

SECTION 6: TRANSPORTATION INVENTORY

INTRODUCTION

The ability to travel easily to, through, and around Ogunquit is vital for citizens, visitors, and business owners. Aside from education, the town's largest expense is for the repair, reconstruction, and maintenance of the roadway network. This chapter describes the transportation options that are available in Ogunquit, current levels of use, and future needs.

Roadway Inventory

The roadway system in Ogunquit consists of one Federal-Aid primary state highway (Route 1), one state-aid roadway (Shore Road), town roads, and private ways. The Town is responsible for maintenance of almost 17 miles of road. In addition, there are approximately 1½ miles of private roads that are plowed and sanded during winter months. Figure 6-1 shows the town's roadway network. Reconstruction of Route 1 is listed in the Maine Department of Transportation's (MDOT's) 2002-2007 Six-Year Transportation Improvement Plan.

The Maine Turnpike passes through Ogunquit, but is not connected directly to the local roadway network. The Maine Turnpike Authority (MTA) conducted an interchange study in Ogunquit in the early 1990's. That study showed that there was not enough benefit from a new interchange to offset the environmental and social impacts in the area. The area is covered by wetlands, necessitating the need for a permit from the environmental regulatory agencies, which look closely at the traffic benefits versus the environmental impacts. The study found that a new interchange would improve access to the town, but would not decrease the volume of traffic on Route 1 since much of that traffic is Ogunquit bound and/or generated.

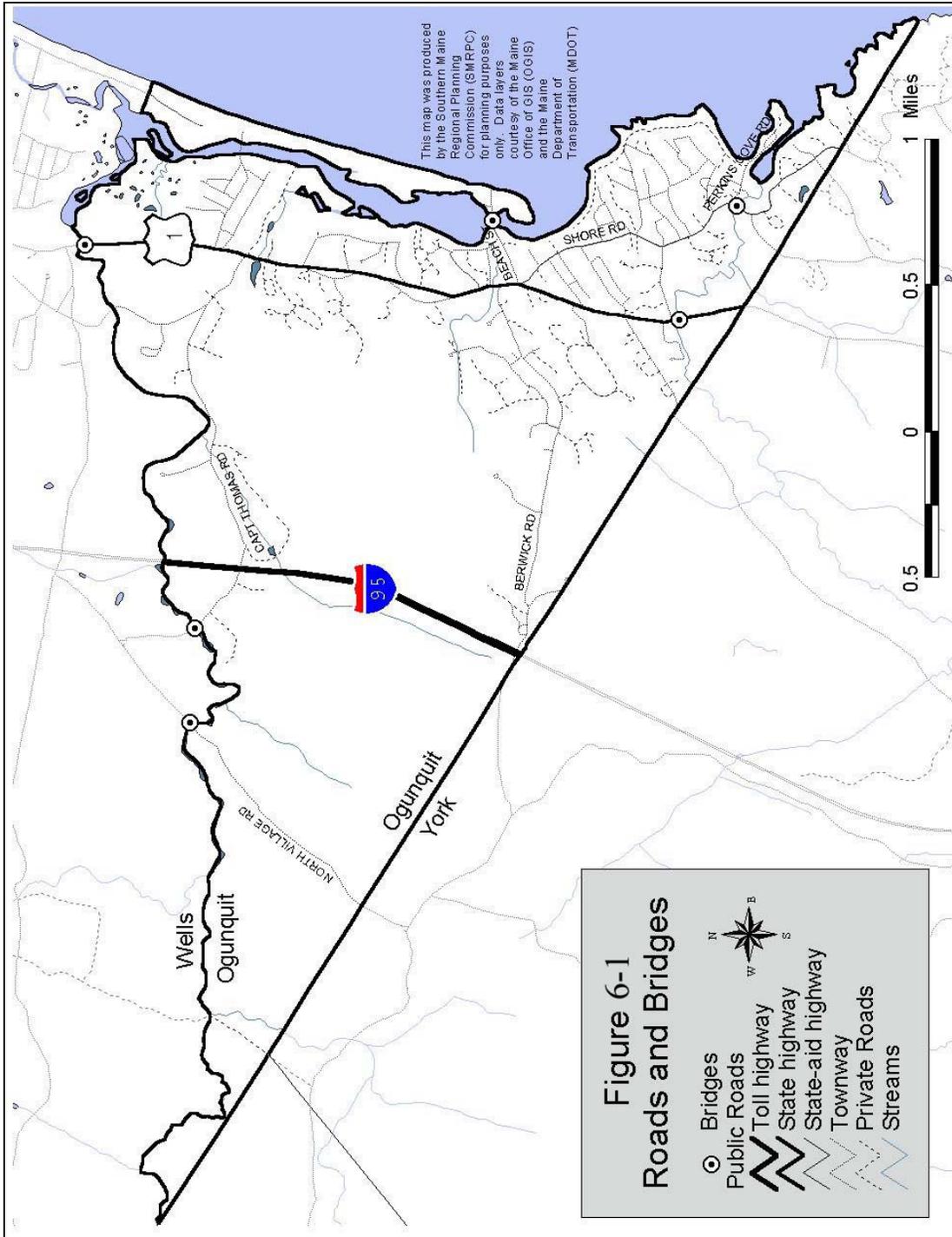
Bridge Inventory

There are eight (8) bridges that carry motor vehicles in town, including two that cross over the Maine Turnpike. The turnpike bridges are the responsibility of the Maine Turnpike Authority. For the remaining six (6) bridges, responsibility is determined by the Maine Department of Transportation's (MDOT's) Local Bridge Program, which became law in July of 2001. Bridges of at least 20 feet in length on town or state-aid roadways are the responsibility of MDOT. Minor spans, which are bridges that are at least 10 feet but less than 20 feet in length, that are on town roadways are the responsibility of the municipality. If a minor span is located on a state or state-aid roadway, maintenance responsibility falls with MDOT. As such, the Town of Ogunquit is not responsible for the maintenance of any of the publicly owned bridges illustrated in Figure 6-1. However, the town owns and maintains two pedestrian bridges.

The Maine Department of Transportation (MDOT) listed three bridge projects in the 2002-2007 Six-Year Plan. The Route 1 Bridge over the Ogunquit River is slated for widening. The North Village Road and Beach Street bridges over the Ogunquit River are both slated for

replacement. The Beach Street Bridge was also listed in the 2002-2003 Biennial Transportation Improvement Program (BTIP).

FIGURE 6-1



Traffic Volumes

The data in Table 6-1 was collected from MDOT's permanent traffic count station located on Route 1 just north of Captain Thomas Road. Between 1990 and 2000, the Annualized Average Daily Traffic (AADT) at this location increased almost 9%. The volume of traffic during the busiest months, July and August, actually decreased. Conversely, traffic volumes during the winter travel months and "shoulder" seasons before and after the summer peak period increased at a rate closer to Ogunquit's residential growth rate of 26% for the same ten-year period.

**TABLE 6-1
ROUTE 1 HISTORICAL TRAFFIC VOLUMES**

	1990	1995	2000	Change 1990-2000	% Change 1990-2000	Change 1995-2000	% Change 1995-2000
AADT	13,788	14,132	15,016	1,231	8.9%	887	6.3%
January	6,916	7,195	8,302	1,386	20.0%	1,107	15.4%
February	7,296	7,785	9,180	1,884	25.8%	1,395	17.9%
March	8,846	8,876	10,427	1,581	17.9%	1,551	17.5%
April	10,850	11,660	12,868	2,018	18.6%	1,208	10.4%
May	14,134	14,840	16,089	1,955	13.8%	1,249	8.4%
June	19,184	19,416	19,965	781	4.1%	549	2.8%
July	25,592	24,742	24,256	-1,336	-5.2%	-486	-2.0%
August	25,356	24,552	23,909	-1,447	-5.7%	-643	-2.6%
September	18,018	18,651	19,372	1,354	7.5%	721	3.9%
October	13,252	14,475	15,527	2,275	17.2%	1,052	7.3%
November	8,585	9,262	10,789	2,204	25.7%	1,527	16.5%
December	7,424	8,127	9,536	2,112	28.4%	1,409	17.3%

Source: Maine Department of Transportation

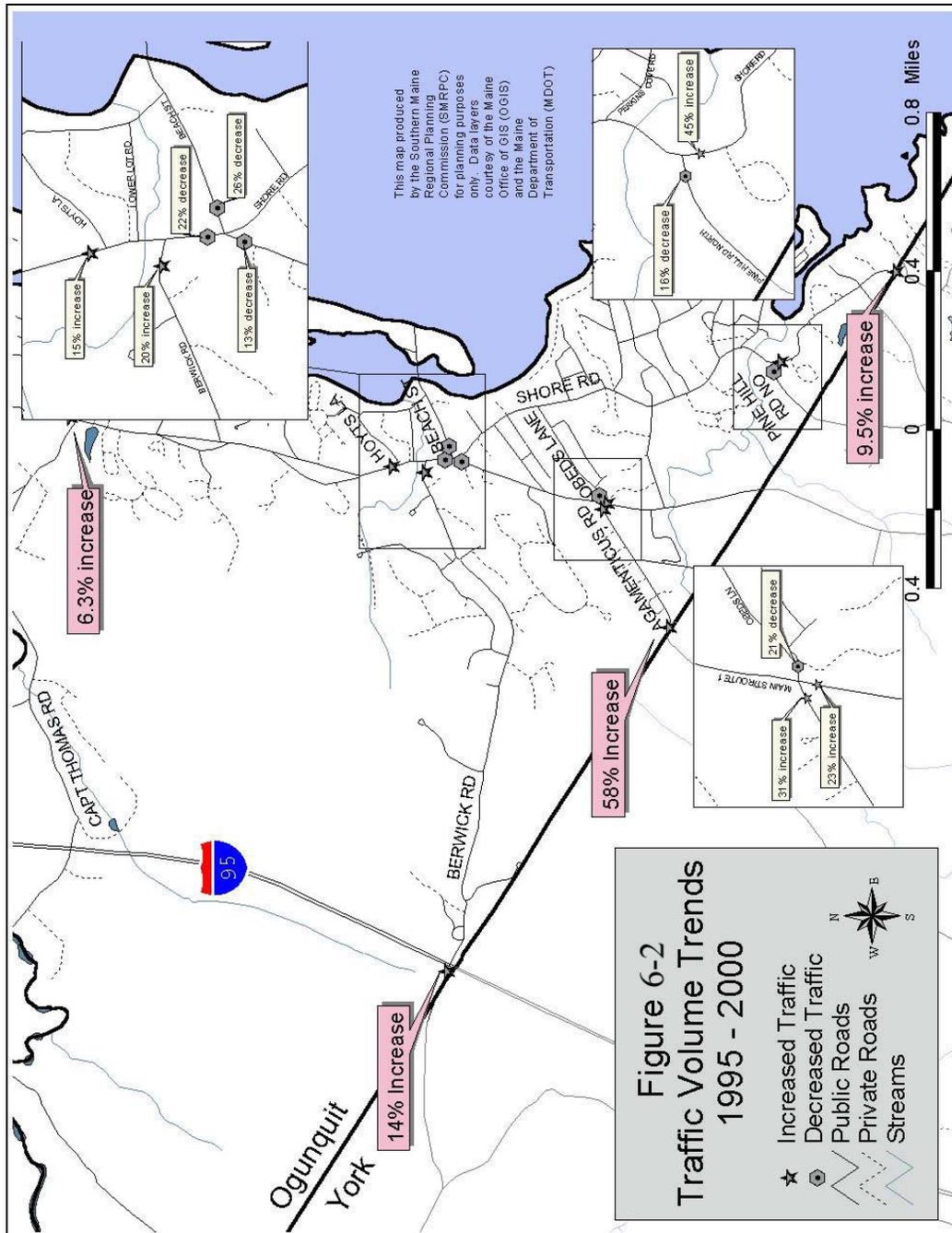
Anyone who has traveled along this stretch of roadway in July or August is familiar with the long line of backed-up cars approaching the town's main intersection (Route 1/Shore Road/Beach Street) from both directions. Drivers familiar with the area likely change their travel behavior during these months by consolidating trips or avoiding Route 1 altogether, resulting in the noted traffic volume decrease.

However, off-season data and traffic counts taken on other roads indicate that Ogunquit's roadway system continues to carry increasing traffic loads. Figure 6-2 illustrates changes in traffic volumes between 1995 and 2000. Traffic immediately adjacent to the intersection of Route 1, Shore Road, and Beach Street follows the same in-season pattern described above. Side streets, however, are carrying significantly more vehicles. Also, a 1998 study in Wells determined that heavy vehicles comprise 4-5% of Route 1's traffic volume.

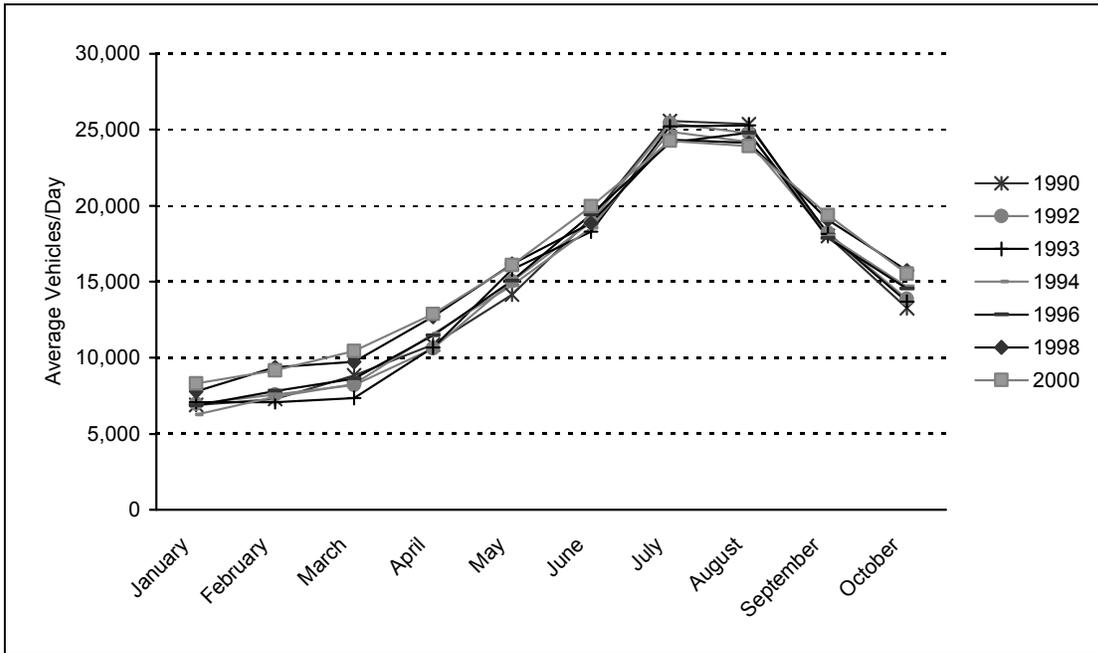
There has been discussion about the impact on traffic congestion through the center of Ogunquit stemming from toll changes on the Maine Turnpike. In 1993, the toll at York increased by \$0.25. In September, 1997 the Maine Turnpike Authority (MTA) changed its toll collection system from tickets with a rate-per-mile charge to barrier tolls resulting in a \$1.25 toll at York. In February, 1999, the toll increased to \$1.50. Figure 6-3 shows the

trends in traffic volumes on Route 1 north of Captain Thomas Road, which have been consistent throughout the toll changes.

FIGURE 6-2



**FIGURE 6-3
TRAFFIC VOLUME TRENDS 1990-2000**



Access Management

For improved safety and speed preservation along the state’s highways, the Maine Department of Transportation (MDOT) 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 MDOT. The rules regulate sight distance, corner clearance, spacing, width, setbacks, parking, drainage, and mitigation requirements.

The rules define mobility corridors as non-urban compact corridors that connect service centers and/or urban compact areas and carry at least 5000 vehicles per day along at least 50% of the corridor’s length. 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. All of Route 1 is considered a retrograde arterial.

High Crash Locations

The Maine Department of Transportation (MDOT) has identified the intersections of Route 1 with Shore Road and Beach Street and Route 1 with Berwick Road as High Crash Locations (HCLs). HCLs are intersections or road segments where 8 or more crashes with a Critical Rate Factor greater than 1.0 occur in a three-year period. The Critical Rate Factor (CRF) is the ratio of the actual crash rate to the expected rate (called the Critical Rate). The expected crash rate depends upon road type, vehicle miles traveled, and statewide crash ratios.

These two (2) intersections have been identified as HCLs since at least 1999 for the three-year periods of 1997-1999, 1998-2000, and 1999-2001. Each location was the site of 10-13 crashes during each three-year period. Additionally, some segments of Route 1 have continually been identified as HCLs with 8-13 crashes per three-year period. See Figure 6-4.

Pedestrian & Bicycle Facilities

Figure 6-5 shows the existing sidewalk network in the town of Ogunquit. As indicated, almost every major road within a one-mile radius of the center of downtown Ogunquit has a sidewalk. Agamenticus Road, Berwick Road, and Captain Thomas Road are the only three that do not, although Berwick Road does have a sidewalk within the ½-mile radius of downtown. Also notable, only small segments of Route 1 and Beach Street have sidewalks on both sides of the roadway.

Any segment of roadway having a paved shoulder of at least 4 feet in width is generally considered appropriate for bicycle travel. Roadway segments in Ogunquit meeting this criteria are represented in Figure 6-5. According to the Maine Department of Transportation's (MDOT's) policy for paving shoulders, any highway improvement, reconstruction, or pavement preservation project on Route 1 or Shore Road shall include paved shoulders because the Summer Average Daily Traffic exceeds 4000 vehicles. The construction of shoulders on other roadways would be the responsibility of the town. The 2002-2007 Six-Year Transportation Improvement Plan listed reconstruction of Route 1 in Ogunquit.

Ogunquit's Department of Public Works continues to be responsible for the care and maintenance of the Marginal Way, which is also depicted in Figure 6-5, during the summer months. The Marginal Way is a very popular walking trail along Ogunquit's scenic coastline. It is estimated that over a quarter of a million people use the trail annually. Besides taking advantage of the facility for recreation, many visitors and residents use the trail to walk to the beach and the downtown shopping area. A grant from the Maine Bureau of Parks and Lands Department of Conservation has made restoration of the Marginal Way possible. The Marginal Way Committee stated in the application, "Since the mid-1990s, invasive plants have taken over part of the trail at which pedestrian overuse has prevented less aggressive coastal plants to maintain a root-hold. ... The proposed trail-wide restoration planting under this grant would be to prune and manage invasive and inter-plant three types of replacement vegetation." Work was underway in 2002.

FIGURE 6-4

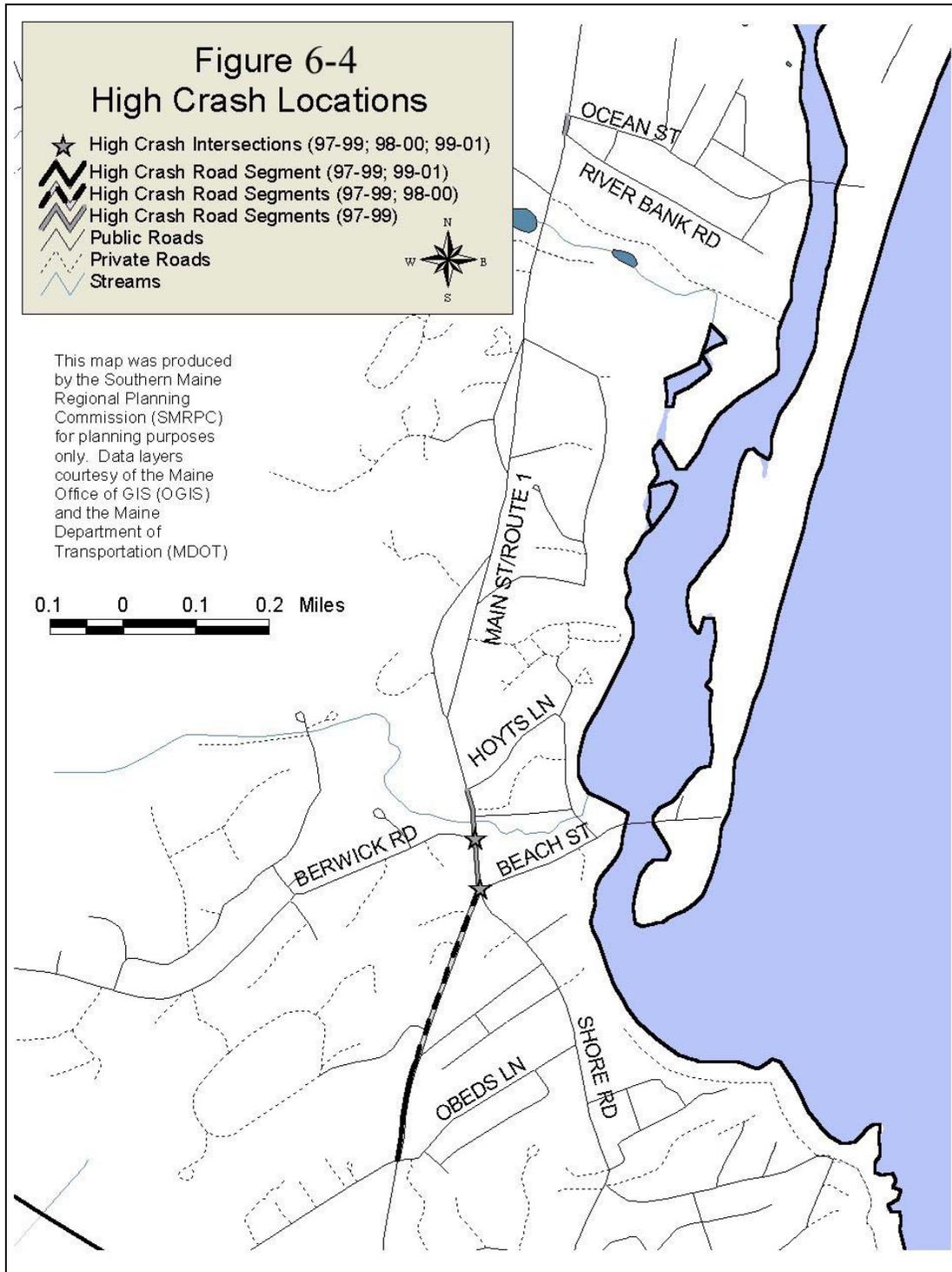
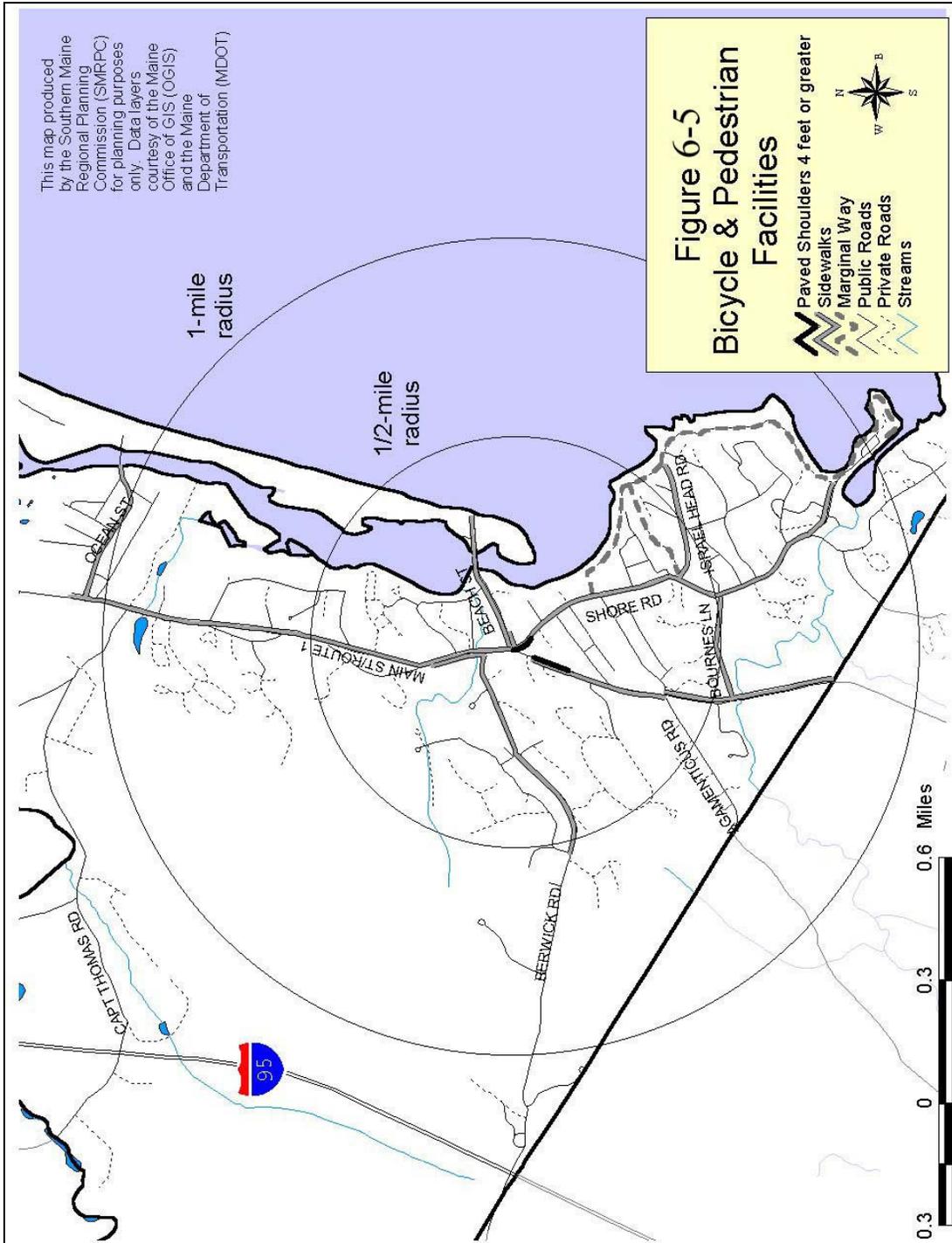


FIGURE 6-5



Vehicle Parking

Parking spaces in Ogunquit are at a premium and have been since at least 1970. According to town officials and a study on downtown parking conducted in 2000, over 1450 parking spaces are available downtown at seven (7) town-owned public parking lots, 19 on-street spaces, and five (5) privately owned commercial lots open to the public. Also, there is off-street parking reserved for customers at some businesses. In addition, public and private parking lots in the Perkins Cove area can hold approximately 500 cars and a privately owned lot open to the public is available on Route 1 just south of the downtown area. The locations of these lots are shown in Figure 6-6.

The most compelling finding from the 2000 study is that within 1300 feet of the Route 1/Shore Road/Beach Street intersection, there is enough supply to meet the demand based upon building use. Of course, there are still times that a visitor may not be able to find a place to park. For example, some of the parking spaces are not available on Sundays because they belong to churches. Also, during peak beach weekend hours, the Main Beach lot becomes full, which can result in traffic backups on Beach Street if the “Lot Full” sign is not yet in place or if drivers ignore the sign and try their luck at finding a spot recently vacated.

Local and Regional Passenger Transportation

A unique feature for a town the size of Ogunquit is its trolley service and manufacturing company. The town’s trolley system is expanded to eight trolleys at the peak period between the third week in June and Labor Day. Ridership has increased steadily by about 2-3% each year. Approximately a half-million rides were provided to adults between 1990 and 2000. Children under the age of 12 ride free. All trolleys operate the same 4-mile loop. The town of Wells also provides trolley service, and it is possible to make a connection between the two systems. Figure 6-6 shows the trolley route.

On Mondays, the York County Community Action Corporation (YCCAC) provides transportation to Wells for medical, shopping, and miscellaneous trips.

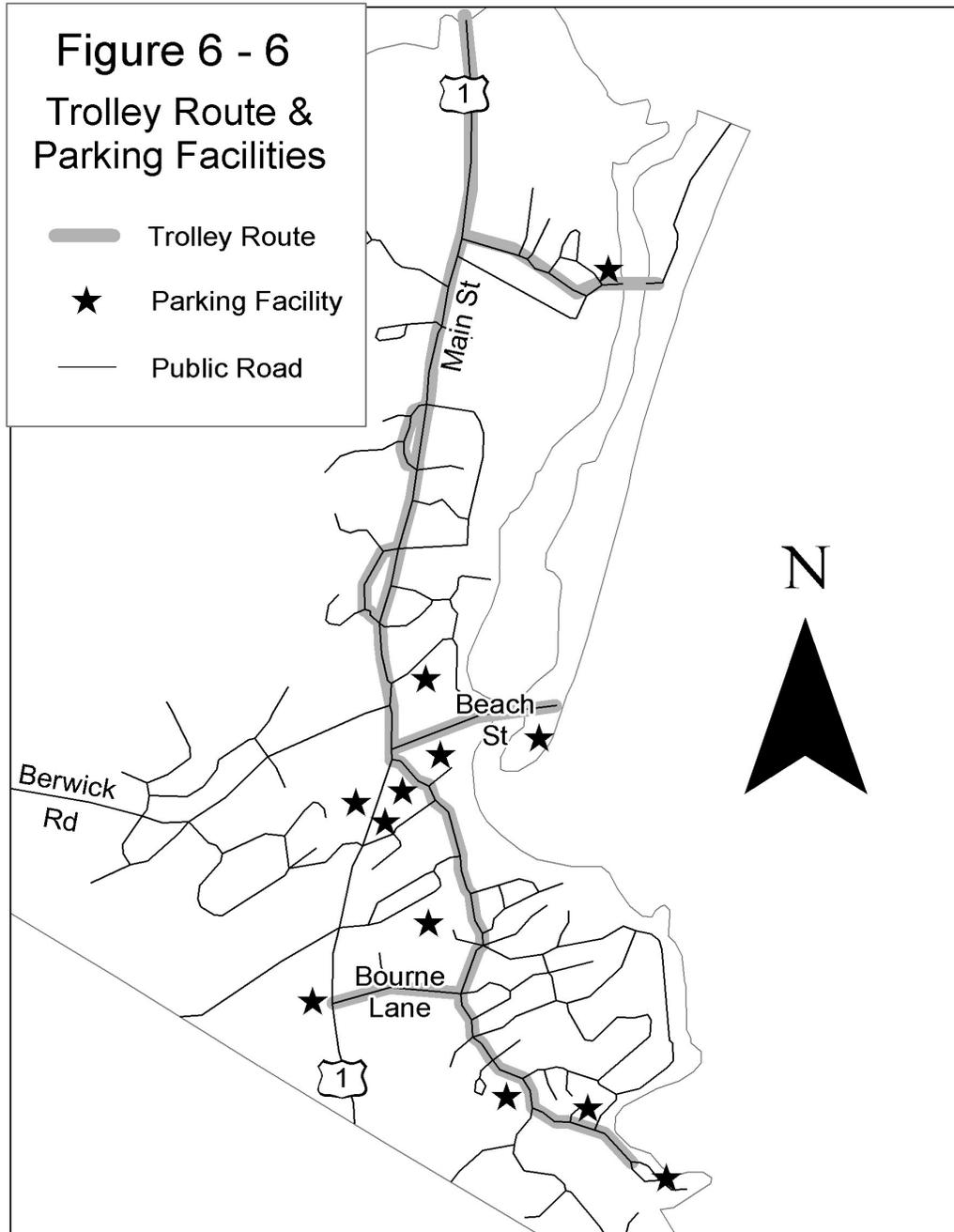
Interstate Passenger Service

Commercial bus service is available via Portsmouth and Portland, where connections may be made with C&J Trailways for travel to Boston Bangor, and Rockland. Greyhound Bus Lines affiliate, Vermont Transit, provides service to Boston via Portsmouth, and Bangor via Portland. Vermont Transit serves the destinations of Lewiston and Brunswick from Portland with stops at some towns along the route. Van service to regional airports is also available.

Amtrak provides the Downeaster passenger rail service between Boston and Portland with stops in Massachusetts, New Hampshire, and Maine. The nearest station to Ogunquit is the Wells Intermodal Transportation Center, at which the train stops four times daily heading north to Portland and four heading south to Boston. See Table 6-2. A taxi service is available at the station. Some places of lodging are also considering providing direct

transportation between their place of business and the train station for the convenience of their guests.

FIGURE 6-6



**TABLE 6-2
DOWNEASTER SCHEDULE**

680	682	684	686	<<Train #>>	681	683	685	687
Read Down								
6:05 AM	8:45 AM	2:00 PM	4:00 PM	Portland, ME	12:30 PM	2:45 PM	9:00 PM	1:45 AM
6:48 AM	9:28 AM	2:43 PM	4:43 PM	Wells, ME	11:43 AM	1:58 PM	8:13 PM	12:58 AM
8:50 AM	11:30 AM	4:45 PM	6:45 PM	Boston, MA	9:45 AM	12:00 PM	6:15 PM	11:00 PM

Since its inception in December 2001, the Downeaster service has been increasingly popular as shown in Table 6-3.

**TABLE 6-3
DOWNEASTER RIDERSHIP**

Month	Total Ridership
December*	14,071
January	20,235
February	25,824
March	25,119
April	29,628
May	24,039
June	25,704

*December figures represent only 17 days of operation.
Service began on December 15, 2001.

In a 1993 transportation impact study for a restored passenger rail service, Vanasse Hangen Brustlin, Inc. (VHB) predicted that 121 passengers would use the Wells station each day in the first year of service (1994 for that study). By 2010, it was expected that Wells would see 255 passengers per day. To date, 8.64% of the Downeaster ridership boarded or disembarked at the Wells Station, which translates to approximately 72 passengers per day, considerably less than that projected for the first year of service.

PLANNING IMPLICATIONS

Route 1 through Ogunquit is owned and maintained by the Maine Department of Transportation (MDOT) necessitating ongoing coordination between the Town of Ogunquit and MDOT. Coordination will be especially important during the design and reconstruction of Route 1, which is currently listed in MDOT’s 2002-2007 Six-Year Transportation Improvement Plan. Similarly, Shore Road is eligible for state funding for maintenance and reconstruction as needed.

The peak season traffic volumes on Route 1 have leveled out at approximately 25,000 vehicles per day, resulting in gridlock conditions on many hot summer days. This capacity restriction parallels Ogunquit’s parking capacity limits, effectively limiting the number of

day visitors to Ogunquit. However, gridlock conditions impede the movement of emergency vehicles through the downtown area, creating a safety hazard. Additionally, idling vehicles create more emissions than those moving at free flow conditions. Vehicle emissions have been linked to global warming and the rising sea level, which could have a devastating long-term effect on this small coastal community.

Historic traffic volumes on Route 1 indicate increasing travel in or through Ogunquit during the shoulder and off-seasons. Transportation management alternatives may vary depending on whether this is through-traffic or Ogunquit generated. An origin-destination survey could determine which scenario exists.

Many believe that drivers funnel their cars and trucks onto Route 1 rather than pay the toll at York, which covers the ride as far as the next barrier toll in Gray, about 60 miles north. For local traffic, the \$1.50 toll is perceived to be unfair. At the town-wide visioning session, Ogunquit citizens suggested that moving the barrier toll south to the state line or north to Wells or Kennebunk, moving the sign with the toll price north of the York exit, and/or installing variable message signs that compare traffic conditions of the turnpike versus Route 1 all have the potential for decreasing the volume of traffic traveling through Ogunquit.

Another suggested reason why travelers may be driving on Route 1 through Ogunquit instead of using the Maine Turnpike is the exit numbering system. Traveling north, a driver sees Exit 1 in Kittery after crossing the Piscataqua River at the Maine/New Hampshire border. From there, exit numbers increase to 4 at York then start over at 2 in Wells. For years, both northbound and southbound drivers have mistakenly exited the turnpike prematurely and utilized Route 1 to finish their trip. The interstate system will be renumbered. New exit numbers will correlate with the distance in miles from the Maine/New Hampshire border. This task is scheduled to be completed by the summer of 2003. It will be interesting to see if the change results in a decrease in traffic volume along Route 1 in Ogunquit.

In a town-wide survey, 79% of the respondents agreed with maintaining pressure on MDOT for traffic improvements, 64% agreed with undertaking a traffic study including some one-way alternatives, and 52% agreed with establishing one-way traffic movement on some roads during the summer, but only 30% felt the same way about discouraging both residents and visitors from driving in the downtown area during the summer.

Because of the retrograde arterial designation on Route 1, any new or changed driveways and entrances will have to follow the most stringent design standards. One standard that has the greatest potential effect is the minimum required distance between driveways and entrances. In the downtown section of Ogunquit, where there are already numerous driveways and entrances in close proximity to each other, a change of use that generates more traffic than an existing use may not be permissible under the Access Management Law.

The intersections of Route 1 with Shore Road and Beach Street, and Route 1 with Berwick Road have continually been identified as High Crash Locations (HCLs). The ability for vehicles to move safely through these intersections should be considered in the scheduled design and reconstruction of Route 1.

The location and design of both sidewalks and crosswalks is increasingly important as the average age of Ogunquit residents is increasing.

Sidewalks are provided on only one side of most major roadways within a ½-mile radius of downtown Ogunquit, which limits pedestrian capacity and creates reliance upon crosswalks. In a survey distributed to all tax payers and registered voters in Ogunquit, 64% agreed with building a sidewalk on the west side of Main Street, 71% with building one on the east side of Route 1 south, and 61% with providing sidewalks on both sides of the Beach Street bridge. Additionally, 72% indicated support for a five-year plan for sidewalk improvement and construction and 56% for acquiring property in the Village for sidewalk construction and traffic mitigation.

Ogunquit lacks adequate bicycle facilities. When Route 1 and Shore Road are reconstructed by MDOT, paved shoulders are eligible for consideration and funding. The construction and paving of shoulders on other roadways would be the responsibility of the town. In the town-wide survey, 72% of respondents agreed with providing pedestrian and bicycle facilities along major roads as they are reconstructed. Also, 59% of respondents agreed with developing an alternate route around the Village for bicyclists so they would not have to use Route 1.

It is estimated that over a quarter of a million people utilize the Marginal Way each year. As the maintenance of this trail is the responsibility of the town, ongoing support from the community is essential. In a town-wide survey, 66% of the respondents indicated support for a system of walking paths or trails.

The availability or lack of public parking in downtown Ogunquit is directly related to the number of day visitors that the town can effectively serve. Providing more daytime parking would be in conflict with this Comprehensive Plan's economic policy of encouraging its visitors to stay overnight.

Although Ogunquit has a trolley system in place during the peak travel months, rides are generally provided to people who have already driven to Ogunquit's downtown parking and/or businesses. Parking lots outside the downtown area served by public transit could alleviate some of the traffic that is hindered by the limited capacity of the Route 1/Shore Road/Beach Street intersection. In a survey distributed to Ogunquit's taxpayers and voters, 58% of the respondents agreed with constructing one or two satellite parking lots. Such satellite lots would also be appropriate places for tour buses to access Ogunquit. In fact, 85% of respondents in the town-wide survey agreed with regulating where tour buses are allowed to stop and where and for how long their engines are allowed to idle.

The Downeaster schedule is likely the reason for the lower-than-anticipated ridership at Wells. Day-trips from Boston to Maine are inhibited with the earliest train arriving in Wells close to noontime and the last one leaving before dinner. Conversely, someone traveling to Boston from Maine could get there before 9:00 AM and could leave to come home as late as 11:00 PM.