

Winthrop Comprehensive Planning Process
Transportation
April 13, 2009

Attendance:

Patrice Putman
Andy Wess
Brian Ketchen
Harold Burnett
Jack Kaiser
Jim Norris
John Callinah

John Carpenter
Ken Johnson
Kristen Bartlett
Mike Czado
Phil Locashio
Chris Huck

7:00pm— Meeting opens

Chris Huck from KVCOG presented. Per the recommendation of the MDOT to prioritize resources, towns along the “corridors” i.e. Route 202, should present what land use patterns (scenarios) are most preferable for use in ranking DOT project allocation list in coming years.

DOT projects that require local funds contributions is TBD. Projects likely to require local contribution include: Sidewalks, bicycle paths, etc. Towns providing local funds support can potentially move projects on DOT rank.

Objective is to identify potential growth patterns within your town, and then to develop/promote traffic patterns, infrastructure and zoning ordinances in support of those growth areas.

Driving forces to consider for scenario sustainability: economy, commodity costs, family dynamics (housing), village-to-village public transportation

Recommendation to create a music venue in town, musical arts program that attracts local musicians and UMA artists.

Town-by-Town Project Feasibility Matrix—Project Design in relation to scenarios

- Promoting a scenario (actions to encourage faster)
- Adjusting to a scenario (situational response)
- Project doesn't relate to scenario at all.
- Project goes against scenario, against town's long-term landuse goals.

Summary of (4) potential scenario profiles— patterns of development

Megasuburb—Housing/ living in a different community from where they work and shop. Rapid housing development in relation to weaker job growth. Transportation is a commuter society, highest vehicle miles rate. Largest strain on transportation dollars. The majority of towns in the Winthrop area are moving in the direction of New England Village to Megasuburb based on budgets, focus. (Reference: Litchfield, Sidney)

Trade Corridor— Highway-oriented development for commercial use. Residential development patterns intown would remain the same. Accelerated commercial

development pattern would result in a shift from service center employment to corridor wide. (Reference: Route 1, Western Ave.)

Vacationland— Strength of town's natural assets supports this scenario, focused on growth of recreation, tourism, and retirement. Transportation demand for tourism (seasonal) movement, AND recreational travel systems i.e. trails, bike paths, boat ramps, trolleys, rail.

The New England Village— Viewed as “where we came from.” Isolated pockets of dense development, surrounded by a productive rural landscape. In town village and transportation dollars supports high density residential and commercial development. Village attracts service-oriented businesses i.e. healthcare professionals, retail, to allow for centralized in-town livability.

Attendee recommendations:

- Reach out more to neighboring towns to share land use and budget dollars.
- Bussing opportunities, moving from school busses to town busses. Increase use for students, commuters in the same.
- Push to encourage local agriculture, local purchasing.
- Scenario least attractive to committee seems to be Trade Corridor
- Avoid losing the identity of Winthrop. Maintain town's unique individualism.
- Additional parking rights for visitors from neighboring towns.
- Trolley bus (Kiss and Ride) public transportation opportunity for local and neighboring commuters to park in Winthrop and ride into Augusta.
- Developing 202 for commercial use can aid the effort to build/maintain the New England Village. Design commercial-use corridors by encouraging multi-buildings/shared entrance business centers, while maintaining large parcels of green space throughout.
- Add additional bike paths in town for New England Village/Vacationland scenarios
- Bike paths and hiking opportunities around Carlton Pond
- Committee consensus leans strongly towards the ideals of the “New England Village” with a blend of “Vacationland” and “Trade Corridor” scenarios. Committee consensus leans strongly against the ideals of the Megasuburb scenario.

9:00pm— Meeting adjourns.

April 20 Meeting —Sub-committee for downtown recommendations

April 27 Meeting— Natural Resources

May 11 Meeting— Recreation