



City Council Meeting and Workshop

October 20, 2014

Agenda

5:30 P.M. Workshop

- A. Tax Increment Financing (TIF) presentation and Policy Review – Clint Deschene (30 minutes)
- B. Dangerous Buildings (part 1) – Eric Cousens (20 minutes)

After each workshop item is presented, the public will be given an opportunity to comment. A total of ten minutes will be allotted for public comment after each item is presented.

7:00 P.M. City Council Meeting

Roll call votes will begin with Councilor Walker

Pledge of Allegiance

- I. **Consent Items** – All items listed with an asterisk (*) are considered as routine and will be approved in one motion. There will be no separate discussion of these items unless a Councilor or citizen so requests. If requested, the item will be removed from the consent agenda and considered in the order it appears on the agenda.

- II. **Minutes**
 - October 6, 2014 Regular Council Meeting
 - October 9, 2014 Special Joint Meeting

- III. **Reports**

Mayor's Report

City Councilors' Reports

City Manager Report

Finance Director, Jill Eastman - September 2014 Monthly Finance Report

- IV. **Communications, Presentations and Recognitions**

- The Dempsey Challenge – After Action Report
- Proclamation – Extra Mile Day
- Comprehensive Plan Update
- Lewiston-Auburn Bicycle Pedestrian Committee Presentation – Craig Saddlemire

- V. **Open Session** – Members of the public are invited to speak to the Council about any issue directly related to City business which is *not on this agenda*. Time limit for open sessions, by ordinance, is 45 minutes.

- VI. **Unfinished Business**

- VII. **New Business**

Auburn City Council Meeting & Workshop

October 20, 2014

1. Ordinance 09-10202014

Adopting the General Assistance Appendices B and C (food and rent) as required by state statute.

2. Order 89-10202014

Re-appointing Arthur Wing to the Auburn Housing Authority with a term expiration of 10/01/2019.

VIII. Executive Session

- Discussion regarding a personnel matter (City Manager Review), pursuant to 1 M.R.S.A. Section 405(6)(A).

IX. Open Session - Members of the public are invited to speak to the Council about any issue directly related to City business which is *not on this agenda*.

X. Adjournment

Executive Session: On occasion, the City Council discusses matters which are required or allowed by State law to be considered in executive session. Executive sessions are not open to the public. The matters that are discussed in executive session are required to be kept confidential until they become a matter of public discussion. In order to go into executive session, a Councilor must make a motion in public. The motion must be recorded, and 3/5 of the members of the Council must vote to go into executive session. An executive session is not required to be scheduled in advance as an agenda item, although when it is known at the time that the agenda is finalized, it will be listed on the agenda. The only topics which may be discussed in executive session are those that fall within one of the categories set forth in Title 1 M.R.S.A. Section 405(6). Those applicable to municipal government are:

- A. Discussion of personnel issues
- B. Discussion or consideration by a school board of suspension or expulsion
- C. Discussion or consideration of the condition, acquisition or the use of real or personal property permanently attached to real property or interests therein or disposition of publicly held property or economic development only if premature disclosures of the information would prejudice the competitive or bargaining position of the body or agency
- D. Labor contracts
- E. Contemplated litigation
- F. Discussions of information contained in records made, maintained or received by a body or agency when access by the general public to those records is prohibited by statute;
- G. Discussion or approval of the content of examinations administered by a body or agency for licensing, permitting or employment purposes; consultation between a body or agency and any entity that provides examination services to that body or agency regarding the content of an examination; and review of examinations with the person examined; and
- H. Consultations between municipal officers and a code enforcement officer representing the municipality pursuant to Title 30-A, section 4452, subsection 1, paragraph in the prosecution of an enforcement matter pending in District Court when the consultation relates to that pending enforcement matter.



City Council Information Sheet

City of Auburn

Council Workshop or Meeting Date: Oct. 20, 2014

Order

Author:

Subject: Tax Increment Financing

Information: Since the State of Maine enacted a Tax Increment Finance (TIF) statute the City of Auburn has used this tool 18 times. Our current portfolio contains 12 active districts and 6 districts that are now retired. This presentation is being made to inform the public about this mechanism and to provide the City Council a basis for policy discussions regarding the use of this budgeting tool.

Advantages: The ability to shelter new valuation from the computation of Auburn's State Valuation allows for the avoidance of additional costs and loss of State of Maine support financing. TIF's also are used to direct new revenue from new development to pay for infrastructure enhancements required by the new development.

Disadvantages: That portion of new revenue from new development, designated for infrastructure debt retirement or credit enhancement obligations, is not available for use in the general fund. Not eligible to be used for maintenance of existing infrastructure.

City Budgetary Impacts: none

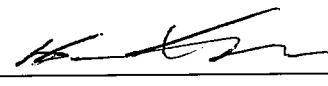
Staff Recommended Action: Review the material, ask questions and reserve a time for discussion at the October 27, 2014 meeting.

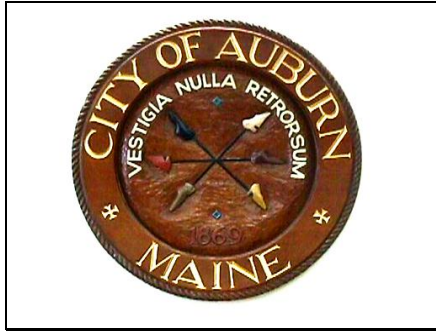
Previous Meetings and History: many

Attachments: TIF presentation
Summary of district performance

**City Council
Information Sheet**

City of Auburn

City Manager or Assistant City Manager signature:  Date: 15 Oct 17

[illegible]

Economic Development

- **New Jobs**
- **New Tax Dollars**
- **Wealth in Community**
- **New Opportunities for Current Business**

What is Tax Increment Financing (TIF)?

- TIF is a budgeting tool --- with a **BONUS!**
- TIF is used to fund new projects with new property tax revenues from developments that occur within a designated geographic area.

How Economic Development Works Without a TIF

- A municipality's total Equalized Assessed Value (as of April 1) is used to compute:
 - General Purpose Aid to Education (subsidy)
 - State Revenue Sharing (subsidy)
 - County Taxes (expense)
- State subsidies change inversely to value.

See next slide.....

- As total value increases (through inflationary growth and increased investment), the municipality will realize a *decrease* in Education and Revenue Sharing subsidies, and an *increase* in County tax obligations.
- Therefore a portion of new tax revenues, resulting from a development project, are used up because of a loss of state funding and increased county taxes.

City of Auburn TIF Analysis									
Revaluation Scenario: Year 10 Change									
Table B: Revenue Impacts from Increase in State Valuation: City of Auburn - Revaluation Model									
Valuation Increase from Property Revaluation	Valuation Increase from Property Revaluation	Property Tax Revenue	Loss in State Allocation Revenue	Revenue from County Tax	Revenue from County Tax	Revenue from County Tax	Revenue from County Tax	Revenue from County Tax	% Revenue Loss from Reval
\$0.000,000	\$0.000,000	\$0.000,000	\$0.000,000	\$0.000,000	\$0.000,000	\$0.000,000	\$0.000,000	\$0.000,000	0.00%
\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	10.00%
\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000	20.00%
\$30,000,000	\$30,000,000	\$30,000,000	\$30,000,000	\$30,000,000	\$30,000,000	\$30,000,000	\$30,000,000	\$30,000,000	30.00%
\$40,000,000	\$40,000,000	\$40,000,000	\$40,000,000	\$40,000,000	\$40,000,000	\$40,000,000	\$40,000,000	\$40,000,000	40.00%
\$50,000,000	\$50,000,000	\$50,000,000	\$50,000,000	\$50,000,000	\$50,000,000	\$50,000,000	\$50,000,000	\$50,000,000	50.00%
\$60,000,000	\$60,000,000	\$60,000,000	\$60,000,000	\$60,000,000	\$60,000,000	\$60,000,000	\$60,000,000	\$60,000,000	60.00%
\$70,000,000	\$70,000,000	\$70,000,000	\$70,000,000	\$70,000,000	\$70,000,000	\$70,000,000	\$70,000,000	\$70,000,000	70.00%
\$80,000,000	\$80,000,000	\$80,000,000	\$80,000,000	\$80,000,000	\$80,000,000	\$80,000,000	\$80,000,000	\$80,000,000	80.00%
\$90,000,000	\$90,000,000	\$90,000,000	\$90,000,000	\$90,000,000	\$90,000,000	\$90,000,000	\$90,000,000	\$90,000,000	90.00%
\$100,000,000	\$100,000,000	\$100,000,000	\$100,000,000	\$100,000,000	\$100,000,000	\$100,000,000	\$100,000,000	\$100,000,000	100.00%

Calculated by City of Auburn, by Peterson Research, Inc. September 19, 2005. Revenue loss resulting from \$100,000,000 increase in Auburn valuation.

Finding: After the current revaluation, on average, as a result of state fiscal formulas, the City of Auburn would lose 27.2% of revenues to a increase in state valuation.

The date on this graph is 2005, studies are only valid specific to each city and development.

Every New Tax Dollar



40% Lost Revenue : State Revenue Sharing
School Aid
County Tax



New Value
Growth



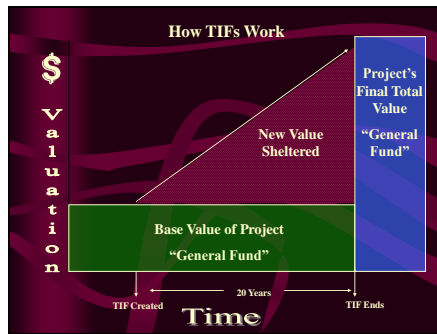
New
Revenue
Reduced by
40%

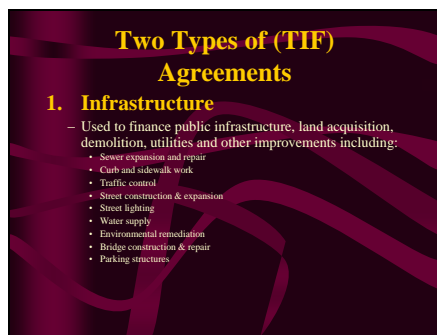


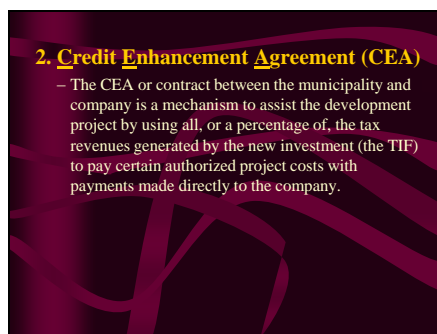
40% Returned to State
and County

How is the TIF district created?

- Designate land parcels to be included within district boundaries.
- Prepare a development program (projects eligible to be financed through TIF).
- Prepare a financial plan (projections of expected revenue).
- Publish notice of public hearing before City Council.
- Vote by City Council to approve.
- Submission to Maine's Department of Economic Development (DECD) .







How TIFs Benefit Economic Development

- TIF allows the city to “shelter” new value resulting from certain development projects from the computation of its State subsidies and County taxes.
- The sheltering allows the city to retain all or a portion of those new tax revenues that would otherwise be passed on to the County and State.
- The city achieves the sheltering effect by designating a specific geographic area as a Municipal Development Tax Increment Financing District, Auburn has 12 Active, 6 Retired, list to follow.
- The designation “freezes” the value of taxable property within the district with respect to the State and County for the term of the district.

How Has Auburn Used TIF's? In Auburn – 18 TIF Districts

12 Active

- 4 & 6 – Tambrands
- 8 – Formed Fiber
- 9 – Mall Area
- 10 – Downtown Area
- 12 – Auburn Industrial Park
- 13 – Retail Development
- 14 & 15 – Mall Area
- 16 – Webster school (Housing)
- 17 – Bedard Medical
- 18 – Auburn Ice Arena

6 Retired

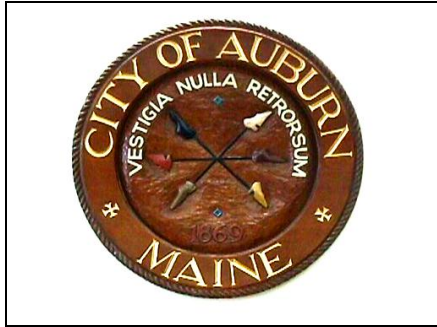
- 1- Kittyhawk Business Park
- 2 – Never Activated
- 3-LaPointe Industries
- 5-American Falcon/Refurb
- 7- J&A/Striderite
- 11-Safe Handling

Fiscal Year 2015

• TIF Captured:	\$3,607,526
• Credit Enhancement Agreement:	< \$946,677 >
- TIF 4/6: \$457,559 - TIF 14/15 \$269,525	
- TIF 8: \$29,110 - TIF 16 \$27,455	
- TIF 13: \$133,990 - TIF 17 \$29,038	
• Bond Payments	< \$1,014,095 >
- TIF 10 \$412,569	
- TIF 12 \$179,263	
- TIF 14/15 \$422,263	
• Budgetary Items within Departments/GF	< \$500,000 >
- Assessing Department \$ 10,925	
- City Manager \$24,750	
- Economic Development Dept \$359,400	
- Information Communication Tech \$50,962	
- Planning Dept \$35,500	
- Fringe \$18,463	
• Transferred to General Fund	< \$1,007,612 >
Residual :	\$139,142

Kick Starters for Policy Direction

- Current Structure vs. GF Structure
- Staff Recommends Current Structure
- Review Budgetary Items being Paid from TIF
- 100% Capture TIF, 40% for CEA & 60% Leveraged for Economic Development & Bond Payments



District Performance Summary

How Has Auburn Used TIF's? In Auburn – 18 TIF Districts

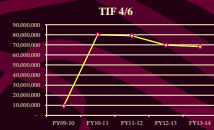
- 
- | 12 Active | 6 Retired |
|---------------------------------|----------------------------|
| - 4 & 6 - Tambrands | - 1- Tambrands |
| - 8 - Formed Fiber | - 2 - Never Activated |
| - 9 - Mall Area | - 3-LaPointe Industries |
| - 10 - Downtown Area | - 5-American Falcon/Refurb |
| - 12 - Auburn Industrial Park | - 7 - I&A/Striderite |
| - 13 - Retail Development | - 11-Safe Handling |
| - 14 & 15 - Mall Area | |
| - 16 - Webster school (Housing) | |
| - 17 - Bedard Medical | |
| - 18 - Auburn Ice Arena | |

TIF 4 – Tambrands

- Particulars

- Dated 10/6/97
- Capture Personal Property 1997-2007
- *Allowed* - Capture - 100%
- *Actual* - 35% Credit Enhancement
- *Actual* - 65% Non-sheltered

- Valuations



TIF 6 – Tambrands

- Particulars

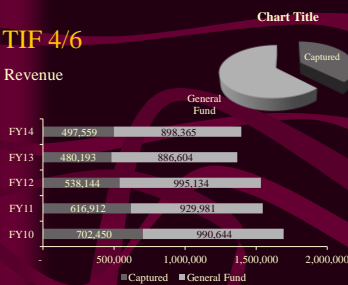
- Dated 11/6/2000
- *Allowed* - Capture - 100%
- *Actual* - 40% Credit Enhancement
- *Actual* - 60% Non-sheltered

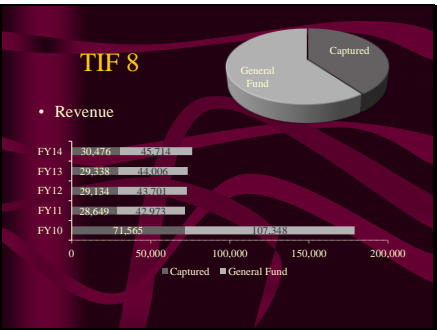
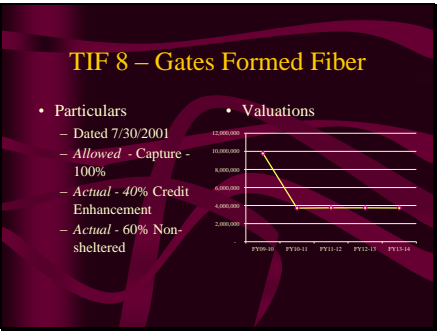
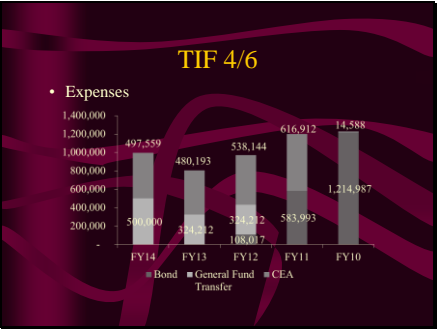
- Valuations

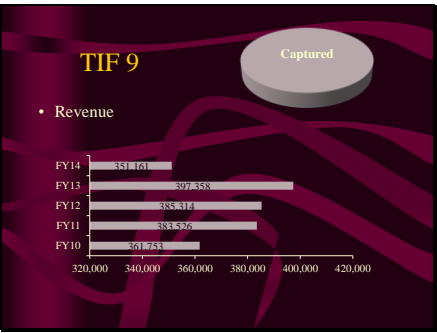
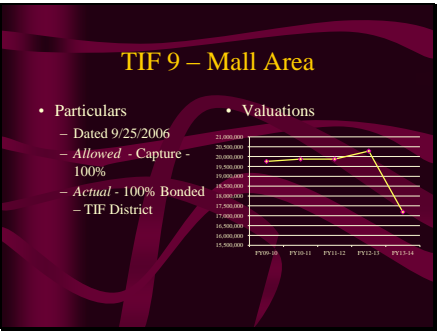
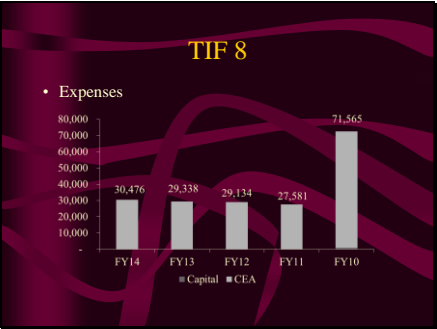
- (Combined with TIF 4)

TIF 4/6

- Revenue



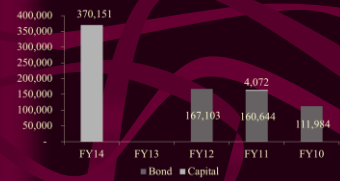




TIF 9

- Expenses

Fiscal Year	Bond	Capital
FY14	370,151	-
FY13	-	-
FY12	167,103	-
FY11	-	160,644
FY10	-	111,984



TIF 10 – Adapt (Downtown Area)

- Particulars
 - Dated 7/15/2002
 - Allowed - Capture - 100%
 - Actual - 100% Bonded - TIF District
- Valuations

Fiscal Year	Valuation (\$)
FY00-01	7,500,000
FY01-02	7,600,000
FY02-03	3,500,000
FY03-04	3,200,000
FY04-05	3,400,000
FY05-06	3,500,000
FY06-07	3,600,000
FY07-08	3,700,000
FY08-09	3,800,000
FY09-10	3,900,000
FY10-11	4,000,000
FY11-12	4,100,000
FY12-13	4,200,000
FY13-14	4,300,000

-
- | Fiscal Year | Number of Employees |
|-------------|---------------------|
| FY09-10 | 17,200 |
| FY10-11 | 17,800 |
| FY11-12 | 15,800 |
| FY12-13 | 14,500 |
| FY13-14 | 14,200 |
| FY14-15 | 14,000 |
| FY15-16 | 14,000 |

TIF 10

- Revenue

Fiscal Year	Revenue
FY14	706,081
FY13	682,279
FY12	687,601
FY11	725,790
FY10	682,417

Captured

-
- | Fiscal Year | Number of Employees |
|-------------|---------------------|
| FY14 | 706,081 |
| FY13 | 682,279 |
| FY12 | 687,601 |
| FY11 | 725,790 |
| FY10 | 682,417 |

TIF 10

- Expenses

Fiscal Year	Bond	Capital	Total
FY14	426,327	68,229	494,556
FY13	520,777	225	521,002
FY12	544,899	0	544,899
FY11	558,096	0	558,096
FY10	597,260	195,000	792,260

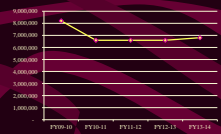


TIF 12 – Auburn Industrial Park

- Particulars
 - Dated 3/21/2005
 - *Allowed* - Capture - 100%
 - *Actual* - 100% TIF District
- Valuations

Fiscal Year	Valuation
FY10-10	8,500,000
FY11-11	6,500,000
FY12-12	6,000,000
FY13-13	6,200,000
FY13-14	6,500,000

- **Valuations**



TIF 12

- Revenue

Year	Revenue
FY14	139,049
FY13	129,122
FY12	127,803
FY11	127,210
FY10	150,296

-
- | Fiscal Year | Number of Employees |
|-------------|---------------------|
| FY14 | 139,049 |
| FY13 | 129,122 |
| FY12 | 127,803 |
| FY11 | 127,210 |
| FY10 | 150,296 |

TIF 12

• Expenses – Bond Payments

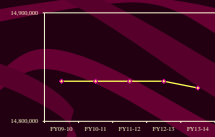


TIF 13 – Retail Development

• Particulars

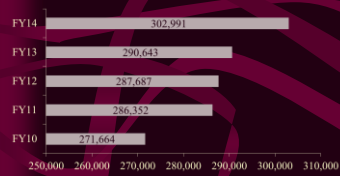
- Dated 9/27/2005
- *Allowed* - Capture - 100%
- *Actual* - 42% - Credit Enhancement
- *Actual* – 58% TIF District

• Valuations



TIF 13

• Revenue



Captured

TIF 13

• Expenses – Credit Enhancement Agreement

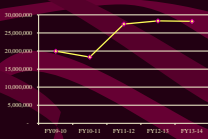


TIF 14/15 – Mall Area

• Particulars

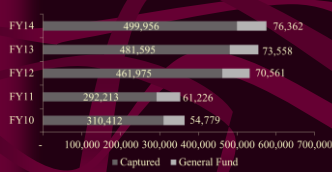
- Dated 10/30/2006
- Actual - 40% - Credit Enhancement
- Actual - 45% TIF District
- Actual - 15% - General Fund

• Valuations



TIF 14/15

• Revenue

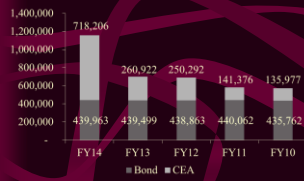


TIF 14/15

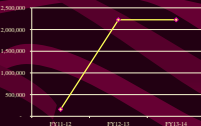
- Expenses

A stacked bar chart titled 'TIF 14/15' showing expenses for five fiscal years: FY14, FY13, FY12, FY11, and FY10. The y-axis represents the amount in dollars, ranging from 0 to 1,400,000 in increments of 200,000. Each bar is divided into two segments: a light blue segment representing 'Bond' and a dark blue segment representing 'CEA'. The total expense for each year is labeled at the top of the bar. The data is as follows:

Fiscal Year	Bond	CEA	Total
FY14	439,963	718,206	1,158,169
FY13	439,409	260,922	699,331
FY12	438,863	250,292	689,155
FY11	440,062	141,376	581,438
FY10	415,762	135,977	551,739



TIF 16 – Webster School

- Particulars
 - Dated 12/1/2010
 - Actual - 60% - Credit Enhancement
 - Actual - 40% - General Fund
- Valuations

Fiscal Year	Valuation
FY 11-12	0.250.000
FY 12-13	2.000.000
FY 13-14	2.000.000

-
- | Fiscal Year | Number of Employees |
|-------------|---------------------|
| FY11-12 | 250,000 |
| FY12-13 | 2,250,000 |
| FY13-14 | 2,250,000 |

TIF 16

- Revenue

Captured

Fiscal Year	Revenue
FY14	27,295
FY13	26,173
FY12	1,856

-
- | Fiscal Year | Number of Employees |
|-------------|---------------------|
| FY14 | 27,295 |
| FY13 | 26,173 |
| FY12 | 1,856 |

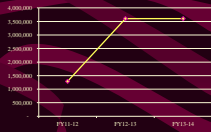
TIF 16

- Expenses – Credit Enhancement Agreement



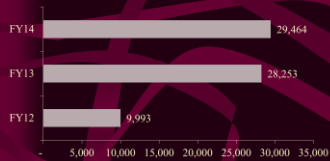
TIF 17 – Bedard Medical

- Particulars
 - Dated 6/1/2011
 - Actual - 60% - Credit Enhancement
 - Actual - 40% - General Fund
- Valuations



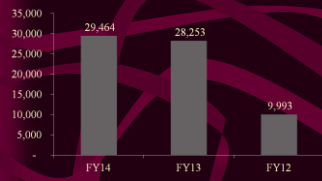
TIF 17

- Revenue



TIF 17

- Expenses – Credit Enhancement Agreement





City Council Information Sheet

City of Auburn

Council Workshop or Meeting Date: 10/20/2014

Author: Zachary Lenhert, Code Compliance Officer

ZL

Subject: DANGEROUS BUILDINGS

Information: The City of Auburn has over one-hundred vacant properties; a fair majority of these are in decent condition and are relatively safe, but the few that are in the worst condition take a substantial amount of time and resources to monitor and secure. These properties are a magnet for crime & vandalism and pose a fire risk to neighbors.

The Council recently approved funds to address these dangerous buildings as part of the CIP. The hope is that after the removal of a dangerous building funds can be recovered from a responsible property owner and re-used to acquire/demolish other unsafe properties. Staff will be proposing specific properties for condemnation in the near future.

Advantages: Safer more attractive neighborhoods, increased property values

Disadvantages: It is possible that the City is unable to recuperate its costs of demolition.

City Budgetary Impacts: Funds have been approved through CIP, costs associated with individual properties will be discussed as they are presented for condemnation.

Staff Recommended Action: Review and discuss dangerous and vacant buildings.

Previous Meetings and History:

Attachments:

Dangerous Buildings Memo

Letter from David O'Connell, Fire Prevention Office – Auburn Fire Department

City Manager or Assistant City Manager signature: *Christine D'Amico* Date: 10/15/14

City of Auburn, Maine

"Maine's City of Opportunity"

Office of Planning & Development

To: Auburn Mayor and City Council

From: Zachary Lenhart, Code Compliance Officer

Re: Dangerous Buildings

Date: October 14, 2014

Vacant and abandoned properties, whether residential or commercial, create costly problems for cities. They detract from the quality of life, as well as the economic opportunities, of those living around them. They are an impediment to individual neighborhood redevelopment and, ultimately, to achievement of city-wide economic development goals. These buildings pose a safety threat to neighbors as a fire hazard and as a magnet for vandals and other undesirable behavior.

State law provides municipalities an avenue for addressing dangerous buildings.

M.S.R.A. 17 §2851. Dangerous buildings

Whenever the municipal officers in the case of a municipality...find that a building or structure or any portion thereof ... is structurally unsafe; unstable; unsanitary; constitutes a fire hazard; is unsuitable or improper for the use or occupancy to which it is put; constitutes a hazard to health or safety because of inadequate maintenance, dilapidation, obsolescence or abandonment; or is otherwise dangerous to life or property, they may after notice and hearing on this matter adjudge the same to be a nuisance or dangerous and may make and record an order prescribing what disposal must be made of that building or structure.[1997, c. 6, §1 (AMD).]

Below is a quick list of some of the worst buildings in Auburn:

33 South Goff St. – This building has been vacant for years, is in very poor condition and chronically unsecured. There is mold throughout and the rear of the building is collapsing. It is literally falling apart.

181 Manley Rd. – This building is small but fairly visible. The roof is caving in and there is severe water damage and deterioration throughout. The carport has collapsed and the property looks awful from the road.

16 Walnut St. – Vacant and in very poor shape. Water damage and mold throughout. The property abuts the Chestnut St Football Field/PAL center.

29 Highland Ave – The large multistory rear porch is structurally unsound and in very poor shape. The building has been vacant for at least a few years.

16 Newbury St. –There is extensive fire damage to the exterior porch and the building is chronically unsecured. There are always children playing in this area and these dangerous buildings pose a risk.

12 Patton St. – The brick foundation is caving in on one side. The building is in close proximity to neighbors and the detached garage is collapsing into itself.

As the Council is aware there was funding approved as part of the CIP, in the amount of \$150k, to address some of the concerns with dangerous buildings noted above. Staff will be proposing 33 South Goff Street for condemnation and demolition at the next Council Meeting and others will follow. We do not plan to discuss the specific property in detail at the workshop to avoid any perception that discussion took place outside of the advertised public hearing; however, we are happy to answer any general questions regarding dangerous buildings. The Plan is to use the funding repeatedly and recover expenses when possible or to acquire property to secure the public interest and to re-use the funding on future dangerous buildings. If there are other buildings that concern the Council we can certainly look into them and modify the list as we move forward.

Zachary Lenhert

Code Compliance Officer
Assessing & Planning Assistant
zlenhert@auburnmaine.gov

Cc: Eric Cousens, Director of Planning and Permitting



OFFICE OF FIRE PREVENTION
AUBURN FIRE DEPARTMENT
550 MINOT AVE-AUBURN, ME. 04210
207- 333-6633 extension 6
doconnell@auburnmaine.gov

October 15, 2014

RE: Vacant/Dangerous Buildings

Dear Honorable Mayor, City Council Members, City Manager, and City Clerk:

I am writing to you on behalf of the Fire Prevention Bureau of the Auburn Fire Department. As you may know, there are currently an estimated 130 to 140 vacant and/or dangerous buildings in the City of Auburn. To the best of our knowledge, 15 of those structures have been inspected and found to have a high degree of structural damage. In fact, the degree of damage to these structures is high enough so that the Fire Department would not engage in an interior attack were the building to be reported to be on fire.

These buildings, when unsecured, pose a risk to firefighters during suppression operations and also to the community. Unsecure, vacant buildings are a temptation to children's curiosity. Our homeless community members have been known to enter these buildings (despite the dangers lurking inside) to attempt to keep warm during the winter months though these buildings have no power, no heat, and no smoke alarms. The buildings have, recently, become targets for thieves looking to acquire copper. Copper-harvesting damages buildings and creates possible electrical hazards.

The Fire Prevention Bureau requests that City Council members review any recommendations set forth by the Auburn Building and Planning Department with regard to these vacant and/or dangerous buildings. The Fire Prevention Bureau further recommends that the Building and Planning Department move forward with the condemnation of these buildings.

Sincerely,

David O'Connell
Fire Prevention Officer

IN COUNCIL REGULAR MEETING OCTOBER 6, 2014 VOL. 34 PAGE 69

Mayor LaBonté called the meeting to order at 7:00 P.M. in the Council Chambers of Auburn Hall and led the assembly in the salute to the flag. Councilors LaFontaine and Walker had excused absences. All other Councilors were present.

I. Consent Items

1. Order 84-10062014*

Setting the time for opening the polls for 7:00 A.M. for the November 4, 2014 Election.

2. Order 85-10062014*

Approving the temporary sign request for Saint Dominic's Holiday fair.

3. Order 86-10062014*

Approving the temporary sign request for the Auburn Ski Associations annual ski swap.

4. Order 87-10062014*

Appointing Warden's and Ward Clerks for the November 4, 2014 Election.

Motion was made by Councilor Crowley and seconded by Councilor Hayes to accept the consent items as presented. Passage 5-0.

II. Minutes

September 22, 2014 Regular Council Meeting
September 29, 2014 Special Council Meeting

Motion was made by Councilor Crowley and seconded by Councilor Hayes to accept the corrected minutes of the September 22, 2014 meeting as presented at the table and to also accept the minutes of the September 29, 2014 as presented in the packet. Passage 5-0.

III. Reports

Mayor's Report – Reported on the multi-million dollar Rangeley branch rail line officially opened for service, the Mechanic Savings Bank ground breaking, the Lost Valley press conference, College for ME Androscoggin, the ribbon cutting at the new Hampton Inn in Lewiston, and the Tree Planting event in Auburn.

City Manager Report – Provided a summary on the purchase of the EMS ambulances and the Quint as requested by Council.

City Committee Reports – Councilor Lee on the Bike-Ped Committee, and congratulated Maine Marathon winner Moninda Marube of Auburn; Councilor Gerry on the LATC meeting, and, the Citizens Advisory Committee will be meeting soon, and she noted that she was unable to attend the Auburn Housing Authority meeting; Councilor Crowley on the Recreation and Special Event Advisory Committee meeting, the Lake Auburn Watershed Protection Commission meeting, Auburn Sewerage District, Sewer tip, Auburn Water District, and gave her Ward 1 report. She also provided written copies to be placed on file.

IV. Communications, Presentations and Recognitions

- Recognition – Rebecca Raby & Ellena Frumiento, winners of the Auburn Book Project
- Communication - Way-finding signs (Eric Cousens)

V. Open Session

- Don St. Germain, owner of Morris Auto Parts/Don's Towing regarding the denial of his Auto graveyard/Junkyard permit.
- Dan Herrick, 470 Hatch Road and 240 Hatch Road, gave thanks to 3 Auburn Police Officers, commented that he is still waiting for a resolution on the issue regarding his property at 240 Hatch Road, and he mentioned that he would like to sit down with the Mayor to discuss City issues.
- Joe Gray, Sopers Mill Road, commented on light agendas, \$80,000 for the Bike Ped Committee, where is it and what is it working for (their web page is outdated), 3 years since there has been a public meeting about Riverside Drive, Auburn roads that are in horrible condition, and street closings during the Dempsey Challenge.

VI. Unfinished Business

5. Ordinance 07-09082014

Adopting the zoning ordinance changes (Taylor Pond). Second reading.

Motion was made by Councilor Gerry and seconded by Councilor Lee to adopt the zoning ordinance changes (Taylor Pond) as presented.

Public comment – No one from the public spoke. Passage 5-0. A roll call vote was taken.

6. Ordinance 08-09222014

Adopting the 2013 Maine Food Code. Second reading.

Motion was made by Councilor Lee and seconded by Councilor Young to adopt the 2013 Maine Food Code as presented.

Public comment – No one from the public spoke. Passage 4-1 (Councilor Crowley opposed). A roll call vote was taken.

VII. New Business

7. Order 88-10062014

Appointing board and committee members as nominated by the Appointment Committee. *Council may enter into executive session, pursuant to 1 M.R.S.A. §405(6)(A).*

Motion was made by Councilor Crowley and seconded by Councilor Lee to enter into executive session, pursuant to 1 M.R.S.A. §405(6)(A). Passage 5-0, time 8:10 PM.

IN COUNCIL REGULAR MEETING OCTOBER 6, 2014 VOL. 34 PAGE 71

Council was declared out of executive session at 8:29 PM.

Motion was made by Councilor Lee and seconded by Councilor Crowley to re-appoint the board and committee members as nominated by the Appointment Committee.

Public comment – Joe Gray, Sopers Mill Road asked a question regarding the Ethics Panel.

Passage of Order 88-10062014 as presented 5-0.

Motion was made by Councilor Hayes and seconded by Councilor Crowley to suspend the rules in order to add an item to the agenda in respect to a legal matter. Passage 4-1 (Councilor Lee abstained).

Motion was made by Councilor Hayes and seconded by Councilor Crowley to authorize Council to sign and submit a letter prepared by staff and legal counsel to the Executive Director of United Ambulance, and the two leaders of the local hospitals that serve on the Board of Directors for United Ambulance. The letter clarifies the implementation of the EMS transport service and the 9-1-1 system.

Passage 4-1 (Councilor Lee abstained).

VIII. Open Session – the last open session was taken out of order and placed before the Executive Session.

- Joe Gray, Sopers Mill Road, when will the tax acquired property item be back on an agenda.

XI. Executive Session

- Discussion regarding contract negotiations, pursuant to 1 M.R.S.A. Section 405(6)(C). This executive session was longer needed.
- Discussion regarding a personnel matter (City Manager Review), pursuant to 1 M.R.S.A. Section 405(6)(A).

Motion was made by Councilor Lee and seconded by Councilor Hayes to enter into executive session, pursuant to 1 M.R.S.A. Section 405(6)(A). Passage 4-1 (Councilor Crowley opposed). Time in 8:37 P.M.

Council was declared out of executive session at 9:04 P.M.

X. Adjournment – Motion was made by Councilor Crowley and seconded by Councilor Lee to adjourn, passage 4-0 (Councilor Gerry was out of the room), time 9:04 P.M.

A True Copy.

ATTEST 
Susan Clements-Dallaire, City Clerk

**SPECIAL JOINT MEETING OF THE CITY COUNCIL AND SCHOOL
COMMITTEE OCTOBER 9, 2014 VOL. 34 PAGE 72**

The City Manager called the meeting to order at 7:04 P.M. in the Council Chambers of Auburn Hall and led the assembly in the salute to the flag. School Committee members Peter Letourneau, Bonnie Hayes, Tom Kendall, Larry Pelletier, and Ron Potvin were present. Mayor Jonathan LaBonté, and Councilors Tizz Crowley, Bob Hayes, Adam Lee, David Young, and Belinda Gerry were also present. School Committee member Laurie Tannenbaum, and City Councilors Mary LaFontaine and Leroy Walker had excused absences.

I. Executive Session

- Discussion regarding an Economic Development matter, pursuant to 1 M.R.S.A. Section 405(6)(C) with possible action and open session to follow.

Motion was made by School Committee member Bonnie Hayes, seconded by School Committee member Tom Kendall to enter into executive session pursuant to 1 M.R.S.A. Section 405(6)(C). Passage 9-1 with Councilor Crowley opposed. Time 7:06 PM. They were declared out of executive session at 8:02 PM.

II. Adjournment

Motion was made by Councilor Crowley and seconded by Councilor Lee to adjourn. Passage 10-0, 8:03 PM.

A True Copy.

ATTEST *Susan Clements-Dallaire*
Susan Clements-Dallaire, City Clerk

MEMO _____

TO: City Manager Clinton Deschene
FROM: Fire Chief Frank Roma
DATE: October 15, 2014

SUBJECT: EMS UPDATE

The Auburn Fire Department has stood up our EMS transport program effective October 14th. This is approximately two weeks later than we had anticipated and as such, I would respectfully ask that the EMS Update scheduled for the upcoming Council meeting be pulled down off of the agenda and be rescheduled to a meeting in mid November.

This will allow for us having at least a full month of service experience data to reflect upon, as well as hopefully see some response from UAS and the hospitals to the Council correspondence of October 6th.

City of Auburn, Maine

"Maine's City of Opportunity"

Financial Services



TO: Clinton Deschene, City Manager
FROM: Jill Eastman, Finance Director
REF: September 2014 Financial Report
DATE: October 14, 2014

The following is a discussion regarding the significant variances found in the City's September financial report. Please note that although the monthly financial report contains amounts reported by the School Department, this discussion is limited to the City's financial results and does not attempt to explain any variances for the School Department.

The City has completed its third month of the current fiscal year. As a guideline for tracking purposes, revenues and expenditures should amount to approximately 25.0% of the annual budget. However, not all costs and revenues are distributed evenly throughout the year; individual line items can vary based upon cyclical activity.

Revenues

Revenues collected through September 30th, including the school department were \$23,818,593, or 31.30%, of the budget. The municipal revenues including property taxes were \$22,151,132, or 41.01% of the budget which is less than the same period last year by 1.56%. The accounts listed below are noteworthy.

- A. September 15th the first installment for real estate taxes were due. The current year tax revenue is at 46.09% as compared to 46.59% last year.
- B. Excise tax for the month of September is at 28.78%. This is a \$47,194 increase from FY 13. Our excise revenues for FY15 are 3.78% above projections as of September 30, 2014.
- C. State Revenue Sharing for the month of September is 14.37% or \$237,111. The city received \$29,322 this month. This is \$142,124 decrease from this September to last September.

- D. Homestead Exemption is 77.53% of budget at the end of September. We received 75% of our allotted amount in September and the balance in June.
- E. Business and Non-Business Licenses and Permits are at 28.15% of budget due to various licenses and permits coming in higher than anticipated.

Expenditures

City expenditures through September 2014 were \$13,155,944 or 34.74%, of the budget. This is 0.62% higher than the same period last year. Noteworthy variances are:

- A. Debt Service payments were up by \$406,754 – which is for 2013 Bond principal and interest payments.

Investments

This section contains an investment schedule as of September 30th. Currently the City's funds are earning an average interest rate of .19%.

I have attached the bond rating documents that we received from Moody's and Standard and Poor's on the FY15 bonds for your review.

Respectfully submitted,

A handwritten signature in black ink that reads "Jill M Eastman". The signature is written in a cursive, flowing style.

Jill M. Eastman
Finance Director

CITY OF AUBURN, MAINE
BALANCE SHEET - CITY GENERAL FUND, WC AND UNEMPLOYMENT FUND
AS of September 2014, August 2014, and June 2013

	UNAUDITED September 30 2014	UNAUDITED August 31 2014	Increase (Decrease)	AUDITED JUNE 30 2013
ASSETS				
CASH	\$ 16,088,659	\$ 3,027,169	\$ 13,061,490	\$ 15,074,324
RECEIVABLES			-	
ACCOUNTS RECEIVABLES	736,441	827,557	(91,116)	1,218,554
TAXES RECEIVABLE-CURRENT	21,741,279	41,281,111	(19,539,833)	107,929
DELINQUENT TAXES	645,386	663,697	(18,311)	486,160
TAX LIENS	1,004,580	1,087,927	(83,347)	1,415,461
NET DUE TO/FROM OTHER FUNDS	4,077,001	9,205,125	(5,128,124)	470,312
TOTAL ASSETS	\$ 44,293,346	\$ 56,092,587	\$ (11,799,241)	\$ 18,772,740
LIABILITIES & FUND BALANCES				
ACCOUNTS PAYABLE	\$ (173,763)	\$ (2,411,627)	\$ 2,237,864	\$ (670,227)
PAYROLL LIABILITIES	(82,022)	(276,445)	194,423	(501)
ACCRUED PAYROLL	(895,756)	(895,756)	-	(2,274,075)
STATE FEES PAYABLE	(47,722)	(52,656)	4,933	-
ESCROWED AMOUNTS	(50,651)	(43,526)	(7,125)	(41,865)
DEFERRED REVENUE	(23,078,626)	(42,720,213)	19,641,587	(1,822,839)
TOTAL LIABILITIES	\$ (24,328,541)	\$ (46,400,223)	\$ 22,071,682	\$ (4,809,507)
FUND BALANCE - UNASSIGNED	\$ (18,873,853)	\$ (8,601,412)	\$ (10,272,441)	\$ (12,378,441)
FUND BALANCE - RESTRICTED FOR WORKERS COMP & UNEMPLOYMENT	776,017	776,017	-	684,766
FUND BALANCE - RESTRICTED	(1,866,970)	(1,866,970)	-	(2,269,558)
TOTAL FUND BALANCE	\$ (19,964,805)	\$ (9,692,365)	\$ (10,272,441)	\$ (13,963,233)
TOTAL LIABILITIES AND FUND BALANCE	\$ (44,293,346)	\$ (56,092,587)	\$ 11,799,241	\$ (18,772,740)

CITY OF AUBURN, MAINE
REVENUES - GENERAL FUND COMPARATIVE
THROUGH September 30, 2014 VS September 30, 2013

REVENUE SOURCE	FY 2015 BUDGET	ACTUAL REVENUES THRU SEPTG 2014	% OF BUDGET	FY 2014 BUDGET	ACTUAL REVENUES THRU SEPT 2013	% OF BUDGET	VARIANCE
TAXES							
PROPERTY TAX REVENUE-	\$ 43,055,996	\$ 19,844,817	46.09%	\$ 42,844,641	\$ 19,959,812	46.59%	\$ (114,995)
PRIOR YEAR REVENUE	\$ -	\$ 403,716		\$ -	\$ 313,006		\$ 90,710
HOMESTEAD EXEMPTION REIMBURSEMENT	\$ 495,000	\$ 383,752	77.53%	\$ 482,575	\$ 371,573	77.00%	\$ 12,179
ALLOWANCE FOR ABATEMENT	\$ -	\$ -		\$ -	\$ -		\$ -
ALLOWANCE FOR UNCOLLECTIBLE TAXES	\$ -	\$ -		\$ -	\$ -		\$ -
EXCISE	\$ 3,185,000	\$ 916,565	28.78%	\$ 3,068,500	\$ 869,371	28.33%	\$ 47,194
PENALTIES & INTEREST	\$ 145,000	\$ 24,880	17.16%	\$ 140,000	\$ 20,982	14.99%	\$ 3,898
TOTAL TAXES	\$ 46,880,996	\$ 21,573,730	46.02%	\$ 46,535,716	\$ 21,534,744	46.28%	\$ 38,986
LICENSES AND PERMITS							
BUSINESS	\$ 48,300	\$ 15,253	31.58%	\$ 47,300	\$ 11,448	24.20%	\$ 3,805
NON-BUSINESS	\$ 339,300	\$ 93,864	27.66%	\$ 338,300	\$ 120,033	35.48%	\$ (26,169)
TOTAL LICENSES	\$ 387,600	\$ 109,116	28.15%	\$ 385,600	\$ 131,481	34.10%	\$ (22,365)
INTERGOVERNMENTAL ASSISTANCE							
STATE-LOCAL ROAD ASSISTANCE	\$ 440,000	\$ -	0.00%	\$ 440,000	\$ -	0.00%	\$ -
STATE REVENUE SHARING	\$ 1,649,470	\$ 237,111	14.37%	\$ 1,649,470	\$ 379,235	22.99%	\$ (142,124)
WELFARE REIMBURSEMENT	\$ 70,000	\$ 11,540	16.49%	\$ 53,000	\$ -	0.00%	\$ 11,540
OTHER STATE AID	\$ 22,000	\$ -	0.00%	\$ 22,000	\$ -	0.00%	\$ -
CITY OF LEWISTON	\$ 155,000	\$ -	0.00%	\$ 155,000	\$ -	0.00%	\$ -
TOTAL INTERGOVERNMENTAL ASSISTANCE	\$ 2,336,470	\$ 248,651	10.64%	\$ 2,319,470	\$ 379,235	16.35%	\$ (130,584)
CHARGE FOR SERVICES							
GENERAL GOVERNMENT	\$ 132,040	\$ 33,806	25.60%	\$ 140,240	\$ 29,148	20.78%	\$ 4,658
PUBLIC SAFETY	\$ 485,703	\$ 77,000	15.85%	\$ 366,152	\$ 23,384	6.39%	\$ 53,616
EMS AGREEMENT	\$ 987,551	\$ -	0.00%	\$ 100,000	\$ 25,000	25.00%	\$ (25,000)
TOTAL CHARGE FOR SERVICES	\$ 1,605,294	\$ 110,805	6.90%	\$ 606,392	\$ 77,532	12.79%	\$ 33,273
FINES							
PARKING TICKETS & MISC FINES	\$ 26,000	\$ 13,606	52.33%	\$ 40,000	\$ 4,599	11.50%	\$ 9,007
MISCELLANEOUS							
INVESTMENT INCOME	\$ 10,000	\$ 81	0.81%	\$ 20,000	\$ 86	0.43%	\$ (5)
INTEREST-BOND PROCEEDS	\$ 2,000	\$ -	0.00%	\$ 2,000	\$ -	0.00%	\$ -
RENTS	\$ 122,000	\$ -	0.00%	\$ 122,000	\$ -	0.00%	\$ -
UNCLASSIFIED	\$ 20,000	\$ 28,257	141.28%	\$ 17,500	\$ 38,396	219.41%	\$ (10,139)
SALE OF RECYCLABLES	\$ -	\$ -		\$ 4,800	\$ -	0.00%	\$ -
COMMERCIAL SOLID WASTE FEES	\$ -	\$ 10,072		\$ -	\$ 10,478		\$ (407)
SALE OF PROPERTY	\$ 20,000	\$ 1,200	6.00%	\$ 20,000	\$ 6,760	33.80%	\$ (5,560)
RECREATION PROGRAMS/ARENA	\$ -	\$ -		\$ -	\$ -		\$ -
MMWAC HOST FEES	\$ 206,000	\$ 52,315	25.40%	\$ 204,000	\$ 51,448	25.22%	\$ 867
9-1-1 DEBT SERVICE REIMBURSEMENT	\$ -	\$ -		\$ -	\$ -	0.00%	\$ -
TRANSFER IN: TIF	\$ 500,000	\$ -	0.00%	\$ 520,000	\$ -	0.00%	\$ -
TRANSFER IN: POLICE	\$ 20,000	\$ -	0.00%	\$ -	\$ -		\$ -
TRANSFER IN: PARKING PROGRAM	\$ 55,000	\$ -	0.00%	\$ -	\$ -		\$ -
TRANSFER IN: PD DRUG MONEY	\$ 45,000	\$ -	0.00%	\$ -	\$ -		\$ -
TRANSFER IN: REC SPEC REVENUE	\$ 41,720	\$ -	0.00%	\$ -	\$ -		\$ -
TRANSFER IN: SPECIAL REVENUE	\$ 290,000	\$ -	0.00%	\$ -	\$ -		\$ -
ENERGY EFFICIENCY	\$ -	\$ -		\$ 2,000	\$ 279	13.95%	\$ (279)
CDBG	\$ 58,000	\$ -	0.00%	\$ 58,000	\$ -	0.00%	\$ -
UTILITY REIMBURSEMENT	\$ 37,500	\$ 3,299	8.80%	\$ 37,500	\$ 5,440	14.51%	\$ (2,141)
CITY FUND BALANCE CONTRIBUTION	\$ 1,350,000	\$ -	0.00%	\$ 1,350,000	\$ -	0.00%	\$ -
TOTAL MISCELLANEOUS	\$ 2,777,220	\$ 95,224	3.43%	\$ 2,357,800	\$ 112,887	4.79%	\$ (17,663)
TOTAL GENERAL FUND REVENUES	\$ 54,013,580	\$ 22,151,132	41.01%	\$ 52,244,978	\$ 22,240,478	42.57%	\$ (89,346)
SCHOOL REVENUES							
EDUCATION SUBSIDY	\$ 20,411,239	\$ 1,607,611	7.88%	\$ 17,942,071	\$ 3,779,205	21.06%	\$ (2,171,594)
EDUCATION	\$ 774,572	\$ 59,850	7.73%	\$ 1,358,724	\$ 52,110	3.84%	\$ 7,740
SCHOOL FUND BALANCE CONTRIBUTION	\$ 906,882	\$ -	0.00%	\$ 855,251	\$ -	0.00%	\$ -
TOTAL SCHOOL	\$ 22,092,693	\$ 1,667,461	7.55%	\$ 20,156,046	\$ 3,831,315	19.01%	\$ (2,163,854)
GRAND TOTAL REVENUES	\$ 76,106,273	\$ 23,818,593	31.30%	\$ 72,401,024	\$ 26,071,793	36.01%	\$ (2,253,200)

CITY OF AUBURN, MAINE
EXPENDITURES - GENERAL FUND COMPARATIVE
THROUGH September 30, 2014 VS September 30, 2013

DEPARTMENT	FY 2015 BUDGET	Unaudited EXP THRU SEPT 2014	% OF BUDGET	FY 2014 BUDGET	Unaudited EXP THRU SEPT 2013	% OF BUDGET	VARIANCE
ADMINISTRATION							
MAYOR AND COUNCIL	\$ 78,532	\$ 22,339	28.45%	\$ 71,079	\$ 13,630	19.18%	\$ 8,709
CITY MANAGER	\$ 280,750	\$ 61,744	21.99%	\$ 238,903	\$ 56,903	23.82%	\$ 4,841
ECONOMIC DEVELOPMENT	\$ 359,500	\$ 59,761	16.62%	\$ 318,933	\$ 95,217	29.85%	\$ (35,456)
ASSESSING SERVICES	\$ 177,320	\$ 37,094	20.92%	\$ 172,277	\$ 40,336	23.41%	\$ (3,242)
CITY CLERK	\$ 164,593	\$ 30,770	18.69%	\$ 162,045	\$ 33,284	20.54%	\$ (2,514)
FINANCIAL SERVICES	\$ 427,815	\$ 93,391	21.83%	\$ 405,976	\$ 93,410	23.01%	\$ (19)
HUMAN RESOURCES	\$ 139,578	\$ 29,817	21.36%	\$ 139,566	\$ 29,146	20.88%	\$ 671
INFORMATION COMMUNICATION TECHNOLOGY	\$ 413,829	\$ 105,340	25.45%	\$ 395,350	\$ 165,617	41.89%	\$ (60,277)
LEGAL SERVICES	\$ 65,000	\$ 2,902	4.46%	\$ 100,000	\$ -	0.00%	\$ 2,902
TOTAL ADMINISTRATION	\$ 2,106,917	\$ 443,158	21.03%	\$ 2,004,129	\$ 527,543	26.32%	\$ (84,385)
COMMUNITY SERVICES							
PLANNING & PERMITTING	\$ 902,494	\$ 198,993	22.05%	\$ 775,230	\$ 182,818	23.58%	\$ 16,175
HEALTH & SOCIAL SERVICES	\$ 192,954	\$ 41,842	21.68%	\$ 189,539	\$ 58,240	30.73%	\$ (16,398)
PUBLIC LIBRARY	\$ 960,692	\$ 235,298	24.49%	\$ 946,737	\$ 231,809	24.49%	\$ 3,489
TOTAL COMMUNITY SERVICES	\$ 2,056,140	\$ 476,133	23.16%	\$ 2,759,028	\$ 472,867	17.14%	\$ 3,266
FISCAL SERVICES							
DEBT SERVICE	\$ 6,263,936	\$ 5,083,163	81.15%	\$ 6,321,584	\$ 4,676,409	73.98%	\$ 406,754
FACILITIES	\$ 698,335	\$ 161,362	23.11%	\$ 715,667	\$ 201,655	28.18%	\$ (40,293)
WORKERS COMPENSATION	\$ 468,081	\$ -	0.00%	\$ 431,446	\$ -	0.00%	\$ -
WAGES & BENEFITS	\$ 4,737,117	\$ 1,309,325	27.64%	\$ 4,397,585	\$ 1,197,179	27.22%	\$ 112,146
EMERGENCY RESERVE (10108062-670000)	\$ 375,289	\$ -	0.00%	\$ 375,289	\$ -	0.00%	\$ -
TOTAL FISCAL SERVICES	\$ 12,542,758	\$ 6,553,850	52.25%	\$ 12,241,571	\$ 6,075,243	49.63%	\$ 478,607
PUBLIC SAFETY							
FIRE DEPARTMENT	\$ 4,057,633	\$ 1,017,096	25.07%	\$ 4,024,789	\$ 941,530	23.39%	\$ 75,566
FIRE EMS	\$ 635,468	\$ 178,881	28.15%				\$ 178,881
POLICE DEPARTMENT	\$ 3,738,108	\$ 767,296	20.53%	\$ 3,589,583	\$ 736,860	20.53%	\$ 30,436
TOTAL PUBLIC SAFETY	\$ 8,431,209	\$ 1,963,273	23.29%	\$ 7,614,372	\$ 1,678,390	22.04%	\$ 284,883
PUBLIC WORKS							
PUBLIC SERVICES DEPARTMENT	\$ 5,806,379	\$ 1,121,924	19.32%	\$ 5,577,954	\$ 1,061,912	19.04%	\$ 60,012
WATER AND SEWER	\$ 599,013	\$ 146,628	24.48%	\$ 558,835	\$ 135,231	24.20%	\$ 11,397
TOTAL PUBLIC WORKS	\$ 6,405,392	\$ 1,268,552	19.80%	\$ 5,289,267	\$ 1,197,143	22.63%	\$ 71,409
INTERGOVERNMENTAL PROGRAMS							
AUBURN-LEWISTON AIRPORT	\$ 105,000	\$ 26,250	25.00%	\$ 105,000	\$ 52,500	50.00%	\$ (26,250)
E911 COMMUNICATION CENTER	\$ 1,067,249	\$ 325,005	30.45%	\$ 1,036,409	\$ 260,725	25.16%	\$ 64,280
LATC-PUBLIC TRANSIT	\$ 235,373	\$ 52,844	22.45%	\$ 235,496	\$ -	0.00%	\$ 52,844
LAEGC-ECONOMIC COUNCIL	\$ -	\$ -		\$ -	\$ -		\$ -
LA ARTS	\$ 17,000	\$ -	0.00%	\$ -	\$ -		\$ -
TAX SHARING	\$ 270,000	\$ -	0.00%	\$ 270,000	\$ 37,347	13.83%	\$ (37,347)
TOTAL INTERGOVERNMENTAL	\$ 1,694,622	\$ 404,099	23.85%	\$ 1,646,905	\$ 350,572	21.29%	\$ 53,527
COUNTY TAX	\$ 2,046,880	\$ 2,046,879	100.00%	\$ 2,029,513	\$ 2,029,512	100.00%	\$ 17,367
TIF (10108058-580000)	\$ 2,584,032	\$ -	0.00%	\$ 2,555,723	\$ -	0.00%	\$ -
OVERLAY	\$ -	\$ -		\$ -	\$ -	0.00%	\$ -
TOTAL CITY DEPARTMENTS	\$ 37,867,950	\$ 13,155,944	34.74%	\$ 36,140,508	\$ 12,331,270	34.12%	\$ 824,674
EDUCATION DEPARTMENT	\$ 38,241,323	\$ 1,314,883	3.44%	\$ 37,128,028	\$ 2,543,560	6.85%	\$ (1,228,677)
TOTAL GENERAL FUND EXPENDITURES	\$ 76,109,273	\$ 14,470,827	19.01%	\$ 73,268,536	\$ 14,874,830	20.30%	\$ (404,003)

**CITY OF AUBURN, MAINE
INVESTMENT SCHEDULE
AS OF September 30, 2014**

INVESTMENT			FUND	BALANCE September 30, 2014	BALANCE August 31, 2014	INTEREST RATE	WEIGHTED AVG YIELD
BANKNORTH MNY MKT	24-1242924	GENERAL FUND		\$ 55,431.96	\$ 55,425.13	0.15%	
BANKNORTH MNY MKT	24-1745910	GF-WORKERS COMP		\$ 49,290.81	\$ 49,287.57	0.08%	
BANKNORTH MNY MKT	24-1745944	GF-UNEMPLOYMENT		\$ 67,020.92	\$ 67,012.66	0.15%	
BANKNORTH CD	7033	GF-UNEMPLOYMENT		\$ 102,404.84	\$ 102,404.84	0.15%	
BANKNORTH MNY MKT	24-1809302	SPECIAL REVENUE		\$ 52,651.49	\$ 52,645.00	0.15%	
BANKNORTH MNY MKT	24-1745902	SR-PERMIT PARKING		\$ 198,346.14	\$ 198,321.69	0.15%	
BANKNORTH MNY MKT	24-1745895	SR-TIF		\$ 1,119,820.01	\$ 1,119,681.97	0.15%	
BANKNORTH MNY MKT	24-1746819	CAPITAL PROJECTS		\$ 4,777,534.07	\$ 4,777,191.68	0.20%	
BANKNORTH MNY MKT	24-1745928	ICE ARENA		\$ 249,739.20	\$ 249,708.41	0.15%	
GRAND TOTAL				\$ 6,672,239.44	\$ 6,671,678.95		0.19%

City of Auburn, Maine

"Maine's City of Opportunity"

Financial Services

To: Clinton Deschene, City Manager

From: Jill Eastman, Finance Director

Re: Arena Financial Reports for September 30, 2014



Attached you will find a Statement of Net Assets and a Statement of Activities for the Ingersoll Arena and the Norway Savings Bank Arena as of September 30, 2014. I have also attached budget to actual reports for Norway Savings Bank Arena for revenue and expenditures.

INGERSOLL ARENA

Statement of Net Assets:

The Statement of Net Assets lists current assets, noncurrent assets, liabilities and net assets.

Current Assets:

As of the end of September 2014 the total current assets were \$130,897. These consisted of cash and cash equivalents of \$249,708, and an interfund payable of \$118,811, which means that Ingersoll owes the General Fund \$118,811, so net cash available to Ingersoll is \$130,897 at the end of September.

Noncurrent Assets:

Noncurrent assets are the building, equipment and any building and land improvements, less depreciation. The total value of noncurrent assets as of September 30, 2014 were \$232,292. The equipment that was transferred to Norway Savings Bank Arena or sold have been removed from the Ingersoll balance sheet as well as the related accumulated depreciation.

Liabilities:

Ingersoll had no liabilities as of September 30, 2014

Statement of Activities:

The statement of activities shows the current operating revenue collected for the fiscal year and the operating expenses as well as any nonoperating revenue and expenses.

Ingersoll Arena had no operating revenues through September 2014.

The operating expenses for Ingersoll Arena through September 2014, were \$2,244. These expenses include supplies, utilities, and repairs and maintenance.

As of September 2014 Ingersoll has an operating loss of (\$2,244).

Non-operating revenue and expenses consist of interest income and debt service payments. The interest income to date is \$64 and debt service expense to date is \$81,563.

As of September 30, 2014 Ingersoll has a decrease in net assets of \$83,743.

NORWAY SAVINGS BANK ARENA

Statement of Net Assets:

The Statement of Net Assets lists current assets, noncurrent assets, liabilities and net assets.

Current Assets:

As of the end of September 2014 the total current assets of Norway Savings Bank Arena were (\$61,875). These consisted of cash and cash equivalents of \$91,281, and an interfund payable of \$153,156, which means that Norway owes the General Fund \$153,156 at the end of September.

Noncurrent Assets:

Norway's noncurrent assets are equipment that was purchased, less depreciation (depreciation is posted at year end). There was an adjustment to the equipment to account for equipment that was transferred from Ingersoll Arena. The total value of the noncurrent assets as of September 30, 2014 was \$239,332.

Liabilities:

Norway Arena had accounts payable of \$2 as of September 30, 2014.

Statement of Activities:

The statement of activities shows the current operating revenue collected for the fiscal year and the operating expenses as well as any nonoperating revenue and expenses.

The operating revenues for Norway Arena through September 2014 are \$152,120. This revenue comes from the concessions, sign advertisements, pro shop lease, youth programming, shinny hockey, public skating and ice rentals.

The operating expenses for Norway Arena through September 2014 were \$322,592. These expenses include personnel costs, supplies, utilities, repairs, capital purchases and maintenance. July 1st Norway began to pay the monthly rent payment on the arena of \$42,207 to Slap Shot LLC. The October rent payment was posted in September in order to have the check available for October 1st.

As of September 2014 Norway Arena has an operating loss of \$170,472.

As of September 30, 2014 Norway Arena has a decrease in net assets of \$170,472.

I have also attached budget to actual reports for revenue and expenditures.

CITY OF AUBURN, MAINE
Statement of Net Assets
Proprietary Funds
September 30, 2014

Business-type Activities - Enterprise Funds

	Ingersoll	Norway Savings	Combined
ASSETS			
Current assets:			
Cash and cash equivalents	\$ 249,708	\$ 91,281	\$ 340,989
Interfund receivables	\$ (118,811)	\$ (153,156)	(271,967)
Accounts receivable	-	-	-
Total current assets	130,897	(61,875)	69,022
Noncurrent assets:			
Capital assets:			
Buildings	672,279	35,905	708,184
Equipment	66,415	285,813	352,228
Land improvements	18,584		18,584
Less accumulated depreciation	(524,986)	(82,386)	(607,372)
Total noncurrent assets	232,292	239,332	471,624
Total assets	363,189	177,457	540,646
LIABILITIES			
Accounts payable	\$ -	\$ 2	2
Total liabilities	-	2	2
NET ASSETS			
Invested in capital assets	\$ 232,292	\$ 239,332	471,624
Unrestricted	\$ 130,897	\$ (61,877)	69,020
Total net assets	\$ 363,189	\$ 177,455	\$ 540,644

CITY OF AUBURN, MAINE
Statement of Revenues, Expenses and Changes in Net Assets
Proprietary Funds
Business-type Activities - Enterprise Funds
Statement of Activities
August 31, 2014

	Ingersoll Ice Arena	Norway Savings Arena	Total
Operating revenues:			
Charges for services	\$ -	\$ 152,120	\$ 152,120
Operating expenses:			
Personnel	-	67,644	67,644
Supplies	-	17,771	17,771
Utilities	1,879	46,970	48,849
Repairs and maintenance	365	3,156	3,521
Rent		168,828	168,828
Depreciation	-	-	-
Capital expenses		-	-
Other expenses	-	18,223	18,223
Total operating expenses	2,244	322,592	324,836
Operating gain (loss)	(2,244)	(170,472)	(172,716)
Nonoperating revenue (expense):			
Interest income	64	-	64
Interest expense (debt service)	(81,563)	-	(81,563)
Total nonoperating expense	(81,499)	-	(81,499)
Gain before transfer	(83,743)	(170,472)	(254,215)
Transfers out	-	-	
Change in net assets	(83,743)	(170,472)	(254,215)
Total net assets, July 1	446,932	347,927	794,859
Total net assets, September 30, 2014	\$ 363,189	\$ 177,455	\$ 540,644

CITY OF AUBURN, MAINE
REVENUES - NORWAY SAVINGS BANK ARENA
Through September 30, 2014

REVENUE SOURCE	FY 2015 BUDGET	ACTUAL REVENUES THRU SEPT 2014	% OF BUDGET
CHARGE FOR SERVICES			
Concussions	\$ 30,000	\$ -	0.00%
Sign Advertisements	\$ 233,225	\$ 69,958	30.00%
Pro Shop	\$ 8,500	\$ 1,686	19.84%
Programs	\$ 172,450	\$ 6,750	3.91%
Rental Income	\$ 753,260	\$ 72,601	9.64%
Tournaments	\$ 24,500	\$ 1,125	4.59%
TOTAL CHARGE FOR SERVICES	\$ 1,221,935	\$ 152,120	12.45%
INTEREST ON INVESTMENTS	\$ -		
GRAND TOTAL REVENUES	\$ 1,221,935	\$ 152,120	12.45%

CITY OF AUBURN, MAINE
EXPENDITURES - NORWAY SAVINGS BANK ARENA
Through September 30, 2014

REVENUE SOURCE	ACTUAL		
	FY 2015 BUDGET	EXPENDITURES THRU SEPT 2014	% OF BUDGET
Salaries & Benefits	\$ 318,446	\$ 67,644	21.24%
Purchased Services	\$ 67,800	\$ 21,379	31.53%
Supplies	\$ 9,000	\$ 17,771	197.46%
Utilities	\$ 204,846	\$ 46,970	22.93%
Capital Outlay	\$ 80,000	\$ -	0.00%
Rent	\$ 528,408	\$ 168,828	31.95%
	\$ 1,208,500	\$ 322,592	26.69%
GRAND TOTAL EXPENDITURES	\$ 1,208,500	\$ 322,592	26.69%

MOODY'S

INVESTORS SERVICE

New Issue: Moody's assigns Aa3 to Auburn, ME's \$7.2M 2014 GO Bonds

Global Credit Research - 09 Oct 2014

Affirms Aa3 affecting \$57.2M of GO debt outstanding

AUBURN (CITY OF) ME
Cities (including Towns, Villages and Townships)
ME

Moody's Rating

ISSUE	RATING
2014 General Obligation Bonds	Aa3
Sale Amount	\$7,200,000
Expected Sale Date	10/15/14
Rating Description	General Obligation

Moody's Outlook NOO

Opinion

NEW YORK, October 09, 2014 --Moody's Investors Service has assigned a Aa3 rating to the City of Auburn, ME's \$7.2 million 2014 General Obligation Bonds. Concurrently, Moody's has affirmed the Aa3 rating on the city's approximately \$57.2 million in outstanding general obligation debt. The current issue will fund various capital projects for the city and the school department. The school bonds (\$2.1 million of the current issue) are secured by the city's general obligation unlimited tax pledge. The remainder of the bonds are secured by the city's general obligation limited tax pledge as debt service for municipal purposes is subject to the state's property tax limitation known as LD-1.

SUMMARY RATING RATIONALE

The Aa3 rating reflects the city's healthy and stable financial position, moderately-sized tax base with average wealth levels, and above-average debt burden.

STRENGTHS

- Sound reserve position supported by a formal fund balance policy and conservative budgeting practices
- Ample property tax levy capacity under LD-1 limit
- Minimal pension and OPEB liabilities

CHALLENGES

- Above average debt burden
- Rising education costs to comply with state mandated school funding requirement

DETAILED CREDIT DISCUSSION

CAREFULLY MANAGED FINANCIAL POSITION

Auburn's financial position will remain stable given conservative budgeting practices, management's commitment to maintaining healthy reserve levels as reflected in a formal policy, and flexibility provided by significant property tax levy capacity. Following multiple years of balanced or surplus operations, fiscal 2013 ended with a planned

\$1.6 million draw on General Fund balance. The city has a formal policy to maintain available reserves (unassigned plus assigned fund balance) at a minimum of 12.5% of school and municipal expenditures, and the city has generally maintained reserves in excess of that policy. Following the draw down, this balance declined to \$9.9 million (13.5% of expenditures) from \$11.7 million (16.4% of expenditures) in fiscal 2012. The total General Fund balance was \$12.4 million (a healthy 17.2% of revenues) at the end of fiscal 2013.

According to fiscal 2014 unaudited results, the city expects total fund balance to decline by \$300,000 to \$12.1 million (16.8% of revenues) and available reserves will remain above 13% of expenditures. Fiscal 2014 excise taxes exceeded budgeted projections, although fire department overtime and truck repairs came in over budget. The fiscal 2015 budget increased 3.85% over the prior year due to the addition of EMT services (which were formally outsourced) and increased education costs to comply with the state's school funding requirement. Budgetary growth is offset by projected increases in excise taxes, a 2% property tax levy increase, and a \$2.1 million fund balance appropriation. Education costs will continue to be a budget driver, especially over the near term, as the city is required to increase student funding to comply with state mandated levels within the next two years. Management anticipates this will cost the city approximately \$2 million. Notably, the city's overall financial flexibility is enhanced by a significant \$7.5 million of accumulated excess taxing capacity under the provisions of LD-1, representing the amount of levy growth available for future budgets.

The city is exposed to moderate enterprise risk after leasing a new ice arena that had been constructed by a private developer. The arena opened in November 2013 and the city has entered into an agreement to reimburse the developer for construction costs. The total project is expected to cost the city a total of \$8.2 million, amortized over 30 years. Total payments per year will remain level at approximately \$504,000 (\$42,000 monthly) which represents less than 1% of the city's annual budget. Arena usage fees are expected to be sufficient to pay all operating costs as well as the payments to the developer, but General Fund revenues will be used for any shortfalls. Moody's considers this risk manageable and we will continue to monitor what pressure, if any, the ice arena imposes on the city's General Fund.

MODEST GROWTH EXPECTED FOR MODERATELY SIZED TAX BASE WITH HEALTHY COMMERCIAL PRESENCE

Following multiple years of tax base declines, the city's moderately-sized \$1.9 billion tax base should begin to stabilize in the near term and experience modest growth over the medium term given new commercial development. The tax base, which is 51% residential and 34% commercial/industrial, experienced declines in four of the last five years, leading to an compound annual decrease of 0.6% between 2009 and 2014. While the city does maintain an above average degree of taxpayer concentration, with the top ten taxpayers representing 11.9% of the total assessed value, the largest taxpayer, Tambrands (3.1% of 2014 assessed value), a division of The Procter & Gamble Company (Aa3 stable), has recently made sizable capital investments at its Auburn facility and hired 60 new employees. Additional new development includes a new industrial park, expansion of a trucking company, and the construction of a Hobby Lobby. The city's median family income is on par with the state (97%) and below the nation (90%), and full value per capita is \$83,548. The July 2014 unemployment (5.0%) is below that of the state (5.2%) and nation (6.5%).

CITY WILL REMAIN HIGHLY LEVERAGED

Auburn's debt position will remain above average yet manageable given rapid amortization of principal and future borrowing plans to partially support the Capital Improvement Plan. Including the current issue, the city's debt position is an above average 3.3% of full value, although the city has no overlapping debt. Pension obligation bonds (POBs) issued in 2003 represent a small portion of the city's total outstanding debt (3.5%). Debt service accounted for an above average 9.0% of 2013 expenditures but principal is amortized rapidly, with 95.2% of retired within 10 years. The city's only additional authorized debt relates to a \$5 million parking garage project, debt that officials do not expect to issue. While there is currently no other authorized unissued debt outstanding, the city expects to borrow \$20 to \$25 million over the next four years. Additionally, the city is considering constructing a new high school, although approval of this project will depend on state support. Should the state approve subsidies, pursuant to the city's charter, the project would be subject to referendum approval. All of the city's debt is fixed rate and it is not party to any derivative agreements.

The city issued pension obligation bonds in 2003, which were subsequently refunded in 2012, to fully fund its initial unfunded actuarial liability to the Maine State Retirement System. In addition, the city maintains a single employer defined benefit plan for police and fire employees who joined prior to the city's participation in the state plan. The reported unfunded liability is less than \$1 million for 14 retirees. The city's teachers participate in the Maine Public Employees Retirement System's Teacher Plan, which is administered at the state level. Beginning in fiscal 2014, the city is responsible for approximately half of the normal cost of the teachers' plan. The city contributed \$491,000

in fiscal 2014. This additional contribution is not expected to pressure the city's financial position over the near term. The OPEB liability is modest at \$3.5 million as it is limited to the value of its implicit rate subsidy to retirees that buy into the health insurance benefit plan offered to active employees.

WHAT COULD MAKE THE RATING GO UP

- Substantial growth of reserve levels
- Sustained trend of material tax base growth and diversification
- Significant improvement in demographic profile relative to state and national medians
- Material decline in the debt burden

WHAT COULD MAKE THE RATING GO DOWN

- Trend of operating deficits resulting in a material decline in reserves
- Declines in the tax base or deterioration of the demographic profile
- Material growth in debt burden

KEY STATISTICS:

2014 Full Value: \$1.9 billion

2014 Full Value Per Capita: \$83,548

Median Family Income as % of US: 90.0%

Fiscal 2013 Available Fund balance as a % of Revenues: 13.8%

5-Year Dollar Change in Fund Balance as % of Revenues: -0.9%

Fiscal 2013 Cash Balance as % of Revenues: 15.6%

5-Year Dollar Change in Cash Balance as % of Revenues: -0.8%

Institutional Framework: Aa

5-Year Average Operating Revenues / Operating Expenditures: 1.0x

Net Direct Debt as % of Full Value: 3.3%

Net Direct Debt / Operating Revenues: 0.9x

3-Year Average of Moody's ANPL as % of Full Value: 0.7%

3-Year Average of Moody's ANPL / Operating Revenues: 0.2x

The principal methodology used in this rating was US Local Government General Obligation Debt published in January 2014. Please see the Credit Policy page on www.moody.com for a copy of this methodology.

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October 8, 2014

City of Auburn
60 Court Street
Auburn, ME 04210
Attention: Ms. Jill Eastman, Finance Director

Re: \$7,200,000 Auburn, Maine, General Obligation Bonds, Series 2014

Dear Ms. Eastman:

Pursuant to your request for a Standard & Poor's Ratings Services ("Ratings Services") rating on the above-referenced obligations, Ratings Services has assigned a rating of "AA-". Standard & Poor's views the outlook for this rating as stable. A copy of the rationale supporting the rating is enclosed.

This letter constitutes Ratings Services' permission for you to disseminate the above-assigned ratings to interested parties in accordance with applicable laws and regulations. However, permission for such dissemination (other than to professional advisors bound by appropriate confidentiality arrangements) will become effective only after we have released the rating on standardandpoors.com. Any dissemination on any Website by you or your agents shall include the full analysis for the rating, including any updates, where applicable.

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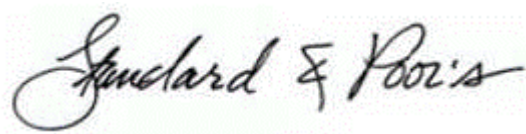
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New York, NY 10041-0003

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Sincerely yours,

A handwritten signature in black ink that reads "Standard & Poor's". The signature is written in a cursive, flowing style. The words "Standard" and "Poor's" are connected, with "&" in between. The signature is set against a light green rectangular background.

Standard & Poor's Ratings Services

Im
enclosures

cc: Mr. Joseph P. Cuetara, Senior Vice President
Moors & Cabot, Inc. Capital Markets Division



Standard & Poor's Ratings Services

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Current Long-term Bond Ratings (Maine)

<u>Municipality Name</u>	<u>Moody's Rating</u>	<u>S&P Rating</u>	<u>Municipality Name</u>	<u>Moody's Rating</u>	<u>S&P Rating</u>
Alfred	NR	AA	Scarborough	Aa3	AA
Auburn	Aa3	AA-	Somerset Cnty	Aa3	A+
Augusta	NR	AA	South Berwick	A1	NR
Bangor	Aa2	AA-	South Portland	Aaa	AAA
Bar Harbor	Aa2	AAA	St. George	NR	AA+
Bath	Aa3	AA	Topsham	NR	AA+
Biddeford	Aa2	AA-	Waterville	Aa3	A+
Brewer	Aa3	AA-	Wells	Aa2	AA+
Brunswick	Aa2	AA+	Westbrook	Aa3	AA
Cape Elizabeth	Aa1	AAA	Windham	Aa2	AA
Castine	Aa3	NR	Winslow	Aa3	AA-
Cumberland	Aa3	AA+	Winthrop	A1	AA-
Cumberland Cnty	Aa1	AA+	Yarmouth	Aa2	AA+
Dixfield	NR	AA-	York Cnty	NR	AA
Ellsworth	Aa3	AA-	York	NR	AA+
Falmouth	Aa1	AAA			
Farmington	NR	AA-	<u>Enterprise District</u>		
Freeport	Aa2	AAA	Auburn Sewer Dist.	NR	A+
Gorham	Aa2	AA+	Auburn Water Dist.	NR	A+
Gray	Aa3	AA+	Brewer HSD	NR	AA-
Hallowell	NR	A+	Bruns&Tops WD	NR	A+
Hancock Cnty	Aa2	AA	Cumberland Cnty Civic Cntr	NR	AA
Hermon	A1	AA-	ecomaine	NR	AA
Kennebunk	Aa2	AAA	Freeport Swr	Aa3	NR
Kittery	Aa2	AA+	Ken Lt & Pr	Aa3	A-
Knox Cnty	Aa2	AA	Kenn WD	A1	NR
Lewiston	Aa2	AA-	Linc-Sag Jail Auth	A1	A+
Manchester	NR	AA-	MSAD #51	Aa3	AA
New Gloucester	Aa3	AA+	No Jay WD	Baa2	NR
Old Orchard Beach	Aa3	AA+	Portland Jetport	Baa1	BBB+
Orono	Aa3	AA-	Portland Wtr Dis (Port Swr)	Aa1	AA
Oxford	NR	AA-	Portland Wtr Dis (Wtr Bonds)	A1	A+
Paris Twn	NR	A+	RSU No. 1	NR	AA
Pittsfield Twn	NR	A	RSU No. 23	Baa1	AA
Portland	Aa1	AA	Rumford WD	A2	NR
Presque Isle	A1	NR	So Berwick WD	A1	NR
Raymond	NR	AAA	Wells-Ogunquit CSD	Aa3	AA+
Saco	Aa3	AA	Yarmouth WD	Aa3	A+

August 12, 2014



Moody's Long-term Ratings

Moody's Investors Service ("Moody's") Bonds carrying the same rating are not claimed to be of absolutely equal quality, but are in a broad sense alike in position of risk. The ratings involve judgments about the future, including an appraisal of long-term risks and the recognition of many statistical and non-statistical factors. The quality of a bond may change over its life and therefore a change from the initial rating designation may occur at any time. Moody's applies numerical modifiers (1, 2 and 3) in each rating classification. The modifier 1 indicates that the issue ranks in the higher end of its gradation; the modifier 2 indicates a mid-range ranking; and the modifier 3 indicates that the issue ranks in the lower end of its category. The classes of gradation are:

Aaa ratings, assigned for issues judged to be of the best quality, carry the smallest degree of investment risk and are generally referred to as "gilt edged". Interest payments are protected by a large or by an exceptionally stable margin and principal is secure. While the various protective elements are likely to change, such changes as can be visualized are most unlikely to impair the fundamentally strong position of such issues.

Aa ratings, assigned for issues judged to be of high quality by all standards and, together with **Aaa**, comprise what are generally known as "high grade" bonds. These are rated lower because margins of protection may not be as large as in **Aaa** issues, or fluctuation of protective elements may be of greater amplitude, or there may be other elements present which make the long-term risk appear somewhat larger than **Aaa** securities.

A ratings, assigned for issues judged to possess many favorable investment attributes, are considered upper-medium grade obligations. Factors giving security to principal and interest are considered adequate, but elements may be present which suggest a susceptibility to impairment sometime in the future.

Baa ratings, assigned for issues judged to be considered as medium-grade obligations, are neither highly protected nor poorly secured.

S&P's Long-term Ratings

Issue credit ratings are based, in varying degrees, on Standard & Poor's analysis of the following considerations: Likelihood of payment—capacity and willingness of the obligor to meet its financial commitment on an obligation in accordance with the terms of the obligation; Nature of and provisions of the obligation; Protection afforded by, and relative position of, the obligation in the event of bankruptcy, reorganization, or other arrangement under the laws of bankruptcy and other laws affecting creditors' rights.

Issue ratings are an assessment of default risk, but may incorporate an assessment of relative seniority or ultimate recovery in the event of default.

AAA

An obligation rated 'AAA' has the highest rating assigned by Standard & Poor's. The obligor's capacity to meet its financial commitment on the obligation is extremely strong.

AA

An obligation rated 'AA' differs from the highest-rated obligations only to a small degree. The obligor's capacity to meet its financial commitment on the obligation is very strong.

A

An obligation rated 'A' is somewhat more susceptible to the adverse effects of changes in circumstances and economic conditions than obligations in higher-rated categories. However, the obligor's capacity to meet its financial commitment on the obligation is still strong.

BBB

An obligation rated 'BBB' exhibits adequate protection parameters. However, adverse economic conditions or changing circumstances are more likely to lead to a weakened capacity of the obligor to meet its financial commitment on the obligation.

Plus (+) or minus (-)

The ratings from may be modified by the addition of a plus (+) or minus (-) sign to show relative standing within the major rating categories.



Phillip L. Crowell
Chief of Police

Jason D. Moen
Deputy Chief

Rita P. Beaudry
Executive Assistant

Auburn Police Department



Memorandum

To: Clint Deschene, City Manager
From: Phil Crowell, Chief of Police
Date: 10/15/14
Re: Dempsey Challenge After-Action Report

On 09/27/14 and 09/28/14 the Dempsey Challenge was held in Auburn/Lewiston and surrounding towns. One planning meeting was held with the event organizers prior to the event and a pre-inspection of the course was conducted with the police and public works departments. Sufficient notification was made to the community of the event and traffic impacts through the use of the newspaper and television media as well as social media.

On Saturday the 5-K and 10-K road races were held with approximately 2,200 participants taking part. Officers were posted at Mill St & Broad St; at Rolly's Diner and at the Bernard Lown Peace Bridge.

- 07:50 hrs the Bernard Lown Peace Bridge was closed to traffic.
- 08:05 hrs the first wave of runners started to cross the bridge.
- 08:53 hrs the last of the 5-K runners passed.
- 08:55 hrs the first wave of 10-K runners started to enter into Auburn.
- 09:30 hrs the Bernard Lown Bridge was opened to all traffic.
- 09:45 hrs most of the walkers from the 10-K were done. At this point we advised them to use the sidewalk.
- 09:45 hrs APW started to pick up all cones and signs.

On Sunday, the 100, 70, 50, 25 and 10 mile bike events were held. The Bernard Lown Peace Bridge was closed for approximately 20 minutes to start the bike events. No problems were reported for the bike events. An officer was stationed at Washington St. and Moosebrook Rd., and later that same officer posted himself at Washington St and Kittyhawk Ave. A second officer was added from 09:00 to 14:00 to assist the officer at Washington St & Kittyhawk Ave. This new intersection is much larger and required added assistance. The second officer was posted at Mill St. and South Main St. Cones and signs were used to narrow

Washington St. for the two officers working that intersection. By 16:00 hrs everything was completed.

The business owner at Four Seasons Market, whose hours of operation are 10am to 6pm, expressed concerns relating to the limited traffic access and parking to her business. Parking signs were set up on Friday evening around 4 p.m. and were removed Saturday morning. Vehicles were allowed to access this business on Third St. The business owner chose to close on Sunday. Parking was not restricted on Sunday but traffic volume was very high.

Police are challenged with being able to merge traffic into one lane to keep two lanes of traffic on Main and Mill Streets open during the event. This means that police must prohibit parking –for a short period of time – to allow for the safety of all participants. As soon as the walkers were mostly completed, they were instructed to move onto the sidewalk to allow for the road to be opened and the parking restriction removed. In the future, staff will consider the times of restricting the parking to allow parking to continue on Friday evening until the business closes.

As a result of this concern, police staff was instructed to make contact with other businesses to inquire about impacts and how the event could be improved upon in the future. The following businesses were contacted:

Roy's Foodland - the owner advised that he had no issues, except that APW placed temporary no parking signs on Friday morning. These signs were put out by PW so they could conduct street sweeping. The signs were removed by Friday afternoon.

Marcel's Barber Shop - the owner of Marcel's Barber Shop advised that their biggest impact was the bridge being closed. He also had a complaint with Third St. being closed to through traffic from Broad St. He said he understood the Dempsey Challenge is a good cause and it benefits many people in this community.

Rolly's Diner - the owner advised that it went well, but a couple of her patrons did say it was hard to get into her business with the volume of traffic in the area.

Larochelle's Seafood Market - advised they had no impact to their business.

Dunkin Donuts - the manager advised that it went much smoother than she thought it would. She stated they had a steady stream of customers during the race.

Happy Day's Diner - the owner said the traffic flow was good this year compared to the past. He said everything went well.

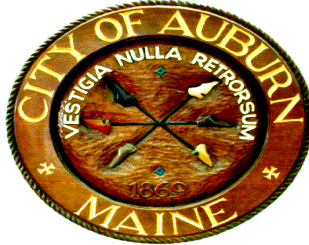
All About You Salon - pleased with everything. They were actually handing out water to participants.

Moving forward, my recommendations will include:

- APD staff will also work with PW for signage to direct patrons to the open businesses.
- Street sweeping should be conducted during the overnight hours, if possible on Friday night when no parking signs for the event itself are already posted, limiting the number of times parking is restricted.

I appreciate the work from all city staff that made this event successful and safe for the public and to the community businesses for providing us the feedback to continue seeking improvements.

OFFICE OF THE MAYOR AND CITY COUNCIL
CITY OF AUBURN



PROCLAMATION
EXTRA MILE DAY

WHEREAS, Auburn, Maine is a community which acknowledges that a special vibrancy exists within the entire community when its individual citizens collectively “go the extra mile” in personal effort, volunteerism, and service; and

WHEREAS, Auburn, Maine is a community which encourages its citizens to maximize their personal contribution to the community by giving of themselves wholeheartedly and with total effort, commitment, and conviction to their individual ambitions, family, friends, and community; and

WHEREAS, Auburn, Maine is a community which chooses to shine a light on and celebrate individuals and organizations within its community who “go the extra mile” in order to make a difference and lift up fellow members of their community; and

WHEREAS, Auburn, Maine acknowledges the mission of Extra Mile America to create 500 Extra Mile cities in America and is proud to support “Extra Mile Day” on November 1, 2014.

NOW THEREFORE, I, Mayor of Auburn, Maine do hereby proclaim November 1, 2014 to be Extra Mile Day. I urge each individual in the community to take time on this day to not only “go the extra mile” in his or her own life, but to also acknowledge all those who are inspirational in their efforts and commitment to make their organizations, families, community, country, or world a better place.

Mayor Jonathan P. LaBonté

City of Auburn, Maine
"Maine's City of Opportunity"
Office of Planning & Development

To: Auburn Mayor and City Council

From: Eric Cousens, Deputy Director of Planning and Permitting

Re: Comprehensive Plan Implementation Update Sheet

Date: October 15, 2014

Attached is a spread sheet listing implementation tasks identified in the Auburn Comprehensive Plan. It identifies ongoing, short term, long term and longer term tasks from the Plan. The left most column is numbered just for reference in future discussions to help navigate the sheets. The next column to the right identifies the referenced sections of the Plan that provides additional details on the listed task or activity. The next column to the right gives a title to each task with some very basic description (see referenced sections of the Comprehensive Plan for additional details). The next column to the right identifies the Department or entity responsible for implementation of the item or task. The next column to the right is the 2013 update provided last year and on the right hand side of each page describes progress as of May 15, 2014 on that item. It is staff's goal to provide an update around May of each year, however, spring budget discussions and a very busy Council Workshop schedule made it difficult to get a spot on an agenda and has delayed the presentation this year. This item was prepared with input requested from all departments and was a cooperative effort. The Comprehensive plan provides guidance to staff on decision making on a regular basis, whether an item goes before the Council or not.

Substantial progress has been made on many items within the plan after 4 years of having the plan in place. Staff has also completed many tasks that were not contemplated in the plan based on Council initiatives and direction. There is still a lot of work to be completed and we will continue working towards the goals outlined in the Plan for the next 6-10 years or longer. The Council should be aware that community needs and wants change over time and the document is always available for discussion and modification in response to new information or opportunities.

Please review the update and if there are specific questions they should be directed to the responsible Department. General questions regarding the plan or update process should be directed to the City Manager or Planning and Development Department.

	Policy Reference	Activity	Primary Responsibility	Comprehensive Plan Implementation Update		2014 Updates
	Ongoing Activities					
1	Ch3-A.4	Regional sewerage – continue to work to treat sewage on a regional basis	Auburn Sewerage District		1/8/12 Working with LAWPC to update Treatment with anaerobic digester and Sludge Compost Facility updates. New anaerobic digester facility is expected to come on the line in April/May 2013. digester will help control operational costs. 2013 Budget is \$34,000 less than 2012's which will minimize future rate impacts.	Anaerobic digester went online in 2013. Co-gen piece is producing electricity from methane gas. Expect to produce 1.5 million kWhrs in 2014, or about \$120,000 in electricity. Digester has led to a 40% reduction in biosolid production. Future rates are projected to remain "flat" - 2014 Budget is \$125,000 lower than 2011. The anaerobic digester is the only municipally run facility in the State. The digester should be an attraction for businesses looking for disposal options of manufacturing or processing related waste. Additionally, the compost facility is the only local municipally run entity outside of Scarborough, Lincoln & Wilton. The compost facility is currently receiving biosolids from the Portland Water District on a tipping fee of \$45/ton.
2	Ch3-A.5	Regional water supply – continue to work to provide public water on a regional basis	Auburn Water District		Many Ongoing Efforts - Poland Extension, Industrial Extensions, Line replacements. AWD/LWD have multiple Interlocal Agreements for sharing of water intake, UV plant, chemical treatment facilities, water quality laboratory, SCADA technicians, Hazmat Team, ect.-all in support of water supply.	In 2013, Auburn Water & Lewiston Water executed an agreement to share a joint Treatment Plant Manager Position. Currently, we are working with facilitator Mary Sylvester to merge our water supply operations staff, such that we will share a total of 11 positions (5 – plant operations, 3 – water quality laboratory, 2 – instrumentation & electrical, 1 – education & outreach). Separately, Auburn Water is pursuing a contract operations agreement with the newly formed New Gloucester Water District to oversee and operate their system.
3	Ch1-A.1.5.a	Lake Auburn – monitor water quality	Auburn Water District (AWD) & LAWPC		LAWPC - Algae Bloom this fall and Lake Diagnostic Study underway.Engineering consultants to present results of Lake Study Feb 13. AWD maintains joint water quality lab w/ Lewiston. Staff has ongoing sample program for lake, tributaries, algae, ect.	AWD continues to partner with Lewiston. Staff currently working with Bates college on algae study, working with UMaine on sediment analysis. A real-time data monitoring buoy was installed in 2013. Staff have multiple test sites throughout Lake. Summit Engineering conducted study of phosphorus contributions in Fall of 2013. Staff is monitoring tributaries and flow volume.
4	Ch1-B.1.1a	Water supply – protect Lake Auburn water quality	AWD & LAWPC		Lake Water Quality Diagnostic Study and City effort to review regulations for updates with TRC and Consultant RFP in there process of drafting. Ongoing Lake and Water Quality Diagnostic Study. LAWPC funded police patrols, swimming violations, USDA gull harassment. 2010 Lake Auburn Watershed Master plan	Awaiting results of Phase 2 Lake Auburn Diagnostic Study (expected mid-April). AWD is securing \$1 million bond to fund potential Lake Remediation Treatment in 2014. Lewiston would be an equal partner, contributing another \$1million to cover a total expected cost of \$2 million. Staff has been collaborating with Bates College, IF&W, and the Volunteer Lake Monitoring Program. USDA Gull Harassment Program continues, along with LAWPC funded police patrols.
5	Ch1-A.3.1.b & Ch1-A.3.2.c	Rivers – support land conservation	City Council & Conservation Organizations		FERC Dam Licensing and land conservation efforts. Working with property owner along Little Androscoggin as part of settlement agreement.	
6	Ch1-A.1.3.b	Lake Auburn – establish City land conservation priority	City Council & LAWPC		On-going. LAWPC will entertain land purchase if approached by willing seller and acquisition supports watershed protection & water quality.	Remains on-going. LAWPC purchased one lake front parcel in 2013. It was a 29 acre parcel located on the south side of the Lake, abutting the heavily protected Intake Restricted Zone. At the seller's request, LAWPC is working on a Conservation Easement to be held by the Androscoggin Land Trust. LAWPC will continue to entertain land purchase if approached by a willing seller and the acquisition supports watershed protection & water quality.
7	Ch1-A.3.1.c & Ch1-A.3.2.d	Rivers – improve and restore fish populations	City Council & MDIF&W		Alewife stocking program. Fishing Regulations. Shoreland zoning and floodplain protection as well as creating public access to existing resources.	lewife stocking program. Fishing Regulations. Shoreland zoning and floodplain protection as well as creating public access to existing resources.
8	Ch1-F.1.2.a	Population – continue to provide a range of housing opportunities	City Manager		Zoning updates to allow additional housing.	Zoning updates to allow additional housing.
9	Ch1-H.1.2.a	Community development – assure that City services are provided equitably	City Manager		Budgeting and structure improvements	
10	Ch1-G.3.2.d	Transportation – participate in regional commuter transit programs	City Manager & ATRC/AVCOG		Resolve with Lewiston and Portland, Transit Station, Participation in process and taking position on Maine Turnpike Tolls	New Transportation Center coming soon and Comprehensive Plan Updates in Progress.
11	Ch1-C.1.2.a & Ch3-A.1.a	Emergency services – support joint local and regional police and fire services	City Manager & Council		Cooperation and mutual aid with surrounding communities.	Cooperation and mutual aid with surrounding communities. Charter commission vote in June.
12	Ch1-C.4.1.b & Ch3-A.2	Municipal services – expand joint services	City Manager & Council		Joint Purchasing and Joint Agencies	
13	Ch1-E.1.6.a & Ch3-B.2	Cultural – collaborate with Lewiston and the region on cultural venues and activities	City Manager & Council			
14	Ch1-H.2.6.b & Ch1-H.2.6.c	Housing – support development of subsidized and affordable housing	City Manager & Council		Ongoing. Main Street, Academy Street, Webster School, and other recent projects	
15	Ch1-I.2.3.a	Economic development – use TIFs and financial incentives to attract investments	City Manager & Council		Ongoing discussions with Council and updates to policy. Report on LA TIFs coming soon	
16	Ch1-H.1.2.d	Community development – encourage neighborhoods to work with City departments	City Manager & Council		Council touched on this goal at goal setting day. Staff generating map for discussion.	
17	Ch1-B.2.1.c & Ch1-I.2.2.a & Ch2-FLUP	Sewers – work with property owners and developers to upgrade sewers to serve Growth Areas (see FLUP)	City Manager & Council & Economic Development Department		Auburn Industrial Park Extension	Property owners along Park Ave expressed interest in sewer extension. MDOT is planning 2015 Project for reconstruction of Park Ave from Lake St to Summer St. About 3,400 feet of new sewer was extended into Phase 2 of the Auburn Industrial Park
18	Ch1-I.2.1.a & Ch3-D.1	Economic development –promote the L/A brand through regional economic development organizations	City Manager & Council & LAEGC		CIP Greenway Signage Proposal to be considered. Will help create a sense of place, branding and help people find points of interest and businesses.	
19	Ch1-I.2.4.c	Economic development – assure that there are adequate re-training programs for adults	City Manager & School Superintendent		Library Programs, School Department	
20	Ch1-A.1.2.b	Lake Auburn – provide financial assistance for septic replacement	Community Development Department		CDBG financing is available for malfunctioning disposal systems/subject to income and credit approval. Update 3-2014 8 systems replaced	CDBG financing is available for malfunctioning disposal systems/subject to income and credit approval. Update 3-2014 8 systems replaced
21	Ch1-H.2.1.a	Housing – maintain the quality of older owner-occupied housing	Community Development Department		Funding is currently available for low-income households only. Update 3-2014 since 2010 80 owner occupied units assisted.	Funding is currently available for low-income households only. Update 3-2014 since 2010 80 owner occupied units assisted.
22	Ch1-H.2.1.b	Housing – maintain the rental housing stock	Community Development Department		Update 2014 Over the 40 years 2,867 housing units/1,560 buildings have been improved, many of which were rental properties. There is currently no funding for investor-owned properties.	Update 2014 Over the 40 years 2,867 housing units/1,560 buildings have been improved, many of which were rental properties. There is currently no funding for investor-owned properties.
23	Ch1-H.2.6.a	Housing – develop continuum of housing for homeless and people with special needs	Community Development Department		Update 3-2014 Developed 6 units in 2011 (Tedford housing). No others anticipated. This objective is complete.	Update 3-2014 Developed 6 units in 2011 (Tedford housing). No others anticipated. This objective is complete.
24	Ch1-H.2.6.e	Housing – purchase and invest in foreclosed properties	Community Development Department		Update 3-2014 Purchased 14 properties, rehabilitated 11 and sold to homebuyers, demolished 4 properties. This objective is complete.	Update 3-2014 Purchased 14 properties, rehabilitated 11 and sold to homebuyers, demolished 4 properties. This objective is complete.

25	Ch3-A.3.b	Regional housing – support implementation of regional homeless plan (LAASH)	Community Development Department		Funded consulting services through CDBG Program, wrote RFP, oversight of consulting services contract, coordinated meetings of partners, now working on implementation of 10-Year Plan to End Homelessness. Auburn's commitment is to increase permanent affordable rental housing. This requires collaboration with housing developer and the developer's success in obtaining Low-Income Housing Tax Credits or McKinney-Vento Funds. To date 48 affordable units have been added to the housing stock.	Funded consulting services through CDBG Program, wrote RFP, oversight of consulting services contract, coordinated meetings of partners, now working on implementation of 10-Year Plan to End Homelessness. Auburn's commitment is to increase permanent affordable rental housing. This requires collaboration with housing developer and the developer's success in obtaining Low-Income Housing Tax Credits or McKinney-Vento Funds. To date 48 affordable units have been added to the housing stock.
26	Ch1-A.6.1.a	Stormwater – conform to Phase II federal requirements	Community Services Department		Ongoing. Annual Permit submitted documenting progress, outreach and maintenance	Annual permit compliance ongoing. We continue to meet or exceed plan goals.
27	Ch1-A.1.1.a	Lake Auburn - control invasive species	Lake Auburn Watershed Protection Commission (LAWPC)		Milfoil program being expanded at the Basin. Aquatic invasive trailer and boat inspections throughout the summer at the boat launch. LAWPC funding DASH baot (diver assisted suction harvester) in 2013. Continued diver removal and benthic barrier placements. pursueMDEP remediation grants. Continue aquatic invasive trailer and boat inspections throughout the summer at the boat launch.	This remains an annual, on-going program. MDEP Grants help fund milfoil removal, monitoring, and boat inspections at the Route 4 Boat Launch. Divers will be utilized in 2014 for removal of milfoil. Benthic barriers will also be placed to deter the spread of milfoil. The DASH (diver assisted suction harvester) was delayed in 2013 and is being pursued in 2014.
28	Ch1-A.1.1.d	Lake Auburn – improve erosion control	LAWPC		waiting on recommendations of Lake Auburn Diagnostic Study. Implemented erosion stabilization projects in 2012 with MDWP grant. \$200,000 in 2013 budget for possible additional remediation.	Staff completed 3 major erosion control projects in 2013. Currently working the Androscoggin Valley Soil & Water Conservation District on a priority Work Plan for 2014 Projects. LAWPC set aside \$200,000 in 2014 specifically for erosion control projects.
29	Ch1-A.1.3.a	Lake Auburn – continue land purchase/conservation	LAWPC		AWD/LWD continued to fund LAWPC Sinking Fund in 2013 for possible future land acquisition. Entertain transactions from willing sellers, evaluated on case-by-case basis.	One 29 acre shorefront parcel was purchased in 2013. This was a critical parcel abutting the Intake Restricted Zone. Per the Seller's request, LAWPC is working with the Androscoggin Land Trust to grant them a conservation easement for protection of the land. LAWPC will continue to entertain land purchases on a case-by-case basis.
30	Ch1-A.1.4.b & Ch3-A.6	Lake Auburn – promote watershed management outside of Auburn	LAWPC		LAWPC hired full time Education & Outreach Manager for this purpose. Waiting on recommendations of Lake Auburn Diagnostic Study. Plan to reach out to Minot, Turner, Hebron & Buckfield.	Staff met with the Little Wilson Pond Association in 2013 and continues to explore additional partnerships. LAWPC Water Quality Monitoring activities were extended to Little Wilson Pond and Mud Pond in 2013, both of which are located in the Town of Turner. Education & Outreach Coordinator continues to reach out to private landowners.
31	Ch1-A.1.5.b	Lake Auburn – monitor statewide trends in watershed protection	LAWPC		On-going effort. AWD staff participate on Water Resources Committee of Maine Water Utilities Association. AWD staff actively participate and present at trade seminars.	AWD staff actively participates in several professional associations. Our Water Quality Manager is a member of the Volunteer Lake Monitoring Program board of directors. She is also a member of the Maine Water Utilities Association Water Resources Committee, and is a Governor-appointed member of the State Invasive Aquatic Species Taskforce. She actively participates in the Maine Water Conference and State Milfoil Summit.
32	Ch1-E.1.5.a	Recreation – support network of trails in rural areas	Parks & Recreation Department & Snowmobile Clubs		New trails for snowmobilers and pedestrians cross country skiers. Maintenance of existing trails.	
33	Ch1-D.1.2.a	Historic – provide information to owners of historic properties	Planning and Permitting Department		Ongoing as we receive inquiries.	AWD/LAWPC hire outside consultants to review Phosphorus Plans and Septic Designs for any proposed development within the Lake Auburn Watershed Overlay. Results are provided to City staff.
34	Ch1-D.1.2.b	Historic – provide information on historic properties and programs to real estate agents	Planning and Permitting Department		Ongoing as we receive inquiries.	Ongoing as we receive inquiries.
35	Ch1-E.1.4.d	Open Space – support participation in current use assessment programs	Planning and Permitting Department		AG/RP zone provides tax savings for large lots and controls growth.	AG/RP zone provides tax savings for large lots and controls growth. Assessing also provides information on other current use programs.
36	Ch1-A.3.1.a & Ch1-A.3.2.a	Rivers – protect/improve water quality	Planning and Permitting Department & Community Services Department		Shoreland zoning.	Shoreland zoning.
37	Ch1-A.1.2.a & Ch1-A.1.4.a	Lake Auburn – minimize pollution from changes to existing development and new development	Planning and Permitting Department & LAWPC		2013 objective of new LAWPC Education & Outreach Manager to reach out to existing developments for voluntary education & cooperation. AWD/LAWPC staff will continue to monitor Lake and support City permitting staff (i.e. phosphorus plan and septic design reviews)	Phosphorus and watershed overlay zones used to control impacts.
38	Ch1-A.7.1.a	Aquifer protection – maintain limits on mining around Townsend Brook	Planning Board & Staff		Ongoing limitation on depth to water table. LAWPC can provide periosic inspections to monitor compliance.	Ongoing limitation on depth to water table. LAWPC can provide periosic inspections to monitor compliance.
39	Ch1-B.1.2.a	Water supply – require applicants to document sufficient water supply	Planning Board & Staff		Ongoing. Development and permit review. AWD typically provides capacity comment on any proposed connection to public water as part of permit review process.	Ongoing. Development and permit review. AWD typically provides capacity comment on any proposed connection to public water as part of permit review process.
40	Ch1-C.2.3.a & Ch1-2.10.c	Public works/transportation – limit the need for new roads	Planning Board & Staff		Ongoing. Residential strip depth reduced in most areas.	Ongoing. Residential strip depth reduced in most areas. Staff recommends considering requiring private roads or prohibiting new public roads for new residential developments.
41	Ch1-A.5.1.d	Floodplains – review and update floodplain maps	Planning Board & Staff & FEMA		Complete map update and public process in 2012. Final maps from FEMA Due in early 2013 and local adoption to follow.	Complete. Providing information to property owners and increased rates since adoption.
42	Ch1-C.1.2.e	Emergency services – provide police and fire services to airport and Intermodal facility to meet Homeland Security requirements	Police & Fire Chiefs			
43	Ch1-C.1.2.b	Emergency services – develop police volunteer program	Police Chief		Ongoing development and expansion of a successful VIPS Program	Ongoing development. We have made some changes with our cadet program which we anticipate will increase our youth volunteers.
44	Ch1-G.2.12.c	Transportation – make enforcement of speed limits a priority	Police Department		Ongoing.	April 2014 the traffic enforcement until will be fully implemented.
45	Ch1-G.2.8.b	Transportation – enforce truck route designations	Police Department			April 2014 the traffic enforcement until will be fully implemented.
46	Ch1-C.2.3.c	Public works – upgrade aging roadways using most durable materials	Public Works Director		The Engineering Department continues to use the CIP to fund both total reconstruction and pavement maintenance projects yearly.	We continue to use the CIP as well as MPI and ATRC funds to rehabilitate or aging roadway system.
47	Ch1-H.1.2.b	Community development—provide adequate neighborhood and city-wide school facilities	School Committee & Superintendent			
		Policy				
		Reference	Activity	Primary Responsibility		
		Short Term Activities				
		Land Use Ordinance Amendments (Short Term)				
48	Ch1-H.2.1.b	Housing – adopt renovation code and revise fire code		Planning and Permitting Department	International Existing Building Code Adopted - Not as flexible as we had hoped - limited applications. State mandated and cannot be amended at local level.	International Existing Building Code Adopted - Not as flexible as we had hoped - limited applications. State mandated and cannot be amended at local level.
49	Ch1-D.1.2.c	Historic – adopt a renovation code as part of the building code (see CH1-H.2.1.b)		Planning and Permitting Department & Community Development Department	International Existing Building Code Adopted - Not as flexible as we had hoped - limited applications. State mandated and cannot be amended at local level.	International Existing Building Code Adopted - Not as flexible as we had hoped - limited applications. State mandated and cannot be amended at local level.

50	Ch1-A.1.2.c & Ch1-A.1.4.c	Lake Auburn – review/revise LAO District septic requirements		Planning Board & LAWPC	RFP being developed to analyze existing requirements and provide a options to Technical Review Committee. TRC to make recommendations for updates in 2013. Suggest holding till results of Lake Auburn Diagnostic Study presented on Feb 13.	LAWPC is awaiting results of Phase 2 Lake Auburn Diagnostic Study - expected April 2014.
51	Ch1-A.1.2.d & Ch1-A.1.4.d & Ch1-A.2.1.c & Ch1-A.2.2.b	Lake Auburn and Taylor Pond – adopt LID standards for changes to existing development and new development		Planning Board & Staff	RFP being developed to analyze existing requirements and provide a options to Technical Review Committee. TRC to make recommendations for updates in 2013. Suggest holding till results of Lake Auburn Diagnostic Study presented on Feb 13.	LAWPC is awaiting results of Phase 2 Lake Auburn Diagnostic Study - expected April 2014.
52	Ch1-A.1.2.e & Ch1-A.1.4.e & Ch1-A.2.2.c	Lake Auburn and Taylor Pond – update Phosphorous Control Ordinance		Planning Board & Staff	RFP being developed to analyze existing requirements and provide a options to Technical Review Committee. TRC to make recommendations for updates in 2013. AWD met with Taylor Pond Assoc in Fall 2012 to discuss. TPA appears supportive of updating ordinance.	Comprehensive review proposed as part of 2015 budget- awaiting funding decision by City Council
53	Ch1-A.1.3.c & Ch1-A.2.2.a & Ch2-FLUP	Lake Auburn and Taylor Pond – maintain Ag/Rural zoning in watersheds		Planning Board & Staff	Ongoing. Comp Plan reduced potential for new residential strips in watershed of Lake Auburn. AWD/LAWPC 100% supportive of effort.	Same note - AWD/LAWPC 100% supportive of the effort.
54	Ch1-A.2.1.d & Ch1-A.2.2.e	Taylor Pond – revise sewer connection requirements		Planning Board & Staff	Note: ASD has long-standing impact fee requirement related to original construction of public sewer in 1970's. Fee could be financial deterrent for connecting. Needs to be addressed/discussed TYP home \$1,550.00/ Taylor Pond \$6,700.00	Note: ASD has long-standing impact fee requirement related to original construction of public sewer in 1970's. Fee could be financial deterrent for connecting. Needs to be addressed/discussed TYP home \$1,550.00/ Taylor Pond \$6,700.00
55	Ch1-A.2.2.d	Taylor Pond – expand wetlands protection		Planning Board & Staff	Shoreland Zoning added resource protection to wetland areas.	Shoreland Zoning added resource protection to wetland areas.
56	Ch1-A.3.1.f & Ch2-FLUP	Androscoggin River – maintain Ag/Rural zoning in undeveloped portions of watershed		Planning Board & Staff	Ongoing.	Ongoing.
57	Ch1-A.3.2.b & Ch2-FLUP	Little Androscoggin River – include undeveloped floodplains in RP District		Planning Board & Staff	Martindale area added. More to be done in future.	New Auburn Plan recommends some changes. Comprehensive review in coming years.
58	Ch1-A.4.1.a	Streams – include significant streams in Shoreland Overlay District/Stream Protection District		Planning Board & Staff	Done with Shoreland Zoning Updates.	Done with Shoreland Zoning Updates. New State Standards expected in Summer of 2014 and we will need to revisit again.
59	Ch1-A.5.1.a & Ch1-A.5.1.b	Floodplains – maintain/update floodplain management requirements		Planning Board & Staff	Current with State Standards. Updates to follow State Guidelines if they are revised. Maine is already more restrictive with 1' freeboard requirement than some other states.	Current with State Standards. Updates to follow State Guidelines if they are revised. Maine is already more restrictive with 1' freeboard requirement than some other states.
60	Ch1-A.5.1.c	Floodplains – prohibit filling in mapped floodways		Planning Board & Staff	Current with State Standards. Updates to follow State Guidelines if they are revised.	Current with State Standards. Updates to follow State Guidelines if they are revised.
61	Ch1-A.7.1.c	Aquifer protection – require applicants for development review to provide information on significant aquifers where appropriate		Planning Board & Staff	Ongoing. Development Review and Permitting.	Ongoing. Development Review and Permitting.
62	Ch1-A.8.1.a	Wetlands – update development review standards for wetlands		Planning Board & Staff	Shoreland Zoning added resource protection to wetland areas. Development Review and Permitting to ensure compliance.	Shoreland Zoning added resource protection to wetland areas. Development Review and Permitting to ensure compliance.
63	Ch1-A.8.1.c & Ch1-A.9.1.a	Wetlands – update Shoreland Zoning requirements with respect to state identified wetlands and significant habitats		Planning Board & Staff	Done with Shoreland Zoning Updates.	Done with Shoreland Zoning Updates. New State Standards expected in Summer of 2014 and we will need to revisit again.
64	Ch1-A.9.1.h	Habitat – create incentives for the use of cluster/conservation development		Planning Board & Staff	Planned Unit Development Ordinance does this. Attempt to update further was denied by Council.	Planned Unit Development Ordinance does this. Attempt to update further was denied by Council in 2012/13.
65	Ch1-B.1.1.b	Water supply – regulate the impact of development on groundwater		Planning Board & Staff	Ongoing. Development Review and Permitting. Awd might be able to provide support/assistance regarding SAP- Source Water Assessment Program.	Ongoing. Development Review and Permitting. Awd might be able to provide support/assistance regarding SAP- Source Water Assessment Program.
66	Ch1-C.2.1.c & Ch2-FLUP	Public facilities – update treatment of municipal facilities in zoning districts		Planning Board & Staff	Currently very flexible. Could review for changes but has not been an issue. Reuse is challenging when City abandons use	Currently very flexible. Could review for changes but has not been an issue. Reuse is challenging when City abandons use
67	Ch1-C.2.3.b	Public works – revise standards for private roads		Planning Board & Staff	Currently match public road standards. Controversial in past discussions and developments. Should make policy clear and if it is approved as private, it shall remain private. Current Council has made thoughtful and financially responsible decisions on this.	Currently match public road standards. Controversial in past discussions and developments. Should make policy clear and if it is approved as private, it shall remain private. Current Council has made thoughtful and financially responsible decisions on this.
68	Ch1-D.1.1.f	Historic – create site design standards for non-historic buildings in or adjacent to the historic district		Planning Board & Staff		
69	Ch1-E.1.4.a	Recreation/Open Space – review recreation and open standards for residential developments		Planning Board & Staff		
70	Ch1-G.1.1.a	Transportation – require applicants to consider transportation demand management		Planning Board & Staff	Ordinance Update needed after options are available. Park and Rides.	Ordinance Update needed after options are available. Park and Rides.
71	Ch1-G.1.1.b	Transportation – require new developments with a large number of employees to provide facilities for transportation demand management where feasible		Planning Board & Staff	Development Review.	Development Review.
72	Ch1-G.2.1.b & Ch1-G.2.2.b & Ch1-G.2.3.e & Ch1-G.2.4.b	Transportation – revise access management provisions along major roads		Planning Board & Staff	Should update Access Management Standards.	Could update Access Management Standards.
73	Ch1-G.2.9.e	Transportation – allow use of creative parking solutions in downtown neighborhoods		Planning Board & Staff	Parking within 500-1000 feet allowed. Angled parking on Main Street and Pleasant added capacity.	Parking within 500-1000 feet allowed. Angled parking on Main Street and Pleasant added capacity.
74	Ch1-G.2.10.a & Ch1-G.2.10.b & H.2.5.c	Transportation – update public and private road standards		Planning Board & Staff	Currently match public road standards. Controversial in past discussions and developments. Should make policy clear and if it is approved as private, it shall remain private. Current Council has made thoughtful and financially responsible decisions on this.	Currently match public road standards. Controversial in past discussions and developments. Should make policy clear and if it is approved as private, it shall remain private. Current Council has made thoughtful and financially responsible decisions on this.
75	Ch1-H.2.1.b	Housing – adopt multifamily property maintenance code		Planning Board & Staff	Discussion started 2012. Will be discussed further in 2013.	Will be discussed in coming year. Past attempts have met public opposition and Council has not enacted.

76	Ch1-H.2.2.a & Ch1-H.2.3.a & Ch1-H.2.4.a & Ch2-FLUP	Housing – assure that codes allow owners to improve properties in older neighborhoods		Planning Board & Staff	International Existing Building Code Adopted - Not as flexible as we had hoped - limited applications. State mandated and cannot be amended at local level. Reduced setbacks for small intown lots.	International Existing Building Code Adopted - Not as flexible as we had hoped - limited applications. State mandated and cannot be amended at local level. Reduced setbacks for small intown lots.
77	Ch1-H.2.5.a & Ch2-FLUP	Housing – revise requirements to allow development of a wide-range of housing outside of the built-up area		Planning Board & Staff	PUD Ordinance and flexible 2-Family allowances.	PUD Ordinance and flexible 2-Family allowances.
78	Ch1-H.2.5.b	Housing – revise provisions for mobile home parks		Planning Board & Staff		
79	Ch1-I.1.1.a & Ch2-FLUP	Economic development – establish Traditional Downtown Business District		Planning Board & Staff	New Auburn Land Use and Transportation Study.	New Auburn Land Use and Transportation Study nearly complete and Downtown zoning amendments in progress. New Auburn zoning changes to follow plan.
80	Ch1-I.1.1.b & Ch2-FLUP	Economic development – maintain the Great Falls District		Planning Board & Staff	Ongoing.	
81	Ch1-I.2.3.b & Ch2-FLUP	Economic development – use Ag/Rural designation to reserve areas for future commercial/industrial development		Planning Board & Staff	In Progress. EX. Broad Street/Witham area. Some zoning changes needed on this front.	In Progress. EX. Broad Street/Witham area. Some zoning changes needed on this front.
82	Ch1-I.2.3.c	Economic development – provide for the creative reuse of land/buildings in commercial/industrial centers		Planning Board & Staff	Examples: TD Bank in Mall, Industrial Agriculture, flexible use standards in commercial zones.	Examples: TD Bank in Mall, Industrial Agriculture, flexible use standards in commercial zones.
83	Ch2-FLUP	Land Use – revise the zoning ordinance and districts in accordance with the Future Land Use Plan		Planning Board & Staff	Ongoing. Examples S. Witham Road Zoning Map , Blanchard Road Zoning Map, Shoreland zoning update, Accessory Structures/windmills in GB zoning, Slaughter Houses in AG/RP, Residential Accessory Structures, Composting Facilities in AG/RP zone, Center, Dartmouth Blackmer, Alpha Streets Zoning Map, 314 Center Street Zoning Map, Chickens in Residential zones, Hotels in ID zone, Recreational PUD Considered but tabled, Constellation Drive Zoning Map.	Downtown zoning and TIF Distrirts amended, Amendment to address location of homes in split zoned lots in progress, Blanchard Rd Zoning Map Amendment, Flood map updates completed, Income requirements of AG zones for home construction likely to be petitioned soon,
84	Ch1-B.1.1.d	Water supply – update LAO requirements		Planning Board & Staff & LAWPC	In the works. Suggest holding till results of Lake Auburn Diagnostic Study presented on Feb 13	LAWPC is awaiting results of Phase 2 Lake Auburn Diagnostic Study - expected April 2014.
85	Ch1-A.1.2.h	Lake Auburn – require septic inspection/repair upon property transfer		Planning Board & Staff & LAWPC	AWD note- system already exists in some ocean communities with sensitive, productive clam flats. AWD/LAWPC to support city staff.	AWD note- system already exists in some ocean communities with sensitive, productive clam flats. AWD/LAWPC to support city staff.
86	Ch1-B.1.1.c	Water supply – update stormwater management requirements including Phosphorous Control Ordinance		Planning Board & Staff & LAWPC	In the works. LAWPC has recommendation from 2010 Lake Auburn Watershed Management Plan to do so.	LAWPC has recommendation from 2010 Lake Auburn Watershed Management Plan to do so.
87	Ch1-G.2.9.e	Transportation – allow use of creative parking solutions in downtown neighborhoods		Planning Board & Staff	Parking within 500-1000 feet allowed. Angled parking on Main Street and Pleasant added capacity.	Parking within 500-1000 feet allowed. Angled parking on Main Street and Pleasant added capacity.
88	Ch1-G.2.10.a & Ch1-G.2.10.b & H.2.5.c	Transportation – update public and private road standards		Planning Board & Staff	Currently match public road standards. Controversial in past discussions and developments. Should make policy clear and if it is approved as private, it shall remain private.	Currently match public road standards. Controversial in past discussions and developments. Should make policy clear and if it is approved as private, it shall remain private.
89	Ch1-H.2.1.b	Housing – adopt multifamily property maintenance code		Planning Board & Staff	Discussion started 2012. Will be discussed further in 2013.	Discussion started 2012 and discussed further in 2013. Public survey and response was negative and CC did not pursue.
90	Ch1-H.2.1.b	Housing – adopt renovation code and revise fire code		Planning and Permitting Department	International Existing Building Code Adopted - Not as flexible as we had hoped - limited applications. State mandated and cannot be amended at local level.	International Existing Building Code Adopted - Not as flexible as we had hoped - limited applications. State mandated and cannot be amended at local level.
91	Ch1-H.2.2.a &	Housing – assure that codes allow owners to improve properties in older neighborhoods		Planning Board & Staff		Flexible setbacks on small lots -should consider front setback changes and others in high density areas to preserve and add to density where desired.
92	Ch1-H.2.3.a &					
93	Ch1-H.2.4.a & Ch2-FLUP				Flexible setbacks on small lots -should consider front setback changes and others in high density areas to preserve and add to density where desired.	
94	Ch1-H.2.5.a &					
95	Ch2-FLUP	Housing – revise requirements to allow development of a wide-range of housing outside of the built-up area		Planning Board & Staff		
96	Ch1-H.2.5.b	Housing – revise provisions for mobile home		Planning Board & Staff		
97	Ch1-I.1.1.a &	Economic development – establish Traditional Downtown Business District		Planning Board & Staff		In progress.
98	Ch2-FLUP				Coming in 2013	
99	Ch1-I.1.1.b &	Economic development – maintain the Great Falls District		Planning Board & Staff		
100	Ch2-FLUP					
101	Ch1-I.2.3.b & Ch2-FLUP	Economic development – use Ag/Rural designation to reserve areas for future		Planning Board & Staff	Ongoing.	Ongoing.
102	Ch1-I.2.3.c	Economic development – provide for the creative reuse of land/buildings in commercial/industrial centers		Planning Board & Staff	Ongoing.	Ongoing.
103	Ch2-FLUP	Land Use – revise the zoning ordinance and districts in accordance with the Future Land Use Plan		Planning Board & Staff	Ongoing. Examples S. Witham Road Zoning Map , Blanchard Road Zoning Map, Shoreland zoning update, Accessory Structures/windmills in GB zoning, Slaughter Houses in AG/RP, Residential Accessory Structures, Composting Facilities in AG/RP zone, Center, Dartmouth Blackmer, Alpha Streets Zoning Map, 314 Center Street Zoning Map, Chickens in Residential zones, Hotels in ID zone, Recreational PUD Considered but tabled, Constellation Drive Zoning Map. Some done.	Downtown zoning and TIF Distrirts amended, Amendment to address location of homes in split zoned lots in progress, Blanchard Rd Zoning Map Amendment, Flood map updates completed, Income requirements of AG zones for home construction likely to be petitioned soon,
Studies and Planning (Short Term)						
104	Ch1-B.1.2.b	Water supply – develop water conservation plan		Auburn Water District	Guidelines exist for production/consumption. AWD has 6 million gallon per day (MGD) production capacity, 2012 only ran about 2.5 to 3.0 MGD	AWD's average daily production in 2013 was 2.69 million gallons per day (MGD). We are not even at 50% of our maximum daily capacity of 6 MGD. 10 years ago AWD's average daily prouction was 3.20 MGD
105	Ch1-C.1.1.a & Ch3-A.1.a	Emergency services – conduct feasibility study of public safety services and facilities including regional considerations		City Manager & Council		
106	Ch1-H.2.6.d & Ch3-A.3.a	Housing – establish a housing advocacy committee		City Manager & Council		
107	Ch1-C.2.3.d	Public works – undertake comprehensive review of pedestrian access		Community Services Department	The City is currently working with ATRC's Bike and Pedestrian Committee to update the long range facilities plan, Bridging the Gaps	We continue to rely on the Bike and Pedestrian Committee to update the long range facilities plan, Bridging the Gaps
108	Ch1-I.2.4.a & Ch3-D.2	Economic development – develop a labor-to-business marketing plan		Economic Development Department	Should be School Dept.	
109	Ch1-I.2.4.b	Economic development – develop a skilled labor force education plan		Economic Development Department & Community Development Department	Library has some programs and School Dept. is better suited. Consider changing responsible party.	

110	Ch1-G.2.11.a & Ch3-B.1.b	Transportation – undertake comprehensive review of pedestrian and bicycle access including regional considerations		Planning and Permitting Department & Community Services Department	The City is currently working with ATRC's Bike and Pedestrian Committee to update the long range facilities plan, Bridging the Gaps.	Bike and Pedestrian Committee working on Complete Streets BMPs
111	Ch1-G.2.11.c	Transportation – establish neighborhood bike routes		Planning and Permitting Department & Community Services Department	As City reconstruction projects take place each area is reviewed to incorporate the appropriate sidewalks and bicycle facilities.	The City passed the complete streets policy which ensures that re review each project and incorporate this type of work where appropriate.
112	Ch1-C.3.1.b	Schools – develop a child-centered facility plan		School Superintendent		
Capital Projects and Investments (Short Term)						
113	Ch1-B.2.3.b	Sewers – eliminate inflow/infiltration contributions of natural water		Auburn Sewerage District	City/ASD in 14th year of 15 year CSO elimination plan. ASDhired consultant to conduct Inflow/Infiltration assessment in 2012 (smoke testingZ). Identified "defects" subject to capital improvements plan in 2013 and beyond.	ASD has \$250,000 budgeted in 2014 for removal of Inflow & Infiltration sources that were identified in 2012 smoke testing work. Will need to focus on private roof drains and sump pumps. ASD purchased portable flow monitoring units to focus on specific areas within the collection system.
114	Ch1-A.1.1.b & Ch1-E.1.3.a	Lake Auburn – continue capital improvements		Auburn Water District (AWD)	On-going. Waiting on recommendations of lake Auburn Diagnostic Study. Initial presentation Feb 13.	AWD is pursuing a \$1 million bond issuance in 2014 to be prepared to treat Lake Auburn, if necessary. AWD is also pursuing engineering services to explore the feasibility of a primary or backup groundwater supply, which could also serve as a redundant intake.
115	Ch1-B.1.2.c	Water supply – assure that system can provide adequate supplies of “process water”		AWD	AWD has rated capacity of 6 million gallons per day (MGD). In 2012 AWD supplied only 2.5 to 3.0 MGD. City could double water demand. AWD infrastructure can handle 1.0 ZMGD increase around airport, industrial park, turnpike exit.	AWD's average daily production in 2013 was 2.69 million gallons per day (MGD). We are not even at 50% of our maximum daily capacity of 6 MGD. 10 years ago AWD's average daily prouction was 3.20 MGD. AWD continues to work with City Planning Staff if an industrial customer is researching potential land.
116	Ch1-A.6.1.a & Ch1-B.2.2.a	Stormwater & sewers – fund and implement CSO removal projects		City Manager & Council	ASD Note: CSO separation is theoretically complete. Still investigating for isolated areas that may require construction. <u>Remaining problem area-</u> private roof drains and sump pumps.	<u>\$2.6 million is required over calendar years 2015-2019.</u> 2014 was the target date of the original 15-year Clean Water Act CSO Master Plan. Maine DEP has granted a 5-year extension. ASD needs to submit a Final 5-year Work Plan by the end of 2014 to outline how the CSO Program will be completed. To date, \$17.8 million has been spent to-date on what was initially estimated to be \$19.2 million in projects. The revised total project cost is now \$20.41 million. Resolution of the CSO program could avoid major capacity upgrades (est. at \$30 to \$40 million) at the LAWPCA treatment plant
117	Ch1-B.2.1.a	Sewers – use TIFs and other funding to extend sewer system		City Manager & Council	ASD could provide engineering &technical guidance, as necessary.	ASD remains available to provide engineering &technical guidance, as necessary.
118	Ch1-B.2.3.a	Sewers – support CSO Program		City Manager & Council	ASD is working to identify remaining CSO issues. May require joint ASD/city funding depending on infrastructure.	<u>The City & ASD need to partner to outline funding & responsibilities necessary to complete the remaining \$2.6 million in anticipated CSO projects over calendar years 2015-2019.</u> Failure to obtain targeted CSO reductions could lead to very expensive (\$30 to \$40 million) capacity upgrades at the LAWPCA wastewater plant.
119	Ch1-E.1.3.b	Recreation – continue to provide public access to Taylor Pond		City Manager & Council		
120	Ch1-I.2.2.b	Economic development – ensure the capacity of utility services and expand as necessary		City Manager & Council	Auburn Industrial Park. More in the future with TIF Discussions.	
121	Ch1-G.2.2.a	Transportation – improve Minot Ave. traffic management		Community Services Department	Maine DOT completed improvements to the Minot Ave/Hotel Road Intersection and the Minot Ave. Rotary in 2012.	Signage project at the Rotary was completed in 2013.
122	Ch1-G.2.2.c	Transportation – improve Minot Ave. rotary		Community Services Department	Maine DOT completed improvements tom the Minot Ave. Rotary in 2012.	Signage project at the Rotary was completed in 2013.
123	Ch1-G.2.8.a	Transportation – install traffic directional signage		Community Services Department	Maine DOT will be installing overhead directional signage at the Minot Ave. Rotary prior to June 2013.	Signage project at the Rotary was completed in 2013.
124	Ch1-G.2.9.b	Transportation – extend Main Street streetscape improvements		Community Services Department	Streetscape improvements have been extended to the bridge over the Little Androscoggin.	
125	Ch1-G.2.12.b	Transportation – install traffic signage to discourage use of local streets by through traffic		Community Services Department	Signs continue to be installed when requested and approved by the police department.	Ongoing, when warrants are met.
126	Ch1-G.3.1.a	Transportation – promote rail industry growth		Community Services Department		
127	Ch1-G.2.1.a	Transportation – improve Center Street/Turner Road traffic management		Community Services Department & AVCOG	The City is currently working with MDOT and neighborhood groups to have improvements constructed.	
128	Ch1-A.1.1.c & Ch1-E.1.3.a	Lake Auburn – develop recreational opportunities		Lake Auburn Watershed Protection Commission (LAWPC)	LAWPC is exploring options/funding. LAWPC funded 2007 Lake Auburn Bike and Pedestrian Plan- Southern Link. New Education & Outreach Manager will explore further opportunities-interactive school trips.	LAWPC anticipates going through a facilitated, public input process in 2014 to review its proposed Forestry Management Plan (FMP). Updates to the FMP will examine how land is managed to maintain excellent water quality, while also supporting continued recreational opportunities.
129	Ch1-E.1.1.a	Recreation – fund improvement of existing park and recreation facilities		Recreation Director	Study under way.	Study under way, Phase 1 report coming soon.
130	Ch1-E.1.2.d	Recreation – improve existing access points to rivers		Recreation Director	Grant Applications pending for Greenway access in New Auburn.	
131	Ch1-C.3.1.a	Schools – provide suitable high school facility		School Superintendent	HS Committee working on plans.	
Other Actions (Short Term)						
132	Ch1-A.1.2.f	Lake Auburn – designate “Responsible Management Entity” for septic system maintenance		City Manager & Council	LAWPC could provide assistance for tracking or monitoring activity.	Same - LAWPC could provide assistance for tracking or monitoring activity.
133	Ch1-C.4.1.a	Municipal services – hire a grants coordinator		City Manager & Council		
134	Ch1-I.1.1.c	Economic development – implement the ADAPT Plan and include New Auburn in Downtown TIF District		City Manager & Council	In the works for 2013 discussion.	
135	Ch1-H.1.2.c	Community development – manage “cut through” traffic in residential neighborhoods		Community Services Department & Police Department	Signs continue to be installed when requested and approved by the police department.	Ongoing, when warrants are met.
136	Ch1-C.5.1.a	Emergency management – identify facilities that can be used as emergency housing		Director of Emergency Management		
137	Ch1-C.5.2.a & Ch3-A.1.b	Emergency management – address large-scale emergency response needs		Director of Emergency Management		
138	Ch1-A.1.2.g & Ch1-A.1.4.f	Lake Auburn – establish an owner/resident educational program		LAWPC	On-going. LAWPC hired new Education & Outreach manager in January to begin implementation.	Effort continues to evolve. New Education & Outreach Coordinator is beginning her 2nd year. She has been working on a bi-annual newsletter, redesigned the website, hosted neighborhood technical meetings such as the well-received Septic Social, and is working to reach out to landowners on an individual basis.
139	Ch1-E.1.2.a	Recreation – develop riverfront access campaign		Parks & Recreation Department		
140	Ch1-E1.2.b & Ch3-B.1.a	Recreation – connect recreational facilities along river to facilities in other communities		Parks & Recreation Department & Conservation Organizations & City Council	Ongoing Planning. Current focus on developing connections within Auburn.	

141	Ch1-I.1.1.d	Economic development – promote downtown Auburn and New Auburn as business locations		Planning and Permitting Department & Economic Development Department	New Auburn Transportation and Land Use study RFP out to bid in February 2013.	New Auburn Transportation and Land Use study nearly complete and Economic Development Specialist has events in the works for the summer.
142	Ch1-E.1.4.b	Recreation – coordinate efforts to provide network of publicly accessible open space		Planning and Permitting Department & LAWPC		LAWPC anticipates going through a facilitated, public input process in 2014 to review its proposed Forestry Management Plan (FMP). Updates to the FMP will examine how land is managed to maintain excellent water quality, while also supporting continued recreational opportunities. One specific opportunity might exist for the City & LAWPC to approach MDOT about the discontinuation of Summer Street Extension where it connects to the West Auburn Road.
143	Ch1-A.2.1.a & Ch1-A.2.2.f	Taylor Pond – establish a property owner information program		Planning and Permitting Department & Taylor Pond Association	Participate in Taylor Pond Annual meetings and newsletters.	Participate in Taylor Pond Annual meetings and newsletters.
144	Ch1-C.1.2.c & Ch1-C.2.1.b	Emergency services & public works – use alternative fuels in emergency service vehicles where feasible		Police & Fire Chiefs		Alternative fuels for fire apparatus have not gained any traction in the industry to date. However, cleaner burning engines for fire apparatus have become a standard in the industry. Police have started purchasing the Ford Interceptors which are rated the top fuel efficient police vehicle. Researching propane fuel for cruisers it was discovered that most conversion kits are approximately \$5,500. Further research on this is needed.
145	Ch1-C.2.2.b	Public works – conduct citywide recycling campaign		Public Works Department	The Public Works Department is waiting on direction from the City Council if we should remain on single stream recycling. In Oct/Nov 2011 the City Council was presented with management's recommendation to move to single stream and this was opposed by the recycling committee. The Council requested presentations from MMWAC and other interested organizations before they made a final decision.	Ongoing, a recommendation has been made by the recycling committee to go to an automated system. A large educational push would accompany the new program if this direction is followed.
146	Ch1-F.1.1.a	Schools – improve the quality of the City's school system		School Committee		
147	Ch1-A.2.1.b	Taylor Pond – control invasive species		To Be Determined	Access is limited. State Law requires boats to be cleaned. Pike are in Taylor pond as an invasive.	
	Policy Reference	Activity	Primary Responsibility			
	Longer Term Activities					
	Land Use Ordinance Amendments (Longer Term)					
148	Ch1-A.7.1.b	Aquifer protection – map and protect significant aquifers	Planning Board & Staff			State Regulated and out of local control
149	Ch1-A.8.1.b	Wetlands – develop flexible wetland standards for urban areas	Planning Board & Staff		State limitations will need to be explored.	
150	Ch1-A.9.1.g	Habitat – protect identified deer wintering areas	Planning Board & Staff		Shoreland zoning accomplished much of this. State mapping in progress.	
151	Ch1-D.1.1.c	Historic – incorporate Historic Resources List and Map into Zoning Ordinance	Planning Board & Staff			
152	Ch1-D.1.1.d & Ch1-D.1.1.e	Historic – update historic resource standards and submission requirements	Planning Board & Staff			
154	Ch1-D.1.3.b & Ch1-D.1.3.c	Archeological – update archeological resource standards and submission	Planning Board & Staff			New Auburn Village Study is ongoing.
Studies and Planning (Longer Term)						
156	Ch1-G.2.5.a & Ch3-C.1	Transportation – pursue the construction of a new Turnpike interchange	City Manager & Council		Not likely in short term.	
157	Ch1-G.2.5.b	Transportation – study the viability and feasibility of New Auburn connector	Community Services Department			
158	Ch1-G.2.7.b	Transportation – study impacts of increased traffic from western communities	Community Services Department		Rt 4 Corridor study desired if funding is made available through legislative process.	
159	Ch1-G.2.9.d	Transportation – study feasibility of Downtown New Auburn one-way loop	Community Services Department		The City in partnership with ATRC will be issuing an RFP for a New Auburn Village Center Study in 2/2013.	We have downtown maps but other areas are not mapped.
160	Ch1-G.3.1.b	Transportation – support study of realigning the Exit 75 interchange	Community Services Department			
161	Ch1-G.2.3.a	Transportation – assess improvements to the Washington-Southbound/Rodman intersection	Community Services Department & AVCOG			
162	Ch1-D.1.1.a	Historic – identify, survey, and map additional significant historic resources	Planning and Permitting Department		We have downtown maps but other areas are not mapped.	
163	Ch1-D.1.1.b	Historic – develop City Historic Resources List	Planning and Permitting Department			
164	Ch1-D.1.3.a	Archeological – develop City Archeological Resource List	Planning and Permitting Department			New Auburn Plan for mid/late 2014
165	Ch1-G.1.2.a	Transportation – develop program to work with large employers to explore transportation demand management	Planning and Permitting Department			
166	Ch1-G.2.4.a	Transportation – develop standards for appropriate development along Riverside Drive	Planning and Permitting Department			
167	Ch1-H.1.1.a & Ch1-H.1.1.b	Community development – support development of neighborhood plans and their adoption as part of the Comprehensive Plan	Planning and Permitting Department			
168	Ch1-H.2.2.b	Housing – develop program to allow transition of urban single family neighborhoods	Planning and Permitting Department			
169	Ch1-G.3.2.a & Ch3-C.2	Transportation – study the establishment of passenger air and rail service at the Intermodal facility	Planning and Permitting Department & Economic			
170	Ch1-G.3.2.a & Ch3-C.2	Transportation – assess the potential for expansion of passenger rail service	Planning and Permitting Department & Economic			
171	Ch1-G.2.3.b	streetscape and site design criteria for the major road	Permitting Department &			

172	Ch1-A.6.1.c	Stormwater – develop watershed management plans for impaired water bodies	Planning Board & Staff			
173	Ch1-A.8.1.d	Wetlands – explore creation of wetlands mitigation program	Planning Board & Staff			Partnering with LAEGC and private developers for mitigation projects.
174	Ch1-A.1.9.b	Habitat – identify and protect unfragmented habitat blocks and wildlife corridors	Planning Board & Staff		State Mapping received from IF&W December 2012	
175	Ch1-C.1.2.d	Emergency services – assess providing contract police services to other communities	Police Chief			There has been no interest in this opportunity. Poland was contacted over a year ago and the county proposal was for much less cost. Prior to moving forward, the city should verify that the county is allocating all costs to their contracted services.
176	Ch1-C.2.2.a	Public works – assess potential recycling programs	Public Works Department		The Public Works Department is waiting on direction from the City Council if we should remain on single stream recycling. In Oct/Nov 2011 the City Council was presented with management's recommendation to move to single stream and this was opposed by the recycling committee. The Council requested presentations from MMWAC and other interested organizations before they made a final decision.	Ongoing, a recommendation has been made by the recycling committee to go to an automated system. A large educational push would accompany the new program if this direction is followed.
177	Ch1-E.1.1.b	Recreation – assess viability of developing a consolidated sports field complex	Recreation Director			
Capital Projects and Investments (Longer Term)						
178	Ch1-B.2.2.c	Sewers – upgrade older central sewer lines	Auburn Sewerage District		on-going as part of CSO elimination program. ASD evaluating replacement vs. relining, or in place rehabilitation. ASD buying sewer inspection camera in 2013	ASD will be re-lining 3,500 linear feet of older sewer lines in 2014. ASD will be examining a rate adjustment in summer/fall of this year to help boost CIP spending to replace/repair/rehab the aging sewer collection system. Rates were last adjusted in 2009.
179	Ch1-B.2.3.c	Sewers – use cost-effective technology and treatment processes at LAWPCA	Auburn Sewerage District		New anaerobic digester facility is expected to come on line in April/May 2013. Will be first of its kind in Maine for municipal wastewater treatment. Will produce power from methane gas to help control long-term operational costs.	In 2013, LAWPCA brought online the first, and only, municipal anaerobic digester in the State. The Digester has led to a 40% reduction in biosolids. The co-gen units are expected to produce about 1.5 million kWhrs of electricity in 2014 from the captured methane gas. This will result in an electrical savings of approximately \$120,000.
180	Ch1-B.2.1.b	Sewers – use bonding or other strategies to extend sewers to New Auburn industrial areas	City Manager & Council		ASD note- can provide engineering guidance or technical support to ensure logical expansion of system.	Same note - ASD can provide engineering guidance or technical support to ensure logical expansion of system.
181	Ch1-I.1.1.e	Economic development – implement the New Auburn Village Center concept	City Manager & Council & Economic Development Department		The City in partnership with ATRC will be issuing an RFP for a New Auburn Village Center Study in 2/2013.	
182	Ch1-G.2.1.c	Transportation – improve pedestrian and bicycle access along the Route 4 corridor	Community Services Department		Widened shoulders are being installed on Turner Street so that it may be used as a bypass for bicyclists in order to avoid Route 4.	
183	Ch1-G.2.6.a	Transportation – improve Turner Street from Mt. Auburn Avenue to Center Street	Community Services Department		The City is currently reconstructing Turner Street with a completion date for construction in 2013.	Turner Street reconstructed with wider shoulders in 2013.
184	Ch1-G.2.6.b	Transportation – improve Turner Street between Union Street and Mt. Auburn Avenue	Community Services Department		Turner Street was paved in 2009 and sidewalk improvements are scheduled for the summer of 2013.	Turner Street reconstructed with wider shoulders in 2013.
185	Ch1-G.2.9.a	Transportation – establish Elm Street as primary route between Main Street and Minot Avenue	Community Services Department			
186	Ch1-G.2.9.c	Transportation – redesign the Pleasant Street/Turner Street connection	Community Services Department			
187	Ch1-G.2.11.b	Transportation – require sidewalks in designated growth areas	Community Services Department			The complete streets policy addresses this concern.
188	Ch1-G.2.11.d	Transportation – provide paved shoulders for pedestrians and bicyclists outside of growth areas	Community Services Department		As the City undergoes construction projects each area is reviewed to determine if paved shoulders are needed and where needed, are constructed.	The complete streets policy addresses this concern.
189	Ch1-G.3.1.c	Transportation – implement the 2006 Airport Master Plan Update	Community Services Department			
190	Ch1-G.3.2.c & Ch3-C.3	Transportation – expand fixed-route bus service and other transit service as necessary	Community Services Department & ARTC			
191	Ch1-E.1.2.c	Recreation – develop additional public access points along the rivers	Parks & Recreation Department		Ongoing. New Auburn Connector Trail and Boat Launch Discussions with Next Era Energy.	Ongoing. New Auburn Connector Trail and Boat Launch Discussions with Next Era Energy still an option if there is local support.
192	Ch1-G.2.9.e	Transportation – support creative parking solutions for downtown neighborhoods	Planning and Permitting Department		Pleasant and Main Street angled parking, Other parking lots for winter relief.	New Parking Plan by APD. Ordinance allows flexibility in downtown areas and updates may be considered in the coming year.
193	Ch1-G.2.9.f	Transportation – develop greenbelt between Pettengill park and West Pitch Park	Planning and Permitting Department			
194	Ch1-G.2.9.g	Transportation – develop greenbelt from West Pitch Park to New Auburn	Planning and Permitting Department			Acquisition of property on Newbury, Broad and Second Streets.
195	Ch1-C.2.1.a	Public works – develop southern staging area	Public Works Department			On-going
Other Actions (Longer Term)						
196	Ch1-D.1.2.d	Historic – incorporate City Historic Resources List into assessing data base	Assessor		2/4/2013 - Historical Buildings entered into Patriot - Assessing Database as Account Type - Historical	2/4/2013 - Historical Buildings entered Into Patriot - Assessing Database as Account Type - Historical
197	Ch1-E.1.6.b	Cultural – develop marketing program for local cultural amenities	Chamber of Commerce			
198	Ch1-F.1.1.b	Population – market Auburn as a desirable place to live	Chamber of Commerce			
199	Ch1-G.2.7.a	Transportation – establish western connector route	Community Services Department		Rt4 Study being proposed to MTA and Legislators late 2012 and early 2013.	Engineering funded for Route 4.
200	Ch1-G.2.12.a	Transportation – discourage through traffic on local streets when they are improved or reconstructed	Community Services Department		Signs continue to be installed when requested and approved by the police department.	Signs continue to be installed when requested and approved by the police department.

201	Ch1-A.9.1.e	Habitat – establish voluntary protection-advisory program	Conservation Commission & ALT & Conservation Organizations		Note- Please consider as an interested party	Same note- Please consider LAWPC as an interested party
202	Ch1-A.9.1.f	Habitat – create a wildlife corridor improvement program	Conservation Commission & ALT & Conservation Organizations		Note- Please consider as an interested party	Same note- Please consider LAWPC as an interested party
203	Ch1-E.1.4.c	Recreation – develop program to connect urban residents with rural recreation	Park & Recreation Department			
204	Ch1-E.1.5.b	Recreation – develop trail maintenance program for City-owned trails	Parks & Recreation Department & ALT & Conservation Organizations		Note- LAWPC might want to partner/adopt City's program for LAWPC trails.	Same note- LAWPC might want to partner/adopt City's program for LAWPC trails.
205	Ch1-A.3.1.e	Androscoggin River – develop land/trail management plans	Planning and Permitting Department			
206	Ch1-A.9.1.d	Habitat – require documentation of forestry practices	Planning and Permitting Department		Note- Please consider LAWPC as an interested party for land within Lake Auburn Overlay Distinct	Same note- Please consider LAWPC as an interested party for land within Lake Auburn Overlay Distinct
207	Ch1-A.9.1.c	Habitat – establish community education program	Planning and Permitting Department & Auburn Public Library		Note- LAWPC might be able to provide assistance w/ new Education & Outreach manager.	Same note- LAWPC might be able to provide assistance w/ new Education & Outreach manager.



City Council Information Sheet

City of Auburn

Council Workshop or Meeting Date: 20 October 14

Author: Clint Deschene

Subject: Bike Ped Committee update- Craig Saddlemire, Committee Chairman

Information:

Craig Saddlemire, Bike Ped Committee Chairman, is here tonight to discuss the current status of the Bike Ped Committee and its future in the Auburn-Lewiston area. With the recently approved Complete Streets Policy RFP that was awarded by ATRC (Androscoggin Transportation Research Center) to "The Streets Plan Collaborative" the committee is in a position to make recommendations to the consultant that would be in the best interest of Auburn. The Bike-Ped Committee's term expires 1 September 2015 (see Resolve 02-03192012).

Advantages:

- (1) Implement City Council objectives regarding Complete Streets and the various phases;
- (2) Give input during the policy development

Disadvantages:

- (1) Costs will need to be budgeted for in future years that previously were not accounted for.

City Budgetary Impacts:

- (1) Future budgets WILL need to address Complete Street implementation

Staff Recommended Action:

- (1) Listen to Mr. Saddlemire and his fellow Bike Ped Committee members and see what recommendations they have to offer-

Previous Meetings and History:

- (1) March 2012 City Council passed a resolve to form a Bike Ped Committee

Attachments:

- (1) Resolve to create a Bike Ped Committee;
- (2) RFP- Complete Street Policy Development-ATRC;
- (3) ATRC Bike-Ped website page
- (4) BRIDGING THE GAPS-A Long-Range Facilities Plan for Bicycling and Walking in the ATRC Region: Auburn/Lewiston/Lisbon/Sabattus
- (5) 2035 Vision for Bike and Pedestrian Facilities

City Manager or Assistant City Manager signature:

Date: 10/15/14

Tizz Crowley, Ward One
Robert Hayes, Ward Two
Mary Lafontaine, Ward Three
David Young, Ward Four



Jonathan LaBonte, Mayor

Leroy Walker, Ward Five
Belinda Gerry, At Large
Joshua Shea, At Large

IN CITY COUNCIL

RESOLVE 02-03192012

RESOLVE, Supporting the Concept of a Lewiston-Auburn Bike-Ped Committee

Whereas, a significant number of individuals within the Lewiston-Auburn area walk or bike for recreation or business; and

Whereas, the presence of bike and pedestrian infrastructure enhances safety and increases the quality of life of residents; and

Whereas, such infrastructure also supports economic development efforts by making these communities more appealing to those who bike, walk, and run; and

Whereas, the presence of walking and biking amenities also positively affects the value of nearby properties; and

Whereas, while sidewalk and biking infrastructure is available in certain areas, improving and extending such infrastructures requires a long-range plan as well as monitoring of individual infrastructure projects to ensure that they incorporate such a plan; and

Whereas, the goal of developing an appropriate and cost effective bicycle and pedestrian infrastructure can be furthered by the creation of a joint Lewiston-Auburn Bike-Ped Committee;

Now, therefore, be It Resolved by the City Council of the City of Auburn that the City Council supports the concept of a joint Lewiston-Auburn Bike-Ped Committee with the mission, purpose, and structure as outlined on the attached Committee description.

Tizz Crowley, Ward One
Robert Hayes, Ward Two
Mary Lafontaine, Ward Three
David Young, Ward Four



Jonathan LaBonte, Mayor

Leroy Walker, Ward Five
Belinda Gerry, At Large
Joshua Shea, At Large

The Lewiston-Auburn Bike-Ped Committee

Mission/Purpose

The mission of the Lewiston-Auburn Bike-Ped Committee is to

- develop and recommend fiscally responsible policies to the respective governing bodies that take into account and support non-motorized transportation in the Twin Cities;
- advise the respective public works and engineering departments on how non-motorized users can be accommodated in street, highway, and open space projects while taking into account the impact of such recommendations on project affordability;
- participate in the Androscoggin Transportation Resource Committee's update of its regional long-range bicycle-pedestrian plan;
- monitor the implementation of that plan within the Twin Cities; and
- promote bicycle-pedestrian education.

Composition

The committee will be comprised of 7 voting members: 1 councilor and two Auburn residents appointed by the Mayor of Auburn; 1 councilor and two Lewiston residents appointed by the Mayor of Lewiston; and 1 representative from a local business jointly selected by the Mayors. Any vacancy on the committee shall be filled through an appointment made in the same manner as outlined above. The Committee shall annually select a Chair Person. In the event that any member is absent for 3 consecutive meetings without being excused by the Chair of the Committee, that individual shall forfeit committee membership.

TERM

The Committee shall remain in existence until September 1, 2015. At least sixty days prior to this date, the respective Mayors shall consult and shall make a recommendation to the respective City Councils as to the continued existence of the Committee. If the Mayors fail to make a recommendation, the Committee shall continue in existence until one or both Councils take action to either extend its term or discontinue the Committee.

STAFF SUPPORT

The City Manager of Auburn and the City Administrator of Lewiston shall each assign a staff member as a primary point of contact with the respective municipal organizations. The Manager and Administrator shall provide the Committee with access to other members of the municipal staffs as may be required.

MEETINGS AND REPORTS

Tizz Crowley, Ward One
Robert Hayes, Ward Two
Mary Lafontaine, Ward Three
David Young, Ward Four



Leroy Walker, Ward Five
Belinda Gerry, At Large
Joshua Shea, At Large

Jonathan LaBonte, Mayor

The Committee shall establish the times and places of its meetings, taking care to meet periodically in each community. Meetings shall be open to the public and notice of such meetings shall be posted by the respective City Clerks. The Committee may invite such others as may be knowledgeable regarding bike and pedestrian issues to provide information for their consideration. The Committee shall prepare summaries of its meetings and shall make them available to the elected officials of both communities.

Outcomes/Specific Activities:

The L-A Bike-Ped Committee would achieve its mission through the following:

- Serving as the primary resource representing Lewiston and Auburn in the update of the ATRC Regional Long-Range Bicycle-Pedestrian Plan;
- Developing and recommending policies and ordinances for passage by the City Councils in support of non-motorized transportation;
- Planning and coordinating educational events with local partners such as schools, bicycle shops, and biking and run/walk events;
- Assessing and commenting on existing transportation projects in regard to bicycle and pedestrian accommodations including ATRC approved projects, municipally initiated projects, and improvements originating from Traffic Movement Permits; and
- Participating with appropriate city departments and committees in planning coordinated multi-modal transportation systems in L-A and the surrounding region to ensure that such systems take into account the needs of pedestrians and bicyclists and that motorized and non-motorized systems are well coordinated.

Tizz Crowley, Ward One
Robert Hayes, Ward Two
Mary Lafontaine, Ward Three
David Young, Ward Four

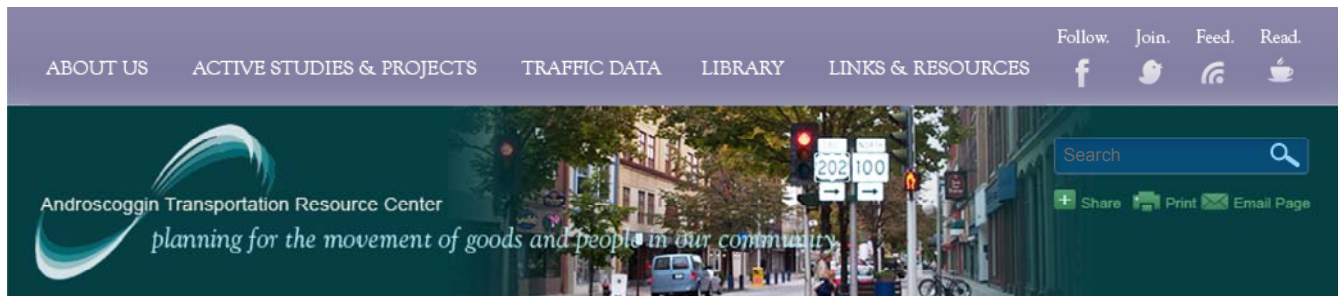


Jonathan LaBonte, Mayor

Leroy Walker, Ward Five
Belinda Gerry, At Large
Joshua Shea, At Large

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Sign In



New Auburn

[Home](#) > [Programs](#) > [ATRC](#) > [Active Studies and Projects](#) > Bike/Ped Complete Streets 2014-2015

Lew Downtown Neighborhood
Circulation Study

Rangeley Branch

Route 4

TIGER 6

Bike/Ped Complete Streets 2014-
2015

Bike/Ped Complete Streets 2014-2015

Bicycle/Pedestrian Study 2014

The ATRC is conducting a study that will look into connecting Lewiston and Auburn places for bikes and pedestrians along 'State Aid' roads, create a 'Best Management Practices' manual to complement the cities recently enacted Complete Streets ordinances, and more specifically connect the *Lewiston Riverside Greenway* across Main Street in Lewiston to *Simard-Payne Park*. This webpage will host project materials and updates to the study.



Update 9/12/14

The ATRC Policy Committee has awarded the contract to the Street Plans Collaborative. More about the team can be found [here](#).

Project Documents for the RFP

[Complete Streets RFP](#)

[Consultant General Conditions](#)

[Consultant Cost Proposal Form](#)

Questions (Updated 8/20/14)

#1 What existing mapping does the ATRC or the cities of Lewiston and Auburn have for the streets identified in the RFP?

There are at least ESRI shapefiles with the following data available:

- Bike Routes
- Road shoulder type and width
- Multi-Use paths (existing and proposed)
- East Coast Greenway
- Proposed Bikeways
- Bike/Ped crash data 2003-2007
- Bike/Ped crash data 2008-2010
- Greenway Connectors
- Greenway Trails - priorities
- Bike/Ped facilities (Location, project type [bike/ped], length, cost estimate, plan)
- ATRC Bike/Ped plans
- ATRC Long Range Plans - 2003. 2008. 2012
- Sidewalk database - 2007
- Walkability maps of the Barker Mill Trail - 2011

It would be up to the consultant to determine the suitability of the data and confirm its accuracy.

#2 As part of the deliverable for Task 3, is ATRC expecting a conceptual plan of the proposed connection? Is a conceptual plan drawn on existing aerial and/or GIS information acceptable?

Yes, a conceptual plan for the proposed connection is required. An additional accompanying report of reasoning, alternatives analysis, and phasing/cost should also be provided.

#3 Will consultant teams be considered for this assignment?

Yes, consultant teams will be allowed.

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#4 What is the planned completion date for the project?

The planned completion date for the project will be December 2015.

#5 Is it anticipated that design projects may be pursued as part of a phase II to this project?

It is anticipated that feasible recommendations could be pursued via each respective city or through the ATRC capital project TIP with approval from the Policy Committee. Such projects would be separate and not directly connected to this study.

REQUEST FOR PROPOSALS

ANDROSCOGGIN TRANSPORTATION RESOURCE CENTER Downtown Arterial Bike Study & Complete Streets BMP Manual

August 6, 2014

Project Announcement:

The Androscoggin Transportation Resource Center (ATRC) as the designated Metropolitan Planning Organization (MPO) for the urbanized area of Auburn, Lewiston, Lisbon and Sabattus, Maine, in partnership with the cities of Lewiston and Auburn, the MaineDOT, and the Federal Highway Administration, is seeking the services of a qualified transportation consultant to provide support in determining the suitability of adding dedicated bicycle and pedestrian facilities to connect critical gaps in the transportation network of Lewiston and Auburn. The ATRC is also seeking assistance in the development of a Complete Streets Best Management Practices (BMP) manual to guide implementation of the 2013 Complete Streets Policy adopted by the cities of Auburn and Lewiston.

Background and Need:

Task 1: The ATRC and the cities of Auburn and Lewiston wish to examine the feasible options of improving safe access for bicyclists and pedestrians to and along the arterial street networks and downtown areas that connect the most urgent gaps in the transportation network. The ATRC's 2013 *BRIDGING THE GAPS - A Long-Range Facilities Plan for Bicycling and Walking in the ATRC Region* identified gaps in bicycle and pedestrian infrastructure. The ATRC and the cities of Auburn and Lewiston are seeking an analysis of the arterial street network, and/or other alternative parallel routes; and recommendations regarding the improvement of bicycle and pedestrian access through the downtowns to residential, retail, service, and employment destinations.

Task 2: In 2013, the cities of Auburn and Lewiston adopted a Complete Streets Policy which requires that "the Cities will plan for, design, construct, operate, and maintain an appropriate and integrated transportation system that will meet the needs of motorists, pedestrians, bicyclists, wheelchair users, transit vehicles and riders, freight haulers, emergency responders, and residents of all ages and abilities." The cities are seeking to develop a BMP manual to guide implementation of this policy. MaineDOT must approve all elements of the design guide before final publication.

Task 3: The city of Lewiston is building the Lewiston Riverside Greenway on the western side of Main Street. An off road trail network connecting Auburn to Simard-Payne Park currently exists. The ATRC is seeking a plan that will identify the safest and most practicable route to connect these two off road facilities in downtown Lewiston.

Project Description – Scope of Work:

There are three major tasks to this study. The primary purpose of Task 1 is to identify and make recommendations for improved connections to locations, including but not limited to the downtowns, mall areas, etc. via arterials. In the event that new and/or improved bicycle and/or pedestrian facilities are not deemed feasible, consultant will recommend alternative routes.

The primary task of the consultant will be to determine options to improve conditions on designated streets for bicycles and pedestrians to safely use the streets. The consultant will develop recommendations that will determine potential improved bicycle access on designated streets and allow for continued movement of large volumes of vehicles, including tractor trailers, safely and efficiently through the downtowns.

The primary purpose of Task 2 is to develop a BMP manual, including typical cross sections and minimum standards for bicycle and pedestrian facilities to help guide implementation of the cities' 2013 Complete Streets Policy.

The selected consultant will work with and be guided by the Lewiston/Auburn Bicycle-Pedestrian Committee, and ATRC and MaineDOT staff. Outreach to local businesses and residents will be a component to this project.

The primary purpose of Task 3 is to determine the preferred route(s) including potential facility improvements for bicycles and pedestrians to safely connect between the Lewiston Riverside Greenway (Main Street/Chapel Street intersection) to Simard-Payne Park (Lincoln Street).

TASK 1: Arterial Street Bicycle Facilities and Pedestrian Analysis

This study will analyze arterial streets, or effective alternatives, by examining sidewalk and crossing deficiencies, lane and pavement widths, lane configuration, available shoulder widths, and on-street parking. The goal of the study is to identify options to improve safe access for bicycles and pedestrians to all of the resources on these streets. This study should also include analysis and recommendations for the development of convenient alternative routes in cases where safe access for bicyclists and pedestrians is not feasible.

The data that is needed to complete tasks for the arterial streets component of the study will be gathered by ATRC staff. The consultant will need to analyze this data with emphasis on the potential for removing pedestrian deficiencies, improving safe crossings, evaluating the feasibility of changing travel lane assignments, adding bicycle facilities and other bicycle/pedestrian concerns. This analysis will amount to a planning level design of the projects or facilities. The data collection and recommendations will be summarized in a technical report.

ATRC will acquire and/or collect traffic volume count data, pavement widths, cross sections, turning movement count data (including heavy vehicles, bicycles, and pedestrians) and crash data for the prioritized connections and corresponding streets. The connections will be prioritized during the initial meetings of the consultant and Lewiston Auburn Bicycle Pedestrian Committee. Potential connections for analysis may include connecting the downtowns of both Lewiston and Auburn to each other; connecting residential neighborhoods to commercial, recreational, employment, and service districts; and/or connecting students to schools. The initial list of streets for routing may include but are not limited to the following:

- Center Street, Auburn (from Union Street Bypass to Turner Street)
- Court Street, Auburn/ Main Street, Lewiston (from Goff Street to Memorial Drive)

- Minot Avenue/Route 4/202, Auburn (from Western Avenue to Court Street)
- Union Street Bypass, Auburn
- Lisbon Street, Lewiston (from Cedar Street to Read Street)
- Sabattus Street, Lewiston (from Main Street to Grove Street)
- Main Street, Auburn
- East Avenue, Lewiston
- Russell Street, Lewiston

In order to allow for safe motor vehicle and bicycle movements, the consultant will analyze the collected data and make recommendations regarding the suitability of adding various bicycle facilities, the potential for reduction or reassignment of travel lanes on multi-lane roads, reduction in travel lane widths, and impacts to on-street parking, etc. Intersection analysis will be needed to ensure that any conversion will not create significant operational deficiencies at key intersections. If it is determined that these major thoroughfares will not provide a safe and inviting environment, a convenient parallel alternative route should be suggested. Further, this analysis will take into account future volume conditions by using information provided by the ATRC's TransCAD travel demand model.

TASK 1 Deliverable: Draft/Final Technical Report detailing data collected, analysis, and recommendations. Graphics, including but not limited to concepts on aerial photos, may also be included as deemed appropriate.

TASK 2: Complete Street BMP Development

In order to effectively implement the joint Complete Streets Policy, typical cross sections and minimal standards for bicycle and pedestrian facilities should be developed. This will not be a street by street design, but rather typical templates by street type according to street characteristics, including traffic volume, surrounding development, and location.

Using the recommendations from Task 1 of this study, the consultant will develop a Complete Streets BMP manual which can be applied to relevant streets in Auburn and Lewiston by criteria. The criteria would establish a template that allows safe access based mainly on the road's characteristics and not necessarily its classification, in that like roads could have similar treatments applied. MaineDOT must approve all elements of the design guide before final publication.

TASK 2 Deliverable: Draft/Final Complete Streets Design Guide/Best Management Practices Manual.

TASK 3: Main Street Lewiston Bicycle/Pedestrian Connection to Simard-Payne Park

Task 3 of this study will concentrate on finding identifying preferred routes and potential infrastructure improvements for bicycles and pedestrians to safely connect between the Lewiston Riverside Greenway (Main Street/Chapel Street intersection) to Simard-Payne Park (Lincoln Street). The intersection with Main Street at Chapel Street is a four lane road with a grass median; there are no pedestrian facilities to cross or bicycle lanes to travel on Main Street.

Lincoln Street is a two lane road with a bike lane, on-street parking, and sidewalks on both sides of the road. There is approximately 1100' between the Main Street intersections of Lincoln Street and Chapel Street.

TASK 3 Deliverable: Draft Technical Report, with associated graphics, including prioritized list of recommendations and associated cost opinions.

Final Reports

The consultant will provide five (5) copies of each printed and electronic technical report and graphics. The report for Task 1 shall contained a prioritized list of recommendations and cost estimates for addressing bicycle and pedestrian access in the study area outlined in Task 1, including a section on typical cross sections and minimum standards for bicycle and pedestrian facilities. The report for Task 2 shall be the Complete Streets BMP manual. The report for Task 3 shall include a technical report with graphics containing a prioritized list of recommendations for improving the bicycle and pedestrian access options of connecting Lewiston Riverside Greenway to Simard-Payne Park, with cost estimates. A draft report for each shall be submitted by the consultant to allow for comments, edits and revisions to be included in the final report.

Meetings

Up to twelve (12) meetings with ATRC, city staff and the advisory committee, and two public meetings are expected.

Inquiries:

Please direct all requests for clarification or other communication to:

Jennifer Williams, PE
Director
ATRC
125 Manley Road
Auburn, ME 04101
Tel: (207) 783-9186
Fax: (207) 783-5211
Email: jwilliams@avcog.org

During the proposal preparation period, all requests for clarification and/or additional information must be submitted via e-mail to the RFP Coordinator referenced above by no later than **Thursday, August 14th, 2014, by 4:00 PM**. ATRC reserves the right to answer or not answer any question received. Late requests for clarification will not be accepted. When appropriate, responses to clarification requests will be emailed no later than close of business on **Thursday, August 21st, 2014**.

Submittal Requirements

The ATRC must receive your proposal no later than: **2:00 PM, Tuesday, August 26th, 2014**, at the following address:

**ATRC/AVCOG
125 Manley Road
Auburn, ME 04210**

One (1) copy of a Price Proposal and one (1) copy of a Non-Price Proposal shall be submitted in two separate sealed envelopes. The Non-Price Proposal shall also be submitted in an electronic format. These envelopes should be clearly labeled “Price Proposal – L/A Bike/Pad Study” and “Non-Price Proposal – L/A Bike/Pad Study”. **The Non-Price Proposal shall also be sent via email to jwilliams@avcog.org no later than 2:00 PM, Tuesday, August 26th, 2014.**

Failure to provide separate, sealed, and labeled price and non-price proposals or failure to provide ANY of the following items may result in the rejection of a proposal.

Non-Price Proposal

The Non-Price Proposal shall be arranged in the following order:

Cover Letter – The consultant must provide a cover letter from a principal of the firm submitting the non-price proposal on behalf of their company or consortium.

Signature Page – The submitter of the RFP must sign a page stating “I certify that all of the information contained in this Technical/Price Proposal to be true and accurate.” The signature page will also include a statement affirming receipt of all amendments to the RFP.

Task Outline – The consultant must summarize the approach and outcomes that the firm proposes to complete the above listed tasks 1 through 3 and will provide a project schedule showing the estimated duration of the project.

Statement of Experience and Qualifications – The consultant must provide a summary of the firm’s background and experience in transportation planning with particular attention to bicycle/pedestrian facility planning and Complete Streets experience.

The resumes of the designated project manager and other key individuals involved must be included. The prime office location for the project manager must be provided.

Statement of Knowledge of the ATRC Area – The consultant must provide a summary describing knowledge of and/or work experience in the ATRC area.

References – The consultant must include a list of 3 to 5 references which can attest to their relevant work experience and expertise.

Price Proposal:

The consultant must use the Cost Proposal form attached to the RFP when submitting the Price Proposal. The Price Proposal must include a cover letter from a principal of the firm on behalf of their company or consortium. Each firm submitting must provide a proposed fee for services for tasks 1 through 3. The submission must include an hourly fee with standard billing rates. The consultant must additionally provide the following supporting data:

Price Proposal – elements of supporting data consist of the following:

- 1) Direct Labor. Please list all employees including their classifications for the employees who are expected to perform services on this project. Please provide a breakdown of each employee's salary rate including direct labor, indirect labor, and profit. Please show all calculations in detail, and include payroll records supporting the rates.
- 2) Indirect Labor (Overhead). Please provide a copy of your latest audited overhead report with supporting documentation
- 3) Profit. The percentage of profit is based on criteria specific to a project including, degree of risk, relative difficulty of work, size of job, etc.
- 4) Direct Expenses. Please provide a breakdown of direct expenses, including mileage, lodging, photocopying costs, etc. anticipated for this project. Direct expenses shall be reimbursed at cost, and travel expenses shall be reimbursed in accordance with the current per diem/mileage rates located at <http://www.maine.gov/osc/travel/travelinfo.htm> & <http://www.gsa.gov/portal/category/21287>
- 5) Sub-Consultants. Identify each effort to be subcontracted. List the selected sub-consultant's name, location, amount proposed and type of contract. Describe the cost or price estimates for each subcontract. Please note that there is no markup allowed on sub-consultant costs.

Selection Process:

This is a Qualifications Based Selection (QBS) process, therefore Technical Proposals alone will be used to select the successful proposer. An ATRC selection committee will review, evaluate, and rate each non-price proposal based on the following criteria:

- (1) Consultant approach
- (2) Qualifications of project manager and key staff
- (3) Outline of expected effort by task
- (4) Knowledge and experience in the ATRC area

Following the evaluation, ATRC may decide to conduct oral interviews with any or all of the candidate firms. Following the interview process (if deemed necessary), ATRC will open the price proposals of the top rated firm and attempt to negotiate a contract with that firm. If an agreement cannot be reached with the selected firm, ATRC will negotiate with the next highest rated firm. Once a contract is executed, the consultant will be instructed to commence work on the project. The ATRC reserves the right to reject any and all proposals.

Consultant Selection Schedule

Proposals Due
Consultant Interviews (if necessary)
Consultant Selection
Authorization to Award Contract

2:00 PM, Tuesday, August 26th, 2014
September 8th-10th, 2014
September 10th, 2014
September 15th, 2014

The selected firms must meet state and federal affirmative action and equal opportunity employment practices.

Duration of Services

The services for this proposal are non-recurring and will terminate upon completion of the final reports and BMP manual.

General Information

The contract resulting from this RFP will be governed by the most recent version of ATRC's Consultant General Conditions. A copy of the Consultant General Conditions is available at ATRC's website: <http://avcog.org/consultantgeneralconditions>

Contract Term and Payment Method

The initial contract term shall be for through December 31, 2015. At ATRC's discretion, the contract may be extended. The method of payment for the contract shall be cost plus fixed fee.

Certified DBE

MaineDOT Certified Disadvantaged Business Enterprise (DBE) consultants are encouraged to apply as the prime consultant for this work. It is important the DBE consultants take advantage of this RFP to at least gain entry to the MaineDOT Prequalification List for transportation project related services. Non -DBE consultants shall ensure that DBEs have the maximum opportunity to participate in the performance of any project contract in accordance with MaineDOT current requirements for DBE utilization when utilizing subconsultants. Consultants certified by another state's transportation agency must be certified by MaineDOT.

Current requirements may be found at the MaineDOT website, "Certified Disadvantaged and Women Business Enterprise" directory available at; <http://www.maine.gov/mdot/disadvantaged-business-enterprises/dbe-home.php>, or by contacting:

Maine Department of Transportation
ATTN: Sherry Tompkins, Civil Rights Unit
Civil Rights Office
16 State House Station
Augusta, ME 04333
Tel#: 207-624-3066
Fax#: 207-624-3021

CONFIDENTIALITY

The information contained in proposals submitted for ATRC's consideration will be held in confidence until all reviews are concluded and the award notification has been made. At that time, the full content of the proposals becomes public record and is therefore available for public inspection upon request.

According to State procurement law, the content of all proposals, correspondence, addenda, memoranda, working papers, or any other medium which discloses any aspect of the request for proposals process will be considered public information when the award decision is announced. This includes all proposals received in response to this RFP, both the selected proposal and the proposal(s) not selected, and includes information in those proposals which a Proposer may consider to be proprietary in nature. All price proposals from rejected submitters will be returned from which they came in their original sealed state.

DEBARMENT CERTIFICATION

By submitting to this RFP, I certify to the best of my knowledge and belief that the aforementioned organization, its principals, and any subcontractors named in this proposal:

1. Are not presently debarred, suspended, proposed for debarment, and declared ineligible or voluntarily excluded from bidding or working on contracts issued by any governmental agency.
2. Have not within three years of submitting the proposal for this contract been convicted of or had a civil judgment rendered against them for:
 - i. fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a federal, state or local government transaction or contract.
 - ii. violating Federal or State antitrust statutes or committing embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - iii. are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (b) of this certification; and
 - iv. have not within a three (3) year period preceding this proposal had one or more federal, state or local government transactions terminated for cause or default.

Failure to provide this certification may result in the disqualification of the Bidder's proposal, at the discretion of ATRC.



BRIDGING THE GAPS

A Long-Range Facilities Plan for Bicycling and Walking in the ATRC Region: Auburn/Lewiston/Lisbon/Sabattus

Updated by:
Androscoggin Transportation Resource Center
_____ 2013

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Acknowledgements/Contact Information

This update has been made possible by the contributions of a number of individuals and groups, including the members of the ATRC Bicycle-Pedestrian Advisory Committee. In addition to the members of the Committee, input was received from a number of stakeholder groups. Without their efforts, this Update would not have been possible.

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Executive Summary

Introduction

For decades now, Auburn, Lewiston, Lisbon and Sabattus have committed the vast majority of their transportation funding to the promotion of the private automobile. This has allowed for continued economic growth and development. However, it is also clear that it is important to support long-term investments that will make bicycling and walking viable and attractive choices of travel.

These choices are of critical importance to many residents in Auburn, Lewiston, Lisbon and Sabattus, as many residents do not have an option to drive. The downtown areas of these communities, built before the automobile, possess a number of assets that facilitate bicycling and walking. Historically, about half of Lewiston/Auburn's residents live within a two-mile radius of downtown - a reasonable distance for walking and bicycling to the Bates Mill or Great Falls Plaza. Indeed, most of the area's attractions, including its schools, malls, mills, colleges, businesses, hospitals, movie theaters, and parks are within two miles of downtown. For many of these trips, the Androscoggin River will provide a scenic travel corridor for getting around by foot or by bike.

Public officials and residents alike have consistently voiced support for physical improvements to the region's bicycling and walking network. Based on a survey completed by Healthy Androscoggin, an organization that, among other tasks, promotes exercise for Androscoggin-area residents, additional pedestrian and bicycle facilities are in high demand. The survey identified that greater opportunities for pedestrians as well as connections to recreational facilities are important to area residents, as well as developments of all kinds in the downtown and riverfront areas in the municipalities surveyed.

All of the municipalities are committing resources to upgrade bicycle and pedestrian facilities. Auburn's Riverwalk facility now connects to West Pitch Park, and a new multi-use path was recently constructed on Park Avenue that connects the Park Avenue Elementary School to the Court Street sidewalk. Lewiston recently expanded the bicycle network in the downtown and continues to seek funding for a trail system along the Androscoggin River between Island Point and the Veteran's Memorial Bridge. Lisbon has completed two trail segments and is in the process of constructing the third segment, which will connect the Paper Mill Trail with the Lisbon Falls village. Sabattus recently completed reconstruction of Main Street sidewalks and has identified numerous locations where future trail and pathway development would be possible. The cities of Auburn and Lewiston, working with the newly created Lewiston/Auburn Bicycle-Pedestrian Committee, have written and adopted a Complete Streets policy.

Challenges for Bicycling and Walking

Although they are healthy, affordable, fun, and good for the environment, walking and bicycling face numerous challenges. The National Bicycling and Walking Study conducted by the United States Department of Transportation identifies three primary reasons:

Distance: People live further away from where they want to shop, work, and play. According to the 2010 Census, Androscoggin County grew by 3,909 people, particularly in the once rural towns of Durham, Leeds, Minot, Poland, Turner and Wales where population growth rates were 10% or more than Census 2000 data. Spreading out means longer distances and longer commutes to the store, the office, the park, or the doctor, trips which are increasingly made by car. However, with improved connections for those who use a bicycle or travel on foot, the desire to live in downtown areas could increase.

Safety: The region's arterial and collector roads carry the vast majority of automobile traffic and can be a difficult environment for other modes. This is especially true in downtown Auburn and Lewiston. By planning for people as well as for cars, transportation projects and new land use developments can ensure safer access, mobility, and choice for all residents. And newer transportation improvements such as the Park Avenue multi-use path in Auburn, the dedicated bicycle lanes on Ash and Pine Streets and the shared lanes (sharrows) on Mollison Way in Lewiston, and rehabilitated sidewalks in Sabattus village reflect a desire to accommodate other modes.

Historically, shopping centers and subdivisions have been built without adequate access for people arriving by foot or by bike. In many cases, even where these facilities may be internally designed for other modes, connections to the nearby roadway network provide few opportunities for non-motorized traffic.

A review of the crash data revealed that locations with a cluster of bicycle or pedestrian crashes did not have definable or correctable patterns. Education of bicyclists, pedestrians, and drivers may increase awareness and help to minimize safety risks.

Attraction: Without a doubt, most streets in Auburn, Lewiston, Lisbon and Sabattus are largely oriented toward cars. But well-designed corridors are not only safe, they are places to greet neighbors and linger with friends. Urban downtowns and villages continue to be the focal points for revitalization. Projects such as Riverwalk in Auburn, Gas Light Park in Lewiston, and the Paper Mill/Ricker Trail network in Lisbon all help to attract businesses to locate in southern Androscoggin County, draw visitors and office workers to spend money, and increase the quality of life for all residents.

The Long-Range Facilities Plan is intended to serve as a guide to help municipal officials and other community leaders in the Auburn, Lewiston, Lisbon and Sabattus area build a seamless network of bicycle and pedestrian facilities over the next 20 years. Since the region's first Bicycle and Pedestrian Plan was completed in 1995, and updated in 2002 and 2008, the Auburn, Lewiston, Lisbon and Sabattus area has utilized millions of dollars in state, federal and local resources for the construction of sidewalks, bike lanes, shoulders, and paved pathways. To update the 2013 plan, the Androscoggin Transportation Resource Center (ATRC) launched an advisory committee and a planning process that will mesh with its overall Long-Range Transportation Plan Update, the guiding document for long-term investments made for roads, highways, transit, rail, freight, and bicycling and walking facilities in the ATRC region.

As part of this project, ATRC is publishing a **2035 Vision** for the region's bicycling and walking network. What follows is a discussion of the various components of the Plan to make this Vision a possibility, with the primary emphasis on the Engineering component, including facilities recommendations, funding strategies, and policy objectives, all requiring significant investments.

These investments will not be made all at once. Construction will be incremental. Primary responsibility will rest with each community's elected, planning and public works officials, who have the authority to implement policies that ensure all roads, subdivisions, shopping areas, and other developments include bicycle and pedestrian facilities. The newly formed Lewiston/Auburn Bicycle-Pedestrian Committee, local schools, businesses, community groups and other stakeholders will play an important role in designing, building, maintaining, and promoting these facilities, as well as in identifying future routes yet to be discovered.

Overview of the Plan/2035 Vision

Major Strategies for New Facilities

The Plan is largely the engineering and policy component of the following broader strategies for a Plan:

- ❖ *Education:* Provide information to the Communities comprising the plan as to the options of travel and the need for healthy modes of living.
- ❖ *Encouragement:* Promote the use of other modes through the dissemination of mapping and related information, as well as promotion of other modes by employers.
- ❖ *Engineering:* Allocate funding for facilities, resulting in the design and construction of new facilities.
- ❖ *Enforcement:* Teach safe behaviors and make sure that bicyclists and pedestrians are kept safe from the remainder of the traveling public, while ensuring they conform to correct practices for bicycling and walking.
- ❖ *Evaluation:* *On-going data collection program that informs about where bicycles and pedestrians are traveling, facilities conditions, and what facilities improvements have been completed.*

Facilities in Plan

As this Plan focuses primarily on the Engineering Component, the selection and funding of specific facilities comprises most of this report. The report provides discussion and recommendations for the following facilities:

- ❖ *Sidewalks:* Facilities separate from roadways designated solely for walkers or wheelchair users
- ❖ *Paths (Pedestrian):* Marked and designated walkways for pedestrian use exclusively, typically in undeveloped areas
- ❖ *Paths (Multi-Use):* Pathways graded and improved such that pedestrians, bicyclists, and other non-motorized modes may utilize the facility for travel or recreation
- ❖ *Shared Bicycle Lane:* Roadways designated for shared bicycle and vehicle use, usually with low vehicular speeds and volumes
- ❖ *Dedicated Bicycle Lane:* A shoulder treatment, at least four feet in width, striped and designated specifically for bicycles
- ❖ *Bicycle Route:* Roadways with some level of designation for bicycles, typically signage and/or inclusion on mapping

Principles for Selection

The Plan is based on the following principles for inclusion of specific facilities:

- ❖ *Accessibility:* Provides access for high population densities or a critical-need population
- ❖ *Safety:* Minimizes conflicts between non-motorized and motorized modes
- ❖ *Connectivity:* Provides linkages to and from significant destinations, such as downtowns, and is in close proximity to transit modes, such as the *citylink* fixed-route bus service
- ❖ *Attractiveness/Usability:* Ideally, a facility will be scenic as well as relatively level, in order to attract the broadest array of users
- ❖ *Cost:* A facility should be completed in conjunction with larger projects when applicable, minimize right-of-way impacts, and be based on sound engineering practice

Mapping

The facility maps are included in the back of this report, and they include recommendations for paths, multi-use paths, and various bicycle facilities. In addition, significant additional mapping for pedestrian facilities is available through LA Trails at <http://www.latrails.org/> and Healthy Androscoggin at <http://www.healthyandroscoggin.org/healthy-androscoggin/physical-activity/>.

Funding Strategies

The Plan recommends a number of funding strategies, including the following:

- ❖ *Capital Funding:* The majority of state and federal funding, allocated on a three-year basis
- ❖ *Safe Routes to School:* Competitive funds that may be available from the federal government for walking and biking facilities within two miles of an elementary or middle school
- ❖ *Community Development Block Grants:* Federal funds for improvements in downtown areas, which can include transportation facilities
- ❖ *Local Transportation Funds:* Funding available based on tax dollars levied for use by a specific municipality, usually determined by the Public Works or Public Services departments
- ❖ *Tax Increment Financing Districts:* Use of local tax dollars placed in a separate fund for infrastructure improvements
- ❖ *Impact Fees:* Use of a “pay-as-you-go” system where development projects each pay their share toward specific infrastructure improvements

References for Facility Selection

The facilities themselves were selected and based on the following:

- ❖ The existing mapping provided for the 2008 Plan/2030 Vision
- ❖ Interviews with Staff of Rainbow Bicycle & Fitness (Lewiston)
- ❖ Participation in and/or review of other planning efforts, including the 2008 Bicycle and Pedestrian Plan, the Androscoggin Land Trust’s draft Androscoggin Greenway Plan, Auburn Water and Sewerage District plans, East Coast Greenway, and plans for commercial developments
- ❖ Work with community groups, including the Lewiston/Auburn Bicycle-Pedestrian Committee, Androscoggin Land Trust, Healthy Androscoggin, and local snowmobile clubs

With these and other recommendations in mind, the hope is that bicycling and walking become an increasingly important part of the overall transportation system in Auburn, Lewiston, Lisbon and Sabattus. The benefits will be less traffic congestion, a healthier public, more options for travelers, and increased opportunity for those without automobiles.

Chapter 1: Safety Assessment

Prior to the selection of facilities or other recommendations, the overriding issue of importance is to determine the potential safety issues in Auburn, Lewiston, Lisbon and Sabattus as they relate to bicycles and pedestrians. This chapter identifies critical highway safety issues for bicyclists, as well as an assessment of potential crash issues and associated recommendations.

Highway Safety Issues: The region's arterial highways carry the vast majority of automobile traffic and can be a difficult environment for other modes of transportation, including bicycling and sometimes walking. Conflicts between modes arise when these highways transition to the urban centers, particularly in Auburn and Lewiston. Multiple lane configurations on Lisbon Street, Main Street, Russell Street and Sabattus Street in Lewiston constrain shoulder widths making it challenging and dangerous for bicycling. Lane configurations on Center Street and Minot Avenue in Auburn limit accessibility for pedestrians and bicyclists. The Vietnam Veteran's Memorial Bridge ramps, striping, and lack of sidewalks in Auburn and Lewiston discourage accessibility for bicyclists and pedestrians. All of these routes are critical for public access to schools, businesses, entertainment, as well as medical and social services.

It is not safe to enter and exit the Vietnam Veteran's Memorial Bridge by bicycle without following the current signage to use the crosswalks. ATRC has struggled with the concept of recommending major changes in this plan knowing that there is not going to be any investment for new infrastructure to accommodate bicyclists at the bridge ramps. Although not preferred, there is a way for bicyclists to cross the bridge currently and, while not ideal for all bicyclists, it is the recommended approach at this time given that the Maine Department of Transportation (MaineDOT) has no plans to reconstruct the ramps or bridge within the next 20 years. Hopefully when this plan is next updated, ATRC will be able to promote a new Androscoggin River crossing proposed by the Androscoggin Land Trust that will be safer for non-motorized travelers.

Within the scope of this 2013 update, although not ideal, or preferred, bicycle facilities are not proposed at this time for the urban core sections of Center Street, Minot Avenue, Lisbon Street, Main Street, Russell Street, and Sabattus Street. To the extent that parallel routes can be defined, these are recommended in the plan. The design of these streets are some of the biggest barriers to having a multi-modal transportation network that supports walking and bicycling. Reconfiguring all of these streets to meet bicycle standards may not be financially feasible within the next five years, but steps should be taken towards a long-term vision of accessibility for bicyclists and pedestrians, either through accommodations on these streets or through the development of convenient alternatives.

The next recommended step to address this challenge is a comprehensive study that concentrates on these major thoroughfares, examining lane width, lane numbers, available shoulder width, and paved right-of-way. The study's goal should be to find adequate space for bicycles and pedestrians to safely access all of the resources on these streets. If and when designated space for bicyclists and pedestrians cannot be developed through a road diet, this study should analyze and recommend the development of convenient alternative routes for these modes. Recommendations for each street should be completed in time for the next 5-year update of the ATRC long-range bicycle and pedestrian plan. These streets should not undergo reconstruction without thorough consideration of how bicyclists and pedestrians can be included within the design.

Pedestrian Collisions: During the period 2008 to 2010, there were 82 incidents involving pedestrians in Auburn, Lewiston, Lisbon. There were no pedestrian crashes in Sabattus during this three-year time period. The overall crash information is summarized on the following table:

Pedestrian Collisions: 2008-2010

Town Name	Data	Crash Year			Grand Total
		2008	2009	2010	
Auburn	Total Number of Crashes	9	9	7	25
	Total Fatalities	0	0	0	0
	Total Incapacitating Injuries	1	1	2	4
	Total Evident Injuries	7	2	5	14
	Total Possible Injuries	2	6	2	10
Lewiston	Total Number of Crashes	15	16	23	54
	Total Fatalities	1	0	0	1
	Total Incapacitating Injuries	1	1	0	2
	Total Evident Injuries	7	13	18	38
	Total Possible Injuries	10	9	8	27
Lisbon	Total Number of Crashes	2	1	0	3
	Total Fatalities	0	0	0	0
	Total Incapacitating Injuries	0	0	0	0
	Total Evident Injuries	1	1	0	2
	Total Possible Injuries	0	0	0	0
Sabattus	Total Number of Crashes	0	0	0	0
Grand Total Number of Crashes		26	26	30	82
Grand Total Fatalities		1	0	0	1
Grand Total Incapacitating Injuries		2	2	2	6
Grand Total Evident Injuries		15	16	23	54
Grand Total Possible Injuries		12	15	10	37

Source: MaineDOT

Lewiston experienced the vast majority of collisions, at almost 2/3 of the total, with Auburn at 1/3 of the total, and Lisbon with a few scattered incidents. Seven percent of the collisions, six incidents, resulted in serious injuries to the pedestrians that incapacitated them. One incident resulted in pedestrian fatality (2008) in Lewiston.

Bicycle Collisions: During the period 2008 to 2010, there were 49 incidents involving bicyclists in Auburn, Lewiston, Lisbon. The majority of these (32 crashes) were at intersections as opposed to roadway segments (17 crashes). There were no bicycle crashes in Sabattus during this three-year time period. The overall crash information is summarized on the following table:

Bicycle Collisions: 2008-2010

Town Name	Data	Crash Year			Grand Total
		2008	2009	2010	
Auburn	Total Number of Crashes	7	6	8	21
	Total Fatalities	0	0	0	0
	Total Incapacitating Injuries	0	0	0	0
	Total Evident Injuries	2	1	4	7
	Total Possible Injuries	5	5	4	14
Lewiston	Total Number of Crashes	8	7	12	27
	Total Fatalities	0	0	0	0
	Total Incapacitating Injuries	0	0	2	2
	Total Evident Injuries	6	6	3	15
	Total Possible Injuries	2	1	7	10
Lisbon	Total Number of Crashes	1	0	0	1
	Total Fatalities	0	0	0	0

	Total Incapacitating Injuries	0	0	0	0
	Total Evident Injuries	1	0	0	1
	Total Possible Injuries	0	0	0	0
Sabattus	Total Number of Crashes	0	0	0	0
Grand Total Number of Crashes		16	13	20	49
Grand Total Fatalities		0	0	0	0
Grand Total Incapacitating Injuries		0	0	0	0
Grand Total Evident Injuries		9	7	7	23
Grand Total Possible Injuries		7	6	11	24

Source: MaineDOT

Fifty-five percent (55%) of the bicycle collisions occurred in Lewiston, 43% were in Auburn, and 8% were in Lisbon. It is interesting to note that bicyclists as a whole are less likely to be seriously injured than pedestrians. Only two of the collisions (4%) resulted in serious injuries to the bicyclists that incapacitated them; no fatalities were recorded.

Analysis of Crash Locations: While most locations experiencing a collision between a pedestrian or bicyclist with a motor vehicle only took place once in a three-year period, thus being a rather random event, several locations experienced multiple collisions with pedestrians or bicycles. Based on a review of the crash records, the majority of the pedestrian crashes appear to be the result of pedestrians not following the rules of the road and motor vehicle driver inattention. Driver inattention and illegal bicycle operation (e.g. bicycling on the wrong side of the road) appear to be the primary factors in the bicycle crashes.

Reduction of pedestrian and bicycle crashes may be addressed by a combination of education and policy actions; motorists, bicyclists and pedestrians should be educated about rules of the road for bicycles and pedestrians, and municipal officials should consider policy decisions to make bicycle and pedestrian facilities a priority.

This being said, it is recommended that certain safety-related policies and procedures be enacted and followed as they relate to bicycles and pedestrians. These include, but should not be limited to, the following:

- ❖ Provide extensive bicycle and pedestrian education programs at schools to teach students about the rules of the road
- ❖ Install medians on wider roadways with multiple travel lanes where feasible
- ❖ Complete pedestrian counts at key locations to determine if more aggressive treatments, such as pedestrian-actuated signals or raised crosswalks would be appropriate
- ❖ Evaluate urban intersections operating under capacity to determine if an exclusive pedestrian phase would be appropriate, such as along Lisbon Street in downtown Lewiston
- ❖ Install visible crosswalks where desired, and at key locations, utilize more durable treatments, such as thermoplastic, or an inlaid treatment like DuraTherm/Jarvis imprint
- ❖ Where feasible and particularly on local streets (non-collector or arterial), revise curb radii by adding bump-outs to reduce crossing widths and, as such, time pedestrians spend crossing the street
- ❖ As discussed in other sections of this Plan, evaluate wide sections of roadways to determine if it is feasible to stripe shoulders and/or bicycle lanes.

Chapter 2: Classification/Description of Plan Facilities

For the purposes of this Plan, there are several classifications of facilities and amenities for bicycles and pedestrians. The designations discussed below for each category of facility have been compiled for the purposes of this Plan, and have been adapted from the classifications set forth by the *California Highway Design Manual* and additionally elaborated in the Institute of Transportation Engineers publication *Review of Planning Guidelines and Design Standards for Bicycle Facilities*.

Pedestrian Facilities: Sidewalks

The most typical pedestrian-exclusive facility is a sidewalk, which provides a separate space for non-motorized travel of the walking or wheelchair variety. The Americans with Disabilities Act



Sidewalks along Elm Street, Auburn

(available as *ADA Standards for Accessible Design*, published by the Department of Justice) requires that sidewalks be a minimum of five feet in width and have a slope of less than five percent (5%). In addition, access to the sidewalks should be provided by curb ramps that have slopes of no more than eight percent (8%). If these grades are exceeded, hand rails should be provided along the ramps/sidewalks or alternative routes be provided. At the bottom of the ramps, some type of tactile detection should be placed to provide guidance to visually impaired persons that a roadway crossing is imminent.

Sidewalks should also provide adequate width for an individual in a wheelchair to maneuver without striking fixed objects within the sidewalk (e.g. mail boxes or utility poles). As such, typical sidewalks are a minimum of five feet in width, although five to six feet is recommended, which provides adequate width for two individuals in wheelchairs to pass each other by. In downtown areas where pedestrian traffic can be heavy, determinations exist as published in the *Highway Capacity Manual* for additional width determinations. In some of the central business district locations, ten to twenty feet is not uncommon. Lastly, some delineation from the vehicular travel way should be provided, either in the form of an elevated section with curbing, or a grassy esplanade or swale.

There are over 150 miles of sidewalks in the communities of Auburn, Lewiston, Lisbon and Sabattus. As determined in the 2002 Plan, the majority (75 percent) of these facilities were in adequate condition for most pedestrians. However, many still do not have curb ramps, although at this time, wherever sidewalks have been added or reconstructed, ramps and related facilities have been added.

The region is little more than halfway toward the goal of having sidewalks on both sides of arterials and collectors within the urban core. However, at this time, many of the obstacles prohibiting additional sidewalks along major travel corridors are significant, ranging from insufficient right-of-way



“Cowpaths” along Minot Avenue show where pedestrians travel, with or without sidewalks. These locations indicate a location where pedestrian desire lines exist, but no facility exists. Such places are clearly not ADA-compliant, and as such, can result in those with mobility issues potentially having to utilize the street itself.

to grading and drainage issues to funding deficiencies. Regardless of these issues, this goal should remain.

Network Gaps in Sidewalk Facilities for Plan Municipalities

Network Gaps	Examples
No sidewalks on either side of road	Auburn: All or portions of Gracelawn Road, Hotel Road, Lake Auburn Avenue, Park Avenue, Turner Street Lewiston: All or portions of Central Avenue, Montello Street, South Avenue, Webber Avenue, Scribner Boulevard Sabattus: High Street
Sidewalks on only one side of road	Auburn: All or portions of Academy Street, Lake Street, Mechanics Row, Mount Auburn Avenue, Poland Road, South Main Street Lewiston: All or portions of Adams Avenue, Bartlett Street, College Street, East Avenue, King Avenue, Pleasant Street, Russell Street, Webster Street Lisbon: All or portions of Lisbon Road, High Street, Pleasant Street Sabattus: Green Street, Main Street
Discontinuous sidewalks along road	Auburn: Center Street, Gamage Avenue, Minot Avenue, Turner Street, Washington Street, Western Avenue Lewiston: Canal Street, Cedar Street to Canal Street by the ramp, Main Street Lisbon: Main Street, Lisbon Road, School Street, Village Street

As discussed above, completing gaps in the sidewalk network may be limited by physical constraints such as severe topography or the presence of trees, utilities, and buildings set close to the street. Other gaps might be addressed through the following sources:

- ❖ *Local capital improvement programs:* Address short gaps, particularly on road segments not scheduled for full reconstruction in the Six Year Plan.
- ❖ *Road reconstruction projects:* Include sidewalks, new and rehabilitated, on both sides of arterials and collectors within the urban core.
- ❖ *New development:* Require external and internal pedestrian access, such as new sidewalk construction to the nearest connecting sidewalk (where feasible) or a reduction in parking requirements to extend or construct a pathway.

Pedestrian Districts: Pedestrian districts are dense, mixed-use locations within the urban core where “people” traffic is both expected and encouraged. Some districts are located in downtown or village settings that reflect a compact pattern of development. Others are anchored by major institutions, such as hospitals, mills, colleges, and malls. Whether they developed in the last 10 or 100 years, these locations are characterized by mixed-use—homes, apartments, businesses, offices, and public buildings—and density—multiple attractions in close proximity to one another. The following design treatments are recommended to create and maintain pedestrian-friendly districts:



Lincoln Street, Lewiston

- ❖ Wider sidewalks on both sides of arterials and collectors with esplanades, curbing, lighting, and street trees, all placed at a human scale
- ❖ Pedestrian treatment at intersections, such as touch-free pedestrian signals, curb extensions to reduce crossing distance, landscaped medians for refuge, and textured crosswalks for visibility

- ❖ Pedestrian amenities, such as benches, artwork, drinking fountains, trash cans, telephones, newsstands, directional signage, and kiosks
- ❖ Open space, such as squares, plazas, and courtyards
- ❖ Linkages to other modes of transportation, such as bike racks and sheltered bus stops

Zoning and land-use policies that support compact development will also facilitate walking (as well as bicycling) in pedestrian districts:

- ❖ Mixed uses, including residential, retail, commercial, and institutional development
- ❖ Variety of high-density housing, such as apartments, multi-family and single-family homes
- ❖ “Renaissance proportions” of 1:4 that define the ideal relationship between building height and street width, i.e., for every foot of a building’s height there should be no more than four feet of space setback, sidewalk, street width) in front of it
- ❖ Zero setbacks for retail and commercial buildings with parking provided on the side or in back
- ❖ Orientation of awnings, building signs, and facades to the street
- ❖ Preservation of historic architecture and buildings through rehabilitation and adaptive re-use
- ❖ Design guidelines to create and preserve the unique character of a district
- ❖ Reduction in parking requirements to pay for green infrastructure, including open space, pathways, and sidewalks

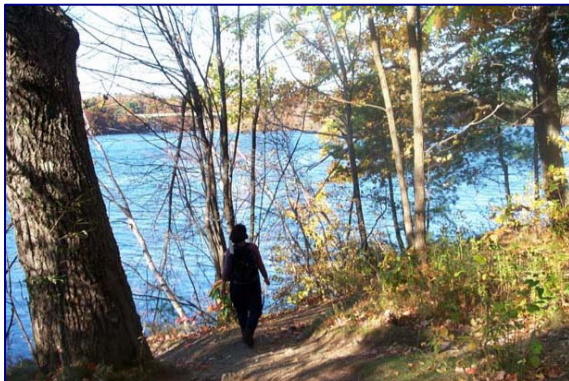


Densities of up to eight units per acre in this typical neighborhood on Goff Hill in Auburn result in a walkable, bikeable area.

Paths and Multi-Use Paths

Approximately 50 miles of pathways are proposed on the region’s 2035 Vision Map. The discussions on the following pages illustrate the proposed network as well as the high priority pathway projects. In some cases, these alternate routes include on-road segments to address gaps where right-of-way can not be acquired and to provide a seamless transition to the street network.

Pedestrian Facility: Paths



Most pedestrian-oriented pathways are rural and recreational in nature, providing opportunities for hiking. These pathways should be kept free of brush or other obstructions and a minimum of four feet in width, with six feet in width or greater in locations where users are common.

The paths should also be clearly marked with a consistent colored blaze. These can range in spacing from a few hundred feet in cases where the trail clarity is low to every 800 to

1,000 feet where the trail location is very clear. In addition, occasional signage with the name of a trail or distances to destinations should also be provided.

Pedestrian-oriented trails and footpaths number in the hundreds, providing access to parks and public lands such as Mt. Apatite and Thorncrag, shortcuts through neighborhoods, such as Park Avenue to Goff Hill, and long routes for cross-country running, skiing, and mountain biking. Although there is no complete inventory of off-road trails in the region, these could be mapped with the aid of United States Geological Survey (USGS) maps and Global Positioning System (GPS) units. In addition, L/A Trails has an extensive database of trail facilities available. If desired, some of these informal trails could be upgraded with grading, drainage and surface treatments such as stone dust or better to result in a Multi-Use Path, discussed as follows.

Multi-Use Paths

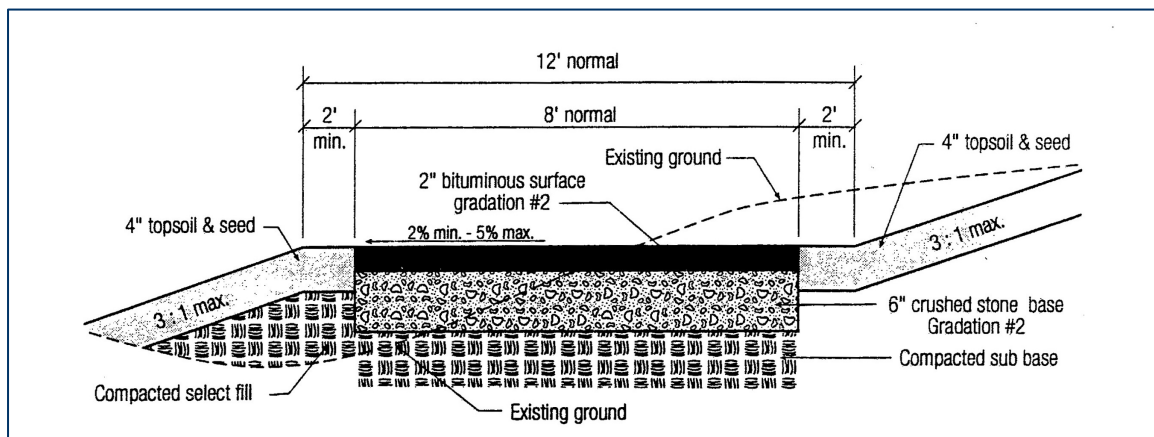


Riverside Park, Auburn

A multi-use path is a travel facility designed solely for non-motorized modes of travel. In addition to bicycles, pedestrians, wheelchairs, rollerbladers and equestrians are also permitted to utilize these facilities. The MaineDOT requires that multi-use paths it funds be paved to meet ADA requirements. The Maine Department of Agriculture, Conservation & Forestry allows trails funded by the Recreational Trails Program to have a stone dust surface rather than pavement. Multi-use paths

should typically be graded at no more than an eight percent (8%) slope to allow cyclists of varying abilities to utilize them.

A number of opportunities exist for multi-use paths in Lewiston, Auburn, Lisbon and Sabattus. Ideally, these paths can be constructed on independent rights-of-way, such as abandoned railroad beds, old trolley lines, canals, river corridors, and power lines. Although off-road and separated routes offer unique benefits in terms of scenery and safety a path could be constructed within the road right-of-way separated by a grassy buffer like was recently constructed on Park Avenue. In addition, if sufficient right-of-way exists, a multi-use path could be constructed adjacent to an active rail line, something recently completed in the Gardiner/Augusta area. There are over ten miles of multi-use paths in the ATRC region, including Park Avenue, the Union Street Gully Parkway, River Walk, Railroad Park, the Ricker and Paper Mill Trails, Franklin Pasture Trail, and Gas Light Park.



Typical Section Bike Path (Courtesy City of Madison, Wisconsin Engineering Division)

The width of a multi-use path can also vary, depending on both the level of use and the types of use intended. Many paths are eight to ten feet in width, which allows for a four to five-foot travelway in each direction. Ideally, each direction is separated by a dashed yellow line, similar to the treatment used for a motorway. Wider widths, such as twelve to twenty feet can allow for separate lanes for bicycle and pedestrian traffic if so desired.

Winter maintenance for a multi-use path may depend on its intended use. If the path is primarily recreational in nature, a municipality may opt to allow snow to accumulate on the route to allow for snowshoeing, cross-country skiing, or other seasonal activities. However, if it is determined that the path serves more of a commuter (i.e. non recreational) purpose, the facility should be kept clear of snow.

MaineDOT rail policy allows rail-with-trail with a minimum of 15 feet of space between the rail and trail, however a fence is required if the rail and trail are closer than 15 feet. The absolute minimum without a variance is 10 feet, 6 inches of space separation. A larger separation than the minimum requirements are preferred if possible.

On-Road Bicycle Facilities

Creating bicycle facilities on existing roads is the most cost efficient way to accommodate bicyclists while maximizing public investment in right-of-way. A bicycle facility is created when an appropriate design treatment is applied to a road. What is appropriate depends on the road's existing width, speed, and traffic volume, as well as the availability of alternate or parallel routes for bicyclists. Currently, there are over 80 miles of roads in Androscoggin County with paved shoulders of at least four feet, the minimum width necessary to safely accommodate bicycles.

On-road bicycle facilities offer the advantage of providing clear striping to indicate for motorists to move toward the center of the roadway as much as practicable, creating street space for cyclists. As such, they also encourage bicyclists to ride on the road in the same direction as traffic, where they are more visible to drivers. As a result, on-road facilities typically result in more predictable turning movements by both drivers and bicyclists, which is when conflicts are most likely to occur.

Shared Bicycle Lane

Shared Bicycle Lanes utilize existing roadways, typically localized residential streets with low overall motorized traffic volumes consisting of locally-destined vehicles. These streets typically run in parallel with major motorized traffic routes (or provide connections between other routes) and provide a safer and more amenable alternative to bicyclists, be they recreational or commuter in nature.



Mollison Way, Lewiston

Shared Bicycle Lanes typically have signage (e.g. “Bikes May Use Full Lane”) and markings specific to their use, making it clear that it is a designated route. Ideally, they would also have wayfinding signage informing bicyclists of major destinations, such as the primary route parallel to the Shared Bicycle Lane or some other major point of interest, including other bicycle facilities.

Because they offer the most residential streets with low traffic volumes, roadways in

Lewiston and Auburn offer the greatest opportunities for Shared Bicycle Lanes. Streets such as Avon Street and Brault Street in Lewiston would be possible candidates for such treatments. North River Road and Davis Street in Auburn also provide Shared Bicycle Lane potential.

Dedicated Bicycle Lane

The use of a Dedicated Bicycle Lane allows for motorized and non-motorized traffic to utilize the same route with a minimum of conflict. Based on current criteria published in the *Highway Design Guide* by AASHTO, the minimum acceptable width is four feet, while five feet is required by MaineDOT on an urban street with curbing. As current Maine law requires that a motorist provide a minimum of three feet when passing a bicycle, five feet allows for additional clearance distance to minimize the potential for a motorist to cross the center line of the roadway.

Dedicated Bicycle Lanes should have bicycle-specific markings delineating their location, with wayfinding signage available as needed. A number of locations in the ATRC region already have bicycle lanes, including portions of Ash Street, College Street and Lincoln Street in Lewiston, and portions of Main Street, Mount Auburn Avenue, and Turner Street in Auburn.



Ash Street, Lewiston

There are approximately twenty miles of wide curb lanes in Lewiston and Auburn alone that could be striped to create bike lanes. These urban streets have a minimum pavement width of at least 30 feet, which allows for two eleven-foot travel lanes and two four-foot bike lanes. Many will not require significant changes in traffic patterns, such as a reduction in the number of travel lanes, the width of travel lanes, or the availability of on-street parking. However, as the changes may result in relocating on-street parking to one side of the street only, a public process should be initiated prior to any implementation. Striping could be accomplished during routine spring maintenance or road resurfacing projects at minimal cost.

Candidates for Bicycle Lanes Via Restriping

Auburn		
Street	Description	Pavement Width (feet)
Court Street	Fairview Street to Park Avenue	36-38
Dennison Street	Gamage Avenue to Turner Street	30-36
Elm Street	Minot Avenue to Main Street	44
Gamage Avenue	Goff Street to Park Avenue	32-40
Goff Street	Court Street to Gamage Avenue	34-36
Hampshire Street	Gamage Avenue to Turner Street	32-36
Lake Auburn Avenue	Turner Street to Center Street	30-34
Manley Road	Hotel Road to Court Street	30-36
Minot Avenue	Western Avenue to Hotel Road	50-54
Poland Road	Minot Avenue to Hotel Road	32-40
Riverside Drive	Mill Street to Brook Street	32-45
Rodman Road	Poland Road to Washington Street	30-35
Spring Street	Elm Street to Hampshire Street	34-44
Turner Street	Union Street to Gracelawn Road	30-45
Lewiston		
Bartlett Street	Oak Street to Adams Avenue	34
Bates Street	Oak Street to Birch Street	34-54
Birch Street	Bates Street to Jefferson Street	32-36
Canal Street	Main Street to Cedar Street	26-42
Central Avenue	Webster Street to Russell Street	30-46
College Street	Bates Street to Russell Street	32-38
East Avenue	Lisbon Street to Montello Street	37-50
Lincoln Street	Cedar Street to Locust Street	30-44
Montello Street	Old Green Road to Highland Spring Road	37
Webster Street	Central Avenue to Farwell Street	40-48

Bicycle Route

Certain roadways may not have specific bicycle lanes or striping, but may still accommodate bicycles. In the case of Bicycle Routes, these roadways have a paved shoulder four or more feet in width, to allow for the safe passage of vehicles. In addition, signage designating the roadway as such alerts motorists to the fact that bicycles will likely be present.

These treatments are particularly desirable for roadways with speeds posted in excess of 30 mph and daily traffic volumes of more than 3,000 vehicles per day, as this level of vehicular traffic poses a chronic potential for conflicts with bicycles.

There are numerous such roadways with paved shoulders in the Lewiston, Auburn, Lisbon and Sabattus area, including the following:

- ❖ **Lewiston:** Route 196, Route 126, Route 202, Alfred Plourde Parkway, Webster Street, Pond Road

- ❖ **Auburn:** Route 4, Route 100, Route 11, Turner Street, Mount Auburn Avenue, Court Street
- ❖ **Lisbon:** Route 196, Route 9, Route 125
- ❖ **Sabattus:** Route 126

New shoulders can and should be paved as part of road reconstruction projects where feasible. One recent project resulting in paved shoulders is Route 136 in Durham, south of Auburn; this route has been proven to be popular with bicyclists, offering a connection to Brunswick and Freeport. The Maine Department of Transportation has developed a policy to pave shoulders during reconstruction when the road meets certain criteria, such as high traffic volumes. This policy could serve as a guide for local governments and the Androscoggin Transportation Resource Center.

The *Project Selection and Prioritization Process* is used by ATRC to prioritize and rank all capital projects for the biennial Transportation Improvement Program (TIP). A maximum of 10% of the available “Highway Improvement Scoring Formula” points that can be awarded to a road project are dedicated to bicycle and pedestrian improvements. ATRC awards up to ten points out of 100 for the creation of new bicycle and pedestrian facilities on roads scheduled for reconstruction. A lesser number of points are awarded for replacing or adding either bicycle or pedestrian facilities as part of a road project. This formula is detailed in the following table:

ATRC Point System for Bicycle/Pedestrian Facilities in Road Reconstruction Projects

Points	Criteria	Example
10	The project is located in a pedestrian district and will include new and/or improved bicycle and pedestrian facilities, such as bike lanes, sidewalks with esplanades, and other streetscape improvements and amenities. A pedestrian district is a dense, mixed use area where a high volume of “people” traffic is both expected and encouraged, such as schools, downtown Auburn and Lewiston, Lisbon Falls, Sabattus Village, Auburn Mall and Lewiston Mall.	Court Street, Auburn Turner Street, Auburn Central Ave., Lewiston Lisbon Street, Lewiston
8	The project will include NEW bicycle AND pedestrian facilities where none exist but are warranted as referenced in Bridging the Gaps 2008 update.	Park Avenue, Auburn Bartlett St., Lewiston
6	The project will include NEW bicycle OR pedestrian facilities where none exist but are warranted, as referenced in Bridging the Gaps 2008 update.	Minot Avenue, Auburn Russell St., Lewiston
4	The project will replace existing bicycle and pedestrian facilities where such facilities have excessively deteriorated or the project will replace existing bicycle and pedestrian facilities, such as for ADA sidewalk modifications, re-striping of existing shoulders and paving gravel shoulders, etc.	
0	No facilities are planned.	

The *Project Selection and Prioritization Process* also provides scoring guidance for stand-alone sidewalk projects (capital projects that are not part of a road construction project). Separate scoring criteria have been established for existing sidewalk projects and new sidewalk projects, as follows:

C. Existing Sidewalk Scoring Formula

Scoring factors for reconstruction and rehabilitation of currently existing sidewalks are listed below.

Criteria	Score
Pedestrian Usage	30
Safety & Accessibility	20
Condition	40
Connectivity	10
Maximum Score	100

D. New Sidewalk Scoring Formula

The four scoring factors for new sidewalks are listed below, which are further described in the following sections.

Criteria	New
Sidewalk Location	40
Demonstrated Need	30
Connectivity	10
Installation guidelines	20
Maximum Score	100

The total number of points allowed for stand-alone sidewalk projects is 100, which means that these sidewalk projects can compete equitably with road projects for technical ranking.

Prior to soliciting projects for each biennial TIP, ATRC reviews the *Project Selection and Prioritization Process* and amends it, as needed, to ensure that the selection and scoring process reflects current needs and priorities within the ATRC region.

Bicycle Routes with Wide Shared Lanes

On narrower roadways, preferably those with lower speeds and/or vehicular volumes (under 30 mph and 3,000 vehicles per day are preferable), the travel lane can be shared with cars and bicycles. Ideally, the lane would be a minimum of fourteen feet in width. The lane should be striped with a “sharrow” a shared marking signaling to bicyclists and motorists alike that the roadway travel way serves both uses.



Sharrows in NYC (courtesy Wikipedia)

A number of streets may fit into this category in the ATRC region. Birch Street is a potential candidates for this type of treatment in Lewiston. In Auburn, Spring Street, Poland Road, portions of Turner Street and Gamage Avenue are good candidates.

Inclusion Criteria for Facilities in Plan

The following Principles were used to select facilities for inclusion in the plan:

Accessibility: The facility or route...

- ❖ Is located near densely populated residential neighborhoods
- ❖ Provides easy access to significant destinations, such as downtown areas, parks, schools, colleges, shopping districts, or business centers

- ❖ Serves a specialized population likely to commute to a set destination point, such as school children, senior citizens, college students, or the disabled

Safety: The facility or route...

- ❖ Follows or parallels a road without adequate facilities that bears high traffic volumes and speeds, excessive turning movements, congested intersections, heavy truck traffic, and/or a pattern of bicycle/pedestrian accidents (or calls for improving facilities on said routes)
- ❖ Minimizes conflicts with motor vehicles

Connectivity: The facility or route...

- ❖ Provides a direct connection to an existing or scheduled transportation project
- ❖ Acts as a major connection between municipalities for those wishing to commute via non-motorized roadways
- ❖ Is, where feasible, located within a quarter mile (approximately 1,300 feet) of a transit route

Route Attractiveness/Usability: The facility or route...

- ❖ Provides a pleasant or scenic travel corridor
- ❖ Is relatively flat, with few inclines over eight percent

Cost: The facility or route...

- ❖ Can be implemented in conjunction with road improvements or new construction
- ❖ Contains adequate right-of-way
- ❖ Costs in line with industry standards for similar facilities

Facilities Design

Ideally, all roads would be able to accommodate bicycles and pedestrians with adequate facilities. Not all roads can be built with dedicated bicycle lanes and sidewalks (e.g. narrow rights-of-way with buildings located close to the street). The bicycle and pedestrian network should be consistent with, and supportive of, local neighborhoods recognizing that transportation needs vary and must be balanced in a flexible, safe, and cost effective manner. Whenever practicable, travel lane and shoulder widths should be:

	Shared Bicycle Lane	Dedicated Bicycle Lane	Bicycle Route
VEHICLE TRAVEL LANE WIDTH	10-11 feet ¹	10-11 feet ¹	10-11 feet ¹
ROAD SHOULDER WIDTH	2-4 feet ² , typically not striped	5 feet in urban area with curbing, minimum of 4 feet elsewhere	4 or more feet, striped and paved

¹ 10-foot Vehicle Travel Lane Width to be determined on a case-by-case basis to ensure the safety of all users

² 2-foot and 3-foot Road Shoulder Widths need to be determined on a case-by-case basis to ensure the safety of all users

Chapter 3: Additional Facility Recommendations

The facilities discussed in Chapter 2 of this report have their own design considerations. However, additional considerations for specific facilities are also of great importance.

Traffic Signals

- ❖ *Pedestrian Countdown Heads:* Already finding favor in ATRC communities, it will be required for all pedestrian heads to show the number of seconds remaining in the pedestrian phase. Studies have shown that this results in less pedestrian and driver confusion.
- ❖ *Reduction in Traffic Signal Cycle Lengths:* Primarily in urban locations, where capacity is not of an issue, the cycle lengths should be made as short as reasonably possible to still accommodate vehicle progression. Shorter cycle lengths result in less time waiting for pedestrians to wait for their phase, and as a result, result in a reduced potential for a pedestrian to cross “against” traffic.
- ❖ *Right-Turn on Red:* Maine traffic statutes allow for vehicles to make right turns at a red ball unless otherwise specified. In a location with sidewalks and significant pedestrian activity, this can result in potential conflicts between vehicles and pedestrians. Therefore, it is recommended for the municipalities to examine locations with traffic signals for the potential of placing “No Right Turn on Red” signage to minimize the potential for such conflicts.
- ❖ *Leading Pedestrian Interval:* A leading pedestrian interval (LPI) is an exclusive pedestrian phase for a brief period of time (typically in the order of three to seven seconds, depending on a specific location) that transitions to a concurrent pedestrian phase. It is a compromise between an exclusive and concurrent pedestrian phase philosophy, providing the opportunity for pedestrians to have visibility in the intersection before vehicles proceed while resulting in less all-red time for vehicles compared to an exclusive pedestrian phase. Where determined appropriate, this phasing can improve safety as well as the feeling of safety for pedestrians. A video providing a summary of how an LPI operates is available for viewing at <http://www.streetfilms.org/archives/lpi-leading-pedestrian-interval/>.



A still excerpt from an LPI video.
(Streetfilms)

- ❖ *Rapid Flashing Beacon:* RRFBs are user-actuated amber LEDs that supplement warning signs at unsignalized intersections or mid-block crosswalks. They can be activated by pedestrians manually by a push button or passively by a pedestrian detection system. RRFBs use an irregular flash pattern that is similar to emergency flashers on police vehicles. RRFBs may be installed on either two-lane or multi-lane roadways. RRFBs are a lower cost alternative to traffic signals and hybrid signals that are shown to increase driver yielding behavior at crosswalks significantly when supplementing standard pedestrian crossing warning signs and markings. An official FHWA-sponsored experimental implementation and evaluation conducted in St. Petersburg, Florida found that RRFBs at pedestrian crosswalks are dramatically more effective at increasing driver yielding rates to pedestrians than traditional



Rapid Flashing Beacon (MUTCD).

overhead beacons. The novelty and unique nature of the stutter flash may elicit a greater response from drivers than traditional methods. The addition of RRFB may also increase the safety effectiveness of other treatments, such as the use of advance yield markings with 'YIELD HERE FOR PEDESTRIANS' signs. These signs and markings are used to reduce the incidence of multiple-threat crashes at crosswalks on multi-lane roads (i.e. crashes where a vehicle in one lane stops to allow a pedestrian to cross the street while a vehicle in an adjacent lane, traveling in the same direction, strikes the pedestrian), but alone they only have a small effect on overall driver yielding rates.

Wayfinding Signage/Kiosks



Seattle trail wayfinding kiosk

As discussed previously in this report, signage can play a valuable role on designated bike routes, making it easier for bicyclists to understand which roadways are desired. Wayfinding signage is also important for all travelers, and the height, design and clarity of the signage should take into account the needs of non-motorized travelers. Ideally, each town or cluster of towns would determine an overall sign design for consistency, and employers requiring signage could have signs constructed to adhere to these standards.

At major points of confluence for bicycle routes, particularly in downtown Lewiston or Auburn, the provision of kiosks may be helpful. They could provide copies of route and trail maps, as well as transit information.

Crosswalk Design

Unfortunately, pedestrians in a crosswalk can still be at risk of being struck by a vehicle, even if the crosswalk is striped. The striping of two parallel lines for crosswalks, still done at many places in the ATRC region results in poor visibility for drivers. From any significant distance, these lines disappear from the driver's eye. The use of international standard crossing markings (often referred to as a "continental" or "zebra" crosswalk) with wide markings parallel to the direction of vehicular traffic, should be used at all pedestrian crossings. In addition, at locations where visibility is desired at all times, the municipalities may wish to investigate alternatives to regular paint. Although crosswalks are frequently six feet in width in the ATRC municipalities, it is recommended that eight feet be considered a minimum width, with ten feet or greater in key crossing locations.

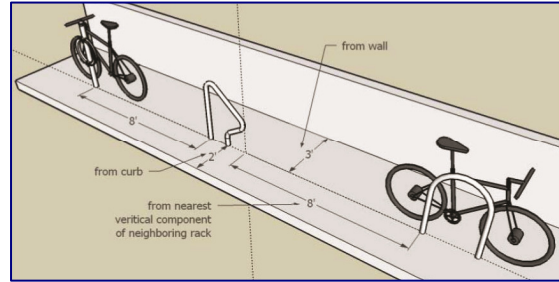
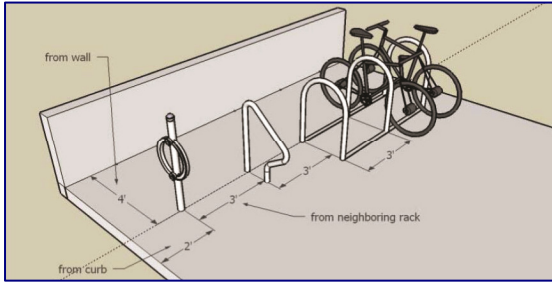


Zebra Crossing in Burnaby, British Columbia

One commonly used material is thermoplastic, a raised reflective material applied with heat that bonds with the asphalt pavement. Although more costly, it lasts for several years if applied correctly. Other, more costly alternatives, such as DuraTherm or Jarvis imprint are inlaid materials at the same level as pavement; these alternatives are significantly more costly, but are worthy of investigating when a roadway is resurfaced; installed correctly, these methods will last as long as the roadway surface itself. For maximum longevity, the crosswalk stripes should be placed between the prevailing tire paths of motor vehicles.

Bicycle Storage Facilities

There are a variety of bicycle storage facilities within the ATRC communities, where such facilities are available at all. However, few of these storage facilities meet modern bicycle storage criteria. The majority of these facilities tends to be the older “radiator” (or “wheel-bender”) style and can often result in damage to bicycles. It is recommended that the ATRC communities update their technical standards to include requirements for contemporary facilities, as well as requiring bicycle storage for all commercial and public facility site development plans.



Outdoor bike storage and design guidelines. (City of Cambridge, Massachusetts)

Lighting

Adequate lighting should be provided at all pedestrian crossings and intersections in general. If local requirements do not address lighting issues, MaineDOT has lighting requirements that can be referred to. In addition, a wealth of information is available in the AASHTO publication *Informational Guide for Roadway Lighting*. In urban locations or even rural locations expecting to have significant volumes of pedestrian and bicycle traffic, lighting should be provided to allow for full-time use of facilities.

Lighting should be placed in cut-off fixtures that provide light only to desired areas, so as to avoid issues of light pollution and intrusion upon adjacent areas, particularly residential. The preferred types of lighting for pedestrian or bicycle use are mercury vapor, metal halide, or incandescent; however, the latter variety consumes significant energy and may not be desirable from that standpoint. If low power consumption is desirable, high-pressure sodium fixtures may be used. In the future, other lighting technologies offering longevity, brilliance, and low power use such as light emitting diodes (LED's) and organic light-emitting diodes (OLED's) may provide additional opportunities for bicycle and pedestrian facilities.

Bicycle Facilities: Special Cases

For the most part, well-designed shoulders or bicycle lanes alongside standard vehicular travel lanes are sufficient for safe passage for bicyclists. However, there are a few situations that in particular may warrant special treatments.

Large Signalized Intersections: Bicycle Boxes



Green bicycle box in Portland, Oregon. (StreetFilms)

Although there are not a large number of signalized intersections with a significant number of approach lanes in communities in the ATRC area, certainly there are several. Typically, as a bicycle lane approaches a large signalized intersection, it is stationed between the outer through lane and the right turn lane. If a bicyclist wishes to turn left, he or she must ride with traffic in a non-designated space, and if the bicyclist is in a dual left lane or greater, or is not at the front of the queue, drivers may not see him or her.

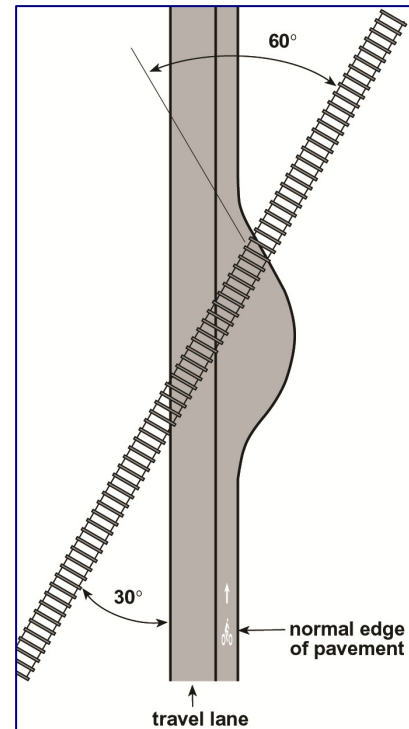
An identified solution to this situation is the use of the bicycle box, which is an area approximately six to ten feet in width in front of the stop bars for vehicles. A bicyclist can sit in the box in front of traffic, where visible, and therefore, proceed with a greater degree of safety. Both traditional loop-based and video-based vehicle detection can be adapted to detect bicycles waiting within the boxes to allow for actuation of the signal by bicycles. In some municipalities, such as Portland, Oregon, a bright green color has been used to fill in the bicycle box for added visibility. A video of these Portland bicycle boxes in use can be viewed at <http://www.streetfilms.org/archives/portland-green-bike-box/>.

Railroad Crossings

Railroad crossings pose a perennial difficulty for bicyclists, particularly when the crossing is at an acute angle with the roadway. The tracks can “catch” a bicycle tire, resulting in loss of control and a rider being thrown into traffic. In Lewiston, Auburn, Lisbon and Sabattus there are many rail crossings, a significant number of which are along high-volume collector roads and arterials.

There are two potential solutions to this situation. The first is the provision of rubber inserts or concrete between the tracks and the roadway, which narrows the crossing width and reduces the potential for bicycle tires being “caught” in the track crossing. While the rubberized crossing may provide a smoother ride, it is more likely to result in slippery conditions when wet.

If the angle of crossing is extremely oblique, typically 30 degrees or less, it may be necessary to widen the edge of the roadway immediately prior to the crossing. This widening allows for bicyclists to adjust their crossing angle over railroad tracks and minimize the potential for a spill.

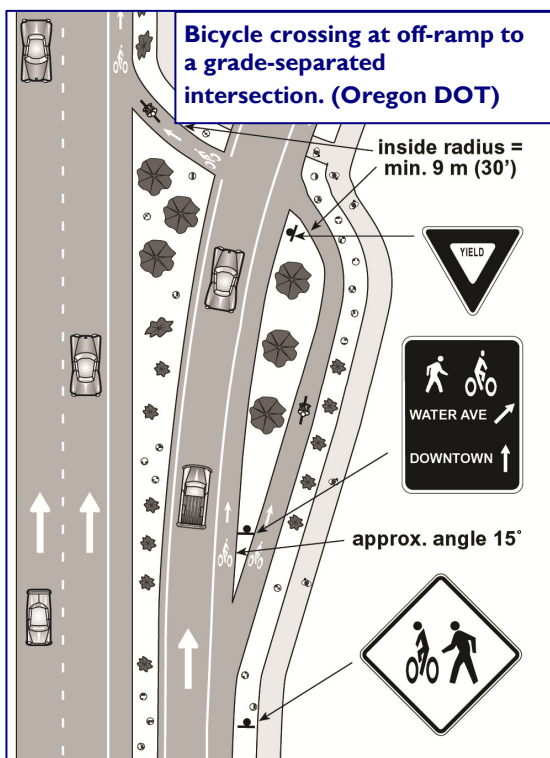
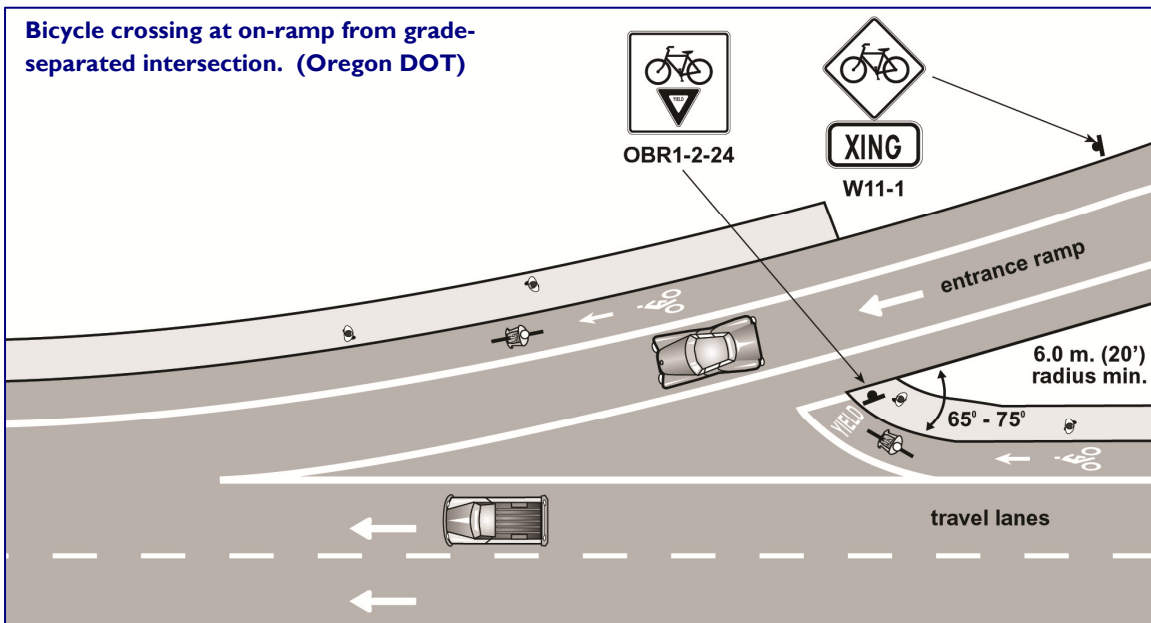


**Bicycle crossing over railroad tracks.
(Oregon DOT)**

Ramps at Grade-Separated Crossings

Another difficult situation for bicyclists is accessing non-highway grade-separated crossings, such as the Vietnam Veteran's Bridge crossings over Main Street in Lewiston and Center Street in Auburn. Bicycles transitioning from the streets below or the overpass above to the non grade-separated portions of Russell Street or Mount Auburn Avenue face the problems of merging with high-speed traffic, crossing lanes and poor sight distances.

For bicyclists coming off of the overpass and crossing over to the outer lane, one possible approach to minimize safety concerns is to stripe the shoulder/bicycle lane exiting the overpass such that a tight radius turn results in the bicyclist crossing the approach lane from the on-ramp in a perpendicular fashion, improving visibility, and providing added safety.



On the other hand, for bicyclists crossing over an off-ramp to remain on the overpass, a different improvement is in order. In this case, a separate bicycle lane splits off from the primary lane or shoulder on the off-ramp, and is followed by a tight radius where once again, the bicyclist ultimately crosses the lane (of the off-ramp) at a perpendicular.

For both treatments, the turning radius should be sufficiently small such that bicycles are forced to slow down, but not so small that bicyclists could lose control of their bicycles. In addition, proper sight distances should be established from the point where the bicyclists cross the travel lanes so that they can see and can be seen from an adequate distance.

These are examples of design techniques that may improve bicycle access to the Vietnam Veterans Memorial Bridge. Other designs may be more appropriate. Improving the accessibility to the bridge by bicycle and foot

needs to be studied in more depth to determine the best solution for the current design limitations.

Chapter 4: General Recommendations for Plan/2035 Vision

This Plan has been developed and endorsed by the Androscoggin Transportation Resource Center (ATRC) in conjunction with members of staff from Lewiston, Auburn, Lewiston and Sabattus and various stakeholders. Its purpose is to provide information for bicycle and pedestrian facilities into the transportation plan for the ATRC region in 2035. What follows are recommendations for the five E's of the Plan: Education, Encouragement, Engineering, Enforcement, and Evaluation.

I. Education

Educate the public on the benefits of bicycling and walking for achieving community goals concerning transportation, environment, health care, economic development, education, tourism, and overall quality of life.

- A. **Goal:** *Build public consensus for bicycling and walking as an important public priority and personal ethic.*
 - ❖ Institutionalize bicycling and walking as part of the goals, strategies, agendas, and activities of government and public and private agencies
 - ❖ Employ a variety of media to educate residents and policymakers
 - ❖ Quantify and market the health, environmental, and economic benefits of bicycling and walking
 - ❖ Research and publicize success stories from other communities
 - ❖ Generate a broad base of resources for implementation of the plan, including federal and state grants, local capital improvement dollars, impact fees, user fees, and public/private partnerships with businesses, schools, hospitals, and other institutions
- B. **Goal:** *Engage area residents, schools, and businesses in the planning, implementation and maintenance of bicycle/pedestrian facilities.*
 - ❖ Make presentations to local government, schools, businesses, and community groups
 - ❖ Provide technical assistance to engage school and community groups as trail stewards
 - ❖ Develop a unified mailing list of area advocates
 - ❖ Enlist schools, businesses, neighborhoods, and public and private institutions in adopting and implementing strategies and projects outlined in the plan
 - ❖ Celebrate the completion of new facilities

II. Encouragement

Encourage residents and visitors to bicycle and walk to meet their daily needs for transportation and recreation.

- A. **Goal:** *Increase public awareness of the location of bicycle and pedestrian facilities.*
 - ❖ Develop a uniform identity through logo and signage
 - ❖ Develop and distribute a regional map of the bicycling/walking network
 - ❖ Develop and promote guided tours to increase residents' familiarity with facilities

B. **Goal:** *Increase consideration of walking and bicycling as convenient modes of transportation for short trips of two miles or less.*

- ❖ Encourage workplace policies that support alternative commuting
- ❖ Promote bicycling and walking as transportation to school
- ❖ Encourage wellness programs to incorporate bicycling and walking
- ❖ Encourage residents to bicycle and walk to community festivals
- ❖ Provide adequate bicycle parking in designated activity centers
- ❖ Accommodate bicycles on buses and trains

III. Engineering

Develop a seamless network of bicycle and pedestrian facilities that connects neighborhoods, downtowns, schools, parks, workplaces, shopping areas, and intermodal hubs within and between municipalities.

A. **Goal:** *Plan, design, and build bicycle and pedestrian routes that are safe, direct, affordable, attractive, and accessible to residents of all ages and ability levels.*

- ❖ Provide sidewalks and bikeways on designated public rights-of-way appropriate to their street classification, traffic volume, width, and speed
- ❖ Provide multi-use pathways where improvements on public rights-of-way are not practicable
- ❖ Require consideration for sidewalks, paved shoulders, and bicycle parking in transportation projects and new residential and commercial development
- ❖ Adopt uniform engineering standards to guide the design and construction of facilities
- ❖ Inventory public rights-of-way to evaluate their potential for use as off-road trail facilities
- ❖ Monitor transportation projects in surrounding communities to ensure connectivity

B. **Goal:** *Integrate planning for bicycle and pedestrian facilities with transportation and land-use planning at the municipal and regional levels.*

- ❖ Revise local scoring criteria for federally-funded transportation projects
- ❖ Consider bicycle/pedestrian facilities in all transportation planning studies and at the design/engineering phase of all transportation projects
- ❖ Adopt land-use policies that enhance the physical environment for bicycling and walking (bicycle parking, access management, pedestrian amenities, and compact development)

IV. Enforcement and Safety

Create a safe environment for bicycling and walking that encourages lawful and responsible behavior which reduces the number and severity of injuries.

A. **Goal:** *Encourage responsible and lawful behavior among pedestrians, bicyclists, motorists, and other residents.*

- ❖ Pinpoint and address high crash locations
- ❖ Update city ordinances related to the safety of bicyclists and pedestrians

- ❖ Educate local and county law enforcement officials about bicycle and pedestrian laws
- ❖ Deliver safety programs in schools
- ❖ Incorporate bicycle and pedestrian laws into driver education programs
- ❖ Reduce violence against bicyclists and pedestrians

B. Goal: *Implement physical changes that enhance the environment for walking and bicycling.*

- ❖ Address turning conflicts among pedestrians, bicyclists, and motor vehicles at designated intersections (crosswalks, pedestrian signals/leading pedestrian intervals, loop detectors, no right turn on red)
- ❖ Ensure that traffic signal detection devices can recognize bicycles and allow for safe movement of bicycles through signal-controlled intersections
- ❖ Address site-specific barriers that discourage students from walking and bicycling to school (sidewalks, bicycle lanes, crosswalks)
- ❖ Develop a priority list of sidewalks, bikeways, and pathways for winter and spring maintenance
- ❖ Participate in MaineDOT's/Bicycle Coalition of Maine's Spot Me program

V. Evaluation

To ensure that future transportation infrastructure improvements provide facilities for walking and bicycling according to this plan.

A. Goal: *Evaluate current programs and plan for the future.*

- ❖ Monitor programming of local road projects to ensure compatibility with this plan for the benefit of bicycling and walking in the ATRC region
- ❖ Measure the amount of walking and cycling taking place in Auburn, Lewiston, Lisbon and Sabattus. Automated pedestrian and bicycle counters (mobile and permanent) should be considered for placement at key locations to record facility usage

Additional recommendations at the end of this plan can be found for strategies to implement specific facilities, from spot treatments for challenging locations to funding sources. This Plan has a goal of providing tool and techniques to implement an array of bicycle and pedestrian facilities that satisfy the 2035 Vision.

What follows on the next two pages are two tables providing information on the agencies and departments best suited for implementing the goals and strategies contained in the Plan, as well as other agencies and community partners who may play a role in implementation of specific facilities.

Goals, Strategies, and Responsibilities for Bicycle & Pedestrian Facilities

Bikeways/Bike Routes: Create bikeways on arterial and collector roads designated on 2035 Vision Maps

Goal/Strategy	Responsibility
Stripe wide curb lanes as bike lanes as part of routine spring maintenance or road resurfacing projects.	Public Works Departments
Shift on-street parking to one side of the street to allow for provision of bicycle lanes.	Planning Departments/Public Works Departments
Pave shoulders as part of road reconstruction projects scheduled in the Transportation Improvement Program or local capital improvement programs.	Public Works Departments/Maine Department of Transportation
Adopt policy to pave shoulders on all new or reconstructed state and local roads meeting MaineDOT/AASHTO criteria.	Androscoggin Transportation Resource Center, City and Town Councils/Board of Selectmen

Pathways: Develop an off-road network that completes street gaps, maximizes scenic assets, and creates neighborhood short cuts

Goal/Strategy	Responsibility
Actively apply for private, state and federal resources, such as Transportation Alternatives grants, to build high-priority projects.	Androscoggin Transportation Resource Center, Planning and Public Works Departments
Adopt land-use policies to support construction of pathways on 2035 Vision Map as part of new residential, institutional, and commercial developments.	Planning Departments and Planning Boards
Support efforts by schools, land trusts, and other community groups to map off-road rights-of-way and develop trails.	Planning and Public Works Departments, Androscoggin Transportation Resource Center

Sidewalks: Construct sidewalks on both sides of arterials and collectors within the urban core

Goal/Strategy	Responsibility
Complete short sidewalk gaps on arterial and collector roads.	Public Works Departments
Include new and rehabilitated sidewalks as part of road reconstruction projects scheduled in the Transportation Improvement Program.	Public Works Departments and Maine Department of Transportation
Develop land-use policies to construct sidewalks and internal walkways as part of new residential, institutional, and commercial developments.	Planning Departments and Planning Boards

Intersections: Ensure safe crossings of arterial and collector roads that reduces bicycle and pedestrian accidents

Goal/Strategy	Responsibility
Address design problems at high crash locations.	Public Works Departments, Androscoggin Transportation Resource Center, and Maine Department of Transportation
Install and maintain visible crossings as part of road projects, new commercial developments, and junctions with off-road pathways.	Public Works Departments and Maine Department of Transportation

Pedestrian Districts: Create streetscapes in dense, mixed-use districts that encourage bicycling and walking

Goal/Strategy	Responsibility
Implement streetscape improvements as part of downtown revitalization, road reconstruction projects, and site review of new residential, institutional, and commercial developments.	Planning and Public Works Departments, Planning Boards
Require bike racks during site review of parks, schools, parking garages, institutions, and new residential and commercial developments.	Planning Departments and Planning Boards
Enact land-use policies that promote compact development.	City and Town Councils, Board of Selectmen, Planning Departments, Planning Boards, Parks and Recreation

Resources for Biking and Walking Facilities

Sources	Types of Projects	Examples
Transportation Projects <ul style="list-style-type: none"> • Road reconstruction • Road resurfacing 	Design and engineering; construction and rehabilitation of sidewalks; road widening and striping to create shoulders and bike lanes	Hotel Road, Auburn, Turner Street, Auburn, River Road, Lewiston
Land-Use Policies For New Development <ul style="list-style-type: none"> • Ordinances re: subdivisions and streets • Impact fees or exactions 	Intersection improvements; construction of sidewalks, trails, and pathways; acquisition of open space	Require internal and external pedestrian access, such as sidewalks and walkways. Reduce parking standards to pay for pathways on 2035 Vision Map. Require open space in residential and commercial developments
Transportation Alternatives Funding	Feasibility studies; design, engineering, and construction, primarily of paved pathways	Grand Trunk Railroad pathway from Main Street to Washington Street, Auburn, Path from Simard-Payne Memorial Park to Gas Light Park, Lewiston, Path from Paper Mill Trail to Downtown Lisbon, Bates College Area Bike Loop
Community Development Block Grants	Land acquisition; construction of sidewalks and pathways in depressed, urban areas	ELF Woods pathway, Auburn River Walk connection under Court Street
Other State, Federal, & Foundation Grants <ul style="list-style-type: none"> • Recreational Trails Program • Brownfields • Land & Water Conservation Fund • Land for Maine's Future • Maine Outdoor Heritage Fund 	Land acquisition; trail planning, design, construction, and maintenance	Androscoggin Riverlands, Mt. Apatite, Union Street Gully, Parkway
Local Capital Improvement Program	Construction and rehabilitation of sidewalks, primarily on local roads; striping of crosswalks, shoulders, and bike lanes	Matches for Enhancement grants Festival Plaza, Phase II Auburn
Public/Private Partnerships <ul style="list-style-type: none"> • Service-learning in schools & colleges • AmeriCorps • Adopt-a-trail • Bicycle Coalition of Maine • Androscoggin Land Trust/ L/A Trails • Healthy Androscoggin 	Land acquisition; trail planning, design, and construction Trail amenities such as gateways, signage and benches Trail stewardship and maintenance Wellness promotion of bicycling and walking Special event programming Walking and bicycling tours GPS mapping Safety education	Sherwood Forest, Auburn ELF Woods, Auburn Franklin Pasture, Lewiston Thorncrag Bird Sanctuary West Pitch Park, Auburn Simard-Payne Memorial Park, Lewiston Auburn Land Lab, Auburn

Chapter 5: Opinions of Cost and Funding Sources for Bicycle and Pedestrian Facilities

Costs for Bicycle and Pedestrian Facilities

ATRC prepared preliminary opinions of probable construction cost for various bicycle facilities for planning purposes. These opinions should not be considered a substitute for a full survey and design of engineering plans. In addition, the opinions do not include right-of-way acquisition, legal costs, potential wetland issues, utility improvements/relocation or other site-specific items that may affect costs.

The following table provides costs for various components of bicycle and pedestrian facilities. They are based on MaineDOT standard unit costs for 2013, a typical reference for opinions of cost for projects in Maine.

Preliminary Opinions of Possible Construction Cost for Facilities

Facility Type	Description	Unit cost (2013)	Cost/mile
Sidewalks	New, paved asphalt, five feet wide on both sides of road (includes the cost of granite curb and drainage)	\$260 per linear ft	\$1,375,000
Signage/striping	No widening, edge line striping plus two signs per mile on both sides of road	\$7.30 per linear ft plus \$400 per sign	\$41,000
Rural Shoulder/Bike Lane	Roadway widening, five feet on both sides of road plus edge line striping	\$235 per linear ft	\$1,240,000
Urban Shoulder/Bike lane	Roadway widening, five feet on both sides of road plus signage/striping (includes new drainage)	\$375 per linear ft plus \$400 per sign	\$1,981,000
Multi-use pathway	Paved asphalt, ten to twelve feet wide, including grading, drainage, landscaping.	\$125 per linear ft	\$660,000

Potential Funding for Bicycle and Pedestrian Facilities

As with any potential transportation improvements, a number of funding possibilities exist for providing money for bicycle and pedestrian facilities. These range from the tried-and-tested (such as Federal Highway Funds) to the more experimental (allowing business districts to collect parking revenue and utilize it for transportation improvements within the district).

Moving Ahead for Progress in the 21st Century (MAP-21)

This wide-ranging transportation legislation was passed in August of 2012, for a two-year period. It covers many aspects of federally-funded transportation improvements, all of which fit into the category called Transportation Alternatives. MAP-21 combines the Transportation Enhancements program, the Safe Routes to School program, the Recreational Trails program and some road uses into the Transportation Alternatives Program. The new law significantly cut available funding for bicycling and walking, and eliminated the dedicated funding for Safe Routes to School and Recreational Trails programs.

MaineDOT Work Plan

Auburn, Lewiston, Lisbon and Sabattus work with ATRC to obtain state and federal money for the MaineDOT capital work plan program, which allocates funds for specific transportation improvements on a three-year basis. These funds are for any type of transportation improvement, ranging from planning to roadway construction to public transit. While this is a viable form of funding, money is limited as it is disbursed among numerous municipalities and for many aspects of transportation. This money is distributed among several programs.

Safe Routes to School Program

The Safe Routes to School Program (SR2S) was begun in 2006. The goal of this program is to provide funding for walking and biking improvements for elementary and middle school-aged youth, as they are bused or driven to school in ever higher numbers, resulting in problems ranging from high transportation costs to traffic congestion to childhood obesity.

The funding must be for improvements within a two-mile radius of schools, which in the case of Auburn, Lewiston and Lisbon results in coverage of much of the municipalities. The funding is not specific, in the sense that it can be utilized for anything from planning to design to construction of facilities.

Given the relatively small level of funding available, it is strongly recommended that Auburn, Lewiston, Lisbon, and Sabattus work to secure SR2S funds for planning purposes. This money would allow for a public process and could provide communities with an opportunity to create a comprehensive SR2S plan, rather than a piecemeal approach.

Due to its consolidation with MAP-21 Transportation Alternatives, Safe Routes to School projects will now fall under the same match requirements as most other transportation projects—80% federal funding with a 20% local match.

Community Development Block Grant Funds

Administered through the Department of Housing and Urban Development (HUD), the Community Development Block Grant Program (CDBG) allows for funds to be disbursed to communities either directly from HUD or through states to accomplish various infrastructure or housing improvements that benefit persons of low and moderate income. Communities receiving CDBG funds may use the funds for many kinds of community development activities including, but not limited to:

- ❖ Acquisition of property for public purposes
- ❖ Construction or reconstruction of streets, water and sewer facilities, neighborhood centers, recreation facilities, and other public works
- ❖ Demolition
- ❖ Rehabilitation of public and private buildings
- ❖ Public services
- ❖ Planning activities
- ❖ Assistance to nonprofit entities for community development activities
- ❖ Assistance to private, for profit entities to carry out economic development activities (including assistance to micro-enterprises)

The breadth of potential for projects using CDBG funds is wide enough to allow for bicycle and pedestrian improvements to be included, either through acquisition of property for new facilities, demolition of structures to allow for construction of facilities, or planning for new facilities. As HUD Entitlement Communities, Auburn and Lewiston have long utilized CDBG funds for downtown enhancement projects of all sorts.

Local Transportation Funds

Each municipality has funds set aside each year for public works improvements, which can range from new roadways to sewer separation to lighting improvements. While municipalities have direct control over these funds, public works dollars tend to be a small amount of overall funding.

Other Funding Options

Municipalities have begun exploring several other funding options. Again, given the limitations of state, federal and local general funds, communities in the ATRC region may wish to explore these options in addition to the general funding currently available.

Tax Increment Financing Districts

Tax increment financing districts (TIF Districts) are property-specific locations where a community works with the property owners to set aside property tax revenues for the purposes of specific infrastructure improvements. These funds remain with the municipality, which can bond for improvements and pay off the bonds with the tax revenues from the developments. This method is often utilized as an economic development tool, but does not have to be limited to improvements for utilities or motorized vehicles. Auburn, which has participated in TIF districts frequently, recently constructed the Auburn Mall Master Plan roadway and related improvements through the designation of a TIF district. These improvements included landscaping upgrades and the provision of sidewalks and bicycle lanes.

Impact Fees

Although not typically utilized in ATRC municipalities, impact fees have proven to be a useful funding tool for many Maine communities, including Brunswick, Old Orchard Beach, Portland, and Scarborough. A municipality determines the cost of infrastructure improvements as well as a method of apportionment by projects that will benefit from said improvements as they enter the planning and approvals process.

While most often utilized for utility or roadway improvements, the side benefits to these improvements can be new sidewalks or bicycle facilities. The advantage to this method of funding is fairness. Each new development enters the process paying only for its share of the improvements. As the improvements are ultimately made under the auspices of the municipality, it can also allow for regional improvements as opposed to spot improvements.

Chapter 6: Implementation Recommendations

While the identification of different facilities and funding mechanisms may provide some options for Auburn, Lewiston, Lisbon and Sabattus, additional recommendations may be useful in implementing these facilities.

Connectivity: A Top Priority

Population Centers

In particular, the downtowns of the four ATRC communities have high population density and lower rates of automobile ownership. As such, it is important to provide facilities in these areas, as they have the greatest potential for use.

Between Facilities

The most consistent comment that arose during the public process, both in discussions with stakeholders as well as members of the Committee, was that connectivity of facilities is paramount. Due to the constraints of funding of transportation improvements, items such as multi-use paths, bicycle lanes, paved shoulders and sidewalks all too often begin and terminate abruptly, often resulting in walkers and bicyclists suddenly being forced to share travel space with faster and larger motorized vehicles.

It is recommended for Auburn, Lewiston, Lisbon and Sabattus to identify gaps in facilities and make the closure of these facilities a top priority. The following examples illustrate certain key locations needing connections in each of the ATRC municipalities:

- ❖ Auburn: Lake Auburn Bicycling and Pedestrian Routes connecting the Lake Auburn boat launch to Park Avenue
- ❖ Lewiston: Connecting Simard-Payne Memorial Park to Gas Light Park via bicycle lanes on Lincoln Street or a multi-use path along the Androscoggin River
- ❖ Lisbon: Connecting the Paper Mill and Ricker trails to downtown Lisbon Falls via the Maine Central line along the Androscoggin River
- ❖ Sabattus: Providing pedestrian connection between Main Street and Martin's Point Park

Between Communities

Connectivity is about more than simply providing access from one facility to another. In addition to smaller connections, the tenor of discussion during the public process related to the need to recognize that bicycling in particular is a viable means of transportation, and as such, should be reflected in facilities in the ATRC area. It is important to provide bicycle access from one community to another. This is best done either along current arterials or dedicated rights-of-way, such as alongside railroad lines. In the case of the former, a major route should have sufficient paved shoulders or bicycle lanes along with guidance signage. In the case of the latter, sufficient separation and barriers should be provided that satisfy basic safety concerns as well as those of the railroad, if it is an active freight or rail line.

East Coast Greenway

The East Coast Greenway (ECG) is a project whose principal goal is to provide an off-road facility for bicyclists, hikers, and other non-motorized users, nearly 3000 miles long, connecting the major urban centers of the eastern seaboard from Key West, Florida to Calais, Maine. The East Coast Greenway Alliance (ECGA), the nonprofit organization spearheading the project, provides a complete route along this corridor by connecting completed trails with carefully

selected on-road routing, which transitions onto multi-use trails when they are built. Today, the ECG is 20% off-road, 80% on roads.

The mapping in this report provides the intended on-road route for the ECG through Lewiston and Lisbon. The route, as planned, heads north from Brunswick through Topsham to Lisbon and then Lewiston, where it continues to Greene and then on to Augusta. While the route is currently shown as being primarily on-road, it is recommended that any multi-use trails paralleling the current route be formally adopted as part of ECG, including Railroad Park in Lewiston.

Ordinances and Comprehensive/Master Plans

Local Ordinances/Site Development Process

Each community can provide language within its ordinances that supports bicycling and walking, especially language that would allow for development of bicycle and pedestrian facilities within the site development review process.



Mt. Auburn, Avenue, Auburn



Minot Avenue, Auburn



Lisbon Street, Lewiston



Main Street, Lisbon Falls

Local ordinances should require all new developments to provide bicycle parking facilities for employees and customers. There are many instances where large and small retail establishments in the ATRC communities have not provided bike racks yet there are bicycles parked on-

site almost daily. The bicyclists may be customers or employees of these commercial establishments and bicycle parking facilities should be provided in the same way that they are for motor vehicles.

Another example of local ordinance standards is if a road right-of-way does not currently allow for development of sidewalks or shoulders/bicycle lanes along a critical arterial or collector road, the ordinance could require that a new site provide additional right-of-way to allow for development of such a facility.

In addition, the ordinance could require that employers encourage bicycle and pedestrian commuting with certain measures, discussed later in this section. The City of Portland, Maine has information regarding the provision of bicycle parking in its ordinance and for the design of bicycle facilities in its Technical Standards, for example.

The local ordinances can also provide language about impact fees, TIF districts, parking districts and other aspects of funding that may allow for development of bicycle and pedestrian facilities. Requirements ranging from new facilities to designs of parking lots to facilitate pedestrian access from a parking area to a store front with minimum exposure to vehicular traffic can be placed in the ordinance. It is preferable to provide this language within a town or city's ordinance, as it allows project applicants for various projects to plan ahead for these requirements.

Comprehensive/Master Plans

Auburn, Lewiston, Lisbon, and Sabattus have comprehensive plans that act as guides for the ongoing development of each respective community for a period of approximately ten years (the plans are updated once per decade, typically). The plans cover many aspects of community development, including transportation. Ideally, the comprehensive plans will include the recommendations contained in this Plan so as to achieve consistency among plans.

In addition, some communities, such as Auburn and Lewiston, adopt more detailed Master Plans for specific portions of their communities, such as New Auburn or the Lewiston/Auburn downtown area. Consistency between various plans will allow for a more effective push to allocate funding for construction and enhancement of pedestrian and bicycle facilities.

Transportation Demand Management Programs: Encouraging Travel by Bicycle and on Foot

Another policy-based measure that communities can utilize for promoting the use of bicycles and pedestrians is the use of Transportation Demand Management (TDM) programs. Taking several different forms, TDM programs strive to reduce the volume of vehicular traffic on city and town streets, typically through the use of alternate modes of travel or rideshare. These programs, therefore, can be used to provide additional incentives for traveling by bicycle and on foot.

Typically, the programs are a requirement of municipalities for employers to fulfill. In addition, the municipalities may take part in them. They typically consist of the provision of a Transportation Coordinator who oversees the execution of the program and typically reviews it on an annual basis for efficacy.

The programs may encourage bicycle and pedestrian travel in a variety of ways. As an increasing number of employers are resorting to use of structured parking, particularly in downtown Auburn and Lewiston, costs for storage of vehicles has become significant. For each employee who does not travel by car, the potential for a parking space is removed. The City should encourage employers to examine costs for parking and determine if incentives can be provided to employees that will offset the costs. For example, an employer could do drawings once or twice a year for those employees not driving to work more than 50% of the time. The winner of the drawing would receive a new bicycle, courtesy of a local bicycle shop, or new walking shoes from a local shoe store. In addition, provisions at places of employment, such as showers, lockers, and secure storage areas for bicycles would further encourage employees.

It is important to note that travel by foot or bicycle constitutes regular exercise as well, and while this may be an obvious fact, if employers can demonstrate to insurance companies that a sufficient number of employees are fit due to regular exercise, it could have the additional benefit of reducing health insurance premiums. And of course, healthier employees are typically more productive, requiring fewer sick days.

Chapter 7: Public Comments

Joan Walton

From: Joan Walton
Sent: Friday, June 21, 2013 1:59 PM
To: Joan Walton
Cc: Jennifer Williams; Jason Ready; Marsha Bennett; Bob Thompson
Subject: ATRC Bicycle-Pedestrian Plan Public Hearing announcement
Attachments: 2013 Update-draft.pdf

The Androscoggin Transportation Resource Center will be holding a Public Hearing on its draft bicycle-pedestrian plan on **July 18, 2013 at 6:00 pm at 125 Manley Road, Auburn**. The draft *2013 Bridging the Gaps-A Long-Range Facilities Plan For Bicycling & Walking in the ATRC Region* is attached for your review. Unfortunately I am unable to distribute the corresponding maps via email due to the large file sizes. You can access the maps by going to the ATRC website: www.atrcmpo.org.

ATRC will accept written comments about the draft plan prior to the Public Hearing. All such comments should be directed to me at jwalton@avcog.org or 125 Manley Road, Auburn, ME 04210.

Please feel free to share this announcement with others who may be interested in bicycling and walking in the greater Lewiston/Auburn area.

Joan A. Walton, AICP
Community & Regional Transportation Planner
Androscoggin Valley Council of Governments
125 Manley Road
Auburn, ME 04210
783-9186 ext. 226 (phone), 783-5211 (fax)
www.avcog.org
www.atrcmpo.org

#####

Hi Joan,

July 10, 2013

Thanks for sending along this information. I didn't realize we were approaching the public hearing stage. I have scanned the plan and overall it looks great. I'd suggest adding in the Androscoggin Trail map as another resource in the mapping section on page 8. Here is a link:

<http://www.healthyandroscoggin.org/healthy-androscoggin/physical-activity/>

I hope to take another read through prior to July 18th.

Thank you,
Erin Guay
Healthy Androscoggin
GuayEr@chmc.org

#####

Hello Joan,

July 11, 2013

One correction. You have me down as a representative for Perkins Ridge Snowmobile club. My business is Independent Land Owner Relations Consulting and I am representing the Lake Auburn Community Committee, (LACC). If you could make that correction I would appreciate it.

At the meeting a couple of months ago we discussed the problem of documenting land owner consent for diverse trail uses. We have a proposal in to the city of Auburn to run a data management pilot program. LACC would greatly appreciate it if you would encourage the Auburn City Manager to move forward. We don't expect miracles to start with, but we should be able to gain a solid understanding of how land use consent can be managed for all uses, in a comprehensive way.

Thank you Scott Hatch
barnwright@gmail.com

#####

> Hi Joan,

July 18, 2013

>

> I cannot attend tonight's hearing on the bike/ped plan update, but I offer the following comments:

>

> 1.) MAP-21 does not offer a distinct source of Safe Routes to School funding. Such money is only eligible through TEP and STP funds. This is addressed in the body of the text, but should be addressed differently in the executive summary.

>

> 2.) Is the ATRC point system being utilized to determine local funding eligibility for bicycle and pedestrian facilities?

>

> 3.) The report does not mention the potential for use of RRFB-style lights at pedestrian crossings, which MaineDOT sanctions. Hybrid beacons, while likely ideal at many locations, are still not allowed by the Department.

>

> 4.) There are additional solutions to addressing bicyclists' needs at grade-separated interchanges, put forth by AASHTO and ITE. The report would benefit from their inclusion.

>

> 5.) It would be desirable to have this plan provide a much more detailed prioritized list of projects and improvements based on the scoring system. Otherwise, the point system doesn't appear to have much use.

>

> 6.) Based on a quick read of the document, this update makes no mention of Complete Streets policy, nor the fact that this policy has been adopted by both Lewiston and Auburn. This is a critical issue, as the Plan should reflect upon the implications of such policy on provisions of infrastructure.

>

> 7.) Other more recent best practices methods, such as advisory bicycle lanes and woonerfs, should have discussion in this update if possible.

>

> Thank you for the opportunity to comment.

>

> Jeremiah J. Bartlett

> 107 Shepley Street, Auburn

> jeremiahbartlett@gmail.com

#####

July 18, 2013

Hi Joan,

Thanks for the quick response. I see that I did neglect to note that.

Have a great evening,
Jeremiah

On Thu, Jul 18, 2013 at 4:46 PM, Joan Walton <JWalton@avcog.org> wrote:
Jenermiah,

Thank you for you taking the time to submit comments about the draft ATRC plan. They are thoughtful comments and we will consider them after tonight's meeting.

Regarding your comment about the Auburn and Lewiston Complete Streets policies, please note that adoption of these policies by each city is mentioned on page 3 of the draft plan.

Joan A. Walton, AICP
Community & Regional Transportation Planner
Androscoggin Valley Council of Governments

#####

Dear Joan/Jennifer:

July 18, 2013

I had hoped that I would be able to attend the public hearing tonight but our annual Lobster Ride is on Sunday and we are in serious planning mode. The closer you get to the event, the more details to address!

I did read the entire draft and am really pleased with many aspects of the plan. The plan does a great job explaining the many reasons why we need to include bike/ped in road projects and how transportation needs have changed. It offers good definitions/explanations for people new to bike/ped issues. You've done a good job inventorying what exists, pointing out the challenges and setting goals for the future.

I also think the General Recommendations section is comprehensive and full of good strategies. I especially appreciate the following:

III. Engineering, Goal B

IV. Enforcement and Safety, Goal A, 2nd bullet (although I'd like to see something about educating law enforcement officials about bike/ped laws.)

V. Evaluation

I'd like to see a recommendation that regular training about bike/ped design and infrastructure be required/provided for engineers, planners and public works staff.

I'm glad to see mention of the Complete Streets policy in the plan and hope that it will be woven into all your work. I hope that in the future, the Project Selection and Prioritization Process will score bike/ped facilities higher. I would love to see that policy reviewed every couple of years because I think that the public perception on bike/ped as viable and necessary transportation modes is changing all the time (to be more pro-bike/ped) and the policy should reflect that.

I remember you saying that the last 6 year plan somewhat sat on a shelf. The recommendations of this draft try to ensure that that will not happen this time around. How can we make sure the recommendations are followed and this plan is followed?

What is the next step to approve this plan?

Best of luck tonight.

Thank you.

Nancy Grant, Executive Director

Bicycle Coalition of Maine

nancy@bikemaine.org

#####

ATTENDANCE
ATRC Bicycle-Pedestrian Plan Update Public Meeting
July 18, 2013

NAME	ADDRESS	EMAIL
1. Bob Rand	198 Central Ave Lewiston	rcrand@gwi.net
2. Jamel Torres	130 East Ave - Lewiston	torresja@cmbc.org
3. David Hediger	CITY OF LEWISTON	dhediger@lewistonmaine.gov
4. Dan Bilodeau	207 N. Aub Rd.	anotherdanbilodeau@gmail.com
5. RICHARD C. BURNHAM	103 ADAMS AVE	rburnham@lewistonmaine.gov
6.		
7.		
8.		
9.		
10.		
11.		
12.		
13.		
14.		

#####

Meeting Notes
ATRC Bicycle-Pedestrian Advisory Committee
July 18, 2013 Public Hearing

Attendance:

Dan Bilodeau, Auburn Planning Board
Richard C. Burnham, City of Lewiston
David Hediger, City of Lewiston
Jamel Torres, Healthy Androscoggin
Bob Rand, Lewiston/Auburn Bike-Ped Committee
Joan Walton, ATRC Staff
Jennifer Williams, ATRC Director

AVCOG should have a bike rack, as should other public buildings.

Montello Street in Lewiston has minimal shoulders at the crest of the hill. Should this be a designated Shared Bicycle Lane?

Most people do not know understand what the sharrow symbol is.

Whitman Spring Road, Lake Shore Drive to Route 4 may have opportunity for off-road facility. The Southern Link Trail is proposed from the Route 4 boat launch to Park Avenue, need to complete the loop around Lake Auburn.

Safety concerns about Summer Street in Auburn near Whiting Farm. Summer Street is part of two Maine Department of Transportation bicycle loops but there isn't any room for bicycles. There are more runners on Summer Street and out to Sullivan's mill than in past years. this may be due to the half-marathon.

The Lewiston/Auburn Optimist Club has a bike rodeo later this summer at the West Auburn Community property. Tables are available for the Lewiston/Auburn Bike-Ped Committee, Healthy Androscoggin, or ATRC to display maps and hand out brochures or promotional materials.

Need to clean up Route 136 in Auburn to match the wonderful ride to Freeport. Reconstruction of Route 136 from Broad Street to Vickery Street is a High Priority Project that has been funded.

There are wonderful rides in Auburn and Lewiston but it is scary to get to the nice rides from the downtowns.

Communities should look at connectivity to rural bicycle rides when designing projects for the TIP.

What does wayfinding signage look like? Healthy Oxford Hills has a federal grant to develop wayfinding signs in Oxford Hills. Maybe we could see examples of what they are considering.

Bicycle Routes are roads with wide shoulders that can accomodate bicycles. Wide shoulders are not always desirable because wider shoulders means higher speeds. It is misleading to say that all roads with wide shoulders are an "existing" facility just because it has wide shoulders. Route 4 north of Lake Auburn was an example of this concern.

Washington Street, Auburn: Why would we encourage bikes there rather than on alternate routes that are safer?

There is a gap at the end of Farwell Street in Lewiston. Where is the bicyclist supposed to go now that Russell Street has been removed from the bicycle facilities map? How does a bicyclist get to East Avenue from Farwell Street?

Why are Lewiston public works trucks driving on the Franklin Pasture trail? Appear to be using the trail as a short cut rather than using the street network. This can be

hazardous for a fast moving bicycle because you don't expect to encounter motor vehicles on the trail.

Question about the legality of parking in a bicycle lane. Conflicts between on-street parking and bicycle lanes are a concern. How to get police to enforce?

Problems with bicycle detection at the Mt. Auburn Avenue/Turner Street intersection, the Central Avenue/Russell Street intersection and the Russell Street/Main Street intersection. ATRC staff will look at the type of detection at each intersection and the sensitivity to bicycles.

Next Steps: ATRC Bicycle-Pedestrian Advisory Committee will meet to review comments and finalize the plan for ATRC Policy Committee adoption.

#####

Dear Joan,

July 24, 2013

I meant to get you a few suggestions for your draft plan.

Page 2 Scott Hatch was representing the Lake Auburn Community Property, I was representing PRST as noted.

When we approved the new skating rink going in as I write the planning board had many discussions about bicycle access to it. One important feed (youthful) to the rink area was our Central Maine Community College and Saint Dom's High School areas. they are both planned to be "on the trail" if and when the southern link trail plan is implemented from the boat launch area to the Berry Farm near the termination of Park Ave. That is the other link that your committee member was surprised to learn about as the Whittings intersection to the Spring Road is so dangerous for bikes and could remedy the concern a bit. Have those roads been planned with "combobike" lanes or bike lanes?

Also, when sections in the draft were inventoried, Taylor Pond, the Mall area, Mt Appitite, and Lewiston counter destinations, it looks like the plan excluded the amenities of Lake Auburn. Just a thought as this has been since the mid 1700's to today a fantastic biking and walking destination. I'm guessing from the old pictures the first place that rented bikes in the community was Lake Grove! And now Lake Grove Park seems to be taking off again!

Thanks again for the public process! I have copied Eric Cousens as he may have some additional comments and is keeping his finger's crossed that his new assistant will be funded this year and was not able to make the meetings.....also our Chairman Mr. Boyer.

Dan Bilodeau
anotherdanbilodeau@gmail.com

#####

July 24, 2013

Hi Joan, I read the draft ATRC bike and ped report, and I have some minor suggestions here and there and clarifications. Could we chat on the phone when you have the report in hand so we can go over some of my suggestions. Thanks!

Dan Stewart
Bicycle, Pedestrian, and Small Harbor Improvement Programs Manager

Bureau of Planning
Multimodal Statewide Planning
Maine Department of Transportation
16 State House Station
Augusta ME 04333-0016
207-624-3252
E-mail: dan.stewart@maine.gov

Web: <http://www.maine.gov/mdot/bikeped/>

#####

Telephone call from Dan Stewart at Maine Department of Transportation
RE: draft ATRC bicycle-pedestrian plan update
July 25, 2013

Dan indicated that he had read the draft plan and wanted to talk to me about it. He had not looked at the maps so he cannot identify any gaps in the bicycle facilities. Overall, the plan is good, he just had some minor suggestions.

Page 6 – MAP-21 requires a 20% match to federal funds for Transportation Alternatives (e.g. Safe Routes to School) program, Safe Routes to School funding is no longer available with 100% federal funds.

Page 10 – the Americans with Disabilities Act requires that sidewalks be a minimum of five feet, not “a minimum of four feet in width, although five to six is recommended...”

Page 11 – it is rare when you cannot build a sidewalk anywhere other than at bridges

Page 13 – current language says “these facilities typically have a fine gravel or stone dust surface treatment at a minimum, and ideally have a bituminous asphalt or similar material to allow road bicycles to utilize the facility.”

- Add wheelchairs
- MaineDOT requires that multi-use paths be paved to meet ADA requirements, gravel and stone dust are not allowed. The Recreational Trails Program

(Maine Department of Conservation) allows trails to have stone dust rather than pavement.

Page 14 – “In the case of a path along an active rail line...” – this paragraph is in conflict with MaineDOT’s rail-trail policy. Dan will send the policy to me for inclusion in the plan.

Page 15 – MaineDOT requires bike lanes be a minimum of five feet on an urban street with curbing

Page 18 – specify in the first paragraph that in most cases striping of 11-foot lanes, 3-foot shoulders is preferable

Page 20 – the HAWK has not been approved by MaineDOT, this should be deleted from the plan

Page 31 – Safe Routes to School Program – this is a good description of the plan, the description of MAP-21 Transportation Alternatives is good.

I talked to Dan about the question that came up at the July 18, 2013 public meeting about designating high-speed arterial highways with wide paved shoulders (e.g. Route 4 north of Lake Auburn or Route 202/Washington Street) as existing bicycle facilities. Is it misleading to say that all roads with wide shoulders are an “existing” facility just because it has wide shoulders? Dan said if the shoulder is rideable and fairly level then they should show as existing on the map, even if there are no bike route or share the road signs.

MaineDOT is developing a new process to get local or state bike loops/routes signed. Urban communities will be able to provide MaineDOT with a map of the bike loop/route with a signage plan and MaineDOT will install the signs. It is unknown at this time if there will be a cost-sharing requirement. The focus initially is on US Bicycle Route #1. Jennifer Claster, Wright-Pierce Engineering, is working on the PACTS wayfinding plan and Dan will get me onto the mailing lists so I can participate in this process.

Submitted by
Joan A. Walton, AICP
Regional Transportation Planner

#####

Hi Joan,

July 30, 2013

I apologize that my input cannot be more thorough at this time. I'm at school and it's hard to find enough time to think and type, etc.

I wanted to at least get these thoughts to you in advance of the next meeting. As I've mentioned before, the issue that is of most concern to me (at the moment) are some of the

major traffic carrying streets in L-A. I have some proposed language for page 7 that I hope you consider.

Thanks for all of your hard work,
Craig Saddlemire
Lewiston City Council, Ward 5

Please Note: All communications on this email account are public record.

Feedback on Long Range Bike Ped Plan Update 2013

General comment – Early in the document, can we make recommendations about appropriate street widths for arterials, collectors, and local roads? As well as appropriate minimum widths for bike lanes and sidewalks? With pictures? There are some images with 12' lanes, but it seems not even DOT recommends 12' lanes anymore. Seems like our widest streets should be 11' and go down from there.

page 7 – Lane configurations make bicycling difficult, and in some cases walking and street crossing as well. Document currently lists Lisbon, Main, Russel, and Sabattus in Lewiston. Center st in Auburn. Veterans bridge between the two. Minot Ave needs to be added to this list. We need to make a stronger statement about accommodations on these streets. At minimum, recommend a detailed study. Here's one suggestion for wording:

“The region's arterial highways carry the vast majority of automobile traffic and can be a difficult environment for other modes, including bicycling and sometimes walking. Conflicts between modes arise when these highways transition to the urban centers, particularly in Auburn and Lewiston. Multiple lane configurations on Lisbon St, Main St, Russell Street, and Sabattus Street in Lewiston constrain shoulder widths making it challenging and dangerous for bicycling; lane configurations on Center Street and Minot Ave in Auburn limit accessibility for bicyclists and pedestrians; and Vietnam Veteran's Memorial Bridge ramps, striping, and lack of sidewalks in Auburn and Lewiston discourage accessibility for pedestrians and bicyclists. All of these routes are critical for public access to schools, businesses, entertainment, as well as medical and social services. In most cases, there are no alternative routes to these highways for the bicyclist or pedestrian. The design of these streets are some of the biggest barriers to having a multi-modal transportation network that supports walking and bicycling. Adjusting all of these streets to meet such a standard may not be financially feasible within the next five years, but steps must be taken towards a long-term vision of accessibility for bicyclists and pedestrians, either through accommodations on those streets or through the development of convenient alternatives. The next recommended step to address this challenge is a study that concentrates on these major thoroughfares, examining lane width, lane numbers, available shoulder width, and paved right-of-way. The study's goal should be to find adequate space for bicycles and pedestrians to safely access all of the resources on these streets. If and when designated space for bicyclists and pedestrians cannot be developed through a road diet, this study should analyze and recommend the development of convenient alternative routes for these modes.”

Page 7 – We should not say that bikes using the crosswalks entering Vietnam Veterans bridge is safe, because it doesn't make sense and no one does it. If that's the case, it is not safe. We should recommend bike lanes that guide cyclists through and on the bridge.

Page 11 – Adams ave should be moved to “sidewalk on one side of the road”

page 11 – Cedar St to Canal should be listed as having discontinuous sidewalk by the ramp

Page 16 – Bartlett street should be striped for a bike lane from Oak to East Ave (and continue up pleasant and out to Lisbon).

Page 16 – Bates Street should be a bike lane to Pine St, and then turn into sharrows until it reaches Birch St. Though I'm not sure the sharrows are truly necessary, other than to help create visual connections to other bike routes.

Page 16 – Birch street should be striped for bike lane from Park to Jefferson (or sharrows if width is not available). Jefferson could have sharrows to connect through to Ash and Pine. Again, I'm not sure if sharrows or a bike lane are truly necessary on Birch, as traffic typically moves slow here. Their biggest function would be to visually connect routes, but they may not be necessary for bicycle safety.

Page 16 – Canal should be striped for bike lane from Main St to Locust St (and Locust should perhaps have sharrows connecting canal to lincoln and lisbon st)

Page 16 – College street bike lane should go from Bates to Russell (or turn into sharrow)

Page 16 – Is a road diet proposed for East Ave in or to accommodate proposed lane?

Page 16 – Park street section with angled parking needs sharrow (this was planned but not painted yet)

Page 16 – Webster Street Bike lane should continue from Central to Pond, and perhaps a bike lane should be added to Pond

Page 17 – I think the recommendation on page 17 needs to be adjusted slightly. On many of these streets, especially in the dense areas, we need designated bicycle lanes, not just shoulders. In the current image, there is one 12' lane and one 14' foot lane, with the bicyclist on the right. It seems that we would want to recommend how much space the cyclist gets, and that it be a designated (even possibly buffered) bicycle lane. So, could the image show a 10.5' travel lane, 10.5' travel lane, 1' foot of buffer, 4' bicycle lane? I think it would be good to recommend looking first at road diets to find the needed space, and where absolutely necessary, adding paved shoulders.

CSaddlemire@lewistonmaine.gov

#####

Hi Joan,

July 30, 2013

Please give Craig's comments your most serious consideration. Thank you.

Mark Fuller

207-212-2577

grkeeper@roadrunner.com

#####

CONTACT PERSON:

Jennifer Williams, PE
AVCOG/ATRC
125 Manley Road
Auburn, ME 04210
Tel: 783-9186

LEGAL NOTICE

BRIDGING THE GAPS

A Long-Range Facilities Plan for Bicycling
and Walking in the ATRC Region

The Androscoggin Transportation Resource Center (ATRC), being the designated Metropolitan Planning Organization (MPO) for Lewiston, Auburn, Lisbon and Sabattus, has completed an update of its bicycle/pedestrian plan, ***BRIDGING THE GAPS A Long-Range Facilities Plan for Bicycling and Walking in the ATRC Region: Auburn/Lewiston/Lisbon/Sabattus.***

ATRC is now requesting public input and/or comments on this plan. The plan may be viewed at Lisbon and Sabattus Town Halls; Auburn and Lewiston City Halls; Auburn, Lewiston, and Lisbon Public Libraries; and at the AVCOG offices at 125 Manley Road in Auburn as well as on the web at www.atrcmpo.org. Please forward your comments by September 26, 2013, to AVCOG/ATRC at 125 Manley Road, Auburn, Maine 04210. For further information, please contact Joan Walton at the above address or (207) 783-9186 or e-mail at jwalton@avcog.org.

#####

August 29, 2013

My edits attached:

Duane A. Scott
Director, Outreach Division
Bureau of Planning
Maine Department of Transportation
16 State House Station
Augusta, ME 04333-0016
207-624-3309 (or 3300)
207-624-3301 FAX
888-577-6690 TTY
207-446-7771 Cell
duane.scott@maine.gov

NOTE: MaineDOT's comments were editorially in nature, e.g. correction of typographical errors and omission of Dan Stewart from the list of Contributors/Stakeholders.

#####

Hi Joan,

September 26, 2013

My suggestions are pasted below as well as attached in .doc format.

Thanks,
Craig

Craig's Feedback on ATRC Long Range Bike Ped Plan
Sept 26, 2013

Page 5 – Thank for incorporating my feedback. I think it's pretty good. I would like this paragraph changed to say:

“Within the scope of this 2013 update, although not ideal or preferred, a bicycle-pedestrian inclusion plan is not proposed, for the urban core sections of Center Street, Minot Avenue, Lisbon Street, Main Street, Russell Street, and Sabattus Street. To the extent that parallel routes can be defined, these are recommended in the plan. The design of these streets are some of the biggest barriers to having a multi-modal transportation network that supports walking and bicycling. Steps should be taken towards a long-term vision of accessibility for bicyclists and pedestrians, either through accommodations on these streets or through the development of convenient alternatives. **Reconfiguring all of these streets to meet bicycle and pedestrian standards may not be financially feasible within the next five years, but steps should be taken towards a long-term vision of accessibility for bicyclists and pedestrians, either through accommodations on these streets or through the development of convenient alternatives.**

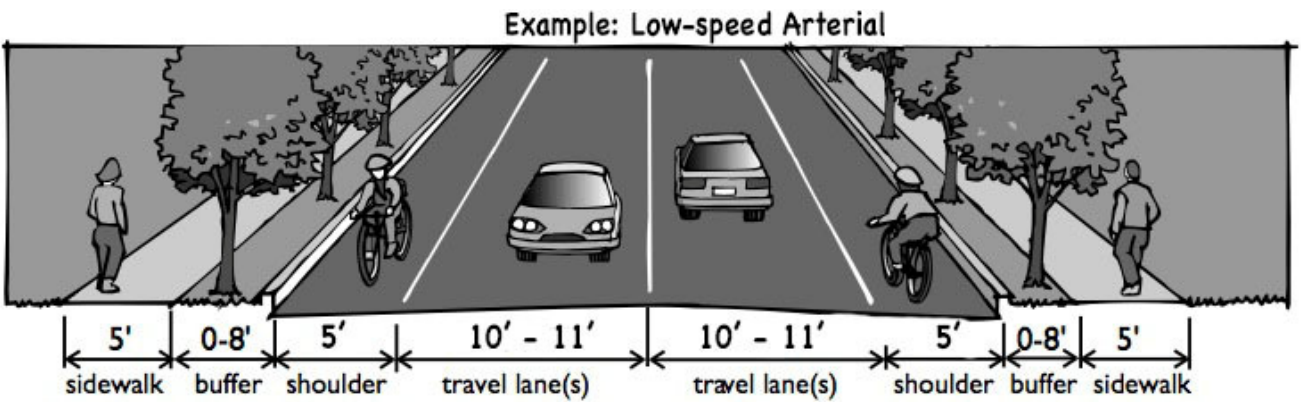
The next recommended step to address this challenge is a comprehensive study that concentrates on these major thoroughfares, examining lane width, lane numbers, available shoulder width, and paved right-of-way. The study's goal should be to find adequate space for bicycles and pedestrians to safely access all of the resources on these streets. If and when designated space for bicyclists and pedestrians cannot be developed through a road diet, this study should analyze and recommend the development of convenient alternative routes for these modes. Recommendations for each street should be completed in time

for the next 5 year update of the ATRC Long Range Bike Ped plan. These streets should not undergo reconstruction or repaving without thorough consideration – during the planning phase – of how bicyclists and pedestrians can be included within the design.”

Page 17 - Amend table to the following:

	Shared Bicycle Lane	Dedicated bicycle lane	Bicycle Route
Vehicle Travel Lane Width	10'-11'	10'-11'	10'-11'
Shoulder Width	2'-4', typically not striped	5' in urban area with curbing, minimum of 4' elsewhere	4' or more, striped and paved

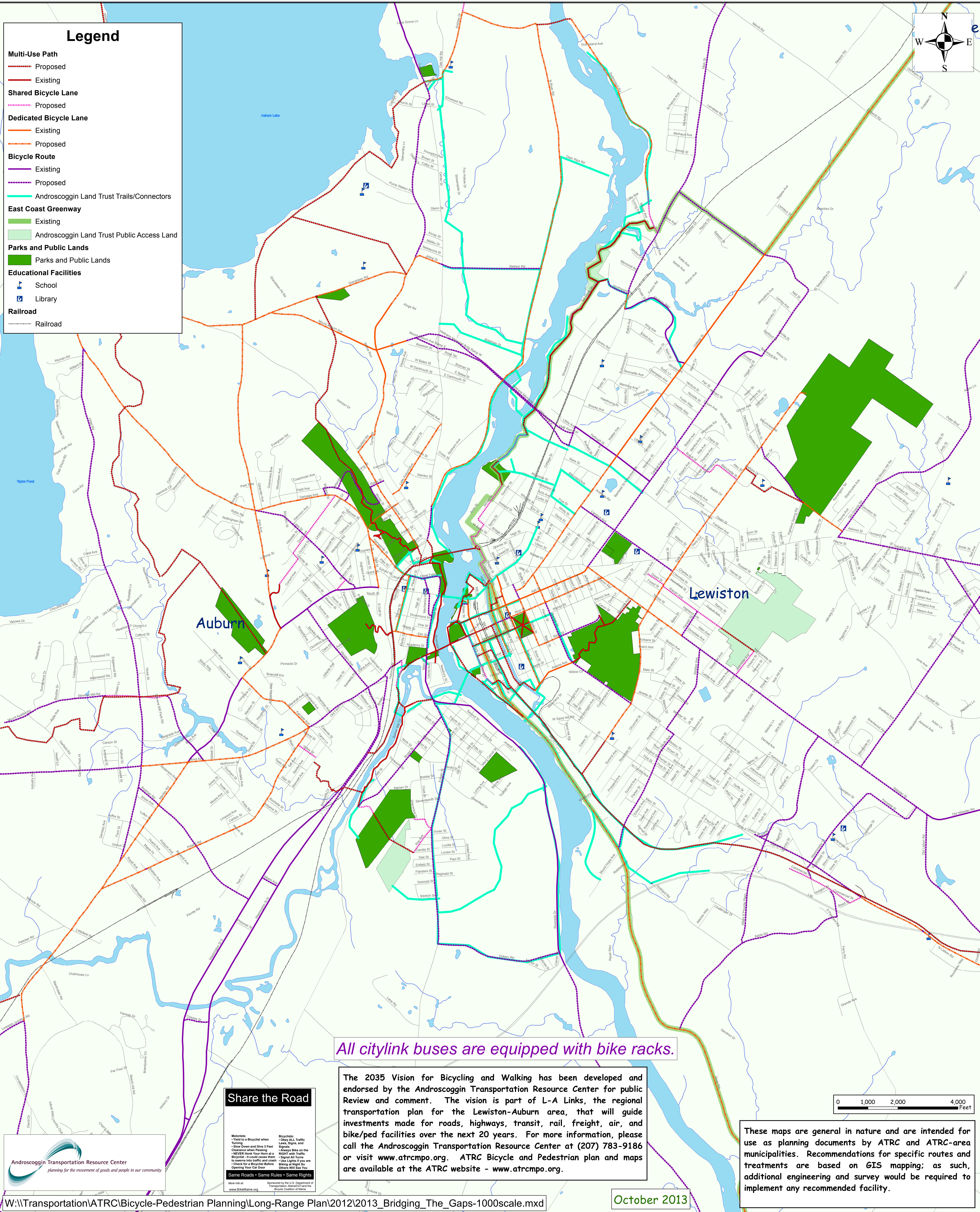
Add graphic and photo..



Appendix A

Facilities Maps

2035 Vision for Bicycle and Pedestrian Facilities





City Council Information Sheet

City of Auburn

Council Workshop or Meeting Date: 10-20-2014

Ordinance 09-10202014

Author: Dorothy Meagher

Subject: General Assistance maximum adjustment for appendices B (food) and C (rent).

Information: I'm seeking the approval of the new appendices B and C for the period of October 1, 2014 to September 30, 2015. The municipal officers must approve / adopt the new maximums in accordance to Ordinance 24-23 in Chapter 24. Once the food and rent maximums are adopted they will replace the FY 13-14 maximums, the maximum levels are established as a matter of state law based on certain federal values.

Advantages: by adopting the new appendices B and C the program will be in compliance for reimbursement from the State.

Disadvantages: by not approving the overall maximums the program can be penalized and lose the 50% reimbursement

City Budgetary Impacts: The new appendix B (food) assistance is an increase of 1% for FY 14-15, the effective date for this appendix is October 1, 2014 to September 30, 2015. The appendix C (rent) is an adjustment of \$1.00 for the monthly 2 bedroom rental.

Staff Recommended Action: Approval of the increase to the General Assistance Appendices B and C as required by state statute and ordinance.

Previous Meetings and History: This is a yearly approval needed by council.

Attachments:

Appendix B (food assistance)
Appendix C (rental assistance)
Ordinance 09-10202014

City Manager or Assistant City Manager signature:

Date:

10/15/14

Food Maximums

Please Note: The maximum amounts allowed for food are established in accordance with the U.S.D.A. Thrifty Food Plan. Through October 1, 2014, those amounts are:

Number in Household	Weekly Maximum	Monthly Maximum
1	45.12	194
2	83.02	357
3	118.84	511
4	150.93	649
5	179.30	771
6	215.12	925
7	237.67	1,022
8	271.86	1,169

Note: For each additional person add \$146 per month.

GA Housing Maximums (Heated & Unheated Rents)

NOTE: NOT ALL MUNICIPALITIES SHOULD ADOPT THESE SUGGESTED HOUSING MAXIMUMS! Municipalities should ONLY **consider** adopting the following numbers, if these figures are consistent with local rent values. If not, a market survey should be conducted and the figures should be altered accordingly. The results of any such survey must be presented to DHHS prior to adoption. **Or, no housing maximums should be adopted and eligibility should be analyzed in terms of the Overall Maximum—Appendix A. (See Instruction Memo for further guidance.)**

Non-Metropolitan FMR Areas

<u>Aroostook County</u>		<u>Unheated</u>		<u>Heated</u>	
Bedrooms		Weekly	Monthly	Weekly	Monthly
0		84	362	107	461
1		84	362	113	487
2		99	426	136	584
3		134	575	179	770
4		143	614	197	848
<u>Franklin County</u>		<u>Unheated</u>		<u>Heated</u>	
Bedrooms		Weekly	Monthly	Weekly	Monthly
0		96	412	119	511
1		97	418	124	533
2		115	493	151	651
3		137	591	183	786
4		210	905	265	1,139
<u>Hancock County</u>		<u>Unheated</u>		<u>Heated</u>	
Bedrooms		Weekly	Monthly	Weekly	Monthly
0		105	451	126	543
1		117	503	145	625
2		145	622	180	776
3		197	845	241	1,038
4		197	845	245	1,054
<u>Kennebec County</u>		<u>Unheated</u>		<u>Heated</u>	
Bedrooms		Weekly	Monthly	Weekly	Monthly
0		83	359	106	457
1		94	404	123	530
2		123	529	160	686
3		159	685	203	872
4		159	685	214	920

Non-Metropolitan FMR Areas

<u>Knox County</u>		<u>Unheated</u>		<u>Heated</u>	
Bedrooms	Weekly	Monthly	Weekly	Monthly	
0	128	552	151	649	
1	128	552	151	651	
2	150	645	186	799	
3	197	846	240	1,032	
4	209	899	272	1,168	
<u>Lincoln County</u>		<u>Unheated</u>		<u>Heated</u>	
Bedrooms	Weekly	Monthly	Weekly	Monthly	
0	119	513	140	600	
1	124	535	153	659	
2	159	684	195	838	
3	200	862	244	1,048	
4	207	889	260	1,118	
<u>Oxford County</u>		<u>Unheated</u>		<u>Heated</u>	
Bedrooms	Weekly	Monthly	Weekly	Monthly	
0	89	382	114	491	
1	101	434	126	542	
2	113	487	153	657	
3	161	693	209	900	
4	216	928	274	1,179	
<u>Piscataquis County</u>		<u>Unheated</u>		<u>Heated</u>	
Bedrooms	Weekly	Monthly	Weekly	Monthly	
0	98	421	111	479	
1	108	465	125	539	
2	134	575	154	663	
3	172	740	196	844	
4	176	759	205	881	
<u>Somerset County</u>		<u>Unheated</u>		<u>Heated</u>	
Bedrooms	Weekly	Monthly	Weekly	Monthly	
0	100	432	123	529	
1	100	432	127	548	
2	116	498	152	655	
3	166	714	210	904	
4	166	714	211	908	

Non-Metropolitan FMR Areas

<u>Waldo County</u>	<u>Unheated</u>		<u>Heated</u>	
Bedrooms	Weekly	Monthly	Weekly	Monthly
0	116	497	136	583
1	119	510	144	619
2	139	597	174	748
3	174	749	217	935
4	176	758	230	987
<u>Washington County</u>	<u>Unheated</u>		<u>Heated</u>	
Bedrooms	Weekly	Monthly	Weekly	Monthly
0	93	402	114	492
1	95	410	122	525
2	108	465	146	629
3	134	575	182	782
4	163	703	222	954

Metropolitan FMR Areas

<u>Bangor HMFA</u>	<u>Unheated</u>		<u>Heated</u>	
Bedrooms	Weekly	Monthly	Weekly	Monthly
0	101	432	126	543
1	120	518	153	657
2	145	625	185	796
3	184	790	233	1,004
4	210	904	268	1,154
<u>Penobscot County HMFA</u>	<u>Unheated</u>		<u>Heated</u>	
Bedrooms	Weekly	Monthly	Weekly	Monthly
0	99	424	122	525
1	99	424	122	525
2	104	448	144	621
3	148	636	198	850
4	169	725	228	982
<u>Lewiston/Auburn MSA</u>	<u>Unheated</u>		<u>Heated</u>	
Bedrooms	Weekly	Monthly	Weekly	Monthly
0	89	381	111	476
1	103	445	132	566
2	139	597	175	751
3	178	766	221	952
4	180	774	233	1,003

Metropolitan FMR Areas

<u>Portland HMFA</u>	<u>Unheated</u>	<u>Heated</u>
Bedrooms	Weekly Monthly	Weekly Monthly
0	142 611	163 702
1	166 715	194 833
2	214 922	252 1,085
3	271 1165	319 1,371
4	274 1180	339 1,458
<u>York/Kittery/S. Berwick HMFA</u>	<u>Unheated</u>	<u>Heated</u>
Bedrooms	Weekly Monthly	Weekly Monthly
0	181 779	207 890
1	181 779	207 890
2	206 887	247 1,060
3	314 1,350	364 1,564
4	334 1,434	394 1,694
<u>Cumberland County HMFA</u>	<u>Unheated</u>	<u>Heated</u>
Bedrooms	Weekly Monthly	Weekly Monthly
0	111 479	133 573
1	131 563	157 674
2	167 720	204 876
3	228 982	272 1,168
4	271 1167	324 1,394
<u>Sagadahoc County HMFA</u>	<u>Unheated</u>	<u>Heated</u>
Bedrooms	Weekly Monthly	Weekly Monthly
0	140 603	161 693
1	140 603	161 693
2	155 667	191 821
3	192 825	242 1,039
4	276 1,187	336 1,444
<u>York County HMFA</u>	<u>Unheated</u>	<u>Heated</u>
Bedrooms	Weekly Monthly	Weekly Monthly
0	126 541	146 629
1	126 541	150 646
2	156 672	192 825
3	216 928	259 1,114
4	216 928	266 1,143

GENERAL ASSISTANCE ORDINANCE

APPENDICES B & C

2014-2015

The Municipality of Auburn, Maine adopts the MMA Model Ordinance GA Appendices B & C for the period of October 1, 2014 to September 30, 2015. These appendices are filed with the Department of Health and Human Services (DHHS) in compliance with Title 22 M.R.S.A. §4305(4).

Signed the _____ (day) of _____ (month) _____ (year)
by the municipal officers:

Councilor Tizz E. H. Crowley

(Signature)

Councilor Mary K. LaFontaine

(Signature)

Councilor Leroy Walker

(Signature)

Councilor Adam Lee

(Signature)

Councilor Robert Hayes

(Signature)

Councilor David Young

(Signature)

Councilor Belinda A. Gerry

(Signature)

Tizz E. H. Crowley, Ward One
Robert Hayes, Ward Two
Mary Lafontaine, Ward Three
Adam Lee, Ward Four



Leroy Walker, Ward Five
Belinda Gerry, At Large
David Young, At Large

Jonathan P. LaBonte, Mayor

IN CITY COUNCIL

ORDINANCE 09-10202014

ORDERED, that the General Assistance Ordinance be amended to incorporate the following maximum levels of assistance to be effective on and after October 1, 2014 as follows:

Appendix B, Food Assistance

Number in Household	Weekly Maximum	Monthly Maximum
1	45.12	194
2	83.02	357
3	118.84	511
4	150.93	649
5	179.30	771
6	215.12	925
7	237.67	1,022
8	271.86	1,169

Appendix C, Housing Maximums

Lewiston/Auburn MSA Bedrooms	Unheated		Heated	
	Weekly	Monthly	Weekly	Monthly
0	89	381	111	476
1	103	445	132	566
2	139	597	175	751
3	178	766	221	952
4	180	774	233	1,003



City Council Information Sheet

City of Auburn

Council Workshop or Meeting Date: 10-20-2014

Order 89-10202014

Author: Sue Clements-Dallaire

Subject: Appointment of Board and Committee Member

Information:

On August 25, 2014 we began the application process to fill vacancies on several boards and committees. The deadline for applications to be submitted was September 25, 2014. The Appointment Committee met on September 26, 2014 to review applications and make their nominations. Most of the appointments were made on 10/6/2014 however the vacancy to fill the open seat for the Auburn Housing Authority was delayed until the 10/20/2014 meeting.

Advantages: Fills the vacant position with someone who has served on the Housing authority and has years of knowledge and experience.

Disadvantages: While not necessarily a disadvantage, this is another re-appointment of someone who has already served on this board for 10 years, rather than a new appointment.

City Budgetary Impacts: None

Staff Recommended Action: Staff recommends passage of the appointment as nominated by the Appointment Committee.

Previous Meetings and History: N/A

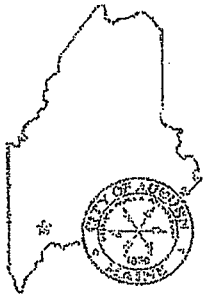
Attachments:

Application
Order 89-10212014

City Manager or Assistant City Manager signature:

Date:

10/15/14



City of Auburn, Maine

"Maine's City of Opportunity"

Office of the City Clerk

August 25, 2014

Arthur Wing
104 Grandview Avenue
Auburn ME 04210

Dear Mr. Wing:

Please be advised that the term of your appointment to the Auburn Housing Authority expires on 10/01/2014.

If you are interested in being considered for reappointment, you must complete an application and return it to the City Clerk's office by 4:30 P.M. on September 25, 2014.

If you have any questions, please do not hesitate to contact me.

Sincerely,

Sue Clements-Dallaire

Sue Clements-Dallaire
City Clerk

*Hi Sue - please find accompanying this note
my application for reappointment for Commissioner
to the Auburn Housing Authority.*

Thank you so much for your assistance.

Art Wing

WORK 795-9500



SEP 08 2014

**CITY OF AUBURN
BOARD & COMMITTEE
APPOINTMENT APPLICATION**

Please complete this application for consideration to serve on a board or committee of the City of Auburn. Submission of an application does not imply or guarantee an appointment to any board or committee. The City reserves the right to appoint board and committee members as vacancies arise and to perform background checks or any other necessary investigations on applicants. Incomplete applications and those which list more than one committee will not be considered.

Date: AUGUST 29, 2014

Last name: WING First name: ARTHUR Middle initial: L.

Residence address: 104 GRANDVIEW AVENUE Ward: 2

City: AUBURN State: MAINE Zip code: 04210

Home phone: 207-786-3171 Work phone: 207-795-9500 Cell phone: 207-577-4231

Email address: PERSONAL - ARTHURWING@1706GMAIL.COM / WORK - ARTHURWING@AHCH.ORG

Current occupation: DIRECTOR OF FINANCE, ANDROSCOGGIN HOME CARE & HOSPICE

Previous occupation (if retired or no longer working): NONE. EMPLOYED WITH AHCH SINCE 1971

Educational and/or experience (or attach your resume): SEE ATTACHED

Please check which Board or Committee you are interested in serving on. Individual applications are required if you wish to apply for more than one Board or Committee.

- | | |
|--|---|
| <input type="checkbox"/> 9-1-1 Committee | <input type="checkbox"/> Airport Board |
| <input checked="" type="checkbox"/> Auburn Housing Authority | <input type="checkbox"/> Audit & Procurement Committee |
| <input type="checkbox"/> Board of Assessment Review | <input type="checkbox"/> Cable TV Advisory Board |
| <input type="checkbox"/> CDBG Loan Committee | <input type="checkbox"/> Community Forest Board |
| <input type="checkbox"/> Ethics Panel | <input type="checkbox"/> L/A Transit Committee |
| <input type="checkbox"/> Planning Board | <input type="checkbox"/> Recreation and Special Events Advisory Board |
| <input type="checkbox"/> Sewer District | <input type="checkbox"/> Water District |
| <input type="checkbox"/> Zoning Board of Appeals | |

Is this application for a ____ new appointment or X reappointment or ____ desire to move from an alternate/associate to full member?

Briefly describe why you want to serve on this committee (please limit to 150 words or less. Please attach additional sheet if needed). AS A COMMISSIONER I WANT TO CONTINUE TO WORK WITH THE EXECUTIVE DIRECTOR, THE STAFF AND THE OTHER COMMISSIONERS TO PROVIDE QUALITY, SAFE AND AFFORDABLE HOUSING TO THE RESIDENTS OF THE CITY OF AUBURN.

What do you hope to accomplish (please limit to 150 words or less. Please attach additional sheet if needed). IN THIS TIME OF FEDERAL BUDGET UNCERTAINTY I WISH TO USE MY EXPERIENCE IN FINANCE + ACCOUNTING TO ASSIST THE EXECUTIVE DIRECTOR AND COMMISSIONERS WITH STRATEGIC PLANNING AND FISCAL MANAGEMENT. IN MY CURRENT ROLE AS CHAIRPERSON I ALSO WISH TO WORK WITH AND PROVIDE LEADERSHIP AND GUIDANCE TO OUR NEW COMMISSIONERS.

Are you presently serving on a City or Community Board or Committee? If so, which one(s)? YES, COMMISSIONER AND BOARD CHAIRPERSON WITH AUBURN HOUSING AUTHORITY

Dates served (if known)? YEAR 2005 TO PRESENT

Have you previously served on a City or Community Board or Committee? If so, which one(s)? TRUSTEE, AUBURN PUBLIC LIBRARY / MEMBER, AUBURN PUBLIC LIBRARY BUILDING COMMITTEE

Dates served (if known)? TRUSTEE YEAR 2000-2006 / BUILDING COMMITTEE 1998-2002

How did you learn of this vacancy? TERM EXPIRING

The City Council strives to promote membership and by practice will attempt to limit the number of boards or committees any one person will serve. The city Council also strives to maintain balance of ward distribution on all boards, commissions, or committees.

Thank you for your interest and willingness to serve our community. The giving of your time is commendable and appreciated. Without people like you coming forward, our community would not be as strong, as vibrant, or as great as it is. On behalf of all of us at the City of Auburn, we hope your volunteer experience is rewarding and we thank you for being an outstanding citizen!

I certify that this information is true to the best of my knowledge and agree to the terms and conditions set forth above.

Signature: Arthur Wing Date: AUGUST 29, 2014

Please submit your application to;

Susan Clements-Dallaire, City Clerk
60 Court Street, Auburn, ME 04210
sdallaire@auburnmaine.gov
207-333-6601, extension 1126

FOR OFFICE USE ONLY

DATE APPLICATION RECEIVED: _____
APPOINTMENT DATE: _____
TERM EXPIRATION DATE: _____
OATH DATE: _____

Arthur Wing
104 Grandview Avenue
Auburn, Maine 04210
207-786-3171

Education

- Northeastern University, Boston, Mass
 - 1971 Bachelors of Science – Accounting
- University of Southern Maine, Portland, Maine
 - 1986 Masters of Business Administration

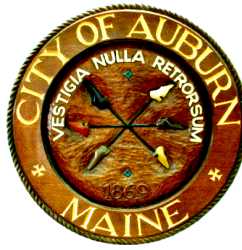
Community Activities

- April 2005 – Present, Commissioner & Chairperson, Auburn Housing Authority.
- Year 2000 – 2006, Trustee & Treasurer, Auburn Public Library
- Year 1999 – 2002, Member, Auburn Public Library Building Committee
- Year 1995-1998, Board Member, Child Health Services

Work Experience

- Androscoggin Home Care & Hospice, Lewiston, Maine
 - 1971 – Present, Director of Finance

Tizz E. H. Crowley, Ward One
Robert Hayes, Ward Two
Mary Lafontaine, Ward Three
Adam Lee, Ward Four



Leroy Walker, Ward Five
Belinda Gerry, At Large
David Young, At Large

Jonathan P. LaBonte, Mayor

IN CITY COUNCIL

ORDER 89-10202014

ORDERED, that the following individual is hereby appointed to the following board or committees with a term expiration as noted;

Auburn Housing Authority

Re-appoint Arthur Wing – term expiration 10/01/2019