

Town of Windham – Master Plan 2005
Economic Development & Transportation Meeting Minutes
Planning Office
Wednesday, May 26, 2004 7:30 pm

Economic Development - Windham Today

- ◆ Commercial development doesn't reduce the tax rate and increases housing demand?
- ◆ Large commercial development will require more infrastructure?
- ◆ Existing commercial development serves local residents and Route 111 drivers (passerby traffic).
- ◆ Route 28 businesses – turning around as a destination; still isolated
- ◆ Large commercial development can be managed to minimize infrastructure demand
- ◆ Business technology district discourages retail
- ◆ Lack of water and sewer may discourage commercial development
- ◆ Route 28 supplanted by I-93 – lost passby. Regulatory restrictions.
- ◆ Village Center hurt by lack of water
- ◆ Increasing residential development east of I-93 may increase the demand for services on Route 28
- ◆ Route 111 Bypass will also increase demand on Route 28

Economic Development - Windham Tomorrow

- ◆ Economic development is not needed for jobs for Windham residents
- ◆ Need to serve residents
- ◆ Determine needs and potential impact to tax rate with existing. How much economic development has how much impact?
- ◆ Land limited: Route 128/111, but zoning and topography limits
- ◆ Route 28: water line from Salem (lower portion at Industrial Park area)
- ◆ Anti-business zoning: setbacks, WWPD – need to relax zoning in Industrial Park areas, need to focus on jobs for Windham residents; need to promote Industrial park areas
- ◆ Don't overreact to school pressures
- ◆ Overlay WWPS on existing/ determine remaining land
- ◆ Change mindset – look to Windham for good services
- ◆ Need for “workforce housing” -> jobs
- ◆ New areas: West Windham, transfer station
- ◆ But mostly focus on existing areas
- ◆ Capitalize on bad commute – capture businesses
- ◆ Promote what we have! Need non-competing businesses
- ◆ Address regulatory issues
- ◆ Be proactive
- ◆ Route 93 concerns/uncertainties

Transportation - Windham Today

- ◆ I-93 and Route 111 don't work: congestion on these roads leads to diversion to 128 and 101.
- ◆ Uncertainties and delays: We need to resolve planning for 93 and 111 so we know where we are.
- ◆ Intersection problems:
 - North Lowell Road/Route 111 – most serious problem
 - Route 111/Route 111A (at McDonald's): backs up onto I-93 ramp. Multiyear construction is coming up – we need an interim solution.
- ◆ Route 111 is the major north-south corridor in the region (Route 102 is nearest alternative)
- ◆ Proposed Nashua circumferential highway and East/West Corridor. Long-term planning (but not likely). Leading to a four-lane highway all along Route 111?
- ◆ Regional traffic is dumping in Windham. I-93 and Route 111 will be under construction at same time.
- ◆ No alternate routes to Route 11 to get across town. Look at possible connections to provide alternate routes.
- ◆ Excessive speeds on neighborhood streets
 - Need sidewalks
 - Traffic calming
- ◆ Building on hills – winter ice issues at foot of hills. Need to design new roads for winter.
- ◆ Sidewalks – soil-based lot sizes result in larger lots, less need for sidewalks.
- ◆ Revisit required road widths? 28-foot paved width is excessive and encourages speeding.
- ◆ But wide roads are alternative to providing sidewalks.
- ◆ Plan for bicyclists – more feasible than walking because of large lots and great distances.
- ◆ Route 28 corridor
 - Corridor study to preserve capacity – prevent Salem example of strip development with continuous driveways and turning movements
 - Control access; Provide access roads (create 4-way intersections, e.g., opposite Lamplighter Village)
 - But Derry is building strip developments on Route 28 up to the town line
- ◆ New/existing businesses along Route 111 should plan to accommodate bicycles (e.g., provide bike racks)
- ◆ Transit – regional issue;
 - I-93: express bus being considered
 - 2-year study (with Massachusetts) to evaluate 2 rail options

Transportation - Windham Tomorrow

- ◆ State plan for I-93/111 (with increase to 4 lanes) doesn't change the basic system, because it keeps traffic signal control at ramps rather than flyover.
 - Consider recommending alternative in Master Plan
 - But what would impact be on the town? Visual; traffic volumes/flow/delays; air quality (keep traffic moving)

- ◆ Support regional public transportation efforts
 - Rail study
 - Dedicated bus lanes on I-93
- ◆ Potential connections:
 - Wall Street to Londonderry Road (#4)
 - Range Road – Salem (#8): R/O/W established along perimeter of subdivision
 - Ledge Road – Meetinghouse (#3): service road to eliminate commercial curb cuts
- ◆ Difficulties with creating connections:
 - Town doesn't build roads – relies on developers
 - There are environmental reasons why these connections don't exist: difficult terrain and wetlands. Buildability of connections must be evaluated in Master Plan.
- ◆ Emergency access: building new connections may be less costly in the long run than building substations east of I-93
- ◆ Look at the connections lost when I-93 was built – e.g., County Road
- ◆ Shuttles/bus?
 - New senior housing developments are being built with 2-car garages
 - Looking at a regional senior transportation system (Salem-Windham-Derry)
 - Cab service is available from Derry company
- ◆ High school to be built in 2008. Think about transportation/business connections – zone for business around high school?
- ◆ Consider another interchange on I-93 between Exits 3 and 4 – this might ease traffic problems on North Lowell Road
- ◆ Planning Board is transitioning to roundabouts. Two are under construction (Jenny Hill Road, and Timberland at Heritage Hill Road)
- ◆ Road widths
 - Major roads are narrower than new subdivision roads
 - Inconsistent subdivision road widths (24', 28')
 - Need consistent standards that will preserve rural character
 - Provide widths on arterials to allow safe use by bicyclists.
- ◆ Look at potential bicycle use of rail beds. Methuen – Concord. Should be incorporated in transportation element of Master Plan (as well as in Recreation, where it is currently).
- ◆ Consider striping 28-foot roads for pedestrian/bicycle use on both sides – tells drivers to stay out, slows down traffic.
- ◆ Narrower roads in open space subdivisions?
- ◆ Sidewalks and neighborhoods.