

## MEMORANDUM

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

**From:** Josh Mack, Transportation Planner

**Date:** September 17, 2007

**RE:** Meeting Notes from August 29, 2007

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Those in attendance included: Sen. Peter Bowan, District 1 State Senator (Kittery); Diane Brandon, Eliot Comp Plan Committee/KEYS Coalition; John Chagnon, Eliot Business Development Committee; Kenneth Creed, York County Community Action Corporation; Dennis Emidy, MaineDOT; Ed Hanscom, MaineDOT; Rep. Sally Lewin, Eliot/So. Berwick Representative; Josh Mack, SMRPC; Russ McMillen, Eliot Business Development Committee; Jack Murphy, Eliot Selectman; Betsy O'Donoghue, Eliot Selectman/Comp Plan Committee; Kate Pelletier, Eliot Planner; Tom Reinauer, SMRPC; Chief Ted Short, Eliot Police; Bruce Troy, Salty Boats of Maine.

### 1. Staff & Committee Updates

#### *Traffic Incident Management Group*

- The Traffic Incident Management Group is involved in several new projects. On September 21, the group has invited Kathy Deroches from the New Hampshire Local Roads Center who directs their Public Works Mutual Aid program in that state. The Committee is examining the program as it sees the merit for our public works officials in Maine as well as possible applications for Traffic Incident Management.
- Josh will be meeting with the Town of Eliot and South Berwick soon to discuss Traffic Incident Routing in the area. Josh expects to meet with the two towns in September.
- Maine DOT will be hosting a two part workshop to introduce "Quick Clearance" practices and legislation to Maine.

#### *Meetings with Town of Eliot Committees*

- Josh Mack is meeting with the transportation subcommittee to the Eliot Comp Plan Committee. Much of the material that the group is working from comes from the Route 236 Corridor Implementation Committee.
- Josh contacted the Eliot Business Development Committee and will be visiting that group tonight to discuss the Route 236 planning effort, listen to the Eliot Committee's plans, and present a video on access management to the Committee.

***Public Transportation Meeting in Kittery:***

- Tom has been invited to join Town Manager, Jon Carter and the Portsmouth Naval Shipyard (PNSY) to discuss the possibilities of using buses owned by PNSY for transit service in the area. Tom will report results at the next meeting.

***Maine Turnpike Authority Updates:***

- The Maine Turnpike Authority was not able to attend this meeting, but SMRPC staff gave brief updates on Turnpike Activities. Two items of note are that the Turnpike is working on a Toll Equity study which examines the complaints of toll structures on the facility. Cathy Goodwin is a representative on a citizen committee that is working on this study with the Turnpike. Also, the Turnpike recently completed a second phase Toll Diversion Study, which aims to discern the number of people diverting the York Toll Plaza and using alternate routes. This second phase included counting and interviewing of travelers on Route 236 as well as Route 1 and 9.

***Eliot Biodiesel Meeting Planned:***

- Diane Brandon announced that the Town of Eliot is putting together a meeting on biodiesel. The greater public will be invited. Diane asked that SMRPC participate in the meeting and discuss possibilities for incorporating biodiesel into a regional cooperative purchasing program.

**2. Route 236 Engineering Study**

Dennis Emidy gave another update presentation on his engineering study of Route 236. He focused his discussion on four intersections and the road between Dana Road and Depot Road. Please refer to slide show for road diagrams.

***Intersection of Route 236 and 91:*** The intersection of Route 236 and Route 91 is a High Crash Location. The AM Peak hour has over 200 southbound vehicles turning left onto Route 91. Currently, southbound vehicles on Route 236 do not have a left-turn bay so many vehicles go around them on the shoulder.

Based upon the high volume of southbound left-turning traffic, the proposed short-term intersection improvement is to re-stripe the intersection and to provide a painted southbound left-turn lane. The northbound traffic would be shifted (by a striped island) over so as to provide room for the southbound left-turn lane. The striping improvements would be within the existing pavement limits. This improvement should provide better guidance through the intersection and improve safety. Several committee members expressed support for implementing this short-term improvement.

The short-term improvement doesn't address the future (20 year) delay. The proposed long-term improvement assumes: future growth is based on historic growth; the future traffic volume is able to enter the intersection (from South Berwick center); and no southern South Berwick By-Pass.

There were five different alternatives ranging from creating two-T intersection to relocating some Route 91 traffic south. The alternative with the overall shortest delay (no signal) was the one that relocated the Route 91 lefts and Route 236 northbound rights onto Route 91 south of the existing Route 91 intersection on the utility corridor. The problems with that alternative and the others are the impacts on utilities and right of way.

The proposed long-term improvements would include:

- signalizing the intersection (when warranted)
- reconfiguring Route 91 and Old South Road by incorporating the left turn movements into the intersection
- raised islands (with street lighting), protected left-turn lanes and two through-movement lanes on each Route 236 approach.

***Intersection of Route 236 and 101:*** The intersection of Route 236 and Route 101 is also a High Crash Location. A proposed short-term improvement would include providing a protected southbound lagging left-turn arrow. This would help address the two crashes (in a 3 year period) involving southbound left-turners onto Route 101, but it would also increase total delay at the intersection. To address the future delay and poor level of service, the proposed long-term improvements would be similar to those proposed for Route 91. The improvements would include raised islands (with street lighting), protected left-turn lanes and two through-movement lanes on each Route 236 approach.

***Intersection of Route 236 and Depot Rd.:*** The intersection of Route 236 and Depot problems include the close proximity of Cedar Road to the intersection, the school entrance, and the future long delay and poor level of service. The proposed long-term improvements to the intersection would include raised islands, protected left-turn lanes and two through-movement lanes on each Route 236 approach, and improvements with left-turn bays on Depot Rd. The benefits of these would improve the future level of service and reduce delays from over 300 sec/vehicle to 21 sec/vehicle. The issue of the close proximity of Cedar Rd was not resolved. Suggestions include providing a jug handle on Depot Rd for left-turners from Cedar, signalizing Cedar, and closing Cedar and relocating it north of Depot. Signalizing Cedar will be looked at for the next meeting.

***Intersection of Route 236 and Bolt Hill Rd.:*** The intersection of Route 236 and Bolt Hill Road is a High Crash Location. Three of the nine crashes (in a three year period) involved northbound left-turners being rear-ended. The proposed short-term improvements are protected left-turn lanes, achieved by installation of a raised median (island) on both Route 236 approaches.

***Roadway segment from Dana to Depot Rd.:*** The roadway segment was modeled for four different scenarios: Baseline (2006) PM conditions, future (2026) PM conditions, future (2026) PM Transit, and future (2026) 4-Lane. Ed Hanscom mentioned that before a 4-Lane could be constructed, the Maine Sensible Transportation Act and the NEPA process require that all reasonable alternatives would need to be considered.

The Transit option simply looked at removing 350 vehicles in the peak direction (northbound) by shifting some of the commuter traffic to ridesharing and other transit modes. An analysis was not performed as to how this would be done, but may include adding Park and Ride lots, expanding Go Maine Vanpooling and expanding commuter transit service in the area. This alternative would require an in-depth study.

The four-lane option would include two lanes in each direction. Given the high volume of traffic today and in the future, the roadway would also have a raised median. The raised median would be wide enough to allow breaks for turn-arounds at quarter to half mile intervals depending on long-term plan for the Corridor.

The table below summarizes the overall average travel speed, level of service, overall delay per vehicle and the annual user costs for the different options. This does not include the construction costs for each alternative.

	2006 PM	2026 PM No Build	2026 PM Transit	2026 PM 4-Lanes
Overall ATS	38 mph	29 mph	38 mph	42 mph
Rural 2-Ln LOS	E	F	E	n/a
Urban St Class 1 LOS	B	C	B	A/B
Delay (sec/veh)	91	307	105	65
Annual User Costs	\$0.92M	\$4.34M	\$1.31M	\$0.91M

The following questions and comments were made on the presentation by the Route 236 Committee:

- How soon could the restriping plan go into effect? Ed Hanscom replied that this information would be passed on to the MaineDOT Traffic Engineering Division which would coordinate this into the next restriping program.
- Does the proposed Route 236/Route 91 alternative involve taking some land? Dennis said that yes, in particular the first alternative, but this is minimal compared to other alternatives.
- The Route 236/101 section there is a hill that might impact the functionality of that intersection.
- Cedar Road will be a problem. There is a steep slope in between Route 236 and Cedar Road which makes connecting these two roads in another location difficult. There is also some marshland in the area.
- Can MaineDOT look at jug hangles? Can they look at having a signal acutated loop on Cedar Road interconnected with the Depot/236 traffic signal? Can Cedar be merged with the Depot/236 intersection and made into a five way intersection? Maine DOT would look into these ideas further.
- School dropoffs and bus routing would be impacted by future recommendation at Depot Road.
- Bolt Hill Road will still have delays, but it will be safer.
- Why can't road segment from Dana to Depot be three or five lanes? Although three lanes on Route 236 would help by taking left turn traffic out of the through lanes, four through lanes would be needed to handle projected traffic volumes.

### **3. Other Business**

- The next meeting was scheduled for October 10, 2007, location to be announced.