Pedestrian Environment: Regional Commercial Centers

Destination Tomorrow
Linking Our Communities • Advancing Our Region
PACTS Portland Area Comprehensive Transportation System

PACTS Regional Bicycle and Pedestrian Plan Update

Map C-1

North Windham
West Cumberland
Cumberland Center
Little Falls / So. Windham
West Falmouth
Route 1
Downtown Westbrook
Morrill's Corner
Allen's Corner / Northgate
Moshers Corner
'Gateway' /'Exit 8'
Woodford's Corner
Gorham Village
Back Cove/USM
Spring/ Cummings & County Rd
Westgate
Bayside
Libbytown
Downtown Portland
Maine Mall Area
Knightville
Payne Road
Millcreek
Haigis Parkway
'Main Street'
Cape Elizabeth Town Center
Oak Hill
Dunstan Corner
Route 1 / Funtown
Downtown Biddeford
Route 1 Saco
Biddeford Crossing/111
Half Way
Downtown Old Orchard Beach
Downtown Saco
Five Corners
Freeport Village
South Freeport / Route 1
Route 1 North
Yarmouth Village
Route 1 South
No. Falmouth/ So. Cumberland Route 1

Pedestrian Environment

Good **Very Good**

Poor **Fair**

Centers that are rated as Good or Very Good can be generally characterized as pedestrian-oriented. Centers rated Poor or Fair are generally automobile-oriented.

Evaluating the Pedestrian Environment: Assessment Criteria

Poor: Does not meet minimum pedestrian needs

Fair: Meets minimum safety & functional needs
Little or no pedestrian-oriented design considerations

Good: Exceeds minimum safety & functional needs
Additional pedestrian-oriented design considerations

Very Good: Exceeds minimum safety & functional needs
Additional pedestrian-oriented design considerations
Additional urban design elements

Safety and Functional Needs

ADA Accessibility (curb ramps, sidewalk widths, clearance)

Continuity & Directness of Sidewalks Along Streets

Pedestrian Crossings at Appropriate Intervals

Intersections
- Size & Complexity to Cross
- Signalized: Pedestrian Heads & Adequate Phasing
- Unsignalized: Cross-walks

Pedestrian-Oriented Considerations

Street & intersection widths / speed & volume of traffic

Street trees

Esplanades / Green Planting Strips

Pedestrian Lighting

Landscaping

Access from Street to Building Entrances

Scale of Signs

Pedestrian Circulation in Parking Lots

Urban Design Considerations

Building Placement

Building Design / Architecture

Parking Lot Placement & Design

Block Lengths: 250' to 400' (600' max.)

Street / Pedestrian Activity

Visual Interest / Attractive

Bruce Hyman Planning

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FINAL Draft