

Appendix A: Transportation Goals: This applies to Area A1, A2, Area B1 & B1. Future plan regarding Washington Street also connect to Area C.

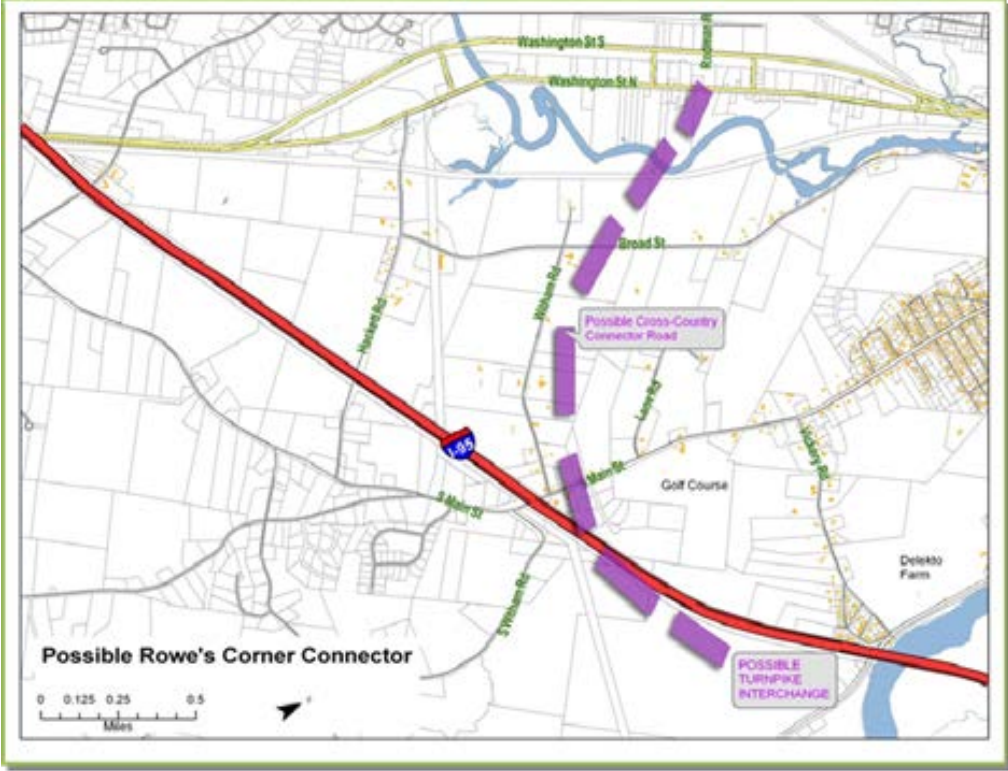
“Goal G.1: Auburn supports real-estate growth patterns that fully utilize the utility of all road networks in the city, making necessary additional connections between road networks to advance this goal...”

1. The full utility of the Maine Turnpike and Washington Street have not been integrated into residential growth patterns in Auburn. Previous efforts to integrate the Turnpike focused on industrial/commercial growth, which is no longer recommended in the Comprehensive Plan.
2. The New Auburn area is dominated by streets running north to south with limited east to west connections. The Little Androscoggin and Androscoggin Rivers have driven that development history and the Comprehensive Plan specifies recommendations to establish broader east-west connectivity. Developing a grid network as projects are proposed under site plan review will allow for priority streets to serve both local uses and regional mobility and keep through traffic out of neighborhoods.
3. Developing a connected grid of streets will need to be part of site plan review to avoid creating congestion and safety issues in key areas of New Auburn village and Danville.

“Goal G.2: Auburn has a well-designed–and functioning road network that safely and equitably moves all manner of users (cars, buses, bikes, and pedestrians) into and through the community while expanding traditional residential neighborhood growth patterns in Danville and New Auburn. Expansions in neighborhood growth are in keeping with traditional transportation network patterns, such as interconnected streets that provide multiple travel patterns, avoiding a rigid hierarchy of streets.”

1. Additional residential growth at the densities already in place in the core neighborhood will have an impact on the existing road network in New Auburn. Implementing this comprehensive plan goal is done through increased density allowed in zoning and the establishment of an interconnected street grid, over time, resembling the existing built area.
2. Expansions in transportation capacity, such as connector roads or highway interchanges, are difficult to permit if the goal is “sprawl repair” due to haphazard road layout and inefficient use of land for community growth.
3. New capacity, linked to providing for regional mobility and a protection of neighborhood and village street grids, does provide a strong foundation for pursuing state/federal permitting.

Possible Connector- Comprehensive Plan page 51



Possible Connector Protection Corridor

