

**Town of Kennebunkport
Board of Selectmen's Meeting
January 24, 2013
Village Fire Station, 32 North St.—7 PM**

Minutes of the Selectmen Meeting of January 24, 2013

Selectmen attending: Stuart E. Barwise, Sheila Matthews-Bull, Allen A. Daggett, and D. Michael Weston

Others: Grace Adams, Barbara Barwise, Dan Beard, Bill Bray, Pat Briggs, Peter Ciriello, Carol Cook, Michael Davis, April Dufoe, Harvey Flashen, Werner Gilliam, John Gurski, John Hirst, David James, Maureen King, Kathryn Leffler, Arlene McMurray, Leo Martin, Larry S. Mead, Allen Moir, Carolyn Neish, Tracy Orzel, Michelle Powell, Craig Sanford, Karen Schlegel

1. Call to Order.

Chair Matthews-Bull called the meeting to order at 7:03 PM.

2. Approve the December 27, 2012, and January 10, 2013, selectmen meeting minutes.

Motion by Selectman Daggett, seconded by Selectman Barwise, to approve the December 27, 2012, selectmen meeting minutes. **Vote:** 3-0-1/Selectman Weston abstained because he was not present at that meeting.

Motion by Selectman Weston, seconded by Selectman Barwise, to approve the January 10, 2013, selectmen meeting minutes. **Vote:** 3-0-1/Selectman Daggett abstained because he was not present at that meeting

3. Public Forum (This is an opportunity for anyone who wants to address the Board of Selectmen with any issue that is not on the agenda).

There were no comments.

Item 8 was addressed next.

4. Public Hearing to consider a new application for a liquor license submitted by Peter W. Ciriello, Edgewater Hospitality, DBA The Edgewater Inn, 126 Ocean Avenue.

Chair Matthews-Bull opened the public hearing at 7:15 p.m.

Peter Ciriello stated that he had all of the certifications needed.

Chair Matthews-Bull closed the public hearing at 7:15 p.m.

Motion by Selectman Weston, seconded by Selectman Daggett, to approve the new application for a liquor license submitted by Peter W. Ciriello, Edgewater Hospitality, DBA The Edgewater Inn, 126 Ocean Avenue. **Vote:** 4-0.

5. Countersign the RSU 21 Warrant for the March 26, 2013, election: Amendment to the RSU cost-sharing distribution between Arundel, Kennebunk, and Kennebunkport.

The School Board has placed cost sharing on the ballot, which applies only to local costs above Essential Programs and Services (EPS) which is approximately 15% of the total budget. The other 85% of the school budget is set by the state. The proposed cost sharing formula consists of changes to the operating budget, capital budget including debt service, and the cost of debt obligations that remain from the former SAD 71. **(See Exhibit A for more information.)** The Board of Selectmen is required by law to countersign the RSU 21 Warrant.

Lengthy discussion followed. Chair Matthews-Bull explained the past history of the cost-sharing formula and pointed out the inequities such as representation on the School Board: Kennebunk has 6, while Kennebunkport and Arundel have only 3. Also, Kennebunkport taxpayers pay a greater share of school costs because although student population is lower in Kennebunkport the property valuations are higher. She said if Kennebunkport withdraws from the RSU, at least they will have more control.

David James said he checked other municipalities and all based their school cost-sharing formulas on property revaluations.

Dan Beard had questions about the cost-sharing formula ratios.

Motion by Selectman Barwise, seconded by Selectman Weston, to not support the proposed cost-sharing formula changes. **Vote:** 4-0.

At 7:47 PM, the Budget Board (Grace Adams, Barbara Barwise, Dan Beard, John Gurski, David James, Kathryn Leffler, Leo Martin, and Michelle Powell) convened.

Leo Martin was nominated chair and Grace Adams was nominated secretary.

6. Establish the Municipal Warrant for March 26, 2013, election.

a. Filling vacancy on Board of Selectmen.

This vacant seat was formerly held by Mat Lanigan. His term expires in June 2014.

Motion by Selectman Weston, seconded by Selectman Daggett, to approve item 1a. on the March 26, 2013, Town Meeting Warrant to fill a vacancy on the Board of Selectmen for a term expiring in June 2014. **Vote:** 4-0.

b. Question on proceeding with the process to consider withdrawal from RSU 21.

Chair Matthews-Bull read Question 1 on the March 26, 2013, Town Warrant: **Do you favor filing a petition for withdrawal with the Board of Directors of Regional School Unit #21 and with the Commissioner of Education, authorizing the withdrawal committee to expend \$30,000 and authorizing the Selectmen to issue notes in the name of the Town of Kennebunkport or otherwise pledge the credit of the Town of Kennebunkport in an amount not to exceed \$30,000 for this purpose?**

A citizen petition submitted to the Town Clerk initiated this process. If passed by the voters, the Board of Selectmen are required by the state to appoint a three-person committee to draft a plan for withdrawal from the RSU. The withdrawal plan is then submitted to the RSU 21 School Board and Commissioner of Education for review. After review, the approved final plan is sent to the Town's voters. It requires a two-thirds majority vote to be implemented. The Referendum Question must include the costs associated with the withdrawal plan and both the Selectmen and Budget Board are required to vote on whether to appropriate funds for the purpose of considering withdrawal.

Motion by Selectman Daggett, seconded by Selectman Barwise, to approve Question 1 to be placed on the March 26, 2013, Town Meeting Warrant. **Vote:** 3-1. Selectman Weston opposed.

Initially, the Budget Board voted 6-2 to support the appropriation of \$30,000 to fund the withdrawal plan. After discussion, the Budget Board re-voted 4-4.

David James added that previously a committee was formed to examine withdrawing from the RSU and the committee reported that withdrawal could cost the Town more money.

c. Consider a 13-year contract with Casella, Inc. for disposal of Town's solid waste.

Motion by Selectman Barwise, seconded by Selectman Daggett, to approve **Question 2 Ratification of Waste Handling Agreement** for the March 26, 2013, Town Meeting Warrant. **Vote:** 4-0.

7. Consider budget items.

a. Discuss the budgetary effect of the Governor's proposed state budget.

Town Manager Larry Mead explained that the Governor's proposed two year budget taps into state revenue shared with municipalities. He said that because Kennebunkport does not get much state aid, the most it could impact the Town is by reducing revenue by less than 10% or \$100,000. Some of the cuts in revenue sharing are: excise tax on large commercial vehicles, and eliminating the circuit breaker program and Homestead exemptions for those under 65.

b. Consider whether to pay the cost of the York County 6-month supplemental budget in one budget year or over five budget years.

Mr. Mead said the York County Commissioners have voted to change the budget from using a calendar year to a fiscal year. This change requires the towns in York County to absorb the cost of the transitions in the assessments. Two options are offered by the County: towns can pay one lump sum (\$487,872 for Kennebunkport) in fiscal year 2014 or pay five equal installments of the next five fiscal years, plus interest costs (approximately \$100,000 plus interest for Kennebunkport). Mr. Mead recommends spreading the payments over five years because borrowing rates are low.

Motion by Selectman Barwise, seconded by Selectman Weston, to follow the Town Manager's recommendation to spread the county payments to over the next five fiscal years, plus interest. **Vote:** 4-0.

The Budget Board adjourned at 8:20 PM.

8. Consider Rotary Club's request for renaming Beachwood Park.

This item was addressed after item 3.

Parks and Recreation Director Carol Cook explained that the Kennebunk Portside Rotary club has donated money and volunteered many hours of service to the maintenance and improvement of Beachwood Park. They even have a five-year plan to continue to do semiannual park clean-ups in the spring and fall. She gave a Powerpoint presentation of how the park looked before and after improvements made by the Rotary Club. She would like to recognize their continued dedication by renaming Beachwood Park to Rotary Park at Beachwood.

Chair Matthews-Bull thanked the Rotary for their hard work and dedication to maintaining Beachwood Park.

Motion by Selectman Barwise, seconded by Selectman Daggett, to rename Beachwood Park to Rotary Park at Beachwood. **Vote:** 4-0.

Item 4 was addressed next.

9. Consider using Massachusetts Fire Chief's Association bid process to purchase fire truck.

Fire Chief Allan Moir explained that the Fire Chiefs' Association of Massachusetts (FCAM) has an apparatus purchasing program modeled after the Council of Governments (COG) in Portland. He said it appears to be cheaper to use their bid process. The City of Biddeford used their bid process when purchasing a fire truck and saved \$200,000. He checked with other municipalities and found out it also saves time. He said this program requires membership costing approximately \$70 or \$80, which will not be an issue for Kennebunkport because David Chisholm is already a member.

Motion by Selectman Barwise, seconded by Selectman Daggett, to follow Fire Chief Moir's recommendation to use the FCAM apparatus purchasing program's bid process. **Vote:** 4-0.

10. Award bid for purchase of Sewer Department safety equipment.

Sewer Superintendent Allan Moir said Workers Compensation requires the Town to have a way of rescuing someone from the aeration tanks. He recommended awarding the bid for safety equipment to the low bidder Safe Approach because they can supply all of the equipment he needs.

Motion by Selectman Weston, seconded by Selectman Barwise, to approve the purchase of safety equipment from Safe Approach at a cost of \$9,314.25. **Vote:** 4-0.

11. Accept donations to the Kennebunkport Public Health Department from Anonymous donors in the amount of \$2,000, and \$5,000 to be dedicated to providing emergency fuel, food, medication for residents in need.

Motion by Selectman Daggett, seconded by Selectman Barwise, to accept with thanks the anonymous donations to the Kennebunkport Public Health Department in the amount of \$2,000, and \$5,000 to be dedicated to providing emergency fuel, food, medication for residents in need. **Vote:** 4-0.

12. Presentation of traffic study data on pedestrian and vehicular traffic at Union Square.

Mr. Mead said last spring he brought forward suggestions to improve the congestion problem on Ocean Avenue where it intersects with Union Street. The Board asked him to hire a traffic engineer to conduct a traffic study on pedestrian safety at Union Square and to include days with different weather conditions such as rainy and sunny days. He hired traffic engineer Bill Bray and asked him to also look at traffic on Cross Street.

Mr. Bray collected data and presented a report to the Board with maps of several alternatives to improve pedestrian safety. He said motorists were driving slow when he performed the traffic study so he saw few conflicts between pedestrians and motorists. His objectives were to:

1. Provide a well defined pedestrian area.
2. Reduce pinch points.
3. Make sure sidewalks comply with highway and ADA standards.

Below are the alternatives quoted from his report:

Alternative 1:

Relocate telephone poles to the northeast side of Ocean Ave to provide more sidewalk room and to remove an impediment to trucks turning.

Widen crosswalks from 4' to 8' to provide an improved visual landmark for both pedestrians and drivers.

Add sidewalk on the Ocean Ave entrance of the honor parking lot. This will define the entrance and channel vehicles entering and exiting, and provide a safer and directed path for pedestrians walking towards Union Street.

Add granite curbing around the Union Street corner to better separate vehicles and pedestrians.

Relocate the bollard street marker at the corner of Spring and Ocean in order to allow a safer turning radius for large vehicles.

Alternative 2:

All of the steps in Alternative 1; plus,

Widen boardwalk on southwestern side of Ocean Avenue to 5 ½ feet (currently 3 ½ feet at its narrowest point. Add granite curbing to protect sidewalk from vehicle tires.

Define the turning radius at the pinch point near Spring Street.

Create a pedestrian refuge at the corner near the Alano shop going towards the entrance of the Landing restaurant.

Shift the pavement markings on Ocean between Spring and Union.

Alternative 3:

All of the steps in Alternatives 1 and 2; plus,

Reduce the pavement width at the corner of Union and Ocean and create a pedestrian refuge with a grassy area close to the honor parking lot.

Prohibit right turns from Union on to Ocean.

Prohibit left turns from Ocean on to Union

Create a large textured pedestrian crossing at the corner of Union and Ocean.

Alternative 4:

All of the steps in Alternatives 1, 2 and 3; plus

Make Ocean Avenue a one-way street from Spring going towards Union.

Make Union Street a one-way street from Ocean going towards Maine Street.

Significantly widen the boardwalk on Ocean Avenue.

Create a sidewalk in front of the Mountain Tops store on Ocean Avenue.

Cross Street Improvements

In addition staff is recommending that Cross Street be improved to widen the travel lane and to better define the sidewalk on the northwest side of the street. These improvements would allow the creation of a loading zone area for deliveries to Dock Square businesses, while still facilitating the boarding of passengers on busses and motor coaches. Directing delivery vehicles to Cross Street would improve pedestrian and vehicle flow near Union Square. The improvements would also provide a more attractive streetscape on Cross Street for the visitors who travel to Kennebunkport by motor coach.

Discussion followed with the Selectmen supporting different alternatives:

- Selectman Barwise – alternatives 1 to 3.
- Selectman Daggett – Cross Street improvements.
- Selectman Weston – alternative 3 regarding no right turns from Union onto Ocean, and no left turns from Ocean onto Union.
- Chair Matthews-Bull-not in favor of moving traffic on Union Street so there is congestion in front of the Nott House.

Mr. Mead said they could try implementing these alternatives for one year. He will send out a mass mailing to residents in the area to advertise when there will be another traffic study presentation.

When asked for his opinion, Police Chief Sanford liked alternative #4 for safety reasons.

13. Consider authorizing the Town Manager to expend funds from the administrative contingency account for expenses related to the implementation of the Goose Rocks Beach Ordinance.

Mr. Mead said with the passage of the Goose Rocks Beach Ordinance, the Town has the obligation of beginning beach patrols two weeks earlier.

Motion by Selectman Barwise, seconded by Selectman Daggett, to appropriate funds not to exceed \$30,000 for expenses related to the implementation of the Goose Rocks Beach Ordinance. **Vote:** 4-0.

14. Other business.

Selectman Weston would like to have a Selectmen candidates' night.

Mr. Mead added that when the Town Clerk receives all of the paperwork from the interested candidates, a candidate night could occur between February 11 and March 26. He said he would check to see when a moderator is available.

Chair Matthews-Bull mentioned that Kennebunkport is on the top 10 list for one of the happiest seaside towns in "Coastal Living" magazine. She said people can vote for Kennebunkport at www.coastalliving.com/travel/happiest-seaside-town.

Mr. Mead said information on the Union Square traffic issue and RSU #21 issues will be posted on the Town's website.

15. Consider the January 24, 2013, Treasurer's Warrant.

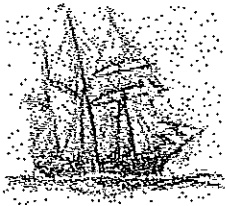
Motion by Selectman Weston, seconded by Selectman Barwise, to approve the January 24, 2013, Treasurer's Warrant. **Vote:** 4-0.

16. Adjournment.

Motion by Selectman Weston, seconded by Selectman Barwise, to adjourn. **Vote:** 4-0.

The meeting adjourned at 9:20 PM.

Submitted by Arlene McMurray, Administrative Assistant



Maine Regional School Unit 21
The Schools of Arundel, Kennebunk, and Kennebunkport

"Preparing responsible, contributing citizens in a global society."

Cost Sharing in RSU 21
Impact of Proposed Changes
November 28, 2012

On May 29, 2012, the RSU 21 Cost Sharing Committee, comprised of three members from each of the three member municipalities in the district, considered several changes of significance to the district's cost-sharing formula. In reviewing how those changes impact the local taxpayer, it is important to remember that these changes only apply to that portion of the budget that is above the state's "Essential Programs and Services (EPS)" model. For the 2012-2013 fiscal year (FY13), the total school budget is \$35,888,934, and the portion of the RSU budget that is above EPS is \$5,288,353, or 14.7%.

Part 1: That the district will share over EPS costs using a weighted formula based 90% on state value (SV) plus each town's tax increment financing (TIF) districts' captured assessed value and 10% on pupil count.

Impact: Because Kennebunkport has a higher ratio of property values to pupil count than Arundel and Kennebunk, this shift causes a greater burden of over EPS costs to be borne by Kennebunkport. The following table illustrates this shift if it were to occur in FY13, though it is important to note that any change, if approved by the voters, will not occur until FY14.

Table 1: Impact of shift to 90/10 formula for over EPS costs

	Current Assessment based on 60% SV 40% Pupil Count	Current Mil Rate on over EPS costs	Proposed Assessment based on 90% SV + TIF and 10% Pupil Count	Proposed Mil Rate on over EPS costs	Change in Mil Rate
Arundel	780,561	\$2.05	570,613	\$1.50	(\$0.55)
Kennebunk	2,800,183	\$1.48	2,594,995	\$1.38	(\$0.10)
Kennebunkport	1,707,609	\$0.94	2,122,745	\$1.17	\$0.23

In summary, this shift would lower the annual tax bill of an Arundel resident by \$55 for each \$100,000 in assessed property value and would lower the tax bill of a Kennebunk resident by \$10 for each \$100,000 of assessed property value. In Kennebunkport, the annual tax bill would increase by \$23 for each \$100,000 of assessed property value.

Part 2: That the district will share any new local-only debt based 100% on state value (SV) plus each town's tax increment financing (TIF) district's captured assessed value.

Impact: To forecast the impact of this proposal is not as straightforward as Proposal 1, simply because the cost of future debt has not yet been determined. However, we can consider current estimates that are being discussed by the RSU Board for work that is proposed at Kennebunk High School (\$54M), Arundel's Mildred L. Day School (\$4M), and Kennebunkport Consolidated School (\$9.8M). Under the current cost-sharing formula, these costs would be shared on the same formula as all other over EPS costs -- using a formula based 60% on SV and 40% on pupil count. Table 2 illustrates the impact of these building projects if they were to occur in current conditions (using FY13 SV, pupil counts, construction estimates, and bond rates) for the highest year of repayment. (Note: The second year of each 20-year bond is the highest year of repayment, with the payment decreasing each year thereafter.)

Table 2: Impact of shift to 100% SV + TIF for future non-state funded debt service in highest year of repayment

	Current Assessment based on 60% SV 40% Pupil Count	Current Mil Rate on construction costs	Proposed Assessment based on 100% SV + TIF	Proposed Mil Rate on construction costs	Difference in Mil Rate
Arundel	881,344	\$2.34	570,115	\$1.51	(\$0.83)
Kennebunk	3,161,087	\$1.67	2,824,905	\$1.50	(\$0.17)
Kennebunkport	1,927,359	\$1.06	2,574,770	\$1.42	\$0.36

To summarize, if the RSU were bonding these projects in the current year using the existing cost-sharing formula, an Arundel resident could expect an increase of \$234 for every \$100,000 of property value during the highest repayment year (year 2). If the cost-sharing formula is changed, Arundel residents would see an increase of \$151 per \$100,000, or approximately \$83 less per \$100,000 than experienced under the current formula. In Kennebunk, residents would pay \$17 less per \$100,000 of assessed value under the new formula than they would under the existing formula, while Kennebunkport taxpayers would experience a greater impact; an increase of \$36 per \$100,000 of assessed property value under the new formula. As shown in Table 2, this proposal creates a situation in which the impact in each town is between \$142 and \$151 per \$100,000 of assessed value.

Part 3: That the school closure language be edited to further protect elementary schools in Arundel and Kennebunkport.

Impact: By adjusting the language in our local cost-sharing agreement, the district is clarifying and upholding the intent of the original document to reduce the likelihood that the RSU Board would vote to close the elementary school in either Arundel or Kennebunkport. This language creates an adjustment in the sharing of costs, essentially holding either of these municipalities harmless if they were to vote – as is their prerogative – to keep the school open even if the RSU Board voted to close it. Rather than forcing that municipality to pay the additional costs of keeping the school open, this language distributes costs across all three towns just as it would if the Board had not voted to close the school.

Part 4: That the portion of pre-existing debt from the former MSAD 71 school district that was disputed during the 2010-2011 cost-sharing review be shared equally by Kennebunk and Kennebunkport.

Impact: During the formation of the RSU, MSAD 71 brought into the district pre-existing debt for the construction of the Middle School and Kennebunk Elementary School. A lack of clarity in the review of the charter document led to a dispute over approximately \$351,500 that will be paid by Kennebunk in FY14 – an amount that is reduced each year until the bonds for these projects are paid off in 2025. Table 3 provides an estimate of the impact of this proposal given the current conditions.

Table 3: Impact of proposal to split disputed local-only, pre-existing debt service from MSAD 71

	Current Share – FY14	Current Mil Rate	Proposed Share – FY14	Proposed Mil Rate	Change in Mil Rate
Kennebunk	1,495,820	\$0.79	1,320,063	\$0.70	(\$0.09)
Kennebunkport	389,984	\$0.21	565,741	\$0.31	\$0.10

To summarize, splitting this portion of the pre-existing debt service would lower the annual tax bill of a Kennebunk resident by \$9 per \$100,000 of assessed property value, while increasing the annual tax bill of a Kennebunkport resident by \$10 per \$100,000.

Part 5: That tax increment financing (TIF) districts' captured assessed value be included in each municipality's share of the district's total assessed value.

Impact: These TIF districts, being used more aggressively by Kennebunk than the other two towns, are subtracted from the town's state valuation, thereby lowering the town's share of the over-EPS costs. The current estimated value of TIF districts in Kennebunk used to determine Kennebunk's 2011 state valuation is \$33 million, while there are no TIFs in Kennebunkport and Arundel. Table 4 illustrates the impact of this proposal given current conditions, and a change in the mil rate if the RSU's FY13 budget was allocated based on this proposed change.

Table 4: Impact of including TIF districts to determine municipal shares of total valuation

	Current SV	Share (%) of total district valuation	Proposed total valuation (SV + TIF)	Proposed share of total district valuation	% Change	Change in Mil Rate for FY13
Arundel	429,150,000	9.6	429,150,000	9.5	(1.0)	(\$0.006)
Kennebunk	2,126,200,000	47.3	2,159,063,620	47.7	0.9	\$0.007
Kennebunkport	1,938,250,000	43.1	1,938,250,000	42.8	(0.7)	(\$0.006)

To summarize, this proposal would lower the tax rate in Kennebunkport and Arundel by approximately \$0.60 per \$100,000 of assessed value, while increasing the rate in Kennebunk by approximately \$0.70 per \$100,000.

Part 6: That the next scheduled review of the cost-sharing agreement would take place in fiscal year 2017.

Impact: By delaying the next scheduled date of review, this proposal provides adequate time for the cost-sharing agreement to be implemented and analyzed and reduces the opportunity for conflict within the district. The agreement could be reviewed if called for by a petition of voters or by a majority of the RSU Board, but this proposal would delay any scheduled review until 2017.

SUMMARY

If all current conditions remained in place and the construction projects were approved at the highest current estimated projections, the mil rate in each town would be impacted as follows:

	EPS	CONSTR.	OLD DEBT	TIF	TOTAL
ARUNDEL:	(0.55)	1.51	-	(0.006)	0.954
KENNEBUNK:	(0.10)	1.50	(0.09)	0.007	1.317
KENNEBUNKPORT:	0.23	1.42	0.10	(0.006)	1.744

TOWN OF KENNEBUNKPORT
Memorandum

January 22, 2013

TO: Members of the Board of Selectmen
FROM: Larry Mead, Town Manager



ITEM 12: PEDESTRIAN AND VEHICULAR TRAFFIC STUDY AT UNION SQUARE

The Board of Selectmen authorized a study by Traffic Engineer Bill Bray of the pedestrian and vehicular traffic at the intersection of Ocean Avenue and Union Street. Mr. Bray collected data and made field observations this past August. His work documented through data what is evident to Kennebunkport residents; the summer congestion at the intersection caused by the presence of large numbers of pedestrians and vehicles.

I have attached two diagrams for your information showing the volume of traffic, one for pedestrians and one for vehicles. The data was collected by field observation on two different days in August between the hours of Noon and 4PM. In addition to field observation automatic vehicle counters were placed on Cross Street and on Union Street for a 10-day period to record 24 hour vehicular counts. There is a summary tabulation for both of these streets attached as well.

Based on the data collection and on his personal field observation Mr. Bray has provided for your consideration four alternatives to improve pedestrian and vehicular traffic. **I suggest that the Board receive and discuss the alternatives on Thursday night, and subsequently schedule a public hearing for a later date to invite comments and suggestions on the alternatives from residents and business owners.**

Alternative 1:

Relocate telephone poles to the northeast side of Ocean Ave to provide more sidewalk room and to remove an impediment to trucks turning.

Widen crosswalks from 4' to 8' to provide an improved visual landmark for both pedestrians and drivers.

Add sidewalk on the Ocean Ave entrance of the honor parking lot. This will define the entrance and channel vehicles entering and exiting, and provide a safer and directed path for pedestrians walking towards Union Street.

Add granite curbing around the Union Street corner to better separate vehicles and pedestrians.

Relocate the bollard street marker at the corner of Spring and Ocean in order to allow a safer turning radius for large vehicles.

Alternative 2:

All of the steps in Alternative 1; plus,

Widen boardwalk on southwestern side of Ocean Avenue to 5 ½ feet (currently 3 ½ feet at its narrowest point. Add granite curbing to protect sidewalk from vehicle tires.

Define the turning radius at the pinch point near Spring Street.

Create a pedestrian refuge at the corner near the Alano shop going towards the entrance of the Landing restaurant.

Shift the pavement markings on Ocean between Spring and Union.

Alternative 3:

All of the steps in Alternatives 1 and 2; plus,

Reduce the pavement width at the corner of Union and Ocean and create a pedestrian refuge with a grassy area close to the honor parking lot.

Prohibit right turns from Union on to Ocean.

Prohibit left turns from Ocean on to Union

Create a large textured pedestrian crossing at the corner of Union and Ocean.

Alternative 4:

All of the steps in Alternatives 1, 2 and 3; plus

Make Ocean Avenue a one-way street from Spring going towards Union.

Make Union Street a one-way street from Ocean going towards Maine Street.

Significantly widen the boardwalk on Ocean Avenue.

Create a sidewalk in front of the Mountain Tops store on Ocean Avenue.

Cross Street Improvements

In addition staff is recommending that Cross Street be improved to widen the travel lane and to better define the sidewalk on the northwest side of the street. These improvements would allow the creation of a loading zone area for deliveries to Dock Square businesses, while still facilitating the boarding of passengers on busses and motor coaches. Directing delivery vehicles to Cross Street would improve pedestrian and vehicle flow near Union Square. The improvements would also provide a more attractive streetscape on Cross Street for the visitors who travel to Kennebunkport by motor coach.

Staff will be present on Thursday night to answer questions and provide information.