

Town of Windham



NH 111 Corridor & Wall St Connector Feasibility Study

**Project Advisory
Committee Meeting
February 18, 2010**



Agenda

- Welcome/Introductions
- Public Comment
- PAC Meeting 3 Summary
- Problem Statement
- Vision Statement
- Traffic Modeling Results
- Future Land Use Assumptions
- Recurring Business
 - Project Schedule
 - Project Website
 - Contract Extension
 - Tracking
- Other Business
- Adjourn





Problem Statement

The Town of Windham, NH lacks a vibrant town center. While zoning is in place to create this kind of town center, with a variety of civic, commercial and multi-family uses, and a community gathering space, the high volume of traffic on local roads and on the state highway that bisects the town center impede its development. Improvements to Interstate 93 are likely to increase this traffic. Additional obstacles to success include a lack of connectivity between existing commercial uses, the high volume of truck traffic and the Town's vehicle-oriented land use policies.



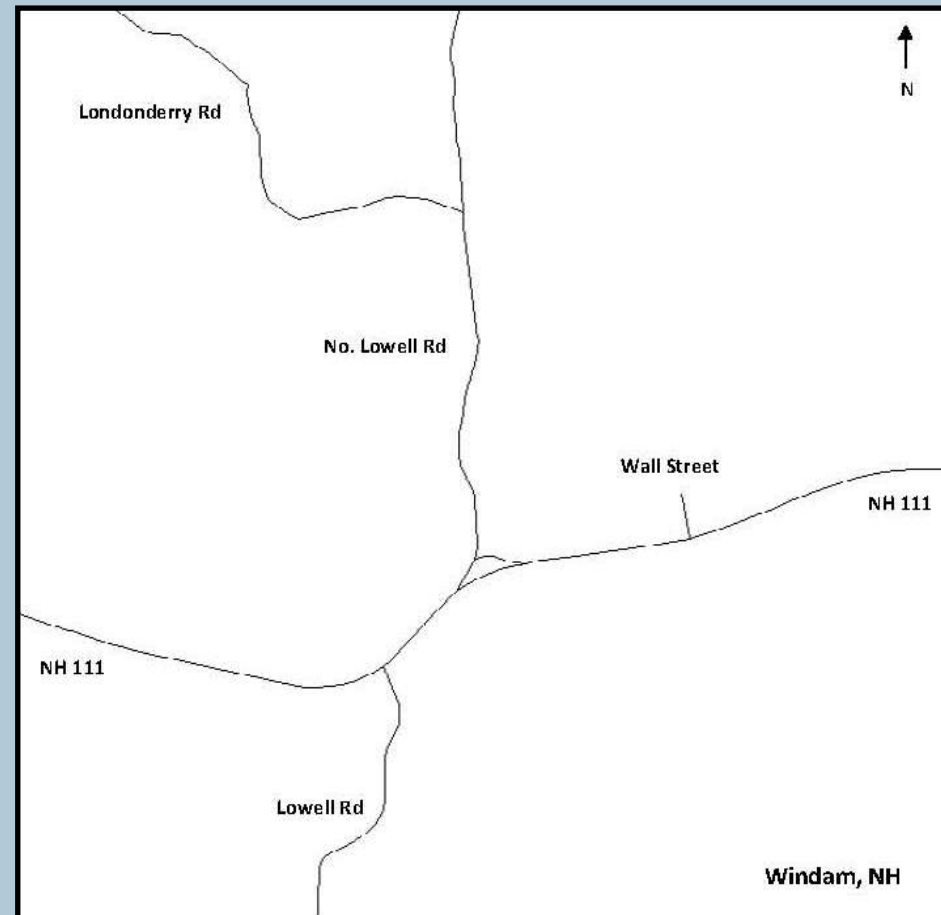
Vision Statement

The historic town center of Windham, NH will become a vibrant, pedestrian-friendly village center accessed by a road that serves local and retail traffic in an attractive, safe and efficient manner. Community gathering spaces, new retail and civic destinations, and a range of housing options, all served by multiple modes of transportation, will enhance the quality of life and sense of community for town residents, and attract visitors from around the region. Planning and development will be sensitive to the environment, to adjacent historic districts, and to current and future residential neighborhoods while improving connectivity between existing and new commercial properties for all modes of travel.



Modeling Results

- RPC Regional Demand Model
- Future Year 2035
- AM & PM Peak Periods
- No Build
- Wall Street Extension
- Wall Street Extension and NH 111 Bypass

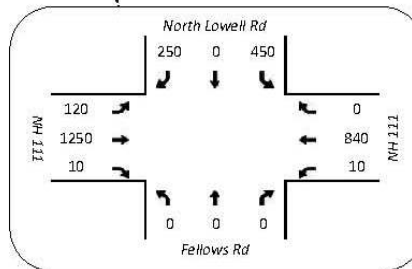
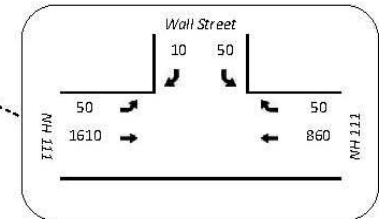
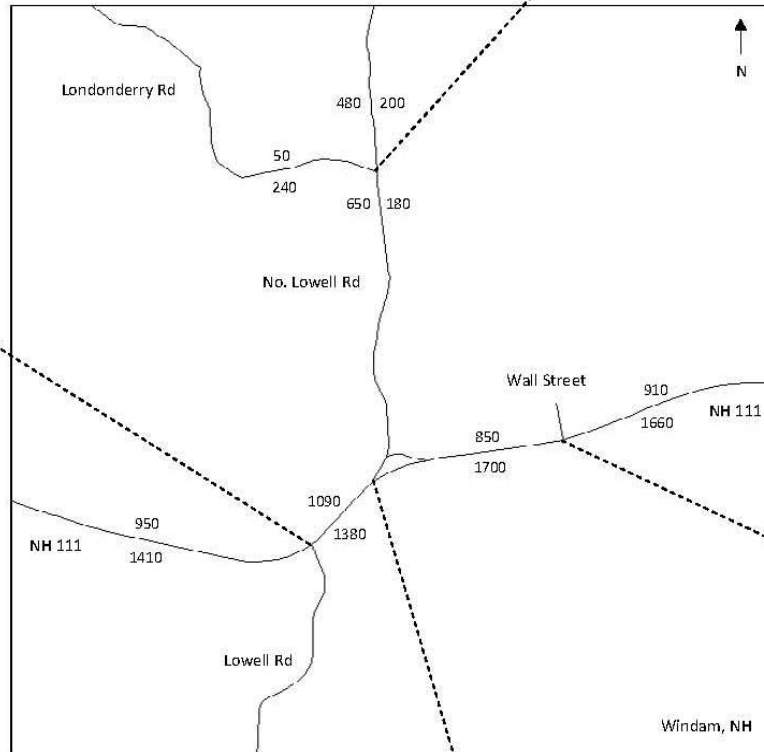
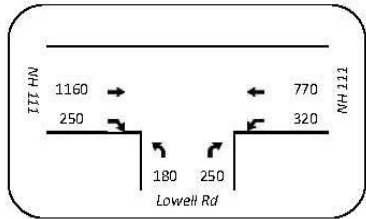
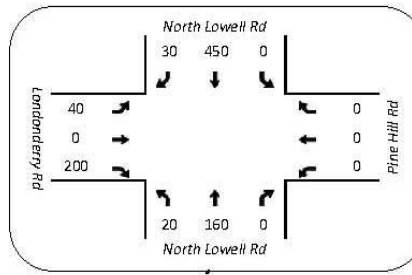


Year / Scenario:

Period:

2035 No-Build

AM

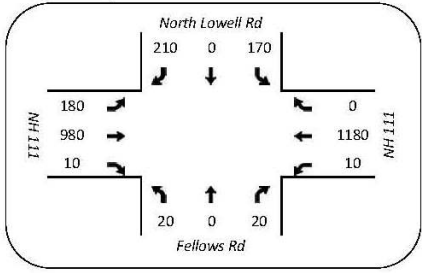
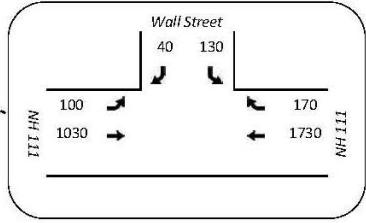
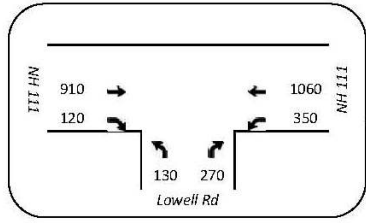
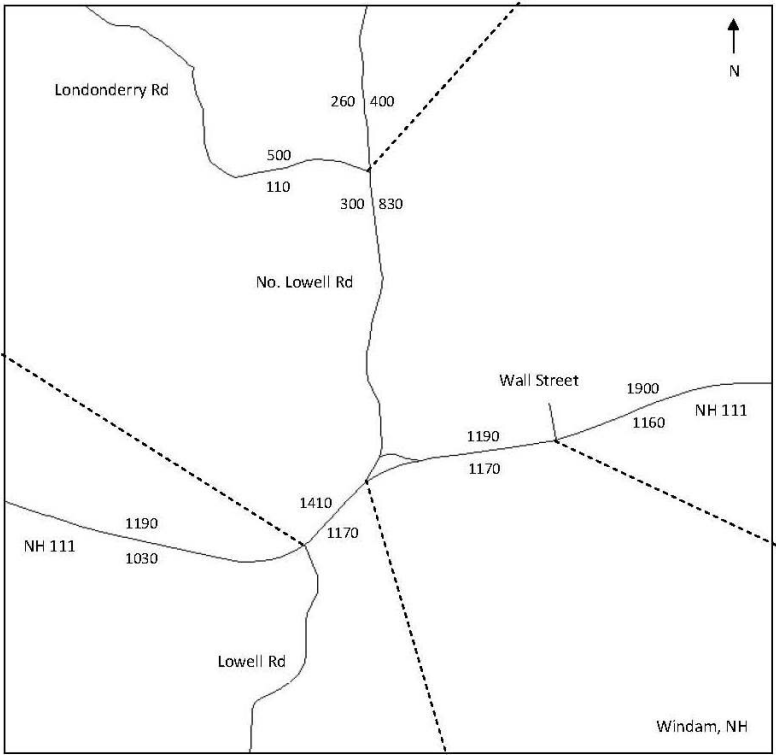
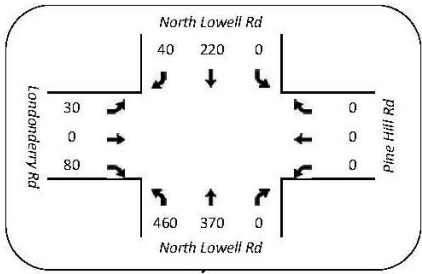


Year / Scenario:

Period:

2035 No-Build

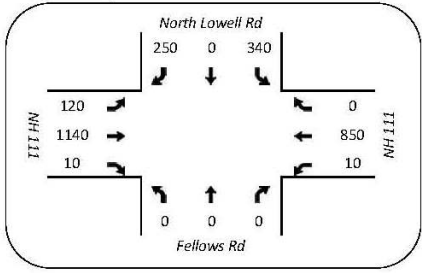
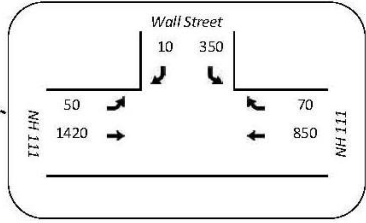
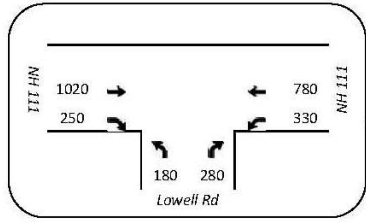
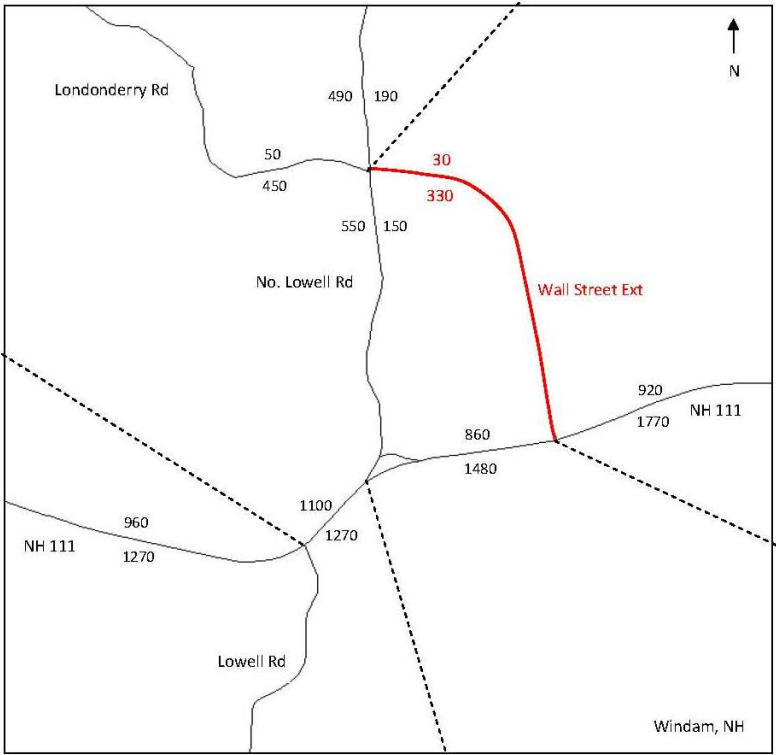
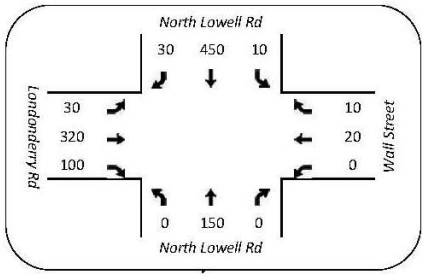
PM



Year / Scenario: _____

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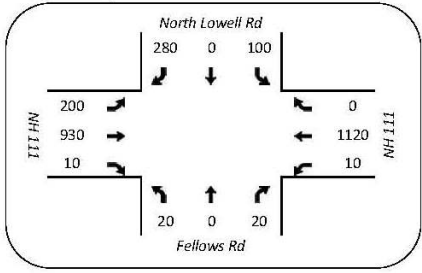
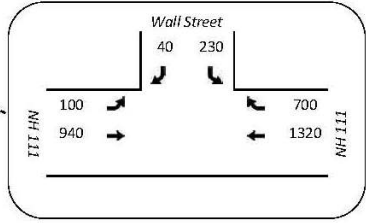
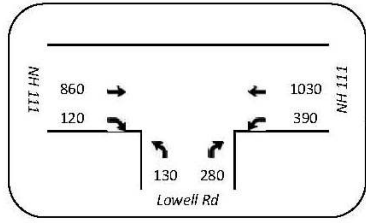
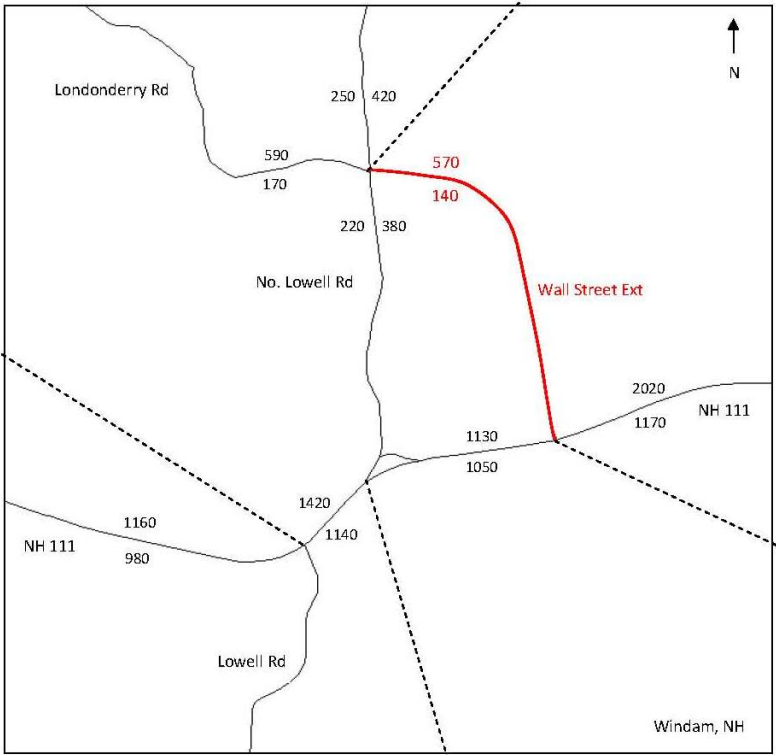
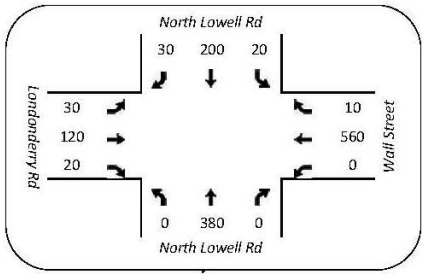
2035 Wall Street Ext **AM**



Year / Scenario:

Period:

2035 Wall Street Ext **PM**

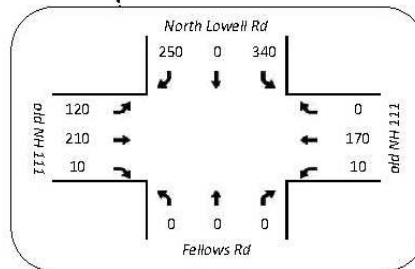
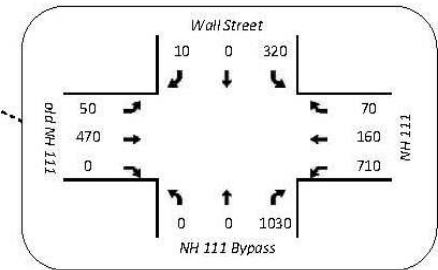
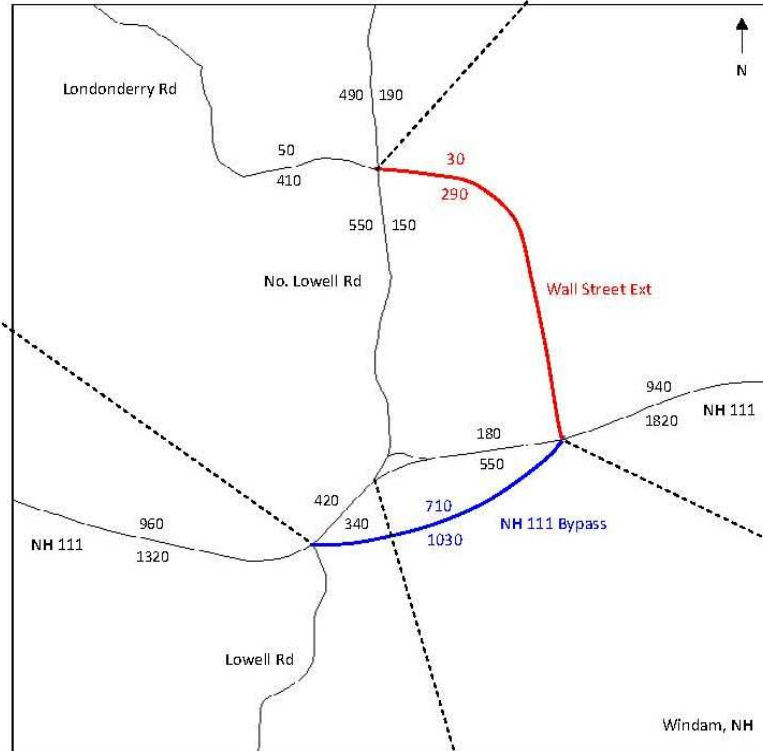
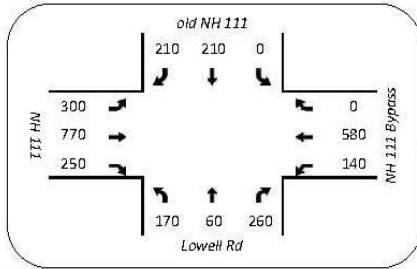
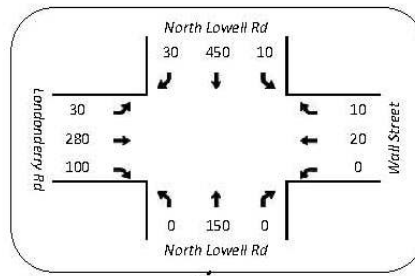


Year / Scenario:

2035 Wall Ext & NH111

Period:

AM

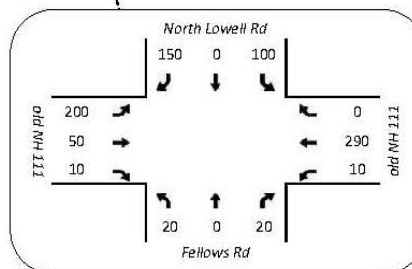
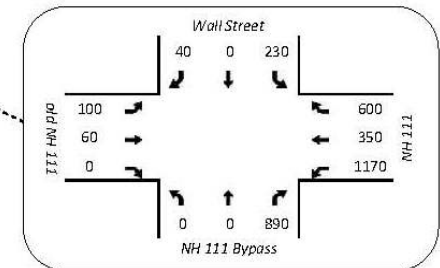
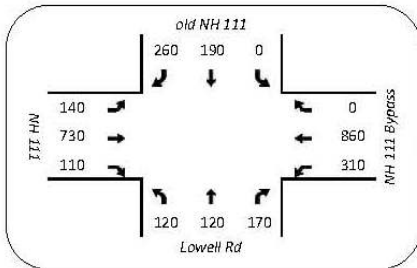
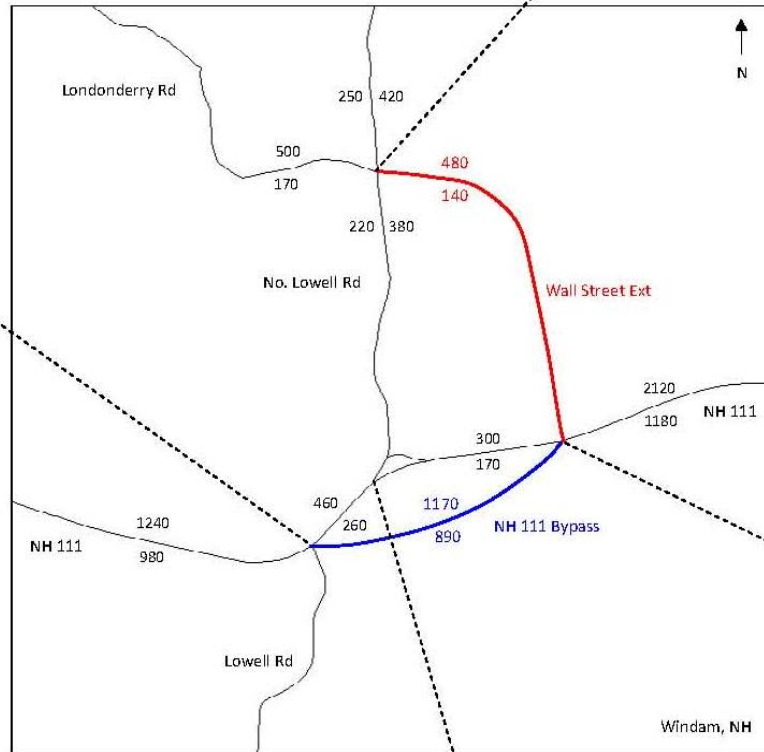
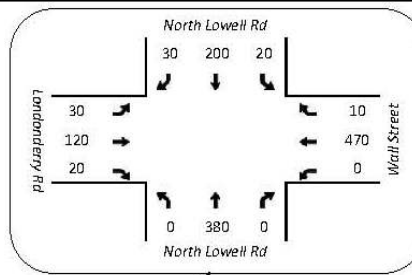


Year / Scenario:

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2035 Wall Ext & NH111

PM

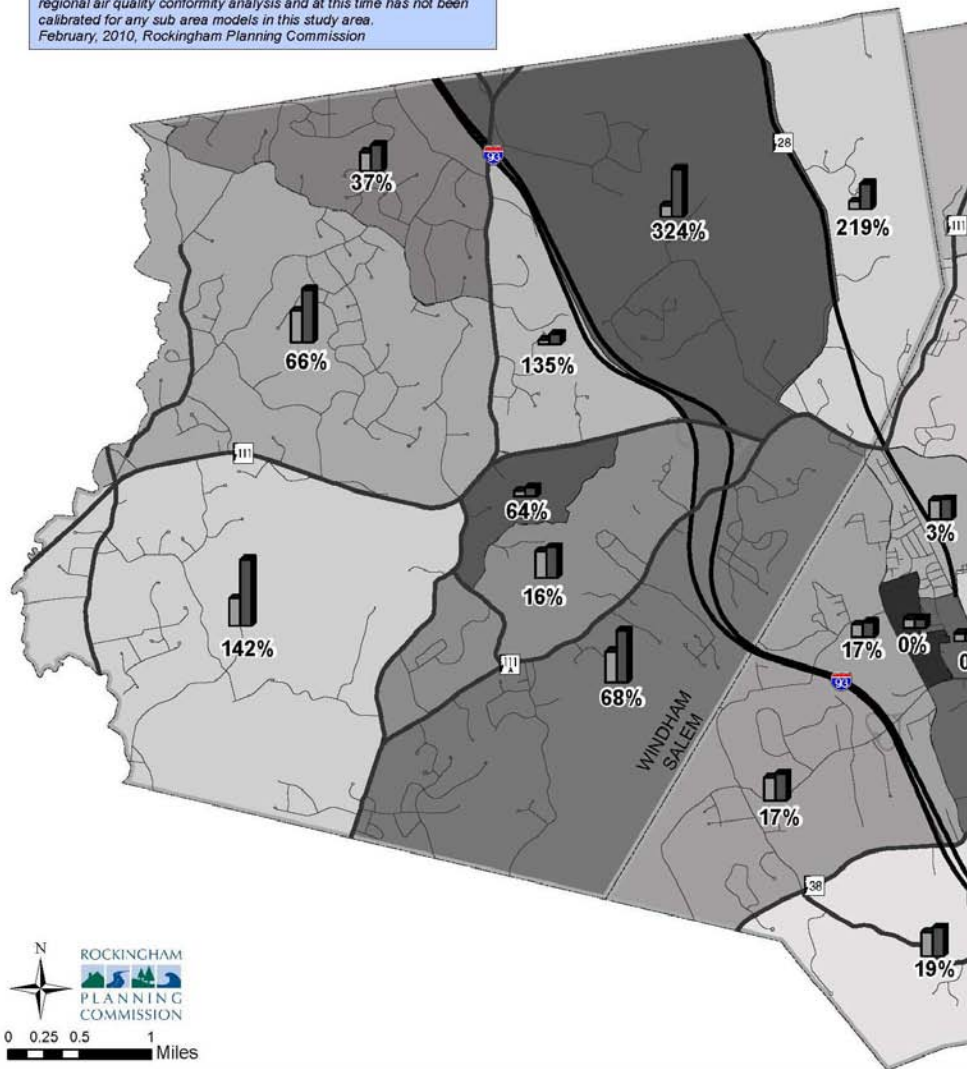




Housing Unit Growth by Transportation Analysis Zone (TAZ) Windham/Salem, New Hampshire 2000 to 2035

Information for this map is taken from the New Hampshire Seacoast Transportation Model. The Model has a land use component which utilizes a predicted regional forecast of housing unit growth. This forecasted growth is allocated by TAZ, over time, based on the relationship of three characteristics: accessibility, presence of existing housing and availability of area for growth.

The model is a regional model, and is calibrated for use with most of Rockingham and Strafford counties. This model is used primarily for regional air quality conformity analysis and at this time has not been calibrated for any sub area models in this study area.
February, 2010, Rockingham Planning Commission

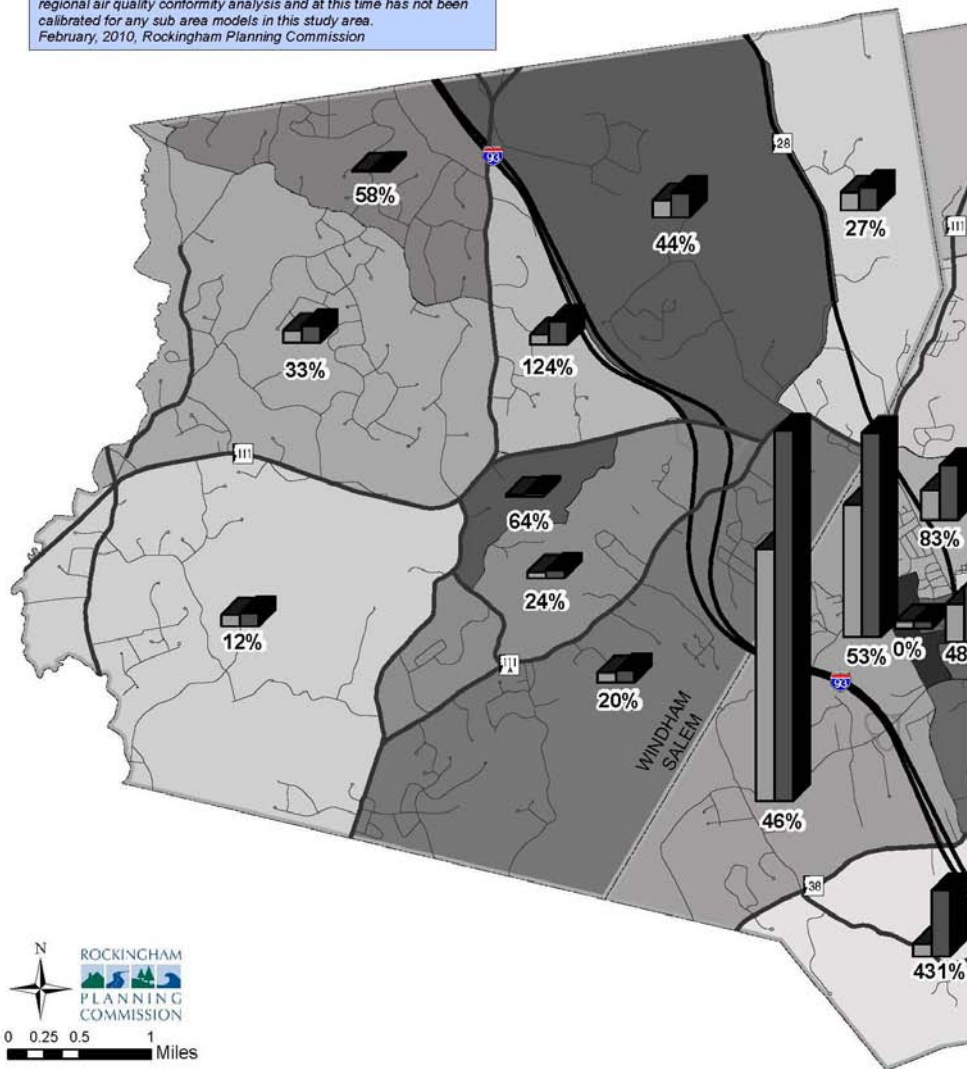


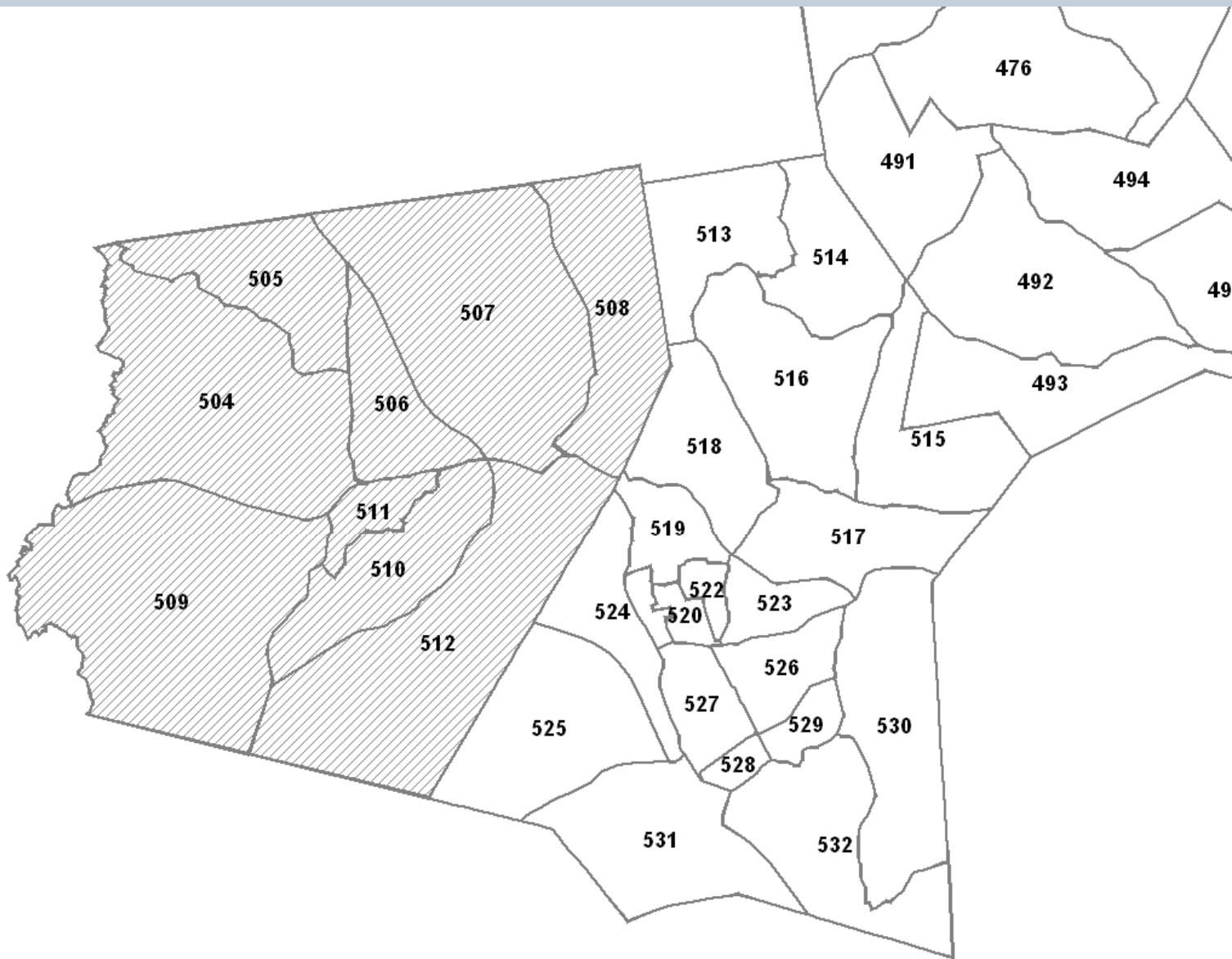


Growth of Employees by Transportation Analysis Zone (TAZ) Windham/Salem, New Hampshire 2000 to 2035

Information for this map is taken from the New Hampshire Seacoast Transportation Model. The Model has a land use component which utilizes a predicted regional forecast of employment. This forecasted growth is allocated by TAZ, over time, based on the relationship of three characteristics: accessibility, presence of existing employees and availability of area for growth.

The model is a regional model, and is calibrated for use with most of Rockingham and Strafford counties. This model is used primarily for regional air quality conformity analysis and at this time has not been calibrated for any sub area models in this study area.
February, 2010, Rockingham Planning Commission







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Windham Summary

TAZ	2000 HH	2000 Emp	2035 HH	2035 Emp	Average Annual HH Growth Rate	Average Annual Emp Growth Rate
504	711	290	1184	353	1.5%	0.6%
505	423	40	580	55	0.9%	0.9%
506	96	234	227	488	2.5%	2.1%
507	253	415	1064	520	4.2%	0.7%
508	181	410	574	476	3.4%	0.4%
509	613	251	1485	269	2.6%	0.2%
510	593	146	691	169	0.4%	0.4%
511	120	61	197	77	1.4%	0.6%
512	686	207	1152	248	1.5%	0.5%
Total	3676	2054	7155	2655	1.9%	0.7%

Windham Base Maps

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12/8/09

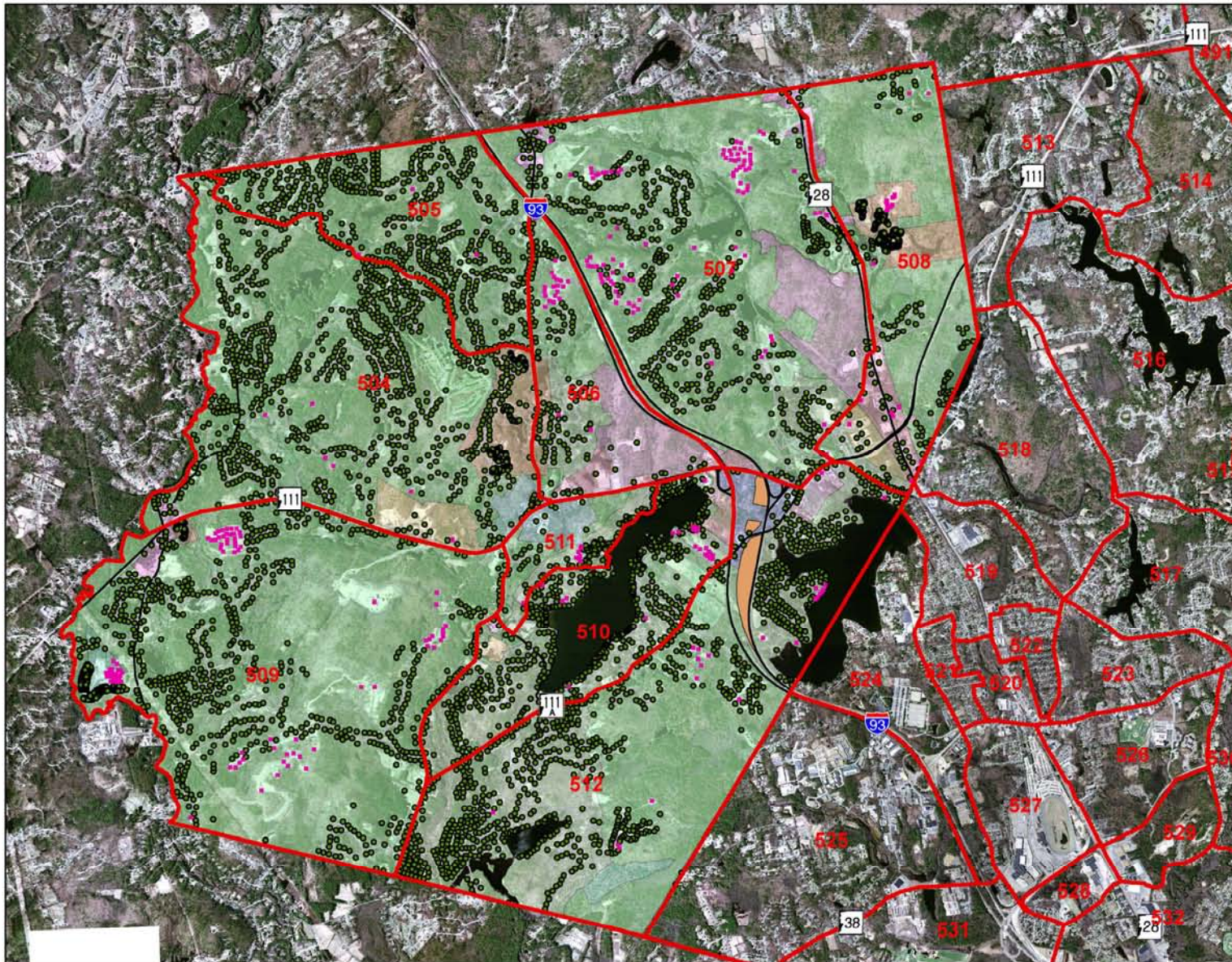
- | | |
|--|---|
|  TAZ |  Business Commercial A |
|  05 to 08 Buildings |  Business Commercial B |
|  <all other values> |  Gateway |
| Roads |  Historic |
|  Local |  Industrial Zone |
|  Not Maintained |  Neighborhood Business |
|  Private |  Professional Business |
|  State |  Residence A |
|  Realignment |  Residence B |
| |  Residence C |
| |  Rural |
| |  Village Center |

The Zoning is the most recent available in the RPC database (2008)

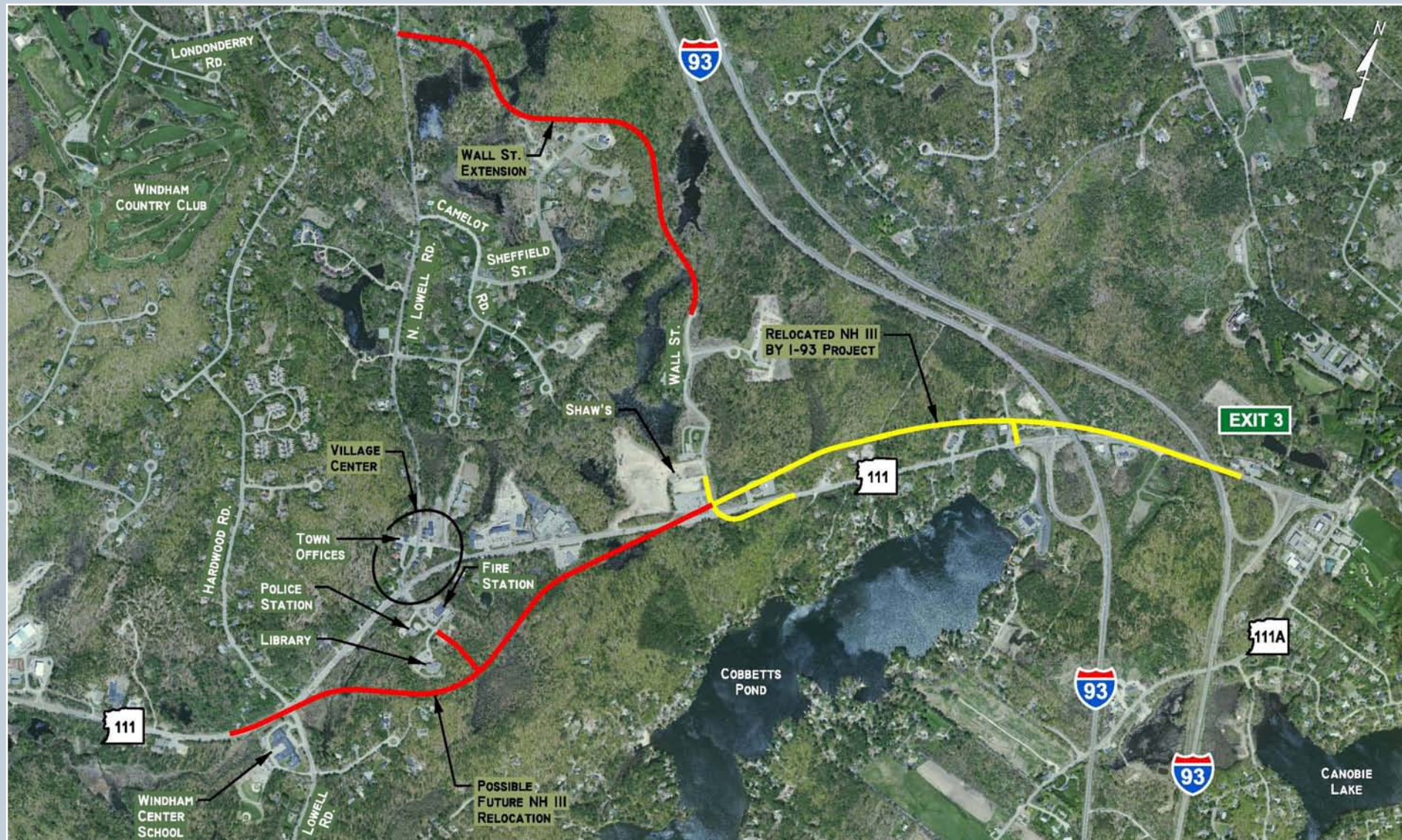
Building footprints were automated from air photos for both 2005 and 2008.

The realignment data delineates land that will be made available for development as a result of the I 93 realignment.

Any questions, Comments, Ideas
please contact the Rockingham
Planning Commission,
Exeter, NH 03033
603 778-0885



NH 111 Corridor





Questions / Comments