

Chapter 7

Transportation

1. Introduction

Windham's transportation system has played a significant role in the growth and development of the town. Geographically Windham is located at the junction of several major highways. To the north and south access is available via U.S. Routes 302 and 202, while Maine Routes 115 and 35 provide access to the east and west.

Traffic issues in Windham can be divided into two major components. The first involves unique traffic problems relating to commercial establishments along the U.S. Route 302 corridor, especially in North Windham. The potential for future commercial/industrial development along this corridor will only intensify these problems. The remainder of the town is primarily single-family large lot and village types of residential developments. Traffic levels on Route 302, however, are now impacting traffic patterns in some of the more residential portions of the community.

Both the commercial and residential portions of the town have experienced growth in the past 20 years. Strip malls have been constructed along Route 302 in North Windham and residential development, that had primarily occurred along existing roadways, is now beginning to appear in backlot areas. Windham has also experienced a substantial increase in the year-round occupancy of lakefront property. As a result, many local roads have been added to the primary road network creating larger volumes of local traffic along the major arterial and collector roads. This change in local roadway usage, combined with increased regional through traffic, has created numerous problem areas in Windham's road network.

This chapter of the comprehensive plan examines the town's roadway characteristics and highway usage patterns. Existing road conditions, traffic volume data, and crash location data have also been analyzed in order to identify significant concerns about Windham's roadway system.

2. Major Findings and Conclusions

- Windham's highway network has contributed to the town's quality of life, but has also led to congestion and safety problems since growth has outpaced necessary highway improvements in many areas.
- Route 302 continues to be a major transportation issue confronting the town. Part of the problem with this highway is that it must serve the existing commercial district, as well as local and regional transportation needs.
- Conversion of seasonal properties along the lakes to year-round housing uses has increased traffic on the private roadway system which serves many of these areas. The issue of roadway standards and year-round maintenance of these private roads is also a major problem facing the town.
- Future improvements to existing local roads could foster the development of additional rural land areas for residential uses.

3. Inventory of Windham's Transportation System

The first step in evaluating a municipality's transportation system generally involves the preparation of an inventory of existing facilities. This section presents such an inventory, which includes an identification of existing roads, as well as a classification of roads and the functional uses of these roadways. Including an inventory of this type in the comprehensive plan provides a foundation for addressing future roadway needs and uses.

A. Identification of Streets

This inventory of roadways in Windham is based on a list of existing streets prepared by town officials in April 2001. This data was then augmented with property parcel maps for Windham and additional information obtained from the Maine Office of Geographic Information Systems. The results of this inventory are illustrated on Map 7-1, entitled the Transportation Network.

B. Bridges

An inventory prepared by the Maine Department of Transportation (MDOT) identifies 24 bridges in Windham. A list of bridges that identifies those that are owned and maintained by MDOT and the ones owned and maintained by the Town of Windham is located in Table 7-1. The Brand Bridge (#0254) is jointly owned by the town and the State of Maine, but is maintained by the town.

Map 7-1 Transportation Network

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Table 7-1 Bridges in Windham			
Bridge Name	Identification #	Bridge Name	Identification #
Bridges Owned and Maintained by the MDOT			
Varney's Bridge	#0257	Narrows	#2998
White's	#2939	Glantz	#2315
White's	#3857	Great Falls #2	#1529
Pleasant River	#2676	Lokhorn	#3059
Popeville Bridge	#5742	Carroll Lamb	#5879
South Windham	#2787	Doles	#5061
Loveitt	#3018	Eel Weir	#2264
Mallison Falls	#5821	Babbs	#1009
Montgomery Road	#0233	Black Brook Bridge	#6243
Bridges Owned and Maintained by the Town of Windham			
Varney Mill	#0256	Source: Town of Windham and Maine DOT	
Pope Road	#6386		
Jones	#0234		
Chute Road	#0300		
Black Brook Br.	#0302		

C. Traffic Statistics

1) Traffic Counts

Traffic count data is a key component in evaluating traffic characteristics throughout a community. This information is also a vital part of the process for establishing priorities for future roadway improvements. The design standards of roadway construction include the anticipated average daily traffic volumes and design speeds, as well as many other physical characteristics. If a road is determined to be overloaded and contributing to safety problems, then measures should be taken to either upgrade the road or to redirect traffic in order to reduce traffic volumes.

Traffic count data was obtained from the 1999 Maine Transportation Count Book. Annual Average Daily Traffic (AADT) for 1995, 1996, 1997, and 1998 are presented in Map 7-2.

The Route 302 corridor experienced an increase in AADT of approximately 20% from 1995 to 1998. Route 302 had an AADT of about 12,000 south of the Route 115/35 intersection and 22,940 through the North Windham area. River Road had an AADT ranging from 6,000 to 8,000.

2) Accident Data

Safety is one of the major issues considered in evaluating the efficiency and reliability of a roadway network. It is also one of three critical items that is often used to determine the sufficiency of a roadway, and is useful in identifying problem areas.

MDOT Traffic Engineering maintains records of crash locations for a three year period. Records are maintained for roadway links (section of roadways) and for nodes (intersection). For the three year period from 1997 through 1999, MDOT identified six (6) links and twelve (12) nodes with Critical Rate Factors (CRF) greater than 1.00. (See Map 7-3) Accident rates are evaluated using the Critical Rate Factor method in which a ratio of the accident rates at a specific location are compared to the statewide average accident rate for a similar type of facility. A CRF greater than 1.00 indicates a higher than expected accident rate for a given section of roadway or an intersection.

The Route 302 corridor experienced the highest accident levels of all roadway links in Windham during the period from 1997 through 1999. This information reinforces the fact that Route 302 is a dangerous roadway and that future plans for development along the corridor deserve careful evaluation.

Route 202 intersections at Falmouth Road, Route 302, and Windham Center Road also had high accident counts which deserve consideration when evaluating development initiatives which might increase traffic volumes at these intersections.

Other roadways in Windham with relatively high accident rates include: Route 115, River Road, and Windham Center Road. It should be pointed out that accidents on these roadways have occurred at various locations and intersections along these corridors and not necessarily at one point as may be inferred by reviewing the Accident Data Map (Map 7-3).

D. Classification of Streets

There are two methods of classification commonly used to identify roadways. The first identifies administrative maintenance responsibilities. The second denotes the intended function of the roadway. Both systems are described in the following sections.

1) Administrative Classification

Roads within Windham are administratively classified based on summer maintenance responsibilities. Roads are also classified as either State, Town, Public Easement, or Private. There are five (5) state roadways with the town responsible for maintaining 16.64 miles of these roadways. There are also 151 town roads totaling 67.11 miles of paved roadways and approximately 6.08 miles

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Traffic Volume

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Accident Data

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of gravel roadways. In addition, there are 65 public easement roads, totaling 28.39 miles, for which the town has no summer maintenance responsibilities. Finally, there are 297 private roads in town of an undetermined number of miles (See Map 7-4). The following is a listing of the various roads, as of July 2002, by classification:

State Roads

Falmouth Road	Roosevelt Trail (Route 302)
Gray Road (Route 202)	Tandberg Trail (Route 35 & Route 115)
River Road	

Town Roads

Abby Road	Emerson Drive	Lucmick Avenue	Sprucewood Drive
Acorn Lane	Eric Road	Main Street	Stagecoach Lane
Albion Road	Evergreen Lane	Mallison Falls Road	Starlit Way
Alweber Road	Falmouth Road	Manchester Drive	Stevens Road
Anderson Road	Fieldcrest Road	Maplewood Avenue	Stonebrook Road
Androscoggin Street	Finley Road	Meadow View Road	Summit Road
Arcadia Drive	Firwood Drive	Mechanic Street	Swett Road
Azalea Lane	Forbes Lane	Mill Pond Drive	Sylvan Avenue
Barnes Road	Fox Run	Mineral Spring Road	Tamarack Lane
Basin Road	Franklin Drive	Misty Drive	Tandberg Trail
Baxter Woods Trail	Freeman Court	Montgomery Road	Tate Lane
Belanger Avenue	Frye Road	Moses Little Drive	Timberhill Road
Birchwood Avenue	Gambo Road	Nash Road	Town Farm Road
Brand Road	Garden Lane	Neighorly Way	Underwood Way
Briarwood Lane	Gate Way	Newhall Road	Upland Road
Brookhaven Drive	Gillman Drive	Northwood Drive	Vance Drive
Canada Hill Road	Gray Road	Oak Lane	Varney Mill Road
Carriage Hill Drive	Great Falls Road	Old County Road	Walter Partridge Road
Cartland Road	Greenwood Terrace	Page Road	Ward Road
Cedar Lane	Gromble Way	Park Road	Webb Road
Chestnut Avenue	Hall Road	Peavey Avenue	Welsh Road
Chipmunk Drive	Haskell Road	Percy Hawkes Road	West View Road
Chute Road	Haven Road	Pine Drive	Whipporwill Road
Claman Drive	Hawthorne Drive	Pipeline Road	Whites Bridge Road
Colby Drive	Hemon Cobb Road	Plummer Road	Whitmore Drive
Colonial Park Drive	Heritage Lane	Pope Road	Wild Flower Lane
Collinwood Circle	High Street	Presumpscot Road	William Knight Road
Cook Road	Highland Cliff Road	Read Road	Windham Center Road
Cottage Road	Hillcrest Road	Reba Lane	
Covered Bridge Road	Hunts Drive	Ridge Road	
Craig Road	Johnson Road	River Road	
Curtis Drive	Jones Hill Road	Rolfe Road	
Dale Lane	Karen Avenue	Roosevelt Trail	
Depot Street	Keene Road	Running Brook Road	
Dirigo Lane	Kelli Lane	Sabatus Lane	
Dunridge Circle	Knox Road	School Road	
Dutton Hill Road	Land of Nod Road	Sebago Woods Trail	
Easter Avenue	Landing Road	Shady Lane	
Edgerly Lane	Lantern Lane	Silver Ridge	
Elizabeth Drive	Lotts Drive	Smith Road	
Elmwood Drive	Lucinda Lane	Southside Drive	

Public Easements

Aimhi Woods Road	Four Seasons Lane	Morgan Lane	Sandbar Road
Allen Drive	Hackett Road	Mourning Dove Lane	Sandy Toes Lane
Anglers Road	Harrison Road	Mt. Hunger Shore Road	Shore Road
Basin Road	Haven Road	Mt. View Street	Sokokis Point Road
Beach Road	Hemlock Drive	Orchard Road	Spodedo Road
Brass Lane	Highland Shore Road	Outlet Cove Road	Swann Road
Brentwood Road	Indian Cove Road	Overlook Road	Terrace Drive
Brown Cove	Intervale Road	Percy Hawkes Road	Trails End Road
Buckfield Drive	Island Drive	Pettingill Road	Upper Basin Road
Candlewyck Road	Johnson Road	Phil Hunt Road	Vacation Lane
Collins Pond Road	Keeps Way	Pilgrim Lane	Vanessa Drive
Crescent Avenue	Kennard Road	Pipeline Road	Vista Drive
Davidson Drive	Koorbano Lane	Pride Lane	Wintergreen Circle
Deer Lane	Laskey Road	Prosperity Lane	Woodland Road
Emerson Drive	Many Oaks Lane	Richards Road	
Fern Avenue	Mineral Spring Road	Riverside Ridge	
Forest Avenue	Moores Drive	Sabbady Point Road	

Private Roads

Aaron Drive	Brevdon Lane	Coyote Court	Farm View Drive
Abbadaba Road	Brick Hill Road	Crabapple Road	Fearon Lane
Adam Roberts Drive	Brigg Island Cove	Crest Haven Road	Fertile Valley Lane
Aerie Drive	Bumpa Lane	Critter Drive	Firefly Lane
Aldaron Road	Burdean Road	Crockett Road	Fraser Road
Allagash Way	Cajun Court	Crystal Lane	Geary Way
Amber Lane	Calla Way	Cumberland Road	Gem Way
Amherst Road	Cameron Lane	Cutting Corners Lane	Getaway Road
Andrew's Field Road	Camp Drive	Cyprus Hill Drive	Gin Mill Lane
Anthoine Road	Canyon Way	Dakota Drive	Glacial Hill Road
Apple Blossom Lane	Cardinal Lane	Dalten Pines Road	Glendale Road
Arbor Field Road	Carigan Drive	Davis Avenue	Goodwin Road
Architectural Drive	Carol Drive	Devon Rose Drive	Goshen Road
Arlene Lane	Carpenters Way	Ditch Brook Crossing	Grace's Way
Aroostook Drive	Cattle Drive	Dominon Road	Grampa's Village
Ash Street	Center Brook Drive	Donna Road	Grandview Point Road
Athens Drive	Chelsea Lane	Doris Avenue	Granite Ridge Road
Autumn View Drive	Cherry Lane	Dow Lane	Grassington Road
Bailey Drive	Chickadee Lane	Down Home Road	Gravel Hill Road
Baker Mt. Drive	Chimera Hill Road	Dundee Road	Griffin Drive
Balsam Lane	Christmas Tree Way	Dyer Place	Hague Road
Batchelder Road	Clairmont Road	Dyke Lane	Half Moon Cove Road
Bates Lane	Clay Hill Drive	Dylan Way	Hancock Drive
Bear Lane	Cloutier Lane	Eagle Drive	Happy Lane
Beckwith Drive	Clover Lane	Easy Way	Harding Drive
Belanger Avenue	Cold Bear Drive	Edith Jeffords Road	Harriett Avenue
Billabong Way	Colley Brook Drive	Elliott Drive	Hawkes Farm Road
Birdsong Lane	Commons Avenue	Elm Road	Heather Lane
Bishop Drive	Cooper Ridge	Evans Ridge Road	Hearthwood Drive
Black Brook Terrace	Cornerbrook Circle	Everett Drive	Henderson Court
Blueberry Lane	Cosmic Way	Fairway Drive	
Bob's Way	Cotton Drive	Falcon Road	
Boody Road	County Lane	Fall Ridge Road	
Brackett Farm Lane	Cove Road	Family Circle	

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Summer Maintenance Responsibilities

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Private Roads (Continued)

Hereford Lane	Mayberry Road	Rousseau Road	Wolf Creek Drive
Hideaway Lane	Maynard Road	Rural Hill	Wright Road
Holly Lane	McGoldrick Woods Road	Rustic Way	Young's Farm Road
Homestead Lane	McLellan Knoll	Sabatino Drive	
Honey Little Lane	Meagans Way	Sasha Lane	
Horizon Way	Mercedyle Drive	Sawyer Hill Road	
Howard Avenue	Meyers Farm Road	Scotland Road	
Hoyt Street	Midnight Way	Secret Cove Road	
Hummingbird Lane	Miles Road	Serenity Lane	
Hutchins Road	Millett Drive	Settlers Court	
Ice House Road	Moe Road	Shamrock Lane	
Impala Way	Moonlit Drive	Shelby Drive	
Independence Drive	Moose Point Road	Sheldrake Point Road	
Inkhorn Brook Road	Moss Road	Simeon Drive	
Inland Farm Road	Mr E Drive	Sky Drive	
Irish Springs	Mud Pond Road	Sleepy Hollow Road	
Jacques Lane	Narrows Landing	Sloan Drive	
James Way	Natalie Lane	Snowy Ridge Road	
Jeffery Woods Road	Neal Road	Spear Avenue	
Jesse's Acres	Nelson Lane	Spring Water Drive	
Joes Road	Nicholas Drive	Studio Drive	
John Deere Road	Old County Road	Sturgis Road	
Juniper Drive	Orion Way	Sunnyside Drive	
Justines Way	Otter Drive	Summer Avenue	
Kardia Lane	Owl's Head	Sunset Lane	
Kimbertown Lane	Oxford Road	Swampscott Lane	
King's Lane	Pamela Drive	Tammy Lane	
Kirkwood Drive	Passby Point Road	Tanglewood Lane	
Kristine Drive	Pasture View Road	Tanguay Lane	
Ladyslipper Drive	Peaceful Way	Taylor Lane	
Lamplighter Road	Pebblestone Lane	Theodore Lane	
Leighton Road	Pemberly Drive	Thompson Lane	
Leisure Lane	Pendelton-Ash Way	Tower Road	
Libby Hill Road	Perennial Way	Tracy Way	
Liberty Lane	Perks Peak Road	Tradition Drive	
Lilac Drive	Petronella Drive	Trestle Way	
Linda Lane	Pheasant Ridge Drive	Trig's Way	
Lindsay Island	Phoenix Lane	Tucker Drive	
Linnel Road	Pilgrim Lane	Turtle Ridge Road	
Livrite Way	Plainview Road	Twin Oaks Drive	
Long Lane Road	Pleasant Point Road	Valley View Road	
Lookout Lane	Pond Villa	Van Tassel Drive	
Loon Lane	Poplar Ridge Lane	Village Road	
Lorn Drive	Pottersville Road	Wallace Way	
Lyden Way	Proposed Street	Walnut Drive	
Mabel Jean Drive	Quail Drive	Washout Way	
Macintosh Lane	Rangeley Road	Waterside Lane	
Madison Road	Red Hawk Drive	Watson Farm Road	
Majestic Heights	Riley Drive	Wellhouse Way	
Malcolms Way	Roberts Drive	Whitney Way	
Malibu Lane	Robin Lane	Wild Irish Road	
Marc Lane	Rocklinn Drive	Willow Drive	
Marshall Valley Road	Rogers Drive	Winslow Drive	
Marston Road	Rosewood Avenue	Woldbrook Drive	

2) Functional Classification

The functional classification of Windham’s roadways is based on records obtained from the Maine Office of Geographic Information Systems. Roadways in Windham are classified as primary, secondary, improved, unimproved, and trail. The following is a listing of primary and secondary roadways. All other roadways in Windham are local streets and are classified as improved.

Primary Roadways

1. Roosevelt Trail (Route 302)
2. Tandberg Trail (Route 115)
3. Gray Road (Route 202)

Secondary Roadways

- | | |
|------------------------------|-------------------------|
| 1. Whites Bridge Road | 10. Falmouth Road |
| 2. Tandberg Trail (Route 35) | 11. Nash Road |
| 3. Smith Road | 12. Albion Road |
| 4. Varney Mill Road | 13. Chute Road |
| 5. River Road | 14. Highland Cliff Road |
| 6. Page Road | 15. Hemon Cobb Road |
| 7. Pope Road | 16. Land of Nod Road |
| 8. Windham Center Road | 17. Alweber Road |
| 9. Walter Partridge Road | |

A primary roadway provides intercity and interstate traffic service. Traffic speeds typically are relatively high and there is a minimal amount of interference to through traffic. A secondary roadway connects the primary roadways with local streets.

Both the administrative and functional classification systems are useful for municipal planning purposes. The administrative system is needed in determining the maintenance program for the town’s roads by identifying the governmental agency responsible for the upkeep of each road. Functional system information can be used to better understand the primary role of each road in the community’s roadway network.

4. Alternative Modes of Transportation

This section outlines existing facilities designed to support alternative modes of transportation in Windham.

A. Pedestrian Facilities

Sidewalks are primarily limited to the South Windham and North Windham areas. In South Windham sidewalks connect to similar facilities in Gorham, as well as provide access to commercial businesses in that community. The North Windham sidewalks extend along Route 302 from River Road to White's Bridge Road. While access is provided between commercial establishments in North Windham, roadway crossings in many instances do not promote comfortable pedestrian movement.

There are plans to provide sidewalks on Windham Center Road and Route 202 adjacent to the school complex. This will improve pedestrian access to the convenience store and other locations at the intersection of Route 202 and Windham Center Road.

Route 202, between the skate park and the school complex, has substantial pedestrian traffic, but no sidewalk. The paved highway shoulder, however, is often utilized for pedestrian movement.

B. Bike Access

There are no designated bike lanes in Windham. Routes 302 and 202 appear to be the most popular corridors for bike travel with the paved shoulders used as bike lanes.

Improved shoulders/bike lanes on Windham Center Road, Falmouth Road, and River Road would allow easier and safer access to the school complex and other recreational areas.

The MDOT recently initiated construction of a bike trail along the Mountain Line railroad bed. The trail is intended to link to existing trail facilities in other communities and provide opportunities for both hikers and mountain bikers.

C. Commuter Bus Service

Currently there is no commuter bus service or intermodal facility in Windham. In January of 2001, the Greater Portland Council of Governments published the results of a Windham to Portland Commuter Bus Study. The study looked at the feasibility of (1) providing bus service from North Windham to Pride's Corner to "feed" the Metro fixed route bus system, or (2) extending Metro's route from Pride's Corner to North Windham. Metro is the common name for the Greater Portland Transit District, which provides fixed-route bus service for Portland and Westbrook.

Key findings and recommendations of the study included:

- Implementation of the Windham to Portland commuter bus service is warranted.

- Projected continued population growth in the Lakes Region and employment growth in the urban core of Portland, South Portland and Westbrook will increase the feasibility of public transit between Windham and the rest of the Lakes Region and Portland.
- The viability of the proposed commuter bus service may be improved by beginning service 30 minutes earlier in the morning and 30 minutes earlier in the evening.
- Survey respondents seem to be sensitive to the pricing of the service. Further study of the pricing structural needs to be undertaken in order to maximize ridership and revenues.
- The possibility of providing future express commuter service between Windham and Portland should be considered.

Ridership was estimated at 119 passengers per day. The revenue-to-cost ratio, based on this ridership and a monthly fare of \$30, is 0.25 which is equal to the collective revenue-to-cost ratio for Metro's routes between 1990 and 1996.

D. Other Facilities

At one time the Windham Mall, in North Windham, had an area designated as a Park and Ride Facility. This area is no longer designated for this type of use.

5. Transportation System Issues

Previous sections of this chapter provided an inventory of Windham's existing transportation system. This section identifies the major problems and issues associated with the community's transportation system. Actions that are already being taken to address these problem areas are also noted.

A. Roosevelt Trail (Route 302)

The Route 302 corridor is at the forefront of Windham's transportation planning efforts. The 1992 *Westbrook/Windham Route 302 Corridor Study* prepared for the Portland Area Comprehensive Transportation Committee (PACTS) by Vanasse Hangen Brustlin, Inc., recommended improvements from the Westbrook/Windham town line to Foster's Corner. The Maine Department of Transportation (MDOT) has just recently initiated the design process for improvements within this area. The MDOT is also scheduled to initiate a study of the Route 302 corridor from Foster's Corner to Naples.

The town is currently studying the Route 302 corridor particularly the North Windham area. Although the potential for a by-pass of North Windham was investigated, it does not appear that a by-pass is feasible at this time.

The town is encouraging the interconnection of developments adjacent to Route 302 in order to form parallel corridors along Route 302. This would permit drivers to move from development to development without utilizing Route 302. Links have been established on the westerly side of Route 302 connecting the Shaw's Plaza with the Wal-Mart complex, with a connection also to Route 35.

B. Tandberg Trail (Route 115)

Route 115 connects the Lakes Region with the Maine Turnpike. The section of roadway, east of Route 302, is currently scheduled for reconstruction. The design has been completed and is pending construction funding. These improvements should help to minimize accidents in this area.

C. River Road

River Road provides a vital link from North Windham to Westbrook and an overlay of asphalt was completed in 2000. The roadway however, is narrow with horizontal and vertical segments in need of adjustments. Presently there are no improvement projects in the planning stages for this roadway.

D. Gray Road

Route 202 between Windham Center Road and Pope Road is expected to be reconfigured as part of the recently approved High School expansion project. The scope of the reconfiguration is unknown at this time other than the addition of turning lanes into the High School. No other improvements are presently planned for this roadway.

E. Local Roads

In the summer/fall of 1992 the Windham Public Works Department performed an inventory and condition survey of all town and state roads within the community. This work was completed as a part of an overall computerized road surface management program, referred to as the Road Surface Management System (RSMS), in order to assess overall roadway conditions and define a maintenance program for the roads. This approach offers a low cost planning method for analyzing and establishing priorities for local road surface maintenance and repair needs.

The types of current roadway conditions for the paved roads that were reported as needing maintenance included:

- Reconstruction 6.05 miles
- Recycle 18.14 miles
- Rehabilitation 12.98 miles
- Preventive 4.22 miles
- Routine 20.18 miles
- None Required 5.55 miles

Gravel roads were reported as needing the following types of maintenance:

- Rebuild 0.35 miles
- Regrade 3.75 miles
- Reshape 1.98 miles
- Routine Yearly 6.08 miles

This analysis did not include public easements or private roads. In 2002 the budget for road maintenance in Windham was approximately \$500,000.

F. Public Easements

Windham has a substantial volume of roadways classified as public easements. These types of easements were established along private roads for which the town had agreed to provide winter maintenance. These are generally seasonal roads which provide access to ponds and lakes in the town. They are typically narrow and have a gravel surface. Summer maintenance is the responsibility of the abutters, typically through a road association.

As seasonal property has been converted to year-round residential usage, the town has faced additional demands for the maintenance of these types of roadways. Residents along these roadways have also taken some steps to improve these roads. These improvements, however, could result in additional land becoming available for future development, thus increasing traffic usage of public easements and private roads.

6. Recent State Actions

The 119th Maine Legislature approved an Act to Ensure Cost Effective and Safe Highways in Maine. The purpose of this legislation is to enhance the safety of the traveling public and protect highways against the negative impacts associated with unmanaged drainage. The law is intended to ensure safety, manage highway capacity, conserve state highway investments, promote economic productivity related to transportation, and conserve air, water and land resources. The program also requires the preparation of access management rules and corridor planning and preservation efforts.

The Act specifically directs MDOT and authorized municipalities to promulgate rules to assure safety and proper drainage on all state and state-aid highways with a goal of maintaining posted speeds on arterial highways outside urban compact areas. The law also requires that the rules include standards for the avoidance, minimization, and mitigation of safety hazards along the portions of rural arterials where the 1999 statewide average for driveway related crash rates is exceeded. Those rural arterials are referral to in the recently adopted rules as “Retrograde Arterials.” Retrograde arterials designated for Windham include those portions of Route 302 and 202 which are outside the urban compact areas.

The corridor planning preservation initiative under this Act involves the establishment of priorities for Mobility Arterial corridors most at risk of declines in capacity and safety due to increasing development and commuter and visitor pressures. Mobility arterial corridors most at risk are highways where:

- Congestion is already being experienced.
- Driveway related crash rates exceed the 1999 statewide average.
- Municipalities have designated growth areas.
- Water and sewer infrastructure exists.
- Natural resources are threatened.
- MDOT highway reconstruction projects are planned.
- Areas experiencing rapid uncontrolled growth.

The corridor planning and preservation program is designed to include corridors where MDOT works with municipalities, property owners, corridor committees, and other stakeholders along a mobility arterial to develop and maintain access management standards. Mobility corridors identified for Windham include Routes 302 and 202.

In addition to this new legislative initiative the State of Maine has also recently identified new highway projects for Windham. The draft Six-Year Transportation Improvement Plan (Fiscal Year 2004-2009) included the following projects:

- Route 4/202 – Mechanic Street to River Road, 0.5 miles.
- Route 35 (Tandberg Trail) – Route 25 to Route 302, 1.5 miles.
- River Road – Westbrook town line to the end, 8.3 miles.
- South Windham bridge replacement.

In addition the Biennial Transportation Improvement Program (BTIP) for Fiscal Year 2002-2003 included the following projects:

- Preconstruction engineering for the South Windham bridge replacement.
- Black Brook bridge on River Road bridge replacement.
- Route 115 (Tandberg Trail) reconstruction.
- Windham to Bridgton, Route 302 Corridor Study.
- Route 302 highway resurfacing from Foster's Corner to Route 35.

7. Implications for the Future

A. Route 302 Corridor

The magnitude of the Route 302 issue in Windham is not one that will be addressed through a single simple solution. It will require joint cooperation between the town, adjacent communities and the state. The town needs to take an active role in the MDOT's Route 302 corridor study which is just

starting. The information and knowledge gained during the North Windham by-pass studies should be conveyed to MDOT during this analysis.

B. Local Roads

The town is expecting to update RSMS roadway data in the near future. The results of this effort should include a list of priorities for repairs that can be used by the Windham's Public Works Department to establish a program for systematically upgrading the town's roadways.

C. Public Easements

The town needs to establish minimum standards for road condition and maintenance of public easements and private roads in order to ensure access is available to emergency vehicles. Different and stricter standards, however, may also be required if the town continues to provide winter maintenance on public easement roads.