

Chapter xx Transportation

State Goal:

To Plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.

Analysis

With the automobile as the primary form of transportation for most Windham residents, it is not surprising that in the town's recent Community Insights Survey, traffic issues ranked as one of the most significant concerns among residents. In particular, many longtime residents expressed concern about increased traffic congestion along Route 302 in North Windham resulting from decades of sprawling commercial development. Route 302 serves dual roles as both a commercial center for Windham, and a regional transportation corridor providing access to the Lakes Region and New Hampshire.

Local and Regional Planning Efforts

In response to these issues, the town has embarked on several planning efforts over the past several years. Two such efforts have focused on traffic and land use patterns along different segments of Route 302. In 2011, the North Route 302 Corridor Plan was completed, focusing on capacity and safety issues along Route 302 from River Road to Whites Bridge Road. The plan includes strategies and recommendations to increase safety and reduce delays such as access management, restriping and realignment, transportation demand management (TDM), and reconfiguring the lanes within the existing pavement width, including the installation of a two-way center turn lane in locations north of the Whites Bridge Road/Anglers Road intersection with Roosevelt Trail..

In 2013, the town adopted the 21st Century Plan intended to help leverage and promote growth in a way that improves the sense of place along North Windham's Route 302 commercial corridor. The plan advocates for a suburban downtown that introduces new street networks to establish new neighborhoods around the existing commercial area, increasing residential density, open space, and multimodal opportunities in this neighborhood. Ultimately, the plan envisions Roosevelt Trail will balance the needs of "to", "thru" and "local" modes of travel, including cars, public transit, pedestrians and bicyclists in order to accommodate existing and future development. It will thrive as a gateway to the Lakes Region and a vibrant town center where people live, work and play.

On a regional scale, Windham was part of the Route 302 Multimodal Corridor Management Plan completed by GPCOG for MaineDOT in 2013. This regional planning effort was focused on an element of transportation—the mobility corridor—and its relationship with cities and towns that have jurisdiction over land use and private development trends. Once again, North Windham's commercial area was identified as the most significant traffic issue along the corridor, with impacts that affect the functionality of the entire corridor. The plan included recommendations similar to the other plans identified in the previous paragraphs such as amending land use regulations to enhance the street network, implement access management strategies, and adopt a complete street policy. The town is currently working towards implementing these recommendations and recently adopted a local Complete Streets Policy.

The Portland Area Comprehensive Transportation Committee (PACTS)

The Portland Area Comprehensive Transportation Committee (PACTS) was designated in 1975 as the Metropolitan Planning Organization (MPO) for Greater Portland, serving 18 municipalities including a portion of Windham along Route 302, as well as seven public transportation providers, MaineDOT, Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Maine Turnpike Authority, and both the Greater Portland Council of Governments (GPCOG) and Southern Maine Planning and Development Commission (SMPDC). PACTS conducts numerous transportation studies within the region, including long-range transportation plans.

The federal government established these entities in all urbanized areas of the country in order to improve the coordination of transportation planning and investment decisions by state, municipalities and public transportation organizations.

Destination Tomorrow, PACTS' 2025 Regional Transportation Plan was approved in 2003 and updated in 2010. It provides a vision for the region's transportation network and includes a broad range of multi-modal projects and programs to meet current and future growth and development. Recommendations from that plan have been incorporated into this chapter.

PACTS shares the responsibility with the Maine Department of Transportation (MaineDOT) for the programming of all capital improvement projects funded with Federal Transit and Federal Highway Administrations' (FTA and FHWA) funds in the PACTS Capital Management Area. Programming is the decision to fund a project for design, construction and/or operation. MaineDOT and others are responsible for the steps after programming.

Road Improvement Budget

(Ben- I need current and future)

Bicycle Pedestrian Networks

The existing bicycle pedestrian network in Windham is has numerous gaps. There are many examples of sidewalks missing crucial links and inadequate crosswalks and bike lanes in the Town's built up areas. However, the town is moving forward to improve these issues and create a more cohesive bicycle pedestrian network. In recent years, the Greater Portland Council of Governments (GPCOG) conducted a sidewalk analysis of both the North Windham and Windham Center areas. North Windham includes the town's largest commercial area, and Windham Center is home to both the Town Hall and the elementary and high schools. Although both assessments identify many gaps in the networks and recommend potential infrastructure upgrades for sidewalks and shoulders, there is potential to build a stronger network for bicycle and pedestrian access. Maps of both areas are shown below.

Parking

The ordinance requires the number of spaces typically seen for most suburban communities and includes few incentives to seek more efficient or innovative approaches to meeting its parking needs, beyond allowing the options for shared parking between different uses on a single property and off-site parking arrangements between uses on abutting properties. Currently, the planning board has the ability to waive the required number of parking spaces but without regulatory incentives outlined in the ordinance, this option is rarely exercised. One of the goals of the 21st Century Plan is to reduce the overall number of parking spaces in North Windham in order to reduce the stormwater impacts associated with parking as well as to provide property owners with the option of having more land available for development, landscaping or other uses instead of parking.

Transit

The town is currently served by both the Lakes Region Bus and Regional Transportation Program (RTP). The Lakes Region Bus is a commuter bus, while RTP provides para transit transportation to eligible people living in, or visiting, the Greater Portland area that are prevented by a disability from utilizing fixed-route bus service. Windham is not part of the Metro service area, which currently serves the adjacent town of Westbrook along Route 302. A map of the Lakes Region Bus route shown below, in Map X-X.

Local Road Design Regulations

The Appendix B of the Windham Land Use Ordinance outlines the town's local road design standards. It includes minimum site distance requirements, access design standards, and general construction standards such as surface type, minimum right-of-way width, and required sidewalk and shoulder widths. Major and minor private roads do not require sidewalks, and only a two foot shoulder width. These standards also dictate hammerhead and cul-de-sac designs.

In Section 500 Performance standards, Manchester Drive is identified as a controlled access street requiring all curb cuts on this street to be spaced at least 300 feet from the nearest curb cut. Section 518 outlines additional standards for several zoning districts and limits the number and width of curb cuts depending on the zone.

Section 500 Performance standards also include street connectivity standards that determine the number of connections a private road must have with an existing public street. The ordinance requires a second connection only after 31 lots/units are proposed.

The Traffic Conditions and Streets standards in Section 900 of the ordinance dealing with Subdivision Review does give the Planning Board the authority to require a reserved right-of-way to abutting undeveloped properties.

Conditions and Trends:

Windham's pattern of growth over the past several decades has evolved around the automobile. It is the primary means of travel for most Windham residents. Windham is situated just west of the Maine Turnpike and approximately 10 miles from downtown Portland, and acts as a gateway to the lakes region. Routes 202 and 302 provide north/south access, and Routes 115 and 35 provide access to the east and west.

Traffic is continually identified as the most significant issue in Windham. A busy east-west corridor connecting Maine's Lakes Region and the White Mountains of New Hampshire, Route 302 is without a doubt the most significant traffic issue in Windham. However despite these challenges commercial development continues to locate along Route 302 and traffic on local roads is increasing.

Commuting Data

The majority of Windham residents commute outside of town for work, with 57% of Windham residents commuting to Portland, 30% within Cumberland County, and 11% outside Cumberland County,

Comment [SC1]: Ben, are recent subdivisions creating through streets? Are they still relying on cul de sacs? Are there any incentives for developers to connect up to existing streets? I can't find anything in the ordinances.

according to the Community Insights Survey. The Census provides journey to work data displayed in the map below.

Figures 1 & 2, below, provided by the U.S. Census Bureau's *On the Map* web tool, show commuter patterns in Windham in 2002 and 2012. The dark green arrow on the left is an estimate of commuter inflow, or the approximate number of people who commute to work in Windham but live somewhere else; the circular arrow in the center estimates the number of people who live and work in Windham; and lastly, the light green arrow on the right estimates commuter outflow, or the number of people who live in Windham and commute elsewhere for work.



Figure 1: Commuter Patterns in Windham (2002)



Figure 2: Commuter Patterns in Windham (2012)

Although there are no park and ride lots, ## residents state they carpool to work or take public transportation.

The Road System

This section examines the functionality and capacity of the town's roadway system. Existing road conditions, crash data, and traffic volumes are analyzed in order to identify specific transportation issues, and develop strategies to address these issues in the future.

Federal Functional Classifications

The MaineDOT's functional classification of roads is the process by which public roads and highways are grouped into classes according to the type and level of service they are intended to provide. For example, some roads are intended to access residential neighborhoods, while others are intended to provide regional mobility. Roads fall into one of four categories- principal arterial, minor arterial, collector roads, and local roads.

Arterials provide through travel between major traffic generators (large cities, recreational areas) that have 10,000-30,000 vehicles per day, and are designed for higher travel speeds and fewer intersections. Arterials are further divided between principal and minor arterial roads. In Windham, Route 302 is considered a minor arterial road.

Collector roads are characterized by more moderate travel speeds; serve distances between smaller urban centers, villages, or neighborhoods, collecting traffic from local roads and connecting it to arterials. They are divided between urban and rural roads and see traffic between 2,000 to 8,000 vehicles per day. Some examples of collectors in Windham are Windham Center Road, Falmouth Road and River Road.

Local roads provide direct access to residential neighborhoods, local businesses, agricultural properties and timberlands. Volumes typically range from less than one-hundred to possibly thousands of vehicles per day. Roads not classified as arterials or collectors are considered local roads.

The classifications of Windham's roads are based on 2014 records obtained from the MaineDOT, and are classified as minor arterial, major urban collectors, minor collector, local, or "other". According to MaineDOT, Windham has 11.77 miles of minor arterials, 10.96 miles of major urban collectors, 8.21 miles of minor collectors, and 10.66 miles of local roads. A map of these roads coded by classification can be found on page x.

Ownership/ Town Maintenance responsibilities

Roads [in Windham](#) are also classified as State, Town, Public Easement, or private. State Highways form a system of connected routes throughout the state that primarily serve intra- and interstate traffic. The State is responsible for year round maintenance on most state highways. [Of the five state roads in Windham, as of 2009, the town maintains 214 miles of roads in Windham, divided into the following categories based on the maintenance responsibilities for those roads: town roads totaling xx miles, and approximately xx miles of gravel roads, xx public easement roads and xx private roads](#)

- [State roads with some Town responsibility: 21 miles \(includes Routes 302, 202, 115 and 35\)](#)
- [Town Roads: 100 miles](#)
- [Private Roads: 61 miles](#)
- [Private Roads with Public Easements \(Town responsible for winter maintenance\): 27 miles](#)
- [Part Town, Part Private: 6 miles \(includes roads such as Belanger, Old County, Johnson, Mineral Springs, Haven, Basin\)](#)

The following [ing](#) is a list of roads and their maintenance responsibilities. [\(Need list from Public Works\)](#)

Traffic Volumes

Traffic count data is a major factor in evaluating traffic characteristics of a community. In particular, this information can assist with the ultimate prioritization of roadway maintenance. Although traffic volumes can be expressed in a number of ways, average annual daily traffic (AADT), released annually by MaineDOT, is generated using automatic traffic counters and provides an estimate based on a sampling

Formatted: List Paragraph, Bulleted + Level: 1
+ Aligned at: 0.25" + Indent at: 0.5"

of data. Unfortunately, it does not account for seasonal fluctuations, a significant issue along Route 302. Not surprisingly, according to this data, the highest traffic volumes occur in North Windham adjacent to Tandberg Trail and continue north to the Raymond town line. A map of this data can be reviewed on [page xx](#).

Crash Data

Again, the crash data in the table below illustrates that most of the high crash locations are located on or adjacent to Route 302. The table includes significant statistics related to the number of crashes, as well as the Critical Rate Factor (CRF). A CRF is a statistical measure used to determine the “expected crash rate” as compared to similar intersections throughout the State of Maine. A High Crash Location (HCL) is defined by MaineDOT as a location that has had eight or more traffic crashes and a CRF greater than 1.00 in a three-year period. Windham’s high crash locations are listed in the table below and mapped on [page XX](#).

Location	# Crashes (2015)	Critical Rate Factor (CRF)	Rank
<i>Intersections:</i>			
Route 302 @Enterprise Drive	11	1.7	67
Intersection Route 115/302	35	2.09	36
Windham Ctr Road/ Ward	8	4.04	15
Route 302/Rotary/Gray Rd	29	5.44	6
Falmouth Rd/Gray Rd	16	4.28	13
Route 302/Albion Rd.	10	1.87	58
<i>Segments:</i>			
Route 302 (Landing to Franklin)	13	1.15	80
Route 302-N of Tandberg Trl.	35	2.09	36
Tandberg Trl West of Route 302	13	1.78	48
Route 302-South of Tandberg Trl.	40	2.99	13
River Road btwn Laskey and Covered Bridge	16	1.49	63
River Road-Rouseau to Anderson	26	1.09	82

Highway Corridor Priority Measures and Customer Service Levels

Another way MaineDOT classifies roads is by road priority level. With limited funds, MaineDOT uses Highway Corridor Priority Measures as a framework to prioritize its many programs and projects. There

are two aspects to the program- Highway Corridor Priorities and Customer Service Levels. The MaineDOT has classified all 23,400 miles of Maine public highways into six priority levels, with the interstate characterized as a priority 1 and local roads as priority 6. Priority 1 roads include all interstates and key arterials, such as Route 302, and priority 6 are local roads. Windham has 10.66 miles of priority 1 roadway (Route 302), 8.81 of priority 2, 13.51 miles of priority 3, 8.59 of priority 5, and 102.19 of priority 6 local roads. A map of these classifications can be found in [Appendix X](#).

Customer Service Levels uses customer-focused engineering measures to track highway (1) Safety, (2) Condition and (3) Serviceability, and grades them similar to a report card (A – F). Sections of Gray Road, River Road, Albion Road and Route 302 have been given a D or lower related to issues such as ride quality, roadway strength, and pavement width. The Corridor Priority and Customer Service level maps can be found in [Appendix x](#).

State Road Projects

The MaineDOT Work Plan outlines the work that the department plans to perform over the next three years. The Work Plan is calendar year-based and includes all MaineDOT work activities. Projects and activities listed for Calendar Year 2015 are more firmly funded and tied to definite schedules, while those for Calendar Years 2016 and 2017 may be more subject to change. The following is a list of projects within the town that are identified in the MaineDOT workplan.

Project Type	Road	Specific Location	Budget
Paving (3/4 overlay)	Route 35	Beginning 0.02 of a mile east of Middle Jam Road in Standish and extending easterly 1 mile.	\$300,000
Intersection Improvements	Route 302	Municipal Partnership Initiative. Located at the intersection of Route 302, Anglers Road and Whites Bridge Road.	\$1,200,000
Paving	Falmouth Road	Municipal Partnership Initiative. Beginning at the Falmouth town line and extending northwesterly 1.00 mile to Albion Road.	\$330,000
Bridge and Structural Maintenance	William Knight Road	Repairing deck, abutment, retaining wall, bridge rail, and curb on Varney's Bridge which carries William Knight Road over the Pleasant River in Windham.	\$60,000
Bridge and Structural Maintenance	River Road	Repairing abutments, retaining walls, bridge rail, and curb on Doles Bridge which carries River Road over Doles Brook in Windham.	\$35,000
Paving	Route 202	Beginning 0.40 of a mile south of Lotts Drive in	\$2,465,000

		Windham and extending easterly 7.42 miles.	
Highway Rehabilitation	River Road	Beginning at Windham - Westbrook town line and extending northerly 3.07 miles.	\$4,399,000

**local road projects...

Road Construction Standards

Road design standards can be found in the towns Subdivision Regulations (Appendix B). The standards document the general construction standards such as required site distances relative to speed limits, width of right-of-way depending on traffic volume, surface type, shoulder and sidewalk width.

Bridges

According to data received from MaineDOT there are 24 bridges in Windham. Most are under the authority of MaineDOT, one is owned and maintained by the railroad, and several are characterized as maintained by the municipality. Table X below lists the condition and ownership responsibility for each bridge. Most of the bridges are in satisfactory to excellent condition (received a rating of 6 or above). However, several have received a lower rating (see table).

Bridges with ratings 5 or below on at least one of their three elements (deck, superstructure, and substructure) at the time of this inventory include: Varney's, Babbs, Great Falls #2, Loveitt, Doles Anderson, Popeville, and Carrol Lamb.

No.	Bridge Name	Year Built	Owner	Bridge Condition			
				Deck	Super Str.	Sub St.	Culvert
<u>0233</u>	<u>Montgomery Rd.</u>	<u>1997</u>	<u>MDOT</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>8</u>
<u>0234</u>	<u>JONES</u>	<u>1955</u>	<u>Municipal</u>	<u>6</u>	<u>6</u>	<u>6</u>	<u>N</u>
<u>0254</u>	<u>BRAND</u>	<u>1997</u>	<u>Municipal</u>	<u>7</u>	<u>7</u>	<u>8</u>	<u>N</u>
<u>0256</u>	<u>Varney Mill</u>	<u>1995</u>	<u>Municipal</u>	<u>8</u>	<u>8</u>	<u>8</u>	<u>N</u>
<u>0257</u>	<u>Varneys.</u>	<u>1965</u>	<u>MDOT</u>	<u>3</u>	<u>6</u>	<u>6</u>	<u>N</u>
<u>0300</u>	<u>Chute Rd.</u>	<u>1996</u>	<u>Municipal</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>7</u>
<u>0302</u>	<u>Black Brook</u>	<u>2007</u>	<u>Municipal</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>7</u>
<u>0359</u>	<u>Underpass</u>	<u>1973</u>	<u>Railroad</u>	<u>N</u>	<u>N</u>	<u>7</u>	<u>N</u>
<u>1009</u>	<u>Babbs</u>	<u>1976</u>	<u>MDOT</u>	<u>6</u>	<u>6</u>	<u>5</u>	<u>N</u>
<u>1529</u>	<u>Great Falls#2</u>	<u>1970</u>	<u>MDOT</u>	<u>6</u>	<u>7</u>	<u>5</u>	<u>N</u>
<u>2264</u>	<u>EEL Weir</u>	<u>1987</u>	<u>MDOT</u>	<u>7</u>	<u>7</u>	<u>7</u>	<u>N</u>
<u>2315</u>	<u>Glanz</u>	<u>1946</u>	<u>MDOT</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>6</u>
<u>2676</u>	<u>Pleasant River</u>	<u>1989</u>	<u>MDOT</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>6</u>
<u>2787</u>	<u>South Windham</u>	<u>2005</u>	<u>MDOT</u>	<u>8</u>	<u>8</u>	<u>8</u>	<u>N</u>
<u>2939</u>	<u>Whites</u>	<u>1922</u>	<u>MDOT</u>	<u>6</u>	<u>6</u>	<u>6</u>	<u>N</u>
<u>2998</u>	<u>Narrows</u>	<u>1959</u>	<u>MDOT</u>	<u>6</u>	<u>6</u>	<u>7</u>	<u>N</u>
<u>3018</u>	<u>Loveitt</u>	<u>1947</u>	<u>MDOT</u>	<u>5</u>	<u>7</u>	<u>6</u>	<u>N</u>
<u>3059</u>	<u>Lokhorn</u>	<u>2000</u>	<u>MDOT</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>8</u>

<u>3857</u>	<u>Whites</u>	<u>2010</u>	<u>MDOT</u>	<u>8</u>	<u>8</u>	<u>8</u>	<u>N</u>
<u>5061</u>	<u>Doles</u>	<u>1930</u>	<u>MDOT</u>	<u>5</u>	<u>5</u>	<u>6</u>	<u>N</u>
<u>5298</u>	<u>Anderson</u>	<u>1950</u>	<u>MDOT</u>	<u>5</u>	<u>6</u>	<u>6</u>	<u>N</u>
<u>5742</u>	<u>Popeville</u>	<u>1957</u>	<u>MDOT</u>	<u>6</u>	<u>6</u>	<u>5</u>	<u>N</u>
<u>5821</u>	<u>Madison Falls</u>	<u>1969</u>	<u>MDOT</u>	<u>7</u>	<u>6</u>	<u>6</u>	<u>N</u>
<u>5879</u>	<u>Carrol Lamb</u>	<u>1962</u>	<u>MDOT</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>5</u>
<u>6243</u>	<u>Black Brook Bridge</u>	<u>1972</u>	<u>MDOT</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>7</u>
<u>6386</u>	<u>Pope Rd.</u>	<u>1996</u>	<u>Municipal</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>7</u>

Alternative Modes

This section outlines existing modes of transportation other than the automobile such as bicycle lanes, sidewalks, and transit options. Both MaineDOT and the Town of Windham have adopted a Complete Streets Policy relative to road construction and maintenance to help increase access for all users. A copy of the policy can be reviewed in [Appendix x](#).

Regional Transportation Program (RTP)

The Lakes Region Explorer is operated by the Regional Transportation Program (RTP) and began service in November of 2013. The bus recently transitioned to a new schedule and now makes four round trips per day (Monday-Friday) from Bridgton to Portland along Route 302. The bus stops at several locations along the route, and includes at least one stop per community. As part of the expansion, each Lakes Region community along the route now contributes roughly \$10,000 to help fund the service. [Rick can add a map of the route when it is finalized in August.](#)

In addition to the Lakes Region Explorer, RTP also provides low-cost, curb-to-curb transportation service to the elderly, social service agency clients, the economically disadvantaged, and persons with disabilities in the study corridor and Cumberland County. According to its website, RTP consists of a fleet of 34+ lift equipped buses and vans, 45 agency certified drivers, and over 50 volunteer drivers. RTP serves over 4,500 people across Cumberland County each year and provides more than 1,000 rides a day. In 2010, RTP provided over 153,000 trips via bus, van volunteers, and family drivers.

In the study area, the Senior Transportation Program (STP) also coordinates and reimburses volunteer drivers for seniors who need rides in the northern portion of the Lakes Region. STP is based in Bridgton, and Bridgton clients tend to dominate the request for rides. In 2007, it was estimated that 70,000 miles would be driven as part of STP's program.

Mountain Division Rail

The Mountain Division Railroad Restoration Project is an ongoing initiative led by MaineDOT, the Route 113 Corridor Committee, and local communities to restore freight rail service from Portland to Fryeburg

Bicycle Pedestrian Facilities

Windham's bicycle pedestrian network is limited. Current challenges include an incomplete sidewalk network, a lack of crosswalks and sufficient pedestrian crossing signals, large expanses of parking lots (especially along Route 302 in North Windham), a lack of safe bicycle routes and racks. Existing sidewalks are primarily located in North, Central, and South Windham neighborhoods.

In South Windham, sidewalks of varying condition link to existing sidewalks in Gorham, and provide access to commercial areas. In North Windham, sidewalks extend along both sides of Route 302 with some consistency, but locating pedestrian crossings is still challenging due to the sheer volume of traffic in the area and the lane configuration. In Windham Center, home to the Town Office, library, skate park and RSU 14 School Complex, there is limited sidewalk and shoulder infrastructure of varying condition. Following a similar effort by MaineDOT, the town recently adopted a Complete Streets Policy that requires the town to consider bicycle pedestrian facilities as part of any transportation project. In 2012, GPCOG completed maps documenting existing sidewalks in both Windham Center and North Windham. These maps can be reviewed on [page xx](#).

There are no designated bike lanes in Windham. Routes 302 and 202 are still popular for biking with paved shoulders adequate for biking. A shoulder widening project was completed on Windham Center Road from the RSU School campus to River Road to improve access adjacent to the school and other community assets in Windham Center. The Mountain Division Trail also provides a five mile paved trail that's connects Standish, Windham and Gorham and allows access to bicycles.

Parking

The town has no municipal parking facilities. On street parking is only allowed in the South Windham Village area. Most vehicle parking facilities are associated with commercial development occurs along the commercial areas of North Windham where retail development attracts people from neighboring communities. Due to minimum parking requirements, there is no shortage of parking spaces in North Windham. In fact, the current regulatory structure will make it difficult for the Town to meet its community development and economic development goals due to the large amount of on-site parking required of private land developers.

The current parking standards allow for shared access but do not incentivize the concept, resulting in little interest from developers. Similarly, shared parking is allowed if a developer can provide a parking plan from a licensed engineer, an expensive undertaking. Without the type of land pressure found in more urban environment, these strategies will not be pursued without more aggressive incentives from the town.

Access Management

The MaineDOT has developed standard for access management aimed at preserving highway capacity and promoting safety. The state's access management program is intended to provide safer access to land development while conserving the ability of a highway to move traffic safely and efficiently. Access management is particularly important for major roadways, such as Route 302, which experience higher

volumes of traffic and are regionally significant. For planning purposes, a permit is required prior to the commencement of construction, alteration, or removal of any portion of an access within the state highway. Permits are reviewed based on factors such as sight distance, spacing between driveways, and corner clearance. More information on MaineDOT's access management rules can be found [here](#).

The town recently updated their site plan and subdivision ordinances with numerous access management requirements such as an allowable number of curbcuts, site distance requirements, curbcut spacing, and corner clearances. These efforts have been implemented in order to address existing concerns with preserving the capacity of the most heavily traveled roads in Windham.

Policies & Suggested Strategies to Implement Policies:

Policy 1: To safely and efficiently preserve or improve the transportation system.

Strategy 1.1

Implement recommendations from 21st Century Plan including raised medians with either landscaping or a stamped pattern where feasible to improve traffic and vehicle movement and provide refuge space for pedestrians. These medians also assist with traffic calming and improve the aesthetic quality of the area.

Strategy 1.2

Implement recommendations from the 21st Century Plan to encourage the buildout of a local street network in North Windham in order to encourage more walking between homes and businesses in the area and to allow more vehicular trips to take place without having to use the existing Routes 302, 115 or 35.

Strategy 1.2

Work with local businesses and property owners to modify driveway locations that are unsafe or unnecessarily contribute vehicle turning movements in the corridor.

Strategy 1.3

Continue to update a prioritized improvement, maintenance, and repair plan for the community's transportation network. Additional planning for the Windham Center and South Windham Village areas should be undertaken using an approach that considers future land use goals, similar to the 21st Century Downtown Plan for North Windham.

Strategy 1.4

Maintain, enact, or amend local ordinances as appropriate to address or avoid conflicts with the policy objective of the Sensible Transportation Act (23 M.R.S.A Sec. 73), state access management regulation pursuant to 23 M.R.S.A Sec. 704, and state traffic permitting regulations for large developments pursuant to 23 M.R.S.A. Sec. 704-A.

Strategy 1.5

Maintain, enact or amend ordinance standards for subdivisions and for public and private roads as appropriate to foster transportation-efficient growth patterns and provide for future street and transit connections.

Policy 2: To promote public health, protect natural and cultural resources, and enhance livability by managing land use in ways that maximize the efficiency of the transportation system and minimize increases in vehicle miles traveled.

Strategy 2.1

Develop a Town-wide Bicycle and Pedestrian Plan to address issues presented in the built-up and more rural parts of Windham. This plan should view the transportation system benefits and recreational benefits of walking and bicycling.

Strategy 2.2

Sidewalks should be constructed on both sides of Roosevelt Trail/Route 302 and along Tandberg Trail/Route 35.

Strategy 2.2

Amend ordinances to require the construction of sidewalks or the equivalent impact fee for all new roads constructed or reconstructed, sidewalks should be provided on both sides and crosswalks should be installed at all intersection locations.

Strategy 2.3

Continue support of Bicycle Pedestrian ACE group working with GPCOG and Bicycle Coalition of Maine.

Strategy 2.3

Upgrade existing signalized intersections with crosswalks, ADA ramps, and pedestrian signals so that pedestrians can cross all approaches.

Policy 3:

To prioritize community and regional needs associated with safe, efficient, and optimal use of transportation systems.

Strategy 3.1

Continue to participate on regional planning projects and coordination with PACTS and the Greater Portland Council of Governments.

Strategy 3.2

Identify high-crash locations outside of the planning areas associated with the 21st Century Plan and the Route 302 North Plan, and proactively coordinate with MaineDOT or PACTS on addressing the most serious safety issues.

Formatted: Normal, Indent: Left: 0.5", First line: 0"

Formatted: Superscript

Policy 4

To meet the diverse transportation needs of residents (including children, the elderly and disabled) and through travelers by promoting a safe, efficient, and adequate transportation network for all types of users (motor vehicles, pedestrians, bicyclists).

Strategy 4.1

Develop procedures to implement the Complete Streets Policy adopted by the Town Council in 2014.

Strategy 4.2

Appendix Maps:

- Federal classifications- local, collectors and arterials.
- Traffic Volumes (AADT)
- CSLs (map and table)
- Crashes
- Road Condition
- Bridges
- Sidewalks
- MaineDOT/PACTS Projects