

## citylinkNews

citylink ridership experienced a slight increase with a high of 352,923 riders for FY13. The Lewiston/Auburn Transit committee (LATC) went out to bid for a contractor to operate and maintain the fixed route and ADA Complementary Paratransit systems. A new three year contract was awarded to Western Maine Transportation Services, Inc.

In 2013, LATC experienced major mechanical issues with its bus fleet. Four Bluebird buses were parked due to parts being on back order. In a partnership with WMTS, maintenance consultant Halsey King Associates was awarded a contract to review current maintenance practices and recommend improvements, and to provide training to the maintenance department of WMTS.

LATC and the City of Auburn are continuing to work together to build a bus station in Auburn.

In the future, LATC will apply for FTA 5307 Urban Area Funds through AVCOG, not MaineDOT. Once a direct recipient of the FTA funds, it is anticipated that LATC's grants will be submitted and approved more quickly. This will mean that the drawdown of funds will be cut from 2-3 weeks to 2-3 days.



### TDL Study

Over the last twenty years the Lewiston/Auburn area has experienced the growth of an emerging industry cluster; Transportation, Distribution and Logistics (TDL). Strategic public and private investments have been successful in seizing on geographic opportunity and current assets to create a growing economic cluster. This cluster of activity is often referred to as a freight village. Freight villages are generally defined as areas with a concentration of various modes of freight transport in combination with warehousing and distribution facilities with nearby allied support services.

Essential to maintain this base of activity and to realize opportunities for continued growth, it is necessary that the region's infrastructure and support services, including training and education, keep pace with the needs of this cluster. This cluster not only needs ease and efficiency of movement of freight into and out of the L/A area via the Interstate, but it must also accommodate the heavy movement of freight through our urbanized areas, both truck and rail, to access the balance of the region.

### Things to look for in 2014

- Expansion and upgrades to the Traffic Signal Management System
- Update of the Long Range Transportation Plan
- Development of LATC Capital Improvement Plan
- New Bus Station in Auburn
- Short Range Transit Study Update

To that end the TDL study is looking at operational deficiencies, impediments to continued growth and facilities and service needs. The Maine DOT has recently completed a study entitled the Maine Integrated Freight Strategy and the Muskie School of the University of Southern Maine has agreed to assess the area's TDL sector. This work and input from a local industry group will provide the basis of information for recommendations that will be included in the area's Long Range Transportation Plan. The goal is to provide a plan of action for investment to maintain and grow the area's workforce and tax base.

### LATC Committee

**Phil Nadeau, Chair**  
Deputy  
Administrator,  
Lewiston

**Mark Cayer**  
Councilor, Lewiston

**Christina Berry**  
Citizen At Large,  
Lewiston

**Karen Veillieux**  
Admin. Assist.,  
Auburn

**Belinda Gerry**  
Councilor, Auburn

**Lucy Bisson**  
Citizen, Lewiston

**Howard Kroll**  
Assistant City  
Manager, Auburn

[www.purplebus.org](http://www.purplebus.org)

### ATRC Staff

**Jennifer Williams, P.E.**  
MPO Director

**Jason Ready, P.E.**  
Engineer/Planner

**Joan Walton, AICP**  
Transportation  
Planner  
AVCOG

**Marsha Bennett**  
Transit Planner

## 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. It is also responsible for ensuring that the general public has the opportunity to participate in the planning and project funding decision processes.

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 (UPWP), 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 such as the Lewiston-Auburn Transit Committee (LATC), and the Auburn-Lewiston Municipal Airport.

### ATRC Policy Committee Voting Members

**Ed Barrett, Chair**  
City Administrator,  
Lewiston

**Howard Kroll, Vice Chair**  
Asst. City Manager,  
Auburn

**Andrew Gilmore**  
Town Manager,  
Sabattus

**Phil Nadeau**  
Dep. City Administrator,  
Lewiston

**David Jones**  
Public Works Director,  
Lewiston

**Jonathan LaBonté**  
Mayor,  
Auburn

**Ryan Leighton (Alt.)**  
Town Engineer,  
Lisbon

**Duane Scott**  
MaineDOT

**Tracey Steuber**  
ECD Director,  
Lisbon

**Robert Thompson**  
Executive Director,  
AVCOG

**Sara Zografos**  
Maine Turnpike  
Authority



### ATRC Technical Committee Voting Members

- Dan Goyette, P.E.**  
Chair  
City Engineer, Auburn
- Richard Burnham,**  
Vice Chair  
City Engineer, Lewiston
- Gary Labonte**  
Public Works Director,  
Sabattus
- Megan Bates**  
Deputy Director of Public Works,  
Lewiston
- Ryan Leighton**  
Town Engineer, Lisbon
- Eric Cousens**  
City Planner,  
Auburn
- Gerry Audibert, P.E.**  
MaineDOT
- Sara Zografos**  
Maine Turnpike Authority
- Joan Walton, AICP**  
AVCOG
- John Maloney**  
AVCOG

### Activities and Studies

The Downtown Lewiston Circulation Study has been completed. The study's purpose was to examine what changes could be made on the existing road width to better suit vehicle, bicycle, and pedestrian transportation. Gorrill-Palmer Engineering, the consultant hired to conduct the study, collected data and worked with a working group and staff on various transportation options. Among the recommendations were to reduce the number of lanes on Cedar Street, have more consistent lane markings and signage, and to improve intersections and minor streets to be more bicycle and pedestrian friendly.

The New Auburn Traffic Circulation Study has a similar scope to the Lewiston study. The goal is to improve transportation for all modes while maintaining the traditional core village of New Auburn. The consultant, T.Y Lin and MLRD, and steering committee are working towards a single future build-out scenario. The study will continue into 2014.

ATRC staff have been working closely with City of Auburn staff to evaluate recommendations for future Route 4 projects and to outline steps to implement projects to improve the safety along the Route 4 corridor near Lake Auburn. The Policy committee has funded projects which will change the lane patterns on Route 4 and for the design of roundabouts at two intersections.

The Rangeley Branch rail project began construction after contractor *Gendron & Gendron* was awarded the construction bid in early 2013 with *Acorn Engineering* providing inspection/oversight services. A favorable bid from the contractor allowed for additional track to be installed as a part of Phase 2. After a winter suspension, construction will resume in the spring and is scheduled to be completed by June 2014.

### Long-Range Planning

The 2013 *Bridging the Gaps – A Long-Range Facilities Plan for Bicycling and Walking in the ATRC Region* was adopted by the ATRC Policy Committee in October 2013. This plan had a well-rounded advisory committee with membership from the communities of Auburn, Lewiston, Lisbon, and Sabattus, as well as other groups such as the Lewiston/Auburn Bicycle-Pedestrian Committee, Healthy

Androscoggin, and the Bicycle Coalition of Maine. Staff additionally worked with the cities of Auburn and Lewiston on alternatives to bicycle travel on the Vietnam Veteran's Memorial Bridge. The preferred bicycling route across the river, where users must use crosswalks on Center Street and Main Street, is not satisfactory to all users.

In December 2013, the ATRC Policy Committee adopted a minor technical update to *Connecting the Future: Transportation Plan for 2013-2035*, the 20-year multi-modal transportation plan for the ATRC area.



### Traffic Signal Management System

The Traffic Signal Management System (TSMS) continues to improve and expand. As turning movement count data is collected from signalized intersections using automated collection hardware and existing on-street vehicle detection, improved timing plans for both corridors and individual intersections can be adjusted. Using its traffic consultant, a plan has been created which will provide ATRC with a path for software, hardware and detection upgrades to integrate groups and individual signals into the management system. As part of a regular update to traffic signal timing, staff worked with its traffic consultant to implement new timing plans on the downtown Court Street and Main Street corridor. Staff has also worked to improve signal timing on Minot Avenue and numerous other signals in Lewiston and Auburn.

A safety project to upgrade the signals on the central portion of Sabattus Street in Lewiston has connected back into the ATRC TSMS server. Staff worked with MaineDOT's consultants to ensure that the corridor operated successfully once completed. Now completed, the traffic signal coordination allows for continuous flow on the corridor during peak hours. ATRC has funded a project to complete the remaining inner and outer portions of Sabattus Street. There is also an upcoming project which will connect six downtown Lewiston traffic signals. The projects will connect the intersections using a fiber optic cable, upgrade the hardware and bicycle/vehicle detection as needed, and complete all necessary ADA improvements.

To be sure that all intersections are able to communicate back to the TSMS, staff worked with its traffic consultant to create a standard hardware specification for construction bidding of traffic signal hardware.

