

Appendix C
Major Corridors in the PACTS Region
Transportation-Related Issues and Opportunities

Appendix C – Major Corridors in the PACTS Region – Transportation-Related Issues and Opportunities

Introduction

The corridor is the key unit of transportation analysis in *Destination Tomorrow*. Thirteen key regional corridors were identified for *Destination Tomorrow*. (See Figure C-1.) The purpose of the analysis was to identify, within a regional context, issues and opportunities along and within each corridor. The analysis is a distillation of documented conditions from numerous planning studies undertaken by the Maine DOT, PACTS and municipalities, from issues raised during the Plan’s public outreach, and from interviews with municipal officials. The regionally most significant corridors are segmented by community, and/or by change in road character or function for analysis purposes. The Appendix captures transportation related issues and opportunities within each of the communities. Municipal officials were the primary source for this information.

The identified issues centered around four main roadway-related themes:

- Interstate Access;
- Traffic Growth/Congestion and Safety Issues on Secondary/Non-arterial Roads;
- Multi-modal Efforts/Considerations to Reduce Travel Demand on Roadways;
- Roadway Connectivity/Access Management.

Other issues were also identified, many of which are centered around the communities’ efforts to direct growth.

Figure C-1 - Major Corridors in PACTS Region



Interstate Highways – I-95, I-295 & I-195

The Interstate Highways perform a critical role in the region's (and states) transportation system. They provide a high degree of accessibility and mobility into and through the region. The Maine Turnpike provides major north-south access to and through the PACTS area. In 2005, the Maine Turnpike Authority completed a widening of the Turnpike south of Exit 44 to three lanes in each direction. I-295 begins at Maine Turnpike Exit 44 and provides north-south access to and from the Turnpike and the Maine Mall Area. From its terminus at Exit 44, I-295 heads north through the City of Portland and through the northern communities of PACTS eventually rejoining the Turnpike in Gardiner, which is north of the PACTS area. I-195 provides access to the Maine Turnpike (and Route 1) for the City of Saco and the Town of Old Orchard Beach.

Maine Turnpike – General Issues and Opportunities

- The Maine Turnpike Authority has funding in its 20-year capital plan for the upgrade/expansion of the Turnpike from Exit 44 to Exit 53.
- Underutilization of the Turnpike north of Exit 44. Some through-motorists choose to use I-295 to avoid paying tolls.
- Potential opportunity to increase the through-traffic use of the Turnpike by implementing a toll-free zone north of Exit 42 to New Gloucester.
- A regional toll system and location of a toll plaza – Some communities have concerns over the potential for diversion of traffic off of the Turnpike and onto local roads. Other communities favor the concept for its potential to reduce traffic on local roads. Environmental concerns – such as noise associated with a large toll barrier – are also a concern. The Turnpike Authority has concerns over the revenue impact of a regional toll system.
- Access to and from the Turnpike
 - Lack of direct access at some locations requires circuitous routing on local roads to access major centers. New or reconfigured interchanges can provide improved access to the Turnpike relieving traffic on non-interstate roads.
 - More efficient use of the Turnpike Spur (also known as SR 703 or the Turnpike Connector) in South Portland could provide better connectivity between roadways and to the Maine Mall area.
 - Communities where improved access could benefit the transportation system include Biddeford, Saco, Old Orchard Beach, Cumberland and Falmouth (the Falmouth Spur Exit 52).

I-295 – General Issues and Opportunities

- Lack of direct access at some locations requires circuitous routing on local roads to access major centers.
- Weight limit restrictions on I-295 push heavy trucks onto the arterial network creating potential safety issues.
- Implementation of 'Ring-road Concept' would require reconfiguration of Exit 10 (Bucknam Road, Falmouth).

- Interchange configurations introduce safety and congestion problems at certain interchanges and on the mainline between interchanges.
- Physical and environmental constraints to widening may limit opportunities to make operational improvements.

Saco Interstate Issues and Opportunities

- The City is interested in looking at opportunities for a new Turnpike Interchange. City staff has met with MTA and Maine DOT staff to discuss the process. PACTS recently funded a study of this.
- There is interest in new ramps and/or a new interchange design at the current terminus of I-195 in Old Orchard Beach. This could provide additional access to and from Route 9 and Route 1 to ocean and beach destinations and to land with potential for industrial and commercial development in both Saco and Old Orchard Beach.
- There is interest in additional interstate access to/from the north end of Route 1 in Saco.
- There is uncertainty over the potential impacts and benefits to the City of a regional toll system.
- Growing traffic west of the Maine Turnpike with Saco and from west of Saco that is destined to Exit 36;
- Growing travel demand for additional access points to the Maine Turnpike;
- City's primary traffic issues relate to increasing traffic from the west (Waterboro, Buxton, etc) destined to Exit 36.
- Expanding access to the Maine Turnpike.

OOB Interstate Issues and Opportunities

- The transition from I-195 to the local road system is poor and unsafe.
- There is strong local interest for a connector road to/from I-195 in the Smithwheel Road area to provide improved access to the downtown and to potential industrial/commercial land. This connector would also provide an improved evacuation route for the beach areas.
- Improved access to I-195 for improved beach access and improved linkages to industrial areas.
- Expanding access to the Maine Turnpike.

Biddeford Interstate Issues and Opportunities

- Exit 32 of the Maine Turnpike provides access to the rapidly growing commercial district on Route 111, to the growing communities west of Biddeford and to the large amount of industrial development in the area.
- Businesses in Biddeford have requested signs along the Maine Turnpike to direct motorists to their businesses. The Turnpike Authority denied Biddeford's initial request.
- Expanding access to the Maine Turnpike.

Windham Interstate Issues and Opportunities

- Currently, access to the Maine Turnpike is provided via Exit 48 in Portland at Route 302 or Exit 63 in Gray via Route 202/Route 115. There is significant interest in Windham for

more direct connection to the Maine Turnpike, possibly from south of the Foster's Corner rotary eastward to the Turnpike.

Portland Interstate Issues and Opportunities

- Poor interchange configurations introduce safety and congestion problems on I-295 at Exits 5A, 5B, 6A, 6B and 7 (Congress Street, Forest Avenue and Franklin Arterial, respectively).
- There are physical and environmental constraints to widening I-295, particularly between and including Exit 6 and Tukey's Bridge, and at the Fore River Bridge. Site specific and/or incremental improvements may be made to improve traffic operations.
- Congestion around several of the interchanges, particularly during the morning and evening commuter periods. Interchanges include:
 - Exit 8 (Baxter Boulevard) southbound in the morning created by on/off ramp weave maneuvers.
 - Exits 6A & 6B (Congress Street) southbound created by on/off ramp weave maneuvers.
 - Exit 7 (Franklin Arterial) – southbound in the morning and northbound in the evening created by on/off ramp weave maneuvers and heavy traffic volumes.

South Portland Interstate Issues and Opportunities

- Poor access to Exit 3 (South Portland) due to interchange configuration. Exit 3 is currently being reconfigured which should alleviate access and operational problems.
- Southbound congestion between Exits 4 and 3 caused by heavy volume entering at Exit 4 and exiting at Exit 3. South Portland
- Truck routings via Broadway to I-295 and the Maine Turnpike cause neighborhood conflicts.

Freeport Interstate Issues and Opportunities

- Exit 21 currently has only northbound access.
- Exits 19 and 20 often experience traffic bottlenecks due to increased traffic volume growth.
- Reviving the old Exit 18 (County Road) could provide relief to congestion at Exit 19.

Cumberland Interstate Issues and Opportunities

- There is no northbound access at Exit 16.
- Exits 16 and 17 are areas anticipated to be areas of future development.

Yarmouth Interstate Issues and Opportunities

- Exit 17 regularly experiences congestion that is caused by confusing turning movements.
- Exit 17 is also a HCL.

Route 1

Route 1 is a heavily used arterial running through the entire PACTS region. The arterial varies in characteristics and functions between, and in some cases, within a community. Route 1 cross-sections include rural two-lane, suburban three-lane and five-lane, and urban two-lane and four-lane sections.

Issues and Opportunities

Biddeford

- Reconfiguration and/or relocation of parking may enable the creation of turning lanes to ease congestion.
- Stretches of Route 1 operate at LOS E during the p.m. peak-hour.
- Access management measures need implementation along Route 1.

Saco

- Lack of connectivity of Outer Main Street/Route 1. Left turns and congestion on this section of strip development need addressing. PACTS is currently studying this issue.
- Replacement of outdated traffic signal equipment is needed at several locations.
- Managing traffic growth and access management along the developed Route 1 corridor at the north end of the City.
- Traffic congestion, safety and access management issues on in the vicinity of I-195.
- The area along Route 1 north of I-195 is a likely future spot for big box type development and has traffic implications for the broader Exit 5 area.
- The FunTown Amusement Park and general area continues to grow, increasing traffic at north end of Route 1.

Scarborough

- Dunstan Corner intersection congestion caused by heavy volumes and the close proximity of the Payne Road and Pine Point Road/Broadturn intersections.
- Congestion south of Dunstan Corner caused by heavy summer traffic.

Portland

- Baxter Boulevard (Route 1) and connecting neighborhood side streets are used to bypass more congested roadways such as Forest Avenue

Falmouth

- Maintaining good accessibility for all transportation modes and level of service as new development and redevelopment occurs.
- Strengthening the emerging village through roadway design standards.

Cumberland

- Several recent attempts to increase street connectivity between new and existing residential developments on Route 1 have failed.
- There has been a lot of recent development activity around the Route 1 corridor and more is expected.

- Most of the recent commercial development is occurring along Route 1 and Route 26/100.

Yarmouth

- The geometrics of the Route 1/Route 115 interchange are problematic for trucks.
- The “vision” for Route 1 is being debated within the Town. Should it be integrated into the village center with a strong pedestrian orientation/pedestrian scaled? Should it continue to evolve as a higher speed roadway different from the village?
- Should Route 1 be functionally reclassified as a minor arterial or remain as an urban collector?

Freeport

- There is a traffic bottleneck at the railroad overpass just south of the central business district where the road remains narrow. The roadway at each end of the bridge has been widened.
- Trucks are diverting to Route 1 because of weight limits on I-95 creating noise and traffic problems and are incompatible with the village.
- Access management as development continues on Route 1 south of Exit 19.

Route 26 and Route 26/100

In Portland, Route 26/100 (Auburn Street/Washington Avenue) is densely developed with mixed residential/commercial land use and a two-lane roadway cross-section. In Falmouth and Cumberland, Route 26/100 is a rural two-lane road with land use primarily consisting of residential housing.

Issue and Opportunities

Portland

- Being able to provide adequate capacity and throughput on Washington Avenue without becoming a barrier within neighborhoods or restricting bicycle and pedestrian movements.
- Congestion delays transit service along Washington Avenue and the movement of traffic in general.

Falmouth

- Ongoing development activity in the Maine Turnpike Exit 53 area has transformed the area and traffic levels are increasing accordingly. Opportunities exist for preserving capacity by continuing to implement access management and extending transit service.

Cumberland

- Most recent commercial development is happening along Route 26/100 and Route 1.

Route 302

Issues and Opportunities

Portland – Forest Avenue South of Morrill’s Corner

Forest Avenue south of Morrill’s Corner serves as an urban arterial providing access to businesses and residential areas and as a major commuter corridor into and out of Portland. Low density business and commercial development abuts the road for most of its length but remnants of mixed use development remain near Morrill’s and Woodford’s Corners.

- Maintaining accessibility to the Downtown and corridor business and residents without compromising opportunities for transit, bicycle and pedestrian travel.
- Accumulation of low density, suburban style development uses (single story/single use buildings and strip development shopping centers) along the corridor.
- Opportunities for redevelopment and access management along the corridor to improve traffic flow and improve corridor aesthetics.
- Traffic congestion can degrade transit service. Traffic congestion is a regular occurrence on Forest Avenue south of Morrill’s Corner, particularly at Woodford’s Corner and northbound at Morrill’s Corner.

Portland – Forest Avenue North of Morrill’s Corner

North of Morrill’s Corner, Forest Avenue has low and moderate density residential development. The road is one lane in each direction with parking lanes/shoulders for its length.

- Supporting access into and out of Portland without creating barriers in the neighborhoods.
- Accommodating bicycle, pedestrian and transit usage.

Westbrook

Route 302 through Westbrook is a suburban arterial with low-density residential and commercial development.

- Preserving arterial capacity.
- Improving roadway safety by implementing access management and other safety recommendations.
- A large parcel of land (approximately 500,000 square feet) has been proposed for development along Route 302.
- Large seasonal summer traffic volumes heading to the lakes and mountains.

Windham

Route 302 is the major highway corridor in Windham. The road contains a major retail and commercial center in North Windham, connects commuters to employment centers in Greater Portland and funnels tourists to recreational areas in the Lakes Region.

- There is a large conflict on Route 302 between through/regional traffic and local traffic.
- The proliferation and configuration of driveways causes safety and delay problems on Route 302.

Route 25

Route 25 serves as one of the few major east-west corridors in the Greater Portland area serving both regional traffic destined for the mountains and New Hampshire as well as traffic bound for the Portland and the Maine Mall area of South Portland.

Portland and Westbrook Issues and Opportunities

In Portland, Route 25 (Brighton Avenue) is an urban arterial. Sections of the road are one lane in each direction; others sections have two lanes in each direction. One section is a three-lane road including a two-way center left-turn lane. Land uses along the road vary from suburban residential to clusters of businesses. In addition, the University of Southern Maine (Portland campus) and the Maine Medical Center (Brighton Avenue Campus) are two major uses on Brighton Avenue.

Route 25 in the area of the Exit 48 of the Maine Turnpike is a heavily traveled road. Retail and commercial businesses are the predominant land use on this section of the road that straddles the Portland/Westbrook City line.

- Preserving arterial capacity
- Providing high quality bicycle and pedestrian accommodations.
- Eliminating ‘barrier’ quality of roadway due to character of traffic – volume and speed.
- Congestion in the vicinity of Riverside Street, Exit 48 and Forest Ave is an ongoing concern.

Gorham Issues & Opportunities:

In Gorham, Route 25 serves as Main Street – the heart of Gorham Village. It is a major commuter corridor and is very congested during the morning and afternoon peak travel periods.

- Protecting and enhancing the village character through roadway design standards.
- Providing adequate traffic capacity for east-west travel.
- Heavy increase in travel demand in this corridor.
- Traffic safety and industrial park access at the intersection with Route 237.

Route 22

Route 22 in Gorham and Scarborough consists of a two-lane rural arterial with low-density residential/commercial land use. Development becomes denser and comprises mostly commercial and office developments in Westbrook and Portland west of the Turnpike. East of the Turnpike development becomes more residential and mixed use. .

Scarborough and Gorham Issues & Opportunities:

- The Route 22/114 overlap area – including the intersections – is heavily congested during the morning and evening commuting periods. Limited roadway capacity exacerbates the situation.
- Heavy increase in travel demand in this corridor.

Portland and Westbrook Issues & Opportunities:

- Regular congestion at several locations.
- Neighborhood and traffic conflict caused by heavy volumes and high traffic speeds.
- Roadway can become a barrier within a neighborhood.
- In Portland, this area has experienced conflict between neighborhood livability and heavy traffic volumes

Downtown Portland Peninsula

Downtown Portland is the economic and employment center of the region and contains the highest density residential neighborhoods in the state. Significant traffic enters and exits the Portland Peninsula during commuter time periods. Major access onto the Peninsula is limited to the Casco Bay Bridge, I-295 interchanges, St. John Street, Preble Street, and Deering Avenue. The Portland waterfront is a major cargo port on the Eastern seaboard and is home to a significant fishing fleet.

Maine Mall Area

The Maine Mall area is the PACTS region major suburban activity center with significant retail, office, and other commercial development. Access into the area is primarily provided via the Turnpike at Exits 7 and 7A, Westbrook Street, Congress Street, Payne Road, Route 703 and Running Hill Road. Most roads in the area have multi-lanes with turn lanes provided at major intersections.

Issues & Opportunities:

- The Maine Mall area experiences regular periods of prolonged congestion.
- Maintaining accessibility to and circulation within key to continued vitality of the area.
- Roadways poorly accommodate users other than automobile and truck traffic.

Municipal Transportation-related Issues and Opportunities (Non-interstate)

Biddeford

Traffic Growth/Congestion and Safety

- “Critical intersections” as identified by City staff:
 - South Street at Elm Street – poor intersection
 - Main Street at Adams Street – currently no traffic light, poor sight distance and poor pedestrian accommodations
 - South Street at River Road – the roads intersect at poor angles

- Main Street at Elm Street – the constraints of existing structures may preclude geometric changes to this intersection
- West Street at Hill Street – the corner radius makes turns for school buses difficult
- Hills Beach Road at Pool Road – the roads intersect at poor angles.
- The City’s Transportation section of the Comprehensive Plan identifies portions of Elm Street and Main Street as operating at Level of Service E during the PM peak hour.
- There are thirty High Crash Locations in the City including two roadway segments near the intersection of Route 1 and Route 111 that have a combined 77 crashes during the latest three years.
- Managing traffic, parking and access along arterial streets in the downtown to maintain its competitiveness and attractiveness.
- Managing traffic and access in growing commercial districts outside of the downtown.
- High summer seasonal traffic to seasonal destinations;

Multi-modal Efforts/Considerations

- Community groups desire new pathway connections between schools, houses and stores.
- The Eastern Trail passes through Biddeford and provides an opportunity to link neighborhoods and significant employment, retail, commercial and residential areas of the City.
- The ShuttleBus and Zoom operate in Biddeford connecting it to Saco, Old Orchard Beach and points north to Portland.
- Capitalizing on multi-modal opportunities, such as Amtrak Downeaster passenger rail, bus transit, bicycle and pedestrian to increase travel choices and reduce travel demand.
- Numerous roads need sidewalk improvements including: Route 1 (Beaudoin to Arundel Town line); Pool Road/Route 9; West Street past Wilcox Pond; South Street past Cathedral Oaks; Main Street from Thatcher Brook heading into town; and Alfred Road in the vicinity of Wal-Mart.

Other Issues

- A signage and way finding analysis is needed.

Cumberland

- Passenger rail to and from Pineland.
- Lack of collector roadways to provide an organizing framework for new development.

Freeport

Traffic Growth/Congestion and Safety Issues

- Traffic and parking in Freeport Village.
- Routes 125 and 136 have growing traffic due to residential development in Freeport and adjoining communities. Speed of traffic is also an issue.
- There are six high crash locations located in the town. Two HCL locations on Route 125 (at Pownal Road and at Exit 21 of I-95) have CRF over 4.0, and a combined 47 accidents in the period 2000-2002.

Multi-modal Efforts/Considerations

- A train station/multimodal station is proposed on the east side of the downtown, to be developed in conjunction with a new hotel and park.
- There is interest in commuter rail in addition to the Amtrak service that's proposed for the corridor. A possible location for commuter station is near/south of Exit 19.

Roadway Connectivity/Access Management

- The south end of Route 1 is booming with commercial development, including a large number of motels. The Town has developed a concept plan for office/non-retail type of development in the corridor that makes use of internal frontage roads that connect to Route 1 at each end, controlling access. New development is to preserve right-of-way for connections between developments.

Other Issues

- PACTS has funded a town-wide transportation study for Freeport for FY 2004.
- Structured parking downtown is being explored to allow more development where extensive surface parking lots are now.

Old Orchard Beach

Primary roadway-related issues:

- High summer seasonal traffic
- Needed roadway improvements to facilitate and organize downtown redevelopment efforts. In the downtown area, the goal is to re-orient downtown more toward a year-round market instead of its highly seasonal nature.
- There are several state roads in poor condition that need improvement or reconstruction, with several that are unimproved sections between recently reconstructed sections of state roads.
- High summer seasonal traffic to seasonal destinations.

Traffic Growth/Congestion and Safety Issues

- The Town is transitioning from a seasonal tourist mecca to a bedroom community with implications for year-round traffic growth compounding summer seasonal traffic issues.
- The Temple Avenue/Ocean Park Road (Route 5) intersection is congested and unsafe due to the poor design of the intersection.
- The Ross Road/Portland Avenue corridor has growing traffic and safety problems.

Multi-modal Efforts/Considerations

- Seasonal Amtrak Downeaster passenger rail service began in 2002. 'Day trippers' are not currently using the Downeaster service to its potential.
- Bicycle and pedestrian infrastructure improvements have been made along Route 9.
- The ShuttleBus operates in Old Orchard Beach connecting it to Saco and Biddeford.

Saco

Traffic Growth/Congestion and Safety Issues

- Many of the fastest growing areas (western portions of City) don't have the roadways to support that growth.
- Broadturn Road needs improvements.
- New traffic signals are being added at several locations to address growing traffic.
- Trucks from the MERC facility in Biddeford negatively impact traffic in Saco and the City's downtown.
- Replacement of outdated traffic signal equipment is needed at several locations.
- Managing traffic, parking and access along arterial streets in the downtown to maintain its competitiveness and attractiveness.
- Managing traffic and access in growing commercial districts outside of the downtown.
- High summer seasonal traffic to seasonal destinations.

Multimodal Efforts/Considerations

- Several railroad bridges are too low and/or have too low clearance.
- The Exit 36 Park and Ride lot is being expanded. It is too small for the demand and usage.
- The rail line in Saco currently has three customers and is very lightly used.
- There is a lot of interest in improving bicycling and walking facilities. These interests include adding paved shoulders to existing roads, adding sidewalks and the Eastern Trail. There is an active trail group in Saco.
- Capitalizing on multi-modal opportunities, such as Amtrak Downeaster passenger rail, bus transit, bicycle and pedestrian to increase travel choices and reduce travel demand.

Yarmouth

The major area of concern for Yarmouth transportation issues is the area encompassing I-95 exits 16 and 17 and Route 1, which includes Yarmouth Village and the Route 1 commercial district. There are access and safety issues at the two interchanges as well as congestion and safety issues at Route 1 intersections in between.

Traffic Growth/Congestion and Safety

- The I-95 Exit 17 area has a number of safety and congestion problems.
 - The area is a high crash location.
 - Traffic is characterized by confusing turning movements and access (to businesses, to side streets, from interstate off-ramps and Visitors' Information Center). PACTS has funded a study to be conducted in 2003/2004 to develop an updated plan for improvements.
- The weight limits on I-95 push heavy trucks onto Route 1 where they don't belong.
- There are three potential locations being discussed for roundabouts along Route 1 between Exits 16 and 17 to improve safety, maintain traffic flow and calm traffic (Portland Road, Route 115 and East Main Street).

- There have been large increases in traffic on North Road.
- Specific “critical intersections” from a congestion and/or safety perspective as identified by Town staff are: I-95 Exit 17 at Route 1 Interchange; Route 1 at Portland Road; Route 1 at Main Street; and Route 1 at East Main Street.

Multi-modal Efforts/Considerations

- The Exit 16 area is identified as a potential area for a multi-modal center (train, park and ride, bus). A leading/potential site is the Maine DOT Maintenance Lot because the rail line is located adjacent to it.
- Major issues surround the planned reintroduction of passenger rail service to/through Yarmouth in 2007:
 - Where should the train/multi-modal center be located to best serve potential markets?
 - What will be the impact of passenger rail service on growth patterns in Yarmouth and regionally?
- Two rail lines currently serve the Town (one branch continues to Brunswick, the other to Lewiston-Auburn).
- A new segment of shared use path has been planned within the Route 1 Corridor from the current terminus of the Beth Condon Pathway to the Freeport YMCA. A thorny area is weaving the path through the Exit 17 area.

Windham

Traffic Growth/Congestion and Safety

- River Road traffic is growing rapidly. River Road connects growing neighborhoods in Windham to the North Windham commercial district and to Westbrook/Route 25. The road is scheduled for reconstruction within the next two years.
- The Route 115 area east of Route 302 is anticipated to be one of the most desirable in terms of future development, potentially causing traffic problems. Routes 115 and 35 intersect with Route 302 in North Windham and connect Windham to Standish and Gray.
- Traffic growth on secondary roads due to high rate of residential growth.
- High seasonal traffic on Route 302
- Traffic congestion and safety, and access management/roadway connectivity in the North Windham commercial district due to regional and local traffic demand.
- A number of “critical intersections and locations” with safety problems were identified by Town staff including: Route 302 at 115/35, Route 202 at River Road and Route 202 at Windham Center Road.
- There are 13 high crash locations in the Town. Four locations have CRF greater than 4.0 with two locations at or over 9.0

Roadway Connectivity/Access Management

- There is a low level of connectivity between state roads/existing roads and little connectivity between recent development (commercial or residential).
- The idea of parallel connector roads in North Windham met local resident resistance when studied recently by the Town. A series of design guideline recommendations and aesthetic recommendations for the commercial corridor were developed. Connections

between adjacent commercial parking lots are recommended as well. There are several opportunities to provide improved connectivity (utility ROW, etc).

Multi-modal Efforts/Considerations

- The Town is very interested in potential opportunities for:
 - commuter bus service to Windham,
 - additional paved shoulders for bicyclists,
 - using the Mountain Division line for passenger rail
 - shared use paths to connect to regional trail systems.