

MEMORANDUM

To: Route 109 Corridor Planning Committee and Interested Parties

From: Suzanne LePage, Transportation Planner

Date: May 3, 2004

RE: April 26, 2004 meeting of the Route 109 Corridor Committee

On April 26, 2004, the Route 109 Corridor Committee met at Sanford Town Hall. Those in attendance included: Mimi Cerveny, Dennis Emidy, and Fred Michaud from MaineDOT; Suzanne LePage and Josh Mack from SMRPC; Jim Gulnac and Bob Hardison from the Town of Sanford; and Jonathan Carter, Kenneth Creed, Edgar Moore, and Harry Tomah from the Town of Wells. Additionally, four Sanford residents, including some staff and one Town Councilor were in attendance to view MaineDOT's traffic model.

1. Other Business, MDOT Traffic Model

Because there were guests at the meeting to see MaineDOT's traffic model, Dennis began by presenting the model he developed for Route 109 between Route 4 and Old Mill Road in Sanford, which the committee viewed at its March meeting. He noted that the signal timings were re-checked in the field since his last presentation and the model updated where appropriate. Future conditions have not yet been modeled, but Dennis explained that historical growth rates, as discussed at last month's Corridor Committee meeting, would be used to project future traffic volumes. Jim remarked that the anticipated development on the Sanford end of the corridor would likely exceed growth rates based on historical data.

Discussion ensued regarding the retail and commercial growth in the pipeline for Sanford. Specifically discussed were the relocation and expansion of Wal-Mart, associated piggyback development, plans for a signalized entrance northwest of Route 99, anticipated regional impacts to traffic movement, and the need to further discuss the potential for public transportation. Dennis noted that a traffic signal would have a significant negative effect on the mobility of Route 109.

Acton
Alfred
Arundel
Baldwin
Berwick
Biddeford
Brownfield
Buxton
Cornish
Dayton
Denmark
Eliot
Fryeburg
Hiram
Hollis
Kennebunk
Kennebunkport
Kittery
Lebanon
Limerick
Limington
Lovell
Lyman
Newfield
North Berwick
Ogunquit
Old Orchard Beach
Parsonsfield
Porter
Saco
Sanford
Shapleigh
South Berwick
Stoneham
Stow
Sweden
Waterboro
Wells
York



2. Access Management – Directional Mobility Analysis

Josh presented a set of maps that he developed to graphically depict the mobility potential of the access management study area using the sight distance information collected in the field and discussed at last month's meeting. The first map uses three colors to show, using the perspective of the driver, whether mobility sight distance, basic stopping sight distance, or neither sight distance are met. There did not appear to be better mobility in one direction versus another. Also, driver behavior was not considered in this analysis.

The second map illustrated the status of existing parcels abutting Route 109. Parcels were labeled as having Strong or Weak Conservation Protection and as being developed or undeveloped. Parcels labeled as having Weak Conservation Protection are those whose current use is listed as open space, tree growth, or farms. Properties with Strong Conservation Protection include water district land and Town-owned land. All undeveloped lots that do not have conservation protection are eligible for development or subdivision. Except for some flag lots, most developed parcels with significant acreage appear to be subdividable. As such, there were nine (9) "Potential Mobility Disruption" areas denoted on the first map.

Mimi discussed the MaineDOT reconstruction design elements that would improve sight distances. She detailed three locations in Wells between Lindsay Road and the High Pine Urban Compact Area where the vertical alignment would be improved, providing a potential of 80 – 710 feet of additional sight distance at various spots. Also, the reconstruction project will be providing a clear zone (no brush or other sight obstructions) of 26 feet from the edge of the pavement along both sides of the highway. These improvements should improve sight distance for approximately 20 existing curb cuts.

It was noted that the designation of Route 109 as a Mobility Corridor should apply to the entire corridor, regardless of designated urban compact areas. Development and mobility can be compatible with appropriate design.

3. Route 109 Overlay Ordinance Development

Suzanne utilized a handout listing considerations for a potential Access Management Overlay Ordinance to promote committee discussion. There appeared to be consensus that consideration should be given to both communities simply adopting the state's Rules (MaineDOT Access Management Rules) to provide consistency along the corridor. In an effort to strengthen or add to those rules, committee members made the following points:

- Criteria for the design and location of signs should be incorporated in order to ensure that signs could be read by drivers traveling the preferred mobility speed.

Acton
Alfred
Arundel
Baldwin
Berwick
Biddeford
Brownfield
Buxton
Cornish
Dayton
Denmark
Eliot
Fryeburg
Hiram
Hollis
Kennebunk
Kennebunkport
Kittery
Lebanon
Limerick
Limington
Lovell
Lyman
Newfield
North Berwick
Ogunquit
Old Orchard Beach
Parsonsfield
Porter
Saco
Sanford
Shapleigh
South Berwick
Stoneham
Stow
Sweden
Waterboro
Wells
York



Acton
Alfred
Arundel
Baldwin
Berwick
Biddeford
Brownfield
Buxton
Cornish
Dayton
Denmark
Eliot
Fryeburg
Hiram
Hollis
Kennebunk
Kennebunkport
Kittery
Lebanon
Limerick
Limington
Lovell
Lyman
Newfield
North Berwick
Ogunquit
Old Orchard Beach
Parsonsfield
Porter
Saco
Sanford
Shapleigh
South Berwick
Stoneham
Stow
Sweden
Waterboro
Wells
York

- An analysis should be done to determine the effect on individual properties of creating setbacks of approximately 100 feet from the road centerline to preserve right-of-way for potential service roads. The Committee should also consider the development potential of business in the Wells zones where commercial uses are allowed.
- The Sanford terminus of the Mobility Corridor designation may need to be Route 99 instead of Route 4 if a new signal is installed at the proposed entrance to a Super WalMart.
- Consideration should be given to the creation of a 3-5 person Review Committee for permitting new or changed driveways and entrances. The Committee would include members representing MaineDOT and the Towns of Wells and Sanford and could potentially be staffed by the Southern Maine Regional Planning Commission. On this final item, Fred Michaud was asked to determine the feasibility of transferring the MaineDOT permitting process to this Committee or other entity.

4. Report Outline

Due to time constraints, the committee did not discuss the proposed Interim Report outline, although Jon Carter noted that a discussion of a corridor impact fee system should be explored.

The next meeting has been scheduled for **MONDAY, May 24, 10:00 AM IN THE COMMUNITY ROOM OF THE WELLS URGENT CARE FACILITY.**