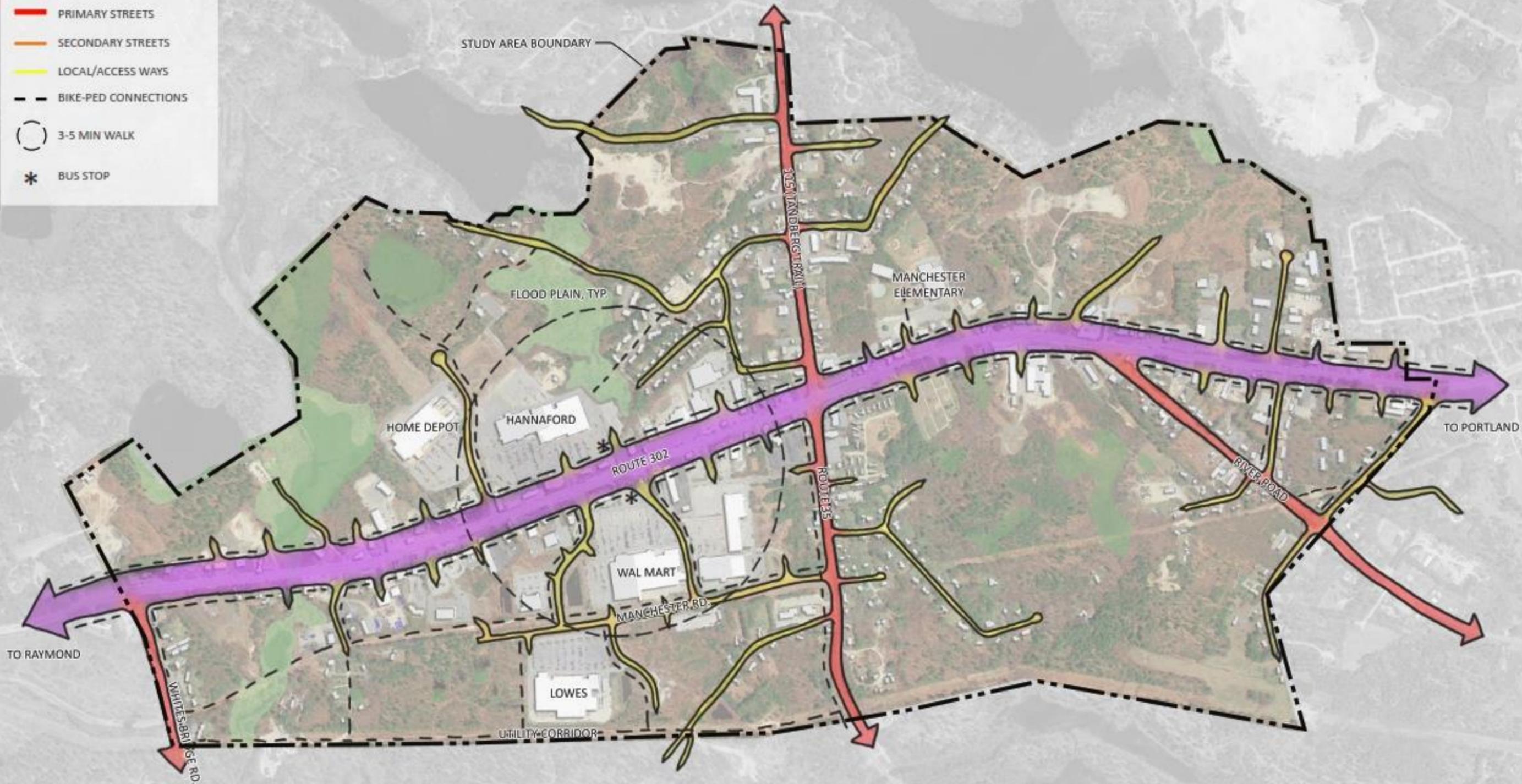


- █ ROUTE 302 CORRIDOR
- █ PRIMARY STREETS
- █ SECONDARY STREETS
- █ LOCAL/ACCESS WAYS
- BIKE-PED CONNECTIONS
- 3-5 MIN WALK
- \* BUS STOP



## Scenario A – Route 302 Focus

### Highlights:

- Consistent traffic flow at slower speeds on Route 302
- Left turns at intersections only, as a way to balance needs for local access with better accommodations for through traffic on Route 302
- Major improvements for pedestrians, bikes, and streetscape, focusing on Routes 302, 115 and 35.

### Narrative:

The goal of this scenario is to tame Route 302 and increase the comfort and safety of walking and biking along North Windham's major roads, while preserving as much vehicular capacity on Route 302 for through traffic as possible.

Improvements will be made to maintain consistent vehicle flow and slower vehicle speeds. The entire signal system will be upgraded for timing improvements, and in many sections the two-way center turn lane will be replaced with a landscaped median strip to create a boulevard feel. Left turns will generally only be allowed at major intersections between Boody's Corner (Route 302/Route 115 intersection) north to the signal at Franklin Drive. A program of closing and consolidating existing drives will be actively pursued, with an emphasis on shared entrances, formalizing access through parking lots where it exists, and

creating new connections where possible, on a property to property and project to project basis.

Sidewalks will be built and upgraded along both sides of Route 302, 115, and 35 throughout the study area, with a focus on safe crossings at key intersections.

Bicycle routes will be investigated along the major routes of Route 302, 115 and 35 throughout the study area.

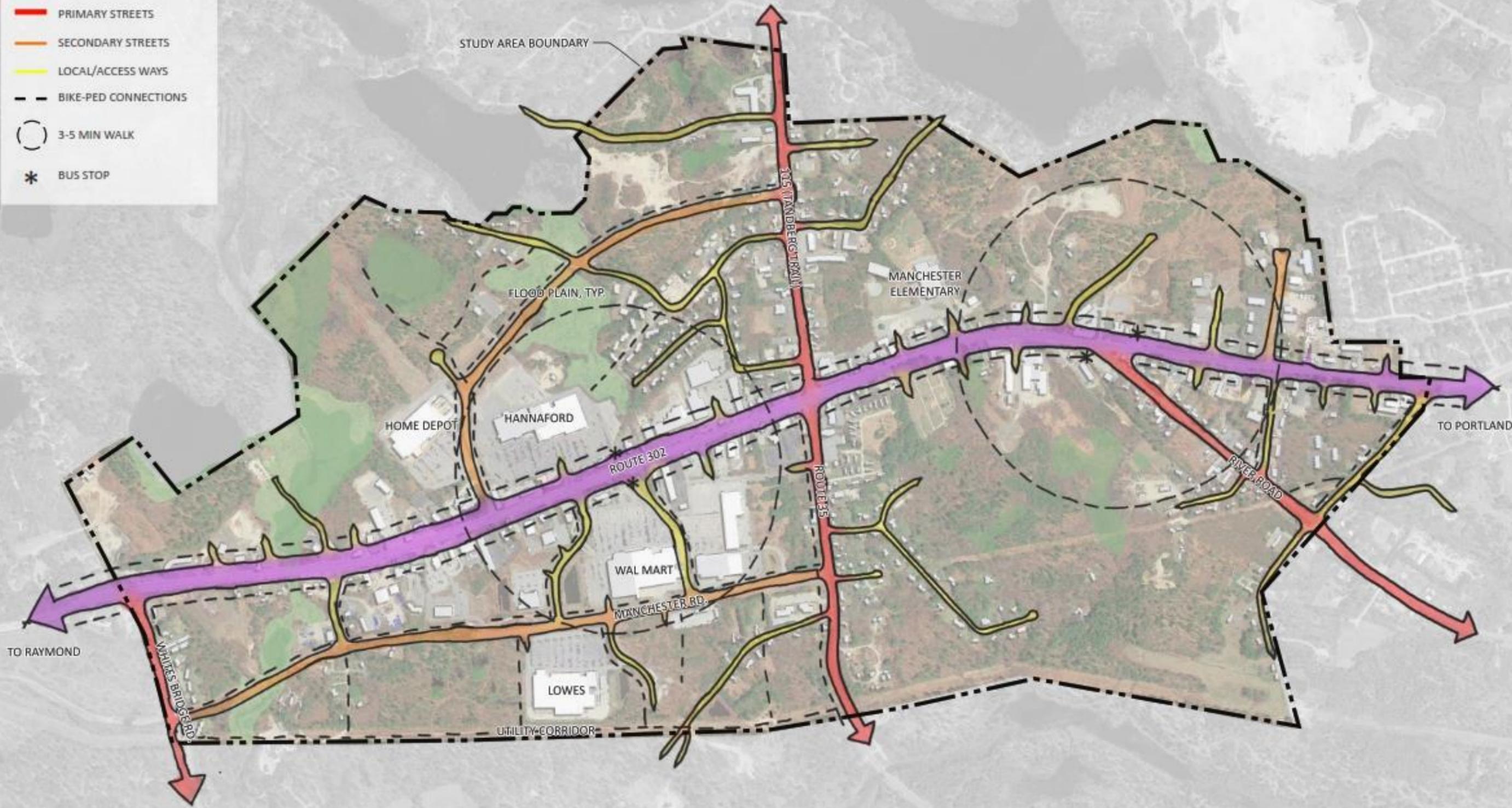
More visible and accessible bus stops for the Lakes Region Explorer bus service will be established adjacent to Route 302.

### Land Use:

Most of the buildings and activity within North Windham will be closely associated with frontage on Routes 302, 115, and 35, with more residential and mixed-use projects filling in undeveloped spaces around the edges of the study area.

Over time, new buildings will be located closer to the main roads, as parking moves to the rear. This, combined with more trees, sidewalks, and better lighting, will increase pedestrian opportunity and activity on the major existing roadways. Overhead utilities may move underground as pedestrian improvements, in road improvements, and underground utility work improvements are made.

- █ ROUTE 302 CORRIDOR
- █ PRIMARY STREETS
- █ SECONDARY STREETS
- █ LOCAL/ACCESS WAYS
- BIKE-PED CONNECTIONS
- 3-5 MIN WALK
- \* BUS STOP



## Scenario B – Local Connector Roads

### Highlights:

- New connector roads with a focus on local access around North Windham north of Boody's Corner (Route 115/Route 302 intersection)
- New roads will include sidewalks and shoulders for people to bike and walk, and may include off-street accommodations like multi-use paths for bikes and people to walk are envisioned within the newly created rights-of-way
- Addition of local connector roads will result in more emphasis on through traffic for Route 302

### Narrative:

The goal of this scenario is to provide local alternative routes for navigating around and through North Windham. These routes will be designed to allow access to businesses and properties and to provide local relief during peak travel times on Route 302.

These connector roads and the local streets connecting them to Route 302 will provide new access to the rear of larger properties on Route 302, so that not every trip in the North Windham core will involve travel on Route 302. This will enable a number of improvements for through traffic on Route 302, including adjustments to signal timing to prioritize through traffic, or even the possibility of removing one or more traffic signals.

Limiting new intersections on existing major roadways will discourage Route 302 through traffic from using these local connectors as bypass routes or shortcuts. The Route 35/Manchester Drive intersection could see an increase in traffic with a Manchester connection to Whites Bridge Road.

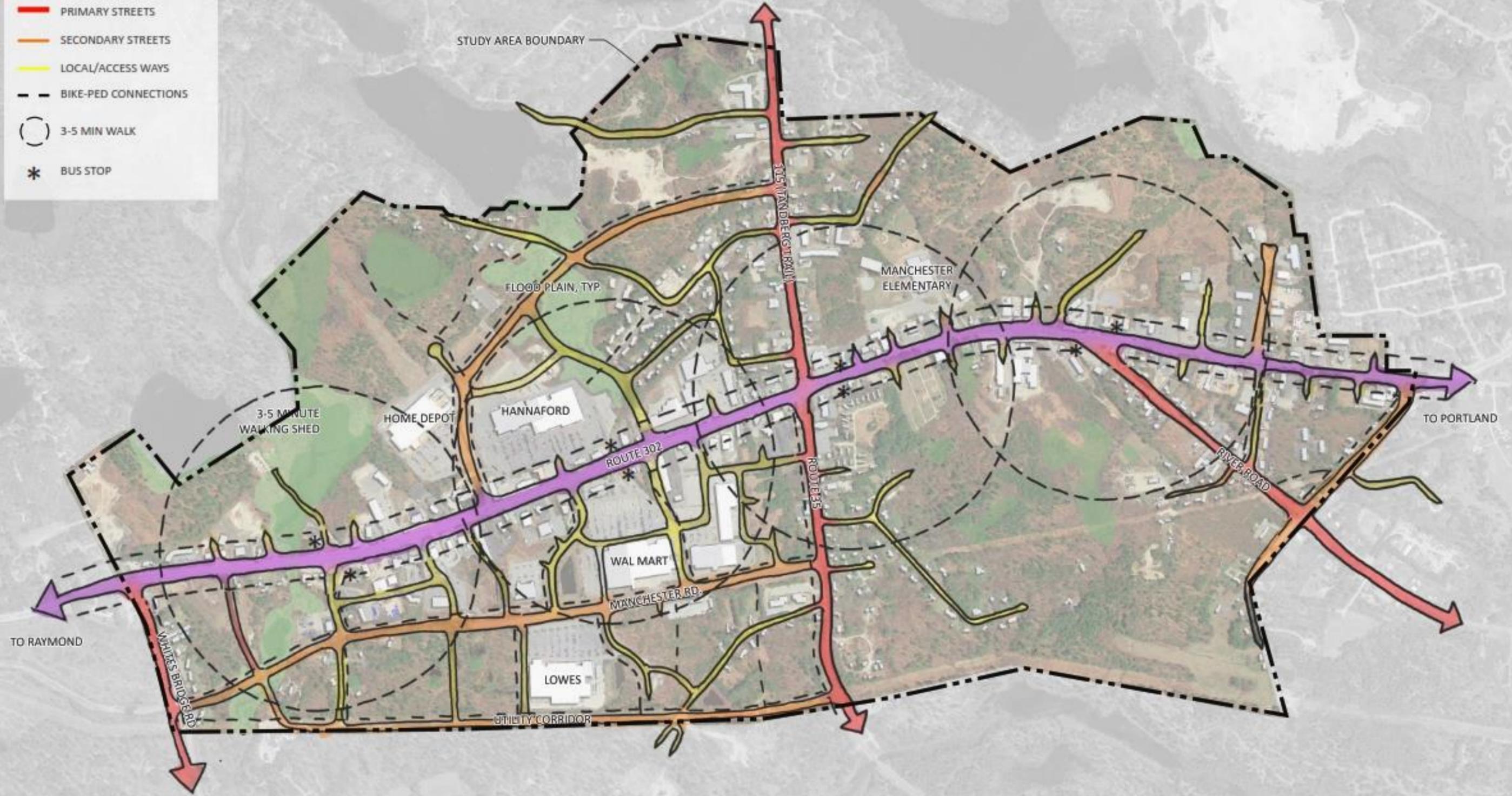
Improvements to Route 302 will include a program of better landscaping, complete pedestrian accommodations, new street lighting and intersection improvements. An additional Lakes Region Explorer bus stop or two would be situated in or next to the Route 302 right of way, and a park and ride facility and vanpool service would make using transit to commute to and from North Windham even more viable.

Multiuse pathways located within new road rights-of-way or along utility corridors could provide off-street options for people walking and biking whether it be for recreation, commuting, or running local errands.

### Land Use:

Development would start to diffuse away from the existing linear pattern along Route 302 to fill in around new local connectors. New development enabled by transportation system growth, new public road frontage, and better transit is likely to be in the form of larger lot mixed use development or new neighborhood development.

- ROUTE 302 CORRIDOR
- PRIMARY STREETS
- SECONDARY STREETS
- LOCAL/ACCESS WAYS
- BIKE-PED CONNECTIONS
- 3-5 MIN WALK
- \* BUS STOP



## Scenario C – Downtown Street Network

### Highlights:

- A fine-grained street network for the North Windham core/downtown area between Boody's Corner and Whites Bridge Road
- A true street hierarchy of local connector roads, downtown and local streets, residential streets and pedestrian ways built around the framework of existing major state roads
- Strong emphasis on through traffic for Route 302, with local access and traffic to and from Routes 115 and 35 using the new local network
- Local and regional transit with a high-level of service is envisioned

### Narrative:

The goal of this scenario is to provide a complete hierarchy of local streets in North Windham to define the North Windham downtown as a place and a destination. Regional through traffic will be focused on Route 302, while access to local destinations will be prioritized on the well-connected network of local streets. The downtown will be characterized by new intersections and short blocks that make the North Windham core a more walkable and enjoyable place. Development of this network will make North Windham the kind of place that you can drive or

take the bus to and then walk around to visit local stores and restaurants.

Within the well-defined North Windham core, the Town will take a proactive role in creating smaller local streets to ensure the framework of narrow streets is in place to shape future development. These streets can be complete with wide sidewalks, perhaps on-street parking or even pedestrian/bike only connections. North Windham will host a transit hub as a terminus for an extension of METRO bus service to Portland. This can support better Lakes Region Explorer service to the north, van pool service to Augusta, Freeport, Bath and other job centers to the east and north, as well as a North Windham circulator van pool with service to North Windham and regional destinations like St. Joseph's College, Dundee Park, and more.

### Land Use:

Intensity of uses and total development will be relatively high within the well-defined North Windham area, and new development opportunities will be increased for land with frontage on the outside connector roads. Just beyond the properties with direct frontage on this road network, priority should be placed on preserving existing character and mix of uses.