

MEMORANDUM

To: Route 109 Corridor Planning Committee and Interested Parties

From: Suzanne LePage, Transportation Planner

Date: January 15, 2004

RE: January 12, 2004 meeting of the Route 109 Corridor Committee

On January 12, 2004, the Route 109 Corridor Committee met at the Wells Urgent Care Facility on Route 109. Those in attendance included: Mimi Cerveny, Randy Dunton, Dennis Emidy, and Fred Michaud from MaineDOT; Rebecca Grover from the Maine Turnpike Authority; Suzanne LePage and Josh Mack from SMRPC; Jim Gulnac and Bob Hardison from the Town of Sanford; and Jonathan Carter, Kenneth Creed, and Harry Tomah from the Town of Wells.

Suzanne LePage opened the meeting by describing the revised Purpose and Needs Statement, which was distributed to Corridor Committee members prior to the meeting. The major changes to the original draft included adding MaineDOT's design of the Route 109 reconstruction project in Wells to the list of planning efforts and expanding the list of stakeholders to specifically include entities such as the Wells Trolley service, York County Community Action Corporation, Sanford Municipal Airport, the Maine Turnpike Authority, and the Kennebunk, Kennebunkport, and Wells Water District. Adding the Industrial Parks to the list of abutting landowners, since they are mostly privately owned, was suggested.

Dennis Emidy gave a brief presentation on some of the data he has collected for Route 109. The study area for his study is a 10 ½-mile stretch of Route 109 from Old Mill Road in Sanford to the Maine Turnpike in Wells. Following his presentation, he distributed copies of the maps he displayed at the meeting. In summary:

- For 2003, Average Annualized Daily Traffic (AADT) volumes reached as high as almost 23,000 vehicles on Route 109 near its intersection with Old Mill Road in Sanford (in front of Wal-Mart). Just east of the Turnpike interchange (Exit 2), the 2002 AADT was 18,610. The most recent lowest volume recorded is the 2002 AADT of 8,070 between Meetinghouse Road and Bald Hill Road in Wells.
- High Crash Locations (HCLs) are intersections or roadway segments where eight (8) or more crashes occur in a three-year time period AND the Critical Rate Factor (CRF)

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is ≥ 1.0 . The CRF is the actual crash rate divided by the expected crash rate. There were 178 HCLs identified in York County for 2000-2003. Nine (9) of those are within MaineDOT's Route 109 study area. Of the nine (9), six of the HCLs are located between Old Mill Road and Route 4 in Sanford.

- Dennis also calculated average travel speeds and delays for the corridor from Travel Speed-and-Delay runs conducted in June, 2003. The high speeds (as high as 35.5 MPH) recorded between Old Mill Road and Route 4 in Sanford were noteworthy, especially given the fact that the average travels speeds include the delays encountered. This information will be used to determine Levels-of-Service along the corridor.

Suzanne LePage presented a map that she and Josh Mack had developed using the land use ordinances in Sanford and Wells depicting zoning districts, allowable land use categories, and the potential Corridor Committee study area. A color-coding system, comparable between the two communities, was used to generalize traffic generation possibilities based on the zones and the uses allowed within those zones. Copies of the map are available upon request. Later in the meeting, Josh Mack presented a detailed comparison of lot sizes, setbacks, and access management standards for the zones along Route 109 in both Sanford and Wells. The ensuing discussion resulted in agreement that the Corridor Committee should attempt to answer the question of whether or not the road will be able to handle the anticipated future needs of the two communities and, ultimately, the region. The following points were voiced during the discussion:

- Route 109 is just one piece of a broader regional problem, which is the need for access to and from the Maine Turnpike for summer traffic, existing businesses, and desired economic development.
- Wells has recently requested that the Maine Turnpike Authority (MTA) reconsider studying the feasibility of a new turnpike interchange, possibly in the Moody section of Wells near Ogunquit. (Note: It was not specifically mentioned in the meeting, but MTA did look at the feasibility of a new interchange in that area in the past and, at the time, concluded that negative environmental impacts outweighed any expected transportation benefit.) Rebecca Grover, from MTA, explained that communities all along the Turnpike routinely request new interchanges, and that funding and environmental constraints limit the ability to honor most of those requests. MTA's Ten-Year Plan lists only one feasibility study for a new interchange in the Lewiston/Auburn area.
- MaineDOT's reconstruction project in Wells is upgrading the road to its greatest practical capacity. Limits to further widening include historical properties, funding constraints, the amount of conservation land along the corridor, and desire to retain "rural character" in the rural residential zones.



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- Sanford and Wells have been discussing the potential for establishing Pine Tree and/or Free Trade Zones along Route 109.
- Impacts to existing and future residents of the corridor need to be considered as the two communities promote and plan for commercial and industrial development at the ends of the study area.
- Rail may be an option worth exploring for freight movement.
- Curb cuts are fairly well established in Sanford, and local rules will likely allow very few, if any, new curb cuts along Route 109 in Sanford. In Wells, there is less stringent local regulation regarding new curb cuts, but MaineDOT's Access Management rules apply outside the urban compact. It is anticipated that a review of existing curb cuts will result in a determination that very few, if any, new curb cuts will be allowed along Route 109 *outside the urban compact*.
- Some level of access management analysis is expected to be conducted as part of this study. SMRPC staff would like more guidance from the Corridor Committee as to what types of technical analysis will be the most beneficial for the two communities and MaineDOT in their efforts to enhance safety and preserve mobility.

The next meeting has been scheduled for **MONDAY, MARCH 22, 10:00 AM IN THE COMMUNITY ROOM OF THE WELLS URGENT CARE FACILITY.**