

MEMORANDUM

To: Route 236 Implementation Committee and Interested Parties

From: Josh Mack, Transportation Planner

Date: November 1, 2006

RE: Meeting Notes from 236 Meeting on October 23, 2007

Those in attendance included Dale Abbott, Strafford Regional Planning; Diane Brandon, Community Wellness Coalition; Dennis Emidy, Maine DOT Engineer; Josh Mack, Southern Maine Regional Planning Commission (SMRPC)/KACTS; Fred Michaud, Maine DOT Bureau of Planning; Jack Murphy, Eliot Selectman Chair; Terry Oliver, South Berwick Public Works; Tom Reinauer, SMRPC/KACTS; Rick Rossiter, Kittery Public Works; Bill Shapleigh, Eliot Road Commissioner; Conrad Welzel, Maine Turnpike Authority Government Affairs.

Updates

- Staff gave an update on an Emergency Incident and Traffic Flow meeting held on October 19. The meeting was held at the request of the Route 236 and Route One Corridor Committees. The committees requested that staff look into existing emergency incident practices and how they impact traffic flow (particularly on 236 and 1), and offer assistance in facilitating a working group to look for opportunities to improve existing management practices. Law enforcement, fire and emergency management personnel and transportation safety officials were invited representing state, county or municipalities south and east of Sanford, including communities on Route 236. Attendees included state police, Maine DOT, Maine Turnpike Authority, and municipal fire and police from Route One communities and South Berwick. It was established at the meeting that there are certainly some room for improvement. Two major focus areas identified at the meeting were needs for improving some communications during incidents and ways in which different groups can share information using the state's SWIMS technology (State Wide Incident Management Software). A followup meeting will be scheduled for January, which will be posted on the SMRPC website.
- Terry Oliver gave a brief review of a proposed industrial park project on Route 236. South Berwick plans to have a special town meeting to discuss the possibility of the town posting a bond to purchase 14 acres of property in the Industrial Zone, which would possibly be financed through a Tax Increment Financing program. The project stems from a recent marketing study performed by RKG Associates for the Town of South Berwick. Diane Brandon asked how much traffic would the Industrial Park generate? Terry answered said that it depended on what types of uses would go into the park. Josh noted that the plan calls for a shared entrance and exit, which would be good from an access management perspective.
- Terry Oliver also noted that the town recently met with the grammar school on Main Street in South Berwick and they have agreed to apply for funding to build a new school facility, hopefully relocated outside of the village center.

- Josh gave an update that he continues to work with the Town of South Berwick on adopting improvements to its access management standards. The town is also considering recommendations related to context sensitive road design for its subdivision streets.
- Josh is also planning to start on access management recommendations for the Town of Eliot. There is also the possibility that Josh will begin working with the town on the transportation section of their Comprehensive Plan. SMRPC is currently developing a possible contract with the Town of Eliot to also revise its road standards.

Route 236 Engineering Study

Due to attendees schedules, the meeting began immediately with a presentation by Dennis Emidy on the preliminary findings of his existing conditions analysis. His presentation was made in powerpoint format and is available on the Route 236 website at <http://www.smrpc.org/236.htm>. Below is some basic information from that presentation.

- Study area was on Route 236 from Exit 2 and 3 in Kittery to the intersection of Main Street and Portland Street in South Berwick.
- Traffic data was collected in June 2006 while school was in session.
- Highest existing Average Annual Daily Traffic was 20030 on Main Street in South Berwick
- Lowest existing Average Annual Daily Traffic was 12,710 North of Route 101 on Route 236
- Directional volume indicates Route 236 is a major commuter road whereby the higher traffic is going southbound in the morning, higher northbound in the evening, and roughly equal directional flow in the middle of the day.
- There are seven existing high crash locations on the corridor. High crash locations are places where 8 or more crashes have occurred over a three period, which has a critical rate factor (Maine DOT formula comparing crashes across the state) greater than a value of one. The period analyzed for high crash locations was from 2003-2005.
- There were no fatal crashes during the 2003-2005 period.
- Maine DOT performed 31 round trips on the study area and analyzed the time it took to get from one end of the study area to the other. Northbound low was 15 minutes and 5 seconds starting at 10:04 am, Northbound high was 22 minutes and 52 seconds starting at 4:09 pm. Southbound low was 15 minutes and forty-one seconds starting at 1:02 pm and the southbound high was 22 minutes and 4 seconds starting at 7:20 am.
- Maine DOT found that the existing Level of Service (LOS) for the following sections of road, including intersections. LOS is a qualitative measure describing operational conditions within a traffic stream taking into account a number of variables ie. speed and travel time, vehicle maneuverability, traffic interruptions, comfort and convenience. LOS are given an A to E grade, with A being the best Level of Service. Dennis noted that although many of the LOS levels for intersections are low, that people need to keep in mind that any average travel speeds below 40 gives a roadway a LOS E, even if 40 mph is a desirable speed. Intersections themselves have yet to be given a level of service rating.
 - Exits 2,3 to Dana Rd = LOS A
 - Dana Rd to Beech Rd = LOS E
 - Beech Rd to Depot Rd = LOS E
 - Depot Rd to Rte 101 = LOS E

- Rte 101 to Rte 91 = LOS D
- Rte 91 to Rte 4 = LOS E
- Rte 4 to Portland Rd = LOS D

After Dennis' presentation he gave the group a glimpse of this traffic model. He explained that there are several unfinished parts of the model. One particular area that is difficult to model is Main Street in South Berwick where there are two traffic officers and a crossing guard. Dennis will present the rest of his existing conditions analysis at the next meeting in October.

Route 236 Engineering Study Scope of Work

Tom Reinauer presented the Route 236 Engineering Scope of Study to the group asking the committee to review the document and follow up with any questions or comments. Diane Brandon asked if there was a public workshop element to the engineering study. Staff pointed out that it is referred to in the scope of work. The Route 236 Engineering Scope of Study is also available on the Route 236 website.

Updates

Tom announced that staff have completed another update of the Route 236 Action Plan showing progress the committee is making with their goals and strategies. This update was sent to all the council members, selectmen and town managers of the Route 236 communities.

Josh Mack explained that SMRPC continues to work with Maine DOT on its long range planning process. He described the Regional Needs Assessment process that occurred last year whereby corridors were identified throughout the state. Corridors represent general directional movements of goods and services throughout the state. The Route 236 corridor is part of what was identified as the Southern Maine Central Corridor, which describes north-south movements in the Southern central part of the state. Josh described Maine DOT's continuation of the Regional Needs Assessment where it has asked the regional planning organizations to work with its Executive Committees, CEDS Committee, corridor committees, etc to identify strategic capital improvements, planning initiatives and policies for each corridor. These types of strategies would tend to be more medium or long term strategies, not ordinarily found in Maine DOT's Capital Work Plan, which tends to list maintenance needs. Fred Michaud noted that these strategies would be reviewed by Maine DOT staff and put into packages that it can present to legislature and inform them about state transportation needs. Josh passed out draft strategies for all three York County corridor systems and asked committee to review and provide feedback on the proposed strategies. Tom added that Maine DOT has asked SMRPC to submit final strategy proposals by October 31.

Diane Brandon announced the Maine-New Hampshire Economic Summit next month. The meeting will take place at the Sheraton Inn in Portsmouth, New Hampshire on September 12, 2006 starting at 8 am. RSVP required. RSVP should be made to Chuck Morgan at SMRPC at 324-2952 or cmorgan@smrpc.org.

Steve Workman announced that the Eastern Trail Management District in conjunction with the area towns is currently applying for Safe Routes to School funding to study developing underground tunnel systems under Route 236. There are two locations that they are looking at: one at Route 91 and Route 236 and one at Vine Street and Route 236.

The next meeting was set for the week of October 23rd. The Maine Turnpike Authority has requested the opportunity to provide the committee an update on its review of its overlimit vehicle policies. In October, Maine DOT will also be providing more information about its existing conditions analysis and the SeaCoast MPO will be providing information about its modeling study of the General Sullivan Bridge reconstruction.

The meeting was later confirmed to be on Monday, October 23rd, at S. Berwick Town Hall.