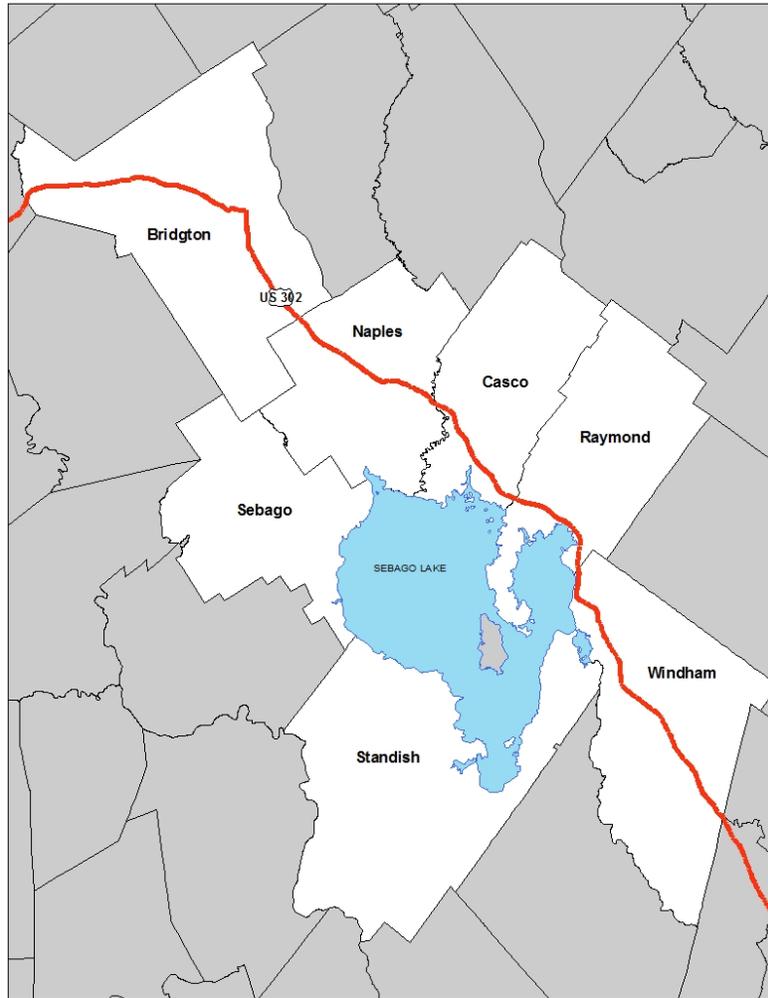


# Multi-Modal Corridor Management Plan for Route 302 and the Lakes Region



**MaineDOT**



*Produced for the Maine Department of Transportation by the Greater Portland Council of Governments*

*June 2013*

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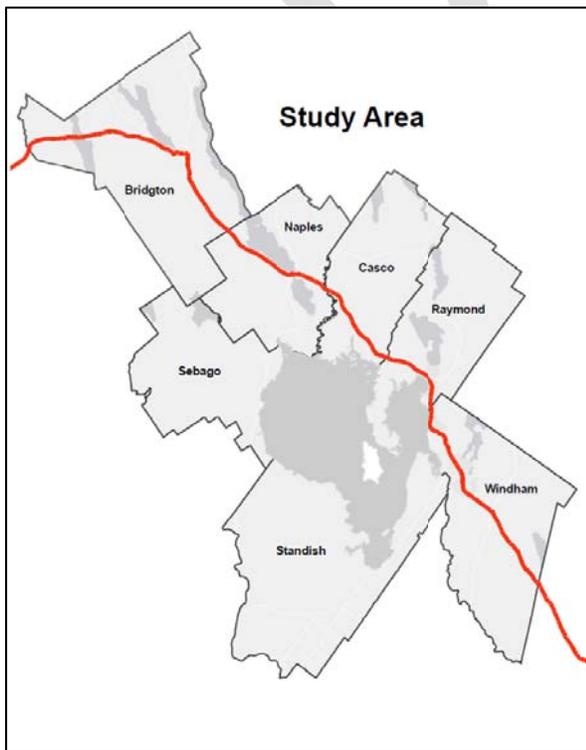
## The Purpose of Multi-Modal Corridor Management Plans

The Multi-Modal Corridor Management Plan is an initiative of the Maine Department of Transportation (MaineDOT) intended for each of Maine’s 38 designated Corridors of Regional Economic Significance for Transportation (CRESTs). These corridors were identified by Maine’s 11 Regional Councils during the development of *Connecting Maine*, the State’s long-range transportation plan. The CREST system allows MaineDOT to focus its planning efforts and limited financial resources on statewide multimodal transportation corridors that have the strongest and broadest economic significance for each region of the state. The corridor management plan for each CREST, developed and supported by regional stakeholders, provides an advisory roadmap for decision-makers as they plan and budget for maintenance and improvement of the corridors over future biennial funding cycles.

As a corridor management plan, this initiative is 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. In the case of the Route 302 Corridor, this means the land area along Route 302 northwest of Portland commonly referred to as the Lakes Region.

Many of the area’s transportation needs can be most effectively addressed at the corridor level, rather than on a piecemeal basis. Ultimately, municipalities will see more success in their efforts if they are moving in the same direction as their neighbors, and not at cross purposes.

*(The multi-modal plan does not focus on existing projects, and presupposes the existence of those in the pipeline. It is not a “design plan,” nor does it either support or contradict ongoing MaineDOT planning studies. A community must put its vision in place, through a local comprehensive plan, land use regulations, economic development investments, or other policies before MaineDOT can begin to re-assess its project list.)*



### Project Description

The Lakes Region Initiative is a collaborative project among the Greater Portland Council of Governments (GPCOG), MaineDOT, and seven Lakes Region communities along the Route 302 Corridor: Windham, Raymond, Casco, Naples, Bridgton, Standish, and Sebago (listed in south to north order for the communities directly along the corridor—Windham to Bridgton—followed by the communities in close proximity to the corridor—Standish and Sebago).

In the spring of 2010, GPCOG reached out to communities within the Lakes Region to gauge

interest in conducting a regional study. A “white paper” was generated by GPCOG staff and sent to town officials outlining a regional comprehensive planning process for the communities along the Route 302 Corridor and around the Sebago Lake watershed region. GPCOG and the State Planning Office (SPO) entered into a Memorandum of Agreement establishing a working framework for guiding a regional planning process for the region, and MaineDOT approved the concept. This collaboration among agencies and municipalities offered a unique opportunity to attempt to better align regional transportation planning with local land use and economic development efforts. It is envisioned that the Multi-Modal Corridor Management Plan for Route 302 will function as one component of a multi-faceted, long-range planning initiative for the Lakes Region.

## Public Participation

The purpose of a public participation plan is to establish a framework for the exchange of ideas among stakeholders, local officials, and the public. In the creation of this plan, public input was essential in order to accurately identify deficiencies along the corridor, and develop appropriate strategies for managing future growth. The two principal methods for gaining public input were through stakeholder meetings and outreach to each community’s planning board, or selectman meeting (depending on the community’s preference).

The Lake Region Comprehensive Plan Design Committee was initially formed to develop an appropriate process for the development of a Lakes Region Comprehensive Plan. The group met generally on a monthly basis throughout 2010 and 2011, and was comprised of residents and municipal officials appointed by each town. Due to a lack of available funding for a major land use analysis, GPCOG staff recommended the committee specifically focus on a transportation plan for the Route 302 Corridor. In December 2011, the final Design Committee meeting was held and the group agreed to begin work on the Route 302 Multimodal Corridor Plan. It was agreed that this plan would serve as the transportation element of a regional planning initiative.

In 2012, the committee convened on several occasions to discuss problem areas along the highway and future goals and objectives for the corridor. As the plan was wrapping up in the spring and summer of 2012, GPCOG conducted an additional set of local meetings with interested municipalities to ensure that each community was able to contribute its voice to the plan. GPCOG staff contacted each town with a request to present a brief overview of the plan and solicit feedback from the planning board or town selectmen. During this time, GPCOG staff either presented to town committees or met directly with town officials in the participating communities.

## Route 302 Data Summary and Analysis

The most significant element of the Lakes Region transportation system is Route 302—also referred to as Roosevelt Trail. Route 302 is the primary road for both commuting and recreational travel, and serves as the principal arterial for the region, connecting multiple downtown centers. At a larger scale, it extends west to New Hampshire and east to Windham and downtown Portland, where many residents of the Lakes Region commute to work.

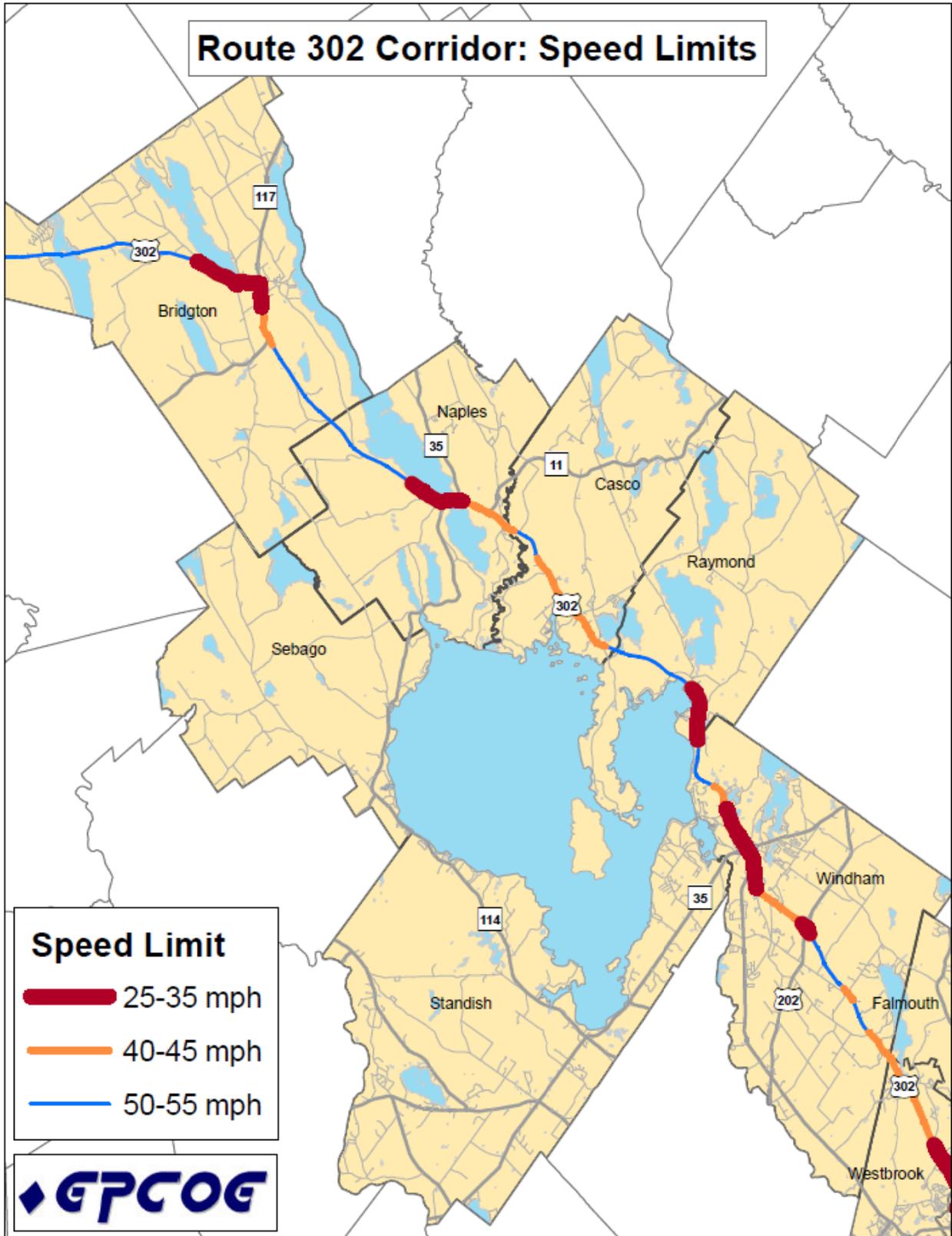
This Multi-Modal Corridor Plan is focused on the section of Route 302 that contours around the northeast portion of Sebago Lake, beginning in Windham, traveling north through Raymond, Casco, and Naples, and culminating in Bridgton. Since this plan is not intended to be a technical or engineering document, the corridor is not defined in any greater detail than town borders.

Along the corridor, Route 302's many roles—as thoroughfare, commercial center, and downtown—often conflict with one another. Most significantly, the general lack of sidewalks, crosswalks, and pedestrian infrastructure renders the road unsuitable for all but the most daring pedestrians and bikers in several key places. For instance, in North Windham it is common practice for shoppers wishing to cross the road to do so by car, rather than risk walking across the busy intersections, which are typically four to five lanes in width. While this phenomenon is most acute in Windham, other Lakes Region towns have also struggled to find the balance between these conflicting purposes.

### **Existing Conditions**

Route 302 is primarily a two-lane roadway, although a five-lane section is provided for a portion in North Windham (two lanes per direction with a center turning lane), with 3 to 4 lanes for short distances in Raymond and Casco. Auxiliary lanes (turning and bypass lanes) are present at several key intersections and a truck-climbing lane is provided in Casco. Road shoulders are provided for the entire corridor, except for two places: a short 1.3 mile stretch in Westbrook; and a longer stretch in west Bridgton close to the Fryeburg town line (this section is slated for reconstruction as part of the 2013-2015 MaineDOT Capital Work Plan).

Posted speeds vary from 25 to 55 miles per hour along the corridor (see map on the following page). For the most part, curbing is not provided except for downtown Bridgton and the commercial area in North Windham, and sidewalks are provided for portions of the roadway in Windham, Raymond, Naples, and Bridgton. On-street parking is provided in the downtown portion of Bridgton as well as the Causeway area in Naples (parking spaces are diagonal along the Causeway, and Bridgton uses the more conventional parallel parking spaces).

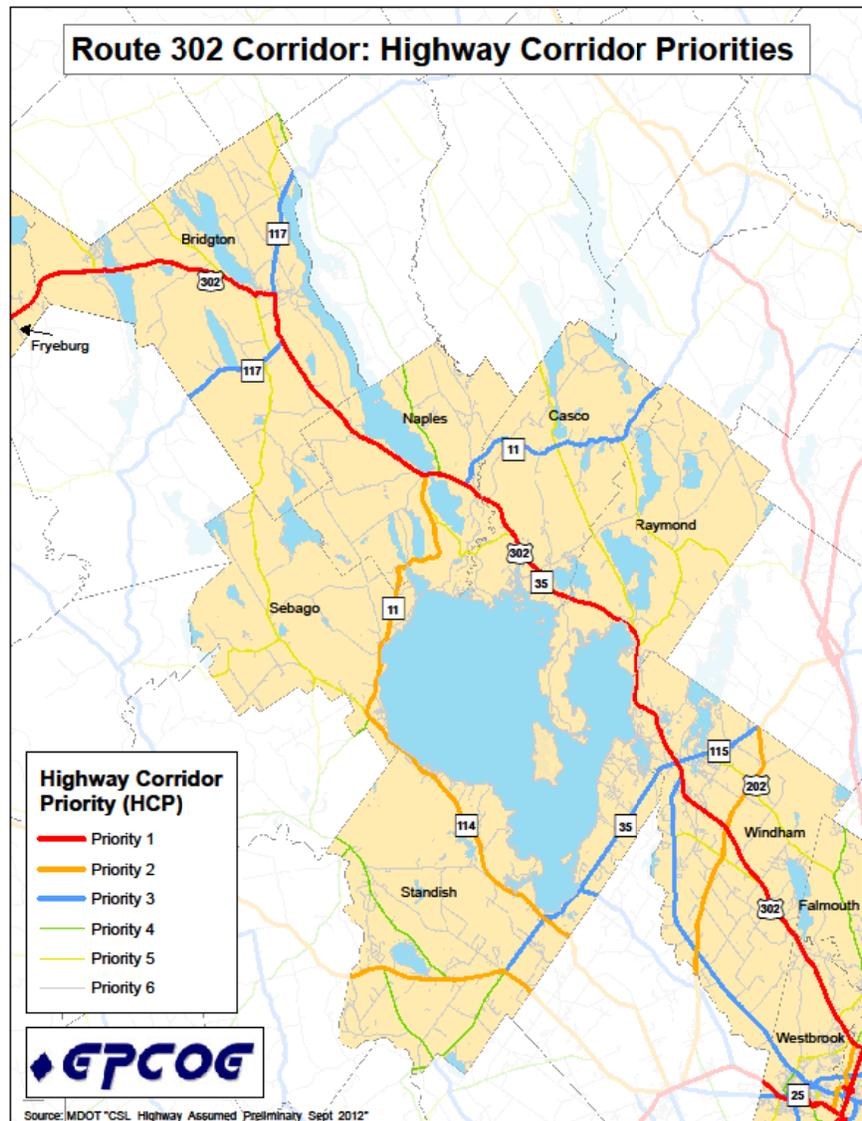


### Highway Corridor Priorities (HCPs) and Customer Service Levels (CSLs)

In addition to the CREST planning process mentioned earlier, MaineDOT is transitioning to a new framework for prioritizing capital improvement projects. The new system, designed to better allocate scarce resources in a structured and fair manner, prioritizes projects based on two key factors: Highway Corridor Priorities (HCPs), and Customer Service Levels (CSLs).

The first part of the method, the **Highway Corridor Priority (HCP)**, categorizes Maine roads into six levels of priorities based on a variety of factors, including economic importance, the road’s Federal Functional Classification, the amount of heavy haul trucking use, and the amount of relative traffic on the road by region. The continuum spans from Priority 1 roads, which are highways and interstates that carry high volumes of traffic and are vital to the flow of goods and people throughout the state, to Priority 6 roads, which are mainly local roads and streets.

As seen in the map to the right, Route 302 is considered a Priority 1 road due to its importance as a thoroughfare, and as a means for commuters to get to and from the Greater Portland area. Outside of I-95 and I-295, Route 302 is one of the most heavily used corridors coming into Portland. Moreover, it is the only Priority 1 road in the region that carries traffic east-west connecting Greater Portland to central New Hampshire.



The second part of the new system, the **Customer Service Level (CSL)**, measures MaineDOT managed highway assets (Priority 1-5 roads) in three areas. The CSL uses customer-focused engineering measures to track (1) Safety, (2) Condition, and (3) Serviceability, and grades them similar to a report card (A-F). The table below lists the individual measures that make up the overall service level grade.

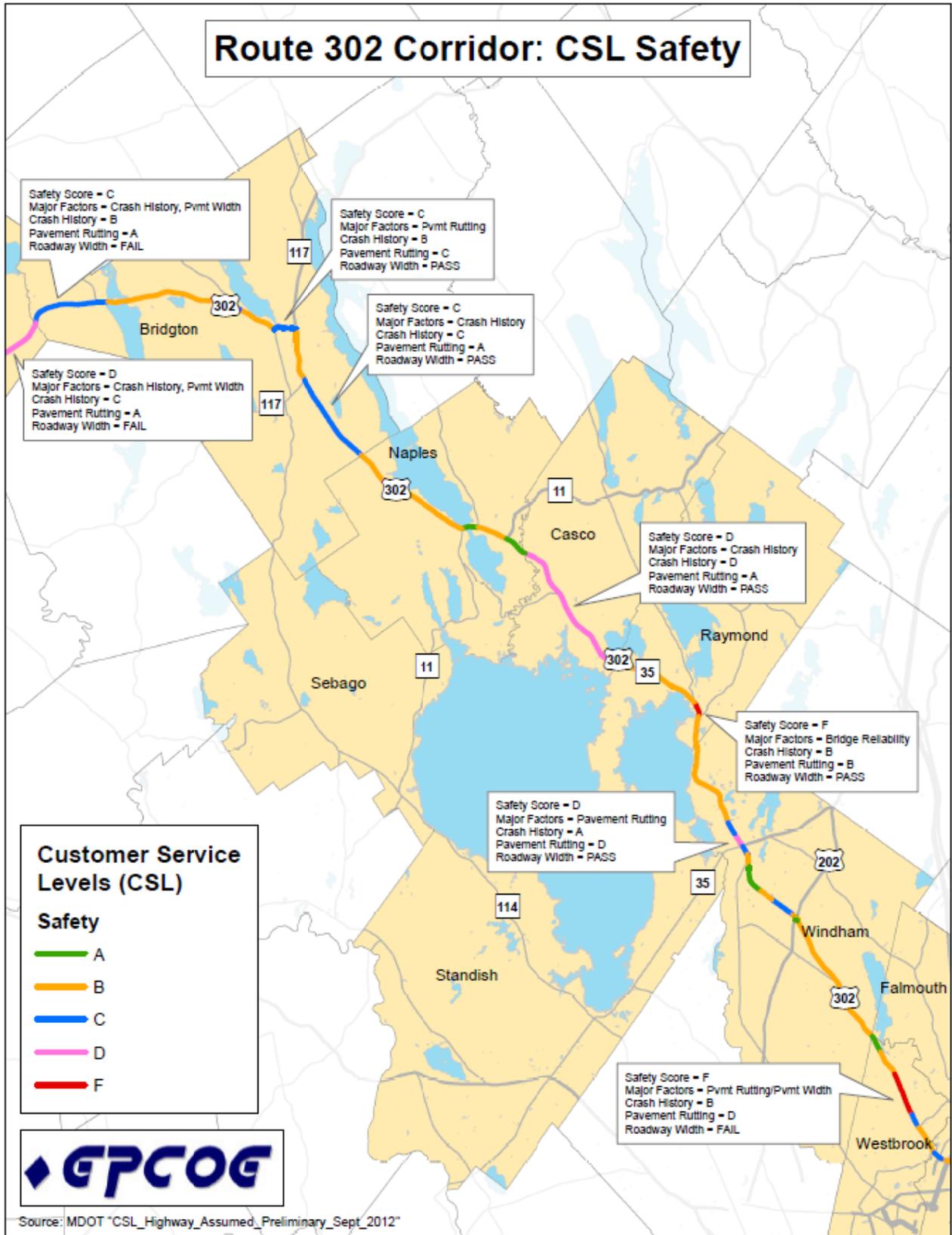
Safety	Condition	Service
Crash History	Ride Quality	Posted Road
Pavement Rutting	Pavement Condition	Posted Bridge
Paved Roadway Width	Roadway Strength	Congestion
Bridge Reliability	Bridge Condition	

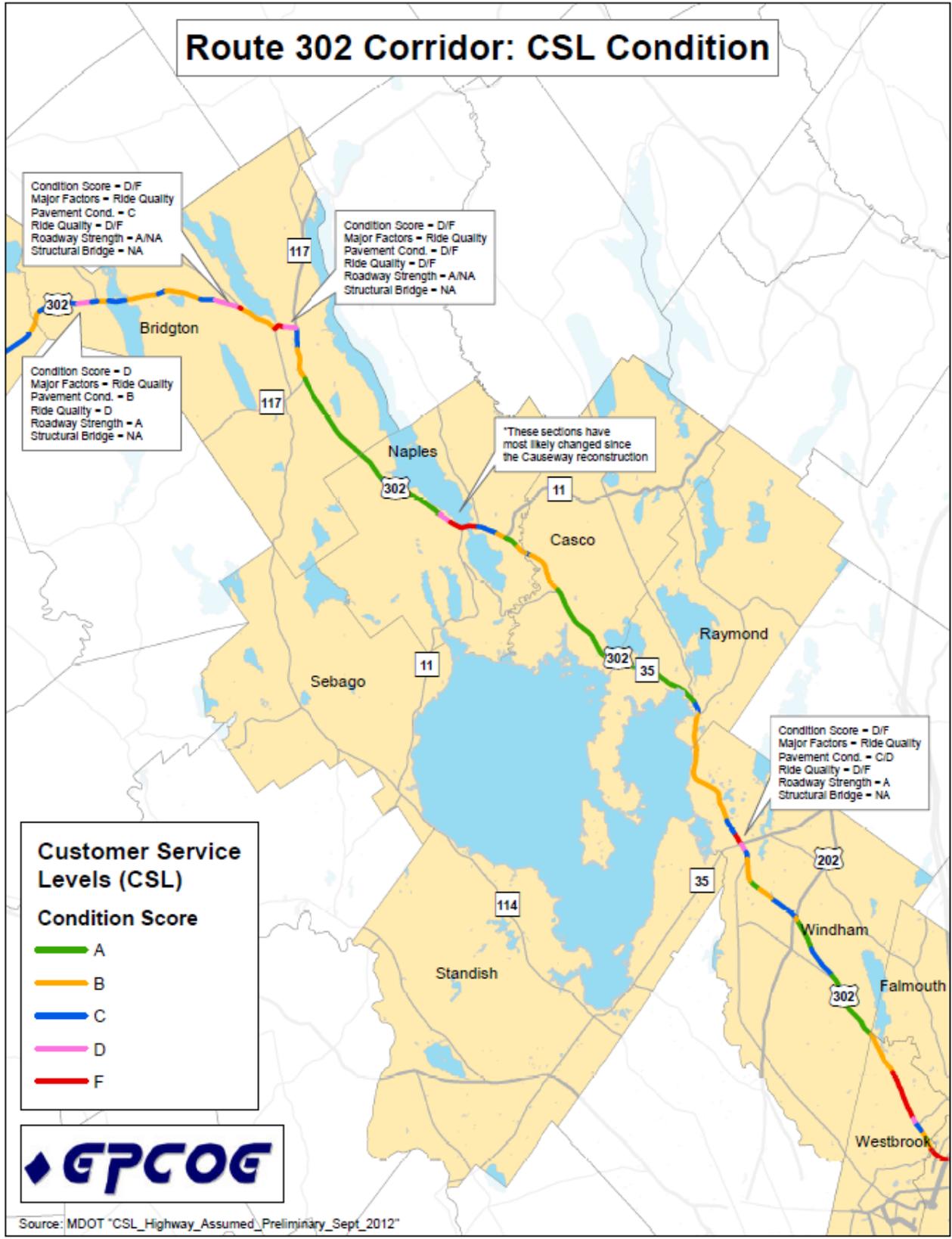
**CSL Safety:** Most sections of the corridor received an A, B, or C for safety. The exceptions are: a 1.3 mile stretch in Westbrook without paved shoulders (F); a short section in North Windham with pavement rutting (D – MaineDOT has approved a 1.16 mile resurfacing project for this area as part of the 2012-‘13 CWP); the bridge in Raymond between Routes 85 and 121 (F); the entire length of Route 302 traveling through Casco due to crash history (D); and the stretch of Route 302 connecting Bridgton and Fryeburg due to crash history and pavement width (C in Bridgton, D and F in Fryeburg – MaineDOT has approved a major highway reconstruction project for a 5.9 mile portion of this stretch for the 2013-15 CWP).

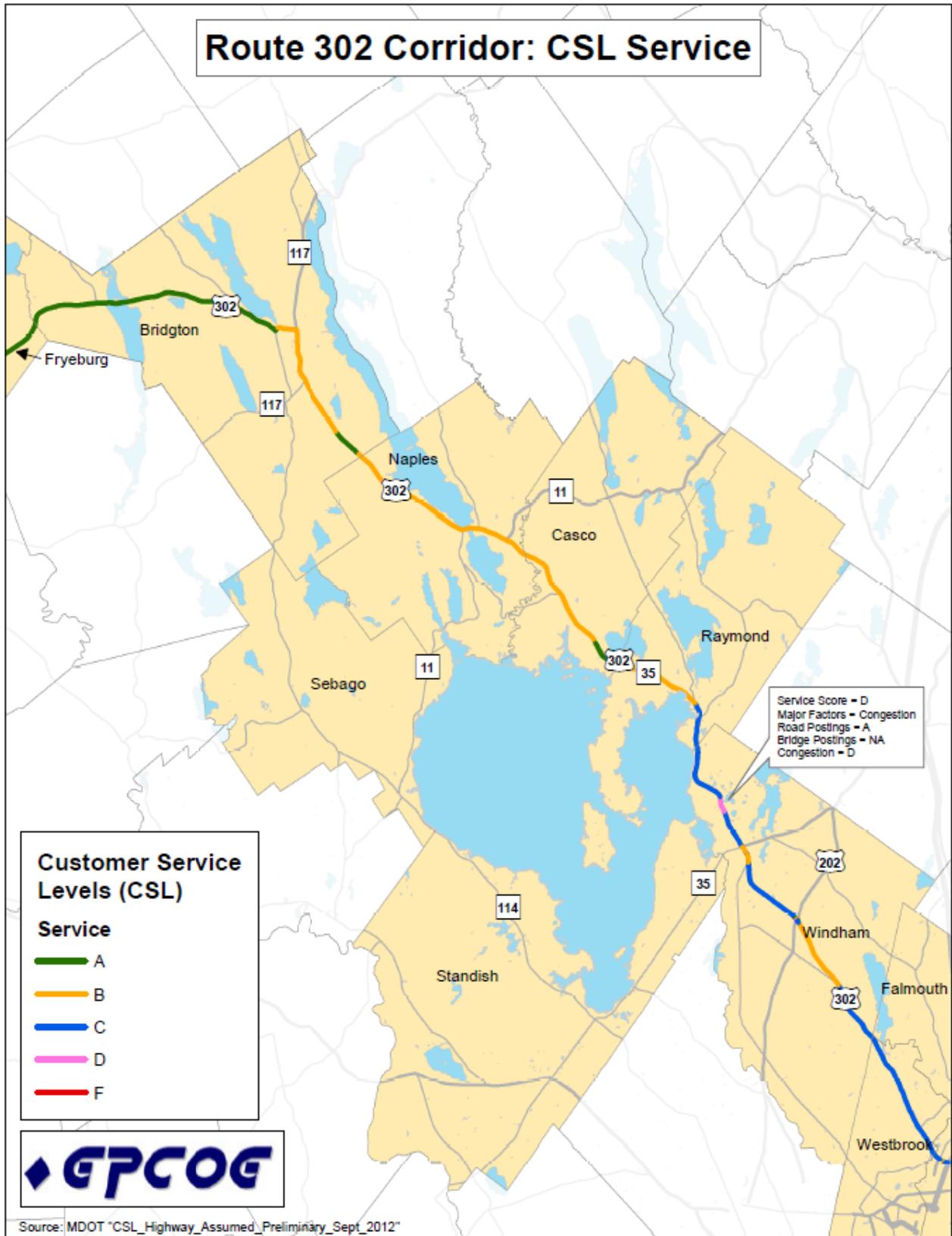
**CSL Condition:** Most areas of the roadway with poor condition levels are being addressed through MaineDOT’s Capital Work Plan. For instance, the section of Route 302 in North Windham is scheduled for resurfacing; the Causeway in Naples shows low ratings, but this should improve over time due to major reconstruction over the last several years; and the portion of Route 302 near the Fryeburg border is also slated for reconstruction. The remaining areas not covered by the Work Plan are Main St. in Bridgton, and the section of Route 302 around the intersection with Rt. 93 in Bridgton.

**CSL Service:** Most sections of Route 302 received an A, B, or C in service. In general, these ratings are higher in the northern portion of the corridor. The road segment in North Windham that received a D begins at the intersection with White’s Bridge Rd. and extends north for approximately 0.5 miles.

*Following are maps showing CSL Safety/Condition/Service along Rt. 302.*





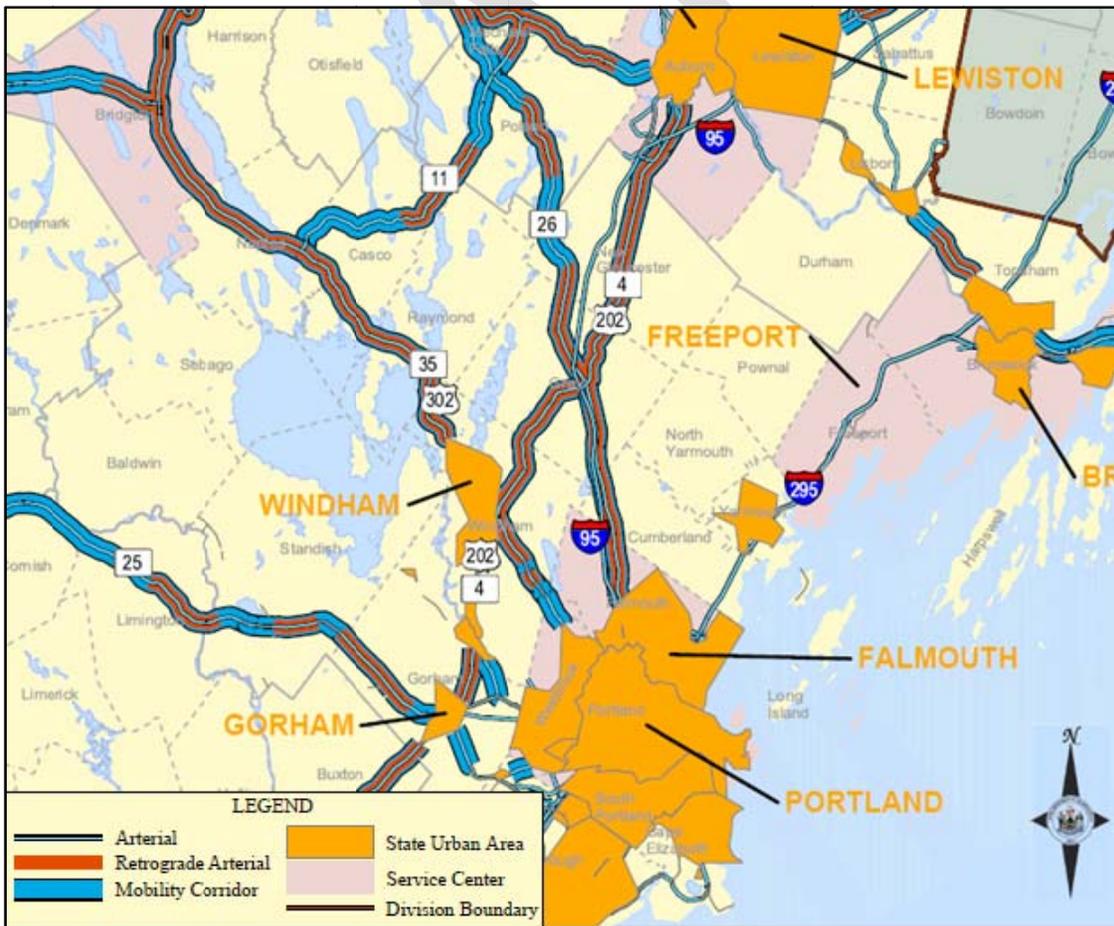


### Access Management

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. As seen in the map below, under this program the majority of Route 302 outside of the Windham Urban Compact area is designated as a “retrograde arterial,” and a section of the corridor between Bridgton and Fryeburg is designated as a “mobility corridor.”

A “retrograde arterial” is defined by MaineDOT as an arterial roadway that is: located outside of an urban compact area, has a posted speed limit of 40 miles per hour or more, carries an average annual daily traffic of at least 5,000 vehicles per day for at least 50% of its length, and has an access-related crash-per mile rate that exceeds the 1999 statewide average for similar arterial roadways. A “mobility corridor” contains all of the above characteristics, with the exception that its crash-per mile rate does *not* exceed the 1999 statewide average.

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](#).



## Traffic Volume

Since a large portion of traffic along Route 302 is directed towards Portland, the Town of Windham (closest to Portland and an economic hub in its own right) receives the most congestion.

Traffic counts for numerous locations along the corridor were obtained from MaineDOT. This data is available for selected years in the form of Annual Average Daily Traffic (AADT), which represents the average number of vehicles passing a particular point over the course of a year. The table below shows the most heavily travelled locations along the corridor for each town.

According to the most recent 2010 data, the busier portions of Route 302 in Windham average between 20,000 to 23,000 AADT. As Route 302 extends outward from Portland, traffic and congestion ease somewhat. In Raymond, the busiest stretches of Route 302 experience between 16,000 to 18,000 AADT; in Casco, traffic counts are in the 10,000 range; in Naples there is a slight uptick to between 11,000 to 13,000 AADT; and in Bridgton the busier sections along Route 302 see approximately 8,000 to 10,000 vehicles per day.

Route 302 Corridor: High Traffic Volume Locations (2005-2010)				
Town	Location on Route 302	AADT-05	AADT-07	AADT-10
Windham	Northwest of State Rd. 115	24,240	26,070	23,180
	Southeast of Whites Bridge Rd.	23,500	N/A	21,890
	Southeast of State Rd. 115	21,520	23,660	21,780
	Northwest of Windham Mall Entrance/Exit	N/A	N/A	21,750
	Northwest of Anglers Rd.	21,930	21,420	19,230
Raymond	South of State Rd. 85	20,240	N/A	17,620
	North of Inventory Rd. 1042 at traffic light	19,680	19,710	17,220
	South of Inventory Rd. 1610 (north junction)	N/A	20,140	16,820
Casco	Southeast of State Park Rd.	10,810	N/A	9,660
Naples	East of Harrison Rd.	N/A	N/A	13,050
	Northwest of Hillbrook Rd.	13,520	13,580	13,040
	East of State Rd. 11 / 114	12,830	12,520	12,620
	West of State Rd. 11 / 114	N/A	N/A	11,410
	Northwest of Lake House Rd.	11,060	10,810	10,780
Bridgton	South of Main St.	N/A	11,620	10,320
	South of Willett Rd.	11,420	10,720	9,910
	West of State Rd. 117 (Flint St.)	10,730	N/A	9,370
	Southeast of State Rd. 117 (Sandy Creek Rd.)	9,140	10,060	8,450
	East of Church St.	9,510	N/A	8,400

N/A: Not Available

Source: MaineDOT

For most sites along the corridor, traffic counts in 2010 are less than or about the same as those conducted in 2005 (despite a brief uptick in 2007). The fact that traffic counts have not risen too dramatically is most likely the result of people driving less due the recession, but a number of other demographic factors may be at work as well.

It is also worth noting, these traffic counts represent the annual average. As most people are aware, traffic volume along Route 302 increases dramatically in the summer months, with the influx of seasonal residents and tourists, and declines in the off-season. According to the *Route 302 Corridor Plan: White's Bridge Road to Mineral Springs Road* (see appendix for description), in the peak summer months traffic counts are estimated to be 15-20% higher than the yearly average, and in the non-peak months traffic counts are estimated to be 15-20% lower than the yearly average.

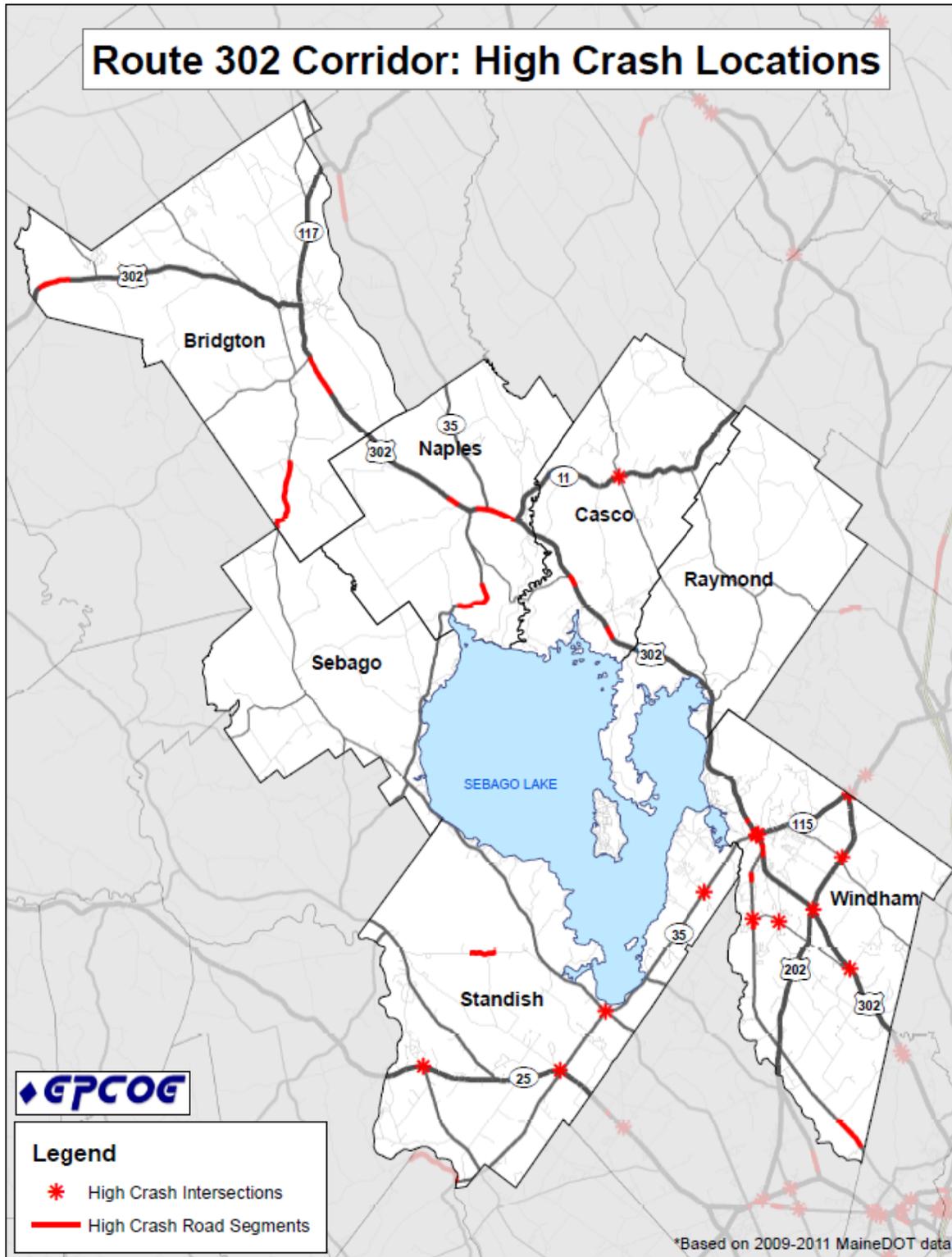
Additionally, traffic volume changes throughout the day. The *Route 302 Corridor Plan: White's Bridge Road to Mineral Spring Road* determined that peak "hour" in North Windham is actually two to three hours, and occurs between 3:30 and 5:45 PM daily. Although this estimate was performed for a certain section along Route 302, it also seems reasonable to infer that other sections of Route 302 experience a similar peak hour pattern.

### High Crash Locations

Crash data was compiled for the study corridor for the most recent three-year period of 2009-2011. The most significant statistics are those related to the number of crashes and the Critical Rate Factor (CRF). A CRF is a statistical measure used to determine the "expected crash rate" as compared to similar intersections in 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. Along the Route 302 corridor, a number of intersections and road segments were identified by MaineDOT as high crash locations, shown in the table on the next page:

High Crash Locations for the Route 302 Corridor (2009-2011)				
Town	Intersection/ Road Segment	Location	Total Crashes	CRF
Windham	Intersection	Route 302 with Hardy Rd. and Duck Pond Rd.	12	2.76
	Intersection	Route 302 and Albion Rd.	18	3.42
	Intersection	Route 302 and Route 202 (traffic circle)	14	3.68
	Road Segment*	River Rd. from Riverside Ridge Rd. to 962 River Rd.	9	1.49
	Road Segment*	River Rd. from Presumpscot Rd. to Windham Center Rd.	9	1.39
	Intersection*	River Rd. and Windham Center Rd.	8	2.87
	Intersection*	Pope Rd./Ward Rd. and Windham Center Rd.	12	6.34
	Road Segment	Route 302 from Lee Auto Mall to River Rd.	14	1.33
	Road Segment	Route 302 from Turning Leaf Dr. to Sposedo Rd.	15	1.1
	Road Segment	Route 302 from North Windham Union Church to Route 35/115	26	2.07
	Intersection	Route 302 and Route 35/115 (Tandberg Trl.)	39	1.15
	Road Segment*	Route 35 from Northwood Dr. to Route 302	12	1.89
	Intersection*	Route 115 (Tandberg Trl.) and Abby Rd.	18	3.65
	Road Segment	Route 302 from Rt. 35/115 to Shaws ent.	29	1.92
	Road Segment	Route 302 from Landing Rd. to Franklin Dr.	15	1.4
Standish	Intersection*	Route 35 (Chadbourne Rd.) and Whites Bridge Rd.	11	3.22
Casco	Road Segment	Route 302 from Lakewood Rd. to Hams Hill Dr.	11	1.37
	Road Segment	Route 302 from Cold Springs Rd. to State Park Rd.	8	1.1
Naples	Road Segment	Route 302 from Route 11 (Poland Springs Rd.) to the Causeway	16	1.09
	Road Segment	Route 302 from Lambs Mill Rd to Fire Lane 17	9	1.22
	Road Segment*	Route 114/11 (Sebago Rd.) from Tricky Pond Rd. to Camp Skylemar Rd.	10	1.01
Bridgton	Road Segment	Route 302 from Willit Park Rd. to Sandy Creek Rd.	20	1.13
	Road Segment*	Route 107 from Town border to Ingalls Rd.	8	1.07
	Road Segment	Route 302 from Jim Douglass Rd. to Keane Ln.	11	1.3

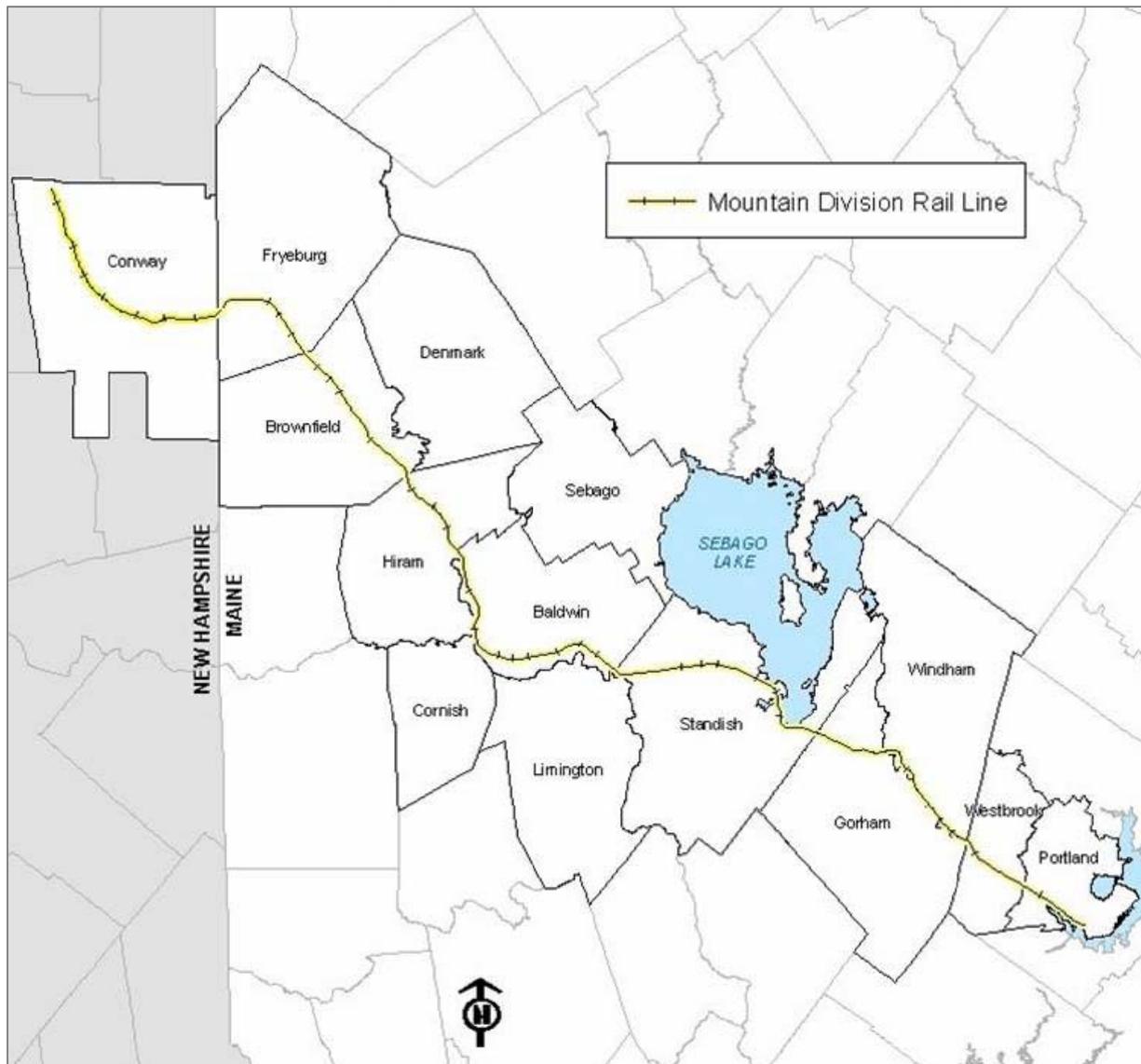
\*Location is not directly on Route 302



Bicycle and pedestrian crash locations are also tracked by MaineDOT, but this dataset is not currently available in High Crash Location form, which makes identifying trends more difficult. Although this type of analysis would be informative, it is beyond the scope of this corridor plan.

## Other Modes of Transportation Serving the Corridor

**Rail System:** 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 (a distance of 45 miles), with the potential for future passenger rail expansion. The Mountain Division began as an effort to move freight from the port of Portland to the great lakes. Passenger trains from Portland to St. Johnsbury, Vermont lasted until 1958, while freight traffic continued to flow in healthy quantities for several decades later.



Guilford Transportation Industries bought the Maine Central in 1982, but abandoned it just a year later. The State of New Hampshire bought the North Conway to Whitefield segment in 1994, and the State of Maine bought the Fryeburg to Windham portion in 1997. The Conway Scenic Railroad has rehabilitated the line to FRA Class II standards, a distance of approximately 28 miles. In 2011, MaineDOT completed rehabilitation efforts on a four-mile section of track extending from Westbrook to South Windham. The Department then continued its efforts in

early 2012 by applying for a Tiger III federal grant to fund the restoration of a 22-mile section of track connecting South Windham to Baldwin (passing through Gorham and Standish along the way). The grant request was ultimately denied, but MaineDOT may apply for future grant opportunities as they become available.

If funded, the project would reestablish a direct rail connection from Southwestern Maine to the Port of Portland and open up new opportunities for emerging markets in the region. In particular, the project would provide freight rail access to an \$80 million industrial wood pellet facility slated for development in West Baldwin.

*Fixed Route Bus Transit:* The Regional Transportation Program (RTP) recently announced it will offer a fixed route bus service from Naples to Portland starting July 1, 2013. The diesel-hybrid bus, purchased using federal stimulus money and state grants, has room for 18 seated passengers, two wheelchair users, and up to nine standing passengers. Although the route is not official yet, the Lakes Region Shuttle will begin in Naples around 6 a.m. and follow Route 302 to downtown Portland, ending around noon after making several round-trips. The service will then pick back up around 4 p.m. and continue until about 8 p.m. Fares will likely range from \$1.50 to \$5 depending on the length of travel.



*Demand Response Transit:* In addition to the Lakes Region Shuttle, 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. Other towns with clients who regularly use STP rides are Naples, Casco, Raymond, Sebago and Baldwin. In 2007, it was estimated that 70,000 miles would be driven as part of STP's program.

*GO Maine:* GO Maine carpools and vanpools also service the Lakes Region. According to data provided by GO Maine for the AECOM study, as of April 2011, 242 commuters were registered with GO Maine from the Lakes Region and commute down the Route 302 corridor for work. The most popular destinations for these GO Maine commuters were: Maine Medical Center, LL Bean Northport Contact Center, and the University of Southern Maine (USM).

In 2012, GO Maine underwent a major restructuring. Although GO Maine still exists, its vanpools have transitioned to a private provider. At the time of this writing, it is uncertain whether these carpools and vanpools will continue to offer the same level of service to the Lakes Region.

*Park and Ride Lots:* There are currently no registered Park and Ride Lots in the study area.

*Bicycle/Pedestrian:* In addition to vehicular travel, bicycle and pedestrian travel opportunities are present to some degree along the corridor. Sidewalks are provided along several segments of the corridor including downtown Bridgton, the causeway area in Naples, the commercial district in Raymond, and parts of the commercial shopping district in North Windham. Paved shoulders are provided along much of the corridor to allow for travel by bicycle or on foot.

Much work is currently being done to improve the safety and ease of bicycle and pedestrian travel in certain areas along the corridor. For instance, Windham’s 21<sup>st</sup> Century Downtown planning process has emphasized bicycle and pedestrian travel, and there has been considerable interest in developing a Safe Routes to School program in Windham as well. In 2011, GPCOG also conducted a walkability study of downtown Bridgton, which assessed existing conditions and made recommendations for improvements. A similar study was also conducted by GPCOG in 2012 for the North Windham commercial district and Windham Center.

*Trail System:* The Maine Mountain Division Rail-With-Trail project is an ongoing effort to develop a multi-use trail from Portland to Fryeburg along the Mountain Division transportation corridor. At the time of this writing, a six-mile section of paved trail has been completed from Little Falls Village in Gorham to Otter Ponds in Standish, with a one-mile gravel trail section connecting to Johnson Field on Route 35 in Sebago Lake Village, Standish. Although no trail exists, pedestrians are allowed to use a five-mile stretch of rail bed from Route 202 in South Windham to Bridge Street in Westbrook.

*Airports:* The Eastern Slopes Regional Airport is a small, public airport located three miles southeast of the central business district in Fryeburg. The airport was built to replace the North Conway airport (closed in 1988). There are also a number of seaplane bases within the corridor shown in the table below.

Town	Airport Name	Type	Field Type	Surface	Length (ft.)
<b>Standish</b>	Douglass	Private	Seaplane	Water	7,000
<b>Raymond</b>	Panther Pond	Private	Seaplane	Water	8,200
<b>Raymond</b>	Crescent Lake	Private	Seaplane	Water	10,000
<b>Naples</b>	Cove Seaplane Base	Private	Seaplane	Water	7,200
<b>Naples</b>	Naples Seaplane Rides	Public	Seaplane	Water	15,000
<b>Harrison</b>	Maple Ridge	Private	Airport	Unpaved	2,400
<b>Fryeburg</b>	Eastern Slopes Regional	Public	Airport	Paved	4,200

\*The nearest commercial airport is the Portland International Jetport.

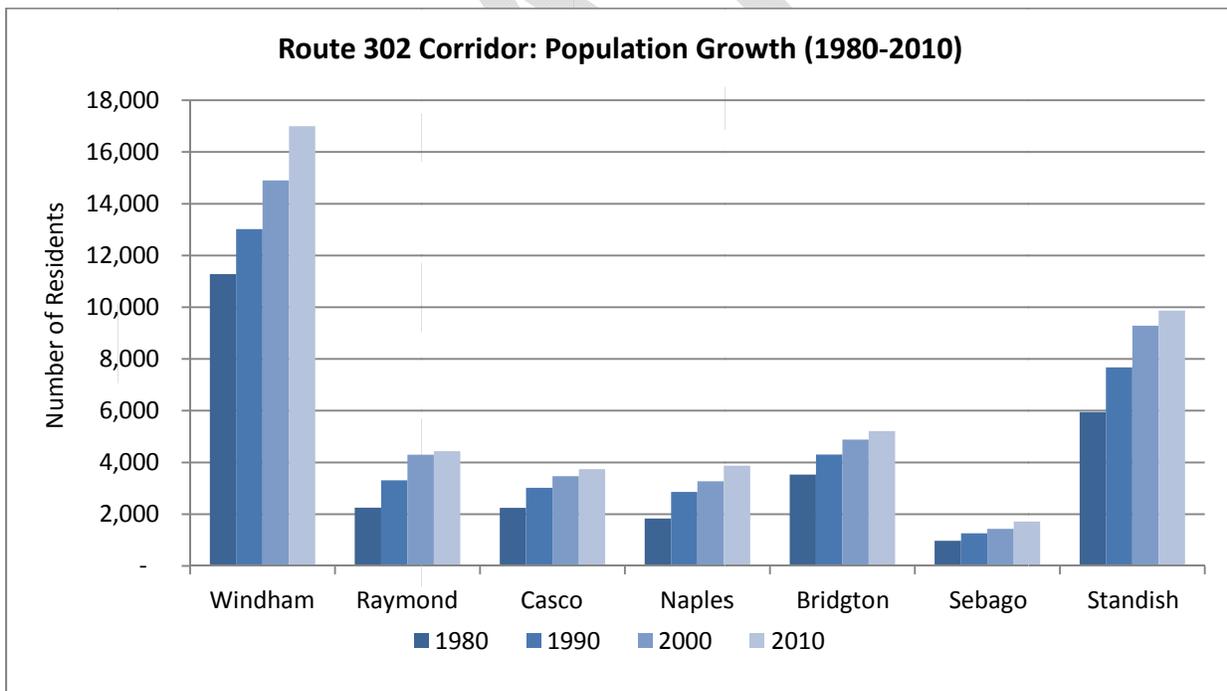
*Boating:* Route 302 provides access to several marinas and boat launch areas for recreational boating enthusiasts.

## Demographic Data

### Population Growth

Route 302 Corridor: Population Growth							
Town	1980	1990	2000	2010	2025 Forecast*	1990-2010	2000-2010
Windham	11,282	13,020	14,904	17,001	18,767	31%	14%
Raymond	2,251	3,311	4,299	4,436	6,049	34%	3%
Casco	2,243	3,018	3,469	3,742	4,684	24%	8%
Naples	1,833	2,860	3,274	3,872	4,882	35%	18%
Bridgton	3,528	4,307	4,883	5,210	6,818	21%	7%
Sebago	974	1,259	1,433	1,719	2,056	37%	20%
Standish	5,946	7,678	9,285	9,874	11,771	29%	6%
Lakes Region Total	28,057	35,453	41,547	45,854	55,027	29%	10%
Cumberland County	215,789	243,135	265,612	281,674	315,910	16%	6%

Source: U.S. Census Bureau  
 \*2025 GPCOG Forecast

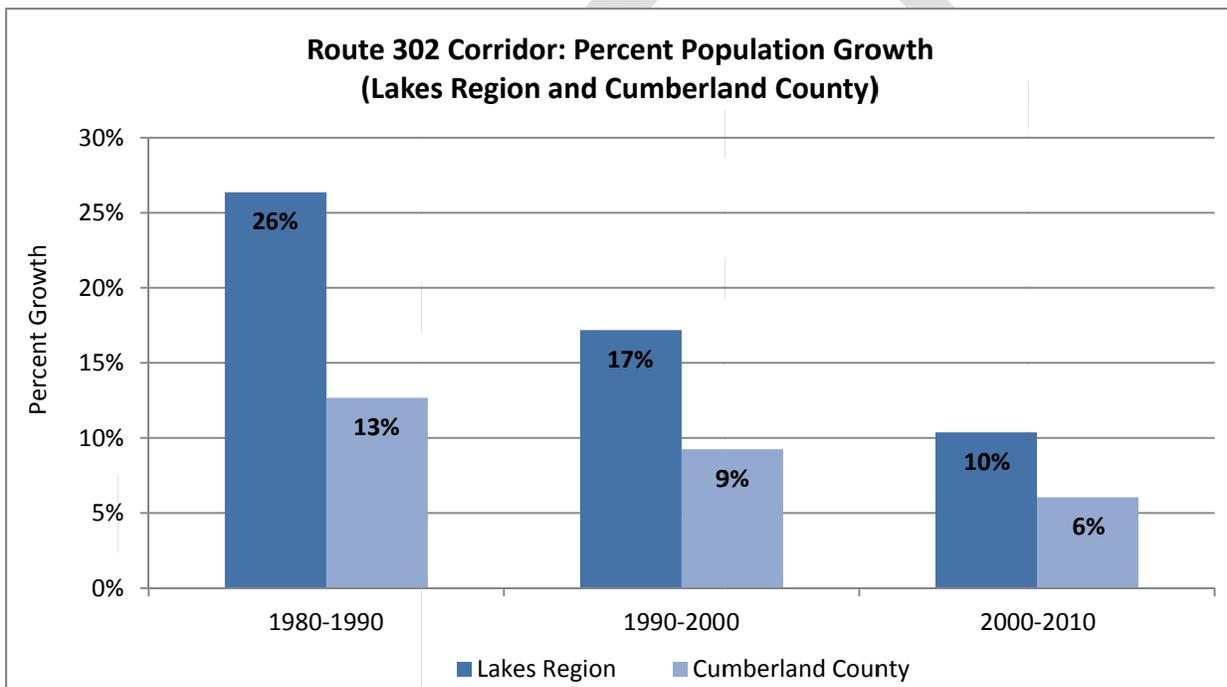


As seen in the table and graph above, each town in the study area has experienced relatively steady growth since 1980, with Windham and Standish boasting the largest populations and showing the most increases in residents from decade-to-decade. The likely explanation for increased growth in these two towns is their relative proximity to Portland. Of the study area towns, Standish and Windham are closest to Portland, with most locations in Windham a half-

hour’s drive to Portland’s downtown, and most locations in Standish an approximate half-hour to forty-five minute drive.

The remaining towns—Raymond, Casco, Naples, Bridgton, and Sebago—all experienced steady, incremental growth. These towns are farther from major employment centers (i.e. Portland and the inner ring suburbs), and closer to the heart of the Lakes Region. As a result, a larger percentage of growth in these towns is comprised of seasonal residents, many of whom are retired or close to retirement. For these towns, the peak summer population is likely to be double or even in some cases triple the number recorded by the U.S. Census.

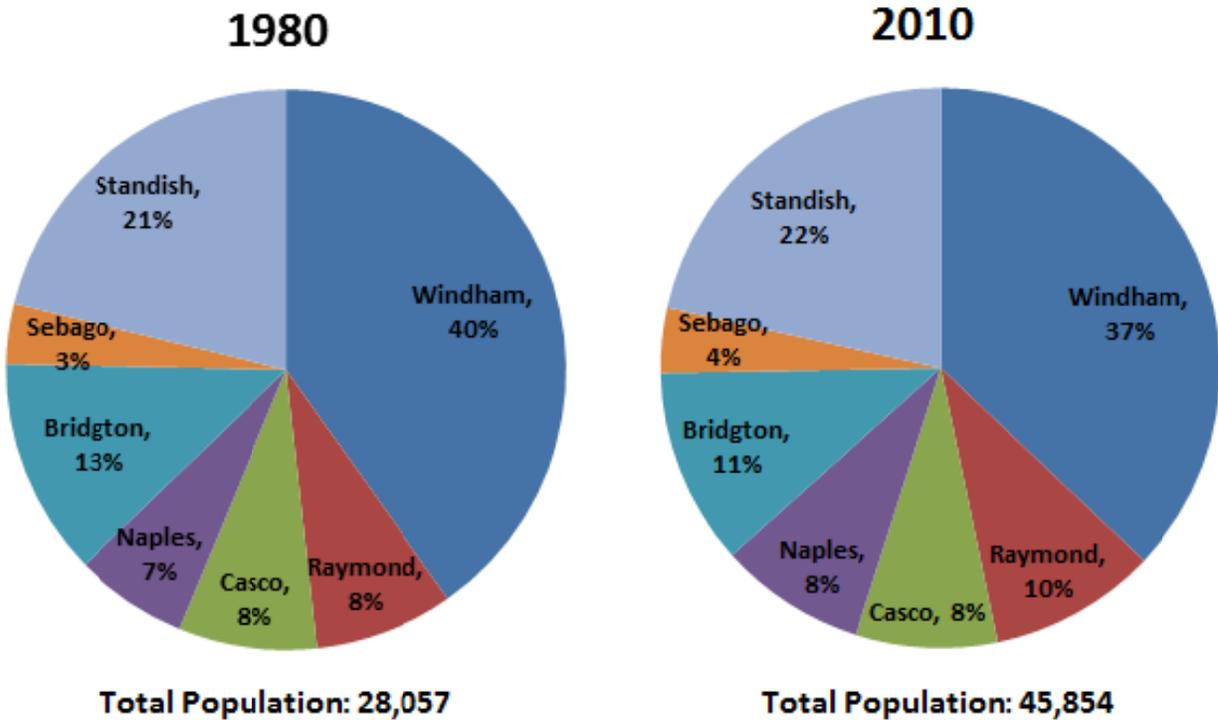
As seen in the graph below, there has been a slight tapering of population growth in the Lakes Region over the past three decades. However, this trend is not confined to the Lakes Region. Cumberland County has also experienced a similar reduction in growth. Despite this tapering effect, the Lakes Region has consistently outpaced growth in Cumberland County by about a two-to-one ratio for each decade.



Another way to depict growth is by looking at the shifting percentage of population in the total area according to each town. As can be seen from the following pie charts, while the region itself has grown from 1980 to 2010, there have been no dramatic changes in each town’s share of the total population. That is to say, the towns along the corridor have grown at about the same respective rates throughout the time period.

It is somewhat surprising to see that Windham’s share of the total population decreased by three percentage points (40% to 37%), since it is one of the fastest growing communities in the state. This change reflects a slight, across-the-board increase in the amount of growth for most Lakes Region communities further out along the corridor.

Another insight gleaned from the pie charts is the extent to which a large proportion of the population is located in the southern portion of the corridor. In both 1980 and 2010, Windham and Standish accounted for roughly 60% of the total corridor population.



### Households

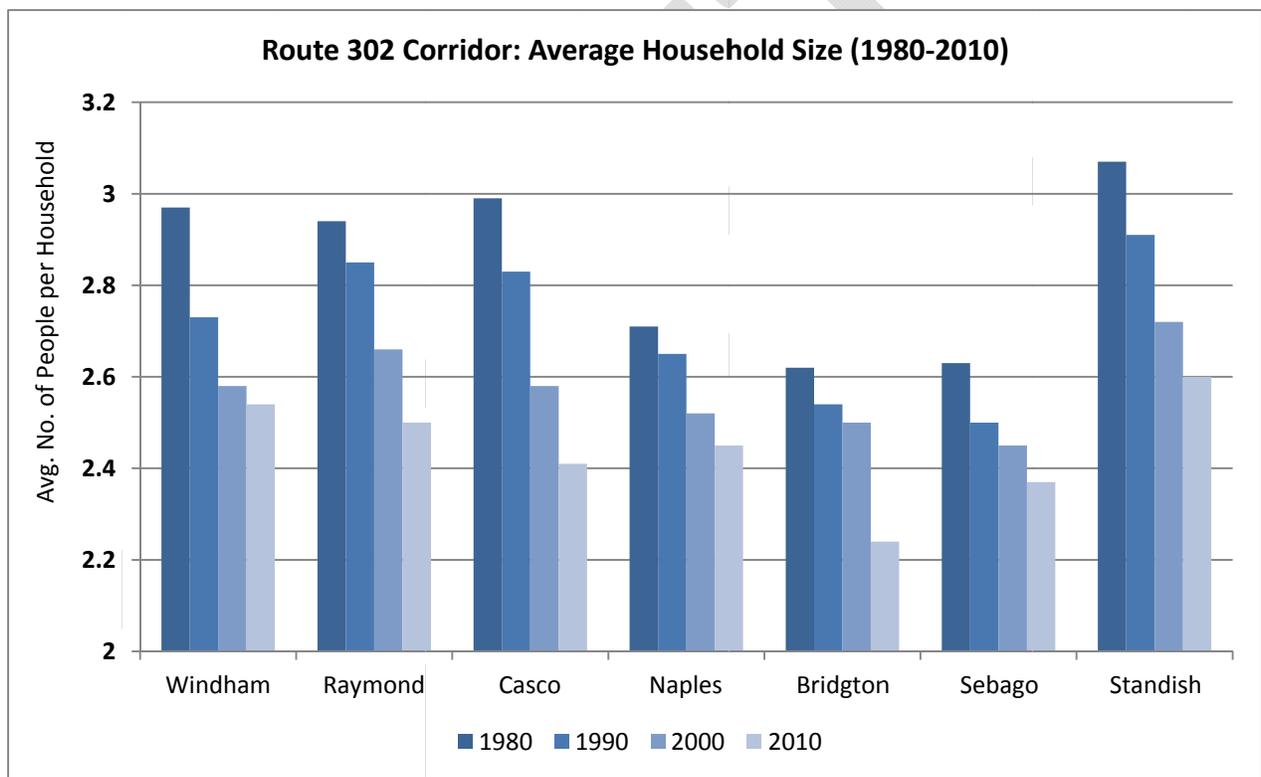
In looking at Census data for households, it is clear that Windham has gained the most number of households from decade-to-decade, with Standish a distant second. The remaining Lakes Region towns have experienced slow and steady growth in households over the time period.

Route 302 Corridor: Households							
Town	1980	1990	2000	2010	2025 Forecast	2000-2010	Avg. Household Size
Windham	3,576	4,521	5,522	6,383	6,823	16%	2.54
Raymond	766	1,160	1,616	1,773	2,001	10%	2.50
Casco	747	1,057	1,327	1,554	1,638	17%	2.41
Naples	676	1,078	1,297	1,579	1,599	22%	2.45
Bridgton	1,347	1,660	1,924	2,240	2,373	16%	2.24
Sebago	371	504	584	724	725	24%	2.37
Standish	1,936	2,492	3,205	3,518	3,956	10%	2.60
Lakes Region	9,419	12,472	15,475	17,771	19,115	15%	2.44
Cumberland County	78,704	94,512	107,989	117,339	133,340	9%	2.32

Source: U.S. Census Bureau  
2025 GPCOG Forecast

Another indicator showing demographic trends is average household size. As seen in the graph below, towns in the Lakes Region have undergone a fairly dramatic shrinking of average household size. This phenomenon is consistent with national trends and is most likely the result of several cultural shifts (i.e. people are having less children, people are having children later in life, and higher divorce rates, among other explanations).

In the Lakes Region, average household size seems to have a strong correlation with distance from Portland—the further a town is from Portland along Route 302, the smaller its average household size. After Windham (2.54) and Standish (2.60), average household size generally diminishes as one travels north along the corridor, with the smallest average household size recorded in Bridgton (2.24). This is most likely due to a higher prevalence of younger families in the towns closest to Portland and more retirees in the towns further north along the corridor.

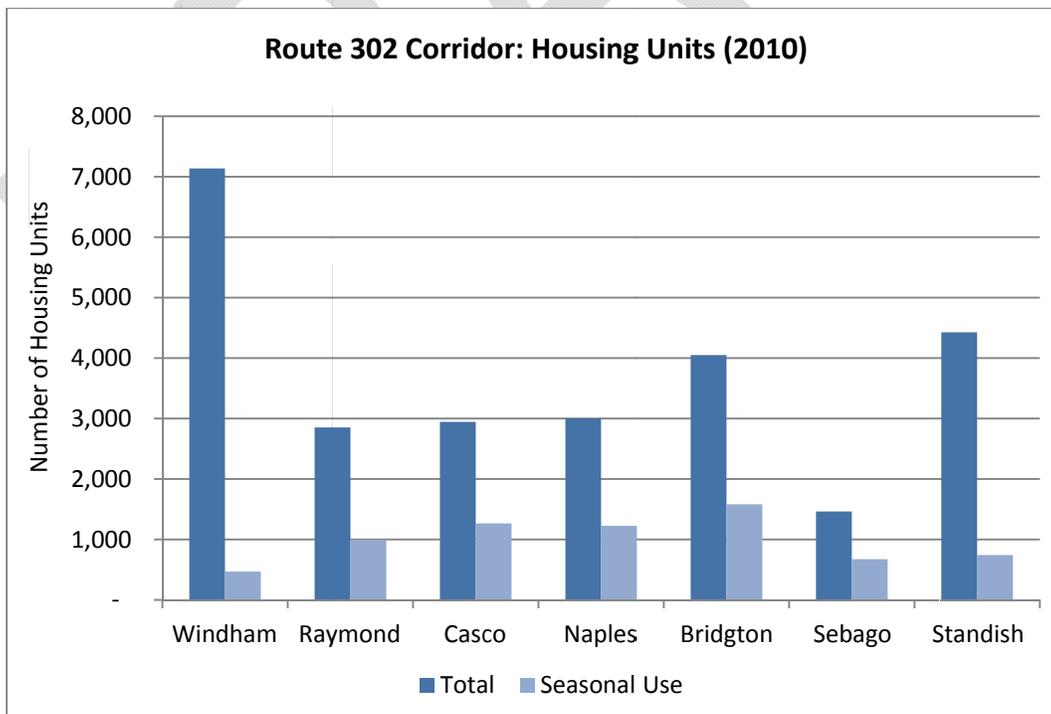


### Housing Units

When looking at data for housing units, it is readily apparent which towns in the Lakes Region boast the largest seasonal populations. As seen in the table and graph below, seasonal housing units account for between 35-46% of all housing units in the towns of Raymond, Casco, Naples, Bridgton, and Sebago. Standish is somewhat unique in that it boasts a moderate seasonal population (17% seasonal housing units) as well as a sizeable commuter population. Windham has the least amount of seasonal housing units in the study area and the largest number of commuters.

Route 302 Corridor: Housing Units (2010)			
Town	Total	Seasonal Use	% Seasonal Use
Windham	7,136	469	7%
Raymond	2,852	994	35%
Casco	2,944	1,267	43%
Naples	3,004	1,226	41%
Bridgton	4,051	1,581	39%
Sebago	1,464	675	46%
Standish	4,425	742	17%
Lakes Region Total	25,876	6,954	27%
Cumberland County	138,657	14,676	11%

Source: U.S. Census Bureau



## Commuter Patterns

Commutes to and from work are the most frequent types of trips that people take on a daily basis. The table below shows worker flow from the Lakes Region towns to jobs in Portland and Windham. The majority of people in the study area who commute to jobs in Portland live in Windham or Standish, with the numbers dropping off gradually for other Lakes Region towns as the distance gets greater from Portland.

Windham is the closest Lakes Region town to Portland and the largest economic center in the study area. Most people who commute to Windham also live in Windham, while a substantial amount of Windham-bound commuters live in Standish or Raymond. Similar to the pattern observed above, the number of commuters to Windham generally decreases moving out along the corridor, with the exception of a slight uptick in Naples.

<b>Workers Who Commute to Portland and Windham (2010)</b>		
<b>Town</b>	<b>Workers with Jobs in Portland</b>	<b>Workers with Jobs in Windham</b>
<b>Windham</b>	2,387	1,084
<b>Standish</b>	1,127	244
<b>Raymond</b>	481	184
<b>Casco</b>	252	93
<b>Naples</b>	249	106
<b>Bridgton</b>	142	35
<b>Sebago</b>	125	24

Source: U.S. Census Bureau Longitudinal Employer-Household Dynamics (search criteria: primary jobs)

In addition to commuter traffic, the corridor serves many competing purposes carrying a combination of through traffic, heavy truck traffic, tourist and recreational traffic, and local traffic for shopping, school, and other short trips. Problems along the corridor are compounded during the summer months as the seasonal population of the Lakes Region swells, and traffic volumes increase.

Route 302 Corridor: Inventory of Existing Regulations								
Municipality	Comp. Plan	Zoning	Site Plan Review	Subdivision Regulation	Capital Improv. Plan	Driveway Permit	Impact Fee	Rate of Growth
Windham	2003*	Yes	Yes	Yes	Yes	Yes	Yes	No
Raymond	2004	Yes	Yes	Yes	Yes	Yes	No	Yes
Casco	2007	Yes	Yes	Yes	Yes	Yes	No	No
Naples	2006	Village/Shoreland	Yes	Yes	Yes	No	No	No
Bridgton	2005*	Shoreland/Floodplain	Yes	Yes	Yes	Yes	No	No
Sebago	2006	Shoreland	Yes	Yes	Yes	Yes	No	No
Standish	2006	Yes	Yes	Yes	Yes	Yes	Yes	Yes

## Land Use Elements

### Existing Conditions and Regulations

All Lakes Region towns have engaged in the comprehensive planning process, and some are currently updating their plans. While some plans are more detailed than others, they all outline a vision for where residents would like to steer future development. However, current land use ordinances do not always support these outcomes. Although towns along the corridor cooperate to a certain extent on economic development projects and the sharing of public services, individual municipalities maintain their own land use regulatory authority. This contributes to a patchwork of development regulations, shown in the table below.

Next to land use policies, public water and sewer are key characteristics which can often dictate the size and scale of future development. As seen in the table below, the majority of municipalities in the Lakes Region do not have public sewer and many have limited public water supply. This may limit the amount of compact development that is possible for communities where environmental conditions require large minimum lot sizes to support septic and water systems.

Inventory of Public Water and Sewage Facilities		
Town	Public Water	Public Sewer
Windham	Portland Water District	No
Raymond	Portland Water District	No
Casco	No	No
Naples	No	No
Bridgton	Bridgton-Harrison Water District	Yes
Sebago	No	No
Standish	Portland Water District	No

## Generalized Zoning Map

The generalized zoning map shown on the next page was created by graduate students at the Muskie School of Public Service to better understand the cumulative effect of each town's current zoning regulations. Since land use classifications vary between the towns, a single standardized set of classifications was created by GPCOG. Land use zones were then relabeled to fit this new rubric based on the most intensive land-use possible for that zone. For instance, if a town allows medium density residential development in a zone defined as agricultural, the GPCOG map presents the area as medium density residential rather than agricultural. This was done to show what current zoning designations *could* actually allow compared to what the towns perhaps envisioned in their planning efforts.

As evident in the map, most land immediately adjacent to Route 302 is zoned as commercial, commercial/residential, or mixed use (purples). Additionally, even though the Lakes Region is generally thought of as an area that supports rural and agricultural land uses, the zoning map shows that most parcels not adjacent to Route 302 actually allow what amounts to medium density residential development (2-5 acres per dwelling unit), even if local zoning ordinances define these areas as agricultural or rural. By looking at the region in this context, it becomes apparent that with most land use regulations allowing for medium density residential, the area is not properly safeguarded from sprawl emanating from Portland and the inner suburbs.

In fact, sprawl appears to be the predominant pattern of development emerging from the past several decades. As identified in GPCOG's last Regional Advisory Report to MaineDOT, the region is not only growing, it is dispersing. Housing and population are growing most significantly in suburban areas, followed next by rural areas, and slowest in urban areas. As more and more people move to the suburban and rural areas of the corridor, they are increasingly reliant on their cars to get around, which leads to more congestion and a greater strain on the road system.

### Classification of Explanations (in relative order of land-use intensity):

**Industrial:** Manufacturing, warehousing, natural resource extraction, transfer and recycling stations, public utilities, industrial fueling, etc.

**Commercial/Retail/Service:** No residences permitted. Businesses, large retail stores, financial institutions, medical clinics, etc.

**Commercial/Residential:** Both commercial and residential uses are permitted, but not within the same building; lot size, set-back and/or building separation requirements differ from what would be allowed in traditional village patterns.

**Mixed Use:** Individual buildings permitted to have more than one use. Residential is allowed above commercial floors. Lot size, set-back and/or building separation requirements differ from what would be allowed in traditional village patterns.

**Village:** Commercial and residential permitted within the same building, with lot and setback requirements that allow for traditional village patterns.

**Mobile Home Park:** Small lots for mobile home units

**High Density Residential:** 1 acre or less per dwelling unit

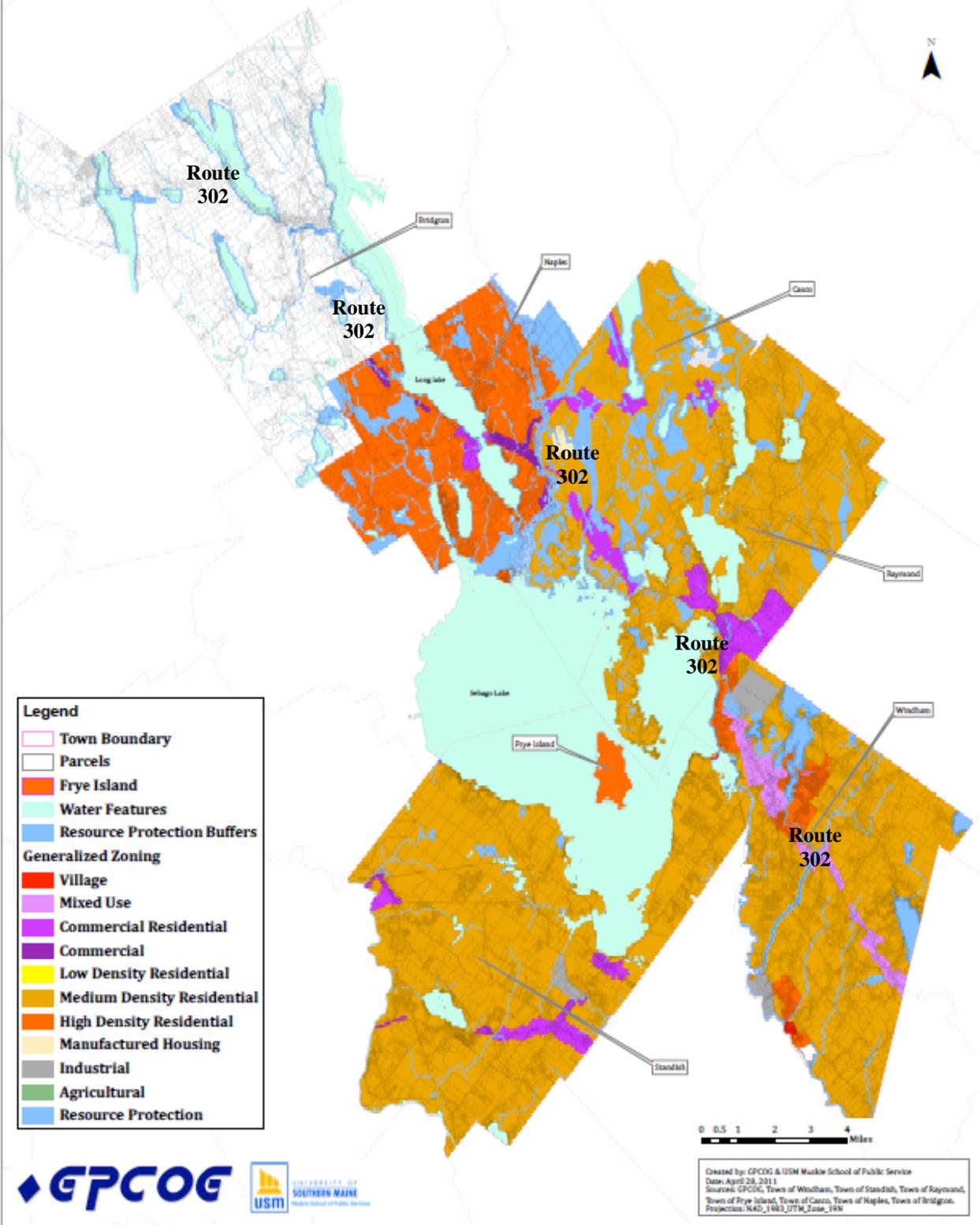
**Medium Density Residential:** 2-5 acres per dwelling unit

**Low Density Residential:** 5+ acres per dwelling unit

**Agricultural:** Farming, Nurseries, and Greenhouses, with density limits that ensure a viability of agricultural land uses.

**Resource Protection:** Shoreland zoning, stream protection, and parcels known to be in conservation. Does not include tree growth or open space.

# Lakes Region Generalized Zoning Map



In addition to population growth and suburbanization trends, municipalities within the Lakes Region Corridor remain relatively affordable in comparison to the coastal areas. This factor attracts even more households that are searching for affordable homes and are willing to drive long distances to get to work and other destinations.

### Centralized Growth Patterns

An alternative to low density, sprawling development is for towns along the corridor to revise their ordinances to preserve large tracts of land and allow for a transition of zoning districts from high intensity uses clustered near existing development to lower intensity uses in rural areas. This could also be accomplished through the use of form based codes, which several towns in the region have expressed interest in.

Presently, centralized growth patterns can be found along Route 302 in North Windham, the Commercial District in Raymond, the Commercial District in Casco, the Naples Village District, and downtown Bridgton. However, in most instances these areas do not support village design standards due to large lot dimensions or the exclusion of residential uses.

In North Windham, auto-oriented commercial development has eroded the area's overall sense of place and crowded out virtually all residential development—even though current zoning does allow for residential and mixed uses. In response to this development pattern, the *21<sup>st</sup> Century Downtown Master Plan* is a major new initiative launched by the Town to put forth a vision for incorporating more compact, pedestrian-friendly development in the area. The plan's numerous recommendations are intended to create a North Windham Mixed-Use District in the vicinity of Manchester Road, which parallels Route 302 to the west and is currently the access road from Route 35 to Shaws' Plaza. It is envisioned that over time, implementation of the plan through capital improvements, ordinance amendments, and development review applications, will create a new downtown area in this district that will be sheltered somewhat from the increasing traffic pressure and congestion associated with Route 302.

In Raymond, the most concentrated development occurs in the Commercial District from the southern border with Windham to Route 121. Despite a small stretch of residential development right before the Windham line, this area is more or less a continuation of the North Windham commercial strip. The Commercial District in Raymond does not provide for residential uses, but does allow for certain types of mixed use buildings. This has amounted to virtually no residential development in the area. Presently, the Town is more interested in providing compact residential development—and limited commercial development—in its Village Residential District, located just north of the Commercial District. This area has a minimum lot size of 40,000 square feet (0.92 acres).

In Casco, the Commercial District adjacent to Point Sebago Resort was identified in the public participation process as an area that has grown considerably in recent years—along with the resort itself. The area now features numerous boutique shops spaced relatively far apart along Route 302, which makes walking to and from these shops unlikely. The speed limit of 55 mph is considered by many to be excessive considering the range of uses now dotting the area. The Commercial District does allow for residential uses, but minimum lot sizes of 80,000 square feet (1.83 acres) do not support compact development. The Town does have several Village Districts, including one that is just south of the Commercial District on Route 302. These districts allow

for slightly more compact development with minimum lot sizes of 60,000 square feet (1.38 acres); however, at the time of this writing, they are only partially developed.

In Naples, the Village District is the most densely developed area of town and a focal point for the community—especially with the Causeway redesign nearly complete. In the summer, this area is often bustling and a magnet for tourists. As with many other Maine communities, a key challenge for the Town is preserving the look and feel of the Village District. While developers of private property in the Village District are “encouraged to apply architectural design matching the historic character and small town image of the area to all new construction and maintenance of existing buildings,” there are currently no enforceable design regulations at this point.

The area just south of the Village District in Naples, from Route 35 to the Casco line, was identified in the public participation process for this plan as an area that has seen a notable increase in commercial development over the last five to ten years. Although there is much development pressure in this area, a naturally limiting factor may be the fact that much of the land suitable for development lies within the potentially phosphorous-sensitive Brandy Pond watershed. Regardless, it would be helpful to consider whether MaineDOT access management regulations need to be supplemented in this area to control the long-term traffic and safety impacts from future development. The speed limit in this area is currently 40 miles per hour.

Naples does not have any zoning that restricts particular land uses from locating in any part of the town, with the exception of the Shoreland and Village Districts. For all areas outside of these districts, the Town’s only mechanism for approving or denying proposed uses—besides state review processes for larger developments—is site plan and/or subdivision review. In its future land use map, the Town does identify three types of growth areas: the Village District, Commercial Growth Areas, and Residential Growth Areas. In spite of this, historically most growth has occurred outside these areas. For example, of the 263 building permits issued between 1997 and 2002, only 72 were located in a designated growth area, or 27% of all permits. Although the Town has shown interest in adopting form based codes for its Village and Business Districts, the Naples Board of Selectmen voted down the idea in January 2012.

Currently, Naples has a town-wide minimum lot size of 40,000 square feet (0.92 acres) with 100 feet of road frontage for all zones, with the exception of the Shoreland Zone where minimum lot size is 60,000 square feet (1.38 acres) with 100 feet of road frontage. For duplex dwelling units, the ordinance allows for minimum lot sizes of 60,000 square feet (1.38 acres); and for apartments, condos, and clusters with three or more units, the ordinance allows for minimum lot sizes of 20,000 square feet per unit, with an additional 10,000 square feet per unit for a common area.

The Bridgton downtown is one of the most densely developed areas along the corridor and a real asset for the community and region. Although the Town is actively marketing this area for compact, mixed use development—as stated in its comprehensive plan—there is no zoning in place to support this outcome. Aside from select areas with Shoreland Zoning, most parcels are only subject to site plan and/or subdivision review. As a result, the majority of new construction in Bridgton has occurred outside of designated growth areas. For instance, of the 537 permits issued for new construction from 2003-2011 (both residential and commercial), only 39 permits

were issued in designated growth areas, or about 7.5% of all permits; the percentage is even smaller for residential permits only. The Town has considered form based codes as a way to ensure this outcome, but has not yet implemented such measures.

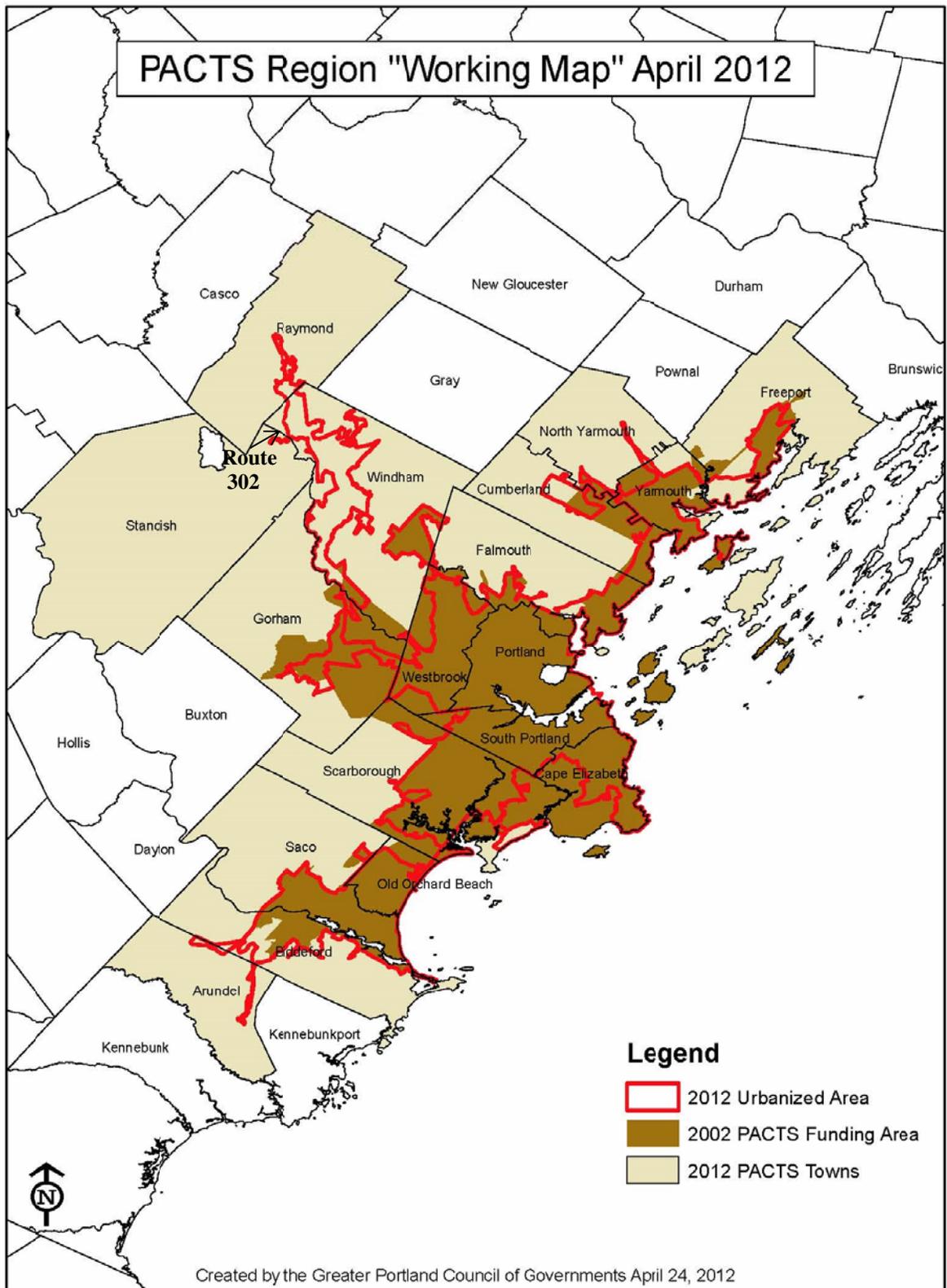
Several years ago, Bridgton worked with Wright-Pierce and Kent Associates to revitalize the downtown. A master plan was created and ultimately used to attain implementation funding from the Maine Department of Economic and Community Development and a number of other sources. A key element of the master plan was to improve parking and pedestrian access along Main Street. The redesign resulted in a more efficient flow of vehicular and pedestrian traffic in the busiest section of the downtown area. However, much work needs to be done to improve pedestrian infrastructure in this area.

Although most Town's along the corridor have a clear vision of where they would prefer to steer growth, this vision is not necessarily reflected in their land use policies. Existing hamlets and villages have a potential to become vibrant community centers where higher density growth can be directed and local commercial activities maintained. But in many cases current zoning regulations and minimum lot sizes prevent this type of growth from occurring in these areas. As can be seen, many communities do not have zoning ordinances in place, or adequate planning or technical resources to manage existing and future residential and commercial growth. It is strongly suggested that towns analyze and improve land use ordinances to help ensure the corridor does not lose its character, quality of life, or ability to efficiently move traffic.

### **Portland's Urbanized Area**

On top of the potential for widespread sprawl, development pressure from Portland is gradually extending out along the corridor. This is reflected in the U.S. Census Bureau's most recent designation of Portland's Urbanized Area, which was recently updated to include 2010 data. As seen in the map on the following page, the Urbanized Area has expanded along Route 302 through most of Windham into Raymond, with a small side spur into Standish.

In addition to the expanded boundary, the population of the Urbanized Area also exceeded 200,000 people, which makes the Portland Area Comprehensive Transportation System (PACTS) a "Transportation Management Area," or TMA (PACTS is still considered a Metropolitan Planning Organization, TMA refers to the region that PACTS serves). An area designated as a TMA incurs a number of additional requirements beyond those of smaller urbanized areas. PACTS is currently learning about these requirements from its federal partners and other TMAs around the country. Among other changes, the number of member municipalities has expanded from 15 to 18 (to include Arundel, Standish, and Raymond), and elected officials (or potentially delegates of elected officials) are permitted to serve on the PACTS Policy Committee.



## Corridor Recommendations and Local Implementation

### Entire Corridor

Overall, there are still many obstacles to reducing the amount of vehicular travel and congestion along the corridor. Congestion can be reduced, in part, by creating more opportunities for people to choose from a greater range of travel choices. This is commonly referred to as Transportation Demand Management (TDM).

While efforts have been made to improve conditions for bicyclists and pedestrians in certain areas (i.e., the Raymond sidewalk, the Naples Causeway, the Bridgton downtown redesign), much work still needs to be done. For instance, North Windham severely lacks bicycle and pedestrian facilities, and the Bridgton downtown has specific infrastructure needs outlined in the sidewalk study prepared by GPCOG in 2011. Additionally, throughout the corridor there is a lack of awareness that bicycles and pedestrians are a safe and allowed use. Strategically placed signage and shared lane markings throughout the corridor could provide a measure of safety and a slightly more encouraging environment for those who choose to be more active.

There are currently no Park and Ride lots anywhere along Route 302. Two or three strategically placed Park and Ride lots along the corridor would also be a valuable asset to those wishing to carpool or vanpool for their commutes to work; likewise, a commuter program like GO Maine can help reduce single occupancy vehicle rates.

### Corridor-Wide Goals

- *Work towards ensuring that village centers are walkable and economically vibrant through improvements to the roadway, and improved zoning and site plan review requirements.*
- *Promote and design safe multimodal roadway infrastructure improvements for vehicles, pedestrians, and bicycles.*
- *Develop and implement ordinances to promote land use patterns that minimize sprawl but promote appropriate economic growth, and assure that the corridor's transportation systems, now and in the future, are efficiently coordinated to minimize public costs, and environmental impacts.*
- *Adopt more restrictive access management regulations whenever applicable to preserve mobility.*
- *Update existing comprehensive plans and land use ordinances to be more consistent with neighboring towns in order to create a synthesized regional approach to land use, transportation and environmental challenges.*

### Town-Specific Recommendations

GPCOG has developed a list of goals for each town with a transportation connection to the Route 302 Corridor. These goals were derived through multiple meetings with the Lakes Region Initiative Committee as well as individual boards and committees throughout the various Lakes Region communities. A brief summary of focus areas in each town is presented below along with a list of broad goals and specific actions needed to achieve these goals.

## Windham

As seen in the demographics section of this plan, Windham is the largest and fastest growing town in the Lakes Region. In fact, in terms of net population growth, Windham is the second fastest growing municipality in the state—only Gorham grew at a faster rate. Windham’s many roles—as commercial hub, as gateway town for the Lakes Region, as suburb of Portland, and seasonal destination—have resulted in increased traffic and safety concerns along Route 302. The North Windham segment of Route 302 is home to the region’s busiest commercial corridors. Ultimately, congestion generated by this commercial strip adds potential delays to thru-traffic along the corridor, whether traveling north or south.

In the past few years, the Town has taken an active role in addressing congestion and safety concerns along Route 302. Two recent studies—*21<sup>st</sup> Century Downtown Master Plan*, and *North Route 302 Corridor Plan: Whites Bridge Road to Mineral Spring Road*—were commissioned by PACTS and Windham to evaluate specific sections of Route 302 and make recommendations for their improvement. Additionally, the Town recently commissioned a sidewalk inventory completed by GPCOG during the summer of 2012. The study includes an assessment of existing sidewalk conditions and recommendations for future sidewalk and crosswalk locations.

Efforts are also underway to update Windham’s Comprehensive Plan. Windham’s current Comprehensive Plan was adopted in 2003, although the state found it to be inconsistent with the Growth Management Act. The transportation section of the plan identifies the congestion and safety issues experienced along Route 302, and discusses the need to improve pedestrian and bridge access by providing more sidewalks, bike lanes, and road crossings. The plan also mentions the newly enacted—at that time—access management rules, and the need to cooperate with adjacent communities and MaineDOT to mitigate transportation issues at a regional level.

Based on the information provided in this document, and feedback from Town staff and officials, the following goals have been developed for the Town:

**Goal 1:** *Reduce traffic to improve mobility and increase vehicle and pedestrian safety along the North Windham commercial strip.*

**Actions:**

1. *Add handicap-accessible ramped crosswalk locations to connect commercial parcels as recommended in the sidewalk analysis completed by GPCOG in September 2012.*
2. *Amend Land Use Regulations to allow for enhancement of the street network, increasing local roadway connections between neighborhoods adjacent to the commercial*



North Windham Commercial Strip

*corridor and extending dead-end drives to connect to existing roadways.*

3. *Amend Land Use Regulations to require vehicle and pedestrian links between neighboring commercial parcels and parking areas to cut down on the need for curbcuts.*
4. *Develop master plan for larger commercial parcels for the corridor to promote a mixed-use development pattern typical of a New England Village.*
5. *Enhance existing Access Management Requirements within Site Plan Review Ordinance to include additional language promoting inter-parcel pedestrian and vehicular access between commercial developments and local residential neighborhood whenever possible.*
6. *Create a Complete and Green Streets Policy to promote infrastructure that accommodates all users and results in greener, more permanent, efficient, low-cost infrastructure solutions.*
7. *Continue to work with regional partners to explore the possibility of a Lakes Region Public Transit option.*

**Responsible**

**Party:** *Municipality, MaineDOT, GPCOG, RTP*

**Goal 2:** *Address high accident locations along the Route 302 Corridor with intersection and traffic-calming recommendations.*

**Actions:**

1. *Address misalignment of Anglers Rd. and Whites Bridge Rd. intersections with Route 302.*
2. *Address pedestrian and vehicle safety issues associated with the intersection of Route 302 and Route 35/115 (Tandberg Trail)—intersection lacks adequate pedestrian infrastructure (sidewalks, crosswalks, handicap accessibility).*
3. *Address pedestrian and vehicle safety issues associated with the intersection of River Rd. and Route 302—intersection lacks adequate pedestrian infrastructure (sidewalks, signalized crossing, crosswalks, handicap accessibility).*

**Responsible**

**Party:** *Municipality, MaineDOT*

**Goal 3:** *Design and maintain infrastructure that supports multimodal transportation options and promotes a mixed-use development pattern typical of a New England Village.*

**Actions:**

1. *Use Complete Streets and Green Streets model to inform design of new and maintenance of existing infrastructure.*
2. *Continue to improve existing conditions, and upgrade materials used for the construction of new sidewalk segments and the reconstruction of existing segments.*
3. *Implement additional sidewalk segments recommended in the sidewalk analysis completed by GPCOG in September 2012.*

4. Add street furniture, pedestrian-scale lighting, and street trees and amend development standards to promote pedestrian-scale environment.
5. Consider a Form Based Code approach focusing on promoting a pedestrian-friendly village-scale development pattern, rather than only focusing on aesthetic design characteristics.

**Responsible**

**Party:** Municipality, GPCOG

**Goal 4:** Enact Transportation Impact Fees to support future capital improvement projects along Route 302 and intersecting roads in North Windham.

**Action:**

1. Consider incorporating transportation impact fees into Town Ordinances

**Responsible**

**Party:** Municipality, GPCOG, Consultant

**Goal 5:** Continue to protect natural resources and water quality, while encouraging “village” scale sustainable development and transportation improvements.

**Action:**

1. Adopt ordinance language encouraging Low Impact Development techniques for proposed developments (consider using the [LID Guidance Manual for Maine Communities](#) as a resource).

**Responsible**

**Party:** Municipality, GPCOG



Absence of crosswalks or signalization at the intersection of River Road and Route 302



A sidewalk in poor condition along Route 302 in North Windham

## Raymond

Although Raymond's population grew steadily through the 1980's and 1990's, recent Census data shows that between 2000 and 2010, the Town's population only increased by 3%—the slowest growth rate of all Lakes Region towns during this period. Although the Town did not experience much relative growth over the past decade, sections of southern Raymond along Route 302 and Route 121 experienced a more significant increase and were recently incorporated into Portland's "urbanized area" by the U.S. Census Bureau.

Raymond's Comprehensive Plan was adopted in 2003. Its transportation section provides a brief summary of efforts made by the Town to improve conditions along Route 302.

In the 1990's, the Town formed the Route 302 Improvement Committee, which culminated in a plan to "increase safety for vehicles, pedestrians and bicyclists, give a positive, visual identity to the commercial strip, and improve turning movements (access to and from businesses)." The plan was completed in 1999, and in 2003 the Town initiated a number of improvements to the corridor as outlined in the plan (improved safety, signage, aesthetics, and pedestrian amenities). In 2001, the Lakes Region Development Council formed the Route 302 and You Committee. The Committee identified intersection projects to enhance the corridor and met with Turnpike officials to explore the possibility of a high speed, limited access road from the Turnpike to the Lakes Region (*due to existing growth and the many lakes in the region, it would be very difficult, if not impossible, to build such a road*). Partially in response to the work of the Route 302 and You Committee, MaineDOT commissioned the previous Route 302 Corridor Plan prepared by Gannett Fleming, Inc. in 2003, which was ultimately tabled.

In 2006, Raymond established the Residential Growth Management Program as an amendment to the Town's land use ordinances. The program progressively limits the number of building permits issued by the Town between 2007 and 2012. By 2012, building permits cannot exceed 30% of the annual average, and no person or entity may apply for more than five building permits in one year. This ordinance is reevaluated every few years.

Based on the information provided in this document, and feedback from Town staff and officials, the following goals have been developed for the Town:

**Goal 1:** *Improve multimodal capacity and safety along Route 302.*

**Actions:**

1. *The Town should work with business owners along Route 302 to create a Land Use Master Plan for the area. Specific focus should be given to the*



Raymond Shopping Center

*Raymond Shopping Center, as it is a focus for retail development in this area. It is a sizeable commercial/retail development along Route 302 and a major source of congestion on an otherwise uninterrupted stretch of road. The shopping center contains numerous small stores and businesses, and what seems to be an excessive number of curb cuts.*



Raymond Shopping Center

2. *Conduct a sidewalk analysis of the Commercial District along Route 302, with particular emphasis on identifying locations where crosswalks could be installed to allow users to safely cross the road to visit businesses and recreational spots on the western side of Route 302.*

**Responsible**

**Parties:** Municipality, MaineDOT, GPCOG

**Goal 2:**

*Address high accident locations along Raymond’s Route 302 commercial corridor with intersection and traffic-calming recommendations.*

**Actions:**

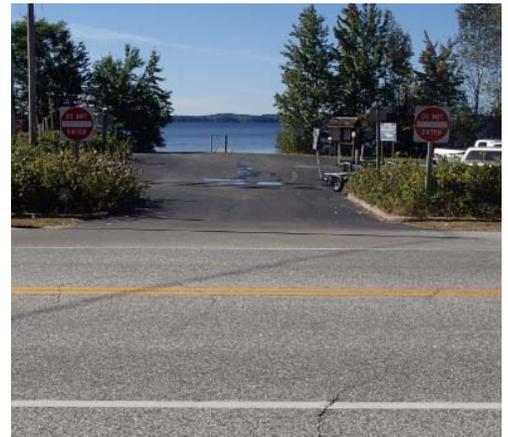
1. *Address the poor condition of the bridge along the section of Route 302 between the intersection of Route 85 and Route 121. This section of roadway received an “F” by MaineDOT in assumed level of safety, with the major factor being the unreliability of the bridge.*
2. *Revise parking circulation for the Raymond Public Boat Launch to address insufficient parking and poor circulation issues. Congestion, overflow parking on Route 302, significant pedestrian activity, and high posted speeds (50 mph) create a significant safety risk in the summer.*

**Responsible**

**Party:** MaineDOT, Municipality, GPCOG



Raymond Boat launch



**Goal 3:** *Protect natural and recreational resources.*

**Actions:**

1. *Adopt standards for low impact and green infrastructure development and incorporate these standards into Town Ordinances*
2. *If public sewer is installed in North Windham, coordinate with the Town to extend the sewer line and water facilities along Route 302 to Raymond.*

**Responsible**

**Party:** *Municipality, GPCOG*

**Casco**

Casco is one of the smallest towns in the study area, with 3,742 residents as of the 2010 Census. With no major commercial or public tourism center, Casco is perhaps best described as a bedroom community providing housing for commuters and seasonal residents (of Casco's 2,944 housing units, 43% were identified as seasonal use according to the 2010 Census).

Casco's Comprehensive Plan was adopted in 2003. Its transportation section acknowledges the reliance of Casco residents on its road network and Route 302 (approximately 67% of those surveyed for the comprehensive plan in 2001 worked outside of Casco), and the pressures of seasonal congestion (the plan estimates that summer visitors and seasonal residents nearly triple the number of residents in Casco). The plan briefly explains access management rules, but does not explicitly mention any changes the Town should make in accordance with these rules.

Based on the information provided in this document, and feedback from Town staff and officials, the following goals have been developed for the Town:

**Goal 1:** *Address high-accident locations along the Route 302 Corridor with intersection and traffic-calming recommendations.*

**Actions:**

1. *Address safety issues along the road segment in the southern portion of Casco from Lakewood Rd. to Hams Hill Drive where a truck climbing lane exists heading west. This area was identified as a High Crash Location for the years 2009-2011, with 11 total crashes and a CRF of 1.37. It is likely that excessive speed, combined with several intersecting streets contribute to the crash frequency.*
2. *Examine easing of congestion issues around Point Sebago Resort where a number of small restaurants dot this section of road. Although these businesses are small and relatively spaced out, congestion can be an issue, particularly in the summer months.*
3. *Examine easing of congestion issues associated with State Park Road, located less than a mile north from Point Sebago Resort. Congestion occurs mostly during the summer months, due to heavy turning traffic and periodic congestion. The road segment along Route 302, from Point Sebago Golf and Beach Rd. to State Park, was identified as a High Crash Location for the period between 2009-2011, with 8 total crashes and a CRF of 1.1.*

**Responsible**

**Party:** *Municipality, GPCOG*



Development around the Point Sebago Golf and Beach Resort

**Goal 2:** *Protect natural and recreational resources.*

**Action:**

1. *Adopt standards for Low Impact and green infrastructure development and incorporate these standards into Town Ordinances.*

**Responsible**

**Party:** *Municipality, GPCOG*

### Naples

Naples is one of the fastest growing towns in the study area and an epicenter for much of the tourism and recreational activity occurring in the Lakes Region. The Town boasts a large number of shorefront properties along Sebago Lake and Long Lake, as well as several other smaller ponds. Although its population is relatively small (3,872 residents according to the 2010 Census), the Town's Comprehensive Plan estimates its peak summer population to swell to around 12,000 people.

Naples Comprehensive Plan was approved by voters in 2006. The transportation section mentions the considerable flow of commuter traffic coming and going through Naples and includes a lengthy section devoted to explaining access management rules, in particular which land use ordinances support the need for "balanced and well-planned public access ways, of

which traffic control should be a key component.” The Plan includes a number of policies to support this goal, including: a policy to minimize the number of new curb cuts and driveways along Route 302; a policy to encourage the development of additional off-street parking; and a policy to “require all new commercial development on Route 302 to provide for a right of way to adjacent commercial property, and require the developer to agree to construct a roadway in it simultaneously with the development of the adjacent property.”

The Plan identifies the area along Route 302 between Naples Village and the Casco town line as one that has experienced a rapid amount of growth in commercial establishments over the past decade. The Town intends to direct future commercial growth to this area, as well as to certain clusters north of the Village predominantly on the west side of Route 302.



The section of Route 302 south of the Causeway (the red line signifies a high crash road segment)

Most residential growth in Naples is happening in rural areas. According to the Comprehensive Plan, only about 27% of new development in the early 2000’s took place in Naples Growth Areas (as designated in the 1991 Comprehensive Plan), while nearly 3 out of 4 units, or 73%, took place in designated Rural Areas. As space along Naples’ existing roads and shorelines becomes scarce, residential development pressure is likely to shift to land one lot back from the shore and into the interior portions of the remaining large areas of undeveloped lands. This development pressure, if left unchecked, would likely mean an increase in the number and length of new roads and ditches serving future subdivisions, and an increase in the rate at which large blocks of undeveloped land may continue to shrink or become fragmented. This type of development pattern will be detrimental to both water quality of the lake and will likely increase traffic.

Particular areas of concern along Route 302 include Route 11 (Poland Springs Rd.). This road was identified by stakeholders as a feeder road to Route 302 that can sometimes experience a large volume of traffic from heavy trucks. Among other destinations, a large portion of these trucks are traveling to and from a local sand and gravel company, a lumberyard, and the

Casco/Naples Transfer Station. The Town submitted a request to MaineDOT as part of the MaineDOT's 2014-15 Work Plan Municipal Solicitation process for the reconstruction of Route 11 from Route 302 to White Oak Hill Road; the project was not selected for funding. Additionally, the road segment on Route 302 from Route 11 to the Causeway was identified as a High Crash Location for the 2009-2011 period, with 16 crashes and a CRF of 1.09.

Other locations that should be addressed include the road segment of Route 35 (Harrison Road) closest to Route 302. This is one of the few sections along the corridor that received an "F" by MaineDOT for assumed safety. This low rating is primarily due to crash history, and pavement width. Additionally, the road segment immediately following the Causeway to the north—from Lambs Mill Rd. to Fire Lane 17—was also identified as a High Crash Location, with 9 crashes and a CRF of 1.22 from 2009-2011, as was the road segment of Route 114/11 from Tricky Pond Rd. to Camp Skylemar Road with 10 crashes and a CRF of 1.01 for the 2009-2011 period.

Based on the information provided in this document, and feedback from Town staff and officials, the following goals have been developed for the Town:

**Goal 1:** *Address high accident locations along the Route 302 Corridor*

**Action:**

1. *Continue to submit requests for improvements to MaineDOT's Work Plan for Route 35, Route 114/11, and Lambs Mill Road. Consider funding some of these projects through the Municipal Partnership Initiative (MPI) program.*

**Responsible**

**Party:** *MaineDOT, GPCOG, Municipality*

**Goal 2:** *Maintain and enhance the village center feel of the Causeway area while protecting the rural character and rural land uses that are strongly valued by visitors and residents alike.*

**Actions:**

1. *Develop Village Master Plan with specific recommendations for land use codes that direct development toward growth areas more effectively.*
2. *Review Site Plan Review and Subdivision Rules and Regulations and amend to reflect stronger access management standards, street standards, and possible impact fees to fund future capital improvements.*

**Responsible**

**Party:** *Municipality, GPCOG*

**Goal 3:** *Protect natural and recreational resources.*

**Action:**

1. *Adopt standards for low impact and green infrastructure development and incorporate these standards into Town Ordinances*

**Responsible**

**Party:** *Municipality, GPCOG*

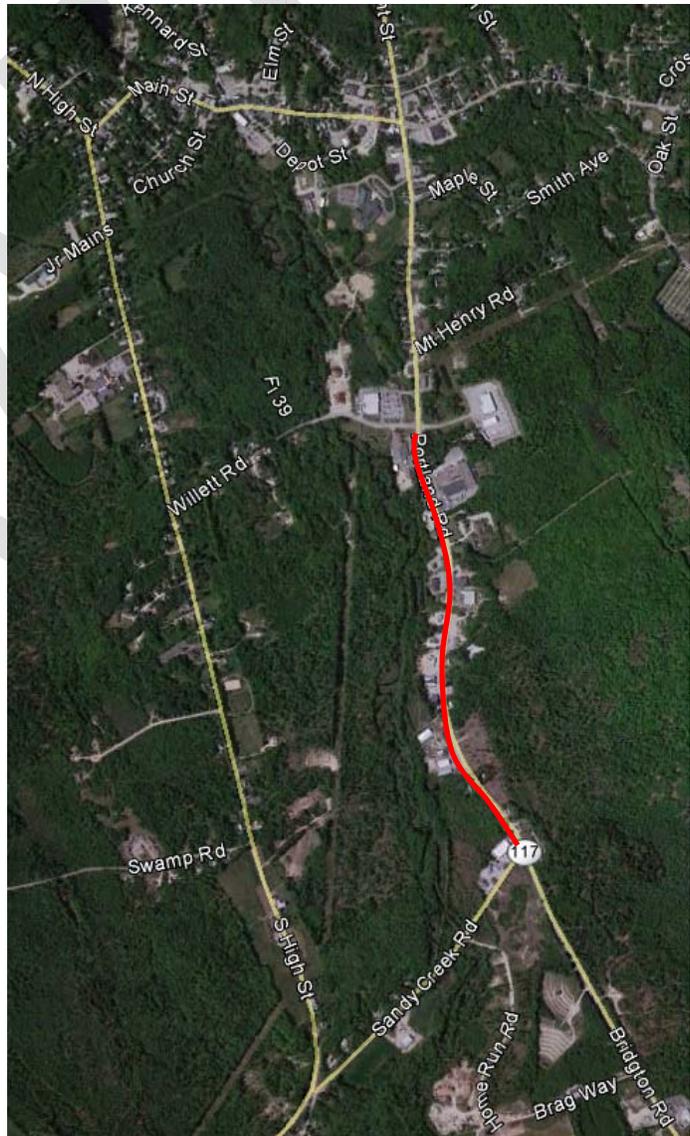
## Bridgton

Bridgton is slightly larger than the nearby Lakes Region towns (5,210 residents as of the 2010 Census), and features a distinct downtown area with a strong mix of specialty stores on an attractive Main Street. To a certain extent, Bridgton serves as a service and shopping destination for nearby towns, although its proximity to North Windham and North Conway is an inhibiting factor for certain markets. Although the Town currently has no zoning, a major initiative is underway to update the Comprehensive Plan and begin to develop a Form-Based Code for the downtown village along Route 302.

Bridgton’s Comprehensive Plan was adopted in 2004 and is currently being updated. Its transportation section discusses the burgeoning economy of the Portland region, and the corresponding increases in commuter traffic and development along major routes in Bridgton. The plan provides a brief explanation of access management rules and mentions the need for the Town to “be aware of the new rules to avoid unintentionally supporting the creation of lots that cannot be granted an access management permit because they do not meet MaineDOT standards.” The Town also commissioned a walkability audit, prepared by GPCOG in 2011, which identified strategies to “maintain, improve, and eventually expand its pedestrian access.” The walkability audit also provided a list of priority recommendations for infrastructure improvements, and outlined an implementation strategy.

There are several specific areas of concern to highlight along Route 302 in Bridgton. The road segment on Route 302 from the intersection of Route 117 to Willett Rd. was identified as a High Crash Location for the years 2009-2011, with 20 crashes and a CRF of 1.13. This is most likely due to a slightly higher concentration of businesses and development in this area.

The intersection of Route 302 and Route 117 was also identified as an area of congestion and a safety concern. There is considerable truck and vehicle traffic regularly exiting the Paris Farmers Union located at this intersection; and an additional commercial parcel located across Route 302 creates another traffic conflict. Traffic speeds have been reported by residents



The Route 302 entrance corridor to Bridgton downtown to be much higher than the posted 40 mph

and the intersection lacks a left turning lane for traffic heading north. The area has also been identified by stakeholders as a place to steer future commercial development. *Route 117 received light paving and maintenance in September, 2012.*

The Hannaford Supermarket and Hancock Lumber sites, located on opposite sides of Route 302 at the intersection of Willett Rd., have traditionally had poor pedestrian access even though patrons access these sites regularly on foot. To improve this situation, Hannaford's recently agreed to build sidewalks along the interior of its parcel, and the Town and MaineDOT plan to install sidewalks on both sides of Route 302 from Hannaford's to Stevens Brook Elementary School. Additionally, sidewalks should soon be installed in front of and around the McDonalds, which opened recently across from the Hannaford's site, and along the road going up to Hancock Lumber. For vehicular use, Willett Rd. has the potential to serve as a bypass of downtown Bridgton, and is likely used in this way by many already.

Another area of concern mentioned several times in the public process is the poor condition of certain sections of Route 302 west of Bridgton. In general, this stretch of Route 302 is narrow, rutted, the shoulders are in poor condition, and it is prone to icing. In particular, the road segment from Jim Douglas Rd. to Keane Ln. was identified as a High Crash Location for the years 2009-2011, with 11 crashes and a CRF of 1.3. This section of Route 302 is scheduled for reconstruction as part of the 2013 Capital Work Plan—beginning at the Stack 'Em Inn and extending westerly 5.9 miles. This project will significantly improve visibility and safety for all users of the roadway and will include paved shoulders. A highway preservation paving project is also scheduled in the 2014-2014 Work Plan beginning at Sweden Rd. and extending northerly 3.98 miles.



The section of Route 302 west of Bridgton

Downtown Bridgton poses general congestion and safety conflicts resulting from increased pedestrian activity, on-street parking, and heavy truck traffic. In this area of the corridor, Route 302 is both a major east/west corridor and a main street. Ultimately, its function as a multi-modal transportation corridor, accommodating bicycle and pedestrian infrastructure as well as adequate vehicle circulation, is important to the success of the urban center.

Based on the information provided in this document, and feedback from Town staff and officials, the following goals have been developed for the Town:

**Goal 1:** Support development of appropriate pedestrian scale and location, and improve traffic circulation in the downtown area to stimulate economic vitality.

**Actions:**

1. Review existing Site Plan Review, and Subdivision Rules and Regulations and develop local access management standards, parking standards, and impact fees to fund future infrastructure upgrades. In addition to the downtown area, design specific Development Standards specifically crafted for the Route 302 “entrance corridor.”
2. As discussed in the Bridgton Walkability Plan (GPCOG, 2011) redesign locations for crosswalks. Many crosswalks currently lead pedestrians directly into site entrances or exits.
3. Create Complete and Green Streets policies to promote infrastructure that accommodates all users and results in greener, more efficient infrastructure solutions.

**Responsible**

**Party:** Municipality, GPCOG.

**Goal 2:** Address site distance, access management issues and High Crash Locations along Bridgton’s Route 302 Corridor.

**Actions:**

1. Develop a master plan for the “entrance corridor” segment of Route 302 from Sandy Creek Road to the intersection with Main Street. Particular attention should be made to the circulation around the Hannaford/Dunkin Donut/Hancock Lumber parcels at Willet Road addressing lack of pedestrian/bicycle infrastructure, excessive speeding of vehicles, site distance issues, and possible access management strategies.
2. Design local access management standards in addition to MaineDOT’s existing access management standards.
3. Address issues associated with the high crash road segment along Route 302 from Sandy Creek Rd. to Willett Rd.
4. Address issues associated with the high crash road segment along Route 302 from Jim Douglas Rd. to Keane Ln.

**Responsible**

**Party:** Municipality, GPCOG.

**Goal 3:** Address issues associated with access to Stevens Brook Elementary for adjacent residential neighborhoods.

**Action:**

1. Continue to seek funding for sidewalks and crosswalks in this area. Consider the Municipal Partnership Initiative (MPI)



Crosswalk across Route 302 adjacent to Stevens Elementary Entrance  
program as a potential source

of funding.

**Responsible**

**Party:** Municipality, GPCOG.

**Goal 4:** Protect natural and recreational resources.

**Action:**

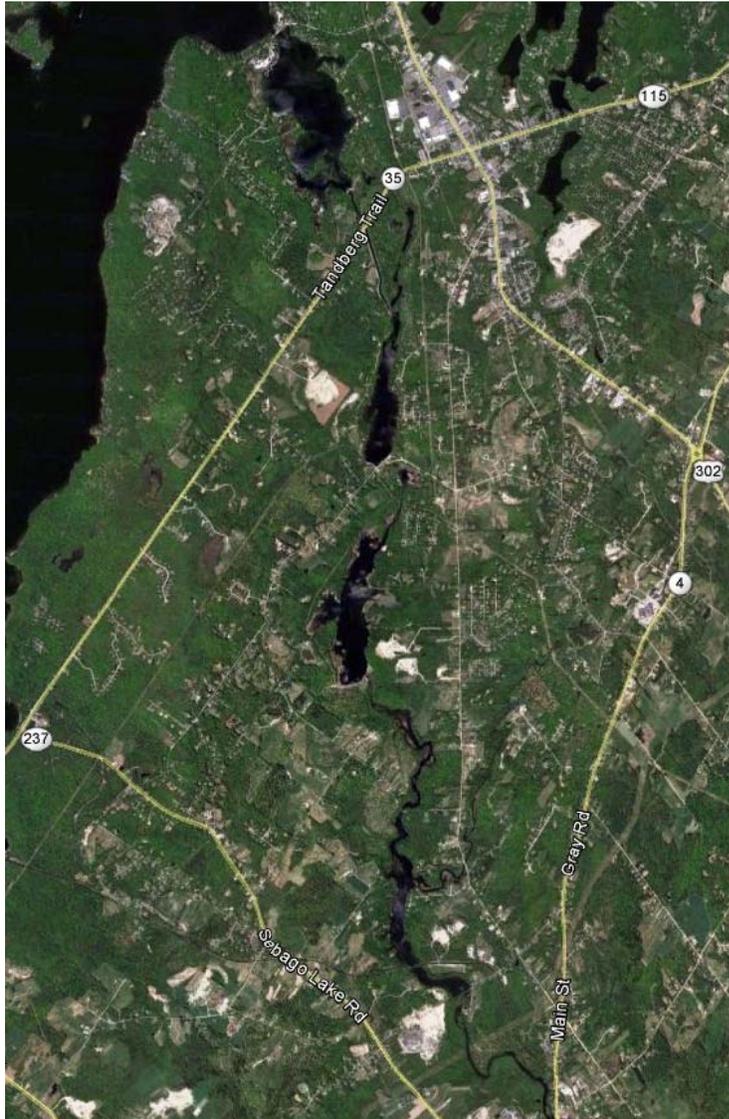
1. Adopt ordinance language encouraging Low Impact Development techniques for proposed developments (consider using the [LID Guidance Manual for Maine Communities](#) as a resource).

**Responsible**

**Party:** Municipality, GPCOG

## Standish

Standish is the second largest town in the Route 302 study area (9,874 residents as of the 2010 Census). Much of the Town's popularity is due to its close proximity to Portland, its emerging village areas, and the fact that it has been able to maintain much of its rural character. Although



Standish east of Route 237

Standish is not located directly on the corridor, its eastern border is approximately one mile from North Windham. The Town has two main access points to Route 302: Route 35 (classified by MaineDOT as a “major urban collector” and a CREST in its own right), and Whites Bridge Rd.

Although the Town has relatively easy access to Route 302, input from local officials and stakeholders seems to suggest most Standish residents often avoid driving on Route 302 in favor of the local road network. For instance, instead of using Route 302, Standish residents might travel around the west side of Sebago Lake to access points north, or use River Rd., Route 237, Route 114, or a number of other local roads to access points in Greater Portland, South Portland or elsewhere. While this driving habit reduces the amount of congestion along Route 302, it also adds to a general increase in traffic along the local road network.

Standish residents who *do* use the corridor on a regular basis most likely

live east of Route 237, in close proximity to Route 302. This area of Standish is densely populated with lakefront properties and seasonal homes, as well as Saint Joseph's College, which generates a steady flow of commuter traffic. A portion of this area was recently included in Portland's Urbanized Area (White's Bridge Rd./White's Point Rd.), and the area surrounding Saint Joseph's College is one of four growth areas identified in the Town's Comprehensive Plan.

Standish completed its Comprehensive Plan Update in 2006. One of the major goals referenced in the plan is the need for Standish to accommodate more modes of transportation, including walking, bicycling, and freight and passenger rail service. The plan also mentions the need to "amend the land use ordinances as needed to apply access management standards to new development along arterial highways."

Route 35 is the major thoroughfare connecting Standish to Route 302 in Windham. Traffic counts along this road closest to Route 302 range from 7,900 AADT west of Shaws, to 8,860 at the Windham traffic light in 2010. Although technically in Windham, both the road segment leading up to the intersection of Route 302 and the intersection itself were identified as High Crash Locations for the 2009-2011 period (12 crashes and a CRF of 1.89 for the road segment; 39 crashes and a CRF of 1.15 at the intersection).

Whites Bridge Rd. is a minor road connecting Standish to Route 302 in Windham. The road mainly serves residences along the southern portion of Sebago Lake, and Sebago Lake Basin, as well as Saint Joseph's College of Maine, Richardson's Boatyard and Marina, and a few other tourism and hospitality businesses. Traffic counts along this road northwest of Route 35 were 3,030 AADT in 2010.

Not far from the intersection with Route 302 is the intersection of Route 35 and Whites Bridge Rd. (approximately two miles before Route 302). This area was identified by MaineDOT as a High Crash Location for the 2009-2011 period, with 11 reported crashes and a CRF of 3.22. A temporary traffic light is currently in place at the intersection, but local officials and stakeholders feel additional roadway improvements and a permanent traffic light are needed to fully address congestion and safety concerns. *The Town has submitted a request to MaineDOT, as part of MaineDOT's 2014-15 Work Plan Municipal Solicitation process for the reconstruction of this intersection.*

Based on the information provided in this document, and feedback from Town staff and officials, the following goals have been developed for the Town:

**Goal 1:** *Address site distance, access management issues and High Crash Locations adjacent to the Route 302 Corridor.*

**Actions:**

1. *Coordinate with GPCOG, Saint Joseph's College, and other businesses located along Route 35 to address traffic, access management, and multimodal issues.*
2. *Address issues with the high crash intersection of Whites Bridge Rd. and Route 35. Consider current and potential multimodal capacity of Route 35 and the effects of increased development along the corridor.*

**Responsible**

**Party:** Municipality, GPCOG, MaineDOT, local businesses and organizations on Route 35.

**Goal 2:** Design and maintain infrastructure that supports multimodal transportation options and promotes a mixed-use development pattern typical of a New England village.

**Actions:**

1. Use Complete Streets and Green Streets model to inform design of new and maintenance of existing infrastructure.
2. Consider additional sidewalks, crosswalks, or other pedestrian improvements in village areas identified in the Comprehensive Plan.
3. Continue to improve existing conditions, and upgrade materials used for the construction of new sidewalk segments and the reconstruction of existing segments.
4. Add street furniture, pedestrian-scale lighting, and street trees and amend development standards to promote pedestrian-scale environment.

**Responsible**

**Party:** Municipality, GPCOG

**Goal 3:** Examine other funding options to support future capital improvement projects

**Action:**

1. Consider incorporating transportation impact fees into Town Ordinances

**Responsible**

**Party:** Municipality, GPCOG, Consultant

**Goal 4:** Continue to protect natural resources and water quality, while encouraging “village” scale sustainable development and transportation improvements.

**Action:**

1. Adopt ordinance language encouraging Low Impact Development techniques for proposed developments.

**Responsible**

**Party:** Municipality, GPCOG

## Appendix

### A. Major Intersections and Tributary Roads

A variety of arterials and collector roads intersect and feed into Route 302 from both sides of the highway. The following is a south to north inventory of major intersections and tributary roads along the corridor.

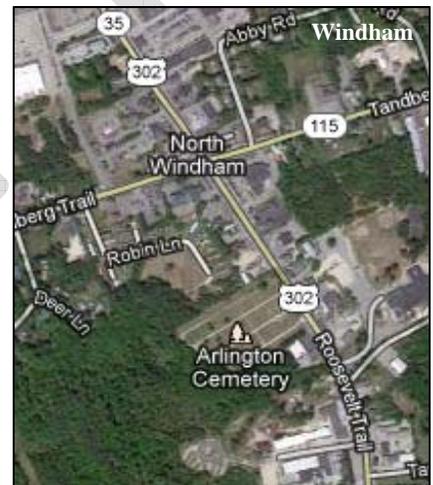
**Route 4/U.S. 202 (Gray Rd.)** intersects Route 302 in Windham and carries traffic southwest/northeast. It is the primary road connecting Gorham, Windham and Gray. Traffic counts along this road closest to Route 302 are in the 6,000 vehicles per day range.

Counting Point: RT4/U.S.202	AADT05	AADT07	AADT10
South of Rt. 302 Traffic Circle	6,230	6,830	6,370
North of Rt. 302 Traffic Circle	5,200	6,230	5,600



**Route 35/Route 115 (Tandberg Tr./Windham Rd.)** also intersects Route 302 in Windham and carries traffic southwest/northeast. It is the main thoroughfare connecting Standish to the corridor. At the Route 302 intersection, Route 35 (coming from the south) turns northwest and merges with Route 302; Route 115 resumes the original route northeast towards Gray. Traffic counts along this road range from just under 8,000 to 15,000 vehicles per day closest to Route 302.

Counting Point: RT 35/RT 115	AADT05	AADT07	AADT10
SR 35 West of Shaws Ent./Exit	N/A	N/A	7,900
SR 115 East of Abby Rd.	14,290	14,590	15,020



**Route 85 (Webbs Mills Rd.)** feeds into Route 302 from the north in Raymond. The road begins at its intersection with Route 11 in Casco then quickly crosses into Raymond. In Raymond, the road flanks Crescent Lake to the west then Panther Pond to the east before it merges into Route 302. Traffic counts along this road closest to Route 302 are in the 5,000 vehicles per day range.

Counting Point: RT 85	AADT05	AADT07	AADT10
East of Route 302	4,720	5,240	4,920



**Route 121 (Main St.)** runs in a similar direction as Route 85. The road begins at its intersection with Route 11 in Casco, and then enters into Raymond. In Raymond it flanks Panther Pond to the west before feeding into Route 302. Traffic counts on this road are in the 2,000 to 3,000 vehicles per day range.

Counting Point: RT 121	AADT10
North of Route 302	3,080
Southeast of Plains Rd.	2,050



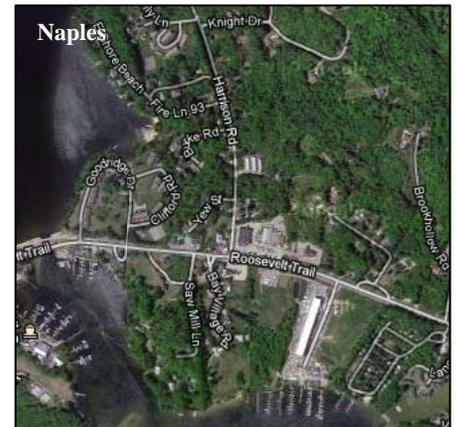
**Route 11 (Poland Springs Rd.)** connects with Route 302 from the northeast. It carries traffic southwest/northeast and is the major thoroughfare connecting Naples, Poland, and Mechanic Falls. Traffic counts along this road are in the 5,000 vehicles per day range closest to Route 302.

Counting Point: RT 11	AADT05	AADT07	AADT10
North of Route 302	5,480	5,540	5,450



Having merged with Route 302 through Windham and Raymond, **Route 35 (Harrison Rd.)** forks north in Naples towards Harrison and points north, traveling along the eastern side of Long Lake. Traffic counts closest to Route 302 are in the 3,500 vehicles per day range. Notably, the section closest to Route 302 received an “F” in assumed safety by MaineDOT.

Counting Point: RT 35	AADT05	AADT07	AADT10
North of Route 302	3,540	3,530	3,510



**Route 114/11 (Sebago Rd.)** contours around the western shore of Sebago Lake and intersects with Route 302 in the center of Naples just west of the bridge. Traffic counts along the road before it intersects with Route 302 are in the 2000 vehicles per day range; however, the section of Route 302 that Route 114/11 feeds into sees traffic counts in the 12,000 per day range.

Counting Point: RT 114/11	AADT07	AADT10
South of Route 302	3,220	3,230



*Route 117 (Sandy Creek Rd.)* feeds into Route 302 just south of downtown Bridgton. The road travels southwest/northeast and connects Hiram and Denmark to Bridgton. After merging with Route 302 through parts of downtown Bridgton, Route 117 branches north, where it contours the western shore of Long Lake to access North Bridgton and Harrison. Traffic counts along Route 117 south of Bridgton are in the 3,000 vehicles per day range; after splitting from Route 302 north of Bridgton they are in the 5,000 vehicles per day range.

Counting Point: SR 117	AADT07	AADT10
Southwest of Route 302 at Bridge	3,230	3,260
North of Bridgton (South of SR 37)	5,420	5,310



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**B. Existing Studies/Plans**

The following is a brief synopsis of the most significant initiatives pertaining to the corridor:

Plan/Study	Description	Year
<i>Route 302 Corridor Study</i>	In conjunction with GPCOG, the communities of Windham, Raymond, Casco, Naples, Bridgton, Harrison, Sebago, and Standish formed a group called the Lake Region Futures Committee to identify regional issues and develop cooperative solutions. The Committee made Route 302 its number one priority and appropriated funds for GPCOG to undertake the study.	1987
<i>Route 302 Corridor Plan</i>	In 2003, MaineDOT commissioned the Route 302 Corridor Study prepared by Gannett Fleming, Inc. The study was ultimately terminated, but the partially complete draft report provided a good starting off point for the current plan.	2003
<i>N. Route 302 Corridor Plan: White’s Bridge Road to Mineral Spring Road</i>	This study addresses the approximately 1.2 mile section of Route 302 between White’s Bridge Road and Mineral Spring Road in North Windham. PACTS commissioned Gorrill-Palmer Consulting Engineers, Inc. to examine the need for roadway improvements to “proactively manage growth and capital improvements” along this specific section of Route 302.	2010
<i>The Lakes Region Greenprint:</i>	In 2010, the Trust for Public Land and the Loon Echo Trust conducted an extensive, community-driven planning process to determine local and regional conservation priorities. A web-based GIS mapping tool was developed that covers 316 square miles and includes hiking, ATV, and cross-country trails, as well as boat launches. The tool allows municipal officials and residents to make more informed planning decisions and identify the most appropriate areas for development or conservation.	2010
<i>Lakes Region Transit Service Study</i>	This study provides a detailed assessment of the feasibility of a fixed route bus service connecting the Lakes Region to Portland. The study was completed by AECOM, and prepared for RTP, GPCOG, and the Community Transportation Association of America.	2011
<i>Bridgton, Maine Walkability Study</i>	GPCOG conducted a walkability study along Route 302 in Bridgton. This study included a sidewalk inventory, and recommendations to improve sidewalk connectivity in the downtown.	2011
<i>N. Windham 21st Century Downtown Master Plan:</i>	Currently in draft form, this plan represents a holistic effort to address transportation options, land uses, streetscapes and architecture in downtown Windham. It outlines a vision to guide future growth and redevelopment in a manner that “improves pedestrian safety/walkability, maintains the capacity of Roosevelt Trail, diversifies economic opportunities and ultimately results in a pattern and scale of development that creates a sense of place more typical of a small downtown than an aggregation of shopping malls and strip development.” The Plan was adopted by the Windham Town Council in January 2013.	2013

### C. Recently Completed/Current MaineDOT Projects

On top of regular maintenance and surface treatment in selected areas throughout the corridor, MaineDOT has completed, or is currently working on, the following projects:

Completed Projects	Year
Signal coordination to improve traffic flow for the following major intersections in North Windham: <ul style="list-style-type: none"> <li>• Route 302/Routes 115/35</li> <li>• Shaw's Plaza/Windham Shopping Center</li> <li>• Walmart/Windham Mall.</li> </ul>	2008
A highway resurfacing project beginning just before the Causeway in Naples and extending 7.13 miles to just after the intersection of Route 117 in Bridgton.	2008

Ongoing/Planned Projects	Const. Begins
MaineDOT has worked with area residents and members of the Causeway Restoration Committee to plan the replacement of the Bay of Naples Bridge, a major chokepoint along the corridor. Nearly complete, a ribbon ceremony was held in May 2012 to celebrate the transfer of traffic from the old swing bridge to the new fixed span bridge. The \$11 million project also included the redesign of a significant portion of the village area to be more attractive and pedestrian friendly. When finished, the area will feature more green spaces, improved traffic flow and parking, and new sidewalks, crosswalks, boardwalks, benches, and lighting fixtures.	2009-Ongoing
The intersection of White's Bridge Road and Route 35 in Standish is slated for improvement.	2012
The road segment on Route 117 leading up to the intersection with Route 302 in Bridgton is currently scheduled for light paving and maintenance.	2012
A highway resurfacing project along Route 302 in North Windham, beginning at the Route 35 intersection and extending northerly for 1.16 miles to Whites Bridge Road.	2013
A significant portion of Route 302 west of Bridgton is scheduled for highway reconstruction. The project will begin at the Stack Em Inn Road and extend westerly into Fryeburg for 5.90 miles.	2013
The design of a Rail with Trail connection along the Mountain Division Corridor from Route 202 in Windham to Bridge Street in Westbrook	2013
Other projects and priorities include the Mountain Division Rail with Trail to Fryeburg, signal coordination throughout the corridor, access management provisions, and improved bicycle and pedestrian amenities in several village areas.	Ongoing