
MEMORANDUM

To: Route 111/202 Corridor Committee
From: Suzanne LePage, Southern Maine Regional Planning Commission
Re: Public Meeting in Lyman
Date: October 27, 2003
CC: Lyman Comprehensive Planning Committee

On Thursday evening, October 23, 2003, staff from the Southern Maine Regional Planning Commission (SMRPC) and the Maine Department of Transportation (MDOT) attended a Lyman Planning Board Workshop to discuss corridor planning along Route 111 through the Town. The goal was to solicit suggestions and local support on specific strategies to address the future mobility and safety of Route 111.

Two presentations were given. Suzanne LePage discussed the Corridor Committee's planning process and Dennis Emidy provided a brief overview of MDOT's Corridor Study, including the projects recommended in Lyman. A number of questions were asked of Dennis Emidy regarding the improvement projects recommendations, perhaps indicating a need for a separate public meeting focused on the findings of that study.

Three (3) discussion groups were formed to expand each of the following general recommendations included in the Route 111/202 Corridor Committee's Final Draft Report (July, 2003):

- *"In developing policies for Comprehensive Plans, communities should consider the benefits of concentrating commercial development in higher densities at selected nodes rather than having it sprawled out along the corridor."*
- *"The communities along the corridor should consider measures to preserve the right-of-way and encourage the development of service roads, especially in areas where commercial or high-density residential development is anticipated."*
- *"The communities along the corridor should consider requiring access management mitigation activities for existing non-conforming driveways and entrances within their site plan review and/or permitting processes. Mitigation activities may include, but are not limited to, moving existing accesses to be directly across highway from other accesses, consolidating accesses where appropriate, restricting accesses to one per lot, preferably directly across the highway from other accesses, and closing accesses on double frontage lots."*

The following strategies were suggested by meeting attendees and should be discussed further by both the Corridor Committee and the Lyman Comprehensive Planning Committee. Many will require continued coordination between the two committees and MDOT:

- Think further ahead than the typical 20-year planning period;
- Aquifer protection and sewer needs must be considered when defining commercial zones;
- Investigate if the rear access road proposed for the Dunkin Donuts project (south of Route 111 and east of Route 35) will affect a nearby aquifer;
- Provide “buffer” zones between existing and proposed commercial zones and rural/residential zones;
- Propose commercial zones in staged growth along Route 111 to decrease the likelihood of “strip development” and preserve some sections of the highway for residential use;
- Consider zoning the areas of the highway where passing lanes are proposed as single-family residential to protect the public investment in roadway improvements;
- Consider creating shared accesses and closing some existing access points in proposed passing lane areas;
- Consider MDOT’s Access Management Rules in determining the future commercialization of Route 111 in Lyman;
- Define commercial zones by business type (e.g. light industrial, service/retail, agricultural, or home business) and consider the access needs and customer base of each business type;
- Foster an understanding that utilizing a protected intersection ultimately benefits the businesses by providing a safe access and may perhaps attract more customers;
- Identify appropriate locations for future access roads or new roads in proposed commercial and/or high-density residential areas. Also consider the ownership and maintenance costs of these new roads. Specifically discussed was the rear access road proposed for the Dunkin Donuts project (south of Route 111 and east of Route 35);
- Coordinate future walkways and bikeways with existing pedestrian/bicycle facilities, such as the Eastern Trail;
- Consider the high traffic volumes experienced on some collector roads, such as South Waterboro Road and Route 35, and the need to preserve mobility on these highways as well as on Route 111, especially if these roadways may be used as alternate routes;
- Consider limiting access and combining lot accesses instead of constructing passing lanes;
- Consider building protected limited-access deceleration/acceleration lanes to merge with connecting roads instead of stop signs or lights;
- Identify lot owners that will likely be affected by Access Management Rules and form a committee to begin talking with them about transportation and land use planning strategies related to the Access Management Rules and the Lyman comprehensive planning process; and
- Recommend that comprehensive planning committee consider requiring driveways be built across from each other in future zoning as an access management strategy.

At this point, I envision similar meetings to be held in the remaining four communities along the corridor (Alfred, Arundel, Biddeford, and Sanford). At those meetings, we will review the goals, objectives, and strategies from the community's updated Comprehensive Plan that pertain to Route 111 in addition to providing an update on the Corridor Committee's and MDOT's work. Additional strategies or modifications may be developed, if necessary, for the Route 111 Corridor Committee Report. As in Lyman, it would be helpful to schedule these meetings as Planning Board workshops with the public and elected Town officials invited. One has already been scheduled in Arundel on November 13, 2003. The Planning Board meets at 7:00 PM.

It was evident in Lyman that town officials would benefit from a better understanding of the Access Management Rules and how they are connected to local land use decisions. Last year, SMRPC distributed copies of the rules to all Planning Board members and Code Enforcement Officers in the SMRPC planning region. The mailing also included community maps showing which access management standards apply to which roadways. However, only a few communities have since invited SMRPC to discuss the rules further with town officials. As SMRPC staff works with Lyman on the transportation component of the Comprehensive Plan Update, a continuing discourse on this topic will likely take place.

For the remaining four communities, some thought should be given to the possibility of discussing the Access Management Rules more in depth at the Corridor Study follow-up meetings.

After Corridor Study follow-up meetings have been held in all five towns, it would be beneficial for the Corridor Committee to meet again to develop a Final Report. If you have not already done so, please contact me at your convenience to schedule a meeting in your town. Thank-you.