

WINDHAM COMPLETE STREETS POLICY

Adopted October 28, 2014

Order 14-361, Vote 6-0

Vision

The Town of Windham Complete Streets Policy advocates for the fundamental concept that all streets and roadways should be designed and operated to be safe and accessible for all current and future transportation users whether they be pedestrians, bicyclists, transit riders or vehicular motorists, regardless of age or ability. The planning and design of new and reconstructed streets and roads will consider current and future users early in the process, in the context of surrounding land uses.

Purpose/ Benefit

This Complete Streets Policy supports the goals outlined in the Town of Windham Comprehensive Plan and the 21st Century Downtown Plan by creating safer, cost effective, equitable, accessible and aesthetically attractive transportation networks.

Policy

1. The Town of Windham seeks to enhance the safety, access, convenience, and comfort of all users of all ages and abilities, including people on foot (including those that require mobility aids), bicyclists, transit users, and motorists. The Town intends to achieve this through the design, operation and maintenance of interconnected transportation networks accommodating each mode of travel that is consistent with, and supportive of the local context. Early consideration of all modes for all users will be important to the success of this policy.
2. Street planning and street design projects in the Town of Windham shall give due consideration to bicyclists and pedestrians, from the very start of planning and design work. This will apply to all roadway projects, including those involving new construction or reconstruction. Roadway retrofits may include, but are not limited to, changes in the allocation of the right-of-way and pavement space on an existing roadway, such as changes to the number and use of lanes, changes in lane widths, and/or reconfiguration of on-street parking.
3. In accordance with the Complete Streets policy, the project development process shall include early consideration of the land use and transportation context of the project, the identification of gaps or deficiencies in the network for various user groups that could be addressed by the project, and an assessment of the tradeoffs to balance the needs of all users. The context factors that should be given high priority include the following:
 - a. Whether the corridor provides or could provide a primary access to a significant destination such as a community or regional park or recreational area, a school, a shopping / commercial area, or an employment center;
 - b. Whether the corridor provides or could provide access across a natural or man-made barrier such as a river or roadway;
 - c. Whether the corridor is in an area where a relatively high number of users of non-motorized transportation modes can be anticipated, or encouraged, due to congestion or other factors;

- d. Whether a road corridor provides or could provide important continuity or connectivity links for an existing trail or path network; or
 - e. Whether nearby routes that provide a similar level of both convenience and connectivity already exist.
4. Transportation improvements should include facilities and amenities that are recognized as contributing to Complete Streets. In general, Complete Streets treatments consist of any of the following components (Note: Complete Streets may not always include all of these components and may include some that are not listed here):
- Buildings in North Windham set to the front property line on both sides of the road to create a human-scale environment.
 - Sidewalks
 - Crosswalks
 - An esplanade or open-space zone for street trees and landscaping, benches, bike racks, lighting, signage and other streetscape elements
 - On-street parking
 - Bike lanes
 - Shared drives to minimize curb cuts
 - Improved access and ADA accessibility
 - Transit accommodations
 - Adequate drainage facilities
 - Paved shoulders
5. Procedures for maintenance operations will be established and reviewed for sidewalks, paved shoulders, and bicycle facilities. These procedures will establish goals related to striping and pavement markings, adequate snow removal, and street cleaning.
6. The design of new, rehabilitated or reconstructed facilities should anticipate likely future demand for bicycling, walking, transit and motorist use and should not preclude the provision of future improvements.
7. The Town will coordinate and collaborate with other transportation agencies including PACTS and the MaineDOT, and other users of the public right-of-way, such as utilities and public transportation providers, to ensure that the principles and practices of Complete Streets are embedded within their planning, design, construction, and maintenance activities.
8. The Town will develop implementation strategies that shall include the following:
- a. Evaluating and revising ordinances and practices,
 - b. Training staff, contractors and sub-contractors,
 - c. Developing and adopting network plans,
 - d. Identifying goals and targets,
 - e. Tracking performance measures against those targets.

Performance Measures

The Town will define annual performance measures to track the implementation of this Policy and supporting documents, such as the Comprehensive Plan and the 21st Century Downtown Plan. Such measures may include, but are not limited to:

- improvements in safety for all roadway users;
- increased capacity and connectivity for all modes of transportation;
- usage (such as mode share) of biking, walking and transit;
- time to clear facilities after storm events;
- miles of bicycle and pedestrian facilities; and
- attainment of ADA compliance.

Such measures shall be incorporated into relevant plans, manuals, policies, processes and programs.