

MEMORANDUM

To: Route 111 Corridor Committee
From: Suzanne LePage, Transportation Planner
Date: December 10, 2003
RE: Sanford "Implementation" Meeting

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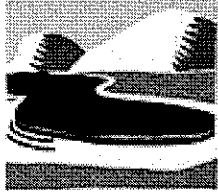
On Wednesday evening, December 3, 2003, staff from the Southern Maine Regional Planning Commission (SMRPC) and the Maine Department of Transportation (MaineDOT) met with the Sanford Planning Board to discuss transportation planning within Sanford. Topics discussed included an overview of the Route 111/202 Corridor Committee's Final Draft Report, MaineDOT's Corridor Study of Route 111/202, and planning activities underway for the Route 109 corridor in Sanford and Wells. This memo summarizes the Route 111/202 discussion.

Suzanne LePage began by giving a brief presentation on the Route 111/202 Corridor Committee and its findings, focusing on the five general recommendations from the July, 2003 Final Draft Report and how they are relevant to Sanford as follows:

1. 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.

There are no non-conforming accesses along Route 202 in the Sanford portion of the study area.

2. 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.



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The topography and zoning of the land adjacent to Route 202 in Sanford do not lend themselves to high-density development. Also, most of the existing lots can currently access secondary roadways.

The issue of “double-frontage lots” was discussed. As with the Corridor Committee, there was concern that double-frontage lots of record when the Access Management Rules became effective (2002) may be divided over time, creating lots that no longer have access to a secondary roadway, thereby removing the restriction of accessing the Mobility Arterial (Route 202 in this case). The Sanford Planning Board may consider developing a local control method to ensure that lots created by future land divisions will still carry the restriction of curb-cuts onto major mobility highways in town.

3. 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.

Sanford’s Future Land Use Plan appears to be consistent with this recommendation.

4. The communities along the corridor should consider adopting MDOT’s Mobility Corridor and Retrograde Arterial standards along segments of Route 111/202 where the posted speed limit is less than 40 mph.

Sanford’s newly adopted Curb Cut and Driveway ordinance is more restrictive than the Mobility Arterial Standards of MaineDOT’s Access Management Rules within the study area.

5. The Corridor Committee should reconvene at a later date to discuss traffic impacts of developments with a regional impact, such as a large casino/resort facility.

“Big Box” developments may have a regional impact large enough to necessitate further coordination with neighboring communities.

Dennis Emidy then presented selected findings of the MaineDOT traffic study, including passing lane recommendations and potential improvements to the vertical grade of Route 202 in the vicinity of its intersection with Route 224 in Sanford. He displayed the intersection model for the Exit 4 area of Route 111, which includes movements through four signalized intersections. Discussion ensued regarding the traffic growth rates for this section of the corridor, the large-scale commercial development being planned near Exit 4 in Biddeford, and how this model, when developed for the Route 109 corridor, will be useful for transportation planning in Sanford. It is expected that Dennis will be able to present a similar model for Route 109 between Old Mill Road and Route 4 in Sanford sometime in the spring of 2004.