

South Berwick Transportation Feasibility Study Final Report

Sebago Technics, Inc

In Association with:

Morris Communications

Normandeau Associates

Nelson-Nygaard Consulting

November 2009

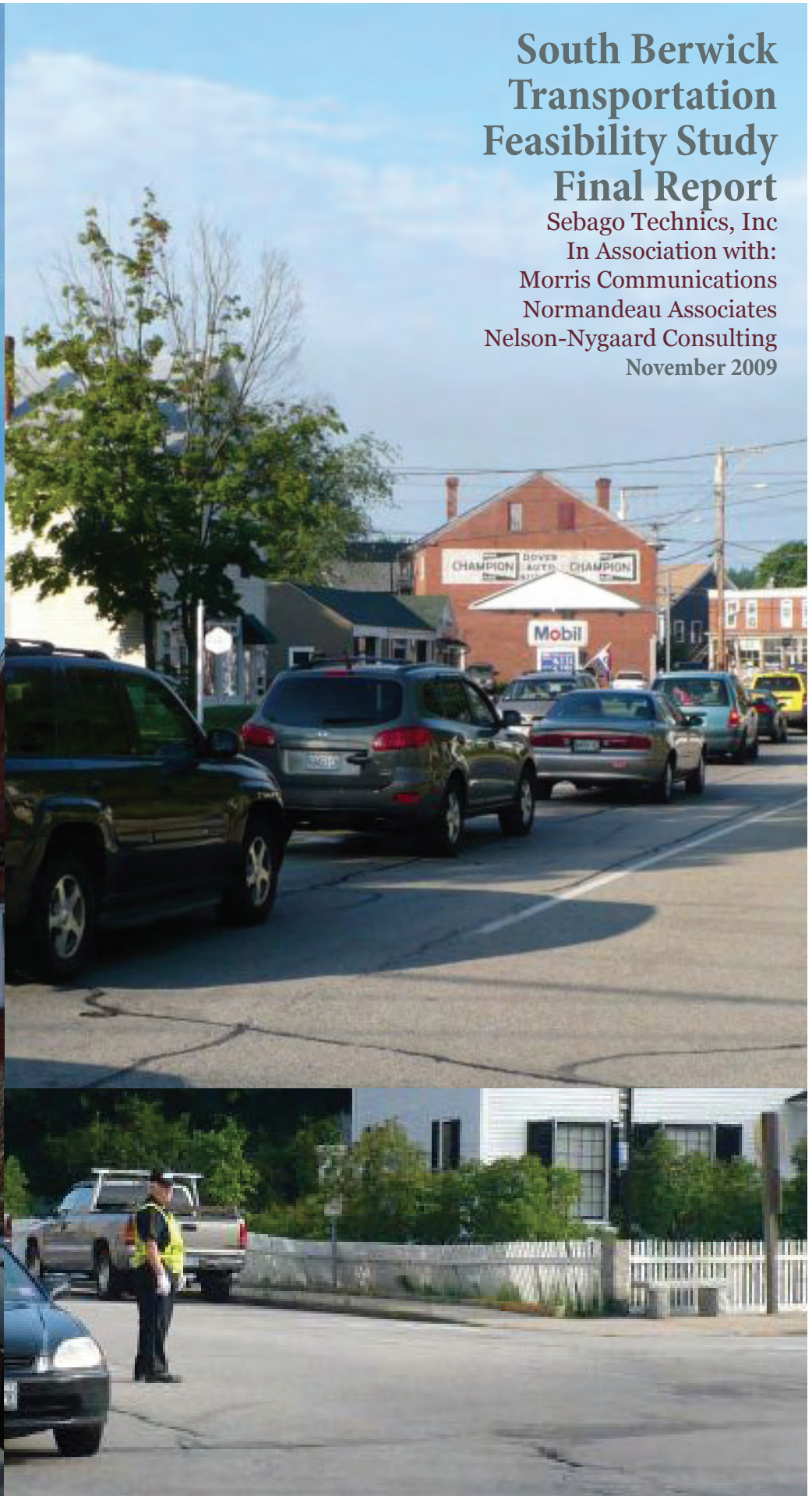


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Sebago Technics, Inc. and its associates wish to acknowledge the valuable assistance and committed participation of the members of the Study's Advisory and Steering Committees, Town Staff, and members of the community who helped shape the vision for this Study and the future transportation needs of the Town of South Berwick. In particular we wish to recognize the following individuals for their contributions:

Tom Reinauer and Julia Dawson,
Southern Maine Regional Planning Commission
John Schempf and Roberta Orsini,
Town Manager's Office
Terry Oliver,
Town Public Works Director
Randy Stewart,
SAD 35
Victoria Stewart,
Central School
Greg Schneider,
Berwick Academy
Mike Nadeau,
South Berwick Water District
South Berwick Town Council
South Berwick Planning Board
Dennis Emidy,
MaineDOT
Russell Charette,
MaineDOT
The Steering Committee
The Maine Turnpike Authority
Terrence Parker,
Eastern Maine Trail Development
Kenneth Creed,
York County Community Action
Cathy Goodwin,
Greater York Regional Chamber of Commerce
John Rudolph,
former member of Town Traffic Committee
Tom Harmon,
Civil Consultants and South Berwick Resident

Executive Summary

The South Berwick Transportation Feasibility Study is an outgrowth of the MaineDOT's Route 236 Corridor Study completed in 2008. The MaineDOT Study highlighted a number of safety and capacity issues within the village of South Berwick that warranted further investigation. The DOT suggested a couple of solutions, but felt that the town should undertake a more thorough investigation of their options before moving forward with any improvement actions.

SMRPC, KACTS and the Town of South Berwick retained a consultant team led by Sebago Technics in the fall of 2008 to undertake this Feasibility Study. SMRPC staff organized Steering and Advisory Committees to work with the consultants, provided overall Study management, and orchestrated the public outreach that was critical to the success of the Study effort.

A total of five Steering/Advisory Committee Meetings and three Public Meetings, including a briefing with the Town

“increase walkability and general village aesthetics while preserving the historic character of the village.”

Council and Planning Board, were held during the course of the Study. This Public Process provided the main direction for the Study. The initial Public Meeting in December provided a wealth of history regarding past transportation efforts in town and set the tone for this Study by clearly outlining the key concerns of its interested citizens.

Working with the Steering/Advisory Committees, the Study Team first developed a Project Purpose and Need

Statement that later guided the formulation of improvement strategies. Subsequent meetings with the Steering/Advisory Committees, town staff, and local officials explored a full range of options including various Transportation Systems Management (TSM), Travel Demand Management (TDM), and capacity building strategies.

During the course of the Study, MaineDOT sent a letter to the SMRPC and Town, indicating that any thoughts of a bypass to relieve traffic from Main Street would need to be long-term,

“Concentrate on improving pedestrian and vehicular safety within the downtown,”

since there was no money for such a project in the foreseeable future.

Upon receiving this information, the Study participants focused their efforts toward short and mid-term actions that would concentrate on improving pedestrian and vehicular safety within the downtown and would increase walkability and general village aesthetics while preserving the historic character of the village.

An important feature of the above focus is that the Town would like also to be part of an aggressive area-wide TDM program aimed at reducing the number of commuters passing through town daily that are driving alone.

Detailed development of such a program was beyond the scope of this Feasibility Study, although the Study Team

did organize two substantive meetings between GOMaine, a national vanpool leasing firm, VPSI, and the Portsmouth Naval Shipyard that employs nearly 3,000 southern Maine residents.

SMRPC has subsequently made contact with the Rockingham and Strafford Regional Planning Commissions in the Seacoast Area of New Hampshire in hopes of pursuing this idea more comprehensively at the regional level.

Contact was also made with MaineDOT and they were supportive although un-

able to assist the effort with financial support in the near term.

In the meantime, the Town has committed to development of the Preferred Alternative, which is shown in Figure 1. They will actively pursue a variety of funding sources to assist them in this effort. Preliminary estimates are in the range of \$2.2 million in 2009 dollars.

A phasing plan was also prepared for the Town to guide them in implementing these improvements, since there was not immediate funding available to accomplish everything at once. This Plan is illustrated as Figure 2.

To our knowledge, work is proceeding with Phase 1, as the Town and SAD 35 are in discussions concerning the construction of a connector from Young Street to the rear of the Central School.

1. Introduction

Background

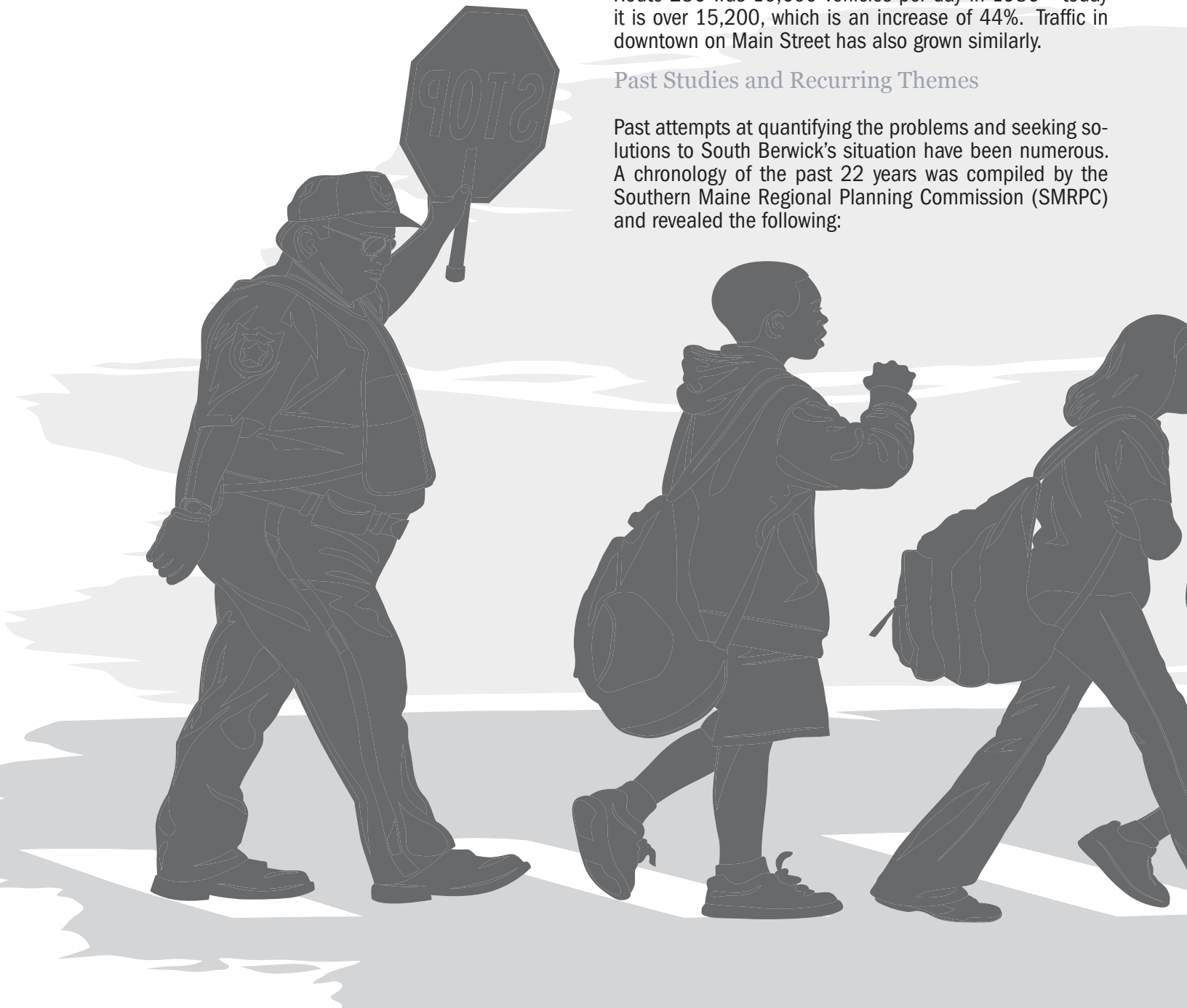
“South Berwick is a vibrant mid-size Maine community located on the Southern New Hampshire border. With a population of 7,000 plus, South Berwick is a growing community which has experienced nearly a 50% increase in population since 1980, making it one of the faster growing communities in Maine. With a rural New England Village setting, proximity to Boston MA, Portsmouth NH, and Portland ME, and the joy of Maine living, South Berwick is “the way life should be”. - From the Town's website.

A recent Route 236 Corridor Study by MaineDOT has once again highlighted the need for traffic improvements in downtown South Berwick. Residential growth experienced by the Town and its neighboring communities over the past 20 years has had an ever-increasing negative effect on South Berwick's Main Street. Presently there are approximately 20,000 vehicles per day utilizing South Berwick's downtown between Portland Street and the intersection of Route 4 and 236. Congestion is present at both intersections during peak commuter hours, and accident statistics reveal that there are safety issues that should be addressed throughout the downtown, as well.

Unfortunately, this is not a new phenomenon. The Town has been struggling with this situation for over 20 years. When the Powderhouse Hill Land Use Study was conducted by the Town in 1986, traffic on Portland Street north of the village was 8,500 vehicles per day - today it is over 14,000, which is an increase of 64%. Traffic south of the village on Route 236 was 10,600 vehicles per day in 1986 - today it is over 15,200, which is an increase of 44%. Traffic in downtown on Main Street has also grown similarly.

Past Studies and Recurring Themes

Past attempts at quantifying the problems and seeking solutions to South Berwick's situation have been numerous. A chronology of the past 22 years was compiled by the Southern Maine Regional Planning Commission (SMRPC) and revealed the following:



Past Studies

1987, Powderhouse Hill Land Use Study, TYLI/Hunter
Balley Assoc.
1989, MaineDOT S. Berwick Bypass Study
1989, Parking Study
1991, Central School Pedestrian Study
1991, S. Berwick Comprehensive Plan
1993, Rte 4 and 236 Corridor Plan Study
1999, Legislative Report on Traffic Congestion and Trucks
on Rtes 1 and 236
1999, Rte 236 Land Use and Transportation Study
1999, Weigh Station Diversion Study
2001, Heavy Haul Network for Maine
2003, KACTS Long Range Transportation Plan
(2003-2025)
2003, KEYS: Our Future by Design Planning Effort
2003, S. Berwick Comprehensive Plan
2003, S. Berwick O-D Study
2004, Maine's Park-and-Ride Lots
2005, Preliminary Transportation Review, S. Berwick
2007, York Diversion Study
2008, Route 236 Corridor Study

Recurring Themes

Construct a 4/236 Bypass
Increase Off-Street Parking Downtown
Explore 1-way Streets in Downtown
Encourage Carpooling and the use of Park-and-Ride lots
Explore starting a transit service
Encourage Access Management Guidelines for
Corridor Preservation
Improve Pedestrian Safety
Maintain/Improve On-Street Parking
Address High Crash Locations
Heavy and Oversize Loads in Downtown
Revise Existing Zoning Standards to Better Manage Growth
Implement Traffic Calming Measures
Promote Bicycling
Address School Impacts to Main Street
Congestion is causing Unofficial Bypasses in
Town on Local Streets
Traffic Increases in Downtown are a Regional Issue
Balance Regional Mobility with Small Downtown
Turnpike Traffic is using 4/236 to Avoid York Toll Plaza





Some More Recent Ideas That Were Aimed at Addressing This Situation

The MaineDOT's Route 236 Corridor Study contained a couple of ideas that would reduce congestion and ease traffic flow for commuters. One involved removing on-street parking from Main Street between Portland Street and the intersection of Route 4/236 and adding a second northbound travel lane. The other focused on developing an easterly Route 4/236 Village Bypass. While the Bypass was not a new idea, MaineDOT's proposed routing was closer to downtown than previous concepts and thus shorter in length and presumably less costly than previously identified locations. MaineDOT's Route 236 Corridor Study, though, was not a comprehensive examination of South Berwick's options. As such, the DOT Study recommended that before any specific action is pursued by the Town, it explore all of its alternatives in the form of a thorough Feasibility Study. With the cooperation and funding from the SMRPC and KACTS (the Kittery Area Comprehensive Transportation Study), this Study has been made possible.



The Study Team and Objective of This Feasibility Study

The Town and SMRPC retained a consulting team led by Sebago Technics, a Westbrook-based transportation planning and engineering firm, to perform this Feasibility Study aimed at outlining a full range of alternatives that the Town should evaluate before making their final decision on how best to proceed with congestion relief and safety improvements within the Village. The Sebago Study Team is comprised of not only traffic engineers and planners, but land use planners, landscape architects, travel demand management specialists, environmental scientists, and public relations experts. The goal of this Study is to produce a product that will serve as a clear roadmap for the Town, SMRPC, and MaineDOT to follow in implementing strategies that over time will have a positive effect on both the community and the commuters that regularly pass through South Berwick's downtown.

II. Existing Conditions

The Village of South Berwick is an historic downtown district, central to the town's identity and at the center of community activity. The Village is also where Routes 4 and 236 converge, funneling both local and through traffic into the town's downtown center. This study has sought to balance the land use, historic and transportation elements of South Berwick Village.

Land Use in South Berwick Village

Today's South Berwick, one of the earliest European settlements in Maine, was the "gateway to Maine" when the original Boston to Portland road passed through the Village in the 1800's. The road, as it was laid out, crossed over from New Hampshire at Wampum Landing (near today's Counting House Museum) and followed today's Main Street until it turned the corner at what is today the intersection of Main Street and Portland Street. This intersection, known as "The Corner" since the 1800's, is the heart of South Berwick Village. Since the early days the area surrounding this intersection has been known as "Central Square" - a hub of business and residential land uses that includes the landmark "business block" and the Sarah Orne Jewett house, a National Historic Landmark. Over the years South Berwick Village has developed in a "traditional downtown" land use pattern, with a mix of business, civic and residential uses within walking distance of each other, centered around "Central Square" (see Figure 3). There is strong community interest in maintaining and enhancing South Berwick Village as a walkable, local downtown center.

The business core of South Berwick Village is on Main Street, between Academy Street and Young Street, and on Portland Street at its intersection with Main Street ("The Corner"). The "business block", a building of connected stores dating back to 1871, is located across from Portland Street. Other businesses are located on both sides of Main Street and on Portland Street, with civic and residential uses scattered in between. Types of businesses found in the Village include a grocery store, pharmacy, flower shop, beauty salon, framing store, yoga center, hat store, dry cleaners, gas station, realtor, insurance, investments, consultant, a cafe and several restaurants. Parking for businesses is largely on the street - on-street parking is seen as a key element supporting downtown business activity.

Civic land uses are also a key element in South Berwick Village. Town Hall is centrally located on Main Street, just south of the "business block". Across the street from Town Hall is Central School, serving grades pre-K-3. The South Berwick Public Library is currently located on Portland Street, near the Main Street intersection and next to the Sarah Orne Jewett house - the library is exploring the possibility of moving to the former St. Michael's Church on Young Street. The Post Office is located at the northern end of Main Street, across from Young Street. The Community Center, located on Norton Street off of Main Street, houses the Recreation Department, a senior center, and South Berwick Fire and Rescue - there is also a playground. At the opposite end of Main Street is Berwick Academy, an independent day school serving grades K-12 on a 72 acre campus, located just off Main Street on Academy Street. Also on Academy Street is the Marshwood Great Works School, serving grades 4-5. Several churches are located along Main Street, including the First Baptist Church (Main Street), First Parish Congregational Church (at Main and Academy Streets) and The Bible Speaks Church (Main Street).

Residential development rounds out the land use in South Berwick Village. Homes from the 18th, 19th and 20th centuries can be found on the historic village streets off of Main and Portland Streets, including Union, Highland, Goodwin, Jewett, Norton, Concord, Grant, Butler, Neally, Young, Parent, and Sewall. Portland Street is also lined with historic homes, heading east from Main Street. These residences are all within walking distance of the Village center and contribute to the "downtown" pedestrian character of the Village.

Other uses in South Berwick Village include the Eastern Trail, part of the Maine East Coast Greenway. The Eastern Trail is a bicycle route (on existing roads for the most part) that extends from Kittery to South Portland, passing through South Berwick Village on Academy Street, Main Street, Portland Street and Mt. Agamenticus Road.

Historic Resources in South Berwick Village

The historic look and character of South Berwick Village is a source of great pride for the community. As one of the oldest settlements in Maine, South Berwick Village has a long and storied history with several properties listed on the National Register of Historic Places, and a pending National Register listing for South Berwick Village as a Historic District. The National Register of Historic Places is the official list of cultural resources worthy of protection resources are selected because of their State and local significance. Properties in the Village already listed include Berwick Academy, which has 5 buildings comprising a National Register Historic District, the Sewett Eastman House on Portland Street and the Cummings Mill on Norton Street. The proposed South Berwick Village Historic District has been found eligible for listing on the National Register of Historic Places formal listing on the National Register is expected by the end of the year. This District includes over 100 properties in the Village, primarily on Main, Portland and Highland Streets (see Figure 4).

As mentioned earlier, the Sarah Orne Sewett house, at 5 Portland Street, is a National Landmark. National Landmark properties are recognized for their national significance, a higher level of designation. National Landmark properties are also listed on the National Register of Historic Places.

The Town of South Berwick also has a locally designated South Berwick Village Center Historic District. This District includes several properties (including the “business block” and the Sewett houses) at the intersection of Main Street and Portland Street and on Paul Street (see Figure 5).





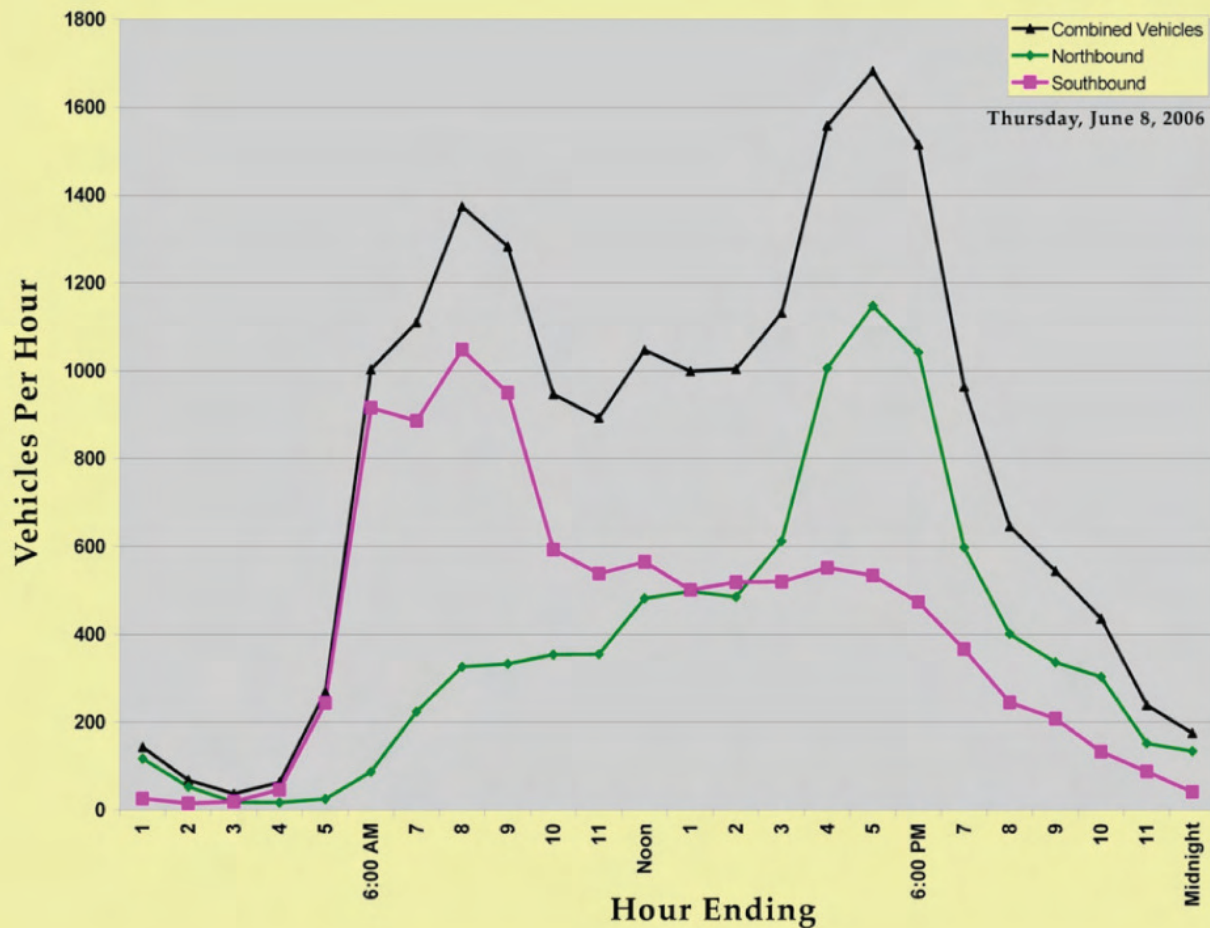
Transportation in South Berwick Village

The Route 236 Corridor Study for Kittery, Eliot, and South Berwick conducted by the MaineDOT published in October 2008 summarized the existing transportation conditions relating to the Village of South Berwick as follows:

Traffic Volumes

Typical traffic volumes on Main Street average 20,000 vehicles per day. The directional distribution and hourly variation of this traffic is shown below.

Southbound volumes peak in the AM between 7:00 AM and 8:00 AM, while northbound traffic peaks in the PM between 4:00 PM and 6:00 PM. Overall, traffic is heaviest in the afternoon between 4:00 PM and 6:00 PM. This directional distribution is characteristic of a primary commuter route.



Regional Population Trends and Commuting Patterns

Evidence that South Berwick's Main Street is a major commuter route can be validated by examining the surrounding land use in the Region. Table 1 provides some historical data regarding population growth for the South Berwick and the communities to the north.

Furthermore commuting patterns contained in the 2000 Census (Table 2) indicate a significant percentage of the workforce located to the north of South Berwick commutes through the Village daily to get to their employment in Dover, NH or the Kittery/Portsmouth area.

It is clear from the above information that a significant percentage of the traffic on Main Street in South Berwick does not originate in South Berwick, but the surrounding communities. And looking ahead, future growth in the surrounding communities is more likely, as South Berwick does not have as much land available for development as Berwick and North Berwick. As such, in exploring potential solutions, the investigation must look beyond the boundaries of South Berwick to the Region as a whole.

Congestion Levels

Mobility within the downtown as measured by vehicle delay is indicative of unsatisfactory performance levels according to industry standards. Levels of Service, which are measurements of driver delay and expressed in terms of "A" to "F", with A being very good and F being very poor are noted in Table 3. A detailed spreadsheet is included in the Appendix that illustrates this information more completely.

Table 1
Population Trends 1990 - 2004

Community	1990	2004	14-Yr. Change
Berwick	5,995	7,020	17%
N. Berwick	3,793	4,680	23%
S. Berwick	5,877	7,120	21%
Sanford	20,463	21,440	5%

Source: SMRPC website

Table 2
Regional Commuting Patterns

Community	Work Force	Travel Thru South Berwick
North Berwick	2,193	612 (27.8%)
Sanford	9,529	822 (8.6%)
Berwick	3,409	702 (20.6%)

Source: 2000 Census

Table 3
Intersection Levels of Service
Delay in Seconds

Location	AM Peak Hour	PM Peak Hour
Route 4/Route 236	17 Sec. - C	548 Sec. - F
Main Street/Portland Street	14 Sec. - B	50 Sec. - D





Safety

Maine DOT maintains a database of crash statistics for all primary roadways within the state. Locations with 8 or more accidents in a 3 year period and a Critical Rate Factor (CRF) exceeding 1.0 are tagged as a High Crash Locations (HCL). For the most recent time period (2006-2008), the intersections of Main Street and Route 236 and Main Street and Portland Street were identified as a High Crash Locations (11 crashes and CRF 1.77, and 10 crashes and CRF 2.05, respectively). In addition, the link on Main Street from Portland Street to Academy Street had 14 crashes with a CRF 1.62. Of the 35 total accidents during this 3 year period, 12 or 35% were rear-ends at the two intersections and another 8 (23%) were rear-ends at the crosswalks at Academy Street and in front of Central School. Fortunately, the majority of those accidents were low speed incidents that resulted in property damage only. However, it is worth noting that two teenagers were struck in the Central School crosswalk in June of 2009. As such, pedestrian safety is a primary concern for the Town of South Berwick.

Project Purpose and Need Community Vision

Federally funded transportation improvement projects that result in an impact on the surrounding natural or human environment must comply with the requirements of the National Environmental Policy Act (NEPA), which outlines a specific process by which alternatives must be considered and impacts minimized. The State of Maine has similar legislation (the Sensible Transportation Policy Act) requiring a thorough analysis of alternatives before the Department of Transportation can consider constructing capacity expanding improvements. Both of these regulatory processes begin with the establishment of a clear and concise statement of the Project's Purpose and Need. In many respects this statement is an expression of the community's vision for the project.

Residents in the community voiced their concerns about the following aspects of their downtown to the Study Team in several public forums.

These issues were:

- Address the impacts of the Schools
- Maintain and improve parking
- Improve safety
- Encourage more walking and biking
- Preserve the historic village character

The Purpose of the South Berwick Transportation Feasibility Study is to identify actions that will:

- Control traffic congestion in downtown South Berwick
- Improve safety for pedestrians, bicyclists and vehicular traffic in the downtown area
- Improve regional mobility by reducing conflicts between local and through traffic
- Provide a wider range of transportation options for residents
- Improve transportation facilities to enhance the downtown environment
- Provide adequate transportation access to meet the long-term economic and community development needs as outlined in the South Berwick Comprehensive Plan
- Ensure that future development decisions within South Berwick and the surrounding communities do not contribute adversely to traffic congestion.

The Need for the Study:

- Route 4 and Route 236, which both converge and become Main Street, do not adequately balance local and regional travel needs
- Roadway capacity constraints and traffic conflicts during peak periods.
- Residential streets are increasingly being used as alternative routes to meet mobility needs
- Downtown South Berwick contains two High Crash intersections, and Main Street is a High Crash road segment
- Insufficient transportation choices for residents and commuters





❑. Initial Identification of ❑ Alternatives

Introduction

The MaineDOT in their Route 236 Corridor Study forecasted that traffic volumes on Main Street in South Berwick would increase from the present levels of 20,000 vehicles per day to over 26,000 vehicles per day by the year 2026 based on historical growth rates (approximately 1.5 percent per year or 30% over 20 years).

A number of individuals on the Advisory Committee questioned the validity of this projection given the future need to reduce fuel consumption and harmful greenhouse gas emissions. The Study Team conducted some research into the current state of the art regarding travel forecasting and concluded that there was no satisfactory methodology for predicting future travel demand today that would account for changes in driver behavior due to the current economy or the growing concern for climate change. As such, it was agreed that the Study would focus on alternative strategies that would Optimize current transportation system using Transportation Systems Management (TSM) techniques, reduce future demand using Travel Demand Management strategies such as ride sharing and transit as well as Increase capacity in the future (e.g. constructing a bypass, if the first two strategies were not successful at managing the situation.)

TSM Alternatives

Due to the large number of possible combinations, the Study Team developed the initial TSM Alternatives by project segment for analysis and presentation to the community. A joint meeting of the Town's Planning Board and Council along with the Study Advisory Committee and interested members of the public was held on March 10, 2009 to present the initial alternatives. The following is a recap of this meeting and its conclusions.

The Intersection of Main Street and Portland Street

Two options were presented for this intersection – both involving the introduction of a traffic signal. See Figure 6. Option A retained the single lane on the Route 236 southbound approach, while Option B added a second lane on this approach for left turners. The traffic operations were slightly better with Option B, but the extent of the on street parking loss was much greater with Option B.

The reaction from the downtown businesses was not favorable to either alternative. Option B was eliminated from further study due to the extent of the on-street parking loss. Option A was retained with the understanding that the parking impacts needed to be reduced. A suggestion was made that other alternatives, such as retaining the current policemen, be considered to keep all of the on-street parking at this location.

It should be noted that ultimate size and geometric design of this intersection needs to accommodate large WB 67 trucks, since MaineDOT has designated Routes 4 and 236 as Heavy Haul Routes.

Main Street from Portland Street to Route 236/4 intersection

Three different designs were developed for Main Street with two having variations regarding on-street parking. Four of the five contained only 1 travel lane in each direction, which is sufficient to accommodate the existing peak traffic volumes. None of the 5 alternatives expanded Main Street, only reallocated the existing space to different uses. See Figures 7, 8, and 9. These 5 alternatives can be described as follows:

Two travel lanes with formal bike lanes on-street parking

Two travel lanes with formal bike lanes no on-street parking, i.e. wider sidewalks

Two travel lanes a center two-way left turn lane with on-street parking

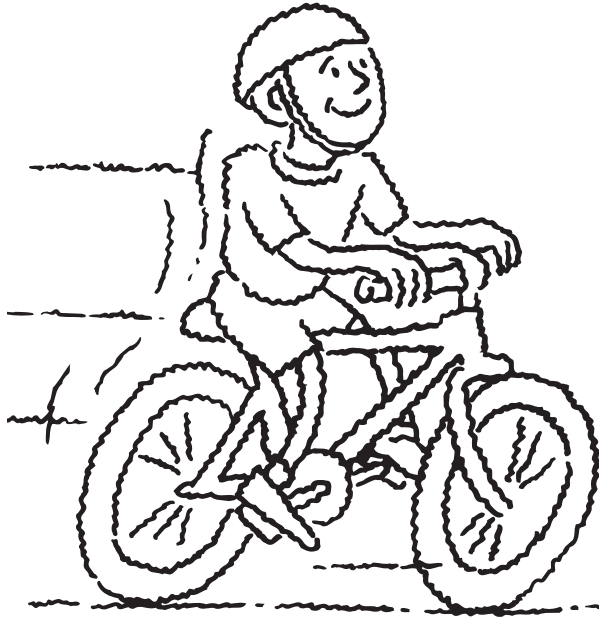
Two travel lanes a center two-way left turn lane with no on-street parking but wider sidewalks

One travel lane southbound, two travel lanes northbound, a center two-way left turn lane with no on-street parking

All five alternatives included provisions for closing a number of existing curb cuts on both sides of the street to minimize potential conflicts between turning vehicles. The Central School was agreeable to closing one of their 3 existing entrances, and also limiting the use of the loop roadway in front of the school for buses only. This would be contingent on creating another access point off Young Street, which is presented under the heading of "Off Street Parking Improvements."

The reaction of Town officials and the public at the March 10, 2009 meeting was overwhelming in support of alternatives that preserved on street parking, and they did not favor alternatives where parking was eliminated. This position effectively eliminated the three of the five alternatives (Alternatives 2, 4 and 5). Of the two remaining (Alternative 1 - 2 lanes with bike lanes and on-street parking, and Alternative 3 - the 3 lanes with on-street parking) there was no consensus which would be most favorable. While the bike lanes were viewed as a possible traffic calming technique, there were those who felt that it was important to retain the center two way left turn lane.

It was decided that more analysis was needed before a final decision could be made on this issue. Subsequent analysis showed that a left turn lane was warranted at Academy Street, so Alternative 3 became the basis for the Preferred Alternative.



The Intersection of Route 4 and Route 236

Two alternatives were developed for the intersection of Route 4 and Route 236 – a traffic signal and a roundabout. See Figure 10. The size of the roundabout was governed by its ability to accommodate large WB 67 trucks, and as such required the acquisition of private land within an historic district. For this reason, it was eliminated from further consideration. The traffic signal alternative, as presented, also had some problems with driveways that projected into the middle of the intersection. This situation would not be workable and thus would need further analysis for this alternative

to remain viable. The reaction from the Town officials and public was favorable to the idea of a traffic signal at this location if traffic operations were shown to be improved.

Off-Street Parking Improvements

The Town recently purchased the Catholic Church property on Young Street. This site is currently being evaluated as a location for a new library. The Study Team looked at this property as a potential site to add more off-street parking in the downtown. It may also be an opportunity to create a new access for the Central School that was not on Main Street. Two Concept Plans were created. See Figure 11. Option 1 would retain the existing loop road in front of the school for buses, while Option 2 would eliminate all vehicular access to the Central School from Main Street.

The reaction from the Town officials and public was very favorable to the idea of a new access for Central School. However, there were differing opinions regarding the number of additional parking spaces that could or should be provided on the former church parcel, indicating to the Study Team that further discussion among town residents and business owners would be needed before any additional parking would be pursued. Therefore, it was decided to conduct additional discussions with the Central School and only advance the connector portion of the plan forward initially.



Promote ridesharing and vanpooling among Regional businesses

Recognizing that the traffic problem facing South Berwick is as much regional as it is local the Study Team conceived the idea of a "York County Trip Reduction Coalition". According to the 2000 Census approximately 88% of commuters in Maine drive to work alone. The Coalition would have as its mission to reduce this driving to work alone by 30% by the year 2015. A promotional year for this new advocacy group is contained in the Appendix of this Report. If this idea gains some traction, the Town will want to be a prime supporter.

With the idea of a new Coalition in mind, the SMRPC staff should meet with the two Seacoast Regional Planning Commissions, Rockingham and Strafford to identify all businesses in the Dover - Kittery/Portsmouth Economic Region with an employee base in excess of 100 and initiate discussions regarding potential ridesharing and vanpooling. There is an existing Seacoast Commuter Options group (similar to GOMaine) sponsored by NHDOT that has not been that active to date, but we understand may be resurrected in the near future.

The Study Team in conjunction with the Manager of GO MAINE Commuter Program met with the representatives of the Portsmouth Naval Shipyard to discuss the idea of joining the Coalition. The Shipyard currently employs about 5,000, with 2,900 living in Maine. They have 35 15 person vanpools operating today, and were interested in learning how they might expand this program because of congestion and parking issues on base. A second meeting was arranged so they could be introduced to VPSI, a national vanpool leasing company with a local presence in Woburn, MA. The federal government will reimburse employees for their commuting costs of up to \$230 per month if they participate a vanpool. VPSI will be working with the Shipyard to see if they can capture more of this employee pool. This could have a significant effect on downtown South Berwick as evidenced by the Shipyard commuter shed graphic on the following page.

Similar meetings should be scheduled with other large regional employers, but such an effort was beyond the scope of this Study.

Ridesharing and vanpooling is great, but to be successful there needs to be a system of park and ride lots available and attractive to users. The Study Team reviewed data on existing lots and found only a few in the Region. These were:

- 20 paved spaces at the Town Hall in South Berwick
- 100 paved spaces at the Wells Transportation Center
- 50 gravel spaces in East Lebanon at Route 202/Depot Road
- 30 spaces (planned but not built) on Route 4 between South Berwick and North Berwick.

Using employment data obtained from the Portsmouth Naval Shipyard, the Study Team conducted a search for potential new park and ride facilities in the Region. The following diagram indicates where Shipyard employees live and how they might travel to work. Contact was made with local officials in Sanford, Berwick, North Berwick, and Lebanon to assess potential sites in each community that would result in traffic reductions in the Village of South Berwick. See the Park and Ride Evaluation Memo, April 2009, contained in the Appendix for the details of this investigation. In summary, potential sites were identified in Sanford, Lebanon, and Berwick. Funding may be available in MaineDOT's 2010 2011 Work Plan for these facilities, and a copy of this evaluation was forwarded to Darryl Belz, MaineDOT's Park and Ride Coordinator.

Preliminary Costs

The town requested that a preliminary cost estimate be prepared for the above described improvements so that they could have a benchmark for Capital Improvement Budgeting. A generalized initial estimate was prepared that was in the range of \$2.2 million for construction and engineering of all of the improvements described herein.

TDM Strategies

Managing future travel demand will include a number of separate and distinct actions. The following seem most appropriate:

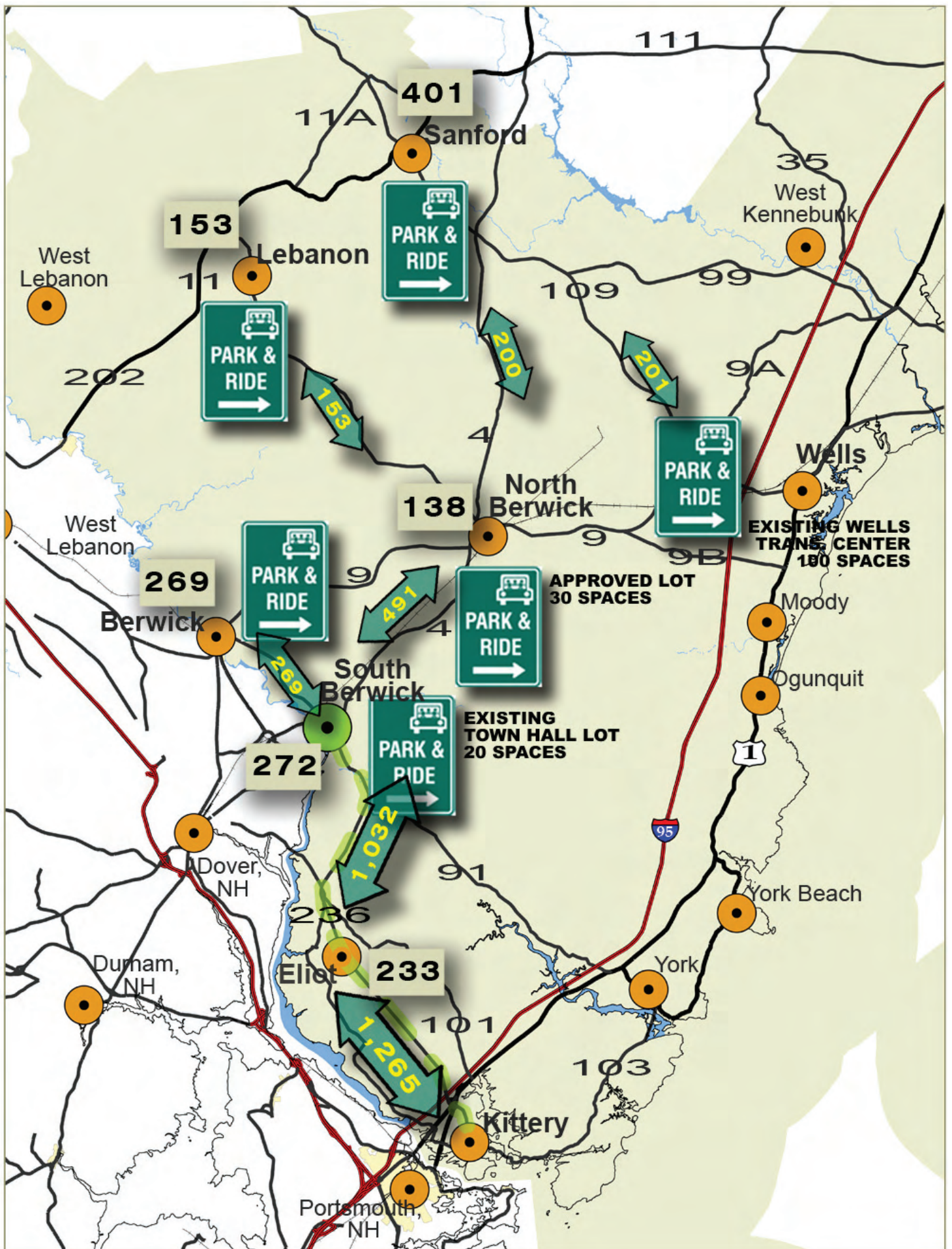
Promote ridesharing and vanpooling among Regional businesses

Evaluate the feasibility of initiating transit service

Continue to work with the Maine Turnpike to reduce Diversions of the York Toll Plaza

Support the Maine Turnpike's marketing efforts of EasyPass

Continue to work with Maine's Bureau of Motor Vehicles to reduce the number of overlimit vehicles routed through South Berwick



Continue to work with Maine's Bureau of Motor Vehicles (BMV) to reduce the number of overlimit vehicles routed through South Berwick

In Maine, the BVM issues overlimit permits to vehicles that exceed certain thresholds for width, height, length, or weight. These vehicles are only allowed to operate on local, state or federal roadways with special permits that regulate the size and weight of the load, the hours of vehicle operation, and requirements for escort vehicles. These permits are obtained in advance from the BVM along with the allowable route. Fees for these permits range from 6.00 to 27.50. The Maine Turnpike has a separate permit for overlimit vehicles that is obtained at their toll booths prior to entering the Turnpike for a fee of 10.00.

In fiscal year 2008 the BVM issued 1,295 overlimit permits for Route 236 through South Berwick. This figure represents an increase of 33% over 2007 and an increase of 2% over 2006, but a decrease of 31% from 2005, which was 1,877. 406 of the permits in 2008 (31%) involved the transport of modular homes. This figure is less than previous years. In 2005 this figure was 978, which represented over 52% of the total permits issued that year. 454 of the overlimit permits issued in 2008 (35%) either started or ended in the towns of Kittery, Elliot, South Berwick, Berwick or York. These would be considered locally generated overlimit trips that are not likely to be eliminated. However, this leaves 841 permits some of which may have been able to be routed to the Turnpike based on their origin and/or destination and vehicle characteristics (height, width, length, and weight), but for some reason were not.

From this information it appears that the Town will want to continue to work with the BVM to route all possible overlimit vehicles via the Turnpike unless they cannot meet the Turnpike's size and weight restrictions.



Evaluate the feasibility of initiating transit service

The Study Team met with the manager of the COAST bus service in Dover to determine whether they would be interested in extending service from Dover to South Berwick. There indeed was interest and the manager attended a meeting with the Town Council and Planning Board on March 10, 2009 as part of this Study to solicit local interest in such a service. The Town will need to follow up on this matter.

Commuter transit service along Route 236 from Sanford to Kittery has been discussed during the past several years, and for federal regulatory reasons will need to be led by York County Community Action (YCCA). The Study Team discussed this idea with YCCA and learned that if such a service were deemed viable and if funding were available, they would be interested in operating it. Determining the feasibility of such a service was beyond the scope of this Study, but should be pursued further so that these crucial questions can be answered.

Continue to work with the Maine Turnpike to reduce Diversions of the York Toll Plaza

The Study Team met with representatives of the Maine Turnpike Authority and HNTB, their engineers, to discuss the 2007 York Diversion Survey Study conducted by the Turnpike. This survey and analysis was conducted in response to local concerns and perceptions regarding vehicles exiting the Maine Turnpike and using other state and local roads to avoid the York toll plaza. The Study found that approximately 775 vehicles diverted around the York Toll Plaza on Friday August 10, 2007 and used Route 236/4 through South Berwick. This figure represents about 4% of the average daily traffic on Main Street in South Berwick. While the Turnpike believes that this volume is reasonable, they are continuing to monitor the situation and increasing their efforts to market E ZPass as a more equitable fee structure between York and Wells. The Town needs to support the E ZPass Program and maintain contact with the Turnpike to insure that they are doing all that they can to minimize the diversions in York such that traffic on Main Street is minimized.

Support the Maine Turnpike's marketing efforts of Easy Pass

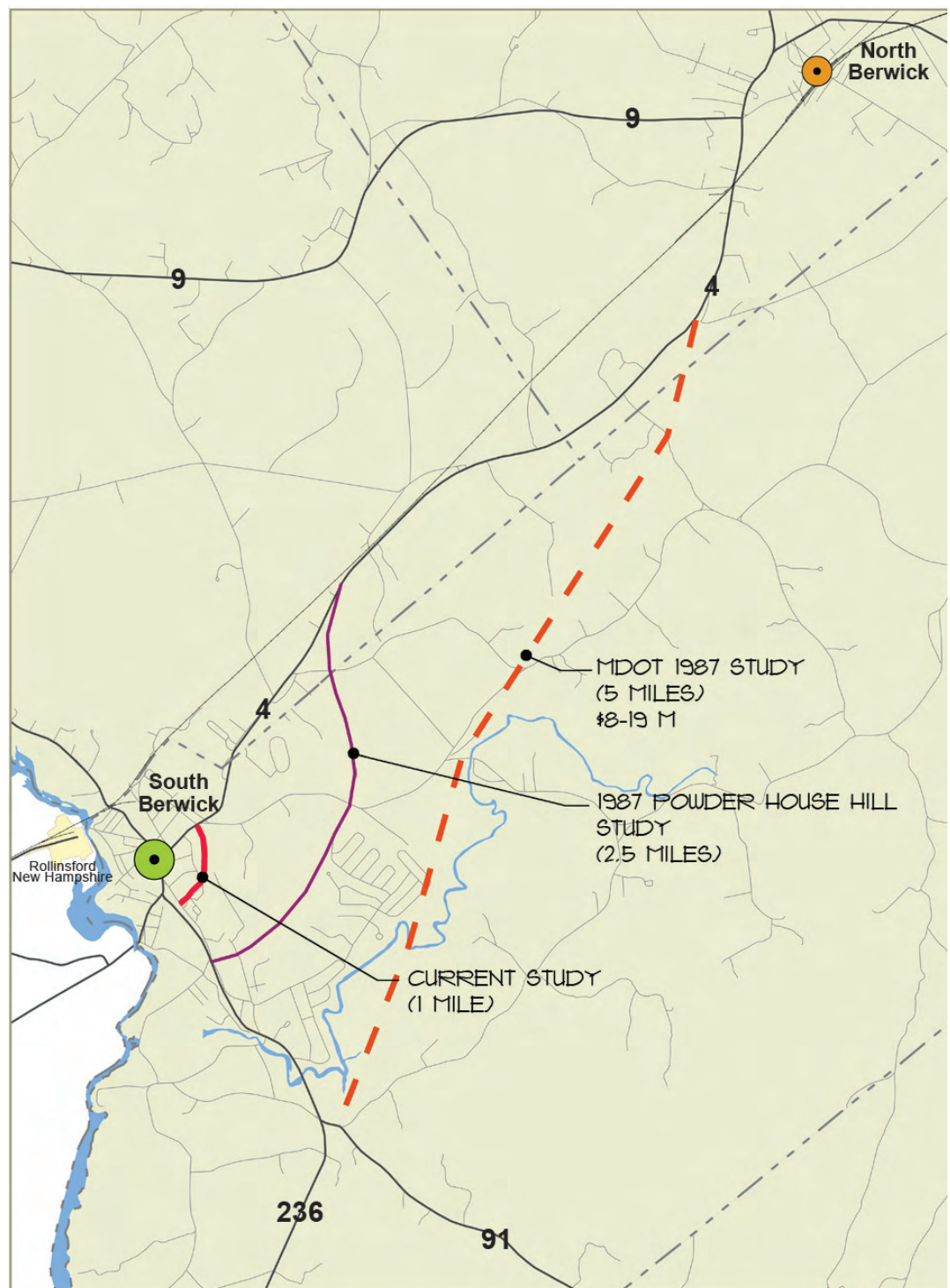
Presumably, diversions of the York Toll Plaza are due to the existing inequitable fee structure between Wells and York. E ZPass minimizes this inequity, so increasing the usage of E ZPass should reduce the number of drivers diverting from the Turnpike to use Routes 4 and 236 through South Berwick. The Town should be an active supporter of the Turnpike in this regard.



Increasing Capacity via an Easterly Route 4/236 Bypass

The idea of a Village Bypass has long been discussed in South Berwick. Research indicates that it has been studied at least twice prior to the MaineDOT raising it again in 2008 as part of the Route 236 Corridor Study. In 1987 the Town evaluated a Bypass as part of the Powderhouse Hill Land Use Study. Shortly thereafter MaineDOT performed a similar evaluation. The locations of the two prior alignments, as well as the most recent one evaluated by MaineDOT as part of the Route 236 Corridor Study, are shown right.

It is evident that the lengths of the various Bypass alternatives vary and as such so would the costs of construction. In 1987, MaineDOT estimated the cost of their corridor, which was 5 miles in length, to be in the range of \$8-19 million. When MaineDOT reexamined this idea as part of their Route 236 Corridor Study, they looked at a route that was much closer to South Berwick's downtown – the thinking being, less overall length, lower cost of construction. Figure 12 illustrates this general location.

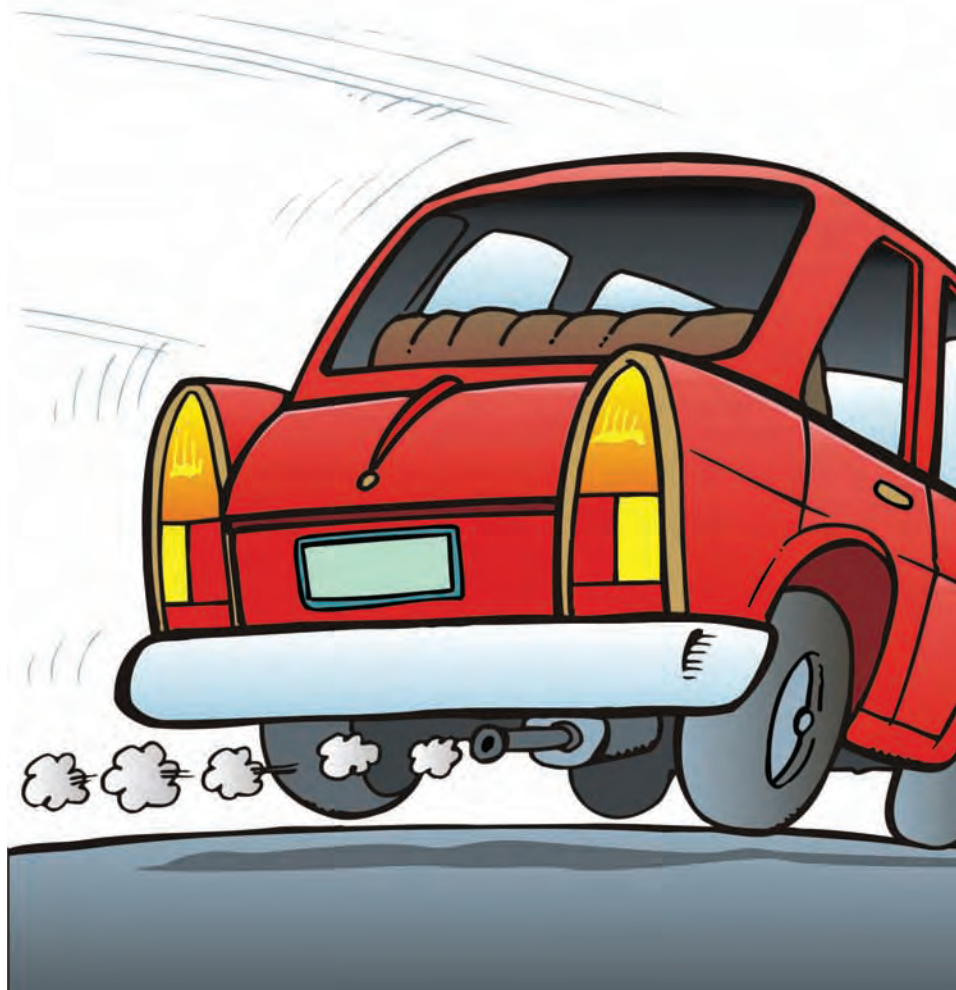


This alignment mostly impacts three property owners – the Town, one individual private land owner, and Berwick Academy. The other primary party of interest is the South Berwick Water District, which owns two water supply wells just east of this proposed alignment.

The Study Team met with representatives of both the Water District and Berwick Academy to explore this idea and see if the potential impacts would be manageable. The Water District indicated that the proposed alignment would be within the secondary recharge area for their Agamenticus Well, which was of concern. They offered to give up this well for an alternative water supply via the Kittery Water District, but the cost of this tie-in and payoff of their current debt would be in the range of 11 million. Berwick Academy was not keen on the idea either, since the proposed roadway would bisect their undeveloped property, which would limit their future expansion possibilities. In addition, the alignment might destroy a natural area that they use for environmental studies. The lure of an improved main entrance to campus was not compelling enough for them. Most of their students would still access campus from the existing Route 236/Academy Street intersection, which in their view was a safety problem and should be improved.

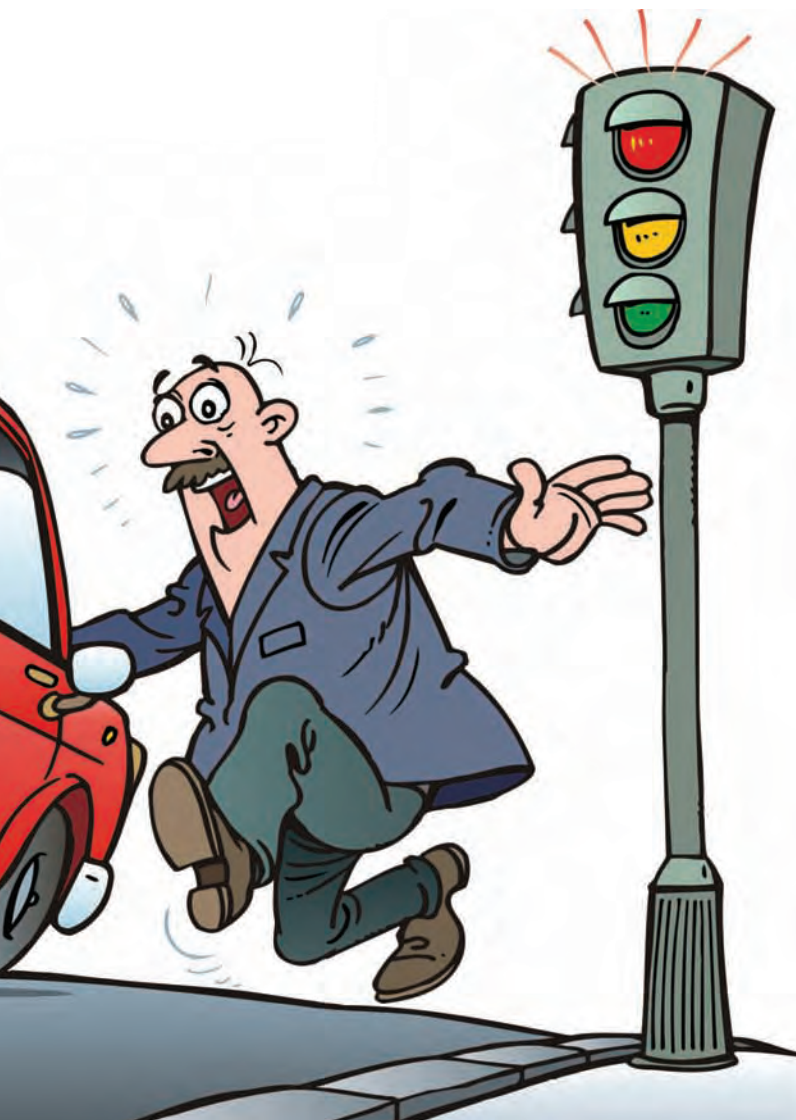
Reaction from the Town Planning Board, Town Council, members of the Advisory Committee, and the public was highly negative to this idea at the March 10, 2009 meeting. The consensus was that a Bypass was not worth the impacts to Berwick Academy and the Powderhouse Hill Ski Area, in addition to the fact that it would geographically divide the Town. If it were to be considered, and there were many who expressed no interest in this concept at all, it should be located further out from the Village, i.e. in the area where MaineDOT investigated in 1987.

Interestingly, MaineDOT sent the Town a letter soon after this Study got underway cautioning them about planning for a Bypass. See Appendix. Monies were not there for such construction and the timetable for getting approvals was very lengthy. This information seemed to remove the Bypass concept from consideration as a short or mid-term action. The final decision by the Town Council was to remove the Bypass from any further consideration as part of this Study, but retain the idea for the future if the less costly and more palatable TDM actions did not produce successful results.



“ . Development of a referred Alternative

The Study Team took the constructive feedback obtained from the March 10, 2009 officials and Advisory Committee meeting and developed a refined Alternative 3, which combines the various segments initially presented. This new plan is called the Preferred Alternative. Design adjustments were made to both intersections as well as Main Street. The Portland Street/Main Street intersection was “tightened” geometrically to shrink its size by removing the existing center island on Portland Street. This change resulted in reducing the loss of on-street parking from the previous version. The Route 236/Route 4 intersection was also redesigned to minimize its footprint and orientation. In so doing, the two driveways that were problematic previously, can now be managed satisfactorily. Additional left turn analysis was performed on Main Street at Academy Street and a conclusion reached that retaining the existing left turn lane at this intersection was beneficial. When presented with this information the Steering Committee concurred with this decision, and thus the concept for replacing the existing center left turn lane with two bike lanes on Main Street (Alternative 1) was dropped from further consideration.



Additional Traffic Analysis

The Study Team performed additional traffic analysis to help guide the Town in deciding the specifics of the Preferred Alternative. A spreadsheet is presented in the Appendix, which summarizes this final analysis.

The procedure and assumptions that underlie this analysis were as follows:

The software used for this analysis was Synchro/SimTraffic, Version 7, with 5 runs for 60 minutes averaged

Even though the proposed Plan will be implemented over the next several years and it is hoped that regional TDM actions will lessen current traffic volumes, all the traffic analyses performed for this project used existing volumes.

The Study Team has suggested that the majority of Central School traffic enter and exit the School from Young Street not Main Street as they do today. Accordingly, the school traffic was reassigned to the network to reflect this change. Traffic volumes were changed during the AM peak hour, but no adjustment was made during the PM peak hour since there was very little traffic associated with the school during this time period. This pattern change is reflected in Option 4 of the spreadsheet in the Appendix.

Alternatives Evaluated

Since the Town was struggling with what to do in terms of traffic control in their downtown, The Study Team looked at several different alternatives. These were:

Existing Conditions:

A policeman at the northerly intersection during the AM for 2.5 hours
A policeman at Academy Street for 1 hour in the AM
A policeman at the northerly intersection during the PM for 2.5 hours

Option 1:

Signalize the southerly intersection
Retain the policeman at Academy Street for 1 hour in the AM
Retain the policeman at the northerly intersection for 2.5 hours in the AM and PM

Option 2A:

Signalize the northerly intersection
Retain the policeman at Academy Street for 1 hour in the AM
Retain the stop sign control at the southerly intersection on Route 236

Option 2B:

Signalize the northerly intersection
Retain the policeman at Academy Street for 1 hour in the AM
Change the stop sign control at the southerly intersection to Route 4

Option 3:

Signalize both the northerly and southerly intersections
Retain the policeman at Academy Street for 1 hour in the AM

Option 4:

Existing Conditions with Central School Traffic Reassigned:
A policeman at the northerly intersection during the AM for 2.5 hours
A policeman at Academy Street for 1 hour in the AM
A policeman at the northerly intersection during the PM for 2.5 hours

Summary of Analysis Results

(Note: For purposes of this analysis The Study Team believes that a signal and a police officer work essentially the same in performing traffic control at an intersection.)



Northerly Intersection:

Seems to work acceptably with all alternatives, except for Option 3 (signalizing both intersections). The Existing Conditions, Option 1, Option 2A and 2B, and Option 4 are all really close in terms of performance. Interestingly, the Existing Conditions and Option 4 have two approach lanes on Portland Street, but Options 1, 2A and 2B have only one. The reduction in the number of approach lanes was keyed to the improvement in Village walkability, i.e. the crosswalk across Portland Street is shorter because there is only one lane to cross instead of two.

Academy Street:

Seems to work acceptably with all alternatives, except for Option 1 (signalizing the southerly intersection) and Option 3 (signalizing both intersections). The Existing Conditions, Options 2A and 2B, and Option 4 are all really close in terms of performance. Based on our field observations, the police officer at this intersection in the AM seems to have a large effect on Main Street traffic operations.

Southerly Intersection:

The PM experiences long delays regardless of the alternative. However, signalizing the intersection (with either Option 1 or 3) seems to provide less delay than leaving the intersection unsignalized. With the exception of Option 2B, all alternatives seem to work acceptably at other times of the day.

Total Network:

The AM seems to work best with the Existing Conditions, or Options 2A and 4.


The PM seems to work best with either Option 1 or 3.

To round out the picture, Table 4 presents some information on overall network performance from an energy conservation and air emissions perspective. It appears from Table 4 that Option 1, signalizing the southerly intersection only, has the greatest effect on fuel consumption and Greenhouse Gas emissions as measured by metric tons of CO₂.

Table 4 Overall Network Performance Energy Conservation and Air Emissions

Measurement	Existing Conditions	Option 1	Option 2A	Option 2B	Option 3	Option 4
Fuel Use (gal):						
AM	45.1	48.1	45.3	108.2	65.8	37.7
PM	102.6	76.2	101.1	38.8	80.3	102.6
Total/Day	147.7	124.3	146.4	147.0	146.1	140.3
Annual	36,925	31,075	36,600	36,750	36,525	35,075
CO ₂ Emissions:						
Annual	325 mtons	273 mtons	322 mtons	323 mtons	321 mtons	309 mtons

Conclusion



It is apparent from this analysis that the decision on how to handle traffic control in downtown is complicated and not straightforward. While the current means of accommodating traffic appears to be adequate much of the time, at some time periods a change would be beneficial. Unfortunately, no one strategy that was examined seems to stand out as the clear preferred in terms of vehicle performance factors. However, The Study Team was able to make the following general statements about the various alternatives: The use of police officers for traffic control is more expensive in comparison to the operational costs of traffic signals. Signals offer pedestrians a safer means of crossing the street at times when the police officers are not present.

The Preferred Alternative

At this time, there seems to be public support for changing the access to the Central School, which would coincide with Option 4. Phase 1, then, should be to redirect traffic to the school via Young Street, leaving Main Street traffic control as it is presently.

In Phase 2, when the streetscape improvements are implemented along Main Street, underground infrastructure should be installed for possible future traffic signalization at the northerly and southerly intersections. Traffic control at both intersections would be retained as is to see if operations improve from existing conditions as a result of any successful TDM actions. If not, then a signal should be installed at the southerly intersection with the police officer remaining at the northerly intersection as Phase 3. Finally, Phase 4 would be to install a signal at the northerly intersection at such time as the Town felt that it no longer wished to manually control this intersection.

With this Plan the Preferred Alternative seems to address most of the goals of this Study.

Initial Goal:

- Improve vehicular and pedestrian safety
- Reduce congestion during peak hours
- Reduce use of neighborhood streets
- Address the impacts of the schools
- Maintain/Improve parking
- Reduce vehicular speeds
- Encourage walking and biking
- Preserve historic village character

Preferred Alternative:

Adds curb bump outs to shorten crosswalks

Improves access management by reducing the number of curb cuts

Adds a sidewalk on Main St. from Academy to Route 236

Adds pedestrian refuge median island at Academy St.

Adds in-pavement lighting at Central School and Academy Street crosswalks

Installs traffic signal at Route 4/236 with managed pedestrian crosswalk times

Reroutes Central School traffic

Maintains Police Officer at the Portland St. intersection

Initiates an aggressive regional TDM program

Use of neighborhood streets as bypasses will lessen as use of Main St. reduces with other strategies

Central School access will be redirected to Young St.

Overall on-street parking within the downtown on Main St. will be maintained at current levels

A concept for creating additional off-street parking using the former Catholic Church property may be possible

Traffic calming measures include: curb bump outs at crosswalks, the median at Academy St., and the tighter geometry at both major intersections

Formal gateways are proposed at both entrances to the village on Route 4 and Route 236

Additional sidewalks are provided

Crosswalks are shorter so safer

No additional Right-of-way is required



Public Review of Preferred Alternative

As indicated previously, the Study Team conducted an extensive public outreach process as part of the Study effort. Two Committees (a Steering and an Advisory) were formed by SMRPC initially to provide guidance to the Study Team. These groups met jointly with the Study Team a total of five times. SMRPC compiled an email list of interested parties that totaled more than 60 names by the end of the 8-month Study process. Three open public forums were conducted in December 2008, March 2009, and June 2009. Attendance ranged from 20 to 60 residents and business persons at each of these meetings. The March meeting also included members of the Town Council and Planning Board. SMRPC posted agendas and minutes of all meetings on their website. Members of the Study Team met one-on-one with area businesses as well as with the Central School, Berwick Academy, and the Water District. In summary, the project team made a concerted effort to hear from as many interested parties as voiced their concerns.

The culmination of the public process was the third Public Informational Meeting, which was held on June 23, 2009. The Study Team recapped where the Study effort had begun with the December 2008 Public Meeting, what had been studied and ruled out, and how the Preferred Alternative had developed. This plan was presented in detail along with a list of recommended TDM actions for future management of traffic growth. The public reaction was overwhelmingly supportive of the proposed Plan.

A suggested Phasing plan for implementation of the Preferred Alternative was also available at the meeting and this too was endorsed by the public.

–. Final Recommendations and Implementation Plan

The Study Team has reached town consensus on a Preferred Alternative for short and mid-term actions to address the goals established at the outset of this Study. These actions do not include building additional capacity, but instead focus on TSM and TDM actions to:

- improve vehicular and pedestrian safety
- reduce peak hour congestion
- reduce use of neighborhood streets
- address impacts of the schools
- maintain/improve parking
- reduce vehicular speeds
- encourage walking and biking
- preserve the historic village character

The Preferred Alternative is illustrated below. Its main features include the following:

- curb bump outs for shorter crosswalks
- tighter intersection geometry for traffic calming and safer pedestrian crossings
- a reduction in the number of curb cuts to reduce conflicts
- rerouting of Central School access
- the potential for creating additional off-street parking
- additional sidewalks
- a center median at Academy St. to increase safety at this crosswalk

What are not shown on the Plan are the formal approach gateways that are also recommended for Route 4 north of town and Route 236 south of the village to alert approaching drivers that they are about to enter an urbanized area where speeds are lower. In addition, the Plan does not portray the TDM actions that form the strategy for addressing future traffic growth. These are as follows:

- Promote ridesharing and vanpooling among Regional businesses

- Evaluate the feasibility of initiating transit service

- Continue to work with the Maine Turnpike to reduce Diversions of the York Toll Plaza

- Support the Maine Turnpike's marketing efforts of EasyPass

- Continue to work with Maine's Bureau of Motor Vehicles to reduce the number of overlimit vehicles routed through South Berwick

The implementation plan for Main Street improvements is shown in Figure 2. The Study Team conducted some research into potential funding assistance for the Plan, and the outcomes of this investigation are contained in the Appendix in the form of a memo dated March 19, 2009 to the Town and SMRPC.

Some of the TDM actions can be implemented by the Town with no assistance from others, but the ridesharing and vanpooling promotion with Regional businesses and the assessment of the feasibility of new transit service will require outside assistance. The Kittery Area Metropolitan Planning Organization (MPO) has allocated some funding for these initiatives in their 2010 2011 work plan, and will be working with the Portsmouth MPO and Dover-Rochester MPO to advance these efforts.

Future Coordination with MaineDOT

The Study Team met with representatives of MaineDOT on June 15, 2009 to review the Study's final recommendations and clarify any outstanding technical concerns held by members of the Department. The comments received from MaineDOT at that meeting included the following:

- Both Main Street intersections need to have turning radii that will accommodate WB-67 vehicles – minor refinements were subsequently made to the intersection conceptual designs to assure this design criteria

- The Route 4/236 intersection traffic signal should have a protected left-turn phase rather than a protected/permitted left-turn phase – this was adjusted by the Study Team

- The Route 4/236 intersection geometrics should include 1" raised concrete medians to provide additional driver guidance through this intersection – the Study Team included these islands in the final version of the Preferred Alternative

- The Purpose and Need Statement should be consistent with the final recommendations – the Study Team believes this is the case

As this project moves into the design phase for implementation, the Town will want to coordinate with the Traffic Operations Section of MaineDOT to gain their concurrence on the final designs for both the intersection geometrics and any traffic signal programming.





Coordination with the Maine Historic Preservation Commission

Because South Berwick Village is soon to be listed as a Historic District on the National Register of Historic Places, and the Sarah Orne Jewett house is a National Landmark, coordination with the Maine Historic Preservation Commission (MHPC) is recommended as part of the implementation plan to ensure compliance with requirements under Section 106 of the National Historic Preservation Act. When funding becomes available for any of the roadway/access improvements, a copy of the proposed design plans should be submitted to the Maine Historic Preservation Commission for their review and a face-to-face meeting scheduled with the Commission.

Contact information for the MHPC is:
55 Capital Street, Augusta, ME 04330
Tel. 207-287-2132.

Figures

- 1 – Preferred Alternative
- 2 – Implementation Phasing Plan
- 3 – Existing Downtown Land Use
- 4 – South Berwick Village Historic District
- 5 – South Berwick Village Center Historic District
- 6 – Main Street/Portland Street Intersection Alternatives
- 7 – Main Street – Two Lane Options
- 8 – Main Street – Three Lane Options
- 9 – Main Street – A Four Lane Option
- 10 – Route 4/236 Intersection Alternatives
- 11 – Off-Street Parking Improvements
- 12 – In-Town Village Bypass Alternative
- 13 – Preferred Alternative

Figure One Preferred Alternative

South Berwick Transportation Feasibility Study Final Report

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In Association with:
Morris Communications
Normandeau Associates
Nelson-Nygaard Consulting
November 2009



Figure Two Implementation Phasing Plan

South Berwick Transportation Feasibility Study Final Report

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Morris Communications
Normandeau Associates
Nelson-Nygaard Consulting
November 2009



Figure Three Land Use & Historical Resources

Land Use

- (1) Business Block
- (2) "The Corner" (intersection of Portland St/Main St)
- (3) Town Hall
- (4) Central School
- (5) Post Office
- (6) Community Center
- (7) Library
- (8) Berwick Academy
- (9) Marshwood Great Works School
- (10) Eastern Trail
- (12) Powderhouse Hill Ski Area

Historic

- (11) Sarah Orne Jewett house (5 Portland St)
- (12) Jewett Eastman house (37 Portland St)
- (13) Berwick Academy (100 acres - 5 buildings)
- (14) Cummings Mill (corner of Norton and Railroad)

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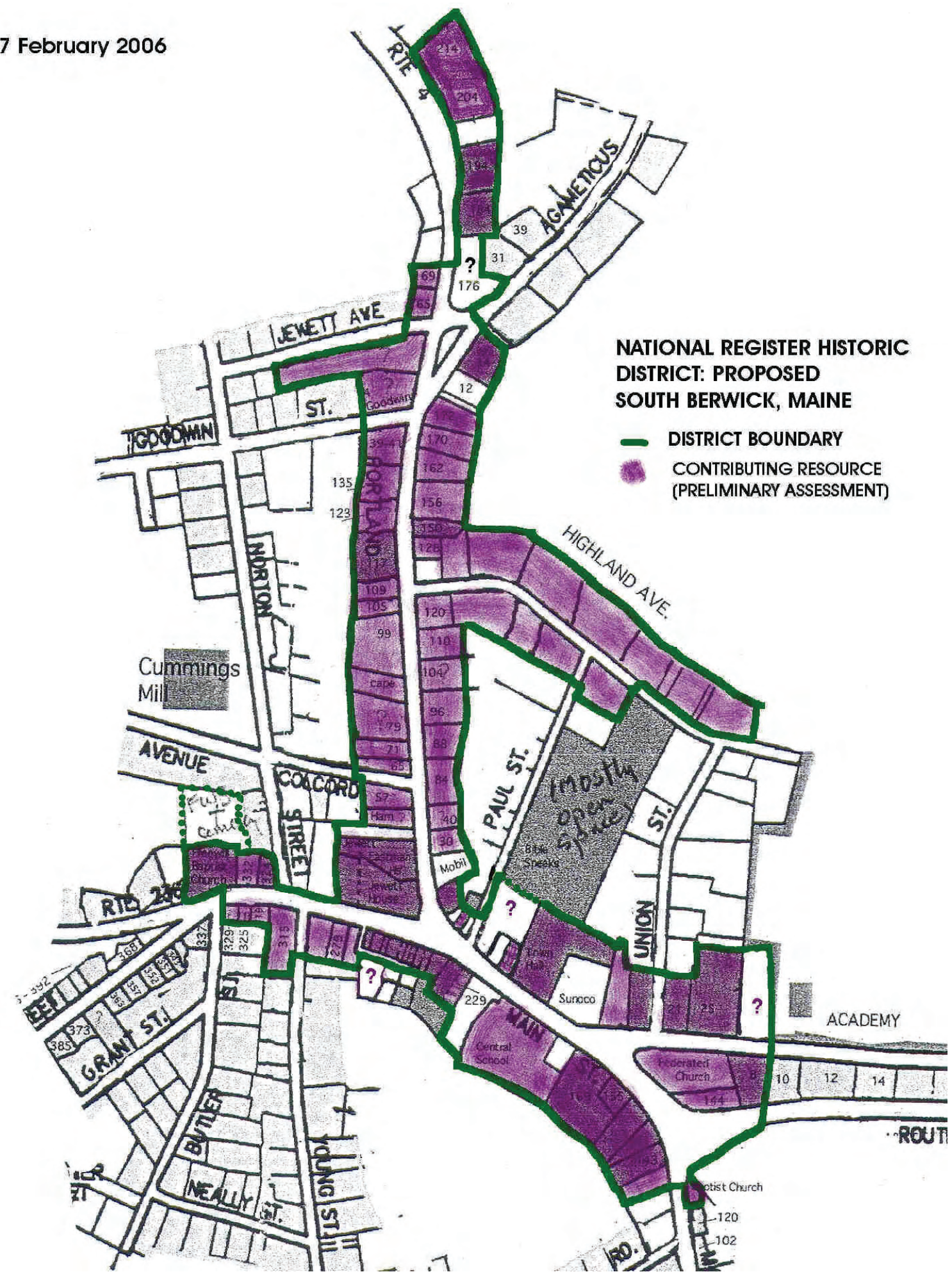


Figure Four National Register Historic District Proposed

South Berwick
Transportation
Feasibility Study
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Figure Five Local Historic District

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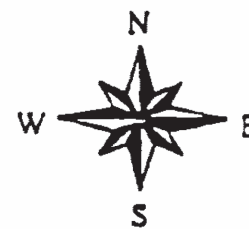
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November 2009



Historic District

This is the Official Historic District Map
referred to in Section 84-7.A(1) of the
South Berwick Historic District Ordinance.

June 15, 1999



SebagoTechnics, Inc.
Engineers • Landscape Architects • Surveyors • Environmental Specialists

Figure Six- Main Street / Portland Street Intersection Alternatives

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COMMENTS:

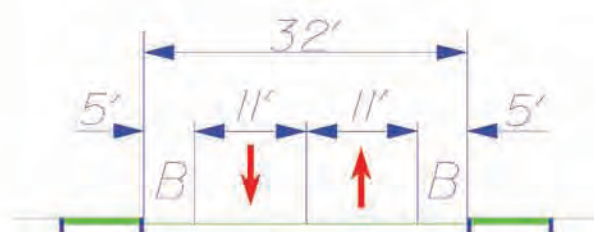
- SIGNALIZATION REPLACES TRAFFIC OFFICERS
- ON-STREET PARKING LOSS
 - OPTION A - 8 SPACES
 - OPTION B - 20 SPACES
- VEHICULAR TRAFFIC PERFORMANCE
 - HIGHER WITH OPTION B (30 SEC. IN AM)
- PEDESTRIAN SAFETY -
 - IMPROVED BY BOTH OPTIONS (CONTROLLED ALL DAY)
 - CROSSWALKS LONGER WITH OPTION B
- INCREASED SIDEWALK WIDTH FOR AMENITIES
WITH BOTH OPTIONS

LEGEND:

- GREENSPACE
- NEW SIDEWALKS

SIGNALIZATION OF
MAIN ST/PORTLAND ST. INTERSECTION





NOTE: CROSSWALK=32'

TYPICAL SECTION

LEGEND:

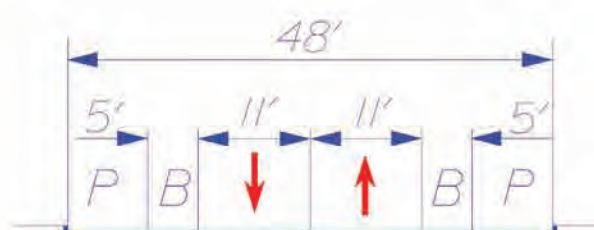
- GREENSPACE
- NEW SIDEWALKS



COMMENTS:

- ON-STREET PARKING
- NET DECREASE OF 17 FROM EXISTING
- VEHICULAR TRAFFIC PERFORMANCE
- LEFT TURNS WILL BLOCK THRU MOVEMENTS
- SPEED CALMED BY BIKE LANES AND NARROWER ROADWAY
- SAFETY IMPROVED BY REDUCTION OF 3 CURB CUTS
- PEDESTRIAN SAFETY -
- IMPROVED BY SHORTER CROSSWALKS
- DOWNTOWN IS ORIENTATED TOWARDS MOBILITY
- WIDER SIDEWALKS PROVIDE OPPORTUNITES FOR STREETSCAPE AMENITIES, I.E. TREES, LIGHTS AND BENCHES ETC.
- EASTERN TRAIL BIKES IN SEPERATE LANES

MAIN STREET
2 LANES W/ BIKE LANES AND
NO ON STREET PARKING



NOTE: CROSSWALK=32'

TYPICAL SECTION

LEGEND:

- GREENSPACE
- NEW SIDEWALKS

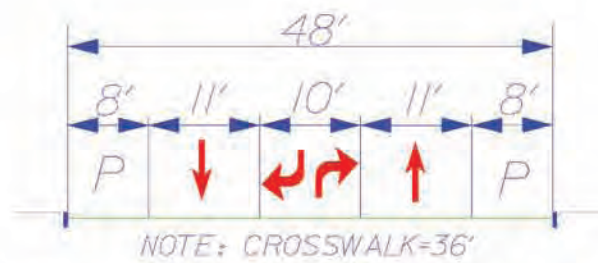


COMMENTS:

- ON-STREET PARKING
- NET DECREASE OF 6 FROM EXISTING
- VEHICULAR TRAFFIC PERFORMANCE
- LEFT TURNS WILL BLOCK THRU MOVEMENTS
- SPEED CALMED BY BIKE LANES, PARKING AND CURB EXTENSIONS
- SAFETY IMPROVED BY REDUCTION OF CURB CUTS
- PEDESTRIAN SAFETY -
- IMPROVED BY SHORT CROSSWALK
- MULTIMODAL ATMOSPHERE IN DOWNTOWN
- EASTERN TRAIL BIKES IN SEPERATE LANES

MAIN STREET
2 LANES W/ BIKE LANES AND
ON STREET PARKING

Figure Seven Main Street - Two Lane Options



TYPICAL SECTION

LEGEND:

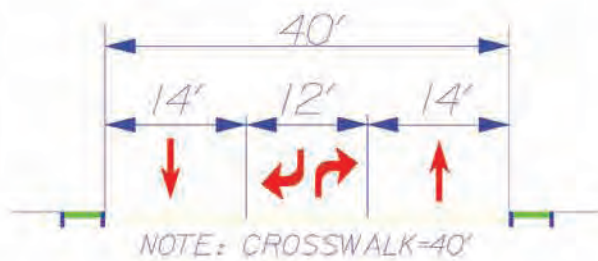
- GREENSPACE
- NEW SIDEWALKS



COMMENTS:

- ON-STREET PARKING
 - NET INCREASE OF 4 OVER EXISTING
- VEHICULAR TRAFFIC PERFORMANCE
 - SPEED CALMED BY CURB EXTENSIONS/PARKING
 - SAFETY IMPROVED BY REDUCTION OF 3 CURB CUTS
- PEDESTRIAN SAFETY -
 - IMPROVED BY CURB EXTENSIONS/SHORTER CROSSWALKS
- PARKING MAINTAINS AN ACTIVE SENSE WITHIN DOWNTOWN
- BIKES MIXED WITH CARS

MAIN STREET
3 LANES W/ ON STREET PARKING



TYPICAL SECTION

LEGEND:

- GREENSPACE
- NEW SIDEWALKS

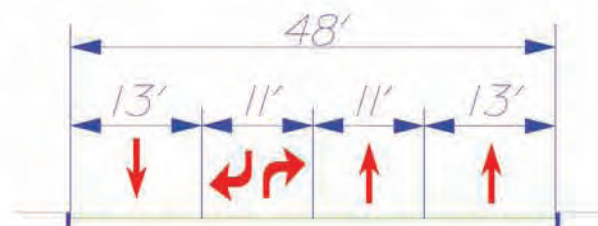


COMMENTS:

- ON-STREET PARKING
 - NET DECREASE OF 17 FROM EXISTING
- VEHICULAR TRAFFIC PERFORMANCE
 - SPEED CALMED MEDIAN AND RAISED CROSSWALK
 - SAFETY IMPROVED BY REDUCTION OF 3 CURB CUTS
- PEDESTRIAN SAFETY -
 - IMPROVED BY MEDIAN REFUGE AREA AND RAISED CROSSWALK
- INCREASED SIDEWALK WIDTH FOR STREET SCAPE AMMENITIES, I.E. TREES, LIGHTING AND BENCHES ETC.
- BIKES USE 14' SHARED LANE

MAIN STREET
3 LANES W/O ON STREET PARKING

Figure Eight Main Street - Three Lane Options



NOTE: CROSSWALK=48'

TYPICAL SECTION

LEGEND:

- GREENSPACE
- NEW SIDEWALKS



COMMENTS:

- ON-STREET PARKING
- NET DECREASE OF 17 FROM EXISTING
- VEHICULAR TRAFFIC PERFORMANCE
- ADDITIONAL CAPACITY ADDED BY EXTRA LANE
- SAFETY IMPROVED BY REDUCTION OF 3 CURB CUTS
- PEDESTRIAN SAFETY -
- EXTRA LANE INCREASES CROSSWALK LENGTH
- DOWNTOWN IS ORIENTATED TOWARDS VEHICULAR TRAVEL
- EASTERN TRAIL BIKES ARE MIXED W/ CARS

MAIN STREET
4 LANES W/O ON STREET PARKING

Figure Nine Main Street - Four Lane Options

Figure Ten Route 4/236 Intersection Alternatives

South Berwick Transportation Feasibility Study Final Report

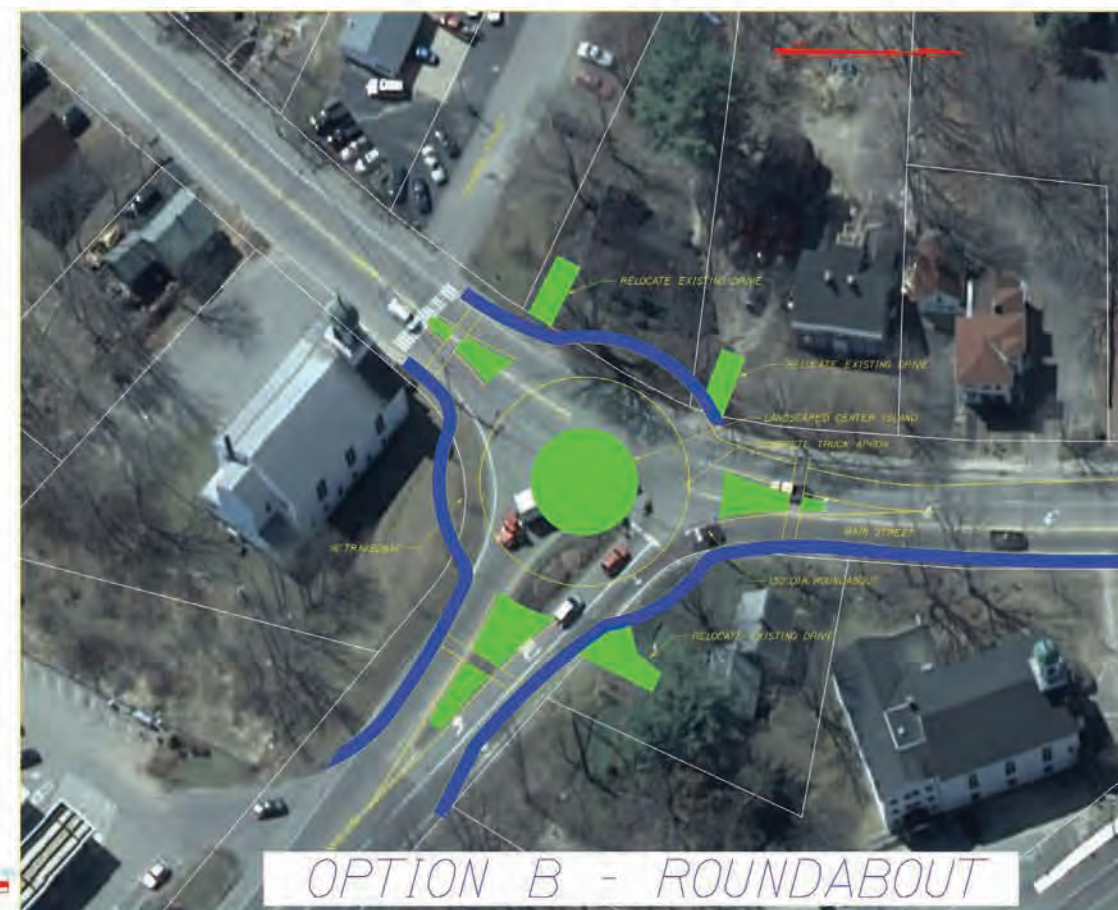
Sebago Technics, Inc
In Association with:
Morris Communications
Normandeau Associates
Nelson-Nygaard Consulting
November 2009



EXISTING CONDITIONS



OPTION A - SIGNALIZATION



OPTION B - ROUNDABOUT

COMMENTS:

- ROW REQUIRED WITH OPTION B - ROUNDABOUT
- HISTORIC DISTRICT IMPACTS
 - OPTION A - NEED TO RELOCATE DRIVEWAY ACCESS
 - OPTION B - ROW ACQUISITION
3 DRIVEWAY RELOCATIONS
- VEHICULAR TRAFFIC PERFORMANCE
 - OPTION A: PM PEAK HOUR DELAY ON RTE. 236 NB APPROACH CUT IN HALF FROM EXISTING
 - OPTION B: DOES NOT HAVE SUFFICIENT CAPACITY FOR PM VOLUMES AS A SINGLE LANE ROUNDABOUT

LEGEND:



MAIN ST/ROUTE 236 INTERSECTION



Figure Eleven Off-Street Parking Improvements

South Berwick Transportation Feasibility Study Final Report

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November 2009



OFF STREET PARKING OPTION 1
WITH CENTRAL SCHOOL ACCESS ON MAIN STREET

LEGEND:

- GREENSPACE
- NEW SIDEWALKS



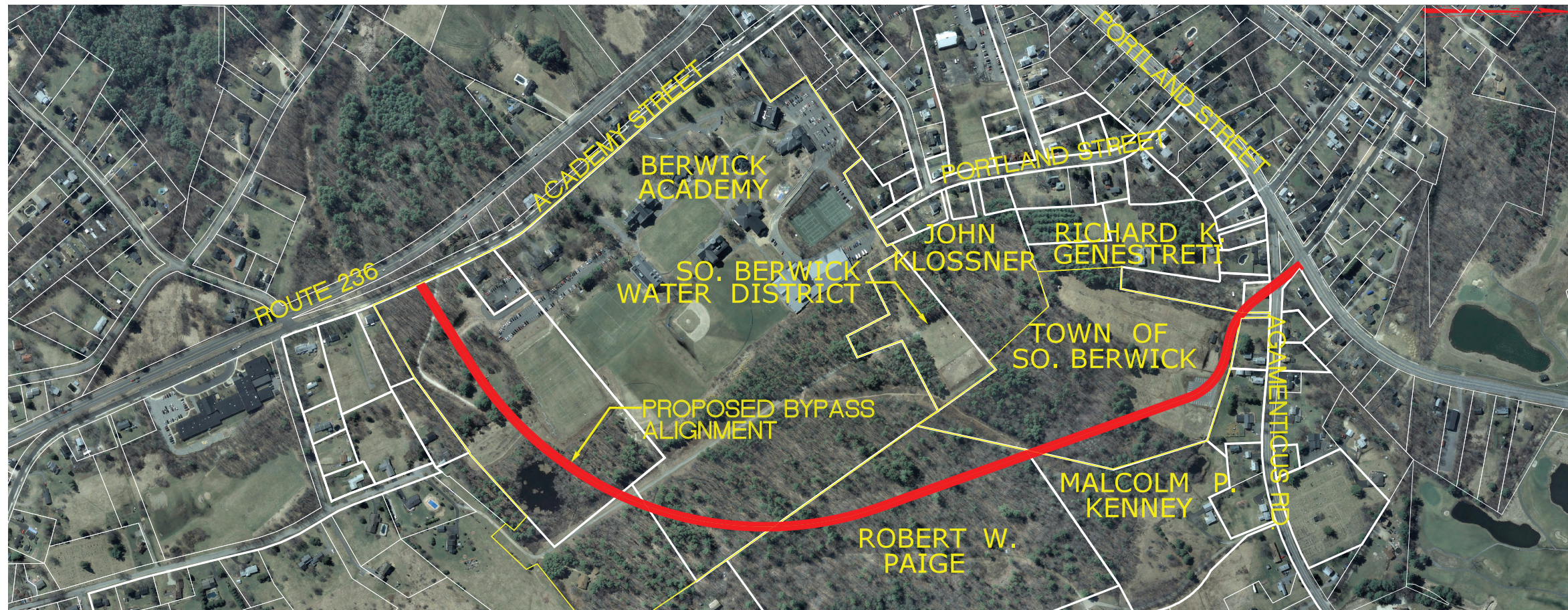
OFF STREET PARKING OPTION 2
WITHOUT CENTRAL SCHOOL ACCESS TO MAIN STREET

SCALE: 1"=50'

Figure Twelve In-Town Village Bypass Alternatives

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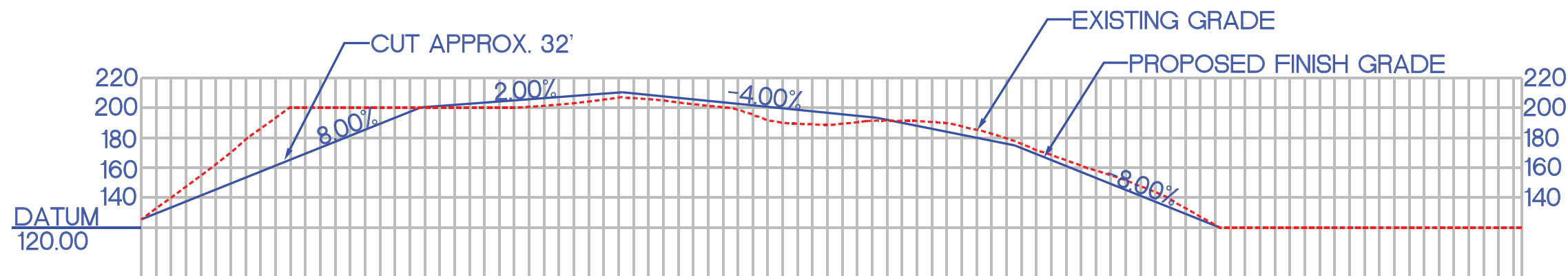


SOUTH BERWICK WATER DISTRICT CONCERNS:

- TWO WELLS IN CLOSE PROXIMITY
 - AGAMENTICUS WELL
 - WILLOW DRIVE WELL
- PROPOSED BYPASS WOULD IMPACT THESE SECONDARY RECHARGE ZONES
- CURRENT DEBT SERVICE \$4M
- ALTERNATIVE WATER SERVICE \$7M

BERWICK ACADEMY CONCERNS:

- PROPOSED BYPASS WOULD SUBDIVIDE THEIR LAND AND REDUCE THEIR ABILITY TO EXPAND
- CURRENT ACCESS TO CAMPUS IS ADEQUATE
- PROPOSED BYPASS WOULD IMPACT EXISTING NATURAL AREA USED FOR STUDY
- CONCERNED ABOUT EXISTING 236 ACCESS POINT AT GREAT WORKS SCHOOL



PROFILE



Figure Thirteen Preferred Alternative (Aerial View)

South Berwick Transportation Feasibility Study Final Report

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Normandeau Associates
Nelson-Nygaard Consulting
November 2009

Appendix

Spreadsheet Showing LOS
Promotional Flyer for Trip Reduction Coalition
Park and Ride Evaluation Memo
MaineDOT Letter Regarding Bypass Funding
Potential Funding Source Memo

Results from Synchro/Simtraffic, Version 7

LOCATION
NORTHERLY INTERSECTION (PORTLAND STREET)
AM PEAK HOUR (7:45 AM TO 8:45 AM)
MIDDAY PEAK HOUR (11:00 AM TO 12:00)
PM PEAK HOUR (5:45 PM TO 6:45 PM)
ACADEMY STREET
AM PEAK HOUR (7:45 AM TO 8:45 AM)
MIDDAY PEAK HOUR (11:00 AM TO 12:00)
PM PEAK HOUR (5:45 PM TO 6:45 PM)
SOUTHERLY INTERSECTION (ROUTE 236)
AM PEAK HOUR (7:45 AM TO 8:45 AM)
MIDDAY PEAK HOUR (11:00 AM TO 12:00)
PM PEAK HOUR (5:45 PM TO 6:45 PM)
TOTAL NETWORK PERFORMANCE
AM PEAK HOUR (7:45 AM TO 8:45 AM)
MIDDAY PEAK HOUR (11:00 AM TO 12:00)
PM PEAK HOUR (5:45 PM TO 6:45 PM)

Results from Synchro/Simtraffic, Version 7

EXISTING CONDITIONS	
(AM: OFFICER @ PORTLAND, OFFICER @ ACADEMY, STOP CONTROL ON 236) (MIDDAY: STOP CONTROL AT ALL INTERSECTIONS) (PM: OFFICER @ PORTLAND, STOP CONTROL @ ACADEMY, STOP CONTROL ON 236)	
13.9 SEC. (B) / PORTLAND STREET WB QUEUE = 342'	
16.4 SEC. (C) / PORTLAND STREET WB QUEUE = 239'	
25.5 SEC. (D) / MAIN STREET SB QUEUE = 764'	
15.6 SEC. (C) / MAIN STREET SB QUEUE = 476'	
2.0 SEC. (A) / ACADEMY STREET WB QUEUE = 42'	
19.2 SEC. (C) / ACADEMY STREET WB QUEUE = 552'	
13.1 SEC. (B) / MAIN STREET SB QUEUE = 283'	
3.9 SEC. (A) / MAIN STREET SB QUEUE = 115'	
507.9 SEC. (F) / ROUTE 236 NB QUEUE = 1,214'	
37.2 SEC.	
19.3 SEC.	
456.3 SEC.	

Results from Synchro/Simtraffic, Version 7

OPTION 1	
(AM: OFFICER @ PORTLAND, OFFICER @ ACADEMY, SIGNALIZE SOUTH INTERSECTION) (MIDDAY: STOP CONTROL @ PORTLAND, STOP CONTROL @ ACADEMY, SIGNALIZE SOUTH INTERSECTION) (PM: OFFICER @ PORTLAND, STOP CONTROL @ ACADEMY, SIGNALIZE SOUTH INTERSECTION)	
32.2 SEC. (C) / MAIN STREET SB QUEUE = 738'	
18.7 SEC. (C) / PORTLAND STREET WB QUEUE = 499'	
38.3 SEC. (D) / MAIN STREET SB QUEUE = 1,051'	
20.4 SEC. (C) / MAIN STREET SB QUEUE = 679'	
1.6 SEC. (A) / ACADEMY STREET WB QUEUE = 48'	
61.2 SEC. (F) / ACADEMY STREET WB QUEUE = 796'	
18.9 SEC. (B) / MAIN STREET SB QUEUE = 382'	
13.0 SEC. (B) / ROUTE 4 NB QUEUE = 289'	
108.4 SEC. (F) / ROUTE 236 QUEUE = 1,230'	
59.5 SEC.	
28.6 SEC.	
175.9 SEC.	

Results from Synchro/Simtraffic, Version 7

OPTION 2A	
(AM: SIGNALIZE PORTLAND, OFFICER @ ACADEMY, STOP CONTROL 236) (MIDDAY: SIGNALIZE PORTLAND, STOP CONTROL @ ACADEMY, STOP CONTROL ON 236) (PM: SIGNALIZE PORTLAND, STOP CONTROL @ ACADEMY, STOP CONTROL ON 236)	
23.9 SEC. (C) / MAIN STREET SB QUEUE = 607'	
9.6 SEC. (A) / PORTLAND STREET WB QUEUE = 204'	
33.3 SEC. (C) / MAIN STREET SB QUEUE = 852'	
12.6 SEC. (B) / MAIN STREET SB QUEUE = 356'	
2.3 SEC. (A) / MAIN STREET SB QUEUE = 64'	
13.6 SEC. (B) / ACADEMY STREET WB QUEUE = 410'	
9.9 SEC. (A) / ROUTE 236 NB QUEUE = 249'	
5.5 SEC. (A) / ROUTE 4 NB QUEUE = 113'	
460.6 SEC. (F) / ROUTE 236 QUEUE = 1,093'	
38.9 SEC.	
15.3 SEC.	
421.4 SEC.	

Results from Synchro/Simtraffic, Version 7**OPTION 2B**

(AM: SIGNALIZE PORTLAND, OFFICER @ ACADEMY, STOP CONTROL ROUTE 4)
 (MIDDAY: SIGNALIZE PORTLAND, STOP CONTROL @ ACADEMY, STOP CONTROL ON ROUTE 4)
 (PM: SIGNALIZE PORTLAND, STOP CONTROL @ ACADEMY, STOP CONTROL ROUTE 4)

13.2 SEC. (B) / MAIN STREET SB QUEUE = 304'

9.1 SEC. (A) / PORTLAND STREET WB QUEUE = 196'

27.0 SEC. (C) / MAIN STREET SB QUEUE = 729'

10.0 SEC. (A) / MAIN STREET SB QUEUE = 317'

1.8 SEC. (A) / MAIN STREET SB QUEUE = 43'

7.4 SEC. (A) / ACADEMY STREET WB QUEUE = 290'

37.7 SEC. (E) / ROUTE 4 NB QUEUE = 886'

15.7 SEC. (C) / ROUTE 4 NB QUEUE = 430'

584.1 SEC. (F) / ROUTE 4 NB QUEUE = 879'

50.6 SEC.

22.7 SEC.

512.0 SEC

Results from Synchro/Simtraffic, Version 7

OPTION 3	
(AM: SIGNALIZE PORTLAND, OFFICER @ ACADEMY, SIGNALIZE SOUTHERLY) (MIDDAY: SIGNALIZE PORTLAND, STOP CONTROL @ ACADEMY, SIGNALIZE SOUTHERLY) (PM: SIGNALIZE PORTLAND, STOP CONTROL ON ACADEMY, SIGNALIZE SOUTHERLY)	
201.2 SEC. (F) / PORTLAND STREET WB QUEUE = 1584'	
9.8 SEC. (A) / PORTLAND STREET WB QUEUE = 212'	
78.0 SEC. (E) / MAIN STREET SB QUEUE = 1,279'	
37.7 SEC. (D) / MAIN STREET SB QUEUE = 804'	
1.8 SEC. (A) / ACADEMY STREET WB QUEUE = 39'	
60.9 SEC. (F) / ACADEMY STREET WB QUEUE = 637'	
17.3 SEC (B) / ROUTE 4 NB QUEUE = 376'	
11.7 SEC. (B) / ROUTE 4 NB QUEUE = 242'	
107.7 SEC. (F) / ROUTE 236 NB QUEUE = 1,278'	
209.6 SEC.	
20.5 SEC.	
206.0 SEC.	

Results from Synchro/Simtraffic, Version 7

OPTION 4	
(AM: OFFICER @ PORTLAND, OFFICER @ ACADEMY, STOP CONTROL ON 236, SCHOOL ADJUSTED VOLUMES) (MIDDAY: STOP CONTROL AT ALL INTERSECTIONS) (PM: OFFICER @ PORTLAND, STOP CONTROL @ ACADEMY)	
13.8 SEC. (B) / MAIN STREET SB QUEUE = 323'	
16.4 SEC. (C) / PORTLAND STREET WB QUEUE = 239'	
25.5 SEC. (D) / MAIN STREET SB QUEUE = 764'	
10.5 SEC. (B) / MAIN STREET SB QUEUE = 335'	
2.0 SEC. (A) / ACADEMY STREET WB QUEUE = 42'	
19.2 SEC. (C) / ACADEMY STREET WB QUEUE = 552'	
7.0 SEC. (A) / MAIN STREET SB QUEUE = 226'	
3.9 SEC. (A) / MAIN STREET SB QUEUE = 115'	
507.9 SEC. (F) / ROUTE 236 NB QUEUE = 1,214'	
27.1 SEC.	
19.3 SEC.	
456.3 SEC.	

York County Traffic Reduction Coalition
“Making Maine a Greener Place to Live”

Sponsored by *GO MAINE Commuter Connections*

Members:

MaineDOT
Southern Maine Regional Planning Commission (SMRPC)
Kittery Area Comprehensive Transportation Study (KACTS)
The Maine Turnpike Authority
York County Community Action
The Town of South Berwick

- The Problem:** 88% of York County workers drive their car to work alone. As such, many of our arterial roadways are reaching capacity during peak hours. This is having a negative effect on the quality of life in a number of York County’s community downtowns. State funding for increases in capacity is limited, and this is not necessarily the best option for preserving the existing character of our communities. There needs to be another answer, and there is.
- The Solution:** Manage travel demand by changing the way we travel to and from work by ridesharing, vanpooling, and/or taking public transportation.
- Our Goal:** Decrease commuting by driving alone by 30% by 2015 by working with employers, planning agencies, and transit operators to provide alternatives for commuters to driving alone.
- Employer Benefits:** Save Money on Taxes
Reduce Parking Requirements
Raise Worker Morale
Improve Employee Retention
Enhance Public Image by Going Green
- Employee Benefits:** Save Money on Daily Commute
Guaranteed an Emergency Ride Home
Take Advantage of Pre-Tax Savings
Don’t have to Drive all the Time
- Regional Benefits:** Improved Mobility through Reduced Congestion
Improved Safety through Reduced Congestion
Improved Air Quality
Conservation of Energy

It’s a Win-Win for Us All!!!



South Berwick Transportation Study

Park-and-Ride Evaluation

April 2009

Background and Objective: Because the Village of South Berwick is regularly subjected to large amounts of commuter traffic in the AM and PM peak hours, the South Berwick Transportation Study is intending to incorporate a significant Transportation Demand Management (TDM) element as part of its final recommendations. A key feature of this program will be the provision and development of regional park-and-ride facilities upstream of the South Berwick's Downtown. The aim will be to provide an efficient mechanism for collecting and "pooling" area commuters to reduce the number of Single Occupant Vehicles that pass through South Berwick's downtown during peak hours. Presently there are about 20,000 vehicles per day using Main Street with peak hour volumes reaching levels of 1,000 in the AM (southbound) and 1,200 in the PM (northbound). While these peak hour directional volumes can be accommodated in a single travel lane, congestion is considerable and mobility is being compromised. As such, the community is interested in exploring a number of TDM strategies to better manage the movement of "people" through their town - not vehicles. One of the most promising is increasing the number of car pools and van pools. However, for this strategy to be successful, some basic infrastructure needs to be available for commuters. The objective, therefore, of this evaluation is to present the key factors that should be considered during the planning and implementation of a workable park-and-ride system within southern York County.

Goal: *Given that public funding is scarce, we have established a goal of developing a park-and-ride system that has broad community support and minimizes the cost to public agencies by promoting the use of joint use facilities, joint development, and privatization.*

Potential Locations: The optimum park-and-ride location will be that site which best meets the greatest number of needs of the surrounding community while attaining ridership demand characteristics that provide acceptable cost-benefit performance ratios. In other words the sites should:

- Assure strong patronage demand
- Integrate with the community

- Reduce the financial impact and risk to implementing agency

Some rules of thumb for meeting each of the above goal categories are as follows:

Assuring demand -

- The geographic area upstream should exhibit sufficient density so supply acceptable demand for the facility
- The rideshare portion of the trip should represent more than 50% of the total trip time
- Lots should be located more than 10 miles from the employment center in order to generate acceptable reductions in VMT. Lots more than 30 miles away are less successful.
- Locate lots upstream of congestion
- Research has shown that 50% of the demand will come from within 2.5 miles of the facility and 85% will come from within 10 miles
- Locate adjacent to major commuter routes for optimum visibility
- Separate lots a minimum of 5 miles from each other to reduce negative competition
- Provide a safe and secure environment for users.
- Plan for the potential of multimodal as well as intermodal exchanges.

Community Integration -

- Combine with compatible land uses to increase security, expand business opportunities, and balance overall traffic and parking impacts – development of parking lots for commuters by themselves do not generate tax revenue for communities
- Minimize environmental impacts
- Minimize traffic impacts relative to access – should be on the right side of the road for arriving users
- Provide a continuous sidewalk network for pedestrian circulation

Reducing Costs and Risks –

- Consider joint use lots or temporary test lots at churches, theaters, large shopping centers, or other existing businesses with compatible parking demand characteristics
- Consider future expansion possibilities
- Consider incorporating park-and-ride spaces into a proposed development site plans

Preliminary Location Analysis: Figure 1 illustrates the southwestern York County commuter shed for the Portsmouth-Kittery Naval Shipyard, a regional employer with approximately 5,000 employees. Using Zip Code data from the Shipyard we have

indicated where many of the employees live and how they most likely travel to and from to work. South Berwick's downtown experiences about 1,000 of these employees twice a day, and this is from only one major employer. While limited, this data, does reinforce the fact that Main Street in South Berwick is along the route for many individuals that work in the Dover and Seacoast area of New Hampshire. Using this information and applying the siting criteria listed above, we have identified the following initial park-and-ride locations for consideration by the Region.

South Sanford – near the intersection of Routes 4 and 109. There are two rather large shopping centers on Route 109 north of the Route 4 roundabout. The Shaw's Plaza and Walmart. The Shaw's Plaza has a movie theater in it, which would increase its potential as a candidate due to the complimentary parking demand characteristics of this tenant. The Walmart will be moving soon, and possibly an agreement could be reached as part of its redevelopment to allow for a park-and-ride facility on a portion of this lot. Since both lots are existing, there would be minimum capital investment to implement these as test lots. Both have signalized access so accessibility would be acceptable in either case.

In speaking with the Town Planning Staff, there is also a new development planned for the intersection of Routes 4 and 109. It is a hotel with other retail. This too would be a possibility, but involve more effort and potentially expense.

Lebanon - In speaking with Selectman, Judy Churchard, we learned that there is a gravel lot at the intersection of Depot Road/Little River Road/Route 202 that is now serving as a park-and-ride lot, but since it is gravel and not well maintained it is not well used. The Town office thought that this was a state park-and-ride lot. The Town would be supportive of upgrading this central location by paving and adding other amenities in an effort to encourage greater car and van pool usage. This location is central to the Town and thus would serve this area well.

Berwick – In speaking with the Town Engineer, John St. Pierre, we learned that the Town owns the old High School property in the center of town adjacent to School and Wilson Streets. The High School building itself is vacant, but the Police have moved onto this site in one of the other structures. There is a large gravel parking lot that could be paved. The Town spoke with MaineDOT's Andy MacDonald last fall about creating a Park-and-Ride lot at this location and there was some interest, but nothing further came of this contact. The Town also thought that they could relocate the current COAST bus stop from in front of Town Hall on Sullivan Street to this location, as well. This site will require some capital investment, but is Town owned and could thus be maintained by the Town.

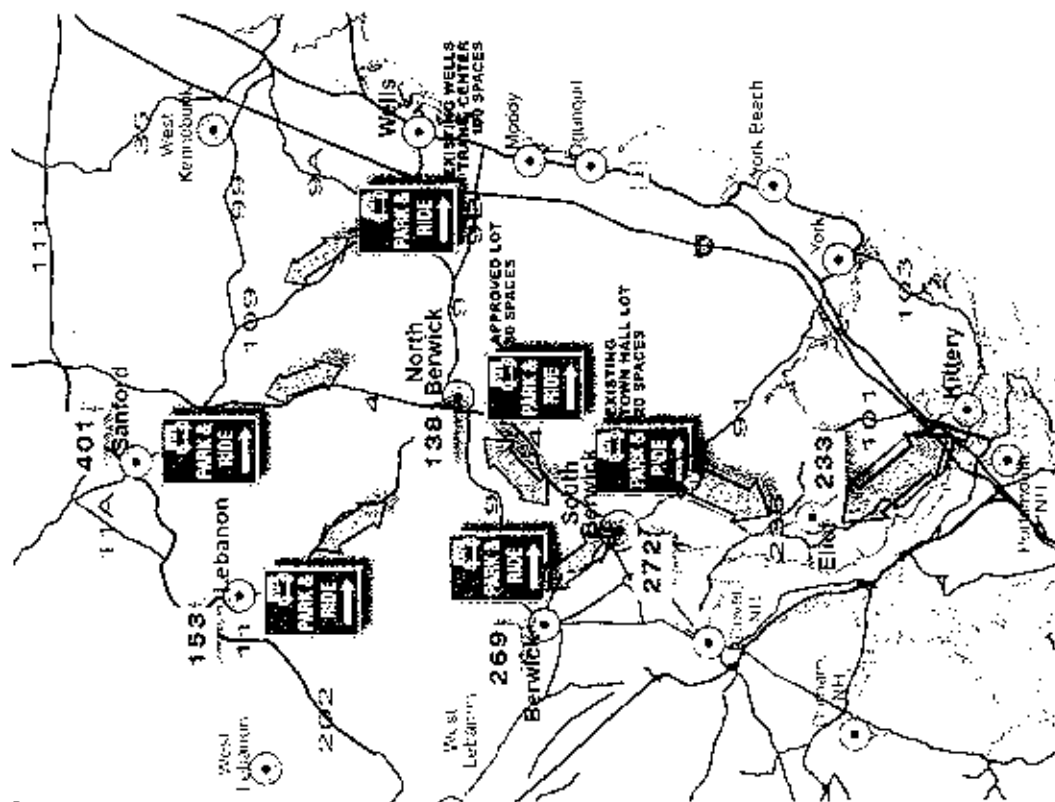
The other site in Town is on Route 4 near the Berwick/North Berwick/South Berwick Town lines. In 2007 Mick Land Development Inc. was granted a Traffic Movement Permit (#01-00074-A-N) by MaineDOT for a mixed use development. As part of the conditions of approval, MaineDOT required that the developer either construct 30 park-and-ride spaces or contribute \$100,000 to future roadway improvements. The park-and-ride spaces would be near the intersection of Stone Lane and Route 4. Unfortunately, this

development has not gone forward, but this site meets most of the general siting criteria, except that it is located on the left instead of the right side of Route 4 - arrivals from the north will need to make a left turn into the site. While not a red flag, this is not the preferred arrangement.

North Berwick – In speaking with Dwayne Morin, the Town Manager, North Berwick does not have much of a problem, because they experience many commuters coming into Town to work at Pratt & Whitney – the reverse of many of the other area communities. The proposed Mick site south of Town would seem to work for this community's commuters heading southbound for Dover or Kittery/Portsmouth.

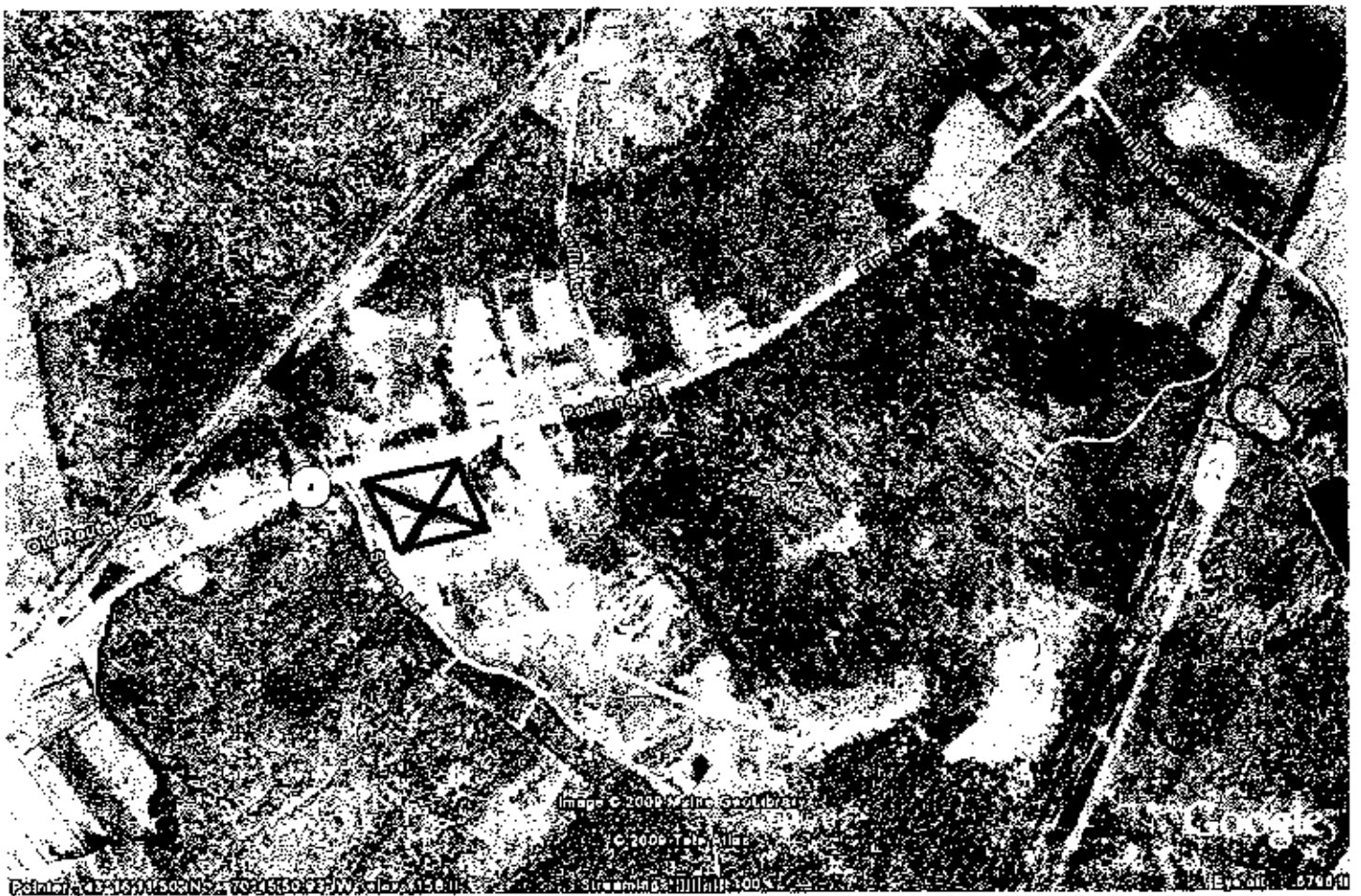
Summary: The development of a Regional Plan for systematically creating Park-and-Ride facilities within southwestern York County is key to achieving success with any TDM strategy that will benefit downtown South Berwick. This evaluation has explored potential opportunities in the communities of Sanford, North Berwick, Lebanon, and Berwick – all upstream of South Berwick's Main Street. Potentially viable sites have been identified in South Sanford, Berwick, and Lebanon. The MaineDOT has set aside funding for Park-and-Ride facilities as part of their next Work Plan (2010-2011). We would encourage SMRPC to forward this Evaluation to Darryl Belz at MaineDOT's Bureau of Planning, the administrator of this MaineDOT's Park-and-Ride Program, for his consideration and further action.

SHIPYARD COMMUTING



SOUTH BERWICK VILLAGE TRANSPORTATION FEASIBILITY STUDY

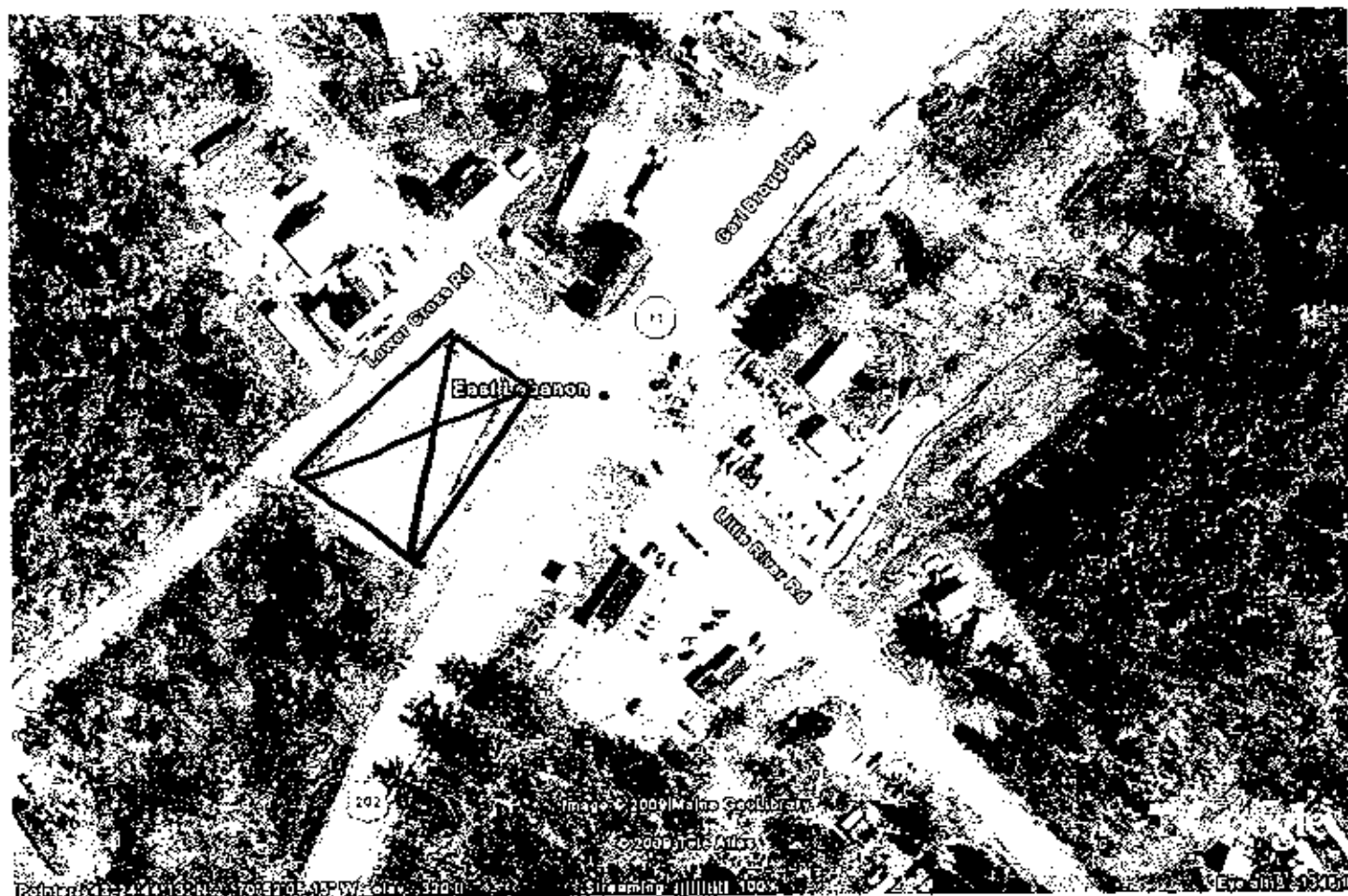
FIGURE 1



Berwick / S. Berwick / N. Berwick
Park-and-Ride Lot
Mick Development



Berwick Park-and-Ride Lot



Lebanon Park-and-Ride Lot



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STATE HOUSE STATION
HARRISBURG
MAINE 04002

DAVID A. COLE
COMMISSIONER

January 13, 2009

Tom Reinauer, Director
KACTS
21 Bradeen Street, Suite 304
Springvale, ME 04083

Dear KACTS Policy Committee members,

As the MaineDOT representative to the Policy Committee, I thought it would be prudent to remind you of the Department's fiscal situation in order to ensure realistic expectations with regard to major planning studies, such as the South Berwick Feasibility Study.

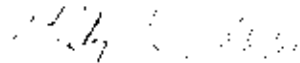
As you are no doubt aware, factors -- in particular funding, have forced MaineDOT to delay or cancel projects throughout the state in the last several years. Although MaineDOT recognizes there are significant new capacity and reconstruction needs, it could easily be ten to twenty years (or longer) before any substantial improvements, such as a bypass or other types of new capacity, can be programmed within "normal" funding scenarios. Therefore, while pursuing major planning studies, we all need to be very clear about expectations as to what MaineDOT can fund in the foreseeable future. Regardless of what recommendations come from the South Berwick Feasibility Study, everyone involved should have a clear understanding that MaineDOT has not identified any federal or state fiscal resources for specific alternatives. KACTS can certainly try to pursue funding through other sources, but members should be reminded that even in situations requiring a state match for a major project, those funds may not be available.

Nevertheless, the Department recognizes the value of major planning studies and that is why we continue to pursue a limited number, even in the face of this period of fiscal uncertainty. It is important to have a plan ready for implementation to address critical needs once funding does become available (consider the situation we recently had with the proposed economic stimulus package).

I encourage my fellow members of the KACTS Policy Committee to keep this in mind and when possible convey this message at public meetings to avoid raising unrealistic expectations.

I appreciate your consideration.

Sincerely,



Christopher Mann
Bureau of Transportation Systems Planning
Maine Department of Transportation

Cc:

- Kat Fuller, Chief Planner, Bureau of Transportation Systems Planning, Maine Department of Transportation
- Duane Scott, Director, Statewide Transportation Planning Division, Maine Department of Transportation
- Martin Rooney, Director, Program Development and Management Division, Maine Department of Transportation
- Michael LaBerge, MPO Coordinator, Maine Department of Transportation
- Dennis Emidy, Project Manager, South Berwick Feasibility Study, Maine Department of Transportation



Meeting Minutes

Date: March 19, 2009
Project: 08316
Subject: South Berwick Transportation Study
Meeting with State of Maine Officials to Review Possible Funding Opportunities
By: Steve Sawyer
CC: Tom Reinauer, SMRPC
Carol Morris, Morris Communications
Lynne Seeley
John Schempf, South Berwick

Following the meeting with the Town Council and Planning Board on the 10th, we thought it would be timely to see where the possibilities would be to fund the proposed improvements. As such, I made a trip to Augusta to speak with several grant administrators and learned the following:

Safe Routes to School. – Administered by MaineDOT – Dan Stewart is the contact. Cell 592-1647. This program has been merged with the former Transportation Enhancement Program into what is now called the “Quality Communities Program.” It is competitive. The applications have already been submitted for this round, but we were encouraged to submit anyway, since some grantees don’t always follow through. A 20% local match is perceived as a strategic move on the part of the community – they will score higher. The focus here is on building new infrastructure – not rebuilding or rehabbing things like sidewalks. Items that would qualify include sidewalks, crosswalks, ADA compliance. Dan offered to come to South Berwick to walk the site with us once the final site concept is put together to give us pointers on filling out our application.

MaineDOT Safety Money – Administrated by Darryl Belz of MaineDOT – Contact 624-3275. If the intersections in South Berwick are classified as High Crash Locations, which they are, Darryl will look at the proposed costs and calculate a cost/benefit ratio for us. If this work scores higher than some of his other projects, we might be able to sneak in to the upcoming years funding which would be available in October 2009. We need to get him some information by April 1.

Park and Ride Money – Administered by Darryl Belz of MaineDOT – Contact 624-3275. There will be money available for P&R lots in the next 2-year program. If we can supply Darryl with some generalized locations, and our justification, we may score high for this funding. We need to respond to him by April 1.

Community Gateway Programs – Administered by MaineDOT. This program funded small grants for gateway projects, but was discontinued recently and rolled into the DOT’s “Quality Communities Program.” Larry Johannesmann, RLA, used to run the program and offered to schedule a site visit with us and the Town to review any ideas we might have for developing gateways at the entrances to the village to calm traffic.

Community Development Block Grant Program – Administered by Maine Department of Economic and Community Development – Terry Anne Stevens is the Contact – 624-9814. South Berwick does not meet the standard for low income assistance as part of the CDBG program – the Town’s score is 32.5% LMI (low to moderate income) and it needs to be 51%. This means that to qualify for funding under this program the Town would need to use the “Slum and Blight” designation. This has been problematic for some communities in the past – don’t know South Berwick would feel about this issue.

Public Facilities Grant Program: Libraries would qualify - \$350K maximum. They also have a Historic Preservation aspect to this program that the Library might qualify for - \$150K maximum. The local match is 25%.

Public Infrastructure Grant Program: Streets, parking, curbing would qualify - \$100K maximum. The local match is 25%.

Downtown Revitalization Grant Program: \$500K maximum. Local match 25%. *Requires a downtown master plan.* \$10K is also available for production of these plans through the Community Planning Grant Program. South Berwick would need to use the “Slum and Blight” designation to participate in this program.

Community Enterprise Grant Program: \$150K maximum. Includes building and streetscape improvements, e.g. sidewalk repairs, bike racks, traffic calming, and signalized crosswalks. This would require the “Slum and Blight” designation.

The Municipal Investment Trust Fund: This program has been under-funded for some time and is currently being redefined and could offer the greatest opportunity for South Berwick. It will not require the LMI index of 51%. There is a strong lobbying effort underway to get \$27M included in the Governor’s Bond Package to fund this program. See attached article from the KJ.

Other programs that may have some helpful resource information for South Berwick are the Maine Downtown Center run by the Maine Development Foundation. MDF also administers that Maine Street Program.

It appears that we will need to package a number of opportunities to maximize the financial assistance South Berwick can get to implement the final downtown plan. Two things appear clear, though. One is that a local match of between 20-25% is going to be needed, and two a Downtown Master Plan would be helpful. It would seem like expanding the current work effort into a full master plan with the aid of SMRPC and CDBG would make sense to act on soon rather than later.

Respectfully submitted,

Steve Sawyer
SEBAGO TECHNICS, INC.

SSS:sss/dlf

Steve Sawyer

From: Stevens, Terry [Terry.Stevens@maine.gov]
Sent: Tuesday, March 24, 2009 7:53 AM
To: Steve Sawyer
Subject: Potential funding for south Berwick

This is what I was talking about last week. It would be a good fit.

In today's KJ:

GrowSmart pushes to invest in downtowns

BY MATT WICKENHEISER *Kennebec Journal Morning Sentinel* 03/24/2009

AUGUSTA -- A group led by GrowSmart Maine on Monday advocated for a \$27 million bond package to invest in the state's downtowns and to help redevelop of historic properties.

GrowSmart, an anti-sprawl advocacy group, presented the proposal at a State House press conference, touting it as a way to stimulate the economy and retain Maine's character. The proposal would address some of the suggestions in a comprehensive 2006 report by the Brookings Institution, which explored ways to preserve Maine's character, improve the economy and streamline government.

"This proposal is using our history and past to build the economic future we need in Maine," said Maggie Drummond, advocacy director for GrowSmart.

The proposal centers on the "Communities for Maine's Future" bill, filed by Senate President Elizabeth Mitchell, D-Vassalboro, and Rep. Margaret Rotundo, D-Lewiston. The bill would change the name and expand the focus of the Municipal Investment Trust Fund, run by the Department of Economic and Community Development.

Rather than just providing grants to service center communities, it would be open to all Maine communities. Grants from what would be called Communities for Maine's Future Program would help reverse sprawl, proponents said, and would also spur economic development by increasing tourism and attracting businesses to downtowns.

"Maine is a special place, and our downtowns are a major reason for that," said Rotundo.

The bill would establish a review panel to look over downtown projects and parcel out grants from \$25 million of the proposed bond. The remaining \$2 million would establish a revolving fund that the state's Historic Preservation Committee could use to grant money to nonprofits to buy historic buildings and then sell them to developers for renovation. Returns from the investment would be put back into the fund.

This bond proposal is one of many submitted by legislators and Gov. John Baldacci, all of which will be discussed and debated as the state decides what sort of overall bond package to pass. The bond proposals would have to be voted on by the public, as well.

If the Communities for Maine's Future program were created, a review panel would go over downtown

3/24/2009