



citylink Saturday Service



In August, the *citylink* began offering limited service on Saturdays. An outcrop of the study completed by Tom Crikelair Associates to examine Lewiston-Auburn's *citylink* system.

The study included evaluating the current service, developing service design strategies, addressing the economic impact of transit in a community, and developing a capital and financial plan. During the public meetings, most individuals were asking for expansion of service, both service hours and into Saturday.



Within the very difficult economic climate, both the cities of Lewiston and Auburn stepped forward to make a strong commitment for the public transit system. They agreed to both expanding the weekday hours and to add a limited Saturday service.

The expectations for the Saturday service were for approximately 150 riders. The first Saturday saw 224 and that number has risen each Saturday with a current high of 503 riders

on October 2nd and an average of 319 for the service through November.

Overall, the ridership has increased and looks to continue that well into the next year.

Other Activities

The ATRC has developed a project list for submittal to the MaineDOT as part of their Capital Work Plan (formally known as the BTIP). These projects are the lead in to the 2012 – 2015 Transportation Improvement Program (TIP) and the State's Transportation Improvement Program (STIP) for 2012 – 2015. The final documents will be completed in 2011.

Things to look for in 2011

- Expanding the Traffic Signal Management System
- Beginning construction on Main Street and Lincoln Street in Lewiston
- Completion of the reconstruction of Route 9 in Lisbon and Sabattus
- Completion of the Amtrak Extension Study

(You can follow the activities at the ATRC through our web site: www.ATRCMPO.org)

Androscoggin Transportation Resource Center (ATRC)

Androscoggin Transportation Resource Center (ATRC) is the organization designated by the federal government to carry out transportation planning in the Greater Lewiston-Auburn Area. The ATRC area includes Lewiston, Auburn, Lisbon and a portion of Sabattus. The ATRC is responsible for Federal Highway and Federal Transit Administration planning and programming.

ATRC evaluates, selects and with Federal and State monies, funds transportation improvement projects and facilitates communication between its member communities, state and federal transportation agencies. It provides opportunities for public participation in transportation planning and funding decisions. It sponsors and conducts studies, through its biennial Unified Planning Work Program, to assist in the transportation planning process.

ATRC is governed by a Policy Committee and Technical Committee. The members of the committees are drawn from municipal officials (both elected and appointed) of the member communities, AVCOG, Maine Department of Transportation, Federal Transit Administration, Federal Highway Administration and Maine Turnpike Authority. In addition, there are non-voting members on both committees representing, among others, LATC and the transit community.



ATRC Policy Committee Voting Members

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Executive Director
AVCOG
- David Jones,
Vice Chair
Public Services Director
Lewiston
- Ed Barrett,
City Administrator
Lewiston
- Glenn Aho,
City Manager
Auburn
- David Galbraith,
Planning Director, Auburn
- Stephen Eldridge,
Town Manager, Lisbon
- Ryan Leighton,
Town Engineer, Lisbon
- Alan LeBlanc,
Public Works Director
Sabattus
- Phil Nadeau,
President AVCOG
- Conrad Welzel,
Maine Turnpike Authority
- Duane Scott,
MaineDOT

ATRC Technical Committee Voting Members

- Megan Bates,
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- Ryan Leighton,
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Town Engineer, Lisbon
- Richard Burnham,
City Engineer, Lewiston
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City Engineer, Auburn
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- Don Craig,
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2012—2013 Capital Work Plan

The ATRC, at its October 28, 2010 Policy Committee Meeting, approved its prioritized list of projects for inclusion in the 2012-2013 CWP. The following are in prioritized order:

FHWA Funding

FY 2012-2013

Lewiston – Route 196 – Lisbon Town Line to Westminster Street, Grind and Overlay - \$1,430,000
 Auburn – Park Avenue, Lake Street to Mt. Auburn, reconstruction, drainage and sidewalks – \$2,614,060
 Lisbon – Route 125 – Route 196 to Huston street, Grind and overlay with improved drainage - \$725,000
 Sabattus – Pleasant Hill Road at Route 9, Improve intersection geometry for sight distance, horizontal and vertical alignment - \$1,000,000

Total - \$5,769,060

FTA Funding

FY 2012

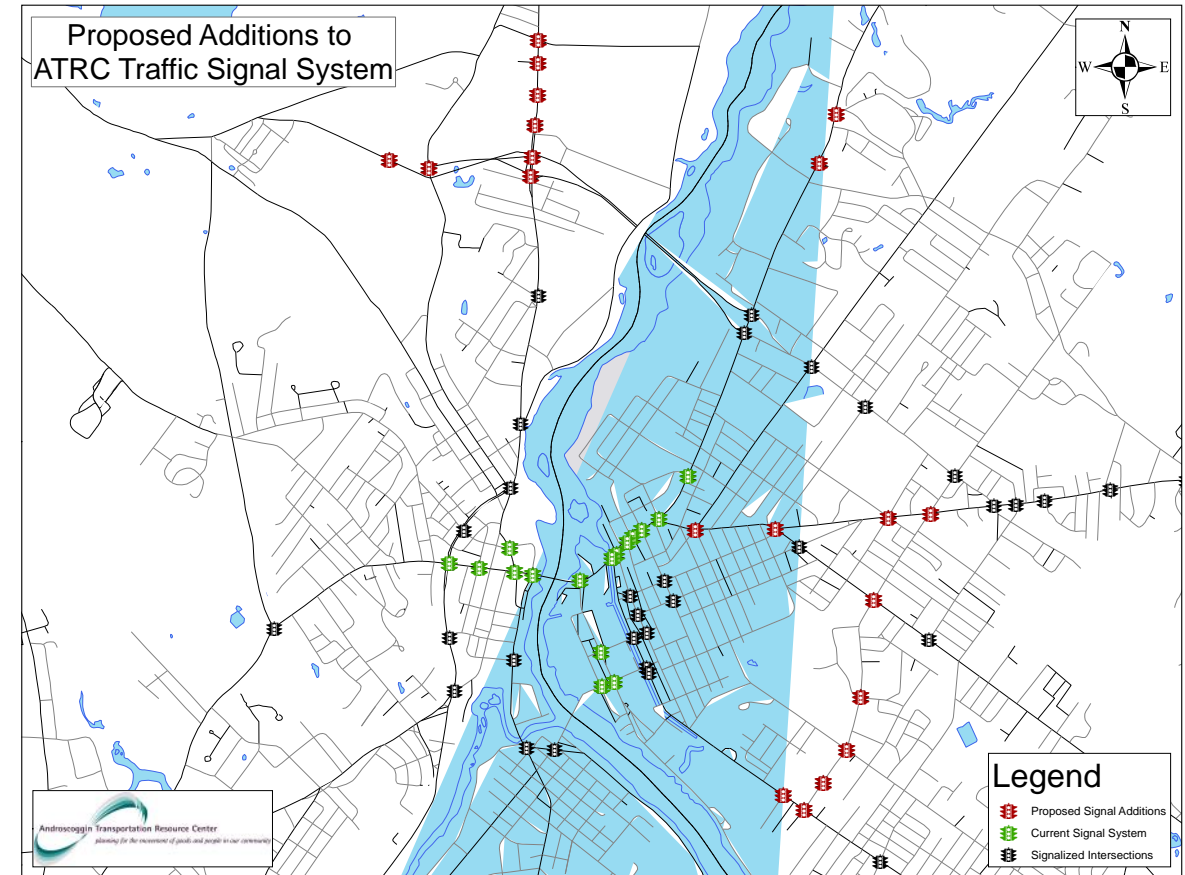
	<u>Federal</u>	<u>Local</u>	<u>Total</u>
Lewiston-Auburn Transit Committee	\$861,692	\$579,474	\$1,441,166
Western Maine Transportation Services, Inc.	\$300,000	\$262,500	\$562,500
TOTAL FY2012	\$1,161,692	\$841,974	\$2,003,666

FY2013

	<u>Federal</u>	<u>Local</u>	<u>Total</u>
Lewiston-Auburn Transit Committee	\$890,674	\$600,215	\$1,490,889
Western Maine Transportation Services, Inc.	\$320,000	\$275,000	\$595,000
TOTAL FY2013	\$1,210,674	\$875,215	\$2,085,889

Traffic Signal Management System

The objective has been to develop a plan to guide ATRC in establishing a Traffic Signal Management System. That plan will provide ATRC with software, hardware and upgrades, to integrate signals/signal systems into the management system. The Plan was completed and the next Phase of the effort is nearly completed. The Policy Committee approved \$375,000 to implement the first portion of the system; the Center Street/Auburn Mall Area, East Avenue in Lewiston, the Main Street-Lewiston/Court Street-Auburn Corridor, Russell Street in Lewiston, and the Main Street/Mollison Way intersections. These corridors will be connected into the system via high-speed internet connections and managed at the AVCOG Building. The project is projected to be completed by years end.



Passenger Rail

During 2010 the MaineDOT was actively working on two separate passenger rail studies that directly involve the ATRC, the Portland North Study and the Amtrak Extension Study.

The Portland North Study looked at commuter rail and or bus-rapid-transit between Portland and Brunswick and Portland and Lewiston/Auburn. The MaineDOT was trying to determine if they could have a project that would meet the Federal Transit Administration's (FTA) 'Small Starts' criteria. The requirements include 15 minute head-ways during the AM and PM peak hours and 20 minute head-ways the rest of the day. It would amount to about 22 round-trips each day. The preliminary determination is expected to be that there is not sufficient ridership for commuter rail and that even bus-rapid-transit would have difficulty.

The Amtrak Extension Study is currently underway and is examining 'intercity' rail between Portland and Auburn with expansion to Bethel and follow-on to Montreal. The intercity rail would have up to 8 round-trips to Auburn, 4 round-trips to Bethel and 2 round-trips to Montreal. The study is expected to be completed in January 2011.