

## MEMORANDUM

**To:** Route 236 Implementation Committee and Interested Parties

**From:** Josh Mack, Transportation Planner

**Date:** March 21, 2007

**RE:** Meeting Notes from January 9<sup>th</sup>, 2007

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Those in attendance included: Diane Brandon, Eliot Comp Plan Committee/KEYS Coalition; Betsy Donoghue, Eliot Selectwoman; Dennis Emidy, MaineDOT; Cathy Goodwin, Greater York Chamber of Commerce; Josh Mack, SMRPC; Bruce Munger, HNTB (for Maine Turnpike); Tom Reinauer, SMRPC; Kate Pelletier, Town of Eliot; Fred Michaud, MaineDOT; Terry Oliver, Town of South Berwick; John Rudolph, Town of South Berwick; Bill Shapleigh, Eliot Public Works; Steve Workman, Eastern Trail Management District.

The meeting began with Fred Michaud introducing one of the primary goals of Maine DOT's Long Range Plan, which is to support economic development in Maine whether it is to ship goods to market, move commuters, etc. Fred showed a 15 minute film discussing transportation's importance to Maine businesses. The film featured speakers representing LL Bean, Sunday River, Fraser Papers and Jackson Laboratory. Fred explained that Route 236 should be considered as an important component of the local and regional economy as was shown in the film. Route 236 is the economic lifeblood to this region.

Dennis Emidy did a short presentation on how signal locations are analyzed by traffic engineers. He explained that nationwide, engineers have generally found that most of the highest crash rates are at signal locations. On Route 236 this is also true--the highest incidence of crashes on Route 236 are at its intersection with Route 101 (24 crashes in the last 3 period). He also explained that sometimes the most severe and damaging accidents occur at signalized intersections. Dennis went over the advantages and disadvantages of traffic signals. He discussed when signals are justified and the types of signal warrants that an engineer uses to analyze a traffic problem.

Dennis then looked into two intersections of concern that he was asked to speak about from the previous Route 236 committee meeting:

1. Route 236 and Bolt Hill Road: This intersection currently does not warrant a signal because traffic volumes coming from minor streets are not high.
2. Route 236 and Martin Stevenson Road: A left turn signal head is warranted, but this would delay average vehicle 1.2 seconds.

Dennis then began presenting the progress he has made on his future conditions analysis. The highlights of that presentation follow.

- 2 % /year growth most of corridor.

- Future Level of Service (PM peak). There is high directional volume in the area between Dana and Route 101, LOS is F. Volume exceeds capacity.
- Intersection delay 2026: Some intersections will have 100+ second or more delay. Dennis can make some suggestions for improving intersections for the short term. May include additional through lanes.

It was suggested that transit or other types of transportation demand management should be factored into the engineering study. Bus services or telecommuting.

An announcement was made that there is a group looking to improve transit in the area. On March 26<sup>th</sup>, Dover Transportation Group will be meeting. This group's work should be integrated with the 236 work. They are called the Alliance for Community Transportation.

It was suggested that the towns look closer at possibilities integrating the adult population with school bussing. Fred Michaud said that it has been looked at before—that there are impediments to doing this including existing laws, problems of using school property, and difficulties integrating possible unseemly characters with the students.

Dennis Emidy said that he wants to work with Terry Oliver to work on possibly modeling a one-way routing idea for the village of South Berwick.

There was discussion about how the New Hampshire modeling study and if numbers from that study could be gathered and inputted into the Maine DOT model.

**The next meeting was scheduled for March 28<sup>th</sup>-Kittery Trading Post 10 AM**