



M E M O R A N D U M

To: Route 109 Corridor Planning Committee and Interested Parties

From: Suzanne LePage, Transportation Planner

Date: June 14, 2004

RE: May 24, 2004 meeting of the Route 109 Corridor Committee

On May 24, 2004, the Route 109 Corridor Committee met at the Wells Urgent Care Facility to discuss the Draft Route 109 Corridor Committee Interim Report. Those in attendance included: Mimi Cerveny, Randy Dunton, Dennis Emidy, and Fred Michaud from MaineDOT; Suzanne LePage from SMRPC; Jim Gulnac and Bob Hardison from the Town of Sanford; and Jonathan Carter, Kenneth Creed, and Edgar Moore from the Town of Wells.

MaineDOT Traffic Simulation Model

Dennis Emidy was able to present a traffic simulation model illustrating a potential scenario of future traffic movement through the signalized intersection of Route 109 with the Maine Turnpike. He explained that the data used to calibrate the model for existing conditions was collected in August 2002. Officials from Wells expressed concern that the model did not capture the significant movement of school buses that utilize the intersection (18 per hour during a typical school year morning). Also, the Downeaster ridership and park-and-lot utilization were thought to have increased substantially since 2002.

The potential future scenario illustrated significant traffic back-ups, especially exiting the Turnpike and along Route 109 heading north through the intersection. Jon Carter asked if the Maine Turnpike Authority had seen this simulation and if there were other interchanges in the turnpike system that were projected to be as congested or worse. To date, the MTA has not seen the model presentation. He also noted that the Wells Planning Board had recently requested the development of a cost estimate for the installation and coordination of additional traffic signals at the Industrial Park access and at Chapel Road. These two new signals would be coordinated with the existing signal at the Turnpike interchange. He also outlined a potential future development scenario for land across from the Turnpike access, including a gas station, hotel, fast food restaurant, and drive-through coffee and doughnut shop.

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Kennebunk
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Kittery
Lebanon
Limerick
Limington
Lovell
Lyman
Newfield
North Berwick
Ogunquit
Old Orchard Beach
Parsonsfield
Porter
Saco
Sanford
Shapleigh
South Berwick
Stoneham
Stow
Sweden
Waterboro
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Interim Report Discussion

An interim report was prepared by SMRPC staff to document the information that has been collected and discussed to date during this corridor planning effort and to identify the data and analysis that will need to be completed during the 2004-2005 Fiscal Year and beyond. The Corridor Committee reviewed and discussed that report. Based on the report and committee discussion, SMRPC revised the report (attached) and requested further funding from MaineDOT to continue to coordinate ongoing transportation and land use activities along the corridor through the Corridor Committee process and work with both Wells and Sanford on the development of a Route 109 Mobility Overlay Plan, which would provide consistency in access management and land use controls along the corridor. Specifically, SMRPC suggested the following activities:

- Organize and attend four (4) meetings of the Corridor Committee during the fiscal year;
- Prepare written notes for each of the four (4) meetings;
- Update the Corridor Committee as needed regarding the planned expansion of transit services along Route 109, the MaineDOT design and reconstruction effort along Route 109 in Wells, the MaineDOT Traffic Study of Route 109, major economic and land use activity, and other developments where appropriate;
- Conduct a highway access analysis, including determining existing curb cut sight distances, within the High Pine Urban Compact area;
- Develop maps portraying the effect of curb cut sight distance on highway mobility;
- Analyze and map the development potential of land surrounding the High Pine area;
- Determine the effect of varying Right-of-Way widths (80 to 200 feet) on structures and lots that abut the highway;
- In coordination with MaineDOT's traffic analysis activities for the corridor, assist MaineDOT in developing and prioritizing roadway improvements;
- Present the need and considerations for a Route 109 Mobility Overlay Plan, which could include the development of a corridor-based impact fee system, at a joint workshop of the Sanford Town Council and Wells Board of Selectmen;
- Prepare a Draft Route 109 Mobility Overlay Plan, prescribing specific changes to both Wells and Sanford's Zoning regulations based on the results of the joint Board of Selectmen and Town Council Workshop and identifying access management mitigation strategies based upon the highway access, development potential, and ROW analyses;
- Present for detailed discussion the Draft Route 109 Mobility Overlay Plan at separate workshops of the Sanford Town Council and Wells Board of Selectmen;
- Prepare and distribute a Final Route 109 Mobility Overlay Plan.

As such, it is envisioned that the Corridor Committee will meet again after the joint workshop of the Sanford Town Council and Wells Board of Selectmen, likely sometime in September or October 2004.

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