

2009 Midcoast Route 3 Corridor Management Plan

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Mid-Coast Regional Planning Commission
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1. OVERVIEW

The purposes of a corridor management plan are to summarize municipal and regional transportation, land use, economy, housing, and natural and scenic resources, to define general objectives, and to create an informed selection of the essential transportation-related investments that are necessary to meet the current and anticipated future needs of the corridor communities and the region.

To ensure that community concerns are addressed adequately, municipal officials from each corridor community appointed representatives to the corridor committee that formulated this plan's recommendations of investments sought. In addition, municipal officials reviewed this document before it was finalized and submitted to Maine DOT. Adopted municipal comprehensive plans and land use ordinances were reviewed in the drafting of this plan.

The Midcoast Route 3 Corridor includes the municipalities of Belfast, Belmont, Liberty, Montville, Morrill and Searsmont in Waldo County, and is about 20.2 miles in length. The corridor links Belfast with points west toward Augusta and points east toward Ellsworth and Bar Harbor. The corridor centers on the Rural Principal Arterial Route 3, which is a two-lane highway for nearly all of its length in the corridor, and closely passes several villages and downtown Belfast.

The highest traffic volumes on Route 3 occur in Belfast near US Route 1. In 2007, the factored annual average daily traffic (FAADT) was 14,140 vehicles. Seasonal tourism and year-round commuting between Augusta and Belfast, as well as trucking activity and local traffic volumes continue to increase at a greater rate than the increase in the region's population, causing intermittent congestion. This congestion is exacerbated by the lack of adequate public transportation alternatives that could lessen traffic volumes on area roadways.

The highest concentrations of population are found in downtown Belfast, with lower densities found along Route 3 and in traditional village areas. Slightly more than 31% of the Waldo County population lived in the corridor in 1990 and that percentage stayed about the same in 2008. Most population growth from 1990 to 2008 within the corridor in absolute and percentage terms occurred in Searsmont. Montville had a slight decrease in population.

Population

Area	1990	2000	2008 est.	Total # Change	Total % Change
Belfast	6,355	6,381	6,861	506	8.0%
Belmont	652	821	996	344	52.8%
Liberty	790	927	1,076	286	36.2%
Montville	877	1,002	867	-10	-1.1%
Morrill	644	774	904	260	40.4%
Searsmont	938	1,174	1,457	519	55.3%
Corridor	10,256	11,079	12,161	1,905	18.6%
Waldo County	33,018	36,280	39,065	6,047	18.3%

Source: Census, Claritas

Increasingly, people are choosing to live outside the service center community of Belfast, preferring areas where land prices and property taxes tend to be more affordable. Accordingly, these outlying areas are growing at a significantly faster rate than seen in Belfast. Since major employers have remained in the service center, the total time spent commuting has been increasing. Most economic activity occurs in the service center of Belfast. Belfast residents comprised 56% of the total corridor labor force in 2008, just slightly down from previous years, with the other towns contributing from a range of 12.3% (Searsmont) to 7.2 % (Liberty) of the total corridor workforce.

Waldo County Healthcare, Inc., which operates Waldo County General Hospital, is the largest employer in the corridor. Service and hospitality occupations, including those in the tourism industry, provide significant, although low wage employment, especially in season. Traditional industries including construction occupations remain strong sectors, even though they employ fewer people today than they once did.

Each of the corridor communities except Montville and Liberty has adopted a comprehensive plan. A summary table of these comprehensive plans and their provisions affecting transportation and the corridor is placed later in this plan. Belfast, Belmont and Searsmont have adopted land use ordinances creating zones or districts beyond state-required shoreland zones. A summary of these districts is found later in this plan and on the Land Use Districts Map. As each municipality has home rule authority on land use planning regulation, this can make regional planning a challenge because what happens in one community can affect the region's traffic, economy, and environment. Responding to this challenge means promoting inter-municipal cooperation including corridor management planning.

Following this overview are sections with more detailed corridor descriptions of transportation, land use, economic development, housing, natural resources, and scenic resources. The corridor investments sought by each community are listed at the end of this corridor management plan.

2. TRANSPORTATION

Route 3 has the federal functional classification of Rural Principal Arterial throughout the corridor. The map titled *Transportation* shows the factored annual average daily traffic (FAADT) volumes for 2007 at key points along Route 3; along selected intersecting roadways; and percentage change since 2000, as well as the percentage of heavy trucks contributing to the total volume. Also shown are High Crash Locations (HCLs), where eight or more crashes have occurred over a three-year period, and the roadway level of service (LOS), which is a measure of congestion. Route 3 comes under the Mobility Corridor designation of the state access management law. Since the adoption of that law in 2002, Maine DOT has approved all 36 access permit requests (some with conditions) onto Route 3 within the corridor. To learn more about the State's access management regulations and standards, please see: <http://www.maine.gov/mdot/planning-process-programs/access-mngmnt.php>. Although not designated an evacuation route in the current Waldo County Hazard Mitigation Plan (2004), as the primary east-west highway, Route 3 would serve that purpose in the case of an emergency, as would the primary north-south highway, Route 1.

Traffic Volumes

The population of the corridor and Waldo County increased by more than 18% from 1990 to 2008, while the total vehicle miles traveled in the County increased by more than 26% from 1990 to 2007. More people are driving more often and greater distances. Commute times for all corridor communities except one have increased. Most of these increases reflect the greater distances being traveled as residents find work farther from home. A smaller proportion of this increase is due to slightly more congestion, especially around the larger service center communities outside of this corridor.

The highest volumes on Route 3 occur in Belfast, 14,140 FAADT near the US Route 1 intersection in 2007. About half of the volume in Belfast encompasses local trips, in which the origins and destinations of trips are within this service center. The lowest volume along Route 3 in the corridor, 4,220 FAADT, is found in Montville. This figure largely reflects the volume of through-traffic. The traffic trips generated by the occupants of housing units are described in Section 4: Economic Development and Housing.

The Gateway 1 US Route 1 Corridor Preservation Strategic Planning Process estimates that under the "Riding the Currents" growth scenario^A, that summer daily traffic volumes along Midcoast Route 3 will increase on average by about +35.5% from 2005 to 2030, or about +1.4% annually. The highest daily summer traffic volumes on Route 3 could be in Belfast (16,216 in 2030) between the Route 1 intersection ramps and the Crocker Road

^A The "Riding the Currents" Low Density growth scenario assumes moderate growth in population, housing, and employment, and further assumes available land for development and similar municipal land use regulations as are in place today.

intersection. The lowest daily summer traffic volumes on Route 3 could be in Liberty (7,486 in 2030) just east of the Ridge School Road intersection.

Traffic congestion lowers a roadway's level of service (LOS). LOS is a qualitative measure that characterizes operational conditions within a traffic stream and includes speed, travel times, freedom to maneuver, traffic interruptions, and the perceptions of motorists and passengers. There are six levels of service, given letter designations from A to F, with LOS A representing the best operating conditions and LOS F the worst. LOS E is defined as the maximum flow or capacity of a system. For most purposes, however, a level of C or D is usually used as the maximum acceptable volume.

The western portion of Route 3 has no congestion, (LOS B). The central portion from the Route 173 intersection in Montville to the Thomas Road intersection in Morrill has slight congestion (LOS C), as does the stretch from the Route 131 south intersection in Belmont to the Edgcomb Road intersection in Belfast. Noticeable congestion is found from the Edgcomb Road intersection to the Crocker Road intersection (LOS D). Since much of the roadway is two lanes, site-specific congestion during commute times and in the summer tourist season does occur, especially at the intersections of other collector roadways. See the map titled *Transportation*.

Much of Route 3 is posted at 50 to 55 M.P.H. Stretches of reduced speed are found in Searsmont (45 M.P.H. near the New England Road and Thompson Ridge Road intersections), in Belmont (40 to 45 M.P.H. near the Route 131 north and south intersections), and in Belfast (35 to 40 M.P.H. near the Crocker Road to US 1 intersections). See the map titled *Posted Speed Limits*.

Corridor wide, it is likely that traffic volumes will continue to increase faster than the historical rates of growth observed, perhaps tied more closely to the accelerated housing growth observed until recently. More people are choosing to take I-95 to Route 3 in Augusta in order to avoid US Route 1 congestion between Brunswick and Belfast, especially in the Bath, Camden and Wiscasset areas. Without adequate public transportation, most people must use private vehicles, which exacerbates traffic congestion.

The Transportation Map shows volumes of state roads intersecting with Route 3. From this some general traffic patterns can be observed.

Safety

Most crashes on Route 3 occur in Belfast where traffic volumes are highest; most fatalities occur in the western portion where posted speeds are higher. In 2007, high crash locations where eight or more crashes have occurred in a three-year period on Route 3 were recorded at the Route 1 ramps intersections in Belfast. Other high crash locations in the corridor but not located on Route 3 include most of the Route 1 intersections with other state and state aid roads and the Back Belmont Road in Belfast. Although not designated as high crash locations by Maine DOT, several areas along

Route 3 and some of the intersecting roadways are in fact dangerous due to limited sight distances and blind spots, including the Route 3 intersections with Route 131 South, and Route 220 North. The high speeds traveled on these portions of Route 3 by both passenger vehicles and heavy trucks make these areas especially hazardous.

Crashes 2005-2007

Area	3-Year Total Crashes	Annual Average	3-Year Total Vehicles in Crashes	Annual Average Vehicles in Crashes	Total Vehicles in Crashes on Route 3	Annual Average Vehicles in Crashes on Route 3
Belfast	551	183.6	938	312.6	130	43.3
Belmont	67	23.3	85	28.3	39	13
Liberty	54	18	73	24.3	45	15
Montville	74	24.6	95	31.6	21	3
Morrill	54	18	68	22.6	7	2.3
Searsmont	106	35.3	125	41.6	34	11.3
Corridor	903	301	1,384	461.3	276	92
Waldo County	2,471	823.6	3,408	1,136	325	108.3

Source: Maine DOT

Note: Figures refer to crashes, which often involve more than one vehicle and more than one individual.
Annual averages rounded.

From 2005 to 2007, most of the 2,471 crashes in the corridor did not result in physical injuries or deaths. Of the corridor communities, Belfast had the highest number of incapacitating, evident, and possible injuries. Of the 14 fatalities that occurred in the corridor communities, seven were on Route 3. Of the corridor communities, Montville had the most fatalities: seven. Three of these fatalities were on Route 3. Four of these fatalities were on Route 220.

Injuries 2005-2007

Area	Fatalities	Incapacitating Personal Injuries	Evident Personal Injuries	Possible Personal Injuries	No Injuries
Belfast	1	43	151	162	2,114
Belmont	3	0	7	20	138
Liberty	3	2	14	23	199
Montville	7	11	10	25	144
Morrill	0	2	0	10	138
Searsmont	0	4	22	20	176
Corridor	14	62	204	260	2,909
Waldo County	29	144	572	755	6,236

Source: Maine DOT

Note: Figures refer to individuals.

Where the causes of crashes were evident, the most common in our region over the same three-year period included speeding, driver inattention, failure to yield right of way and following too closely.

**Vehicles - Common Crash Causes
(Apparent Contributing Factor) 2005-2007**

Area	Driver inattention - distraction	Illegal, unsafe speed	Failure to yield right of way	Following Too Close
Belfast	125	25	105	33
Belmont	5	19	6	1
Liberty	7	9	6	7
Montville	10	29	2	2
Morrill	7	7	8	1
Searsmont	17	22	5	1
Corridor	171	111	132	45
Waldo County	413	454	233	91

Source: Maine DOT

Note: Figures refer to the actions of drivers.

Road Conditions

Route 3 is in good condition generally, with adequate shoulders. Other state roads in the corridor including Routes 52, 131, 137, 173 and 220 have significant portions of compromised road surfaces and road bases. Shoulders have deteriorated as well. Driving the posted speeds (45 M.P.H. and higher) on large portions of these roads is difficult and dangerous due to very poor road surfaces. Inadequate state road maintenance has allowed portions of these roads to degrade faster than would have been expected otherwise. Lack of adequate ditching and culverts increases flooding, which further damages portions of these state roads. In some instances, the road base was not designed to handle the amount of traffic that has used these roadways over the past twenty plus years. The volume of heavy trucks has exacerbated this situation. Spring thaw requires the posting of weight restrictions for several state aid roads, which affects economic activities. Select town roads are also in need of repair. Town voters decide how much they are able and willing to spend on such repairs. In Belfast, the City Council decides. Both town voters and the City Council depend upon the advice of public works/road commissioners and state and federal funding match opportunities.

Bike and Pedestrian Facilities

Walkways, sidewalks, bike paths and bike facilities promote health, reduce dependence on automobiles, and provide for increased recreational opportunities. Through the comprehensive planning process, citizens can identify and prioritize their community's pedestrian and bicycle needs. To augment this effort with more detailed inventory, analysis and recommendations, some communities also draft a municipal pedestrian and bicycle plan. In the corridor, Belfast is the only community that has prepared such a plan, which lists specific concerns and suggested improvements. Outside of Downtown Belfast, pedestrian and bike facilities are generally limited. Route 3 for much of its length does have adequate shoulders for biking and walking, however the high speeds of motor vehicle traffic does limit the use of this road's shoulders largely to bicycle

enthusiasts. Lower speed sections of other state roads, especially roads that go through the village areas of Liberty, Washington and Searsmont like Routes 131, 173, and 220, are severely limited by a lack of adequate shoulders for pedestrians and bicyclists. Changes in grade and limited sight distance around corners also limit the safe shared use of these roadways. Recommendations are found at the end of this plan.

Public Transportation

Waldo CAP (Community Action Partners) – Waldo County Transportation provides limited scheduled bus route service. The frequency of scheduled bus service is not sufficient for most individuals to be able to partake on a regular basis, as would be required for commuting to work daily. The dispersed location of residents and of workplaces inhibits public transportation to a significant extent. There are however, key locations within Belfast, and in other communities, that could benefit from more frequent bus services. Currently, twice monthly trips are made from Belfast to Waterville with stops in Waldo, Brooks, Knox, Thorndike, Unity and Burnham. Twice monthly trips are made from Belfast to Augusta with stops in Belmont, Morrill, Searsmont, Montville, Liberty and Palermo. Twice monthly trips are made from Belfast to Rockland with stops in Northport and Lincolnville. Weekly trips are made from Belfast to Bangor, with stops in Searsport, Stockton Springs, Prospect, Frankfort, and Winterport. Weekday trips are made between Belfast and Searsport. Once a week trips are made from Belfast to these communities Troy, Unity, Thorndike, Freedom, Knox, Jackson, Belmont, Brooks, Waldo, Swanville, Liberty, Morrill, Monroe, Montville, Winterport, Frankfort, Palermo, Prospect, Stockton Springs, and Searsport. Three times a week trips are made from Belfast to Lincolnville Center, Lincolnville Beach and Northport. Fares for all these trips are \$3.50 or less. Within Belfast, Waldo CAP bus service operates three times a week for \$1.00 fares.

Waldo CAP offers door-to-door transportation to Belfast from all towns in Waldo County and is available for grocery shopping, personal business and medical appointments for low-income families. This service requires an application process. Waldo CAP provides transportation by bus, van or automobile for MaineCare members to medical appointments for clients that cannot arrange their own medical transportation. Agency and or volunteer drivers provide medical transportation. The Maine Department of Health and Human Services has identified the lack of adequate transportation (both personal and public) as negatively affecting the health care of many low-income individuals in Waldo County.

Concord Coach (Trailways) offers daily service on their Maine Coastal Route between Orono and Logan Airport. In addition to Belfast, other key stops include Bangor, Rockland, Portland and Boston.

Air Service

The Belfast Municipal Airport (KBST) is located at the edge of the Airport Access Road off of Lower Congress Street near the Route 1 intersection (See the Transportation

Network map). Adjacent to the airport is the Belfast Airport Industrial Park. The airport has a paved runway 4,002 feet long and 100 feet wide, Runway 15-33. It is lighted and open 24 hours a day. Aviation fuel services are available. Tie downs are available. There are sixteen t-hangars currently at or under construction at the airport. Fixed Base Operator (FBO) is Maine Scenic Airways. According to the FAA, in 2008 there were 26 aircraft based on the field, and average of 27 aircraft operations daily, of which 60% were general aviation, 20% transient general aviation, and 20% air taxi. No scheduled bus service is provided to the airport. Several taxi services are available in Belfast. An Airport Layout Plan Update was drafted in 2006 with forecasts for future usage and proposed improvements and cost estimates. That plan can be accessed: <http://www.cityofbelfast.org/Airport%20Layout%20Plan.shtm>.

Rail Service

There is no active rail line (passenger or freight) in the corridor. The closest active line provides freight service to Sears Island, Searsport. The Belfast and Moosehead Lake Railroad (B&ML) once served Belfast, and in recent years had been used for seasonal tourist rides to Unity. In 2005, the rails in the former rail yard in Belfast were removed.

Maine DOT Anticipated Projects

The Biennial Capital Work Plan for Fiscal Years 2008-2009 (work deferred to future years, likely within the next six-year plan) includes these sizable projects in the Midcoast Route 3 corridor:

- Route 3 Pavement Preservation/Highway Resurfacing (9.48 miles) from Palermo to Searsmont, west of the New England Road intersection (Federal cost: \$2,473,541, State cost: \$617,790)
- Route 3 Crack Sealing (4.58 miles) from Searsmont to Belmont (Federal cost: \$17,594, State cost: \$4,398)
- Route 173 Maintenance Paving (4.82 miles) Searsmont (State \$144,600)
- Route 220 Maintenance Paving (12.59 mile) from the Route 17 intersection to the Route 3 intersection (State cost: \$407,700).

Within Belfast, these projects are included in the Biennial Capital Work Plan:

- Belfast Municipal Airport, Construction, Apron (\$1,620,000 includes 5% local match).
- Belfast Municipal Airport, Engineering, Apron Design (\$100,000 includes 5% local match).
- Belmont Ave, Engineering and Construction, Crack Sealing (1.58 miles), (\$7,652).
- Bus Purchase, Federal Transit Administration Section 5310, for the Elderly and Disabled, Waldo Community Action Partners (\$75,240 includes 10% local funds, total for two years).
- Lighting, Safe Routes to School Bicycle/Pedestrian Improvements: Near Troy

Howard School and Captain Albert W. Stevens elementary school, Duratherm Crosswalk, in pavement lighting and countdown signals (\$28,000).

- Public Transportation, Operating Assistance, Waldo Community Action Partners (\$28,508 total for two years from state funds).
- Public Transportation, Operating Assistance, Waldo Community Action Partners (\$279,222 total for two years, includes a 45% local match, 55% federal).
- Public Transportation, Technical Assistance, Waldo Community Action Partners (\$79,145 total for two years, includes 20% local match, 80% state).
- Route 1, Engineering and Construction, Highway Resurfacing (4.41 miles)(\$1,847,259 total of two phases).
- Route 52, Construction, Maintenance Paving Surface Treatment (4 miles) (\$139,500).
- Route 52, Engineering and Construction, Highway Rehabilitation (4 miles)(\$104,000).

Transportation Objectives

- Prioritize needed intersection and shoulder improvements using context-sensitive design (turning lanes, traffic signalization, signage, reconfiguration, etc.) to improve safety at current and emerging high traffic locations along Route 3.
- Improve the quality of collector roads accessing Route 3.
- Support and invest in bicycle and pedestrian trail facilities (on road and off) to link schools with residential and recreational areas and to help facilitate non-vehicular tourism options, with emphasis on village areas.

Link to Transportation Map:

<http://www.midcoastplanning.org/PDFs/MCSR3transportation.pdf>

Link to Posted Speeds Map:

<http://www.midcoastplanning.org/PDFs/MCSR3speedlimits.pdf>

3. LAND USE

The map titled *Land Use Districts* shows municipally-defined districts, as well as shoreland zones, within a 1,000 foot wide area along Route 3, and a summary of minimum frontage and lot size requirements in each community. For the location of driveways and entrances, state access management regulations supersede municipal ordinances outside of the Belfast urban area boundary, i.e., west of the Crocker Road intersection.

Comprehensive Plan and Land Use Ordinance Status For Midcoast SR 3 Corridor Municipalities

Area	Comprehensive Plan			Land Use Ordinance	
	Adopted Locally	State Consistent	Year Adopted	Zones or Districts*	Year first adopted
Belfast	Yes	Yes	1997	Yes	c. 1934
Belmont	Yes	Yes	1993	Yes	1996
Liberty	No	No	-	No	-
Montville	No	No	-	No	-
Morrill	Yes	Yes	1991	No	-
Searsmont	Yes	Yes	1993	Yes	1999

Source: MCRPC, *beyond shoreland zoning

Comprehensive Plans

Comprehensive plans serve as a guide of recommendations for the future development of communities. These plans provide the legal basis or foundation for municipal ordinances. Four of the corridor municipalities have adopted a comprehensive plan consistent with the Comprehensive Planning Land Use and Regulation Act (Title 30-A). Belfast is currently updating their plan. In 2003, Searsmont voters rejected a comprehensive plan update. Their 1993 plan remains in effect. Changes to state rules will require communities that wish to maintain the state consistency status of their comprehensive plan to update their plan under the new rule by 2012, with exceptions.

Excerpts of comprehensive plan observations and recommendations relating to Route 3 transportation issues are noted in this section. These comprehensive plans were considered in the formulation of this corridor management plan.

**Municipal Comprehensive Plans (CP): Provisions
Relating to Transportation and to Route 3**

Area	Observations (CP Excerpts)	Recommendations (CP Excerpts)
<p>Belfast</p>	<p>Route 3 Commercial : This area includes Starrett Drive and Route 3 from Quirk Motors (map 12, Lot 37) to Crocker Road for intensive uses, and a limited range of nonresidential uses and no retail or restaurant uses along the northerly side of Route 3 from Crocker Road to Edgecomb Road. This is the most intensely developed commercial road corridor in Belfast, and includes the largest size commercial structures located in the community, including Hannaford (grocery), Ocean State Job Lots, Reny’s Plaza, EBS, and Rite-Aid, and all fast food restaurants now located in Belfast. There is over 300,000 square foot of nonresidential development (not including the Bank of America offices and the University of Maine Hutchinson Center) located in this compact area. Most of the area is served by public sewer and water, and there is a limited amount of undeveloped land, about 130 acres.</p> <p>The Route 3 Commercial zone is a growth area and should continue to serve as a major commercial development area. Most nonresidential uses, including larger scale commercial stores and fast food restaurants, should be permitted activities east of Crocker Road.</p>	<p>Commercial Development: Manage future commercial development by directing most development to the following areas: the Starrett Drive area: the Route 3 area, from Quirk Motors, Map 12, Lot 37 to Crocker Road...</p> <p>Direct where retail stores greater than 20,000 square feet can occur to areas that currently support large amounts of commercial development, principally the Starrett Drive and Route 3</p> <p>Larger Scale Commercial Development: Manage where and how larger scale retail development can occur by implementing the following approaches: Larger retail, which the City defines as a retail use or retail structure greater than 75,000 square feet, or a shopping center in which the total square footage of all structures exceeds 75,000 square feet, shall only be permitted in the section of the Route 3 Commercial District located between Route One to the east and Crocker Road to the west... A retail structure greater than 75,000 square feet shall be prohibited in all other zoning districts. The City finds that it is critical to limit the location of such larger retail developments to one area of the City. Further, the City finds that Route 3 Commercial District is the best location for such development because this area has many of the ancillary retail, restaurant and service businesses often associated with said development, and these types of businesses do not now exist in other locations in Belfast.</p> <p>Allow sufficient densities of housing (number of housing units per acre) to encourage the development of housing along the City’s major road corridors where there is existing public sewer and water services that can support a greater density of housing or the potential to extend these services. These areas include but are not necessarily limited to: Searsport Avenue; Route 137, the Route 1 by-pass to Marsh Road area, Route 3,... Continue current efforts to expand the capacity of the treatment plant, to separate storm and sanitary sewers, and to extend the system along Route 3.</p>

Area	Observations (CP Excerpts)	Recommendations (CP Excerpts)
Belmont	<p>The safety and efficiency of Belmont’s roads are of critical concern to the town. Belmont residents rely on the town’s roadways to get to work, to take care of daily needs, and for emergency assistance.</p> <p>Belmont’s transportation system also figures prominently in land use patterns, often establishing the direction and location of new development. By the same token, new development may generate serious traffic impacts, which need to be anticipated by proper planning.</p> <p>Belmont sits aside an extremely important regional traffic corridor, Route 3, which functions as an inter-regional arterial.... Route 3 is the major mid-coast connector between the State Turnpike and Route 1 on the coast.</p>	<p>To continue to emphasize to the Department of Transportation the need to improve safety conditions at Bicknell Road and Route 3.</p> <p>Policy: Protect the traffic carrying capacity of Routes 3 and local feeder roads. Policy: Minimize strip development along Route 3. Require in the land use ordinance a minimum road frontage of 200 feet for all new lots.</p> <p>Require in the land use ordinance a minimum front setback of 100 feet from the right of way line of Route 3, except in the Commercial area where a minimum setback of 75 feet is required.</p> <p>All new curb cuts along Route 3 shall not exceed 35 feet in width. Curb cuts shall also be limited to one curb per lot or one curb cut per 250 feet of frontage along Route 3.</p> <p>A cumulative traffic impact study by a Registered Engineer (with traffic experience) shall be performed for any new curb cuts that may add 100 trips or more per day to Route 3. All parking shall be to the side or rear of any structures and uses, except residential, along Route 3.</p> <p>Any commercial or industrial activity shall provide for screening along any lot line adjacent to residential structures. Allow back lot development for up to two dwellings, provided that a 50-foot right of way is maintained.</p>
Morrill	<p>With the exception of Route 3, traffic volume is light on all Town roads. The Town’s rural roads have few serious problems in terms of their capacity to serve existing and future traffic loads. Roads with high accidents include ... Route 3 between its intersection with Old Route 3 and Thomas Road...</p>	<p>Policy: Discourage Strip development along the town’s rural road network. (cluster housing options)</p> <p>Develop standards for new roads in subdivisions where such roads will be offered for public acceptance. Ensure that these standards are not so as to discourage cluster development or to encourage strip development along the Towns rural road network.</p>
Searsmont	<p>The North Searsmont area along Route 3 is a likely candidate for development because of its accessibility. The areas to be developed for housing include Route 3 in North Searsmont Route 173 in East Searsmont, New England Road, and Route 131 north of the village.</p>	<p>Provide an area or areas suitable for any new large scale industrial and commercial uses, and limit those new uses to those areas. The areas designated should include: All of Route 3...</p> <p>Establish a procedure whereby developers of any industrial or commercial property which requires a significant improvement and/or increased maintenance of existing town roads be responsible to pay a share of the costs of these items.</p>

Source: Municipal Comprehensive Plans

Land Use Ordinances and Zoning

The map titled *Land Use Districts* shows municipally-defined districts, minimum road frontages, and minimum lot sizes for sewerred and non-sewerred areas. The western portion of Midcoast Route 3 through Liberty and Montville is not zoned, with the exception of shoreland zoning (areas within 250 feet of ponds, lakes or wetlands, and within 75 feet of designated streams). Through Searsmont, Route 3 is zoned Rural. Morrill has just shoreland zoning. In Belmont, portions of the roadway are zoned Rural Residential and Commercial. Belfast has the most zones along Route 3, with Protection Rural and Residential Agricultural I along the western portion of the City, and Office Park (along the south side of the roadway) and Route 3 Commercial (along the north side of roadway, and both sides closer to the Route 1 intersection).

Much of the eastern portion of Route 3 is zoned for the development that is currently located along it and for the future development that is probable, principally within Belfast. Most of the corridor communities have not adopted sufficient access management controls that would be necessary to maintain the safety and mobility of the higher speed stretches of Route 3. Access management is currently addressed by state access management regulations and standards, but these may prove insufficient to preserve the mobility of the roadway. As well, communities with inadequate land use provisions like zoning, subdivision and site plan review, especially in the western portion of the corridor, may be less able to regulate effectively the scale of new development, in addition to the locations of new entrances and streets accessing Route 3 and on adjoining state highways. Minimum road frontages, shown on the *Land Use Districts* map and a lack of requirements for shared access points, make it likely that if development occurs along the roadway in the pattern that current land use regulations would allow, posted speeds would have to be reduced on the higher speed stretches.

Land Use Objectives

- Amend comprehensive plans using the MCRPC Regional Plan Program as a guide to define compact growth areas, centers, transportation corridors, and preserved open spaces. See: <http://www.midcoastplanning.org/PDFs/MCRPCRegionalPlan4.27.05.pdf> and <http://www.midcoastplanning.org/PDFs/ProposedLandUseMap.pdf>.
- Provide funding opportunities for corridor municipalities to develop consistent and effective zoning, subdivision, site plan review, access management and context-sensitive roadway design ordinance standards.

Link to Land Use Districts Map:

<http://www.midcoastplanning.org/PDFs/MCSR3districts.pdf>

4. ECONOMIC DEVELOPMENT AND HOUSING

The map titled *Employment and Housing* shows the location and relative size of major employers in the corridor and the density of housing at the census block level for 2000, which indicates where most people live within the corridor. This map also shows the number of housing units by town, the percentage increase since 2000, population growth from 2000 to 2008, median household income in 2008 and the proportion of residents who work in their home community and who commute to work outside of their community of residence. Development from 1998 to 2009 along Route 3 in Belfast is shown on two aerial maps at the end of this section.

Employment

Over the past nine years, the corridor has seen a net decrease of 22 people in the labor force to total 5,804. During the same period, Waldo County's labor force increased by 192 people to total 19,171. Within the corridor Morrill and Searsmont saw slight increases in jobs between 2000 and 2008, while all the other communities saw modest job losses. The total jobs in the corridor declined by 153 during this period. Employment opportunities have not kept up with the employment needs of residents, which have forced some of those seeking work to travel farther from home or relocate out of the area. Preliminary figures from 2009 show unemployment rates for the County surpassing 9%, a significant increase from the 5-6.5% range seen over the past decade.

Labor Force (Annual, Not Seasonally Adjusted)

Area	Civilian Labor Force		Employed		Unemployed		Unemployment Rate 2008
	2000	2008	2000	2008	2000	2008	
Belfast	3,307	3,249	3,164	3,050	143	199	6.1%
Belmont	438	446	424	417	14	29	6.5%
Liberty	451	419	430	389	21	30	7.2%
Montville	548	516	534	482	14	34	6.6%
Morrill	425	463	412	440	13	23	5.0%
Searsmont	657	711	633	666	24	45	6.3%
Corridor	5,826	5,804	5,597	5,444	229	360	6.2%
Waldo County	18,979	19,171	18,251	17,982	728	1,189	6.2%

Source: Maine Department of Labor

The greatest number of employers are found in the service center, Belfast and in particular in its downtown and along Route 1, followed increasingly by Route 3.

In 2008, the largest employer in the County, with over 500 employees, was Waldo County Healthcare, Inc., which operates Waldo County General Hospital. MBNA, now Bank of America, which once employed about 2,500 people in the region, is now estimated to employ just a few hundred. Medical, social services and education professions have seen growth, while many other sectors have stagnated or decreased.

Hospitality occupations provide significant, although low wage, employment especially during the summer season. Traditional industries including construction, maritime activities, and related occupations remain important sectors, although they employ fewer people today than they once did.

**Major Employers (with over 100 employees)
Located in Midcoast Route 3 Corridor Municipalities**

Company/Organization Name	Partial Address	Municipality	Sector	Employees
athenahealth	Hatley Rd	Belfast	Medical, Financial	100+*
Bank of America card svc	Schoodic Dr	Belfast	Financial	1,200+*
Broadreach Family & Comm Serv	Stephenson Ln	Belfast	Social services	100-249
Commons at Tall Pines	Martin Ln	Belfast	Physical therapists	100-249
Duck Trap River of Maine Fjord Seafood USA	Little River Dr	Belfast	Seafood-wholesale	100-249
Group Home Foundation, Inc.	Little River Dr	Belfast	Social services	100-249
Hannaford Supermarket & Phrmcy	Lincolnville Ave	Belfast	Grocery	100-249
Harbor Hill Ctr	Footbridge Rd	Belfast	Nursing care	100-249
Mathews Brothers Co.	Perkins Rd	Belfast	Millwork	100-249
MSAD # 34	Various	Various	Education	350-450
Moss, Inc.	Northport Ave	Belfast	Textile products	100-249
Penobscot MC Crum, LLC	Pierce St	Belfast	Grocery	100-249
Robbins Lumber, Inc.	Ghent Rd	Searsmont	Lumber	100-249
Waldo County Healthcare, Inc.	Northport Ave	Belfast	Hospital	500-999

Source: Maine Department of Labor, info USA 2008, MCRPC.

Note: *It is believed that athenahealth employs more than 100 currently and that Bank of America employs more than 1,200 currently.

By far, most economic activity as reflected in total taxable sales continues to occur in Belfast. The next most active community in terms of taxable sales in 2008 was Morrill, with about 2.1% the sales activity of Belfast. Growth in taxable sales has been slow in Belfast and in corridor. In 2000, the corridor accounted for 64.4% of County taxable sales, that figure dropped slightly to 62.2% in 2008. As a whole, Waldo County saw more growth than Belfast and in the corridor.

**Total Taxable Sales
for Midcoast Route 3 Corridor Municipalities**

Area	2003	2008	Change
Belfast	\$129,852,400	\$134,510,700	3.6%
Belmont	\$1,679,900	\$1,659,300	-1.2%
Liberty	\$2,206,800	\$2,477,100	12.2%
Montville	\$2,052,100	\$1,606,600	-21.7%
Morrill	\$2,024,600	\$2,774,400	37.0%
Searsmont	\$2,006,300	\$2,244,200	11.9%
Corridor	\$139,822,100	\$145,272,300	3.9%
Waldo County	\$216,553,800	\$233,377,700	7.8%

Source: Maine Revenue Services

Note: These figures do not include taxes collected from the sale of real estate.

Given the current focus of economic activity, with major employers and retail centers in Belfast, similar type development is likely to continue to locate near the Route 3 - Route 1 intersection. With increasing congestion along Route 1, Route 3 may become more attractive for larger-scale development, including retail, warehousing and distribution activities, and to provide an alternative shopping venue for those traveling to and through Belfast.

Housing

The largest concentrations of housing in the corridor are found in Belfast, east of Route 1. Traditional village areas in each of the other corridor communities have modest density. See the *Employment and Housing* map. Many shoreland areas have higher densities due principally to the amount of seasonal homes. Newer housing tends to be spread in outlying communities at lower densities than has been built traditionally. Between 2000 and 2008, Belfast had the most new housing units (334), while Montville had the fewest (41). As a whole, the corridor gained 784 housing units during this period.

The Institute of Transportation Engineers has estimated that a single-family detached house generates almost ten trips per day on average. An apartment or mobile home generates about five trips per day on average. Trips to and from vacation homes are generated in season. Assuming a mix of housing types based on previous Census estimated distributions, the corridor has on average approximately 6,664 more daily vehicle trips on area roadways due to the increase in housing built from 2000 to 2008, plus an additional 780 trips in season. A large portion of the traffic on state roads, however, is not generated locally, but is based on through trips by people who live and/or work outside of the corridor.

Housing Units for Midcoast Route 3 Corridor Municipalities

Area	1990	2000	Growth 1990-2000	2008 Est.	Growth 2000-08	Growth 1990-2008
Belfast	2,898	3,121	7.7%	3,455	10.7%	19.2%
Belmont	282	393	39.4%	487	23.9%	72.7%
Liberty	575	674	17.2%	766	13.6%	33.2%
Montville	385	483	25.5%	524	8.5%	36.1%
Morrill	233	331	42.1%	398	20.2%	70.8%
Searsmont	481	617	28.3%	773	25.3%	60.7%
Corridor	4,854	5,619	15.8%	6,403	14.0%	31.9%
Waldo County	16,181	18,904	16.8%	20,833	10.2%	28.7%

Source: Census, Claritas, MSHA

Commuting

While most employment has remained in the service center of Belfast, average commute times and the total vehicle miles traveled have increased as more people live further away from their workplace in areas that often lack public transportation.

The numbers and percentages of commuters in each community who drive to work alone increased from 1990 to 2000. The highest percentage of those who drove alone in 2000 was in Belmont (82.6 %), while the lowest was in Morrill (73.1%). Carpooling decreased during the 1990s in all communities except Morrill. Belfast, as a service center with the greatest number of employers, had the largest number and percentage of commuters who walked to work (135, 4.7%), while Belmont had no commuters who walked to work.

Commuting Methods for Midcoast Route 3 Corridor Municipalities

Area	1990			2000		
	Drove Alone	Carpooled	Public Transportation	Drove Alone	Carpooled	Public Transportation
Belfast	67.6%	13.5%	0.8%	77.8%	10.2%	0.2%
Belmont	78.4%	14.5%	0.7%	82.6%	15.0%	0.0%
Liberty	65.1%	16.9%	1.7%	75.4%	14.7%	0.5%
Montville	70.6%	19.0%	0.0%	77.7%	10.9%	0.0%
Morrill	72.9%	12.6%	0.0%	73.1%	19.6%	0.0%
Searsmont	73.1%	16.1%	1.2%	79.5%	14.2%	0.0%
Waldo County	71.4%	14.5%	0.4%	76.9%	13.2%	0.2%

Source: Census (Workers 16 and Older)

On average, travel times are shorter for Belfast's resident commuters than for commuters living in the other corridor communities. The longest commute times are found in outlying towns. From 1980 to 2000, commute times increased in every community except Morrill. More recent commuting data is not available.

Mean Travel Time to Work for Midcoast Route 3 Corridor Municipalities

Area	Time (in minutes)			
	1980	1990	2000	Change
Belfast	12.7	16.3	20.2	59.1%
Belmont	23.3	23.0	25.8	10.7%
Liberty	25.3	30.2	33.0	30.4%
Montville	23.7	32.9	32.8	38.4%
Morrill	27.7	22.1	23.8	-14.1%
Searsmont	26.3	22.3	28.5	8.4%
Waldo County	21.1	23.5	26.4	25.1%

Source: Census

As the major employment center, more than 68% of Belfast residents who worked in 2000 did so in Belfast. For the other corridor communities, Liberty had the second largest percentage of residents who worked in their own community, more than 21%. Belmont had the smallest percentage of residents who worked in their own community, less than 7%. In all corridor communities, most people who worked in 2000 did so in Waldo County. More recent figures are not available.

Place of Work for Midcoast Route 3 Corridor Municipalities (2000)

Area	Worked and Resided in Same Municipality	Worked outside Resident Municipality but within Waldo County	Worked in other Maine County
Belfast	68.7%	13.4%	9.3%
Belmont	6.7%	59.6%	7.8%
Liberty	21.1%	32.5%	24.9%
Montville	14.6%	48.7%	19.2%
Morrill	13.7%	65.4%	9.0%
Searsmont	19.3%	44.4%	12.1%
Waldo County		60.5%	28.8%

Source: Census

Economic Development and Housing Objectives

- Improve access to employment opportunities in service centers through road improvements and commuting facilities.
- Develop strategies to work with service center communities and major employers (100 or more employees) to help support commuter bus and van options.
- Work with municipalities and businesses to develop an impact fee schedule for major projects (like shopping centers) in lieu of burdensome increases in local property taxes, in order to fund the improvements needed to maintain corridors while allowing for continued economic development.

Link to Employment and Housing Map:

<http://www.midcoastplanning.org/PDFs/MCSR3employhousing.pdf>

Link to Development in Belfast (East Portion):
<http://www.midcoastplanning.org/PDFs/MCSR3BelfastE-Dev.pdf>

Link to Development in Belfast (West Portion):
<http://www.midcoastplanning.org/PDFs/MCSR3BelfastW-Dev.pdf>

5. NATURAL AND SCENIC RESOURCES

The corridor's natural resources are significant. Some may be threatened by increased development pressure. Just as with transportation planning, there is a compelling case to be made for regional cooperation in matters affecting the integrity of the region's land, air, and water. Overwhelmingly, the corridor is forested, a shift from agricultural uses that predominated in the past. There are large areas of wetlands and surface waters.

The map titled *Natural Resource Constraints* shows moderate and high value wetland habitats (10+ acres in size) that are or will be regulated through shoreland zoning, wetlands in the National Wetlands Inventory, current shoreland zoning along water bodies, and soils associated with steep slopes (15% and greater). Also shown are aquifers of significant yield (10-50 and 50+ gallons per minute), essential and other rare animal habitats, Maine Natural Area Program Rare or Exemplary Natural Communities, and Focus Areas of Statewide Ecological Significance. Other habitat areas including deer wintering areas, rare animals, and waterfowl/ wading bird habitat are shown as well.

Primary Natural Constraints

Area	Natural Constraints/Zones Abutting Route 3
Belfast	Aquifers, Shoreland Zoning, Waterfowl/Wading Bird Habitat
Belmont	Shoreland Zoning, Waterfowl/Wading Bird Habitat
Liberty	Shoreland Zoning, Soils Associated with Steep Slopes, Water bodies, Waterfowl/Wading Bird Habitat
Montville	Moderate and High Value Wetland Habitat, Shoreland Zoning, Soils Associated with Steep Slopes, Waterfowl/Wading Bird Habitat
Morrill	MNAP Rare or Exemplary Natural Communities, Moderate and High Value Wetland Habitat, Shoreland Zoning, Waterfowl/Wading Bird Habitat
Searsmont	Focus Area of Statewide Ecological Significance, Deer Wintering Areas

Source: Maine Department of Environmental Protection

Notes: Focus Areas of Statewide Ecological Significance are defined by the Maine Department of Conservation as areas with habitats worth protecting but not necessarily containing endangered species. Significant Wildlife Habitats are areas with species appearing on the official state or federal lists of endangered or threatened animal species; high and moderate value deer wintering areas and travel corridors; high and moderate value waterfowl and wading bird habitats. Essential and other rare animals includes nesting and feeding areas; shorebird nesting, feeding and staging areas and seabird nesting islands; and significant vernal pools. MNAP is the Maine Natural Areas Program.

Outside of Belfast's downtown and the surrounding areas served by public/private water lines, most other residents and businesses in the corridor depend on private drilled wells for drinking water. In the past in Maine and in the Midcoast region, considerable wetland acreage has been lost or impaired through draining, filling and development. Wetlands

are critical to groundwater supplies and the protection of water quality, as well as for storm water management necessary to reduce flooding, and wildlife habitats.

Water bodies are found a short distance from Route 3, the largest of which is Lake St. George in Liberty, followed by Quantabacook Lake in Searsmont and Belmont. In addition to their environmental value, lakes, ponds and rivers along the corridor are valued by residents for their scenic beauty and for recreational use. Principal views by type (fields, water, hills, etc.) that can be seen (some only in winter) from Route 3 are indicated on the map titled *Scenic Views from Route 3*. See also the map titled *Topography*, which illustrates areas of high elevation.

Natural Resource Objectives

- Consider natural constraints when planning investments and improvements to Route 3 itself and when development is proposed along this roadway.
- Identify areas for proposed conservation for environmental protection and or scenic preservation.
- Reduce pollution to waterbodies and groundwater from vehicular pollution, including runoff from Route 3.

Link to Natural Resources Map:

<http://www.midcoastplanning.org/PDFs/MCSR3natrlresources.pdf>

Link to Topography Map:

<http://www.midcoastplanning.org/PDFs/MCSR3topography.pdf>

Link to Scenic Resources Map:

<http://www.midcoastplanning.org/PDFs/MCSR3scenic.pdf>

6. CORRIDOR INVESTMENTS SOUGHT

This corridor management plan has described municipal and regional transportation, land use, economic development, housing, and natural and scenic resources, and has defined general objectives of the corridor communities. From this, an informed selection (listed below) has been made of essential transportation-related investments to meet the needs of residents, businesses, and others who use this corridor. Many of these investments will require specific analysis and evaluation by Maine DOT and transportation engineers to determine appropriate solutions, based on accepted transportation and civil engineering principles, before implementation can occur. Maine DOT is requested to review these recommendations and consider them when proposing and making improvements in the corridor. Given increasingly constrained transportation budgets, and the rising costs of construction materials, it becomes even more crucial that new transportation investments be based on serving the best interests of the corridor and region as a whole.

Midcoast Route 3 (SR 3) Corridor Management Plan Investments Sought
 (Immediate = within 2 years, Midterm = 2-5 years, Long term = 5-10 years)

Investment Description Recommendations	Location(s)	Rationale	Responsible Party(ies)	Timeframe
Access management by the purchase of Route 3 access rights of properties that abut the roadway. Create and map a priority list of areas (stretches of higher speeds, curved roadway, and scenic gateways to village areas) in consultation with property owners, municipal and state officials.	To be determined.	Safety and Mobility: Maintain posted speeds. Aesthetic: Reduce possibility of sprawl development. The sale of access rights and/or development rights to preserve the current use of properties, while compensating property owners for the development potential that they give up, would be strongly encouraged but would remain the choice of the property owners.	Maine DOT, Property owners, Land Trusts, Municipal	Midterm, Ongoing

Investment Description Recommendations	Location(s)	Rationale	Responsible Party(ies)	Timeframe
<p>Designate compact commercial growth areas, with development encouraged in these areas; outside of these areas growth would be strictly managed (including access management, use and site plan design).</p>	<p>Belfast: East of the Route 3 Crocker Road intersection, as defined in the comprehensive plan.</p> <p>Other Areas: To be determined as part of the municipal comprehensive planning process.</p>	<p>Economic Development and Fiscal Capacity: Focus public investment and infrastructure in areas that are most cost effective to support, augment private sector development.</p> <p>Mobility: Preserve the posted speeds of rural stretches of Route 3 to support through traffic volumes.</p> <p>Safety: Provide roadway improvements in areas with focused local traffic and pedestrian activity.</p>	<p>Municipal (land use ordinances, impact fees) Maine DOT, Maine DECD</p>	<p>Long term, Ongoing</p>
<p>Entrances shared for new and expanded businesses accessing Route 3, with adequate signage alerting drivers to businesses.</p>	<p>Entire length of Route 3.</p>	<p>Safety: Fewer new entrances where crashes could occur.</p> <p>Mobility, maintain posted speed.</p>	<p>Municipal (land use ordinance) Maine DOT (for off-premises sign regulation)</p>	<p>Immediate, Ongoing</p>
<p>Entrance improvements to State facilities, including sight distance, signage, turning lane, turn out.</p>	<p>Liberty: Lake St. George State Park Entrance.</p>	<p>Safety: Poor visibility makes this a dangerous entrance.</p>	<p>Maine DOT, Maine DOC</p>	<p>Midterm</p>

Investment Description Recommendations	Location(s)	Rationale	Responsible Party(ies)	Timeframe
Engine brake use limitation signage.	Montville: Route 3 (both eastbound and westbound).	Noise: Reduce unnecessary noise near residential dwellings abutting Route 3.	Municipal, Maine DOT	Immediate
Frost heave remediation.	Morrill/Searsmont: Route 3 eastbound near the town line.	Safety and Mobility	Maine DOT	Immediate
Grade changes, vertical realignment, reduce steepness of Route 3.	Belmont: Route 3 south of the Route 131 S intersection.	Safety: Poor sight distance. Traffic in passing lane unaware that there is turning traffic ahead because of the hill.	Maine DOT, Property Owners	Long term
Intersections: Turning lanes, new and/or expanded, with adequate turning radii for trucks.	Liberty: Route 220 intersection (add a left turning lane from Route 3 to Route 220). Searsmont: New England Road intersection (add a right turning lane from Route 3 to New England Road).	Safety: Vehicles waiting in the travel lane to turn off Route 3 result in increased crash activity, not enough space for through traffic to go around vehicles waiting to turn.	Maine DOT Municipal	Immediate

Investment Description Recommendations	Location(s)	Rationale	Responsible Party(ies)	Timeframe
Intersections: Relocation and/or Realignment, horizontal, to 90° intersection legs, with adequate turning radii for trucks.	Belmont: Belmont Corner: Route 3 at the Route 131 S intersection.	Safety: Limited sight distance. The acute angle of the Route 131 S intersection limits sight distance, as does the intersections location past a hill. The Lincolnville Road intersection with Route 131 just south of Route 3 causes confusion for those unfamiliar with the area. Consideration of these concerns might result in a relocation and reconfiguration of the Route 3/Route 131 intersection.	Maine DOT, Municipal, Property Owners	Midterm
Intersections: Route 1 - Route 3 ramps: capacity/engineering assessment.	Belfast: Route 3 from Starrett Drive to Crocker Road, with the Route 1 and Route 3 intersection and associated on-off ramp system as the focal point. (Note: A full signal may be placed at Schoodic Drive if additional development occurs there.)	Congestion: This area is currently congested and anticipated future development, as supported by the City, would exacerbate this congestion. An assessment of capacity and design alternatives including reconfiguration, signalization, and additional turning lanes should be undertaken.	Maine DOT, Municipal	Midterm

Investment Description Recommendations	Location(s)	Rationale	Responsible Party(ies)	Timeframe
Intersections: Warning signal ‘intersection ahead’ signs, but not additional full traffic signals.	Belmont: Belmont Corner: Route 3 at Route 131 S and N intersections. Liberty: Route 3 at the Route 220 S intersection.	Safety: Limited sight distance. Belmont: Traffic in passing lane unaware that there is turning traffic ahead because of the hill. Liberty: Acute angle of intersection limits sight distance turning from Route 220 onto Route 3. Warning and traffic signal beacon should be considered.	Maine DOT	Immediate
Pedestrian and bike lane markings, sidewalks and signage, purchase additional right-of ways for these facilities.	Bike lane markings and signage: Entire length of Route 3, with links to village areas. Sidewalks: Belfast east of the Crocker Road intersection and in village areas of Belmont Corner, future designated compact commercial growth areas.	Encourage alternate modes, recreation, and exercise. Safety: Reduce conflict between motorists, pedestrians, and bicyclists by providing adequate facilities/spacing.	Property Owners, Municipal (land use ordinance incentives), Maine DOT	Midterm

Investment Description Recommendations	Location(s)	Rationale	Responsible Party(ies)	Timeframe
Roadway full reconstruction.	<p>Belmont and Seasmont: Entire length of Route 131.</p> <p>Liberty: Entire length of Route 173 and Route 220 (and adequate turning radii for Main St/Pinnacle Rd intersection).</p>	<p>Safety: These feeder roads to Route 3 are in substandard condition and pose a significant threat to the safety of motorists and residents who depend upon them.</p> <p>Fiscal: Repaving segments of these roadways without reconstructing the substandard road base will cost more in the long term than conducting a full reconstruction.</p>	Maine DOT	Immediate
Safety Audit of existing traffic conditions.	Montville: Route 3 and Route 220 (locations of fatalities).	Conduct a safety audit with municipal officials, residents, and business owners, along with transportation planners and engineers to better quantify the specific safety improvements that would be most beneficial to implement, like warning signage, posted speeds, lane markings, and improved sight distances.	Municipal, Maine DOT and MCRPC	Immediate

Investment Description Recommendations	Location(s)	Rationale	Responsible Party(ies)	Timeframe
Scenic viewsheds protection.	To be determined (see the Scenic Resources map for general areas).	Environmental: Protect habitats. Aesthetic: Reduce possibility of further ridgeline development that degrades scenic value. Economic: Support tourist related scenic use.	Municipal (land use ordinance, view shed provisions), Property Owners Grants for easement purchases	Midterm
Speed Limit evaluation by Maine DOT.	Liberty/Montville: Route 3 from Route 220 N and S intersections to Montville/ Searsmont town line. Consider reduction to 45 m.p.h.	Safety: The amount of business and residential driveways and entrances, road intersections, pedestrians, and curves in Route 3 (limiting sight distances) has led to crashes with high injury rates due to the current 55 m.p.h. speed limit.	Maine DOT	Midterm
Traffic Calming: Road width apparent reduction through colored/textured shoulders, curbing treatments, tree plantings.	Belmont: Belmont Corner: Route 3.	Safety: Although posted at a reduced speed, the apparent roadway width in this area is similar to higher speed segments, which discourages vehicles from slowing down in this village area.	Maine DOT	Midterm

Investment Description Recommendations	Location(s)	Rationale	Responsible Party(ies)	Timeframe
Truck climbing/passing lanes, evaluation by Maine DOT of areas for additional such lanes.	Belmont: Route 3 east of the Route 131 N intersection. Belfast: Route 3 Hayford Hill area.	Mobility: Reduce congestion associated with slow moving heavy trucks on uphill segments of roadway. Note: Route 3 is part of the State Heavy Haul Truck Network. Safety: Without adequate passing lanes, crashes related to overtaking increase.	Maine DOT, Property Owners	Long term
Vegetation trimming at high volume entrances and at intersections, no use of pesticides/herbicides that would generate non-point source pollution.	Entire length of Route 3.	Safety: Vegetation near intersection reduces sight distances for drivers turning onto and off of Route 3 and other roads.	Property Owners, Maine DOT (for right-of-way)	Immediate, Ongoing
Warning signage: 'Village Area Ahead' and 'Fire Department Ahead' signs with flashing lights that can be activated during fire calls.	Belmont: Belmont Corner: Route 3.	Safety Rolling hills, (changes in vertical alignment of roadways limit sight distances and reaction times).	Maine DOT	Immediate

Investment Description Recommendations	Location(s)	Rationale	Responsible Party(ies)	Timeframe
<p>Water and pollution runoff management: continue to have area zoned appropriately to protect water bodies. Consider further re-grading of the roadbed's cross-slope to pitch away from waterbodies that abut Route 3, with improved culverts and ditching/drainage to collect runoff/spills to prevent/ reduce runoff.</p>	<p>Liberty: Lake Saint George Area.</p> <p>Searsmont: Ruffingham Meadow Area.</p> <p>(Especially turn out areas.)</p>	<p>Environmental: Reduce pollution run-off into water bodies.</p> <p>Safety: Reduce crashes related to slippery roads and flooding.</p>	<p>Maine DOT, Municipal</p>	<p>Long term</p>