

BRUNSWICK, ME MASTER PLAN

Type: Downtown and Corridor Vision Plan

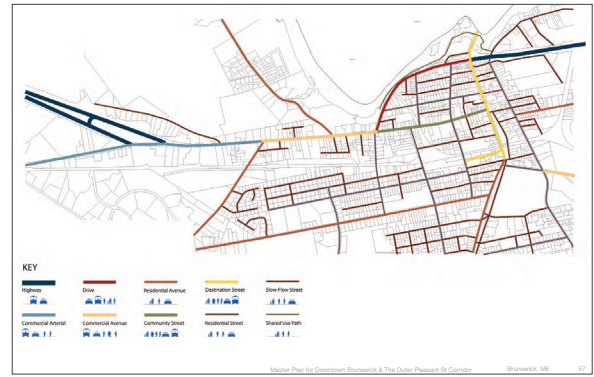
Size: n/a

Status: Implementation underway

The Street Plans Collaborative worked alongside The Project for Public Spaces in completing a downtown and corridor vision plan in Brunswick, Maine, a historic college town that has long served as the gateway to the State’s beautiful mid-coast region.

The planning and design team worked alongside the Town and its residents to establish a vision plan for the Pleasant Street corridor, downtown Brunswick, and the surrounding neighborhoods. The project, which is part of the EPA Smart Growth award winning Gateway 1 regional planning effort, seeks to link transportation with land use and public space design to stimulate smart urban growth in one of Maine’s most historic coastal town centers.

Specifically, The Street Plans Collaborative helped lead two weeks of public outreach workshops and developed a physical vision for Pleasant Street, a once historic corridor currently degraded by an auto-centric land use pattern. To better articulate the town’s vision for a more walkable, bicycle-friendly, and vibrant community, Street Plans also produced a thoroughfare typology guide. The guide assigns ten thoroughfare types to help the community connect street design to appropriate land use decisions in a manner that balances the needs of all users.



Slow-Flow Street

Thoroughfare Type	Slow-Flow Street
Right-of-Way Width	Varies
Paradeed Width	Varies
Land Use Character	Walkable, Urban/Suburban
General uses	Residential, Civic, Corner Store
Public Frontage Quality	Medium, High
Drainage Type	Curb, swale
Curb Radius	5 - 15 ft
Walkway Type	Sidewalk
Landscape Type	Planted, Natural
# Vehicular Lanes	1 - 2
Traffic Lane Width	8 - 10 ft
Parking Lane Width	7 - 8 ft
Design Target Speed	15 - 20 mph
Bikeway Type	Bicycle Boulevard, S.U. Path
Riding Surface Width	8 - 10 ft (shared lane)
Movement	Unidirectional
Bicycle Parking	N/A
Transitway Type	N/A

A thoroughfare designed for low vehicular capacity and very slow speeds, Slow-Flow Streets prioritize the movement of pedestrians and bicyclists through the utilization of very narrow travel lanes and various traffic calming devices (bollards, semi-diverter, chicanes, round-a-bouse, speed tables, etc.)

Precedents

- High Street, Brunswick
- Grace Street, Rockland
- Center Street, Varnmouth

Destination Street

Thoroughfare Type	Destination Street
Right-of-Way Width	Varies
Paradeed Width	Varies
Land Use Character	Walkable, Urban Core
General uses	Offices, Retail, Residential, Civic
Public Frontage Quality	High
Drainage Type	Curb
Curb Radius	5 - 10 ft
Walkway Type	Sidewalk
Landscape Type	Planted
# Vehicular Lanes	2 - 3
Traffic Lane Width	10 ft
Parking Lane Width	7 - 8 ft
Design Target Speed	20 - 25 mph
Bikeway Type	Bicycle Lane, Shared
Riding Surface Width	5 - 6 ft
Movement	Unidirectional
Bicycle Parking	Rack, Shelter Locker
Transitway Type	Regional Bus, Local Circulator, Artist

A thoroughfare of moderate capacity and low speed that serves a regional urban destination, such as a main street district. Pedestrian and bicyclist comfort is prioritized.

Precedents

- Maine Street, Brunswick
- Main/Bayview Street, Camden
- Main Street, Rockland

Street Plans developed a place-based street typology guide that integrates land use and balances the Town’s transportation network.