

Complete Streets Committee
Meeting Agenda

Date: 5pm, Wednesday, 1/22/25

Location: Lewiston DPW, 103 Adams Avenue

Committee Officials: Jeremiah Bartlett, Chair (Auburn), Vice Chair (Vacant), Paul Josephson, Secretary (Auburn)

Agenda Items

Time

- | | |
|--|-----------|
| 1. Welcome/Check-In/Introductions | 5:00-5:15 |
| 2. Approval of October 2024 Meeting Notes | 5:15-5:17 |
| 3. Public Comment | 5:17-5:20 |
| 4. Discussion on Committee Role in Auburn as Per Ordinance | 5:20-5:35 |
| 5. Updates on SS4A | 5:35-5:40 |
| 6. Initial Discussion on Northwoods Bikeway (Lewiston) | 5:40-5:45 |
| 7. Updates on Continental Mill TMP/Offsites | 5:45-5:50 |
| 8. Updates on SLA/RUAC/Casco Bay Trail/Lewiston Lower | 5:50-6:00 |
| 9. Updates on Lewiston/Auburn Transportation Plans | 6:00-6:10 |
| 10. Updates on Lewiston/Auburn CIP Highlights | 6:10-6:20 |
| 11. Discussion on Loring Ave/Sidewalk | 6:20-6:25 |
| 12. Discussion on Vice Chair Vacancy (election in April) | 6:25-6:30 |
| 13. Other Items (if needed)/Adjourn | 6:30 |

Next Official Scheduled Meeting (April 23, 2025) to be Held in **Lewiston, 103 Adams Ave;**
May be meeting in Lewiston on February 26, 2025 if Committee concurs at January meeting.

Meetings the Fourth Wednesday of January, April, June, October at 5 PM for Lewiston/Auburn
Optional Meetings can be held in other months or Community-Specific



Jeremiah Bartlett <jeremiahbartlett@gmail.com>

Complete Streets January 22, 2025: Seeking/Requesting Agenda Items

Eric Cousens <ECousens@auburnmaine.gov>

Wed, Jan 15, 2025 at 3:18 PM

To: Jeremiah Bartlett <jeremiahbartlett@gmail.com>, Kristopher Bennett <kbennett@auburnmaine.gov>, John Blais <jblais@auburnmaine.gov>, Lawrence Allen <larry.allen@avcog.org>, Jonathan P LaBonte <j.labonte@auburnmaine.gov>, Dan Goyette <dgoyette@auburnmaine.gov>, Bradford Pineau <BPineau@avcog.org>, Kevin Gagne <KGagne@lewistonmaine.gov>, Jeff Beaulé <JBEAULE@lewistonmaine.gov>, "William P. Niehoff" <WNiehoff@lewistonmaine.gov>

Cc: Natalie Thomsen <nthomsen@auburnmaine.gov>

Jeremiah-Here are some quick updates.

Auburn - update on SLR following the Council change in policy direction. **The City Council voted to support the Interim Trail Option. See attached Resolve.**

Auburn - discussion with City Manager regarding process and Ordinance - **Please forward the agenda, location and time of the meeting to Phil as he is planning to attend.**

Auburn - updates on transportation efforts, including Washington Street, Minot Avenue and Court Street **Washington Street is ongoing as pre-feasibility study and we expect the next public checking to be in January/February. Minot and Court are on hold as a contract is not signed yet with a consultant.**

CIP Requests: Our Department CIP requests were sent to City Manager. I believe they will go to Planning Board in February or March after the Managers Office refines and prioritizes based on anticipated funding.

SS4A-Consultant has comments on the draft and we are awaiting responses and revisions. My comments are below:

Auburn Crash Summary

General Comments: Needs Page numbers. We have a lot of previous study to draw from and the report is very focused on individual intersections and segments without context to the larger systems and interactions with other improvements. I think we can improve on that to coordinate systemic changes that will improve safety or make future changes more effective. We want this document to drive future safety improvements that are broader than individual intersection treatments. Some differentiation between critical mobility corridors and segments where peds are clear priority. Washington in particular should recognize separation of mobility and local complete Streets as an option given the current study (littleandrogateway.com) and Minot Avenue Scope (https://www.auburnmaine.gov/CMSContent/BIDS%20FY25/2025-007/2025-007%20Minot%20Ave%20Union%20Street%20VPI_2nd%20release-signed.pdf) could help fill in some details on those corridors.

Corridors are broken into segments and separated in the report-can we group road segments for each corridor in logical order so they can be viewed as connected.

Page numbers are from Adobe on these comments.

Pg 12 Court Street (Court/Union) Roundabout seems surprising here-worth discussing but this is a key mobility corridor with high bike/ped priority. Roundabout may not be the best solution for bike ped. Can we consider lane narrowing and curb extensions for shorter enhanced crossings. Other complete streets

solutions (median refuge?) I don't know the answer but consider page 4 of Minot Ave Study RFP and keep those options open.

Page 29 Main Street Mill to Court. systemic change needed. Mention potential of shifting light from Academy to Elm to encourage use of Elm. High and Minot reconfiguration and possible elimination on High to Minot left turn or access entirely to promote use of Elm and improve safety at multiple intersections (High/Academy, Main/ Academy, High / Elm, High/Minot) Systemic change is needed.

Page 39 Court Street Park to Minot: Court Street Maine DOT CDS project should be considered(**DAN-Do you have scope?**) Possible shared use path extension Park to Fairview, complete streets including bike lanes and sidewalks. Possibly extend 25MPH zone and enhance crosswalks to encourage use of Minot Ave as alternative for pass through. Rotary improvements as part of Minot and Washington Studies could improve mobility there and further encourage use of Minot over Court for pass through movements.

Page 43 Union: Systemic change is needed here. Limit left turns at Goff/Court and replace access to Turner Street with left turn at Union onto Turner. This will reduce truck and cut through Goff to Denison to Turner. Also this will encourage use of Hampshire to access Union instead of Goff to Court Left movement. May require improvement at Goff/Gamage/Hampshire Street intersection.

Pg 50 Washington at Danville and Beech Hill: Recognize intersection of Mobility and Local corridors potential of Washington Street Study (<https://www.littleandrogateway.com/>). Possible right turns only at Washington and Danville and Washington and Beech Hill and divided Washington demo project with reverse direction options to north and south. Maintain Mobility on mobility corridor. possible overpass of Beech Hill to Danville(grade separation from mobility corridor for cars and bike/bed). long term potential for multiuse rail trail connections and connection to Washington local corridor as alternatives. Development site between Hardscrabble and Beech Hill has break in COA highway-priority to maintain mobility and limit access directly to Washington on that site.

Page 53 Turner Road: Critical mobility corridor with shared use needs - Cannot accommodate both in roadway at these speeds. Connecting residents to Androscoggin Riverlands State Park/East Coast Greenway. Continue Shared Use path @ boat launch north to Twitchell's Airport and State Park. Increased use by pedestrians walking to and from Turner is evident. Maine DOT scoped Environmental study of improving DOT assets to protect Lake Auburn Water Quality- recognize Safety here includes the unique challenges of protecting our water supply on a heavy use truck route. Bike Ped Needs exist but shared use path is likely the safest way to do it here.

Page 62 [Minot Ave](#): Consider Plan RFP to fill in details. https://www.auburnmaine.gov/CMSContent/BIDS%20FY25/2025-007/2025-007%20Minot%20Ave%20Union%20Street%20VPI_2nd%20release-signed.pdf

East West mobility connections to Poland Road and Rodman across Washington Street could be mentioned. Both mobility and bike Ped connections to Poland, Raffnell to Brickyard Circle and then Washington Street Study to cross Washington and connect the the already funded CDS project for Riverside Rail Trail from Bonney Park to Washington at Brickyard. Systemic change and new options connecting neighborhood to downtown. fill sidewalk gaps enhance crossings look good. Road diet with CLT possible with Bike Lanes on most of Minot Corridor.

Page 81 [Minot Avenue Court](#) to Pierce: Systemic Change needed see page 29 Comments above and reinforce here. Might eliminate need for signal at High and Minot if left turns are moved to Elm and Minot. Maybe even close High at Minot or close the movement from High to Minot, but probably keep right turn from Minot to High. Maintain or enhance mobility on Minot.

Page 86 Mount Auburn Gracelawn to Turner. Study Bike Ped options - transition to mixed use is happening with housing being added and commercial parking requirements eliminated to allow double use of parking for residents and business. This will be encouraged over time for efficient land use and infill housing to meet housing needs. Study planned and funding needed-this could support access to that funding. Should mention need to bike ped access across Turner to Lewiston and Veterans Bridge-heavy use exists for Lewiston residents to access the Mall area - could also be mentioned in Lewiston Report as this is a regional need and has been discussed by both communities as a high priority that we have not been able to fund.

Page 91: Court Minot to Park: Recognize MDOT CDS project scope. Part of systemic change mentioned in Page 43 comments above. Limit Goff to Court Left Turns in combination with other improvements at Turner and Union, Hampshire/Goff/Gamage to change traffic patterns.

Page 99 Rotary: recognize Washington and Minot Ave study scope. Systemic change to improve mobility and encourage use of Minot over Court Street for pass through traffic. Complete Streets and Mobility corridor connections.

Page 104 Washington at Irving: TPKE Exits study coming in workplan-any suggestions here? Restrict lefts and provide u-turns/jug handle? Possible rework of access to Irving from TPKE?

Page 121 Turner Road Fair to Hathaway: Existing improvement was effective, maybe build on that by extension of similar improvement. See comments on Page 53 above on shared use path and environmental safety for Lake Auburn that is unique to this corridor.

Page 125 Elm Street: Reference to Main and Minot systemic changes. Signal move from Academy to Elm at Main. High Minot changes already mentioned.

Page [129 Minot Ave](#) Hatch to Town line: Minot Ave study. Road diet, bike lanes and CLTL.

Page 135 Washington Street Washington Hackett to Pierce: Recognize mobility and local needs here and Washington street study to separate mobility and local needs to promote infill land use. Bike Ped connection to already funded CDS Rail Trail project mentioned in Page 62 comments above.

ACTION PLAN COMMENTS BELOW

Page numbers based on the document numbering, not Adobe

Page 5: Mention Androscoggin Riverlands accessibility to disadvantaged residents for recreation near population center.

Page 12 Goals: Safe connections between public facilities, homes/residents, services, jobs and Riverland State Park.

Page 20 Equity: Residential access to riverfront, downtown, multiuse paths as an option for safe access, not necessarily always on-street due to that being an option in our City. Rail Trail etc.

Page 22: Top safety goal. Poor/Missing sidewalks and bike lanes-Is this exact language from survey or paraphrase and could we recognize off road/multiuse path as alternatives to meet the same safety goals identified by the community.

Page 19 Task Force; Add Dan or Eric for final doc and continuity.

Page 63 Safe Roads: Recognize idea that Washington solution could include separating mobility and local corridor to meet competing goals safely. Recognize lack of East West mobility (Minot, Rodman, Washington to Broad Street) is part of what drives the safety and conflicting use challenges on other sections in report.

Page 76: Much of ordinance remains unimplemented comment-where did this come from? is it accurate and constructive? I would like to discuss and understand. Possibly add more specifics around what this means and how it can be addressed.

Page 80: Development review process and Complete Streets Committee Role. We should discuss this.

Page 81: Remove option of PB waivers for sidewalk construction comment if financially impossible (46-182(6)(b)). Ensure Const Management plans. Comment: we should suggest a prioritization of roadways for sidewalks and standards for when flexibility can be used and alternatives to contribute funding for larger projects that work towards providing sidewalks in an orderly way rather than just building dead ends in areas that are not likely to be connected during the life of the improvements. (Alternative impact fee option that we have discussed to use as match in larger efforts)

92: Recognizes new MDOT funding scheme-Good! Maybe mention CDS and GOPIF resilience and housing infrastructure program possibilities or keep those obscure as secret weapons. Mention Page 81 fees as possible match for other programs. Can Jason Suggest possible model for that funding program from private projects.

Eric J. Cousens

Executive Director of Public Services

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www.auburnmaine.gov

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From: Jeremiah Bartlett <jeremiahbartlett@gmail.com>

Sent: Monday, January 13, 2025 7:46 AM

To: Eric Cousens <ECousens@auburnmaine.gov>; Kristopher Bennett <kbennett@auburnmaine.gov>; John Blais <jblais@auburnmaine.gov>; Lawrence Allen <larry.allen@avcog.org>; Jonathan P LaBonte <j.labonte@auburnmaine.gov>; Dan Goyette <dgoyette@auburnmaine.gov>; Bradford Pineau <BPineau@avcog.org>; Kevin Gagne <KGagne@lewistonmaine.gov>; Jeff Beaulé <JBEAULE@lewistonmaine.gov>; William P. Niehoff <WNiehoff@lewistonmaine.gov>

Subject: [External]Re: Complete Streets January 22, 2025: Seeking/Requesting Agenda Items

[Quoted text hidden]



CC Resolve Interim Trail.pdf

453K

Continental Mill and Cedar Street: Working with MaineDOT on TMP, not complete yet, but anticipating a right in and right out only near the bridge on Cedar Street, with a new crosswalk and a TBD RRFB. Existing crosswalk to remain. East bound left turns off Cedar to Lincoln to be protected (dedicated) left turn only lane.

Main Street Paving and ADA: Bids came in nearly \$2,000,000 over budget. Working with MaineDOT for additional funding.

Heads Up Projects (Three): Same situation as Main Street.

Neighborhood By-Ways: Lewiston is contemplating trying neighborhood by-ways in various neighborhoods when and where applicable. Examples of potential projects forthcoming.

Ribbon Trail: Working on design of the “Ribbon Trail” from Oxford to and through Simard Park.

Continental River Walk Trail: Beginning design phase with anticipated 2026 construction. If all goes well.

SS4A Update: Lewiston has submitted comments and suggested revisions to draft documents.

Master Transportation Study: Working with Toole Design on potential safety and transportation improvements focusing on Inner Lisbon Street, Main Street, and Canal Street.

Not necessarily an agenda item but maybe, we’d like to schedule a Lewiston February meeting to primarily discuss Canal Street demo and possibly the Lewiston Lower.



City Council Resolve

IN CITY COUNCIL

WHEREAS, the Commissioner of the Maine Department of Transportation, pursuant to Public Law 21, Chapter 239, established a Rail Use Advisory Council to facilitate discussion, gather information, and provide advice regarding the future use of the state-owned section of the St. Lawrence and Atlantic Railroad Berlin Subdivision between Auburn and Portland; and

WHEREAS, the City of Auburn was provided a seat on said Council to provide input on city plans and policies relating to the future use of this rail corridor; and

WHEREAS, the State of Maine acquired this corridor through two purchases, one in 2007 and another in 2010, as part of on-going planning for freight and passenger movements between the City of Portland and the City of Auburn; and

WHEREAS, the city has identified south Auburn as a growth area in its most recent Comprehensive Plan and multi-modal use of this corridor, including for active transportation, would increase its attractiveness for residential and commercial investment; and

WHEREAS, the City of Auburn previously supported a “rail with trail” recommendation; and

WHEREAS, the “rail with trail” option is no longer an available policy option, and the legislature will consider a recommendation of rail, trail, or interim trail; and

WHEREAS, the establishment of an “interim trail” along this corridor is integral to the establishment of the Casco Bay Trail;

NOW THEREFORE BE IT RESOLVED, that the Auburn City Council supports an “interim trail” recommendation from the Rail Use Advisory Council and the expedited advancement of any necessary planning and design work to implement that recommendation between the city of Portland, and the city of Auburn as part of the Casco Bay Trail.

Postponed on 11/4/24, workshopped
12/2/24, passed 6-1 (Gerry) on 12/16/24.

Richard S. Whiting, Ward One
Benjamin J. Weisner, Ward Four
Belinda A. Gerry, At Large

Timothy M. Cowan, Ward Two
Leroy G. Walker, Sr., Ward Five
Jeffrey D. Harmon, Mayor

Stephen G. Milks, Ward Three
Adam R. Platz, At Large
Phillip L. Crowell, Jr., City Manager



City Council Resolve

NOW, THEREFORE, the Auburn City Council hereby approves and ratifies:

1. All Actions of the city manager necessary to apply for, complete, and receive a \$1,000,000 HUD Section 108 Loan Guarantee; and
2. Upon successful receipt of the same, use the proceeds of the loan for the redevelopment of city owned property located at 121 Mill St.
3. The city manager is hereby authorized to execute, deliver and carry out all necessary and reasonable actions required to carry out and give effect to the transaction contemplated within this resolution.
4. This resolution shall become effective immediately upon adoption.

Passed 6-1 (Walker), 12/16/24.

Richard S. Whiting, Ward One
Benjamin J. Weisner, Ward Four
Belinda A. Gerry, At Large

Timothy M. Cowan, Ward Two
Leroy G. Walker, Sr., Ward Five
Jeffrey D. Harmon, Mayor

Stephen G. Milks, Ward Three
Adam R. Platz, At Large
Phillip L. Crowell, Jr., City Manager



132nd MAINE LEGISLATURE

FIRST REGULAR SESSION-2025

Legislative Document

No. 30

S.P. 47

In Senate, January 8, 2025

**Resolve, Directing the Department of Transportation to Implement
the Recommendations of the Portland to Auburn Rail Use Advisory
Council Regarding the Rail Line from Portland to Yarmouth**

Submitted by the Department of Transportation pursuant to Joint Rule 204.

Received by the Secretary of the Senate on January 6, 2025. Referred to the Committee on Transportation pursuant to Joint Rule 308.2 and ordered printed.

A handwritten signature in black ink, appearing to read 'D M Grant'.

DAREK M. GRANT
Secretary of the Senate

Presented by President DAUGHTRY of Cumberland.

- 1 the track with an interim bicycle and pedestrian trail surfaced with pavement or gravel or
- 2 stone dust on the existing rail bed.