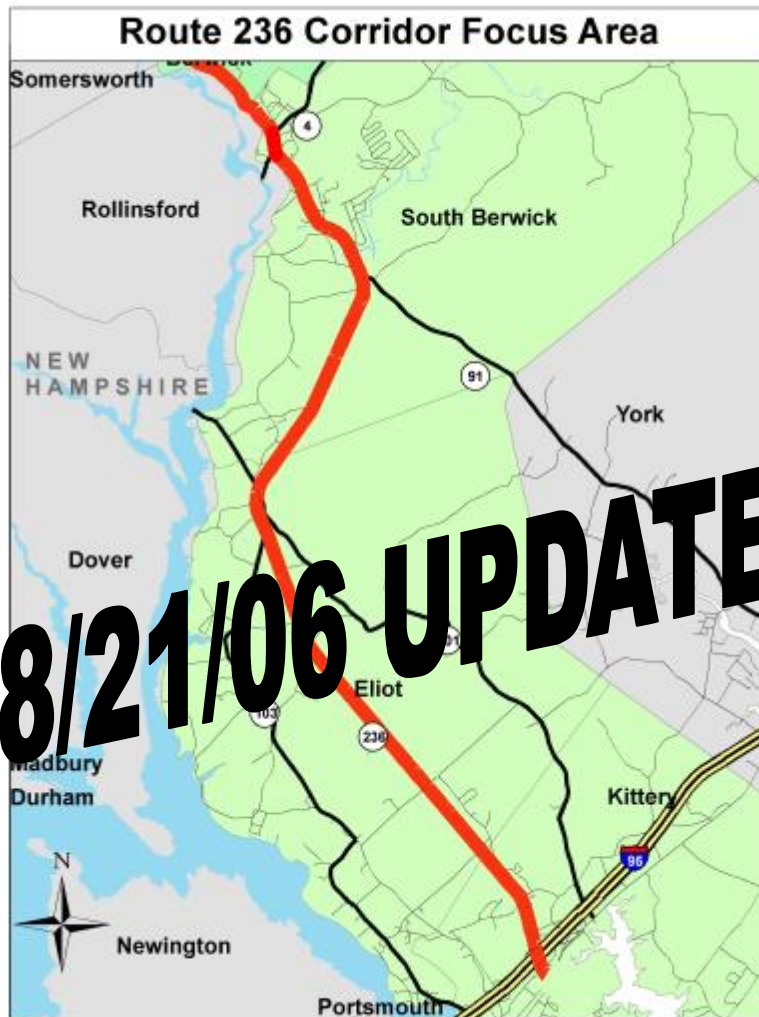


# ROUTE 236 CORRIDOR ACTION PLAN SUMMARY



*PREPARED BY*



*FOR THE ROUTE 236 CORRIDOR IMPLEMENTATION COMMITTEE*

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## **PURPOSE AND NEEDS STATEMENT**

### **FOCUS AREA**

- Route 236 spanning from the South Berwick/Berwick town line and terminating at the Kittery Traffic Circle at the junction of Route 236 and Route 1.

### **PURPOSE**

The purpose of the proposed action plan is to:

- Guide the development of a long-term coalition of corridor stakeholders to maintain an ongoing forum to address Route 236 issues and measure progress on the corridor;
- Improve the integration of transportation planning and decision-making with economic development and land use planning on the Route 236 corridor;
- Preserve and balance mobility, safety and accessibility on the corridor. The action plan shall
  - a) Coordinate, consult and prioritize previous and existing planning efforts and recommendations related to the corridor;
  - b) Develop new recommendations based on Committee findings of any gaps in previous or existing planning efforts;
  - c) Develop short, medium and long term time-lined action strategies to resolve corridor issues; and
  - d) Identify leaders and develop strategies to recruit local leadership to monitor, advocate and/or perform action strategies developed in the plan.

### **NEEDS**

An action plan is needed to address:

- Insufficient capacity and poor level of service of the corridor during peak commute periods;
- Expanded alternative mode choices for workers, students, bicyclists and pedestrians;
- Crashes, traffic congestion and speed enforcement on the corridor;
- A corridor that efficiently links the region to other major transportation arterials;
- Discrepancies and conflicts between local and regional land use, transportation and economic development needs on the corridor;
- Opportunities to integrate and coordinate local, regional and state planning and programming efforts for the corridor.

### **SHORT TERM ACTION ITEMS (UP TO 2 YEARS)**

1. **Action Statement:** Investigate the dimensional characteristics of the Maine Turnpike Authority's current on and off-ramps and toll booths for commercial vehicles and determine if this is a deterrent to truckers using the Turnpike.

**Participation & Support Needed for Action:** Maine Turnpike Authority

**Updates:**

*-8/22/06-Maine Turnpike Authority has collected and is in the process of reviewing this information and will be presenting this information to the Route 236 Corridor Committee at a future date. 2004 data from the Maine Bureau of Motor Vehicles Motor Carrier Services Division showed that roughly 4% (~1400) of all overlimit (extra long, wide, tall and/or heavy) vehicles routed through Maine passed through Route 236. 25% (~9200) of all overlimit vehicles routed through Maine passed through the Maine Turnpike. Ninety-three (~6%) of the loads routed through Route 236 had the option of taking the Turnpike in their routing instructions, meaning the load dimensions, weights and routing was such that the load could avoid Route 236 by going on the Turnpike. All but one of these loads was a modular home. Eighty (~86%) of these loads had destinations out-of-state. Most of the load destinations are listed as simply "NH Line" without mention of the out-of-state city destination, so it is difficult to ascertain if the destination of the load would make it more convenient for the driver take Route 236 instead of the Turnpike. More overlimit vehicle information can be found at the Route 236 Corridor Action Plan website at <http://www.smrpc.org/236.htm> at the "documents" page.*

*-6/17/05-At the 5/25/05 meeting on overlimit commercial vehicles, Maine Turnpike Authority confirmed that its toll booth infrastructure, in particular, is not equipped to handle overdimension vehicles that are over 13'6" high and 14'6" wide. Maine Turnpike Authority is uncomfortable allowing overlimit vehicles (in danger of breaching the 13' 6" height and 14' 6" width restrictions) on Turnpike until all infrastructure problems are addressed, even at interchanges that are not part of an overlimit route assigned by the Maine Secretary of Motor Vehicles Overlimit Permitting Office. The Maine Turnpike Authority has set up a Long Range Planning Committee that will be taking a look at this issue and will seek input from the Route 236 Implementation Committee.*

2. **Action Statement:** Have the Maine Turnpike Authority provide up-to-date information from their long-range planning group on what the Turnpike is planning to do to address future infrastructure and dimensional needs of overlimit vehicles on the Turnpike.

**Participation & Support Needed for Action:** Maine Turnpike Authority

**Updates:**

*-8/22/06-Maine Turnpike Authority notified SMRPC that it expects to present some of its findings on dimensional constraints in the near future.*

*-5/3/06-Maine Turnpike Authority notified SMRPC that it is nearing completion of the review of dimensional constraints of its infrastructure.*

*-10/20/05 - At the 9/27/05 meeting on overlimit commercial vehicles, Maine Turnpike Authority informed the group that turnpike staff have been charged with developing a report that documents the dimensional limitations of infrastructure on the highway. The Route 236 Committee has requested that the report include a breakdown of data and maps showing physically where trouble spots are located.*

- Action Statement:** Initiate forum for Route 236 communities to have dialogue with the Maine State Police Commercial Vehicle Enforcement Unit, the Secretary of State-Bureau of Motor Vehicles, the Maine Turnpike Authority and commercial vehicle representatives to discuss overweight permitting and issues related to safety, convenience on the Route 236 Corridor.

**Participation & Support Needed for Action:** Maine Turnpike Authority, Maine DOT, Maine State Police, Secretary of State Bureau of Motor Vehicles

**Updates:**

*-5/3/06 - Meetings took place with the Maine State Police and Bureau of Motor Vehicles Overlimit Permitting Office on 5/25/05, 9/27/05 and 1/11/06. Contact SMRPC for meeting notes or visit the 236 website at <http://www.smrpc.org/236.htm>.*

- Action Statement:** Through the Maine Department of Motor Vehicles Overlimit Permitting Office, send advisory letters to regular permit applicants advising them to refrain from traveling through downtown South Berwick during school opening and closing hours.

**Participation & Support Needed for Action:** Towns, Maine Department of Motor Vehicles, MSAD #35

**Updates:**

*-5/3/06 –In cooperation with South Berwick Police Chief, Dana Lajoie, SMRPC drafted a newsletter piece for the Manufactured Housing Association of Maine newsletter. SMRPC made follow up contact with MHAM in March 2006. Received word that it had not been published but would be sent in April 2006 letter.*

*-10/20/05 - At 9/27/05 meeting on overlimit vehicles, there was consensus among the group that this action would have limited impact. However, the group is following up with the Manufactured Homes Association of Maine, to send a trial run of advisory letters to that group's members.*

- Action Statement:** Work with the towns on the corridor to write letter to the Governor and Maine State Legislature requesting more resources for the Maine State Commercial Vehicle Enforcement Division.

**Participation & Support Needed for Action:** Towns, Maine State Commercial Vehicle Enforcement Division, Governor, Maine State Legislature

**Updates:**

- 8/22/06-There was no response from the written letter.
- 5/3/06-SMRPC has written a letter on behalf of the 236 Committee.
- 10/20/05 - SMRPC is awaiting information about current allocation processes from the Maine State Police before developing a letter.

6. **Action Statement:** Research how other states plan for overlimit commercial vehicle traffic off of interstate highways. Present information to the Route 236 Corridor Implementation Committee.

**Participation & Support Needed for Action:** Towns, Maine State Police, Maine Motor Vehicles Division, Maine DOT Office of Freight

**Updates:**

- 5-3-06-The Manufactured Housing Association of Maine report is on file at SMRPC and was summarized at the November 17<sup>th</sup> Route 236 Corridor Committee Meeting.
- 10-20-05-SMRPC has surveyed New England States and presented information and data comparing state maximum weight and dimensional requirements, maximum dimensions for trailers, and fee structures at the 9/27/05 meeting. The Manufactured Housing Association of Maine has agreed to send a much more detailed list to staff.

7. **Action Statement:** Offer assistance to South Berwick to investigate opportunities for limiting jake-braking commercial vehicles in South Berwick.

**Participation & Support Needed for Action:** South Berwick, Secretary of State Bureau of Motor Vehicles

**Update:**

- 5-3-06-Maine DOT's Local Roads Center has an informative website with some perspective on "jake brake" enforcement in Maine. This information was handed out to the 236 Committee on 5-3-06 and a link was posted on the Route 236 website.

8. **Action Statement:** Work with Maine DOT to assign an engineer to conduct a traffic study of the Route 236 Corridor. Design study to address issues or data gaps noted by Route 236 planning process.

**Participation & Support Needed for Action:** Maine DOT, Towns, KACTS MPO

**Updates:**

- 8/22/06-A presentation on the scope of the traffic study as well as the preliminary findings of the existing conditions analysis of the MDOT engineering study is scheduled for 8/24/06 and will be reflected in those meeting notes.
- 5/3/06-KACTS study data collection scheduled to begin on May 31, 2006. Dennis Emidy, study engineer, took notes at March 8 meeting from Route 236 Committee on specific study needs.
- 10/20/05-KACTS has committed funding to this engineering study. The data collection effort will begin shortly.

9. **Action Statement:** Improve communication and coordination between the State Police Commercial Vehicle Enforcement Division, State Police Troop G (Turnpike Police), County Sheriffs and local police.

**Participation & Support Needed for Action:** Maine State Police, County and Local law enforcement

**Update:**

*-10/20/05 - Action statements 10 and 11 have come out of this action.*

10. **Action Statement:** Organize Maine State Police Training or other Federal Motor Carrier enforcement training for local law enforcement personnel on how to inspect and/or coordinate with the Maine State Police with regard to commercial vehicles.

**Participation & Support Needed for Action:** Maine State Police, Towns, Local Law Enforcement

**Updates:**

*-8/22/06 – Chief Ted Short had follow up discussions about the rejection letter with State Police Chief Colonel Poulin. Maine State Law would need to be changed in order to expand local enforcement abilities. Committee would need to make a decision whether to go forward with entering a bill if there is support for this measure. South Berwick Chief Dana Lajoie reported at the May 3<sup>rd</sup> Route 236 meeting that State Police Commercial Vehicle Enforcement officer Robby Nichols provided a 3 hour training on commercial vehicle laws that local officers can currently enforce on Route 236. 19 officers from Kittery, North Berwick and South Berwick attended. Lajoie reported that South Berwick has already reaped benefits from this training, including stops for several violations and improved coordination with the state police.*

*-5/3/06 – Chief Ted Short of Eliot and SMRPC recently received a letter from the Commercial Vehicle Enforcement Unit rejecting the training request by local Route 236 Communities. The letter identified several reasons for not granting the request, the most important of which is that a Maine Statute currently defines motor carrier enforcement as a Maine State Police activity.*

*-10/20/05 -Kittery, Eliot and South Berwick Chiefs have all expressed interest in this training. The Maine State Police have offered to provide a training to local law enforcement with respect to overlimit vehicles. The Eliot police are currently researching jurisdictional issues related to commercial vehicle enforcement as well as federal motor carrier enforcement certification training opportunities.*

11. **Action Statement:** Request Maine State Police to share information with local law enforcement when Commercial Vehicle Enforcement Unit details are working in Kittery and York.

**Participation & Support Needed for Action:** Maine State Police, Towns, Local Law Enforcement

**Update:**

*-10/20/05 – At the 5/25/05 Meeting, Maine State Police stated that they are agreeable to the proposal. Local Police Chiefs in Kittery, Eliot, and South Berwick have expressed interest in this communication sharing.*

- 12. Action Statement:** Process data collected from the South Berwick Origin Destination Survey to determine the percentage of through trips (Maine DOT requested that KACTS calculate the number of through trips versus trips having a destination in the down town and use that information as a data source to model the feasibility of various alternatives).

**Participation & Support Needed for Action:** Maine DOT, Route 236 Implementation Committee

**Update:**

*-10/20/05 - KACTS presented results to Maine DOT on 6/15/05. Both parties agree that data provides useful origin and destination data, but the data does not give a full picture of through trips versus trips with destinations in the study area.*

- 13. Action Statement:** Work with selectmen and planning boards in Kittery, Eliot and South Berwick to ensure that they understand the role of the towns in the access management process.

**Participation & Support Needed for Action:** Maine DOT, KACTS MPO, Towns

**Update:**

*-5/3/06 – SMRPC and 236 Committee Members met with town officials (assortment of council members/selectmen, planning board members and road commissioners) on October 26, 2005 to present information on the planning committee effort. SMRPC has met with South Berwick and Eliot planning boards to date on access management.*

*-10/20/05 - This is included as a KACTS workplan item for FY 2006/07. Work scheduled to begin in Winter '05/'06.*

- 14. Action Statement:** KACTS should review and make recommendations to strengthen Kittery, Eliot and South Berwick's access management regulations. Recommend that this be an item in the next KACTS workplan.

**Participation & Support Needed for Action:** KACTS MPO, Towns (Planning Board participation very important)

**Update:**

*-8/22/06- SMRPC has submitted recommendations for changes to South Berwick's existing access management related ordinances. SMRPC is coordinating with Jim Fisk, the South Berwick planner to bring this information before the planning board and go forward with the public hearing process. Eliot's access management regulation recommendations are nearing completion.*

*-5/3/06 – SMRPC currently working on modifications to existing access management language for Town of South Berwick and Eliot.*

*-10/20/05 - This is included as a KACTS workplan item (Special Programs and Studies) for FY 2006/07. Work scheduled for Spring '06.*

- 15. Action Statement:** Assist the Town of South Berwick to develop a Town Center Plan and Vision that will assist and support its ambitions for eventual through-traffic routing alternatives.

**Participation & Support Needed for Action:** South Berwick, KACTS MPO

**Update:**

*-5/3/06- South Berwick's Comprehensive Plan is pending approval. Town is currently having public discussions on the future of the downtown.*

*-10/20/05- This is included as a KACTS workplan item (Special Programs and Studies) for FY 2006/07.*

- 16. Action Statement:** Utilize findings from South Berwick Origin Destination Survey to make determination on the transportation functionality of the downtown. Present this information to the Town of South Berwick for their use in creating a vision for the downtown area.

**Participation & Support Needed for Action:** South Berwick, KACTS MPO, Maine DOT

**Update:**

*-5/3/06-Maine DOT Spring 2005 study is expected to provide needed data, although it will not be origin-destination data.*

*-10/20/05-KACTS presented results to Maine DOT on 6/15/05. Except for through versus local trip information, much of the data can be used for the purposes of informing a vision for the downtown area. If other data needed, it may have to be collected in future Maine DOT Study.*

- 17. Action Statement:** Hire consultant to study redesign of the southern portion of Route 236 between Marshwood Middle School and Route 4. Recommend that this be a KACTS Plan work item.

**Participation & Support Needed for Action:** South Berwick, KACTS MPO, Maine DOT

**Updates:**

*-5/3/06-Consultants have met twice with town officials. Preliminary concept design ideas expected in May or June.*

*-10/20/05 -This is addressed in the KACTS workplan (Special Programs and Studies) for FY 2006/07. Several proposals have been received for this project. Towns hired Mitchell & Associates with Gorrill Palmer and Maine Tomorrow. Work is scheduled to begin immediately.*

- 18. Action Statement:** Recommend to KACTS to assist town of South Berwick in applying for grants for a downtown center plan. This could include the following grant opportunities: Main Street Grant, Community Gateways grant, Transportation Main Street Grant and the Safe Routes to School Grant.

**Participation & Support Needed for Action:** South Berwick, KACTS MPO, Maine DOT

**Update:**

*-10/20/05- Supported by KACTS workplan. No action to date.*

- 19. Action Statement:** Meet with towns to investigate the benefits and drawbacks of setting up an impact fee program and using proceeds towards Route 236 investment.

**Participation & Support Needed for Action:** Towns, Private Developers, KACTS MPO, Maine DOT

**Updates:**

*-8/22/06-SMRPC gave a presentation on impact fees as well as other tools for local communities to leverage private funding dollars for transportation needs. The Committee has asked staff to offer a similar training to the towns. Staff are awaiting approval from Maine DOT on a contract item that will allow for a more expansive training with guest speakers from other communities which would be offered to towns on the 236 corridor as well as other Southern Maine communities.*

*-5/3/06-SMRPC are preparing on a preliminary presentation on impact fees which they hope to schedule for the June 236 meeting.*

*-10/20/05 - This is addressed in the KACTS workplan (Special Programs and Studies) for FY 2006/07. Work scheduled for Spring '06. No Action to Date.*

- 20. Action Statement:** Meet with towns to investigate the benefits and drawbacks of setting up various zoning scenarios (such as contract zoning, overlay zoning) to maintain mobility and improve safety on Route 236.

**Participation & Support Needed for Action:** Towns, Private Developers, KACTS MPO, Maine DOT

**Updates:**

*-8/22/06-Staff made a presentation on contract zoning to the Route 236 Committee in June. There was no consensus as to whether to bring these ideas to the towns.  
-5-3-06-South Berwick is currently exploring contract zoning as an idea. SMRPC analyzing feasibility of possible access management overlay zone for corridor.  
-10-20-05-This is addressed in the KACTS workplan (Special Programs and Studies) for FY 2006/07. Work scheduled for Winter '05/'06.*

- 21. Action Statement:** Develop an access management buildout analysis for the study area. The study should help inform recommendations for local access management programs in the area. Recommend that this become an item in the next KACTS plan.

**Participation & Support Needed for Action:** KACTS MPO, Towns (Planning Board participation very important)

**Update:**

*-8-22-06-Work scheduled to coincide with the Maine DOT engineering study, when that study approaches its future conditions analysis. No action to date.*

- 22. Action Statement:** Meet with Maine DOT and the Maine Turnpike Authority to talk about studying the feasibility of a Sanford area park and ride lot.

**Participation & Support Needed for Action:** Kittery, Eliot, South Berwick, KACTS MPO, Seacoast MPO, GoMaine, Rideshare Program in NH, Other Corridor Committee's?

**Update:**

*-5/3/06-SMRPC has contacted Maine DOT to get an idea of the steps that are necessary for a feasibility study and are awaiting a response.  
-10/20/05-This will be addressed in the KACTS workplan (Special Programs and Studies) for FY 2006/07. Work scheduled for Spring '06. No action to date.*

- 23. Action Statement:** Investigate current practices of park and ride publicity and quality of carpooling information resources as they pertain to Route 236.

**Participation & Support Needed for Action:** Kittery, Eliot, South Berwick, KACTS MPO, Seacoast MPO, GoMaine, Rideshare Program in NH

**Update:**

*-5/3/06-SMRPC is setting up a meeting with the GoMaine Program Director to set up a meeting to begin discussions about park and ride needs for the 236 Corridor.  
-10/20/05-This is addressed in the KACTS workplan (Special Programs and Studies) for FY 2006/07. Work scheduled to begin in Spring '06. No work to date.*

- 24. Action Statement:** Organize a meeting for a transit task force to look into the feasibility of creating a transit service for the Route 236 Corridor. Coordinate this effort with the Strafford Regional Planning Commission and other New Hampshire planning efforts.

**Participation & Support Needed for Action:** Transit Providers, Major Employers, KACTS MPO, Towns

**Update:**

*-5/3/06-SMRPC has contacted Strafford Regional Planning for a transit meeting. Meeting date target is late May/early June.*

*-10-20-05-Strafford Regional Planning has offered to invite KACTS to NH COAST MPO transit meeting. COAST has offered to commit some of its planning funds to this effort.*

- 25. Action Statement:** Enhance multimodal connections for towns on the Route 236 corridor with long distance passenger transportation providers such as the Amtrak Downeaster service, Pease International Airport, and buslines.

**Participation & Support Needed for Action:** Transit Providers, KACTS MPO, Towns

**Update:**

*-10-20-05-SMRPC alerted that C & J Trailways will be using the Spaulding Turnpike instead of Route 236 for its route. Much of this work will be folded into discussion coming from action 24.*

- 26. Action Statement:** Recommend to KACTS to create a bicycle/pedestrian committee to study bike/pedestrian issues in the KACTS area including Route 236.

**Participation & Support Needed for Action:** Towns, KACTS MPO, MSAD #35, Eastern Trail Alliance, Maine DOT

**Update:**

*-10-20-05-“Bicycle and Pedestrian Planning and Programs” was made into a separate KACTS work task. KACTS will need to review a proposal for a subcommittee or ad-hoc committee for next scheduled meeting.*

- 27. Action Statement:** Develop a fundraising plan (either through the entire committee, a subcommittee, or other group) to research ways that funds can be raised to pay for transportation improvements on the 236 corridor. Incorporate this into the Action Plan.

**Participation & Support Needed for Action:** All Stakeholders

**Update:**

*5-3-06- Staff have developed website and brochure. No aggressive plan has been developed yet to disseminate this information, although the website has received some exposure in the press.*

*10-20-05-The Committee's first effort for fundraising was to develop a brochure and website to increase visibility and awareness of the 236 planning effort. Staff have developed a draft brochure and will be soliciting feedback from the committee on its content shortly.*

- 28. Action Statement:** Reach out to state legislative representatives to make aware the needs, goals and efforts of the 236 Corridor Implementation Committee effort.

**Participation & Support Needed for Action:** All Stakeholders

**Updates:**

*8-22-06-Staff are working with the SMRPC Executive Committee to develop a regional transportation forum. York County legislators convened at a meeting earlier this year in which there was consensus that more support is needed for key arterials in York County including Routes 236, 109 and 111.*

*10-20-05-Local legislators have been integrated into mailing list and have attended some meetings.*

**MEDIUM TERM GOALS (2-5 YEARS)**

- 1. Action Statement:** Work with towns to evaluate and then implement agreeable recommendations based on vacant land use and zoning findings of GIS study.

**Participation & Support Needed for Action:** Towns, KACTS MPO

- 2. Action Statement:** Solicit Maine DOT to perform feasibility study for Route 236 bypass in the vicinity of South Berwick.

**Participation & Support Needed for Action:** Maine DOT, Towns, KACTS MPO

Update:

*-8-22-06-Per the request of the committee, staff were asked to write a letter on behalf of the committee requesting an alternatives analysis for the South Berwick downtown area where Routes 4 and 236 overlap. Maine DOT responded that it would like to meet to further discuss this proposal. At the time of writing, staff are awaiting a meeting date.*

- 3. Action Statement:** If research findings and political approval for are favorable, complete planning process for a highway regional impact fee system proposal or assist towns in completing highway impact fee ordinances in Kittery, Eliot and/or South Berwick for express purpose of raising funds for transportation improvements to Route 236.

**Participation & Support Needed for Action:** Maine DOT, Towns, KACTS MPO

- 4. Action Statement:** Complete feasibility study of a park and ride lot in the vicinity of Sanford that will meet commuter demands for Route 4 and Route 236.

**Participation & Support Needed for Action:** Sanford, North Berwick, Berwick, South Berwick, Eliot, Kittery, Transit Providers

- 5. Action Statement:** If purpose and need is justified for Sanford area park and ride lot, complete park and ride planning process, secure funding for lot and construct lot.

**Participation & Support Needed for Action:** Sanford, North Berwick, Berwick, South Berwick, Eliot, Kittery, Transit Providers

- 6. Action Statement:** Complete transit feasibility study that will address the travel needs of people using the Route 236 Corridor.

**Participation & Support Needed for Action:** SMRPC, Maine DOT, Transit Agencies

**LONG TERM GOALS (5 TO 10 YEARS)**

- 1. Action Statement:** Improve transportation routing/infrastructure in the vicinity of South Berwick.

**Participation & Support Needed for Action:** Maine DOT, Towns, Maine Turnpike Authority, KACTS, All Stakeholders

- 2. Action Statement:** Ensure all modes of transportation and stakeholders are accommodated by transportation system relating to Route 236 Corridor.

**Participation & Support Needed for Action:** Maine DOT, Towns, Maine Turnpike Authority, KACTS, All Stakeholders

- 3. Action Statement:** Work with the Maine Turnpike Authority to ensure complete accommodation of overdimension vehicles on the Maine Turnpike.

**Participation & Support Needed for Action:** Maine DOT, Maine Department of Motor Vehicles, Maine Turnpike Authority, KACTS, All Stakeholders