



citylink Ridership Growth

2011 was the first full year of **citylink** offering limited service on Saturdays. The Saturday service was a recommendation from the study completed by consultant Tom Crikelair Associates, hired to examine Lewiston-Auburn's **citylink** system.

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 expand the weekday hours and to add a limited Saturday service. 2011 ridership increased by almost 20% over 2010. Overall, the ridership has increased and looks to continue well into the next year.



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Transit Planner

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 was completed in 2011.

Things to look for in 2012

- Expanding the Traffic Signal Management System
- Beginning construction on Main in Lewiston
- Completion of the reconstruction of Lincoln Street in Lewiston
- Begin reconstruction of South Main Street in Auburn
- Begin construction of the next phase of the Lisbon Trail
- Begin reconstruction of the Maine Street and High Street sidewalks in Sabattus
- Evaluation of the street network and circulation in the downtown neighborhood in Lewiston

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. They are also responsible for ensuring that the general public has had the opportunity to participate in the planning and project funding decision process.

Every two years the ATRC prepares a Transportation Investment Program (TIP) that prioritizes area transportation projects for Federal, State and local funding. It also 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, Lewiston-Auburn Transit Committee (LATC) and the transit community.



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Studies in 2011

Routes 4 and 11 Corridor Study

At the request of the City of Auburn, in the Fall of 2010, ATRC began a study of the Route 4 and the Route 11 corridors. The purpose of the study was to determine the feasibility of converting existing roadway segments of Route 4 (Turner Road) and Route 11 (Minot Avenue) from four-lane to three-lane sections. The areas for the study included Route 4 from Turner Street to the Turner town line and Route 11 from Hotel Road to the Minot town line. This objective was to determine if this change in lane configuration would alleviate safety issues caused by the conflicting purposes of motorists, regional commuting versus access to abutting land uses. The combination of conflicting purposes has led to a pattern of severe crashes.



“Road Diets” or reducing the number of travel lanes is a popular approach to addressing safety issues and/or dealing with providing enhanced or new facilities for other modes of travel, like bicyclists and pedestrians. Accordingly, this study looked at implementing such changes with the goal of improving safety, without compromising mobility, and consideration of access needs of abutting land uses. The study concluded that such a narrowing is feasible for the Route 11 corridor. However, the Route 4 corridor would require more of a “hybrid” lane configuration, primarily maintaining two lanes for northbound and one lane southbound, and utilizing turn lanes or pockets where appropriate.



Passenger Rail

During 2010 and 2011, the MaineDOT was actively working on two separate passenger rail studies that directly involve ATRC - the **Portland North Alternative Modes Study (Portland North)** and the **Portland to Lewiston-Auburn & Montreal Intercity Passenger Rail Feasibility Study** (Amtrak Extension), which were both completed in August 2011.

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 determination was that there is not sufficient ridership for commuter rail or bus-rapid-transit from the Lewiston-Auburn area or the Brunswick area to warrant the establishment of a commuter service.

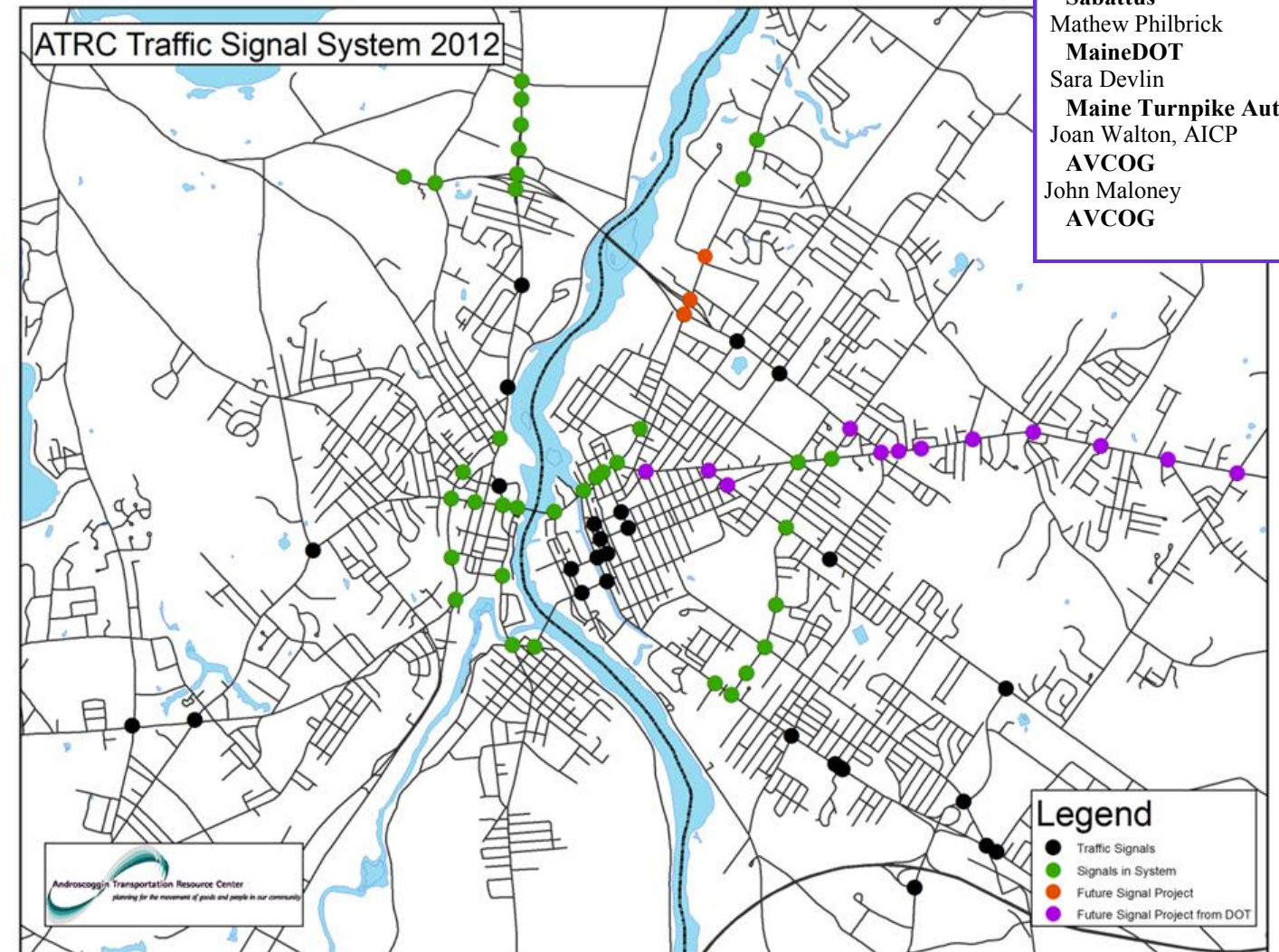
The Amtrak Extension Study examined ‘intercity’ rail between Portland and Auburn with expansion to Bethel and follow-on to Montreal. The intercity rail would have up to 8 round-trips to Auburn, 4 round-trips to Bethel and 2 round-trips to Montreal. The study also outlined an interim Amtrak Throughway Motorcoach service with service from Bethel and Lewiston/Auburn to Portland, to connect with the Amtrak *Downeaster*. Further assessment is now being conducted by the Northern New England Passenger Rail Authority (NNEPRA) who operates the Downeaster.

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 first portion of the system; Center Street/Auburn Mall Area, East Avenue in Lewiston, Main Street-Lewiston/Court Street-Auburn Corridor, and Main Street/Mollison Way intersections have been configured into the system. The Main Street/Russell Street intersections will be in the system as part of the Main Street, Lewiston, construction project scheduled for 2012.

The MaineDOT has undertaken a safety project to upgrade the signals on the Sabattus Street, Lewiston, corridor, and they are working closely with ATRC and the City of Lewiston. Upon completion of the MaineDOT project, those Sabattus Street signals will also be connected into our system. These corridors will be connected into the system via high-speed internet connections and managed at the AVCOG Building.



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