

# Route 236 Corridor Implementation Committee

## Land Use and Transportation Regulations/Policies Impacting Route 236

February 2005

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**Document Name:** MaineDOT Highway Driveway and Entrance Rules

**Author:** Maine DOT

**Access to Document:**

<http://www.state.me.us/mdot/planning-process-programs/access-mngmnt.php>

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### **Summary:**

Maine DOT adopted a set of access management rules in 2002 in response to the enactment of “An Act to Ensure Cost Effective and Safe Highways in the State by the Legislature” in 2000, which addressed arterial highway 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 certain specifications in order to obtain a permit from Maine DOT. The rules regulate sight distance, corner clearance, access spacing, width, setbacks, parking, drainage, and mitigation requirements.

The rules are organized into a four-tier system with increasing regulatory considerations for driveways and entrances for roads with poorer mobility and safety.

1. Basic Safety Standards apply to all state and state-aid roadways.
2. Major Collector and Arterial Standards provide more regulation for entrances onto major collector and arterial roadways.
3. Mobility Corridors are non-urban compact corridors with posted speed limits of 40 mph or greater 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.
4. Retrograde arterials are Mobility Corridors where the number of crashes related to a driveway or entrance exceeds the statewide average for arterials with the same posted speed.

For all classes of roads, basic safety sight distance (also commonly called stopping sight distance) is the minimum threshold requirement that an access must meet in order to receive a permit. Basic sight distance describes the ability of a driver traveling on the highway to come to a complete stop before hitting a vehicle that has turned onto the highway ahead of them.

**Document Name:** Eliot Zoning Ordinance  
**Author:** Town of Eliot  
**Access to Document:** <http://www.municode.com/>

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**Summary of Relevant Zoning Allowed on Route 236:**

North to South:	South Berwick Town Line to Depot Rd =	Rural (2.2 mi)
	Depot Rd southerly approximately .5 mi =	Suburban (.5 mi)
	R-3 southerly approximately 1.3 mi =	Com/ Ind (1.3 mi)
	Commercial & Industrial to Beech Rd =	Suburban (.2 mi)
	Beech Rd to Kittery Town Line =	Com/Ind (.9 mi)
	APPROXIMATE TOTAL MILEAGE =	5.1 mi

**Summary of Land Uses Allowed on Route 236:**

Relatively High Traffic Generators/Attractors:

Rural Zone: Business Offices, Clustered Housing, Day Nurseries, Government Buildings, Lodging Businesses, Manufacturing, Mobile Home Parks, Professional Offices, Restaurant, Retail Stores, Schools, Uses similar to allowed uses, Uses similar to uses requiring a code enforcement officer permit, Uses similar to uses requiring a planning board permit

Suburban Zone: Assembly Places (no definition), Auto Service Stations, Business Offices, Commercial Establishments (2 or more where allowed)\*, Elderly Housing, Gasoline Stations, Government Buildings, Lodging Businesses, Lodging Businesses, Manufacturing, Mobile Home Parks, Multiple-family Dwelling, Professional Offices, Restaurant, Retail Stores, Schools, Uses similar to allowed uses, Uses similar to uses requiring a code enforcement officer permit, Uses similar to uses requiring a planning board permit

Commercial/Industrial Zone: Assembly Places, Auto Service Stations, Banks, Business Offices, Clinics, Commercial Establishment (2 or more where allowed)\*, Day Nurseries, Elderly Housing, Gasoline Stations, Governmental Buildings, Hospitals, Indoor commercial, recreational and amusement facilities, Industrial and business research laboratory, Manufacturing, Motels, Professional Offices, Restaurants, Restaurants (takeout), Retail Stores, Schools, Wholesale, Wholesale Business Facilities, Uses similar to allowed uses, Uses similar to uses requiring a code enforcement officer permit, Uses similar to uses requiring a planning board permit

\**Commercial establishment* means any structure or land or combination used for the sale, purchase, or lease of any goods such as gas stations, restaurants, or grocery stores and services, but not home occupations.

## **Summary of Lot Dimensions & Lot Density Requirements:**

### Rural:

- § Minimum lot size: 3 acres
- § Minimum lot size/dwelling unit: 3 acres for each dwelling unit
- § Minimum setbacks: front, 30 ft; side, 20 ft; rear 30 ft
- § Maximum lot coverage: 10%
- § Minimum dwelling unit square footage: generally 650 sq ft
- § Minimum street frontage: 200 sq ft

### Suburban:

- § Minimum lot size: 2 acres
- § Minimum lot size/dwelling unit: 2 acres each for 2 first dwelling units; 1 acre requirement for each dwelling unit thereafter
- § Minimum setbacks: generally front 30 ft; side, 20 ft; rear 30 ft
- § Maximum lot coverage: generally 15%
- § Minimum dwelling unit square footage: generally 650 sq ft
- § Minimum street frontage: 150 ft

### Commercial/Industrial:

- § Minimum lot size: 3 acres
- § Minimum lot size/dwelling unit:
- § Minimum setbacks: front 50 ft; side generally 50 ft and rear generally 50 ft
- § Maximum lot coverage: generally 50%
- § Minimum dwelling unit square footage: generally 650 sq ft
- § Minimum street frontage: 300 ft

## **Summary of Access Management Regulations:**

### Section 37-69, Street layout requirements:

- § Planning Board has discretion to require street right of way and pavement width standards in commercial areas in order to assure the “free flow of through traffic without interference by parked or parking vehicles.” (37-69-C)
- § Planning Board has discretion to determine if marginal access streets are required for new development abutting arterial highways. (37-69-D)
- § Subdivisions containing 15 or more lots must provide a minimum of two access points to public streets. (37-69-E)
- § Entrances onto existing or proposed arterial streets shall not exceed a frequency of one per 1,000 feet of street frontage. (No definition of entrance and no clarification on if ruling is inclusive to both sides of street or one side of street only). (37-69-G)

### Section 37-70, Street design standards:

- § Minimum angle of street to Route 236 varies from 75 to 90 degrees (37-70-A)
- § Minimum curb radius for driveways, entrances and streets intersecting Route 236 at ninety degree intersections ranges from 20 to 30 ft. (37-70-A)

- § Cross (four-cornered) street intersections shall be avoided insofar as possible, except as shown on the comprehensive plan or at other important traffic intersections. A distance of at least 200 ft shall be maintained between centerlines of offset intersecting streets (37-70-C)
- § Street intersections and curves shall be so designed as to permit a minimum sight distance of ten feet for each mph of posted speed limit (37-70-D)

Section 41-221, Subdivision Code for Traffic and streets:

- § The sight distance from each driveway or street shall be at least 200 feet.
- § Planning Board has discretion to restrict or eliminate access from individual lots to arterial streets.
- § Planning Board has discretion to require subdivider to upgrade existing streets as required for its classification.
- § Subdivisions containing 15 lots or more shall provide a minimum of two access points to public streets. This standard may be met by use of a divided entranceway, provided such entranceway remains divided for at least 50 feet from its intersection with the public way.

Section 41-282, Subdivision Code for Road design, circulation and traffic impacts (specific to Mobile Home Parks):

- § Any mobile home park expected to generate average daily traffic of 200 trips per day or more shall have at least two street connections with existing public streets.
- § No individual lot within a park shall have direct vehicle access to public street;
- § Intersection of any street within park to public street shall have a minimum angle of 75 degrees, shall have maximum permissible grade of 2% within 75 feet of intersection, shall have a minimum sight distance of 10 feet for every mile per hour of posted speed limit, and shall have a corner clearance of no less than 125 feet from street centerline to centerline of other parallel streets accessing highway.

**Document Name:** Kittery Zoning Ordinance  
**Author:** Town of Kittery  
**Access to Document:** Town of Kittery, SMRPC

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**Summary of Relevant Zoning Allowed on Route 236:**

North to South: Eliot Town Line to Traffic Circle = Com (1.6 mi)  
APPROXIMATE TOTAL MILEAGE = 1.6 mi

**Summary of Land Uses Allowed on Route 236:**

Relatively High Traffic Generators/Attractors:

Commercial Zone: Permitted uses include Schools, Hospitals, Churches, Educational Institutions, Business and Professional Offices, Bus Passenger Stations, Commercial Parking Lots/Garages, Retail and Wholesale Businesses, Restaurants, Grocery stores, Day Care Facilities, Conference Centers. Special exceptions include Motels, Hotels, Gas Stations, Places of Assembly including Theaters, Transportation Terminals (excluding truck stops), Warehousing, Manufacturing.

**Summary of Lot Dimensions & Lot Density Requirements:**

Commercial:

- § Minimum lot size: 1 acres
- § Minimum lot size/dwelling unit: 3 acres for each dwelling unit
- § Minimum setbacks: front, 50 ft; side, 30 ft; rear 30 ft
- § Maximum lot coverage: 40%
- § Minimum street frontage: 150 ft

**Summary of Access Management Regulations:**

Chapter 16.32, Design and Performance Standards, Layout (16.32.090):

- § Any development expected to generate average daily traffic of two hundred one (201) or more trips per day shall have at least two street connections with existing public street(s)
- § Where a development abuts or contains an existing or proposed arterial street, the board may require marginal access streets, reverse frontage, or such other treatments as may be necessary for adequate protection of residential properties and to afford separation of through and local traffic
- § Entrances onto existing or proposed arterial highways/secondary arterials shall not exceed a frequency of one per one thousand feet of street frontage

Chapter 16.32, Design and Performance Standards, Access control and traffic impacts (16.32.120)

- § Provision shall be made for vehicular access to a development and circulation upon the lot in such a manner as to safeguard against hazards to traffic and pedestrians in the street and within the development
- § Where a lot has frontage on two or more streets, the access to the lot shall be provided to the lot across the frontage and to the street where there is lesser potential for traffic congestion and for hazards to traffic and pedestrians
- § The street giving access to the lot and neighboring streets which can be expected to carry traffic to and from the development shall have traffic carrying capacity and be suitably improved to accommodate the amount and types of traffic generated by the proposed use. No development shall increase the volume: capacity ratio of any street above .8 nor reduce any intersection or link level of service to “D” or below.
- § Where necessary to safeguard against hazards to traffic and pedestrians and/or to avoid traffic congestion, provision shall be made for turning lanes, traffic directional islands, frontage roads, driveways and traffic controls within public streets
- § Accessways shall be of design and have sufficient capacity to avoid hazardous queuing of entering vehicles on any street
- § Where topographic and other conditions allow, provision shall be made for circulation driveway connections to adjoining lots of similar existing or potential use to facilitate fire protection services or when driveway will enable public to travel between two existing or potential uses generally open to the public.

Chapter 16.32, Design and Performance Standards, Grades, intersections and sight distances (16.32.150)

- § Intersections of streets shall be at angles as close to ninety degrees as possible and in no case shall two streets intersect at an angle smaller than sixty degrees
- § Where new street intersections or curb cuts are proposed, sight distances, as measured along the street onto which traffic would be turning, is based on the posted speed limit and must conform to the table following (in table, multiply speed limit by 10 for sight distance, eg. 25 mph = 250 ft). When the actual traveling speed of normal traffic on a road is substantially higher than the posted speed limit, the sight distance is computed by multiplying the 85<sup>th</sup> percentile of such speed as measured by a qualified traffic engineer by a factor of ten. The result, in feet is the minimum sight distance required. Where necessary, corner lots must be cleared of all growth or other sight obstructions, including ground excavations, to achieve the required visibility.

Chapter 16.32.530, Design and Performance Standards, Parking, Loading and Traffic, General Standards

- § All development, special exceptions and changes in use shall comply with the performance standards herein and, where applicable, those contained in Article V of this chapter. The planning board may impose additional reasonable requirements, which may include off-site improvements, based on the following considerations: (sight distances along public rights-of-way, the existence and impact upon adjacent access points and intersections, turning movements of vehicles entering and leaving the public streets, snow removal, general condition and capacity of public streets serving the facility)
- § Such requirements shall be intended to maintain traffic safety and an acceptable level of service throughout the impact area of the facility
- § In front of areas zoned and designed for commercial use..., the street right-of-way and/or pavement width shall be increased by such amount on each side as may be deemed necessary to assure the free flow of through traffic without interference from parked or parking vehicles
- § The town reserves the right to designate in conjunction with the Maine State Department of Transportation all ingress and egress points to the public highway...

Chapter 16.32, Design and Performance Standards, Corner Clearances (16.32.540)

- § No building or structure other than public utility structures and traffic control devices may be erected, and no vegetation other than shade trees may be maintained above a height of two feet above the plane through the curb grades of intersections streets with a triangle, two sides of which are the edges of the traveled public ways for twenty feet measured from their point of intersection, or in cases of rounded street corners, the point of intersection of their tangents

Chapter 16.32, Design and Performance Standards, Mobilehome Parks (16.32.730)

- § Distance from other intersections: The centerline of any street within a park intersecting an existing public street shall be at least one hundred twenty-five feet from the centerline of any other street intersecting the public street

**Document Name:** South Berwick Zoning Ordinance  
**Author:** Town of South Berwick  
**Access to Document:** South Berwick, SMRPC

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### **Summary of Land Uses Allowed on Route 236:**

#### Relatively High Traffic Generators/Attractors:

Village Residential/Village Residential Growth/Developing Residential/Suburban Growth/: Churches, Clubs, Cluster Housing and Planned Unit Developments, Commercial Recreation including Indoor Recreation Facilities, Day Care Centers, Mobile Home Parks, Multiple Family Dwellings, Neighborhood Convenience Store, Public Recreational Facilities/Libraries/Museums/ Civic Centers/Post Offices, Restaurant, Schools, Single Family Dwellings, Two Family Dwellings

Transitional Residential: Churches, Clubs, Cluster Housing and Planned Unit Developments, Day Care Centers, Mobile Home Parks, Multiple Family Dwellings, Neighborhood Convenience Stores, Public Recreational Facilities/Libraries/Museums/ Civic Centers/Post Offices, Restaurants, Schools, Single Family Dwellings, Two Family Dwellings

Central Commercial: Churches, Clubs, Amusement Center, Automobile Repair and Service, Banks, Cluster Housing and Planned Unit Developments, Commercial Center, Commercial Complex, Commercial Recreation including Indoor Recreation Facilities, Day Care Center, Hotel/Motel, Mobile Home Parks, Multiple Family Dwellings, Neighborhood Convenience Store, Professional Administrative Offices, Nursing Homes, Health Care Facilities, Public Recreational Facilities/Libraries/Museums/ Civic Centers/Post Offices, Restaurant, Retail, Schools, Single Family Dwellings, Two Family Dwellings, Take Out Restaurant, Vehicle Sales, Warehousing, Wholesale Distribution

Industrial: Banks, Churches, Clubs, Cluster Housing and Planned Unit Developments, Commercial Complexes, Commercial Recreation Including Indoor Recreation Facilities, Day Care Centers, Mobile Home Parks, Multi Family Dwellings, Professional Administrative Offices, Nursing Homes, Health Care Facilities, Public Recreational Facilities/Libraries/Museums/ Civic Centers/Post Offices, Restaurant, Retail, Schools, Single Family Dwellings, Take Out Restaurants, Two Family Dwellings, Vehicle Sales, Warehousing, Wholesale Distribution

### **Summary of Lot Dimensions & Lot Density Requirements:**

#### Village Residential:

- § Minimum lot size: w/o sewer 1 acre; w/ sewer 10,000 sq ft
- § Minimum setbacks: front, 20 ft; side, 15 ft; rear 15 ft
- § Maximum lot coverage: 30%
- § Minimum street frontage: 100 sq ft

Village Residential Growth:

- § Minimum lot size: w/o sewer 2 acres; w/ sewer ½ acre
- § Minimum setbacks: generally front 50 ft; side, 25 ft; rear 25 ft
- § Maximum lot coverage: generally 30%
- § Minimum street frontage: w/o sewer 200 ft; w/ sewer 125 ft

Developing Residential:

- § Minimum lot size: w/o sewer 1 acre; w/ sewer 30,000 sq ft
- § Minimum setbacks: front, side and rear 25 ft
- § Maximum lot coverage: 25%
- § Minimum street frontage: 125 ft

Suburban Growth:

- § Minimum lot size: w/o sewer 2 acres; w/ sewer 1 acre
- § Minimum setbacks: generally front 50 ft; side 25 ft; rear 25 ft
- § Maximum lot coverage: 25%
- § Minimum street frontage: w/o sewer 200 ft; w/ sewer 150 ft

Transitional Residential:

- § Minimum lot size: 2 acres
- § Minimum setbacks: front 50 ft; side 25 ft; rear 25 ft
- § Maximum lot coverage: 20%
- § Minimum street frontage: 200 ft

Central Commercial:

- § No Requirements except height restriction

Industrial:

- § Minimum lot size: 2 acres
- § Minimum setbacks: front 75 ft; side 35 ft; rear 35 ft
- § Maximum lot coverage: 60%
- § Minimum street frontage: 200 ft

**Summary of Access Management Regulations/Traffic Controls:**

From Article 5, I. General Performance Standards (applicable to all uses)

Section 140-24, Off-street parking and loading (nonresidential):

- § No off-street parking area shall have more than two openings onto the same street, each opening not to exceed twenty-four feet in width
- § All driveway entrances and exits shall be approved by the Road Commissioner
- § There is a table of minimum required parking

Section 140-30, Traffic:

- § Planning Board given discretion on approving adequate number, width and location of access points for proposed developments
- § All exit driveways shall be designed according to the following standards of safe sight distance:

Posted Speed Limit	Recommended (feet)	Minimum (feet)
25	250	175
30	300	210
35	350	245
40	400	280
45	450	315
50	500	350
55	550	385

From Article 5, II. Performance Standards for specific uses

- § No traffic shall be generated by a minor home occupation in greater volumes than would normally be expected by a residential use
- § General requirements for non-residential uses in the Industrial Zone (specific to Route 236): access limited to one driveway unless estimated daily traffic volume exceeds 1,500 vehicles, no driveway accessing Route 236 shall be closer than 300 feet from nearest adjacent driveway; Planning Board has discretion to require a joint use access easement or driveway
- § Planning Board given discretion to encourage use of common driveways for planned unit developments and cluster developments
- § No building permits shall be issued to erect a new principle building unless there is access to the lot by a motor vehicle. Road must be public way maintained by South Berwick or Maine DOT, a road shown on and constructed in accordance with the requirements of a subdivision plan approved by South Berwick Planning Board, or a private road constructed to the standards of Appendix C of this ordinance.
- § Before issuing a building permit to erect a new principal building or structure on a lot for which access is to be provided by a private road, the Code Enforcement Officer shall determine that emergency vehicles will have adequate access to that building or structure.
- § Planning Board given discretion to determine through site plan review if an access to the site is safe and adequate using board submission requirements for traffic impact studies.

From Appendix C: Private Roads

- § Private roads shall provide a minimum width of 16 feet of paved surface with 2 foot stabilized shoulders (applicable to access width)
- § Maximum grade within 50 feet of intersection is 5%

**Document Name:** Eliot Comprehensive Plan  
**Date of Publication:** 2000  
**Author:** Town of Eliot  
**Access to Document:** Town of Eliot, SMRPC

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Relevant Policies:

- § Land Use and Critical Natural Resources Policy #15: The Town should investigate and evaluate the opportunity to reduce access needs onto Route 236. Implementation: The Board of Selectman should consider various means, such as parallel roads and combined curb cuts, discuss it with landowners, and determine feasibility and cost. (p. 13)
- § Population/Economy/Housing Policy #6: Grouped commercial activity should be encouraged and stimulated along Route 236 to provide more effective use of available land, with due regard to reducing egress impact onto the highway. Implementation: The Planning Board should develop performance standards to minimize the number of cuts in the roadway onto the highway. For example, “pockets of commerce” that allows for one entrance and exit.
- § Population/Economy/Housing Policy #9: The Town should encourage business along Route 236 in the Commercial/Industrial Zone, extending from Beech Road to the Kittery town line. We believe there is a demand for, and the possibility of, having a medical facility, professional business services and retail space along Route 236. Implementation: The Business Development Committee should be energized to seek additional businesses for the Commercial/Industrial Zone.
- § Population/Economy/Housing Policy #10: The Town should support the extension of sewer and water up Route 236 to the intersection of Depot Road. Implementation: The Town should request our State representatives to seek state funding and/or matching funds for extension of sewer and water on Route 236. Once funding is obtained, the Board of Selectman should negotiate with the respective water and sewer districts to accomplish the work.
- § Transportation Policy #2: Eliot is a rural community of narrow, winding roads. Whenever practical, the Town should incorporate safe walking and biking paths parallel to existing roads. Implementation: The Board of Selectman should request the Road Commissioner to pursue opportunities to establish biking and walking paths parallel to existing Town roads, wherever practicable, and with landowner consent.
- § Transportation Policy #3: A committee should be formed to work with regional agencies and neighboring towns to identify the need for ride-sharing and /or public transportation, and to encourage park-and-ride lots where private and/or public capacity exists. Implementation: The Board of Selectman should appoint a committee to investigate methods of reducing and/or making more efficient use of existing roads in Eliot.

- § Administrative Issues Policy #1: In addition to processing routine applications, the Planning Board backlog of possible changes to Municipal Ordinances is now at a level of 2 years before some items may be brought up for consideration. This situation will be compounded as Comprehensive Plan actions are added to the backlog. A means of resolving these changes in a more timely fashion should be evaluated. Implementation: The Town should consider hiring a full-time Planner.
- § Administrative Issues Policy #2: The current land use table should be periodically reviewed; Section 45-290 in the Municipal Ordinances of Eliot. Implementation: The Planning Board should review the Table of Land Uses for consistency with existing ordinances and propose amendments, as warranted, for Town approval.

**Document Name:** Kittery Comprehensive Plan  
**Date of Publication:** 1999  
**Author:** Town of Kittery  
**Access to Document:** Town of Kittery, SMRPC

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**Relevant “Issues and Implications”:**

*Land Use Patterns*

- § The Route 236 corridor west of the Turnpike is currently designated as a commercial area. The most appropriate use of this area should be reviewed.

*Transportation*

- § The area on Route 236 (Shapleigh Rd) near the Post Office and the intersection of Whipple Rd continues to experience traffic and safety problems. The Town should investigate how this situation can be improved.
- § Pedestrian movement and safety remain concerns especially in areas such as the Route 1 Corridor, around municipal and school facilities, along Route 236 from Rogers Road to the Post Office, and in the Foreside area. The Town needs to consider how it can improve sidewalks and pedestrian movement in the community.

**Relevant “Goals and Policies”:**

*Transportation: Route One Corridor*

- § The Town will also request that KACTS, RTAC and MDOT undertake improvements in traffic safety and flow in the vicinity of the traffic circle at Route 236.

*Arterial and Collector Road Network*

- § The Town will work with KACTS, RTAC and the Towns of Eliot, Berwick, and South Berwick to develop a coordinated improvement plan and access management standards for Route 236 west of the Turnpike.

*Bicycle Facilities*

- § The Town will encourage KACTS and MDOT to develop bicycle lanes along Routes One and 236.

**Document Name:** South Berwick Comprehensive Plan  
**Date of Publication:** 1991  
**Author:** Town of South Berwick  
**Access to Document:** Town of South Berwick, SMRPC

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**Relevant Findings:**

- § Traffic volumes on the Town's arterials and collectors has increased dramatically. The Average Annual Daily Traffic count on Route 236 at the Great Works River has grown threefold between 1975 and 1987, rising from 3,215 to 10,330. Traffic on Route 4 at the Berwick line has doubled from 3,478 to 7,560 during the same period. The Town does not have the power to reduce these growing traffic volumes, as most of it is through traffic.
- § The lack of parking and traffic congestion continue to be serious problems in the downtown. Traffic congestion limits the extent to which the downtown can be further developed. It has also forced the Town to look at other areas to provide for future commercial growth, in contrast to the regional policy of concentrating future development in existing downtowns.
- § Some of South Berwick's highest priorities for future transportation improvements include:
  - a) The establishment of a long-range plan for the Town's local roads, which would include obtaining more data and analyzing local road capacity and local problems;
  - b) Main Street at Berwick and Butler Street;
  - c) Portland Street at Agamenticus Road;
  - d) Main Street at Portland Street; and
  - e) Construction of a Route 4/236 bypass.

Relevant Policies & Strategies (includes responsible party and date to be completed):

- § Consider safety for vehicular traffic and pedestrians, improvement of existing flows, impact on residential areas and impact on the environment when any road building or improvements are to take place.
  - a) require that, as part of the development review process, developers submit traffic and environmental impact studies analyzing level of service and safety (PB, Council, 1991)
  - b) Require that developers provide facilities for pedestrian and bicycle circulation in new developments that are in or adjacent to built-up areas (PB, Council, 1991)
- § Encourage the development of additional parking facilities for the central commercial district.
  - a) Establish an account for purchasing additional downtown parking facilities and provide for yearly additions to the account in the Town's Capital Improvement Program (Council, 1992)

- b)** Investigate the potential for an impact fee fund to be established which would require new businesses in Town to provide donations to a parking fund as set up above (Council, 1992)
- §** Encourage alternate means of transportation (i.e. bicycles, walking, car pools, public transportation).
  - a)** Provide car pool parking areas where possible (Town Manager, Ongoing)
  - b)** Establish contact with State and regional planning groups to encourage the development of Amtrak service to Portland (Town Manager, Ongoing)
- §** Increase efforts to work on regional strategies to alleviate the problems of traffic congestion on Routes 4 and 236.
  - a)** Periodically renew the Town's request to the Maine Department of Transportation for a bypass (Council, 1991)
  - b)** Establish a corridor development plan for Route 236 in coordination with neighboring towns (Comp Plan Committee, Ongoing)
  - c)** Investigate the potential for making particular streets in the downtown area one-way streets and also examine new signage to alleviate traffic congestion at peak hours (Council, 1991).
- §** Develop plans for a limited access bypass road for through traffic while discouraging commercial or extensive residential development along the bypass.
  - a)** Work with MDOT to identify the location of the new bypass as accurately as possible, and identify the steps the Town can take to preserve the corridor from development (Comp. Plan Committee, Ongoing)
  - b)** Amend the Subdivision Ordinance to require preservation of bypass corridor land during the development review process (PB, Council, 1991)