

2009 Midcoast Route 17 Corridor Management Plan



Contents

Overview	2
Transportation	4
Land Use	11
Economic Development and Housing	18
Natural and Scenic Resources	23
Corridor Investments Sought	28

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*With assistance from the
Mid-Coast Regional Planning Commission
Final Version: January 15, 2009*

1. OVERVIEW

The Midcoast Route 17 Corridor includes the municipalities of Hope, Rockland, Rockport, Union, and Washington in Knox County. Each municipality has home rule authority on land use planning matters. They choose whether to adopt land use ordinances, subdivision and site plan review ordinances. This makes regional planning a challenge because what happens in one community can, for better or worse, affect the region's traffic, economy, and environment. Responding to this challenge means promoting inter-municipal cooperation. To this end, the Midcoast Route 17 Corridor Management Plan seeks to describe the municipal and regional transportation and land use data and trends. From these data and trends an informed prioritization has been made of essential transportation improvements to best meet the needs of residents, businesses, and consumers who use the corridor. To ensure that community concerns are addressed adequately, municipal officials from each corridor community appointed representatives to the corridor committee that drafted this plan's recommendations of investments sought. Furthermore, municipal officials reviewed this document before it was finalized and submitted to Maine DOT.

The Midcoast Route 17 Corridor links Rockland with points west toward Augusta. The corridor centers on the Minor Arterial Route 17, which is a two-lane highway for nearly all of its length in the corridor, and closely passes several villages, lakes, scenic vistas, and farms.

The highest traffic volumes on Route 17 occur in Rockland near US Route 1. In 2005, the factored annual average daily traffic (FAADT) was 9,821. Seasonal tourism and year-round commuting between Augusta and Rockland, as well as trucking activity and local traffic volumes continue to increase at a greater rate than the increase in the region's population, leading to increased intermittent congestion within the corridor. This congestion is exacerbated by the lack of adequate public transportation alternatives that could lessen traffic volumes.

Each of the corridor communities has adopted a comprehensive plan. A summary table of these comprehensive plans and their provisions affecting transportation and the corridor is provided later in this plan. All of the communities have adopted land use ordinances creating zones or districts beyond shoreland zoning. A summary of these districts is found later in this plan and on the Land Use Districts Map.

The highest concentrations of population are found in downtown Rockland, with lower densities found along Route 17 and in traditional village areas. Slightly more than 41% of the Knox County population lived in the corridor in 1990. In 2007 that figure declined to slightly more than 39% suggesting that increasing numbers of people are choosing to live outside the service center community of Rockland, preferring areas where land prices and property taxes tend to be more affordable. Accordingly, these outlying areas are growing at a significantly faster rate than seen in Rockland. Since major employers have remained in the service center, the total time spent commuting has been increasing. Most

economic activity occurs in the service centers of Rockland and, secondarily, Rockport. Rockland residents comprise more than 47% of the total corridor labor force, markedly down from previous years, with each of the other towns contributing from more than 8% (Washington) to 21% (Rockport) of the total workforce.

Population

Area	1990	2000	2007	Total Change
Hope	1,017	1,310	1,423	39.9%
Rockland	7,972	7,609	7,663	-3.9%
Rockport	2,854	3,209	3,559	24.7%
Union	1,989	2,209	2,327	17.0%
Washington	1,185	1,345	1,426	20.3%
Corridor	15,017	15,682	16,398	9.2%
Knox County	36,310	39,618	41,591	14.5%

Penobscot Bay Medical Center is the largest employer in the corridor. Hospitality occupations, including those in the tourism industry, provide significant, although low wage employment, especially during the summer season. Traditional industries including construction, food processing, and related occupations remain strong sectors, although they employ fewer people today than they once did.

Following this overview are sections with more detailed corridor descriptions of transportation, land use, economic development, housing, natural resources, and scenic resources. The corridor investments sought by each community are listed at the end of this corridor management plan.

2. TRANSPORTATION

Route 17 has the federal functional classification of Minor Arterial throughout the corridor. The map titled *Transportation* shows the factored annual average daily traffic (FAADT) for 2005 at key points along Route 17; along selected intersecting roadways; and percentage change since 2000, well as the percentage of heavy trucks contributing to the total volume. Also shown are High Crash Locations (HCLs), where eight or more crashes have occurred over a three-year period, and the roadway level of service (LOS), which is a measure of congestion. Route 17 comes under the Mobility Corridor designation of the Access Management Law. Portions of the roadway as shown on the map are classified as Retrograde Arterial, which have the strictest standards set. To learn more about the State's access management regulations and standards, please see: <http://www.maine.gov/mdot/planning-process-programs/access-mngmnt.php>.

Traffic Volumes

Although the population of the corridor increased by 4.4% from 1990 to 2000, and 9.1% for Knox County, the total vehicle miles traveled in the county increased by 24.5%. More people are driving more often and greater distances, as shown in the increase in commute times for all corridor communities. Most of these increases reflect the greater distances being traveled as residents find work farther from home. A smaller proportion of this increase is due to slightly more congestion, especially around the larger service center communities outside of this corridor.

Some of the highest volumes on Route 17, 9,821 FAADT, occur in Rockland near the US Route 1 intersection in 2005;. Rockport with 8,630 FAADT has the second highest volume:. About 30% of the volume in Rockland encompasses local trips, in which the origins and destinations of trips are within this service center. The lowest volume along Route 17 in the corridor, 4,790 FAADT, is found in Washington. This figure largely reflects the volume of through-traffic.

The Gateway 1 US Route 1 Corridor Preservation Strategic Planning Process estimates that under the "Riding the Currents" growth scenario^A, that summer daily traffic volumes along Midcoast Route 17 will increase on average by about +140% from 2005 to 2030, or about +5.4% annually. Percentage wise, the greatest change on Route 17 could occur in Union (+152%). Highest summer traffic volumes on Route 17 could be in Rockport (16,191 in 2030) between Route 90 and Rockville Street.

Traffic congestion lowers a roadway's level of service (LOS). LOS is a qualitative measure that characterizes operational conditions within a traffic stream and includes speed, travel times, freedom to maneuver, traffic interruptions, and the perceptions of motorists and passengers. There are six levels of service, given letter designations from

^A "Riding the Currents" growth scenario assumes moderate growth in population, housing, and employment, and further assumes available land for development and similar municipal land use regulations as are in place today.

A to F, with LOS A representing the best operating conditions and LOS F the worst. LOS E is defined as the maximum flow or capacity of a system. For most purposes, however, a level of C or D is usually used as the maximum acceptable volume.

The western portion of Route 17 has little congestion. The central portion from the Route 235 South intersection to the Rockland city line has moderate congestion, with most portions having an LOS D. Since much of the roadway is two lanes, site-specific congestion during commute times and in the summer tourist season does occur, especially at the intersections of other collector roadways.

Much of Route 17 is posted at 50-55 M.P.H. Stretches of reduced speed are located in Union (near the Appleton Road and Sennebec Road intersections), 45 M.P.H.; South Hope village area, 40 M.P.H.; West Rockport village area, 35 M.P.H. In Rockland at Old County Road intersection, 40 M.P.H., and near North Main Street and US Route 1 intersections, 35 M.P.H. See the map titled *Posted Speed Limits*.

Corridor wide, it is likely that traffic volumes will continue to increase faster than historic rates seen, perhaps tied more closely to the accelerated housing growth observed until recently. More people are choosing to take I-95 to Route 17 in Augusta in order to avoid US Route 1 congestion between Brunswick and Rockland, especially in the Bath and Wiscasset areas. Without adequate public transportation, most people must use private vehicles, which exacerbates traffic congestion.

Turning movement data for Route 17 intersections have not been recorded within the last 15 years for any of the towns within the Midcoast Route 17 Corridor. A 2004 turning movement analysis was conducted on the North Main Street and US 1 intersection, however, since that time North Main Street lost its Route 17 designation to Maverick Street, and so this analysis is no longer directly relevant to Route 17 traffic flows. The Transportation Map, however, does show volumes of state roads intersecting with Route 17. From this some general traffic patterns can be observed.

Safety

Most crashes on Route 17 occur in Rockland where traffic volumes are highest; most fatalities occur in the central portion where posted speeds are higher. In 2005, high crash locations on Route 17 were recorded in Washington west of the Route 220 intersection, in Union at the Route 235 North intersection, and in Rockland at the Old County Road intersection and US Route 1 intersection. Other high crash locations in the corridor but not located on Route 17 include Route 131 in Union along Sennebec Pond and near the border with Appleton; on Gillette Road in Hope; along US Route 1 in Rockland north of Route 17; and at the Broadway intersection with Thomaston Street in Rockland.

Crashes 2003-2005

Area	3-Year Total Crashes	Annual Average	3-Year Total Vehicles in Crashes	Annual Average Vehicles in Crashes	Total Vehicles in Crashes on Route 17	Annual Average Vehicles in Crashes on Route 17
Hope	100	33.3	127	42	36	12.0
Rockland	660	220.0	1,307	436	132	44.0
Rockport	356	118.7	594	198	150	50.0
Union	156	52.0	234	78	138	46.0
Washington	130	43.3	163	54	64	21.3
Corridor	1,402	467.3	2,425	808	520	173.3
Knox County	2,571	857.0	4,276	1,425	520	173.3

Source: Maine DOT

Note: Figures refer to crashes, which often involve more than one vehicle and more than one individual.

From 2003 to 2005, most of the 1,402 crashes in the corridor did not result in physical injuries or deaths. Of the corridor communities, Rockland had the highest number of incapacitating, evident, and possible injuries. In Rockport, 2 of its 6 fatalities occurred on Route 17. In Washington, all 3 of the fatalities occurred on Route 17. During this period, there were no other fatalities on Route 17.

Injuries 2003-2005

Area	Fatalities	Incapacitating Personal Injuries	Evident Personal Injuries	Possible Personal Injuries	No Injuries
Hope	0	1	29	18	198
Rockland	1	56	182	356	3,206
Rockport	6	13	67	172	1,328
Union	1	2	92	68	435
Washington	3	3	31	44	264
Corridor	11	75	401	658	5,431
Knox County	22	117	802	1,098	8,974

Source: Maine DOT

Note: Figures refer to individuals.

Where the causes of crashes were evident, the most common in our region over the same three-year period included driver inattention, speeding, failure to yield right of way and following too closely.

Vehicles - Common Crash Causes 2003-2005

Area	Driver inattention - distraction	Illegal, unsafe speed	Failure to yield right of way	Following Too Close	Improper passing - overtaking
Hope	14	39	2	3	1
Rockland	180	39	138	79	13
Rockport	99	35	38	22	7
Union	35	34	16	3	5
Washington	19	32	5	0	3
Corridor	347	179	199	107	29
Knox County	630	438	304	155	43

Source: Maine DOT

In the corridor, peak crash months included June and December, while March and April had the fewest crashes.

Crashes – Month 2003-2005

Area	Highest	Second Highest	Fewest
Hope	December	November	April
Rockland	June	July	Mach
Rockport	December	October	April
Union	August	December	May
Washington	June	December	April

Source: Maine DOT

Air Service

Knox County Regional Airport (RKD), owned by Knox County, serves Rockland and Knox County with air taxi, general aviation, and scheduled commercial service to Boston, Bar Harbor, Augusta, and Portland. Fuel is available for these uses. According to the FAA, in 2007 RKD aircraft operations (takeoffs and landings) averaged 152 per day. About 31% of these operations were local general aviation, 48% transient general aviation, and 21% air taxi. In 2007, 62 aircraft were based on the field, of which 51 were single engine airplanes, 8 were multi-engine, and 3 were jets. The longest runway is 5,000 feet. Voluntary night curfew and voluntary noise abatement procedures are in place effectively limiting hours of operation. The facility is about three miles from Rockland in Town of Owls Head. Recent and forecasted uses of the Knox County Regional Airport along with recommended improvements to meet anticipated demand are described in the Eastern Maine Regional Transportation Assessment: Midcoast US Route 1 Corridor Inventory and Analysis Appendix (2005)

Rail Service

There is one rail line in the corridor. The State of Maine owned rail line runs through Warren, Thomaston and Rockland. The terminal in Rockland has been renovated and put back into seasonal use as a train station. The rail line serves freight needs, including those of Dragon Products Company (cement) of Thomaston, and intermittent seasonal tourist travel by Maine Eastern Railroad to Brunswick, with the long range potential for connecting service to Portland and Boston. Depending on the cost-effectiveness, year-round passenger service may become a long term objective of Maine DOT and the communities through which the rail line passes.

Transportation Objectives

- Prioritize needed intersection and shoulder improvements using context-sensitive design (turning lanes, traffic signalization, signage, reconfiguration, etc.) to improve safety at current and emerging high traffic locations along Route 17.
- Improve the quality of collector roads accessing Route 17.
- Support and invest in bicycle and pedestrian trail facilities (on road and off) to link schools with residential and recreational areas and to help facilitate non-vehicular tourism options, with emphasis on village areas.

TRANSPORTATION MAP LINK:

<http://www.midcoastplanning.org/PDFs/SR17transportation.pdf>

POSTED SPEEDS MAP LINK:

<http://www.midcoastplanning.org/PDFs/SR17Speeds.pdf>

3. LAND USE

The map titled *Land Use Districts* shows municipally-defined districts, as well as shoreland zones, within a 1,000 foot wide area along Route 17, and a summary of minimum frontage and lot size requirements in each community. For the location of driveways and entrances, state access regulations supersede municipal ordinances outside of the Rockland urban area boundary, which extends to the Route 17/Old County Road intersection.

Comprehensive Plan and Land Use Ordinance Status For Midcoast SR 17 Corridor Municipalities

Area	Comprehensive Plan			Land Use Ordinance		
	Adopted Locally	State Consistent	Year of Plan	Adopted	Zones or Districts*	Year first adopted
Hope	Yes	No	1992	Yes	Yes	1987
Rockland	Yes	Yes	2004	Yes	Yes	1948
Rockport	Yes	Yes	2004	Yes	Yes	1974
Union	Yes	Yes	2005	Yes	Yes	1985
Washington	Yes	No	2007	Yes	Yes	1988

Source: MCRPC, *beyond shoreland zoning

Comprehensive Plans

Comprehensive plans serve as a guide for the future development of communities. These plans provide the legal basis or foundation for municipal ordinances. Each of the corridor municipalities has adopted a comprehensive plan. The State recognizes the comprehensive plans of Rockland, Rockport, and Union as consistent with the Comprehensive Planning Land Use and Regulation Act (Title 30-A).

A summary of plan recommendations relating to Route 17 transportation issues is noted in this section. These recommendations were considered in the formulation of this corridor management plan.

Municipal Comprehensive Plans (CP): Provisions Relating to Route 17 and Transportation

Area	Observations (CP Excerpts)	Recommendations (CP Excerpts)
Hope	The [South Hope] village area straddles Route 17, a major transportation route in the Mid-Coast area. Historically, it was a lively center of commerce with a variety of commercial enterprises. In recent years, a substantial number of residential units have been developed on roads leading off of Route 17.	Continue to encourage a mixture of residential and commercial activity in our existing BT 3 & BT 4 zones. Our existing ordinance allows commercial buildings up to 15,000 sq. ft. in the BT 3 and BT 4 districts. Encourage the formation of a Transportation Committee which would work with the Road Commissioner, Budget Committee and Board of Selectmen. This committee would work to develop a capital improvements plan for town roads. Road repair and

Area	Observations (CP Excerpts)	Recommendations (CP Excerpts)
		<p>improvements account for the second largest expenditure of municipal revenue.</p> <p>South Hope Extended Village: It may be desirable to define an extended village district with a mixture of residential and a commercial activity. The land use committee, with active input from residents in the area, should consider the possibility of a mixed use area that can accommodate residential and light commercial development.</p> <p>Commercial and Light Industrial Center: Encourage the study of areas in the vicinity of Route 17 that would be compatible for this type of enterprise. Route 17 is one of the major routes to the Mid- Coast region and the only arterial road in Hope. This is also the only area of our town where three-phase power is available. [NOTE: THREE-PHASE POWER IS NOW AVAILABLE IN OTHER AREAS] For example, if UPS wished to locate a 50,000 sq. ft. distribution center along Route 17 in Hope, [the town] should have a good idea where to direct that project. This is the type of land use activity that requires substantial community input. It may turn out, that as a community we don't even want this type of land use in Hope.</p> <p>Study and possibly revise of the subdivision ordinance to improve safety standards for driveway location.</p> <p>Request the Maine DOT involve the Town of Hope in any decisions that will impact existing or proposed new roadways in the Town of Hope. Decisions made by Maine DOT that will affect our Town should be openly debated in public forums.</p>
Rockland	<p>The City has requested the Maine DOT to re-route Route 17, removing it from North Main Street, and having it remain on Maverick Street down to the junction with Routes 1 and 1A at Maverick Square. This would remove significant traffic from a mostly residential street, North Main Street, and place it on Camden, Main, and Union Streets, which are in the City's commercial areas. [NOTE: ACCOMPLISHED]</p> <p>The only bicycle route in Rockland, marked by shoulder striping and signs, runs on Route 17 from Old County Road to Johnson Memorial Park on Chickawaukie Lake.</p>	<p>Protect existing residential areas along Old County Road from the playing fields north to the Rockport town line and allow for limited commercial development at the intersection of Old County Road and Route 17.</p> <p>Consult with Maine DOT to manage runoff from State Route 17.</p>
Rockport	There is a growing concern that	Continue to work with the Regional

Area	Observations (CP Excerpts)	Recommendations (CP Excerpts)
	<p>Rockport's natural heritage is eroding. Scenic vistas are at risk of being lost to development. As the town grows, the land will become even more valuable from many different perspectives. Commercial development is transforming the gateways to Rockport along routes 1, 90, and 17, and while the town has taken proactive steps to manage sprawl, there are competing interests for various parcels of attractive landscape, especially those that overlook the ocean.</p> <p>Because several of Rockport's villages/neighborhoods (Glen Cove, West Rockport, Rockville, and Rockport Village) are adjacent to the three highways, the town and the state need to define the transportation/safety/community issues and find common solutions.</p>	<p>Transportation Advisory Committee District 5 (RTAC 5) to establish multi-town corridor plans along Route 1, Route 17 and Route 90. [NOTE: RTACs ARE NO LONGER IN EXISTENCE]. Enhance a strong working relationship between the town and state concerning transportation issues, especially regarding the three arterial highways of routes 1, 17, and 90, which are primary highways of the Maine Department of Transportation. Assess speed limits on routes 1, 17, and 90.</p> <p>Steps need to be taken to forestall further strip development. They include:</p> <p>a. Limiting access rights along routes 1, 90, and 17. New construction should be encouraged to use one access to reach multiple businesses. Where feasible, multiple businesses and/or residences should use shared access (combined entrances)...</p> <p>Develop, analyze and prioritize list of infrastructure projects for Rockville – e.g. sewer extension vs. community wastewater disposal system; Route 17 crossing, sidewalks, incentives for additional businesses, etc.</p> <p>Assess and resolve citizens' concerns about particular roads and intersections through a collaborative process by which the state, town, and residents can all participate. This includes speed monitoring along Mt. Pleasant Street, the intersection of routes 1 and 90, truck noise at the intersection of routes 90 and 17...</p> <p>Pursue designating Route 17 as a scenic byway.</p> <p>Meet periodically with the Maine DOT to review concerns and plan for improvements along routes 1, 17, and 90, including the future placement of traffic lights, crosswalks, and pathways.</p> <p>Pursue highway access acquisition strategies with the Maine DOT's Highway Acquisition Program and identify possible easements for the protection of scenic character; promotion of traffic flow; protect wildlife travel routes; protect taxpayer dollars by forgoing future highway widening projects.</p> <p>Work collaboratively with the Maine DOT and Rockport Public Works to plant street trees along routes 1 and 90 in accordance with Maine DOT guidelines to complement the area's natural beauty and diminish any strip-like appearance. Rockport is to develop a master street planting plan with the advice</p>

Area	Observations (CP Excerpts)	Recommendations (CP Excerpts)
Union	Route 17 and the north-south corridors do not now look like Route 1 in the summer, but there is little in the Union land-use regulations at the current time to prevent development from proceeding in this direction.	of the DOT in recognition of the need to retain safety clear zones for routes 1, 17, and 90.
	Many accidents in Union occurred when vehicles entered or exited Route 17. Recent development along Route 17 almost guarantees continued increase in the accident rate as traffic increases.	Establish a Commercial District along Route 17, in at least two locations: around the agricultural equipment companies near the Appleton Road, and around the MicMac Market. This would allow regulation of these areas against commercial-district criteria, without compromising regulations in the rest of what is now the Rural District.
	Privately owned vehicles will continue to play a major part in providing mobility to Union's residents in the near future. There is no public transportation in Union, except the service offered by Coastal Transportation, which provides a safety net for the elderly. However, the town's location on Route 17, the most direct route between the Knox County seat of Rockland and the State Capital at Augusta, makes future bus or van service for commuters a distinct possibility.	Create a new Industrial District as a floating district whose exact location would be determined as part of the permitting process. Suitable areas might be found along Route 17 at the western end, near the Tri-County Waste Management Organization. Very large setback requirements and stringent screening regulations would allow the exact location to be determined at a later point, without unduly impacting adjacent property owners in the area.
		...it would be prudent to reduce driving distractions, improve sight distances, and enforce posted speed limits along the highly traveled and congested areas of Route 17.
		Development controls and better planning are urgently needed to prevent continued strip development along this arterial highway with uncontrolled entrances and exits attracting high traffic volumes.
Washington	Residents have expressed concern with safety in the following areas: <ol style="list-style-type: none"> 1. Within one-half mile of Stickney Corner (intersection of Route 220 and Route 17) 2. Within one-half mile of the Village (Intersection of Route 220 with Route 105, and with Old Union Road) 3. Route 220 from the Waldoboro line to the Village 4. All of Route 17 5. The intersection of Route 17 and Vanner Road 	To maintain and improve traffic flows and improve safety, future land use ordinances should include or be in harmony with access management performance standards set in current state regulations for state and state aid roadways.

Source: Hope, Rockland, Rockport, Union and Washington Comprehensive Plans

Land Use Ordinances and Zoning

The map titled *Land Use Districts* shows municipally-defined districts, minimum road frontages, and minimum lot sizes for sewered and non-sewered areas. The western portion of Route 17 in Washington is zoned Rural Commercial, allowing for mixed uses. Most of the central portion is zoned Rural in Union and Rural Residential in Hope; permitting low density housing development and agriculture. A portion of the roadway through Rockport is zoned Rural Conservation, which protects adjacent lakes and hillsides from intensive development.

The Mirror Lake/Grassy Pond stretch of Route 17 in Rockport is a critical Resource Protection zone for the region's public water supply. The state has a resource protection zone mapped, as does the Rockport land use ordinance through the use of overlay/shoreland zones with standards in place to protect the reservoirs.

Village Districts are designated near the Route 17/90^B intersection. A mixture of Commercial, Village, Conservation, and Residential zones are found in the eastern portion with areas zoned Residential in Rockland from the city line to Old County Road. Route 17 is zoned Plaza and Commercial within the Rockland urban area boundary. Large-scale retail activity is located on Route 17 near the US Route 1 intersection in Rockland.

Much of Route 17 is zoned for the development that is currently located along it and for the future development that is probable in and near Rockland and West Rockport. However, corridor communities have not adopted sufficient access management controls that would be necessary to maintain the safety and mobility of the higher speed stretches of Route 17. Access management is currently addressed by State access management regulations and standards, but these may prove insufficient to preserve the mobility of the roadway. As well, communities with inadequate land use provisions like zoning, subdivision and site plan review, especially in the western portion of the corridor, may be less able to regulate effectively the scale of new development, in addition to the locations of new entrances and streets accessing Route 17 and on adjoining state highways.

^B Route 90 serves as a bypass for north/south through-traffic seeking to avoid Downtown Rockland US Route 1. Increased development along Route 90 itself and nearby residential development has required the addition of full traffic signals at several intersections besides the US 1 intersection in Rockport, and the Route 17 intersection in Rockport, including the Meadow Street intersection in Rockport and the Route 131 intersection in Warren. Spread-out development, with weak access management controls, has reduced the mobility of Route 90. Land use regulations in Warren, Rockland and Rockport support further commercial, warehousing, and distribution development along Route 90 and suburban residential uses nearby. Accordingly, without changes to local land use regulations, increased congestion at the Route 17/90 intersection is likely.

Land Use Objectives

- Amend comprehensive plans using the MCRPC Regional Plan Program as a guide to define compact growth areas, centers, transportation corridors, and preserved open spaces. See: <http://www.midcoastplanning.org/PDFs/MCRPCRegionalPlan4.27.05.pdf> and <http://www.midcoastplanning.org/PDFs/ProposedLandUseMap.pdf>.
- Provide funding opportunities for corridor municipalities to develop consistent and effective zoning, subdivision, site plan review, access management and context-sensitive roadway design ordinance standards.

LAND USE DISTRICTS MAP LINK:

<http://www.midcoastplanning.org/PDFs/SR17zoning.pdf>

4. ECONOMIC DEVELOPMENT AND HOUSING

The map titled *Employment and Housing* shows the location and relative size of major employers in the corridor and the density of housing at the census block level for 2000, which indicates where most people live within the corridor. This map also shows the number of housing permits issued from 2000 to 2006, population growth from 2000 to 2007, median household income in 2006, and the proportion of residents who work in their home community and who commute to work outside of their community of residence.

Employment

Over the past eight years, the corridor has seen a net increase of 1,065 people in the labor force to total 8,771. Knox County's labor force totals 21,385, but the county saw only an increase of 534 in its total labor force during that same period, due principally to the decrease of working age people in communities outside of the corridor. Within the corridor, Rockland and Rockport saw a net increase in jobs between 2000 and 2007, while Union and Washington saw job losses. The total jobs in Hope stayed about the same, gaining a net of 3 over this period. Unemployment increased by 376 in the county, and 170 in the corridor. In sum, job growth has not kept up with the employment needs of residents, that is, not enough jobs are being created in the region, which forces those seeking work to travel farther from home.

Labor Force (Annual, Not Seasonally Adjusted)

Area	Civilian Labor Force 2007	Change 2000-07	Employed 2007	Change 2000-07	Unemployed 2007	Change 2000-2007	2007 Unemployed Rate
Hope	789	+17	756	+3	33	+14	4.2%
Rockland	4,029	+115	3,820	+31	209	+84	5.2%
Rockport	2,033	+226	1,957	+198	76	+28	3.7%
Union	1,205	-22	1,147	-48	58	+26	4.8%
Washington	715	+729	671	-32	44	+18	6.2%
Corridor	8,771	+1,065	8,351	+152	420	+170	4.8%
Knox County	21,385	+534	20,444	+158	941	+376	4.4%

Source: Maine Department of Labor

Within the corridor, the largest employer is Penobscot Bay Medical Center, located in Rockport. The greatest number of employers are found in the service center, Rockland, and in particular, along US Route 1, followed by Camden and Rockport, and also increasingly along Route 90 from Warren to Rockport. Retailers by and large, both large-scale and small, are located on US Route 1.

In 2005, the largest employer in Hope was the Alford Lake Camp, 50+ employees. In Union, it was the Union Elementary School, 50-99 employees. In Washington, the largest employers were the Prescott Memorial School, Washington Manor Business

(Mental Health Services), and Medomak Camp, each of which employed 20-49 people. Hospitality occupations provide significant, although low wage, employment especially during the summer season. Traditional industries including construction, boat building, maritime activities, and related occupations remain strong sectors, although they employ fewer people today than they once did.

**Major Employers (with over 100 employees)
Located in Midcoast SR 17 Corridor Municipalities**

Business Name	Location	Employees	Sector
Fisher Engineering	Rockland	100-249	Equipment
FMC Corp	Rockland	100-249	Food Processing
Home Depot	Rockland	100-249	Retail
Kno-Wal-Lin Home Health Care	Rockland	100-249	Medical
Knox Center for Long Term Care	Rockland	100-249	Medical
Mid Coast Mental Health Center	Rockland	100-249	Medical
Penobscot Bay Medical Center	Rockport	500-999	Medical
Samoset Resort	Rockport	250-499	Hotel
Shaw's Supermarket	Rockland	100-249	Retail
State Human Services Dept.	Rockland	100-249	State Government
Wal-Mart	Rockland	100-249	Retail

Source: Maine Dept. of Labor, 2005

Most economic activity, as reflected in total taxable sales, continues to occur in Rockland, with almost a 31% increase in sales seen over the past eight years. The next most active community in terms of taxable sales was Rockport, with one-fourth the sales activity of Rockland.

**Total Taxable Sales (in thousands of dollars)
for Midcoast SR 17 Corridor Municipalities**

Area	2000	2007	Change
Hope	1952.8	1371.5	-29.8%
Rockland	184102.8	240873.9	30.8%
Rockport	46852.2	59826.6	27.7%
Union	12972.7	23540.2	81.5%
Washington	3968.1	5030.9	26.8%
Corridor	249848.6	330643.1	32.3%
Knox County	402827.3	507738.4	26.0%

Source: Maine Revenue Services

Housing

Concentrations of housing in the corridor are found in Rockland, east of Old County Road, in traditional villages (West Rockport, Union, Hope and Washington) and shoreland areas. Shoreland areas have higher numbers of seasonal homes. Newer housing tends to be spread in outlying communities at lower densities. Between 2000 and 2006, Rockport issued the most housing permits (281), while Rockland issued the least (54). Housing permits issued in Union and Hope were more than double the number of permits issued in Rockland. While most employment has remained in the service centers of Rockland and Rockport, average commute times and the total vehicle miles traveled have increased as more people choose to live further away from their workplace in areas that often lack public transportation.

Housing Units and Building Permits for Midcoast SR 17 Corridor Municipalities

Area	Housing Units			Building Permits 2000-2006			
	1990	2000	Growth 1990-2000	Single Family	Multi-family	Total	Growth 2000-06
Hope	542	687	26.8%	124	2	126	18.3%
Rockland	3,719	3,752	0.9%	141	52	193	5.1%
Rockport	1,409	1,677	19.0%	281	0	281	16.8%
Union	878	1,052	19.8%	136	5	141	13.4%
Washington	532	694	30.5%	80	4	84	12.1%
Corridor	7,080	7,862	11.0%	762	63	825	10.5%
Knox County	19,009	21,612	13.7%	1,919	103	2,022	9.4%

Source: Census, U.S. Department of Housing, SOCDs Building Permits Database

Given the current focus of economic activity, with major employers and retail centers in Rockland and Rockport, similar type development is likely to continue to locate near the Route 17 intersections of US Route 1 and Route 90. With increasing congestion along US Route 1, Route 17 may become more attractive for larger scale development, especially warehousing and distribution activities, and to provide an alternative shopping venue for those traveling to and through Rockland from Augusta and points west.

Commuting

The numbers and percentages of commuters in each community who drive to work alone increased from 1990 to 2000. The highest percentage of those who drove alone in 2000 was in Hope (83.3%), while the lowest was in Rockland (69.9%). Not surprisingly, Rockland, as a service center with the greatest number of employers, had the largest number and percentage of commuters who walked to work. In all but Hope, the numbers of people carpooling decreased during the 1990s.

On average, travel times are shorter for Rockland's resident commuters than for commuters living in the other corridor communities. The longest commute times are found in outlying towns. Commute times increased in every community during the 1990s. More recent commuting data is not available.

**Mean Travel Time to Work
for Midcoast SR 17 Corridor Municipalities**

Area	Time (in minutes)		
	1990	2000	Change
Hope	21.1	23.6	11.8%
Rockland	13.1	14.5	10.7%
Rockport	12.6	16.4	30.2%
Union	20.8	26.4	26.9%
Washington	27.4	29.7	8.4%
Knox County	17.0	18.9	11.2%

Source: Census

As the major employment center, over 57% of the Rockland residents who work do so in Rockland. For the other corridor communities, Rockport had the largest number of residents who work in their own town, 36%. Hope has the smallest number and percentage of residents who work in their own town. In all corridor communities, most people work in Knox County.

Economic Development and Housing Objectives

- Improve access to employment opportunities in service centers through road improvements and commuting facilities.
- Develop strategies to work with service center communities and major employers (100 or more employees) to help support commuter bus and van options.
- Work with municipalities and businesses to develop an impact fee schedule for major projects (like shopping centers) in lieu of burdensome increases in local property taxes, in order to fund the improvements needed to maintain corridors while allowing for continued economic development.

EMPLOYMENT AND HOUSING MAP LINK:

<http://www.midcoastplanning.org/PDFs/SR17employhousing.pdf>

5. NATURAL AND SCENIC RESOURCES

The corridor's natural resources are significant. Some are under threat from increased development pressure. Just as with transportation planning, there is a compelling case to be made for regional cooperation in matters affecting the integrity of the region's land, air, and water. Overwhelmingly, the corridor is forested, a shift from agricultural uses that predominated in the past. There are large areas of wetlands and surface waters.

The map titled *Natural Resource Constraints* shows moderate and high value wetland habitats (10+ acres in size) that are or will be regulated through shoreland zoning, wetlands in the National Wetlands Inventory, current shoreland zoning along water bodies, and soils associated with steep slopes (15% and greater). Also shown are aquifers of significant yield (10-50 and 50+ gallons per minute), essential and other rare animal habitats, Maine Natural Area Program Rare or Exemplary Natural Communities, and Focus Areas of Statewide Ecological Significance. Other habitat areas including deer wintering areas, rare animals, and waterfowl/ wading bird habitat are shown.

Primary Natural Constraints

Area	Natural Constraints along Route 17
Hope	Moderate and high value wetland habitats
Rockland	Shoreland zoning
Rockport	Focus Areas of Statewide Ecological Significance. Moderate and high value wetland habitat and shoreland zone
Union	Maine Natural Area Program Rare or Exemplary Natural Communities
Washington	Aquifers of significant yield

Source: Maine Department of Environmental Protection

Notes: Focus Areas of Statewide Ecological Significance are defined by the Maine Department of Conservation as areas with habitats worth protecting but not necessarily containing endangered species. Significant Wildlife Habitats are areas with species appearing on the official state or federal lists of endangered or threatened animal species; high and moderate value deer wintering areas and travel corridors; high and moderate value waterfowl and wading bird habitats. Essential and other rare animals includes nesting and feeding areas; shorebird nesting, feeding and staging areas and seabird nesting islands; and significant vernal pools.

Many residents and businesses in the corridor depend on private drilled wells for drinking water. In the past, considerable wetland acreage has been lost or impaired through draining, filling and development. Wetlands are critical to groundwater supplies and the protection of water quality, as well as to storm water management and wildlife.

Water bodies are found along Route 17 in each community, the largest of which are in Rockport and Rockland. In addition to their environmental value and as a source for drinking water, lakes, ponds and rivers along the corridor are valued by residents for their scenic beauty and for recreational use. Principal views by type (fields, water, hills, etc.) as can be seen from Route 17 are indicated on the map titled *Scenic Views from Route 17*. See also the map titled *Topography*, which illustrates areas of high elevation.

Waterbodies Adjacent to Route 17

Area	Waterbodies
Hope	Lermond Pond, Fish Pond
Rockland	Chickawaukie Pond, Meadow Brook
Rockport	Chickawaukie Pond, Maces Pond, Rocky Pond, Mirror Lake, Grassy Pond
Union	Lermond Pond, Saint George River, Medomak River
Washington	Medomak River

The Mirror Lake/Grassy Pond stretch of Route 17 in Rockport is a critical Resource Protection zone for the region's public water supply. Mirror Lake and Grassy Pond provide the only source of public drinking water to approximately 20,000 people from portions of the coastal communities of Camden, Rockport, Rockland, Thomaston, and Warren. The state has a Resource Protection zone mapped and Maine DOT has specific design and maintenance policies for roadway work within source water protection areas. Furthermore, the Rockport land use ordinance through the use of overlay/shoreland zones and the Rockport 2004 Comprehensive plan seek to provide special protection of these water resources.

Natural Resource Objectives

- Consider natural constraints when planning investments and improvements to Route 17 itself and when development is proposed along this roadway.
- Identify areas for proposed conservation for environmental protection and or scenic preservation.
- Reduce pollution to waterbodies and groundwater from vehicular pollution, including runoff from Route 17.

NATURAL RESOURCES CONSTRAINTS MAP LINK:
<http://www.midcoastplanning.org/PDFs/SR17natrlconstraints.pdf>

TOPOGRAPHY MAP LINK:

<http://www.midcoastplanning.org/PDFs/SR17topo.pdf>

SCENIC VIEWS FROM ROUTE 17 MAP LINK:

<http://www.midcoastplanning.org/PDFs/SR17scenicviews.pdf>

6. CORRIDOR INVESTMENTS SOUGHT

This Corridor Management Plan has described municipal and regional transportation, land use, economic development, housing, and natural and scenic resources, and has defined general objectives of the corridor communities. From this an informed prioritization (listed below) has been made of essential transportation-related investments to best meet the needs of residents, businesses, and others who use this corridor. Many of these investments will require specific analysis and evaluation by Maine DOT and transportation engineers to determine appropriate solutions, based on accepted transportation and civil engineering principles, before implementation can occur. Maine DOT is requested to review these recommendations and consider them when proposing and making improvements in the corridor. Given increasingly constrained transportation budgets, and the rising costs of construction materials, it becomes even more crucial that new transportation investments be based on serving the best interests of the corridor and region as a whole.

Midcoast Route 17 (SR 17) Corridor Management Plan Investments Sought
 (Immediate = within 2 years, Midterm = 2-5 years, Long term = 5-10 years)

Investment Description Recommendations	Location(s)	Rationale	Responsible Party(ies)	Timeframe
Access management by the purchase of SR 17 access rights of properties that abut the roadway. Create and map a priority list of areas (stretches of higher speeds, curved roadway, and scenic gateways to village areas) in consultation with property owners, town and state officials.	Rockport (SR 17 outside West Rockport and Rockville areas) Throughout	Safety and Mobility: maintain posted speeds. Aesthetic, reduce possibility of sprawl development. The sale of access rights and/or development rights to preserve the current use of properties, while compensating property owners for the development potential that they give up, would be strongly encouraged but would remain the choice of the property owners.	Maine DOT, Property owners, Land Trusts, Town	Immediate, Ongoing

Investment Description Recommendations	Location(s)	Rationale	Responsible Party(ies)	Timeframe
Access management controls for business entrances strengthened.	Throughout	Safety: maintain posted speed though controlled development/redevelopment of entrances, encourage shared entrances.	Towns (land use ordinances), Maine DOT	Midterm
Crosswalk delineation improvements with warning signage, pavement markings and pavement texture at low speed intersections, pedestrian underpass or overpass options.	Rockport (SR 17 near Mirror Lake Trail Crossing, at SR 90, and along SR 90 near Camden Hills Regional High School)	Safety: reduce pedestrian/vehicle crashes. On lower speed stretches of roadway, improve signage, consider pavement differentiation. On higher speed stretches of roadway, consider pedestrian underpass or overpass. However, the high cost of these two options makes finding alternative funding sources a likely prerequisite. See also, <i>Safety Audit of Existing Traffic Conditions</i> investment description in this table.	Maine DOT, Towns	Immediate
Entrances shared for new and expanded businesses accessing SR 17, with adequate signage alerting drivers to businesses.	Throughout, especially Rockport	Safety: fewer new entrances where crashes could occur. Mobility, maintain posted speed. See also, <i>Safety Audit of Existing Traffic Conditions</i> investment description in this table.	Towns (land use ordinance) Maine DOT (for off-premises sign regulation)	Immediate, Ongoing

Investment Description Recommendations	Location(s)	Rationale	Responsible Party(ies)	Timeframe
Frontage road/internal road/access road, i.e., a new road located parallel to SR 17 for limited stretches, to serve new business entrances.	Union (SR 17 and Sennebec Road and other areas where conditions permit)	Safety: reduce multiple access points on SR 17, by providing an access road to abutting business. Development: allow some visibility on SR 17 to remain and open up an area for new development parallel to SR 17 behind existing businesses.	Property Owners, Town, Maine DOT	Long term
Grade changes, vertical realignment, reduce steepness of SR 17.	Union (SR 17 near Sennebec Road)	Safety: poor sight distance.	Maine DOT, Property Owners	Long term
Guardrail upgrades to modern standards along waterbodies, with context sensitive/rural design, like weathered steel as a low-cost option to "blend" a guardrail into the surrounding environment, or steel-backed timber barriers in lower speed sections of SR 17 (No Jersey-type guardrails sought).	Rockland (SR 17 along Chickawaukie Pond) Rockport (SR 17 along Chickawaukie Pond, Maces Pond, Rocky Pond, Mirror Lake, Grassy Pond)	Safety: reduce crashes from running of the road. Environmental: protect waterbodies. Aesthetic: protect scenic views.	Maine DOT	Midterm

Investment Description Recommendations	Location(s)	Rationale	Responsible Party(ies)	Timeframe
Infrastructure project list creation, analysis and prioritization.	Rockport (West Rockport, Rockville) Hope (South Hope Village)	Fiscal Impacts: consider sewer extension vs. community wastewater disposal system; Route 17 crossing, sidewalks. Municipal and state bonding approved through voter referendums to fund large scale improvements, and from federal funding matches.	Towns	Immediate
Intersections: Full traffic signal installed, with adequate turning radii for trucks based on truck traffic volumes.	Rockland (SR 17 at Birch St)	Safety: replace non-standard signal.	City, Maine DOT,	Midterm

Investment Description Recommendations	Location(s)	Rationale	Responsible Party(ies)	Timeframe
Intersections: Full traffic signal sensor upgrades for adjustable phasing based upon changing traffic volumes.	Rockport (SR 17 at SR 90) Rockland (SR 17 at Old County Road)	Mobility: facilitate movement of traffic; reduce wait time, as volumes on intersection legs change, e.g. differences in daytime and nighttime volumes and traffic patterns.	Maine DOT	Immediate
Intersections: Lane pavement markings and signage.	Throughout Rockport (SR 17 at Meadow St)	Safety and Mobility: reduce sudden lane changes by clearly marking turn only lanes and through lanes with pavement markings and signs sufficiently ahead of the intersection.	Maine DOT	Immediate
Intersections: Realignment, horizontal, to 90° intersection legs, with adequate turning radii for trucks.	Washington (SR 17 at Calderwood Road and at SR 220) Rockland (SR 17 at North Main St, and at Birch St)	Safety: improve sight distance based on horizontal alignments.	Maine DOT	Midterm
Intersections: Realignment, vertical, with adequate turning radii for trucks.	Union (SR 17 WB at Clarry Hill Road/North Union Road, Sennebec Road, and at Pond Hill Road, too steep near SR 17)	Safety: improve sight distance based on vertical alignments. Limited sight distance on Route 17 causes increased crash activity on approaches to intersections in the locations noted.	Maine DOT	Midterm

Investment Description Recommendations	Location(s)	Rationale	Responsible Party(ies)	Timeframe
Intersections: Turning lanes, new and/or expanded, with adequate turning radii for trucks.	Rockland (SR 17 at Old County Road, and at US Route 1)	Safety and Congestion: add and/or expand turning lanes on all intersection legs. Vehicles waiting in the travel lane of roadways to turn on and off of Route 17 result in increased crash activity.	Maine DOT City	Immediate
Intersections: Warning signal 'intersection ahead' signs, but not additional full traffic signals.	Washington (SR 17 at Vanner Road, SR 220, at Calderwood Road) Union (SR 17 WB at Clarry Hill Road/North Union Road, Sennebec Road, at Pond Hill Road) Rockport (SR 17 at Meadow St)	Safety: limited sight distance.	Maine DOT	Immediate

Investment Description Recommendations	Location(s)	Rationale	Responsible Party(ies)	Timeframe
Lighting for streets that is context sensitive.	Hope (South Hope village area) Union (Common Road in the Union Village area) Throughout (SR 17 at intersections with other state routes)	Amenity and Safety: street lights in keeping with the architectural heritage of the South Hope, Union, and West Rockport villages would alert drivers to the village areas and the lower speed zones, In Union, the use of solar to reduce costs of lighting. Street lights on SR 17 at intersections with other state routes could improve safety. For both SR 17 and the Common Road, consider the use of LEDs to reduce electricity needed, and motion sensors ahead of lights to activate.	Town, State and Federal Grants	Long term
Name for SR 17 should be standardized.	Throughout	Various names for the same roadway is confusing (Augusta Road, Rockland Road, Heald Highway, Rockland St, New Rockland St, Lakeview Dr, Maverick St).	Towns, City, County Dispatch, Maine DOT	Long term
Park and ride parking lots.	Washington, Union, Rockport (near SR 17 SR 90 intersection)	Encourage carpooling for commuting to Augusta and Rockland.	Town, Maine DOT, Property Owners	Midterm

Investment Description Recommendations	Location(s)	Rationale	Responsible Party(ies)	Timeframe
<p>Pedestrian trail, bike lanes, sidewalks, walkways, esplanades, and/or shoulder improvements for pedestrian and bike use.</p>	<p>Hope: (South Hope village area) Rockland (SR 17 near Old County Road to Rockport town line) Rockport (SR 17, and SR 90 near Camden Hills High School to the US Route 1 intersection) Union (Union village area, SR 17, along Common Road, Depot St, that connects along the river from lower Sennebec Pond, a high crash location, through the proposed commercial SR 17 zones, under the roadway to the Village and near the River and Round Pond to public boat landing and park on SR 235.</p>	<p>Hope: Safety and amenity in South Hope village area by adding better defined curbing, sidewalks, crosswalks, all of which will enhance the walkability of the village (Lincolville Beach curbing, sidewalks, parking improvements cited as a good example). Rockland: Scenic pathway along SR 17 setback from the roadway's edge. Rockport: Sidewalk/ walkway/esplanade along SR 90, setback from the roadway's edge, to facilitate the safe movement of children to and from school. Bike path/lane along SR 90 to SR 17. Union: Amenity and safety, especially children: encourage growth and livability in Union's village area and to enhance the St. George River and its ponds, currently there is only a very narrow ancient sidewalk for a very short distance from Common Road a few hundred feet down Depot Street (SR 235).</p>	<p>Property Owners, Georges River Land Trust, Town (land use ordinance incentives), Maine DOT</p>	<p>Midterm in general but Immediate for SR 90 to US 1</p>

Investment Description Recommendations	Location(s)	Rationale	Responsible Party(ies)	Timeframe
Public participation in Maine DOT decision making process continued and enhanced	Throughout	Ensure that municipal officials and citizens are aware of transportation options and possible improvements and the project planning and funding process. Seek advice and support of municipal officials, residents and local businesses for suggested improvements.	Maine DOT, Towns	Immediate, Ongoing
Public Service Announcements on Television and Radio.	Throughout	Safety: reduce speeding, and tailgating, especially where roadways traverse rolling hills, which obscure intersections, traffic and animals ahead.	Maine DOT	Immediate, Ongoing
Residential area protection.	Rockland (Old County Road from the playing fields north to the Rockport town line and allow for limited commercial development at the intersection of Old County Road and SR 17)	Protect existing neighborhoods from large scale commercial development, provide for additional housing.	City (land use ordinances)	Long term
Safety Audit of Existing Traffic Conditions.	Throughout	Conduct a safety audit with municipal officials, residents and business owners, along with transportation planners and engineers to better quantify the specific safety improvements that would be most beneficial to implement.	Towns, City, Maine DOT and MCRPC	Immediate

Investment Description Recommendations	Location(s)	Rationale	Responsible Party(ies)	Timeframe
Scenic viewsheds protection.	Rockport (high elevation areas adjacent to or visible from SR 17)	Environmental: protect habitats. Aesthetic: reduce possibility of further ridgeline development that degrades scenic value. Economic, support tourist related scenic use.	Town (land use ordinance, view shed provisions), Property Owners Grants for easement purchases	Midterm
School bus turnaround area.	Washington	Safety: reduce congestion.	Town, Maine DOT (for use or access of State-owned right-of-way)	Midterm

Investment Description Recommendations	Location(s)	Rationale	Responsible Party(ies)	Timeframe
Speed Limit evaluation by Maine DOT.	Rockport (SR 17 posted at 55 M.P.H.) Hope (SR 17 posted at 55, 45, 40 M.P.H.)	Rockport: Safety: analyze reducing speed limit from 55 to 50 M.P.H. to reduce crashes and speeding. In West Rockport, analyze adding a 45 M.P.H. zone before transitioning to the current 35 M.P.H. to reduce speeding and noise from jake breaks. Hope: Safety: especially in South Hope village area, reduce speed for the whole stretch of SR 17 through Hope, and/or further reduce speed in South Hope Village area to 25-35 M.P.H.	Town, Maine DOT	Long term
Speed Limit Enforcement.	Throughout, especially in village areas and approaches to those village areas	Safety: vehicular and pedestrian, with attention to commercial vehicles.	County and Municipal Police	Immediate and Ongoing
Tree planting along streets.	Rockport (along portions of SR 17 currently posted at lower speeds)	Environmental, Aesthetic, and Economic: support tourist related scenic values.	Community Groups, Non-Profits, Town, Maine DOT	Long term
Truck climbing/passing lanes, evaluation by Maine DOT of areas for additional such lanes.	Washington	Reduce congestion.	Maine DOT, Property Owners	Long term

Investment Description Recommendations	Location(s)	Rationale	Responsible Party(ies)	Timeframe
Vegetation trimming at high volume entrances and at intersections, no use of pesticides/herbicides that would generate non-point source pollution.	Union (SR 17 near SR 220/Wottons Mill Road Rockland (North Main St and Broadway)	Safety: as vegetation near intersection reduces sight distances for drivers turning onto and off of SR 17 and other roads.	Property Owners and in right-of-way Maine DOT	Immediate, Ongoing
Warning sign, signal 'Village Area Ahead' sign evaluation by Maine DOT.	Hope (SR 17, South Hope Village) Rockport (West Rockport SR 17 Eastbound)	Safety	Maine DOT	Immediate
Warning signs for high crash stretches of roadway ahead, hills, hidden driveways.	Union (SR 17, SR 131, Town Roads)	Safety: as rolling hills (changes in vertical alignment of roadways limit sight distances and reaction times).	Maine DOT, Town	Immediate
Water and pollution runoff management: continue to have area zoned appropriately to protect reservoirs. Consider further re-grading of the roadbed's cross-slope to pitch away from waterbodies that abut SR 17, with improved culverts and ditching/drainage to collect runoff/spills to prevent/ reduce runoff into reservoirs.	Rockland (SR 17 along Chickawaukie Pond) Rockport (SR 17 along Chickawaukie Pond, Maces Pond, Rocky Pond, Mirror Lake, Grassy Pond)	Safety: reduce crashes related to slippery roads and flooding. Environmental: reduce pollution run-off into waterbodies, some of which serve as reservoirs.	Maine DOT, Town and City	Long term

Investment Description Recommendations	Location(s)	Rationale	Responsible Party(ies)	Timeframe
Water and pollution runoff management: Stormwater Drainage.	Hope (Pushaw Road at SR 17 intersection)	Safety: stormwater drain not located at lowest point, which causes flooding. Drain should be moved to lowest point.	Maine DOT and Town	Immediate