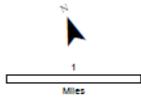
MaineDOT Highway Corridor Priorities

Priority	Definition
Priority 1 Roads	These roads include the Maine Turnpike, the interstate system and key principal arterials like Route 1 in Aroostook County, the Airline (Route 9), Route 2 west of Newport, and Route 302. The 1,400 miles of Priority 1 roads represent only 7 percent of the miles, but carry fully 40 percent of all vehicle miles traveled in Maine.
Priority 2 Roads	These roads total about 940 miles. They are non-interstate, high value arterials that represent about 4 percent of the total miles of road but carry 11 percent of overall traffic.
Priority 3 Roads	These roads generally are the remaining arterials and most significant major collector highways. These 2,050 miles represent only 9 percent of miles, but carry 19 percent of the traffic.
Priority 4 Roads	These roads generally are the remainder of the major collector highways, often also part of Maine's unique state aid system, in which road responsibilities are shared between the state and municipalities. These 1,900 miles represent about 8 percent of total miles, and carry 10 percent of the traffic.
Priority 5 Roads	These roads are 2,500 miles of minor collector highways, almost all on the state aid system. They represent 11 percent of miles, but carry only 7 percent of traffic.
Priority 6 Roads	These roads are local roads and streets, and are the year-round responsibility of our municipal partners. Though they carry just 13 percent of the statewide traffic, these 14,300 miles make up 61 percent of the total miles.



Data Sources:
 Town of Kennebunk
 Maine Office of GIS

Map Prepared by:
 
 Map Produced: April 2016

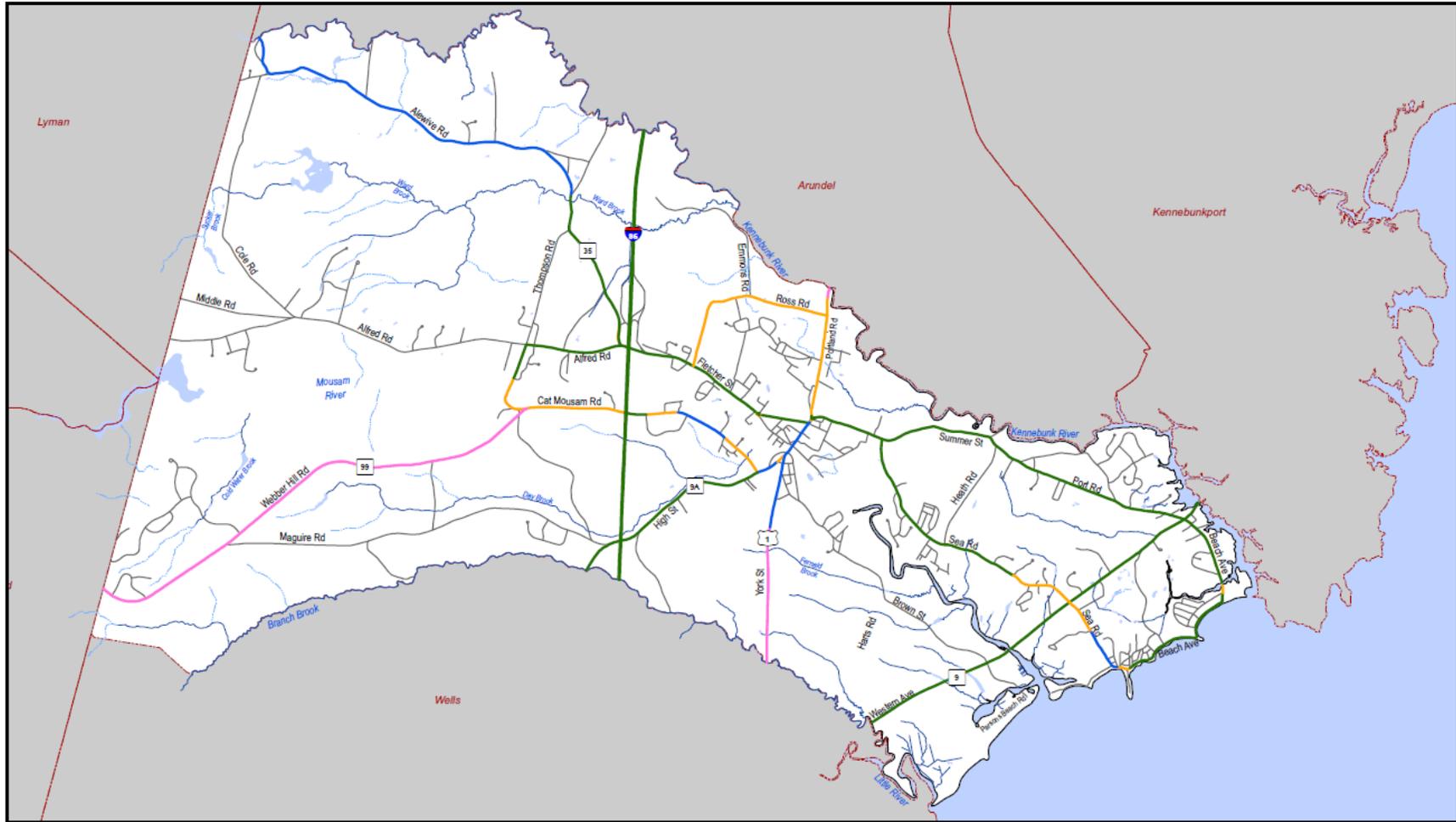


Town of Kennebunk, Maine Comprehensive Plan MaineDOT Highway Corridor Priorities

- | | |
|---|---|
| Highway Corridor Priority |  Stream/River |
|  1 |  Intermittent Stream |
|  3 |  Town Boundary |
|  4 | |
|  5 | |
|  Local | |

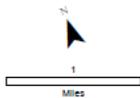
MaineDOT Customer Service Levels - Safety

Customer Service Level	Category	Definition
Crash History	Safety	This measure includes the two types of motor vehicle crashes most likely related to the highway- head-on and run-off road crashes. The A-F scale compares these crash rates with the statewide average.
Paved Roadway Width	Safety	This measure compares total paved width (lane plus shoulder) with minimum acceptable widths by Highway Corridor Priority (not new design standards). If a highway segment fails this minimum, the Safety Customer Service Levels for that segment is decreased one letter grade.
Pavement Rutting	Safety	This measure looks at wheel path rutting, since excessive rutting holds water and contributes to hydroplaning and icing in winter. The A-F scale set points vary by Highway Corridor Priority, and are based on hydroplane tests.
Bridge Reliability	Safety	This measure is pass/fail. If a highway segment contains a bridge with a Condition Rating of 3 or less (excluding non-overpass decks), the Safety Customer Service Level is decreased one letter grade. These bridges are safe, but may require increased inspection or remedial work that could affect traffic flow



Data Sources:
 Town of Kennebunk
 Maine Office of GIS

Map Prepared by:
 
 Map Produced: April 2016

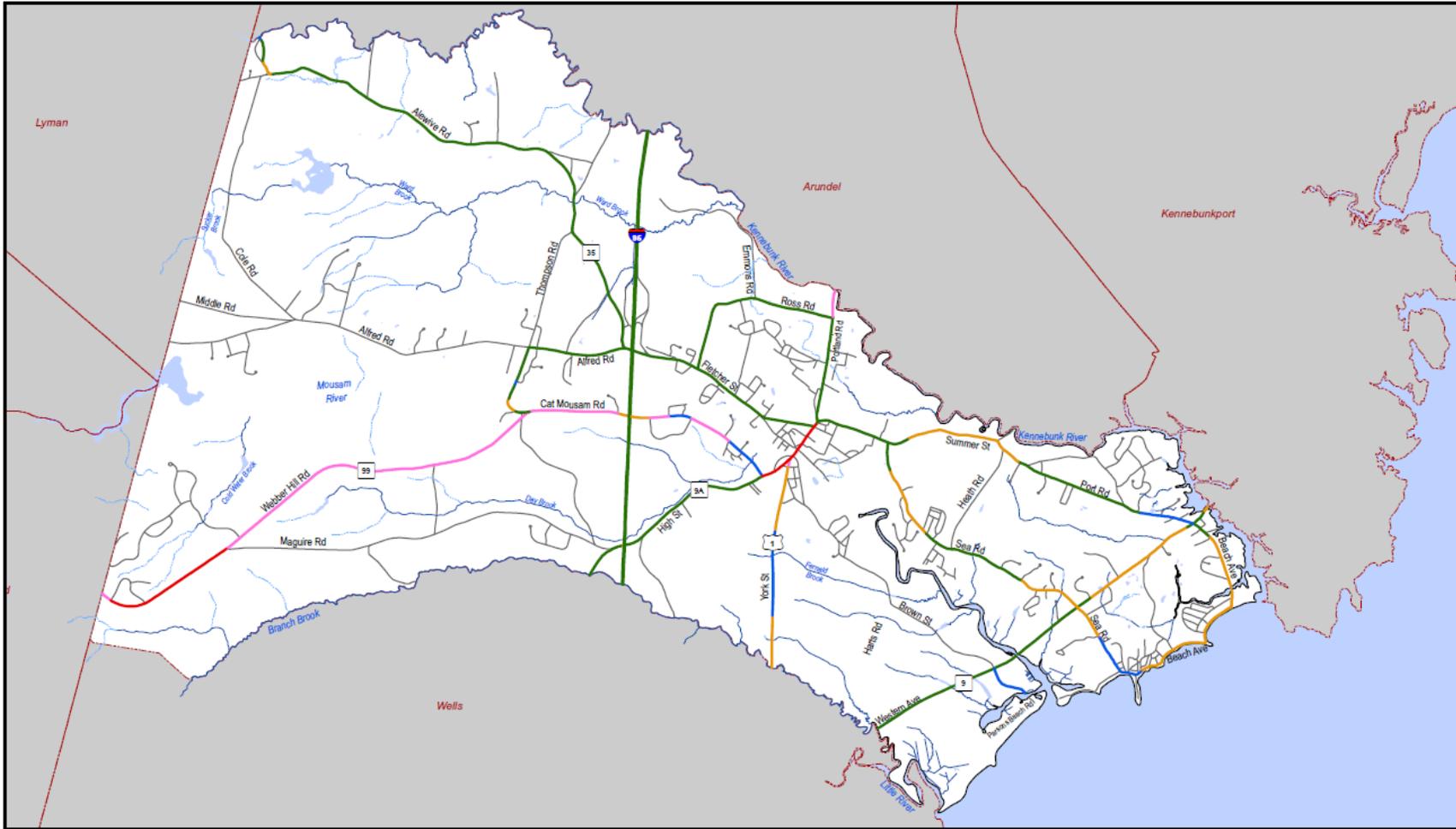


Town of Kennebunk, Maine Comprehensive Plan MaineDOT Customer Service Level - Safety

- | | |
|--|---|
|  Safety Grade A |  Intermittent Stream |
|  Safety Grade B |  Road |
|  Safety Grade C |  Town Boundary |
|  Safety Grade D |  Stream/River |

MaineDOT Customer Service Levels - Condition

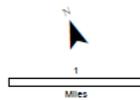
Customer Service Level	Category	Definition
Pavement Condition	Condition	This measure uses the Pavement Condition Rating (PCR), a 0-5 scale that is composed of International Roughness Index, rutting, and two basic types of cracking. The A-F scale varies by Highway Corridor Priority.
Roadway Strength	Condition	This measure uses the results of the falling weight deflectometer, a device that estimates roadway strength. The A-F scale is uniform across Highway Corridor Priority, since even low-priority roads must support heavy loads in Maine's natural resource-based economy.
Bridge Condition	Condition	This measure converts the 0-9 national bridge inventory (NBI) condition ratings to pass or fail; it is uniform across Highway Corridor Priority.
Ride Quality	Condition	This measure uses the International Roughness Index (IRI), which is expressed in inches per mile of deviation. IRI is the nationally accepted standard for passenger comfort, and the A-F scale varies by Highway Corridor Priority.



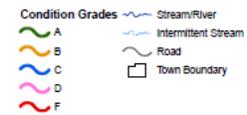
Data Sources:
 Town of Kennebunk
 Maine Office of GIS

Map Prepared by:

 Map Produced: April 2016



Town of Kennebunk, Maine Comprehensive Plan MaineDOT Customer Service Level - Condition



MaineDOT Customer Service Levels - Service

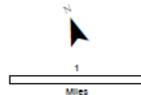
Customer Service Level	Category	Definition
Posted Road	Service	Each year, MaineDOT posts more than 2,000 miles of road during spring thaw to protect their longevity, but some posted roads directly affect Maine's economy. Road segments that are permanently posted get a D, those with seasonal postings get a C.
Posted Bridge	Service	This measure uses load weight restrictions to arrive at an A-F score that varies by Highway Corridor Priority.
Congestion	Service	This measure uses the ratio of peak traffic flows to highway capacity to arrive at an A-F score for travel delay. Peak summer months are specifically considered to capture impacts to Maine's tourism industry. This scale is uniform across Highway Corridor Priority, since tourist travel is system-wide and sitting in traffic affects customer service similarly on all roads.



Data Sources:
 Town of Kennebunk
 Maine Office of GIS

Map Prepared by:


 Map Produced: April 2016



Town of Kennebunk, Maine Comprehensive Plan MaineDOT Customer Service Level - Service



The Maine Turnpike

Six-lane interstate highway (4 miles total in Kennebunk)

Serves as Maine's gateway from the Boston metropolitan area and the eastern U.S.

Heavily traveled highway, especially during the ten-week summer tourist season from late June through Labor Day weekend

In December 2015, the Maine Turnpike Authority (MTA) approved the *Maine Turnpike 4-Year Capital Investment Plan (2016-2019)*.

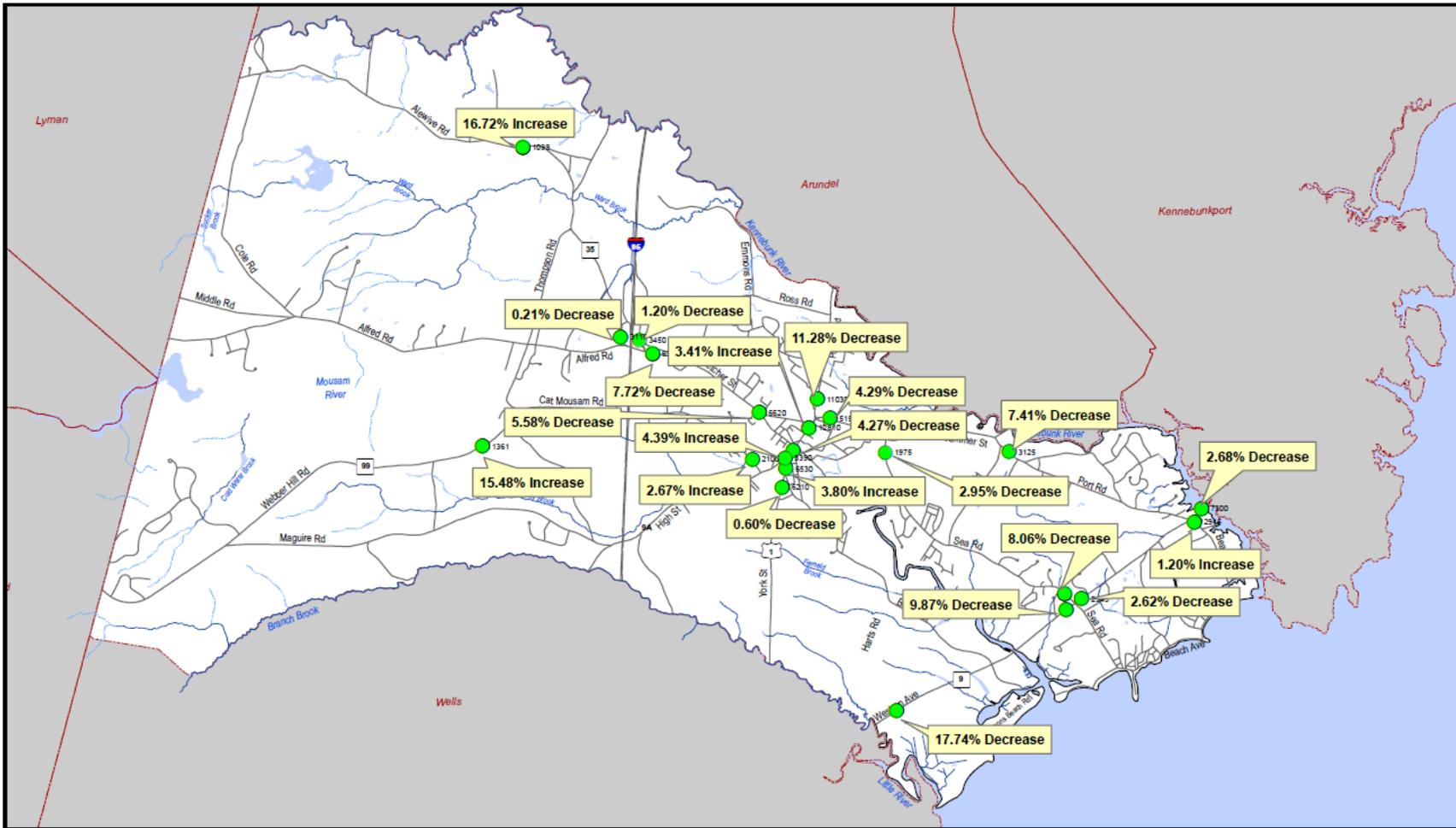
Year	Mile Marker	Project Name	Preliminary Construction Only Value for Construction	Preliminary Work Scope	Anticipated Project Duration (Months)	Estimated Year(s) of Construction
2016	25	Mousam River Overpass	\$1,100,000	Clean & paint original steel superstructure	4	2016
	Kittery - Augusta	Installation of LED light fixtures	\$500,000	Remove existing light fixtures and replace with LED light fixtures	24	2016-2017
	Kittery - Augusta	Weather Info./Automatic Vehicle Locators (GPS)	Funded in 2015	Installation / implementation of technology in Winter Maintenance operations	36	2015-2017
2018	Kennebunk - South Portland	Guide Sign Modifications	\$500,000	Phase 3 - Guide sign modifications	3	2018
	Kittery - Augusta	ITS Upgrades	\$50,000	TBD	TBD	2018
2019	25.5	Exit 25 Interchange Pavement Rehabilitation	\$950,078	Pavement Rehabilitation	3	2019
	N/A	Fuel System Replacement	\$1,500,000	Phase 1 - Replace existing underground fuel tanks at Service Plazas	4	2019

Source: Maine Turnpike Authority, 2016

Traffic Volumes & Trends

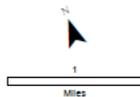
	2007	2010	2013	2007-2013		2010-2013	
				Change	Percent	Change	Percent
Traffic Counts: 2007, 2010, 2013	2007	2010	2013	Change	Percent	Change	Percent
US 1 (YORK ST) NE/O SWAN ST	9,650	8,940	9,280	-370	-3.83%	340	3.80%
US 1 (YORK ST) SW/O SWAN ST	8,840	8,330	8,280	-560	-6.33%	-50	-0.60%
US 1/9A (YORK ST) E/O BROWN ST @ BRIDGE	-	15,240	14,590	14,590	-	-650	-4.27%
US 1(PORTLAND ST) NE/O BARNARD LN(S JCT)	14,380	16,130	14,310	-70	-0.49%	-1,820	-11.28%
SR 9A/SR 35 (SUMMER ST) E/O ELM ST	-	7,460	7,140	7,140	-	-320	-4.29%
SR 9A/99 (HIGH ST) W/O US 1 (MAIN ST)	-	5,470	5,710	5,710	-	240	4.39%
SR 9A/35 (SUMMER ST) SE/O HEATH RD	-	5,260	4,870	4,870	-	-390	-7.41%
SR 9 (WELLS RD) @ BR# 2693 @ WELLS TL	-	4,470	4,350	4,350	-	-120	-2.68%
SR 9 (WELLS RD) E/O SEA RD	-	4,580	4,460	4,460	-	-120	-2.62%
SR 9 (WELLS RD) W/O SEA RD	-	5,370	4,840	4,840	-	-530	-9.87%
SR 9 (WELLS RD) @ KENNEBUNKPORT TL	10,960	10,990	9,040	-1,920	-17.52%	-1,950	-17.74%
SR 35 (FLETCHER ST) SE/O MAIN ST #2	12,430	13,200	13,650	1,220	9.81%	450	3.41%
SR 35 (FLETCHER) SE/O ME TURNPIKE NB RMP	11,810	12,690	11,710	-100	-0.85%	-980	-7.72%
SR 35 (ALEWIVE) NW/O RUSSELL FARM(N JCT)	3,250	3,170	3,700	450	13.85%	530	16.72%
SR 35 (FLETCHER ST) NW/O STORER ST	10,440	9,680	9,140	-1,300	-12.45%	-540	-5.58%
SR 99 (CAT MOUSAM RD) N/O SR 9A (HIGH)	4,200	4,120	4,230	30	0.71%	110	2.67%
SR 99 (WEBBER HILL RD) W/O WHITTEN RD	4,320	4,070	4,700	380	8.80%	630	15.48%
I-95 (SB) N/O OFF RAMP TO SR35(ALEWIVE)	-	24,140	24,090	24,090	-	-50	-0.21%
I-95 (NB) N/O ON RAMP FROM SR 35	-	24,230	23,940	23,940	-	-290	-1.20%
SEA RD N/O SR 9 (WELLS RD)	-	2,730	2,510	2,510	-	-220	-8.06%
SEA RD SW/O SR 9A/35 (SUMMER ST)	-	3,390	3,290	3,290	-	-100	-2.95%
BEACH ST SE/O SR 9 (WELLS RD)	-	4,170	4,220	4,220	-	50	1.20%

Source: MaineDOT, 2007 - 2013



Data Sources:
 Town of Kennebunk
 Maine Office of GIS

Map Prepared by:
 
 Map Produced: April 2016



Town of Kennebunk, Maine Comprehensive Plan MainedOT Traffic Volume Trends 2010-2013

- MainedOT Traffic Count Station
-  Stream/River
-  Intermittent Stream
-  Road
-  Town Boundary

Crash History & Trends

1,119 crashes in Kennebunk between 2010– 2015

From 2010 – 2015 there has been an increase in crashes by 33 (18%)

2014 had the most crashes with 222

2010 has the least crashes with 182

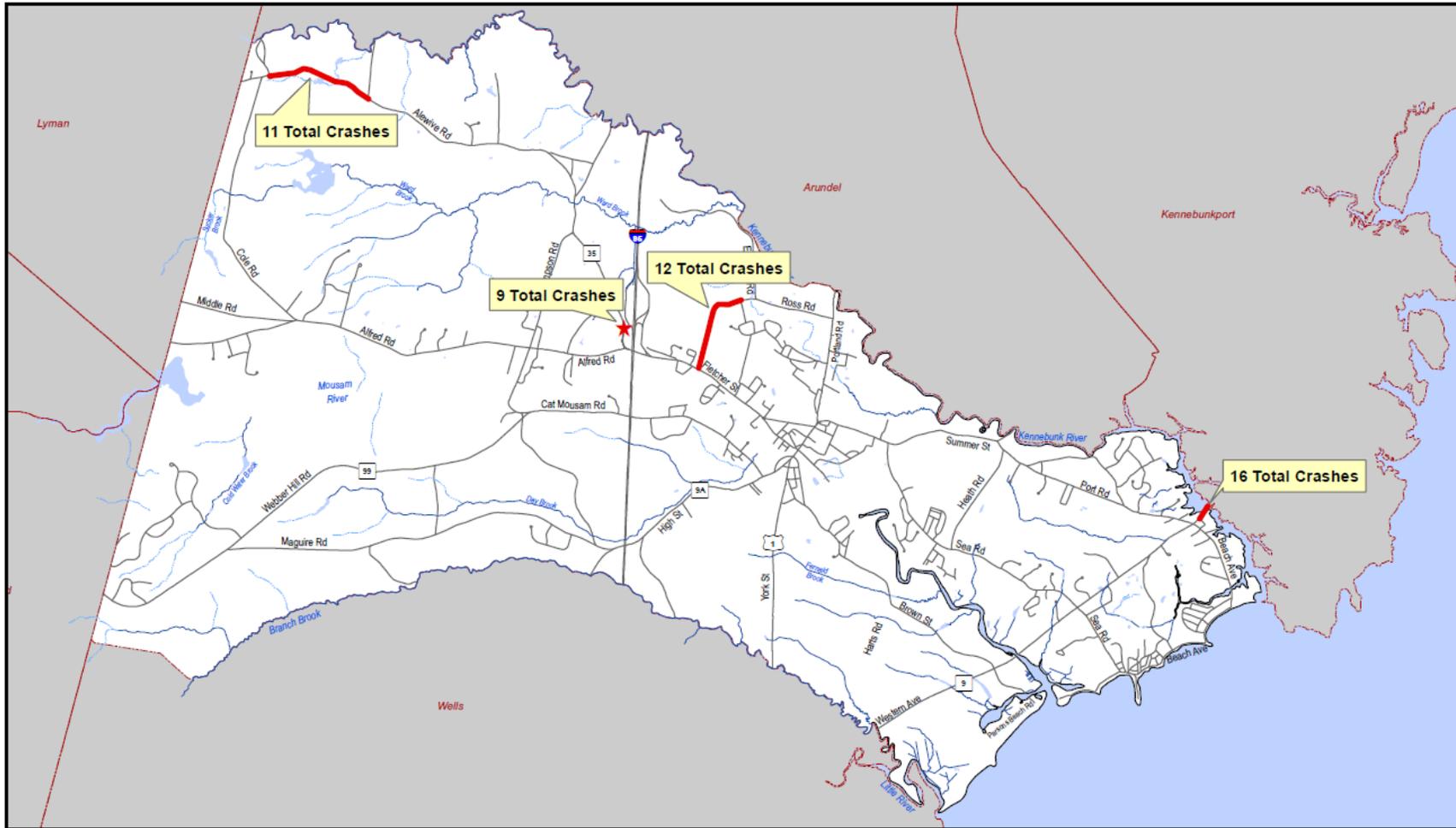
Town	2010	2011	2012	2013	2014	2015	TOTAL
Kennebunk	182	180	184	216	222	215	1,199

Source: MaineDOT, 2015

Crash History & Trends

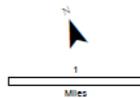
High Crash Locations in Kennebunk: 2013 – 2015	Total Accidents	Critical Rate Factor	Ranking County/State
Route 9 (Western Avenue), from the intersection with Chase Hill Road to the Kennebunk / Kennebunkport Town Line	17	3.14	1 / 36
Ross Road, from the intersection with Fletcher Street to the intersection with Glenwood Terrace.	12	1.20	29 / 169
Route 35 (Alewife Road), from the intersection with Parkins Lane to the intersection with Walker Road	11	1.00	42 / 189
Intersection of Route 35 (Alewife Road) and the entrance / exit to I-95 / Maine Turnpike	9	2.24	38 / 138

Source: MaineDOT, 2015



Data Sources:
Town of Kennebunk
Maine Office of GIS

Map Prepared by:
Spatial Alternatives
SMPDC
Map Produced: April 2016



Town of Kennebunk, Maine Comprehensive Plan MaineDOT High Crash Locations 2013 - 2015

- Stream/River
- Intermittent Stream
- Road
- Town Boundary
- High Crash Location Link (2013-2015)
- High Crash Location Intersection (2013-2015)

Access Management

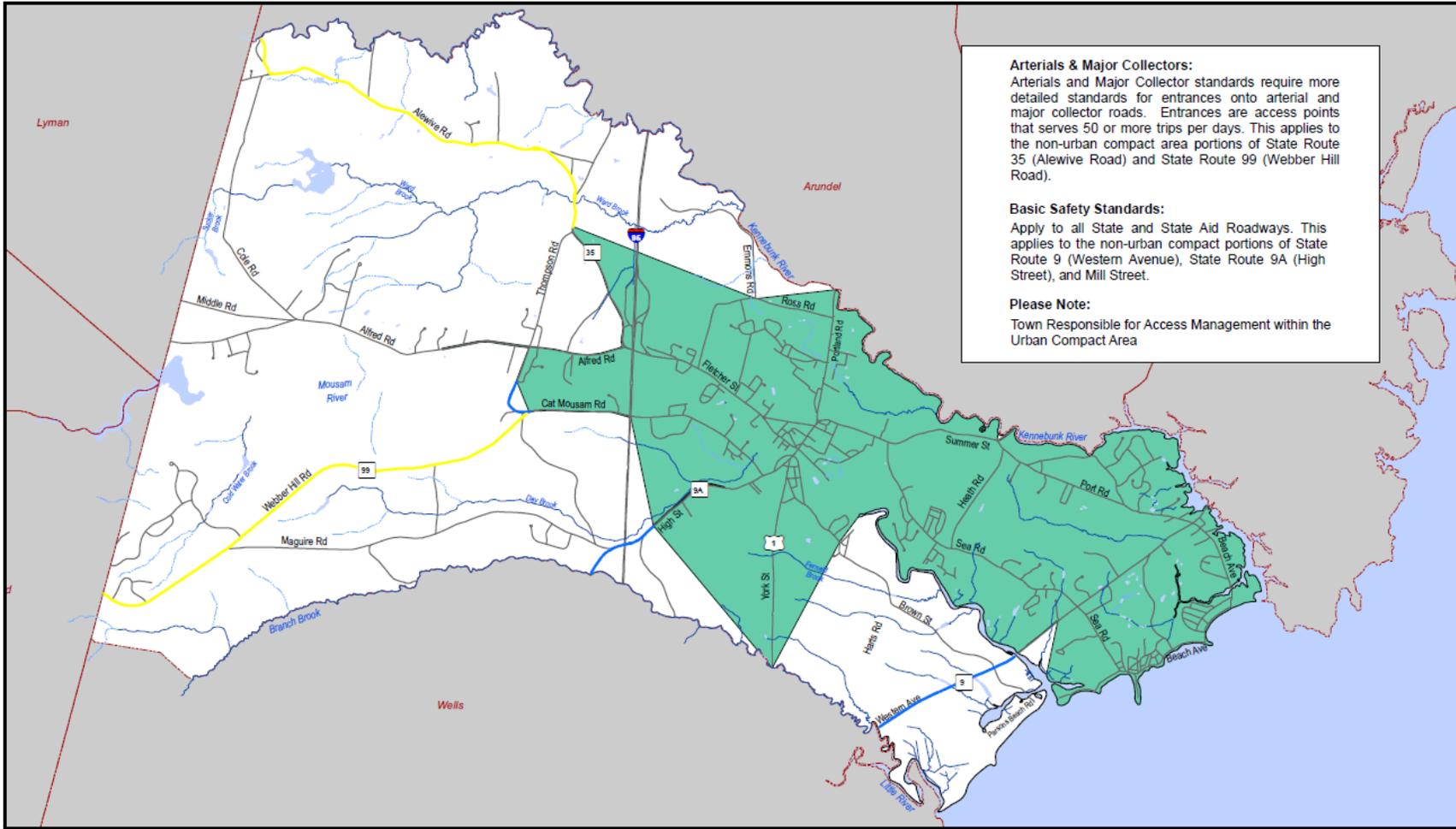
For improved safety and speed preservation along the state's highways, the MaineDOT has developed a set of access management rules in response to legislation concerned with arterial capacity, poor drainage, and the high number of driveway-related crashes.

Any new or changed driveway or entrance on state and state aid highways located outside of urban compact areas must meet specifications described in the rules in order to obtain a permit from MaineDOT.

The rules regulate sight distance, corner clearance, spacing, width, setbacks, parking, drainage, and mitigation requirements.

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.

Four Tiers: Basic Safety Standards, Major Collector & Arterials, Mobility Corridors, Retrograde Arterials



Arterials & Major Collectors:
 Arterials and Major Collector standards require more detailed standards for entrances onto arterial and major collector roads. Entrances are access points that serves 50 or more trips per days. This applies to the non-urban compact area portions of State Route 35 (Alewife Road) and State Route 99 (Webber Hill Road).

Basic Safety Standards:
 Apply to all State and State Aid Roadways. This applies to the non-urban compact portions of State Route 9 (Western Avenue), State Route 9A (High Street), and Mill Street.

Please Note:
 Town Responsible for Access Management within the Urban Compact Area

Data Sources:
 Town of Kennebunk
 Maine Office of GIS

Map Prepared by:


 Map Produced: April 2016



Town of Kennebunk, Maine Comprehensive Plan MaineDOT Access Management Highway Classification

-  Arterials & Major Collectors
-  Basic Safety Standards
-  Stream/River
-  Intermittent Stream
-  Road
-  Kennebunk Urban Compact Area
-  Town Boundary

Parking

Downtown Kennebunk:

The Town owns three off street parking areas:

- Grove Street with about 43 total spaces, however 12 of them are town-owned and the other are owned by abutting commercial uses and the Mousam Lodge.
- Behind the former Garden Street Market with about 70 market spaces and 46 town-owned spaces.
- Town Hall with about 32 total spaces (17 of which are town-owned).

On-Street Parking:

- Green Street with about 9 total spaces, but most are for the Church and 4 spaces are for the retail use along Main Street.

West Kennebunk Village:

The Town does not have a public parking lot. On-street parking is permitted along Alfred Road

Parking

Lower Village:

25 spaces available in the Lower Village lot. On-street parking is permitted along Route 9 and Route 35 in some areas

Beach Area:

There are approximately 238 parking spaces along the sea wall(s) from Gooches Beach to Kennebunk Beach

York Street, Route 1 South:

An increase in the amount of on-street parking has occurred as a result of increased commercial activity

Bridges

31 total bridges in Kennebunk

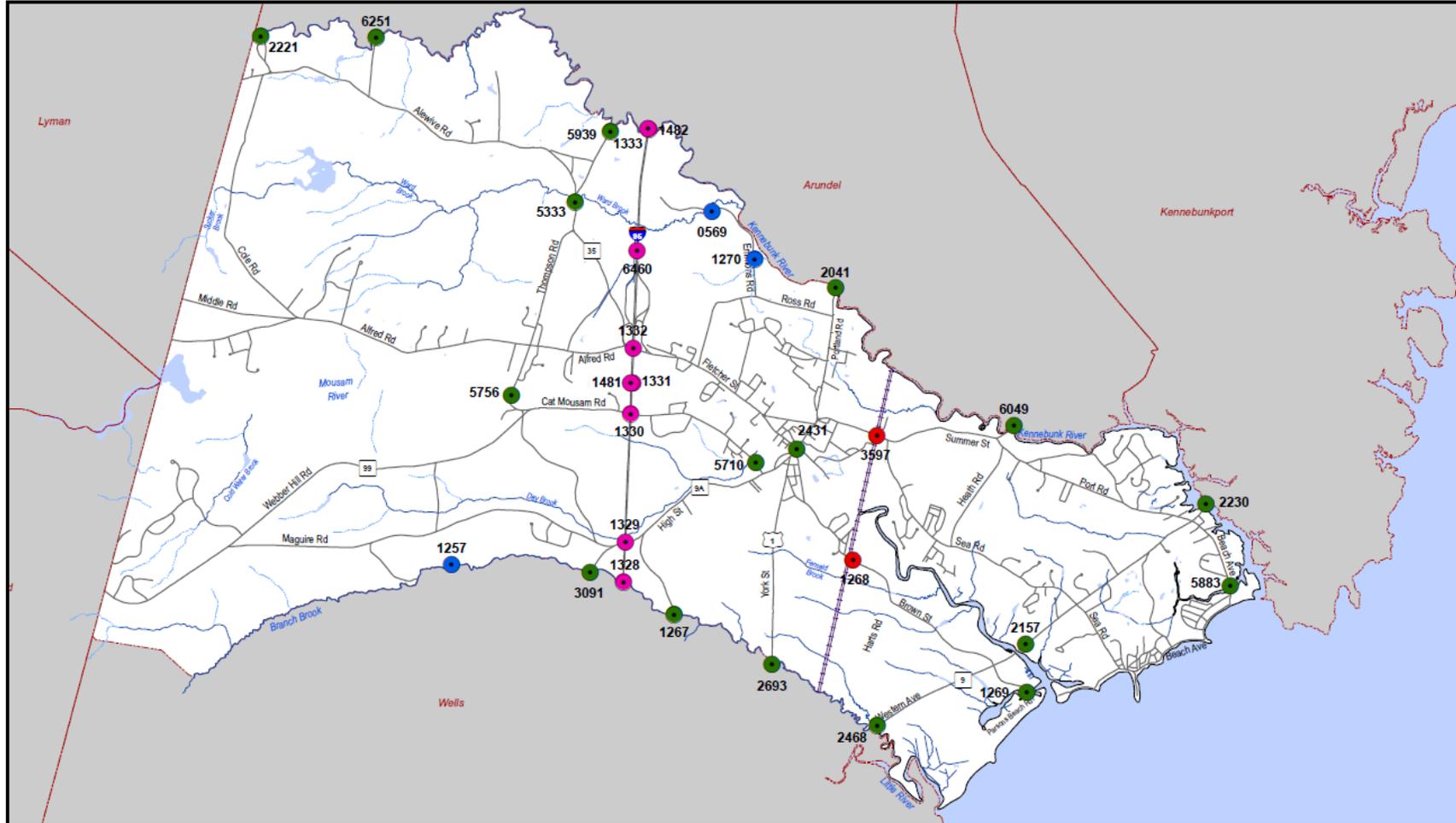
17 owned & maintained by MaineDOT

9 owned & maintained by the Maine Turnpike Authority

2 owned & maintained by the Town

2 owned & maintained by Pan Am Railways

1 owned & maintained jointly by Wells & Kennebunk



Data Sources:
 Town of Kennebunk
 Maine Office of GIS

Map Prepared by:

 Map Produced: April 2016



Town of Kennebunk, Maine Comprehensive Plan Bridge Jurisdiction

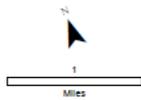
- MTA Bridge
- MaineDOT Bridge
- Municipal Bridge
- Pan Am Railways Bridge
- Amtrak Railroad
- Stream/River
- Intermittent Stream
- Road
- Town Boundary



Scour Bridges:
 The vast majority of the nation's bridge failures are due to scour. Scour is the physical change to the streambed from flow that undermines a bridge foundation, resulting in a partially supported or unsupported structure. As part of the 2007 KOBS report, all bridges in Maine were evaluated to determine if they were scour critical, meaning at risk of failure due to scour. If deemed scour critical, a "Scour Plan of Action" was developed for that structure. Many of these bridges have received scour countermeasures and are no longer scour critical. MaineDOT and municipalities, who are responsible for monitoring the bridges during high water events, have been trained in accordance with the Plans of Action.

Data Sources:
 Town of Kennebunk
 Maine Office of GIS

Map Prepared by:
 
 Map Produced: April 2016



Town of Kennebunk, Maine Comprehensive Plan MaineDOT Scour Bridges

-  Scour Bridge
-  Stream/River
-  Intermittent Stream
-  Road
-  Town Boundary

Pedestrian & Bicycle Infrastructure

Pedestrians are a part of every roadway environment and attention should be paid to their presence.

Sidewalks are the primary facility provided to meet their needs and care must be taken when designing a pedestrian network to account for all users.

These include children, the elderly, people with strollers, and pedestrians with physical and mental disabilities, including impairments that require the use of wheelchairs and other assistive devices.

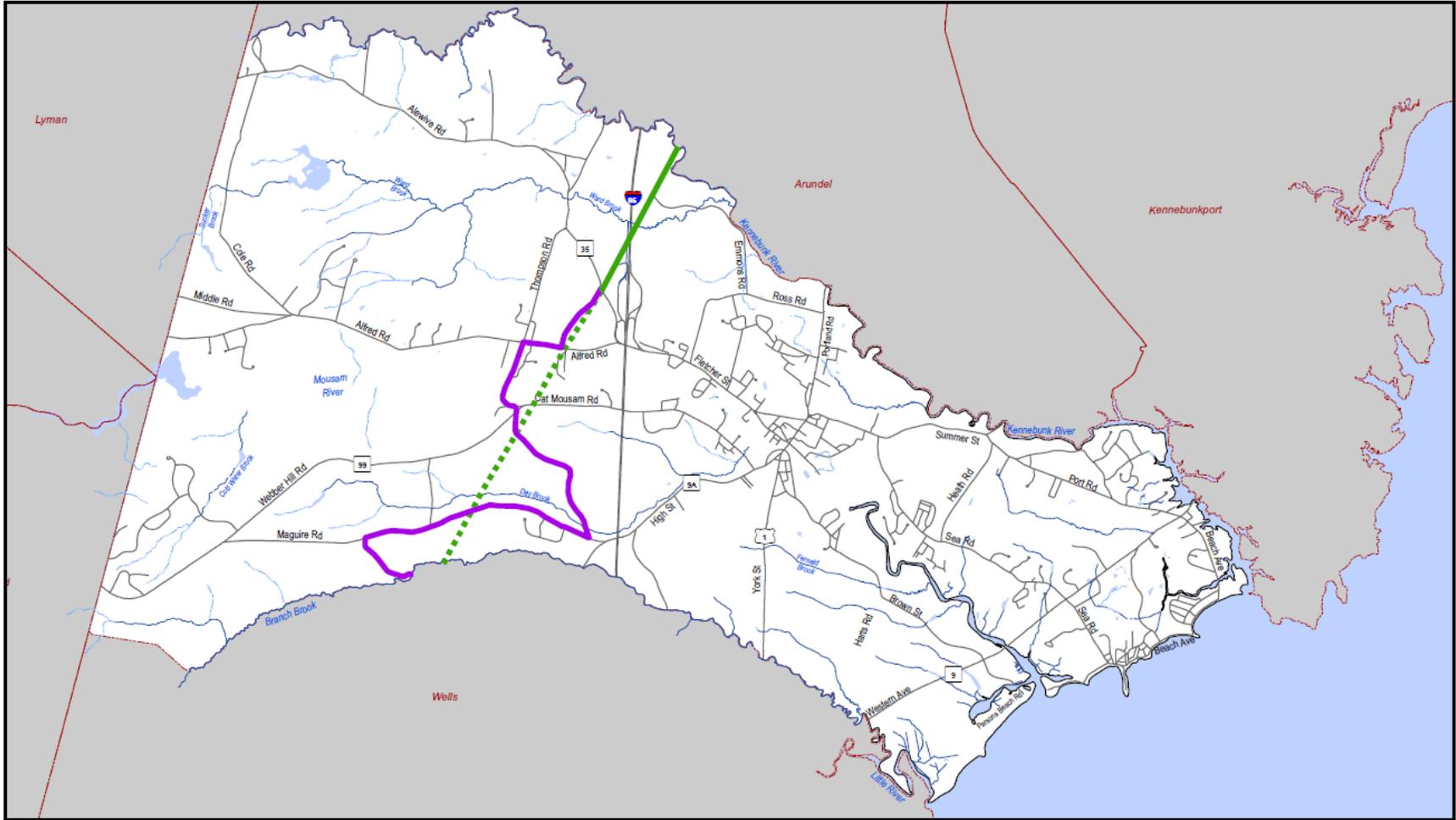
Pedestrian & Bicycle Infrastructure

Trails & Open Spaces

There are 2 major organizations that have created on-road and off-road trails in Kennebunk.

- Eastern Trail Alliance
 - Located on several local roads in the western portion of town before joining the off-road section of the trail just west of I-95 / Maine Turnpike. This off-road portion of the trail crosses the I-95 / Maine Turnpike on a new pedestrian bridge and continues until the border with the Town of Arundel.

- Kennebunk Land Trust
 - The Kennebunk Land Trust currently owns and maintains an impressive nine preserves spanning across the town. The map below was provided by the Kennebunk Land Trust and includes the location of the public trails in Kennebunk.



Data Sources:
 Town of Kennebunk
 Maine Office of GIS

Map Prepared by:
 
 Map Produced: April 2016



Town of Kennebunk, Maine Comprehensive Plan Eastern Trail

- Eastern Trail - Off Road
- Eastern Trail - On Road
- - - Eastern Trail - Proposed Off Road
- ~ Stream/River
- - - Intermittent Stream
- Road
- Town Boundary

Alternative Modes of Transportation

In Town Trolley:

- A guided tour of Kennebunk & Kennebunkport that operates during the Spring, Summer & Fall
- Spring & Fall – Tours leave the Trolley Stop in Dock Square every hour beginning at 10a. The last tour leaves at 3p
- Summer (July & August) – Tours leave the Trolley Stop in Dock Square every hour beginning at 10a. The last tour leave at 4p

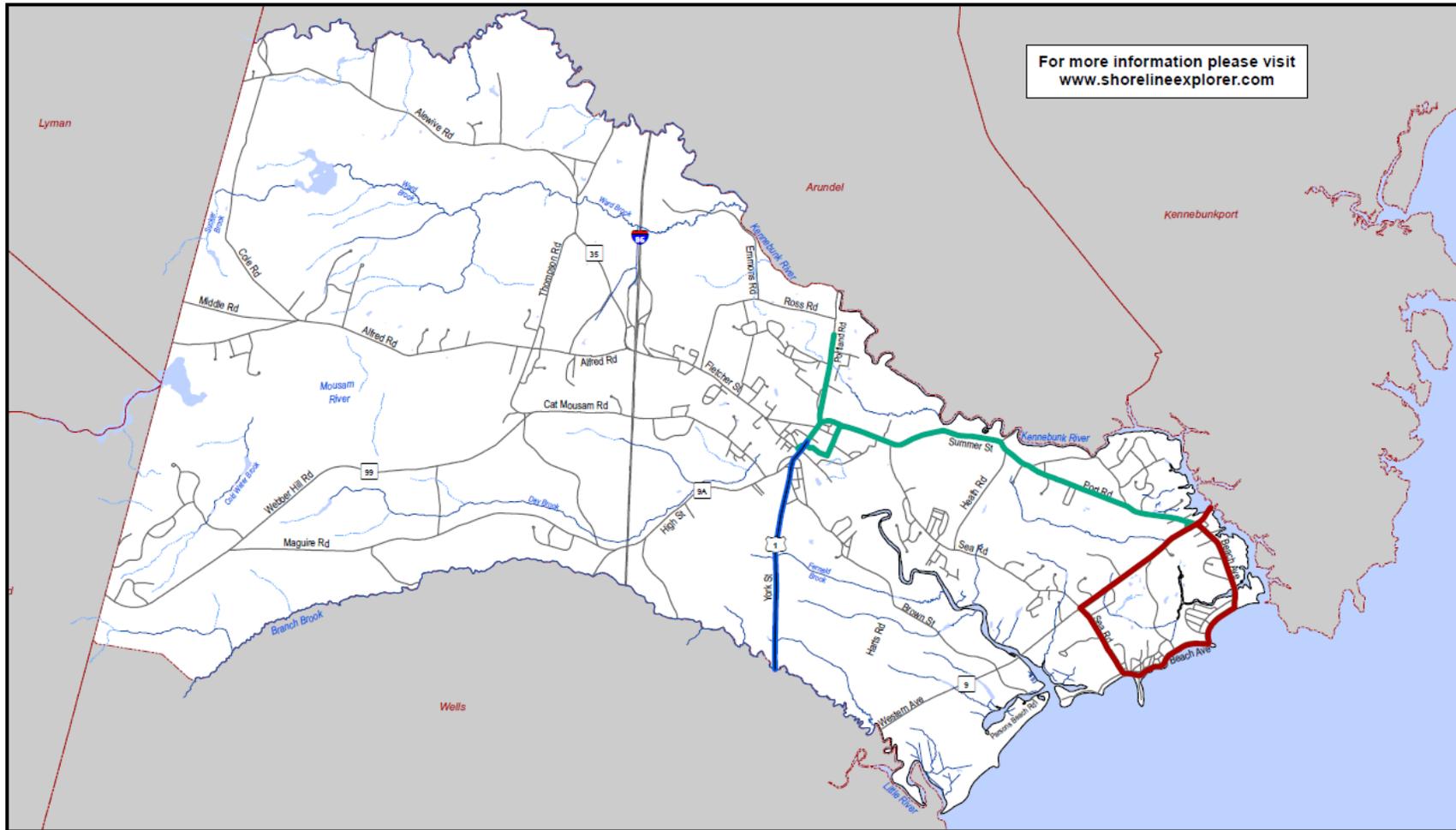
Friends in Service Helping (FISH) Transportation:

- The FISH program provides rides to seniors who need to get to medical appointments. Volunteers sign up to become FISH drivers at the Senior Center. Riders provide intake information to the Volunteer Coordinator at the Center who arranges the ride. There is no charge and riders do not need to be members of the Senior Center to use the service. They suggest to call five days in advance of the requested ride.

Alternative Modes of Transportation

York County Community Action Corporation (YCACC)

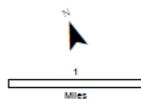
- Shoreline Explorer – Aqua Line operates during the summer, seven days per week, and runs between Downtown, the Lower Village, and the Kennebunk Beach. The Aqua Line runs 7 days per week from 10a – 10p
- Shoreline Explorer – Blue Line (4) provides seasonal service serving the towns of Kennebunk, Wells, and Ogunquit. It runs 7 days per week from 9a – 11p
- The “Local Rides” demand-respond service is offered on Wednesdays to the Biddeford area for shopping, medical, or other types of appointments. A 24-hour advance notice is required by calling YCACC to schedule the trip



For more information please visit www.shorelineexplorer.com

Data Sources:
Town of Kennebunk
Maine Office of GIS

Map Prepared by:
Spatial
SMPDC
Map Produced: April 2016



Town of Kennebunk, Maine Comprehensive Plan Alternative Transportation Routes (Seasonal)

- Intown Trolley (Privately Owned)
- Blue Line (YCCAC)
- Aqua Line (YCCAC)
- Stream/River
- Intermittent Stream
- Road
- Town Boundary

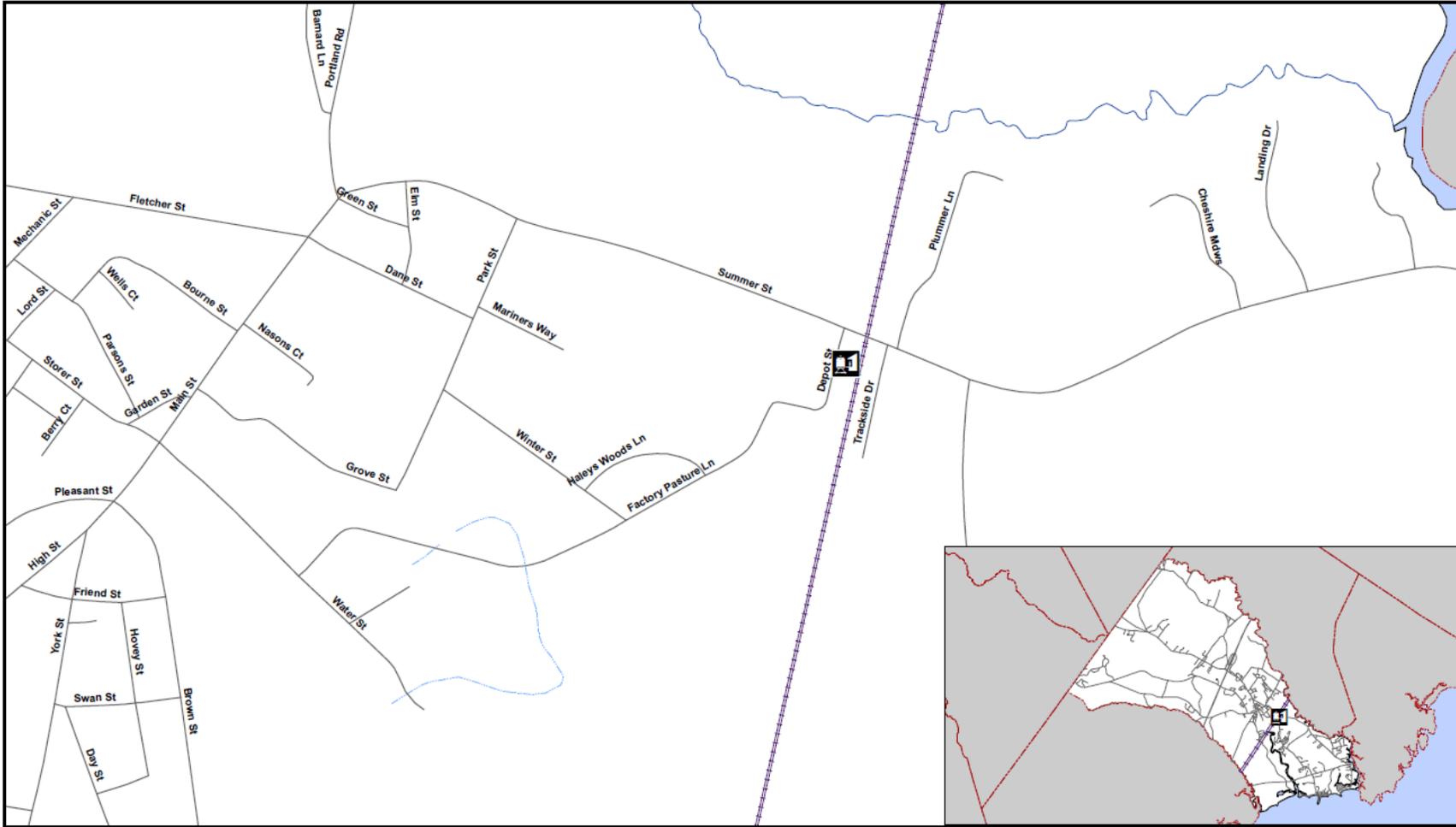
Alternative Modes of Transportation

There is currently no passenger rail service in Kennebunk.

The Amtrak Downeaster runs right through town and there is a new train station planned just east of downtown.

According to the MaineDOT 2016-2017-2018 Work Plan, the station should be completed in 2017 or 2018. The Amtrak Downeaster runs from Boston, Massachusetts to Brunswick.

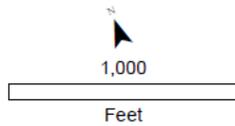
The new station will be located just south of the intersection of Summer Street and Depot Street, just east of the village.



Data Sources:
Town of Kennebunk
Maine Office of GIS

Map Prepared by:


 Map Produced: April 2016



Town of Kennebunk, Maine
Comprehensive Plan
Future Location of Amtrak Downeaster Station

-  Road
-  Amtrak Railroad
-  Town Boundary

Summary

Almost 81% of total workers commute to work alone

Nearly 31% of total workers commute between 11-24 minutes to work

Nearly 31% of total workers work right here in Kennebunk

The Maine Turnpike Authority is a major player

Traffic volumes trending down between 2007-2013

Between 2010-2015 there has been an increase in crashes by 18%

Ample amount of off-road facilities

Opportunity for Complete Streets Policy

Seasonal public transportation options

The new Amtrak Downeaster passenger service station is exciting

Summary – Survey Results

58.31% of respondents rated “walkability” as “highly important” to them

47.4% of the respondents rated “condition of sidewalks” as “highly important” to them

42.98% of the respondents rated “sidewalks” as “highly important” to them

38.4% of the respondents rated “bike lanes” as “highly important” to them

41.01% of the respondents rated “parking in Lower Village” as a high priority for public improvements

49.58% of the respondents rated “parking in Downtown” as a medium priority for public improvements

52% of respondents rated “parking in West Kennebunk” as a low priority for public improvements

Questions???

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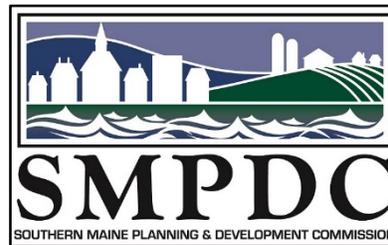
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Water Street (Before) - Saco



Water Street (After) - Saco



Water Street (Before) - Saco



Water Street (After) - Saco



Forest Avenue (Exit 6 Interchange) - Portland



Forest Avenue (Exit 6 Interchange) - Portland



Main Street - Kennebunk



Main Street - Kennebunk

Kennebunk Downtown Enhancement Phase 1- 2010

[VISITING NURSES ON LEFT looking up Main Street]



Main Street - Kennebunk

Project: Downtown Kennebunk Enhancement Project #1 Location: Main Street and Nasons Court looking north

