

# Transportation

# 6

## 1. Introduction

Gray's transportation system should operate in a manner which helps to preserve and improve the quality of life of its residents, while also providing for the safe uniform flow of traffic. Achieving this goal will require sound and innovative planning solutions to address needs that will be created by future growth and development. This chapter evaluates all modes of transportation as they relate to recreational, residential, commercial, institutional, and industrial land uses within the Town of Gray.

The chapter also addresses alternative modes of transportation such as pedestrian, bicycle, and public transit. In addition to encouraging the use of alternative modes of transportation, emphasis is placed on establishing and maintaining safe, attractive neighborhoods for families and businesses throughout the entire community. The effect on the transportation system on the environmental quality of the community is also considered.

## 2. Summary of Major Findings and Conclusions

- State highways in the Town of Gray total 21.1 miles, with the town responsible for 15.3 miles of winter maintenance.
- Town roads total 56.3 miles with 50.9 miles paved and 5.3 miles of gravel surface.
- Private roads with public easements total 22.4 miles.
- There are 109 private roads in Gray.

- Traffic volumes have increased 2% to 4% between August 1995 and August 2000.
- The Maine Department of Transportation (MDOT) has identified three high crash locations in the Village area of Gray.
- Parking within the Village area is limited.
- MDOT has included four public transportation projects for Gray in the Statewide Improvement Program (STIP) for fiscal years (FY) 2002, 2003, and 2004.
- Alternative transportation modes in the town are limited to pedestrian sidewalks in the Village.
- The proposed Gray Connector will ease traffic through the Gray Village area.
- The town has proposed expanding the sidewalk network in the Village.
- Development adjacent to private easements and private roads is creating problems for Fire and Rescue access.

### 3. Existing Roadway System

#### 3.1 Primary Highways and Arterial Roads

According to the Town of Gray Public Works Department, there are 99.9 miles of public roads and highways within the town’s limits. The classification categories presented in Table 6-1 are used to identify the governmental agency (state, local, other) responsible for maintenance of particular roadway segments in the town.

**Table 6-1 Summary of Public and Private Roads**

Road Classification	Number of Roads	Total Mileage	Paved	Gravel
State Highways	6	21.1	21.1	---
Town Roads	80	56.3	50.9	---
Public Easements	46	22.4	---	5.3
Private Roads	109	---	---	---
<b>Total</b>	<b>241</b>	<b>99.9</b>	<b>72.1</b>	<b>5.3</b>

Functional classification reflects a highway’s balance between providing land access versus mobility. Functional classification is the process by which public streets and highways are grouped into classes according to the character of service they are intended to provide. Generally, highways fall into one of four broad categories-- *principal arterial, minor arterial, collector road, or local roads*. Arterials

provide longer through travel between major trip generators (larger cities, recreational areas, etc.). Collector roads collect traffic from the local roads. The collector roads also connect smaller cities/towns with each other and to the arterials. The local roads provide access to private property or low volume public facilities.

Map 6-1 (at the end of this chapter) presents the road classification within the Town of Gray. As shown on the map, the Maine Turnpike, also referred to as Interstate 495, bisects the town roughly in half. This highway is a limited access, four-lane divided roadway with paved shoulders. Motorists traveling on the Maine Turnpike access Gray, surrounding towns, and the Lakes Region using Exit 11.

Arterial roadways located in the Town of Gray include Route 202 (West Gray Road), Route 100/26 (Old Portland Road), and Route 100/202 (Lewiston Road). Typically, these arterials are rural two-lane roadways with limited shoulders. Two-foot paved shoulders exist along Route 100/26 and Route 202/100.

MDOT has classified Route 26 as a principal arterial. This rural two-lane roadway has 3-foot shoulders. Route 26 provides access to the ski areas in western Maine and to Canada.

Route 115 and Depot Road are classified as major collectors. Both are rural two-lane roadways with limited shoulders.

In addition to the arterial and collector roadways, there are also a number of local roads within the Town of Gray. Typically, the local roads are rural two-lane facilities with no shoulders.

### 3.2 Traffic Safety

Traffic volumes along the principle routes within the Town of Gray were obtained from the Gray Bypass Study, being conducted by HNTB, and the MDOT 2000 Annual Report. Figure 6.1 presents the weekday traffic volumes for August 1995 and August 2000 through the Gray Village. As the figure shows, traffic volumes have increased approximately 2% to 4% between August 1995 and August 2000. The figure also indicates that there were minor shifts in the travel patterns on Route 100/26, south of Gray Corner, during that same time period.

The existing (2000) traffic volume counts along principle roadways, according to the MDOT 2000 Annual Report, are as follows:

#### Route 26

- 6,480 at New Gloucester Town Line
- 15,600 at Gray Corner

#### Route 202

- 10,450 near Mayall Road
- 11,770 at Colley Hill Road

**Route 26/100115**

- 11,770 South of Route 115
- 7,450 Near Cumberland Town Line

**Route 115**

- 13,080 West of Maine Turnpike
- 5,250 East of Main Street
- 7,230 East of Brown Road
- 3,930 West of Mayall Road

**3.3 Safety**

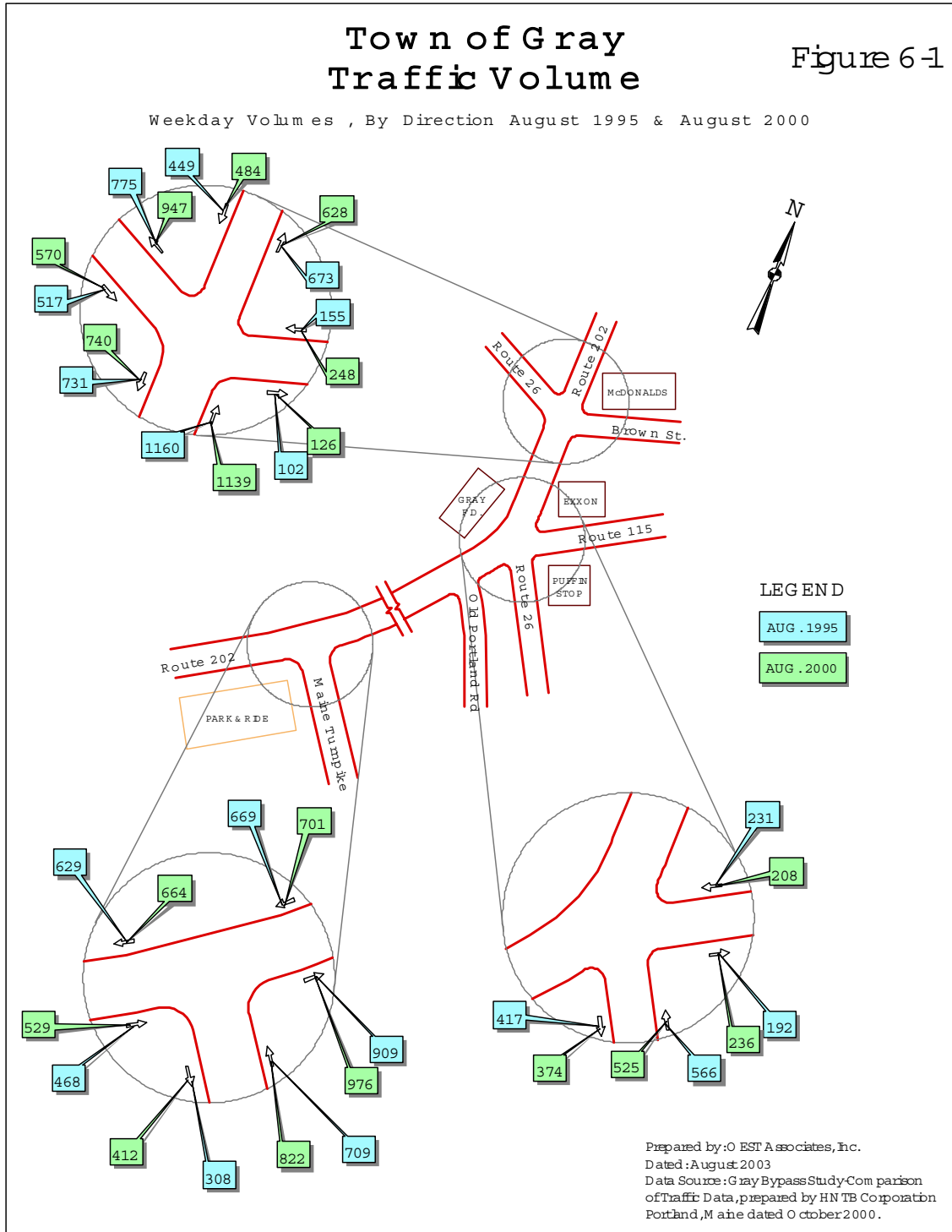
A review of automobile accidents was conducted by the MDOT for the area roadways in proximity to the intersection of Routes 4, 26, 100, 115 and US Route 202 in Gray. Data was analyzed for the years 1998 through 2000. Figure 6.2 illustrates crash locations along the highlighted road sections in Gray. The locations of automobile accidents within Gray Village are provided in Figure 6.3. Tables 6-2 through 6-4 provide crash summaries by principle route, crash types, and primary contributing factors.

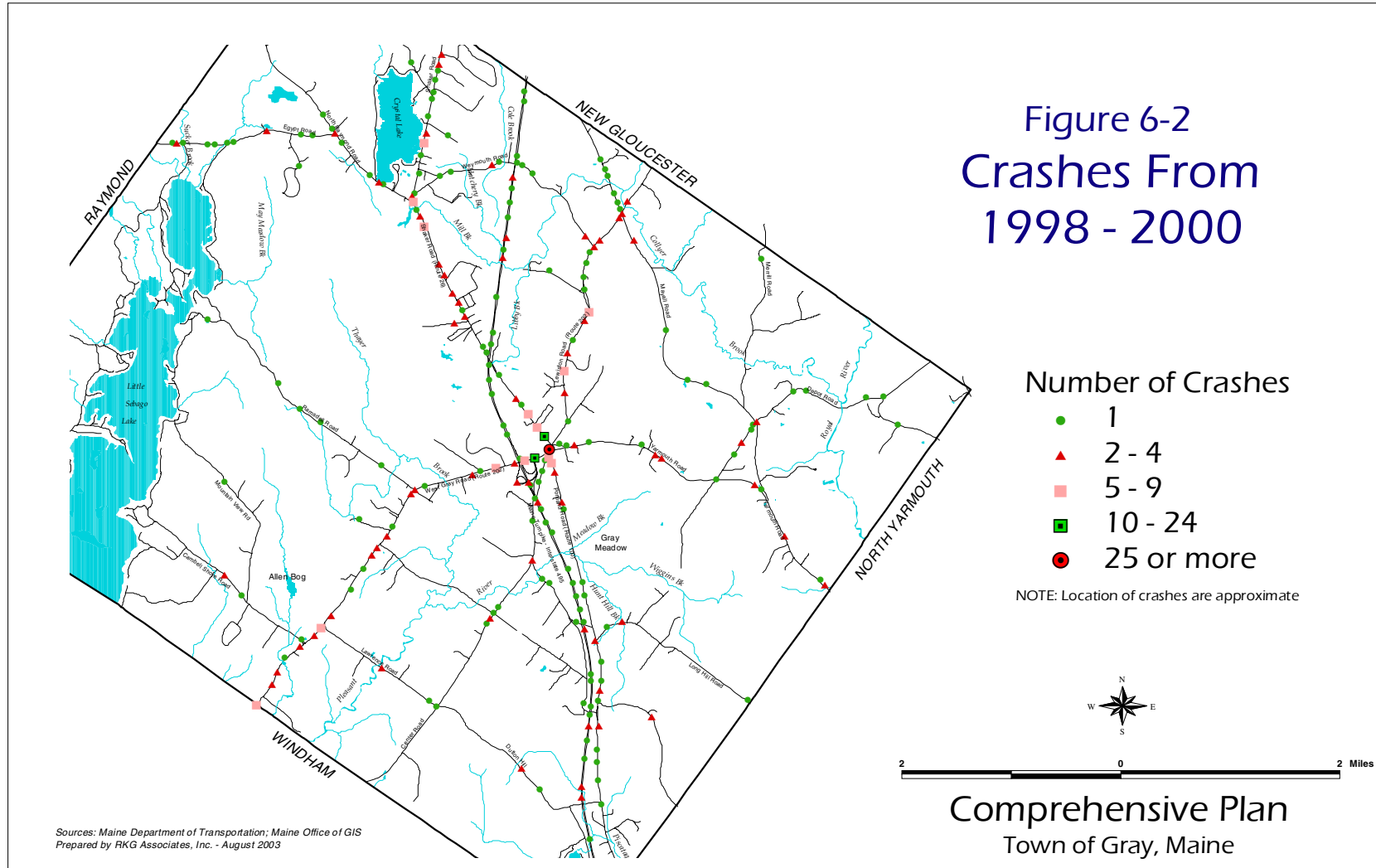
**Table 6-2  
Crash Summaries by Principle Route  
Town of Gray 1998-2000**

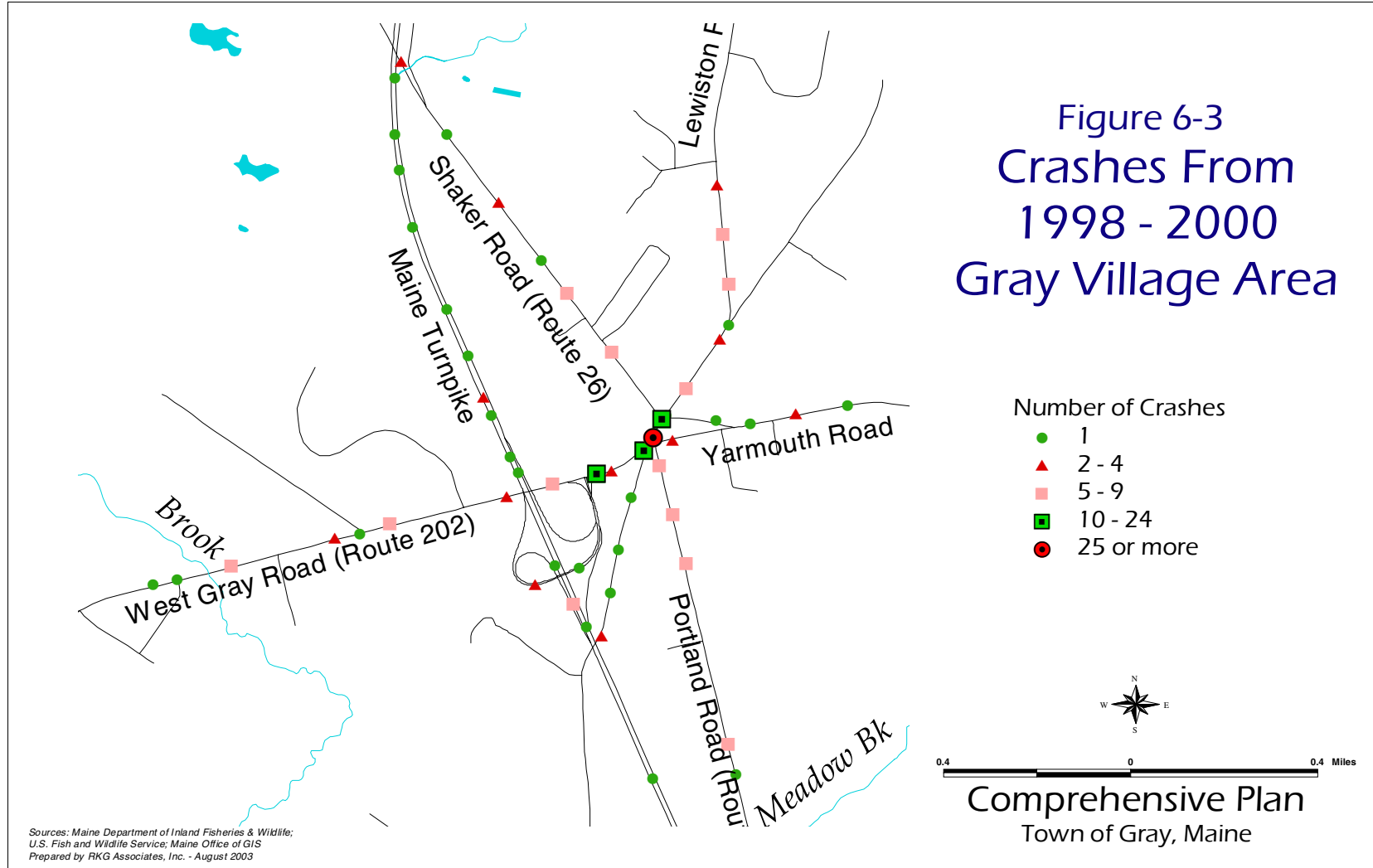
Route name	Number of Crashes	Number of Fatalities	Number of Incapacitating Injuries	Number of Evident Injuries	Number of Possible Injuries	Estimated Economic Cost
SR Route 26	144	1	4	22	24	\$5,068,000
SR Route 115	27	0	0	3	3	\$249,000
TURNPIKE NB	41	0	0	3	4	\$280,000
TURNPIKE SB	51	0	0	8	5	\$511,000
US 202	238	1	3	31	42	\$5,878,000
<b>Total</b>	<b>501</b>	<b>2</b>	<b>7</b>	<b>67</b>	<b>78</b>	<b>\$11,986,000</b>

**Table 6-3  
Crash Types  
Town of Gray 1998-2000**

Crash type	Number of Crashes	Number of Fatalities	Number of incapacitating injuries	Number of Evident Injuries	Number of Possible Injuries	Estimated Economic cost
Bike	3	0	2	1	0	\$408,000
Deer	112	0	0	1	1	\$279,000
Fire	4	0	0	0	0	\$8,000
Head-on/sideswipe	29	2	2	17	6	\$6,398,000
Intersection movement	104	0	2	15	20	\$1,702,000
Moose	11	0	0	3	0	\$130,000
Object in road	37	1	0	5	3	\$2,925,000
Other	5	0	0	0	0	\$14,000
Pedestrians	3	0	1	3	0	\$300,000
Ran off road	128	0	3	38	16	\$2,478,000
Rear end/sideswipe	187	0	1	15	48	\$2,420,000
Rock thrown	1	0	0	0	0	\$4,000
Rollover	9	0	0	5	0	\$198,000
<b>Total</b>	<b>633</b>	<b>3</b>	<b>11</b>	<b>103</b>	<b>94</b>	<b>\$17,264,000</b>







There are three High Crash Location (HCL) Links identified in the MDOT High Crash Location Listing (1997-1999) which are as follows.

- Route 202/115 between the Turnpike Exit and Route 100/26.
- Route 202 between Route 115 and Route 26.
- Route 26 between Route 202 and Gray Park.

These stretches of road had 8, 23, and 29 crashes respectively, during the HCL review period. The two HCL nodes listed below had 77 and 20 crashes, respectively.

- The intersection of Route 202/115.
- The intersection of Route 202 and Ramp A of Interstate 495.

**Table 6-4  
Primary Contributing Accident Factors  
Town of Gray 1998-2000**

Apparent Contributing Factor	Number of Crashes
Defective brakes	3
Defective tire - tire failure	2
Disregard of traffic control device	6
Driver inattention - distraction	147
Driver inexperience	17
Driving left of center - not passing	13
Failure to yield right of way	62
Following too close	35
Hit and run	3
Illegal, unsafe speed	93
Impeding traffic	2
Improper parking, start, stop	3
Improper passing - overtaking	16
Improper turn	16
Improper, unsafe lane change	13
No improper action	486
No signal or improper signal	2
None	7
Other human violation factor	21
Other vehicle defect or factor	3
Other vision obscurement	9
Pedestrian violation error	1
Physical impairment	9
Unknown	12
Unsafe backing	12
Vision obscured - sun, headlights	2
<b>Total</b>	<b>995<sup>a</sup></b>

<sup>a</sup>Number of Drivers

A general summary of trends for all crashes during 1998-2000 in the study area would note the following:

- There have been 633 crashes involving 1,292 vehicles.
- The largest number of crashes occurred along Route 202 (238) followed by Route 26 (144).
- These crashes resulted in 3 fatalities, 11 incapacitating injuries, 103 evident injuries, 94 possible injuries and a total estimated economic cost of \$17,264,000.
- The largest number of crashes was Rear End/Sideswipe type crashes (187%). The second largest was Ran off Road (128). **These two crash aspects are indicative of traffic that is stopped and/or turning into or out of driveways, which suggests that access management may be an area needing further review.**

Link and Node locations with a higher crash frequency between 1998 and 2000 are described below.

#### **Intersection of Routes 202/115/4/26/100 (NODE 0507513)**

There were 50 crashes resulting in two evident injuries and eight possible injuries at this node. The leading crash types were Rear End/Sideswipe (35), Intersection Movement (11) and Head on/Sideswipe (2).

The leading contributing factors were Driver Inattention-Distraction (19), Failure to Yield the Right of Way (6), Following Too Close (5), Improper Turn (5) and Improper/Unsafe Lane Change (3). Twenty one of the vehicles were making a left turn, 18 were stopped in traffic and 11 were slowing in traffic.

#### **Route 26 from Gray Park Road to the Route 4 intersection (LINK 050753007666)**

There were 28 crashes resulting in two evident injuries and three possible injuries at this node. Seventeen of these crashes occurred at driveways, 14 were Intersection Movement crashes, 13 were Rear End/Sideswipe, and one was a Run Off the Road type.

The leading contributing factors were Failure to Yield the Right of Way (8), Driver Inattention-Distraction (7), Following Too Close (4), Improper Turn (2) and Improper/Unsafe Lane Change (2). Eleven of the involved vehicles were making left turns, 4 were making right turns, 4 were slowing in traffic and 7 were stopped in traffic.

#### **Route 202/115/4 just west of I-495 ramp (LINK 050616509722)**

There were 19 crashes resulting in one fatality, one incapacitating injury, three evident injuries and four possible injuries. The fatality was a Head On/Sideswipe crash with vehicle crossing the center line and driver inattention/distraction being a factor. Four vehicles were involved in this crash.

Overall trends at this link are as follows:

- Eight crashes occurred at driveways.
- Nine crashes were Rear End/Sideswipe, six were Intersection Movement crashes and two were with a deer.
- Leading contributing factors were Driver Inattention-Distraction (7) and Failure to Yield the Right of Way (3).
- Six of the involved vehicles were making left turns, five were stopped in traffic and three were slowing in traffic.

#### **Route 100/26 just south of Route 4 intersection (LINK 050751308102)**

There were 18 crashes resulting in two evident injuries and one possible injury at this link. Thirteen of the crashes occurred at driveways (72.2%).

The leading crash types are Intersection Movement (9) and Rear End/Sideswipe (7). The leading contributing factors are Failure to Yield the Right of Way (5), Driver Inattention-Distraction (3), Improper Passing-Overtaking (3) and Improper Turn (2). Eight of the involved vehicles were making left turns, four were making right turns, three were stopped in traffic and three were slowing in traffic.

#### **Intersection of I-495 Ramp and Routes 202/4/115 (NODE 0509722)**

There were 17 crashes resulting in two evident injuries and five possible injuries at this node. The leading crash type was Rear End/Sideswipe (15). The leading contributing factors were Driver Inattention-Distraction (8) and Following Too Close (4). Eleven vehicles were stopped in traffic and five were slowing in traffic.

## **4. Parking**

In the past, much of Gray's parking needs were met by on-street parking. Over time, increasing traffic has left less space for parked vehicles and a growing demand for parking spaces.

On-street parking within Gray Village is limited. The only on-street parking along Route 202 (Main Street) exists on the west side of the roadway between the Gray House of Pizza and the Old Fire House. The remaining parking within Gray Village is accommodated on-site by the businesses located along Route 202 (Main Street). In particular, the parking lots located at the Grocery Store/Subway strip mall and the Pennell building are well utilized for pedestrians traveling to businesses located along Route 202 (Main Street). There is also a parking lot along Brown Street that is utilized for shopping in Gray Village. The parking lot at Gray Plaza located along Route 100/26 (Old Portland Road) is also well utilized.

## 5. Future Roadway Improvements

Four public transportation projects are currently underway or scheduled for Gray, based on the MDOT Statewide Transportation Improvement Program (STIP), for fiscal years 2002 - 2004. The projects include the Gray Connector, Route 115, Route 26, and Routes 26/100.

Gray Connector - The Gray Connector is a new two-lane road which will extend from Route 4/202, connecting on the west side of Exit 11 of the Maine Turnpike, to Route 26, connecting at the Grover Gravel pit. The approximate cost estimate for the work is \$4 million, funded 80% with federal dollars and 20% with state monies. The construction of the Gray Connector is expected to begin in FY 2003.

Route 115 - Improvements to Route 115 are planned from the intersection of Route 202 to a point approximately 0.7 mile east of the intersection. The improvements will consist of widening the roadway, adding shoulders, landscaping, and drainage. Currently, these improvement are in the engineering phase of project development.

Route 26 - Improvements to Route 26 will extend from north of Blueberry Lane through the Shaker Village in the Town of Poland. The improvements will include a bypass around Shaker Village and resurfacing of Route 26 in Gray. The approximate cost estimate is \$5.3 million, funded 80% with federal dollars and 20% with state monies. The construction of the project is expected to begin in FY 2003.

Routes 26/100 - Improvements to Routes 26/100 will include resurfacing of the roadway from Long Hill Road to Route 4, a distance of 1.8 miles. The approximate cost estimate is \$415,000, funded 80% with federal dollars and 20% with state monies. The construction of the project is expected to begin in FY 2003.

## 6. Alternative Transportation Modes

This section summarizes existing alternative transportation modes within the Town of Gray.

### 6.1 Pedestrian/Sidewalks

Pedestrian facilities currently existing in the Village area include a sidewalk network consisting of 3-foot paved facilities along Route 202 (Main Street), Brown Street, Route 100/26 (Old Portland Road), and Route 26 (Shaker Road). The sidewalk along Route 202 (Main Street) exists on both sides of the roadway from the intersection of Route 115 (Yarmouth Road) to just north of Route 26 (Shaker Road). The sidewalk along the east side of Route 202 continues to Colley Hill Road. The sidewalk along Brown Street exists on the north side of the roadway from the intersection with Route 202 (Main Street) to the merge with Route 115 (Yarmouth Road). The sidewalk continues along

Route 115 (Yarmouth Road) for approximately 0.25-mile. A sidewalk exists along east side of Route 100/26 (Old Portland Road) from the intersection with Route 202 (Main Street) to the Gray Plaza shopping center. Finally, sidewalks exist on both sides of Route 26 (Shaker Road) from the intersection of Route 202 (Main Street) to approximately 1.5 miles west of the intersection.

There are five signalized crosswalks within Gray Village. These signalized crosswalks are located at the intersection of Route 115 (Yarmouth Road) and Route 202 (Main Street) and the intersection of Route 26 (Shaker Road), Route 202 (Main Street), and Brown Street. Crosswalks are currently well marked.

The town has obtained a grant to extend sidewalks along the west side of Route 202/100 (Lewiston Road) from Gray Manor to the Village. The Gray Manor is a residential care center for Senior Citizens.

## **6.2 Bikeways**

There is no integrated bikeway system within the Town of Gray. A signed bike lane route does exist however, along Route 26. In addition, 2-foot paved shoulders exist along Route 100/26 (Old Portland Road), Route 115 (Yarmouth Road), and Route 202/100 (Lewiston Road). However, these roadways are not signed as bike routes.

## **6.3 Public Transit**

There is no public transportation provided by the Town of Gray. Neither is there rail or bus service for the residents of Gray to travel within the Greater Portland area or to the Lewiston/Auburn area.

A park and ride lot exists along Route 115 (West Gray Road) at Exit 11 of the Maine Turnpike. This lot has approximately 75 parking spaces consisting of three handicap spaces, four employee spaces, and 68 general spaces. The parking lot is well utilized.

Another signed park and ride lot exists in the Gray Plaza located along Route 115 (Yarmouth Road). However, a specific area within the this parking lot has not been designated for park and ride activities.

Gray is part of Maine School Administrative District #15. The other town in the district is the neighboring community of New Gloucester. The School District provides bus transportation for approximately 2,000 students utilizing a fleet of 20 buses.

## **6.4 Taxi and Air Service**

There are Portland-based taxi and limousine companies that operate in the Gray area. Passenger air service is provided at the Portland Jetport to major U.S. cities by several national airlines. Air freight

service is also provided by several carriers.

## 7. Issues and Recommendations

This section provides a summary of issues and recommendations that were developed based on discussions held with the Comprehensive Plan Update Committee and Town of Gray officials.

### 7.1 General Issues

Issue 1 – Development is putting an increased demand on the town’s roadway network.

#### **Recommendation 1**

Consider the implementation of an impact fee system in order to obtain financial contributions from new private sector development. The funds raised would be used to assist in financing the construction of new or expanded facilities necessitated by increased development.

### 7.2 Urban Roads

Residential areas within the Town of Gray are expanding rapidly and urban roads in the Village area are also used as neighborhood roads. Planning for the design of new roadways will play an important role in the future development of both of these areas.

The condition of Gray’s urban roads varies greatly. Many of the older roads are rough and narrow with steep grades. Sight distance at intersections and road drainage are frequently inadequate. As a result, several of these roads are hazardous for pedestrians, as well as vehicle travel. A number of newer roads, while conforming to the standards of the time, share many of the same problems.

Issue 1 – The current condition of many urban roads are hazardous to vehicular and pedestrian travel.

#### **Recommendation 1**

Urban roads in new subdivisions should be constructed to a width of 36 feet with vertical curbing included on both sides (a width of 30 feet if vertical curbing is on one side); have sidewalks constructed to a 5 foot width on at least one side of the road; and have buffers of 3.5 feet between the road and sidewalk to provide for pedestrian safety.

#### **Recommendation 2**

Upon reclamation, urban roads in established areas should be widened to include a 6-8 foot shoulder for pedestrian and bicycle use (when there is no sidewalk), with 4 inch wide white edge-of-travel marking per M.U.T.C.D. (Manual on Uniform Traffic Control Devices) criteria.

Issue 2 - Street lighting is inadequate.

**Recommendation 1**

Street lights should be installed at intersections of established neighborhoods as urban roads are improved.

Issue 3 – Many old intersections are unsafe due to terrain (steep grades) and limited sight distance.

**Recommendation 1**

As older roads are upgraded, the Department of Public Works should continue its practice of increasing sight distance, cutting grades when possible, and aligning intersections.

**Recommendation 2**

Sight distance should be improved/preserved by pruning shrubs and trees that obscure vision.

**7.3 Rural Roads**

The Town of Gray’s rural roads reflect the topographic characteristics of the surrounding area. Many of these roads are narrow with limited sight lines. There are also a number of dangerous intersections.

There has been a considerable amount of scattered residential development on many of the rural roads in recent years, which is increasing the intensity of traffic usage. A number of older secondary roads that were adequate in the past have now become hazardous due to physical limitations. In addition, existing rural roads have little or no provision for pedestrian or bicycle travel.

Increases in traffic and development have caused many roads originally classified as rural, to move toward the urban and collector/arterial classifications. This has resulted in roads and intersections that cannot handle the demands made on them. Many rural roads have also experienced new residential development resulting in an increase in both pedestrian and bicycle travel.

Issue 1 – Many rural roads are physically unable to handle increasing traffic and pedestrian volume.

**Recommendation 1**

As older roads are upgraded the Department of Public Works should continue its practice of increasing sight distance, cutting grades when possible, and aligning intersections.

**Recommendation 2**

Sight distance should be improved/persevered by pruning shrubs and trees that obscure vision.

**Recommendation 3**

When reclaiming, rural roads should be widened to include a 6-8 foot shoulder (where practical within existing rights-of-way) for pedestrian and bicycle use, with a 4 inch wide white edge-of-travel marking per M.U.T.C.D. criteria.

**7.4 Minor Arterial Roads**

Increased development in Gray and surrounding towns has resulted in a major increase in traffic. Collector/arterial roads located in Gray are used as commuter routes to the Greater Portland and Lewiston/Auburn areas. These roadways are becoming more congested.

Issue 1 – Many of the minor collector/arterial roads have congested segments.

**Recommendation 1**

Improve the lane direction signs at the Gray Corner intersection. (See Section 7.5 - Intersections)

**Recommendation 2**

Construct additional sidewalks in Gray Village (along Main Street) and beyond. (See Section 7.6 - Pedestrian Travel).

**Recommendation 3**

Provide for wide yellow crosswalks within Gray Village with large signs stating “Pedestrians have the Right of Way.” This would provide better utilization of municipal parking areas. (See Section 7.9 - Parking).

**Recommendation 4**

Widen Route 100/202 (Lewiston Road) to Colley Hill Road with sidewalks and breakdown lanes.

**Recommendation 5**

Encourage development on Route 100/26 (Old Portland Road) and Route 100/202 (Lewiston Road) rather than at the Gray Corner and convert this area to public use, preservation, traffic management.

**Recommendation 6**

Connect Center Road to Route 115 (West Gray Road) and to Route 26 (Shaker Road) via Frost Road to the vicinity of the new Gray Connector, along the Connector to Route 26 (Shaker Road).

**Recommendation 7**

Construct a new road from lower Road 100/26 (Portland Road) to Yarmouth Road of Depot Road.

**Recommendation 8**

Widen Route 26 (Shaker Road) to a three-lane facility from the intersection of the proposed Gray Connector to Libby Hill Road.

**Recommendation 9**

Widen the Dry Mills/North Raymond Road intersection.

**Recommendation 10**

Coordinate with the Maine Turnpike Authority to reduce or remove the tolls at the Gray/New Gloucester barrier to alleviate truck traffic through Gray Village.

**Recommendation 11**

Widen North Raymond Road and Egypt Road to add paved shoulders which can also be used for bicycles and pedestrians.

**Recommendation 12**

Connect Center Road and Route 100 through the acquisition of the MDOT lot.

Issue 2 – Interrupted traffic flow results in vehicular delays and congestion.

**Recommendation 1**

When large, undeveloped parcels of land along the arteries are considered for development, a collector road and buffer zone with landscaping should be required.

**Recommendation 2**

As on-street parking is eliminated due to road/intersection changes, provisions should be made for centralized parking.

**Recommendation 3**

With increased development and/or change of use, vehicular curb cuts should be limited.

Issue 3 – Some rural and urban roads have become minor arterial roads due to an increase in traffic volume. These roads were not constructed to safely handle this amount of traffic.

**Recommendation 1**

Identify those rural and urban roads that have become minor arterials such as Yarmouth and North Raymond Roads, and future arterials/collectors such as Depot and Egypt Roads.

**Recommendation 2**

Those roads that are structurally inadequate should be reconstructed to meet current standards.

**Recommendation 3**

As traffic increases, measures such as the addition of turning lanes need to be addressed in order to prevent future congestion.

**Recommendation 4**

Rural and urban roads with an increase in vehicular traffic need to be periodically assessed for change in road status.

**7.5 Intersections**

Several intersections in the Town of Gray are near failure. Most are located at the Gray Corner. Short-term, creative solutions will be critical in order to accommodate current and anticipated traffic volumes.

Issue 1 – Gray has several problem intersections.

**Recommendation 1**

Identify and establish priorities for improvements at problem intersections.

**Recommendation 2**

An ongoing process for assessing the service and safety level of intersections should be established.

**Recommendation 3**

The intersection of Routes 202/115/4/26/100 and the intersection of the I-495 ramp and Routes 202/4/115 should be given high priority as noted in Section 4.3.4.

Issue 2 – Increased commercial and residential development has resulted in further deterioration of problem intersections.

**Recommendation 1**

Consider the implementation of a roadway impact fee system.

**7.6 Pedestrian Travel**

Pedestrian travel has not been a priority in the development of Gray’s transportation system. As a result, many heavily developed areas lack an interconnecting sidewalk system.

Issue 1 – There is a frequent occurrence of segmented sidewalks throughout the town.

**Recommendation 1**

As roads are improved, sidewalks should be provided.

**Recommendation 2**

Sidewalks should be provided in more densely constructed residential developments.

**Recommendation 3**

As improvements are made to rural and existing urban roads, wider shoulders should be provided to allow for safe pedestrian and bicycle travel.

**Recommendation 4**

Sidewalk gaps along urban roads in school zones should be identified and improved.

**7.7 Bicycle Travel**

There is no integrated bikeway system within the Town of Gray. A signed bike lane route does exist along Route 26 and a 2-foot paved shoulders exist along Route 100/26 (Old Portland Road, Route 115 (Yarmouth Road), and Route 202/100 (Lewiston Road). However, these roadways are not signed as a bike route.

Issue 1 – There is a lack of dedicated bike/pedestrian paths.

**Recommendation 1**

As improvements are made to rural and existing urban roads, wider shoulders should be provided to allow for safe pedestrian and bicycle travel.

**Recommendation 2**

Establish bikeways on minor arterial roads.

**7.8 Public Transit**

There is no public transportation provided by the Town of Gray. Two park and ride lots currently exist in the Gray Village. A park and ride lot, located adjacent to the Maine Turnpike, is also well utilized.

Issue 1 – Gray has very limited public transit service.

**Recommendation 1**

Working with other communities or regional organizations, evaluate the demand and need for public transit service.

Issue 2 – The community does not provide transportation for the infirm, disabled, and house bound.

**Recommendation 1**

The town should pursue options for providing transportation and funding for this segment of the community.

**7.9 Parking**

In the past, much of Gray’s parking needs were met by on-street parking. Over time, increasing traffic has resulted in less space for parked vehicles and a growing demand for parking spaces.

Issue 1 – There is an absence of a parking plan for businesses/properties within Gray Village.

**Recommendation 1**

Establish a parking plan to reduce the interruption of traffic flow through Gray Village.

**7.10 Environmental and Aesthetic Quality**

There are many benefits to addressing Gray’s environmental and aesthetic concerns as they relate to transportation. Maintaining and enhancing Gray’s rural and village atmosphere is beneficial to its residents as well as its businesses. Well designed communities are able to attract more business and can improve the quality of life for residents. Careful planning of roads, bridges, bikeways, intersections, and pedestrian walkways can also have a direct effect on preserving a small town way of life.

Issue 1 –Development may cause Gray to lose its rural character

**Recommendation 1**

Road improvements should involve design amenities that include landscaping and attractive bridge repair.

Issue 2 –Traffic delays may cause deterioration of air quality.

**Recommendation 1**

Air quality should be considered when designing road improvements.

Issue 3 –Water quality degradation due to roadway runoff.

**Recommendation 1**

Establish a roadway stormwater system to collect and direct runoff into treatment devices prior to discharging into water courses, wetlands, or surface water bodies.

## **8. Implications for the Future**

This chapter of the comprehensive plan has presented an overview and analysis of the town's transportation system. The discussion revealed a number of issues that may affect residents and commuters through Gray during the coming years.

The recent trend in transportation planning, as evidenced by the Maine Sensible Transportation Act and ISTEA (Federal legislation), as well as the requirements of the Clean Air Act demand that transportation planning be undertaken differently than it was in the past. Transportation improvements, such as widening to increase the capacity of roadways or construction of new roads, will be allowed only after alternative modes of transportation and demand management efforts have been exhausted. Gray has limited alternative modes of transportation available to residents and commuters. As discussed in this chapter, there is a limited interconnecting sidewalk system within Gray Village and there are no interconnected sidewalks outside of the Village. In addition, there is no integrated bikeway system or public transit system available within the town's jurisdictional limits. A well utilized park and ride lot, however does exist at Exit 11 of the Maine Turnpike. The Town of Gray is at a disadvantage because of its dispersed land use patterns which makes many alternative transportation modes and demand management techniques difficult, if not impossible to pursue.

The construction of the Gray Connector will relieve a portion of the traffic traveling through Gray Village. This should also contribute to making the Village more pedestrian friendly and provide some options for increased on-street parking.

As commercial and residential development expands throughout the Town of Gray, there is some question about the suitability of the roadways to support increased traffic. If the roadways are not upgraded eventually, slower response times for public safety and fire and rescue will become commonplace. However, as the roadways are upgraded, additional development may occur.

Blank Page Map 6-1 Road Classification