



City Council Workshop & Meeting
Agenda
May 5, 2025
Auburn Hall, Council Chambers

5:30 PM Workshop

- Discussion on creating a Community Development Corporation (CDC) for Auburn
- **Executive Session** pursuant to 1 M.R.S.A. Section 405(6) (E) for consulting with legal regarding tax-acquired properties. *No action to follow.*
- **Executive Session** pursuant to 1 M.R.S.A. Section 405(6) (C) for an economic development matter. *No action to follow.*

7:00 PM Meeting

Pledge of Allegiance & Roll Call - *Roll call votes will begin with Councilor Walker*

- I. **Consent Items** – *All items with an asterisk (*) are considered routine and will be enacted by one motion. There will be no separate discussion of these items unless a Council member or a citizen so requests, in which event, the item will be removed from the Consent Agenda and considered in its normal sequence on the agenda. Passage of items on the Consent Agenda requires majority vote.*
- II. **Minutes** – April 22, 2025 Regular Council Meeting
- III. **Communications, Presentations and Recognitions**
 - Volunteer of the Season – Recreation Department
 - Comp Plan Update
 - Communication: Tax/Clerk Office closed for business on May 9 for training
- IV. **Open Session** – *Members of the public are invited to speak to the Council about any issue directly related to City business or any item that does not appear on the agenda.*
- V. **Unfinished Business**
- VI. **New Business**
 - 1) **RESOLVE 01-05052025** – Adopting the Appropriations Resolve (Municipal Budget) for Fiscal Year 2026. *First reading/public hearing. ROLL CALL VOTE. Passage requires majority vote.*

- 2) **ORDER 40-05052025** – Authorizing the City’s general obligation bonds in the amount of \$11,762,700 to finance the City’s FY26 Capital Improvement Program (CIP). *First reading. ROLL CALL VOTE. Passage requires five (5) affirmative votes.*
- 3) **ORDER 41-05052025** – Adopting the five year Capital Improvement Plan (2026-2030). *Passage requires majority vote.*
- 4) **ORDER 42-05052025** – Adopting the Fiscal Year 2026 Budget of the Auburn School Department. *Passage requires majority vote.*
- 5) **ORDER 43-05052025** – Accepting the Safe Streets for All report and safety action plan. *Passage requires majority vote.*
- 6) **RESOLVE 02-05052025** - Adopting “Vision Zero” for Traffic Safety. *Passage requires majority vote.*
- 7) **ORDER 44-05052025** - Nominations for the Androscoggin County Budget Committee Caucus to be held May 21, 2025. *Passage requires majority vote.*

VII. Reports

- a. Mayor’s Report
- b. City Councilors’ Reports
- c. Student Representative Report
- d. City Manager Report
- e. **2025 March Finance Report**— Kelsey Earle, Finance Director

VIII. Open Session - *Members of the public are invited to speak to the Council about any issue directly related to City business or any item that does not appear on the agenda.*

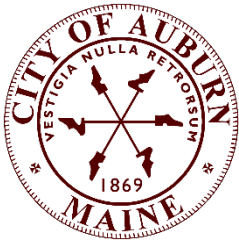
IX. Executive Session pursuant to 1 M.R.S.A. Section 405(6) (D) for labor negotiations.

No action to follow.

Executive Session pursuant to 1 M.R.S.A. Section 405(6) (C) for an economic development matter involving city-owned property. *No action to follow.*

Executive Session pursuant to 1 M.R.S.A. Section 405(6) (A) for a personnel matter. **Action to follow.**

X. Adjournment



City of Auburn City Council Information Sheet

Council Workshop or Meeting Date: May 5, 2025

Author: Eric J. Cousens, Director of Public Services

Subject: Discussion on creating a Community Development Corporation(CDC) for Auburn

Background: Consider the creation of a CDC that would allow for property holding, grant applications and development in accordance with City Council Goals. The proposed CDC has a very limited function and is not proposed to include marketing or recruitment of businesses. The CDC could hold property for the City while grants are used for cleanup. Examples of recent projects that could have benefited from having a CDC as a tool include 7 Chestnut Street and 186 Main Street. The CDC could also assist in the redevelopment of tax acquired properties if the City chose to use it that way. The duties of the CDC could be changed over time if the City Council saw new needs and votes to change their charge. The CDC as proposed would have a small board of directors that are selected by the City or designated based on position of City employees serving while they are employed by the City. This will maintain a close connection to the City in achieving City goals and prevent the entity from becoming too independent. This discussion will help staff determine if the Council wishes to create a CDC and get some direction for future actions.

City Budgetary Impacts: Existing Staff Time.

Staff Recommended Action: Discussion and feedback and schedule for adoption at a future meeting.

Previous Meetings and History: None

City Manager Comments:

Signature:

Attachments: Draft CDC formation Documents

AUBURN COMMUNITY DEVELOPMENT CORPORATION

BYLAWS

(Adopted _____)

(Amended as of _____, 20____)

ARTICLE I

NAME, SEAL AND OFFICES

- Sect. 1. The name of the corporation shall be Auburn Community Development Corporation.
- Sect. 2. This Corporation shall adopt a common seal bearing its corporate name, the words and figures, Corporate Seal, Auburn Community Development Corporation, Maine, and such other device, if any, as the Board of Directors may prescribe; and it may be altered from time to time by resolution of the Directors duly recorded; provided, however, that a common water or adhesive seal shall be used as the corporate seal until voted to the contrary by the Board of Directors. The absence of a corporate seal shall not impair the validity of any documents or of any action taken by the Corporation.
- Sect. 3. The principal office of said Corporation shall be 60 Court Street _____, in the City of Auburn, Maine, and the registered office shall be at 113 Lisbon Street, Lewiston, Maine unless modified by the Board. The Corporation shall have offices at such other places within and without the State as the Board of Directors may from time to time appoint or the business of the Corporation may require.
- Sect. 4. The purposes of the Corporation are to engage in the activities authorized by Title 13-B M.R. S.A. and more particularly to acquire, purchase, own, sell, lease, mortgage, develop, pledge and manage all types of real and personal property in connection with the accomplishment of said purposes, and to do all and everything necessary, suitable or proper for the accomplishment of the foregoing purposes. The Corporation may seek and accept grants, loans and other forms of assistance from the public and private sector to accomplish said purposes. The Corporation shall not be operated for profit. In the event that the corporate purposes cannot be carried out for any reasons, then any assets remaining shall revert to the City of Auburn, in trust, for future local economic development purposes.

ARTICLE II

OFFICERS - THEIR ELECTION, QUALIFICATION AND TENURE

- Sect. 1. The officers of the Corporation shall consist of a President, Vice-President, Secretary, Treasurer, Registered Agent and Board of Directors. The Board of Directors is authorized to increase or decrease the number of directors by a majority vote.
- Sect. 2. At the first meeting for organization, the officers shall be elected by the Directors. Thereafter, the officers shall be elected by the Directors at their annual meetings. Officers shall be elected for a term of one year. All officers, except the Registered Agent and the Treasurer, shall be full voting members of the Board of Directors.
- Sect. 3. Except as otherwise hereinafter provided, the officers and Directors of the Corporation shall hold office until their successors are chosen and qualified in their stead. Any officer may be removed at any time by affirmative vote of a majority of the whole Board of Directors.
- Sect. 4. Officers may succeed themselves in office. Any person may hold two or more offices by election or appointment by the Board of Directors.
- Sect. 5. If the offices of any officer or agent becomes vacant by reason of death, resignation, retirement, disqualification, removal from office, or otherwise, the Directors then in office, although less than a quorum, by a majority vote, may choose a successor or successors who shall hold office for the unexpired term or terms in respect of which such vacancy or vacancies occurred.
- Sect. 6. The Board of Directors shall hold office pursuant to the provisions set forth in Article III, Section 5.

ARTICLE III

OFFICERS - THEIR DUTIES

PRESIDENT

- Sect. 1. The President shall preside at all meetings of officers and Directors, and perform such other duties as are expressly imposed upon that office by statute or as may be imposed by vote of the Board of Directors or as are usually performed by the chief executive of a corporation.

SECRETARY

- Sect. 2. The Secretary shall act as clerk of the officers and of the Board of Directors; give, or cause to be given, notice of all meetings of the officers and of the Board of Directors; and perform such other duties as may be prescribed by the Board of Directors or President, under whose supervision they shall be.

TREASURER

- Sect. 3 The Treasurer shall have custody of the corporate funds and securities and shall keep full and accurate accounts of receipts and disbursements in books belonging to the Corporation and shall deposit all monies and other valuable effects in the name and to the credit of the Corporation, in such depositories as may be designated by the Board of Directors. They shall disburse the funds of the Corporation as may be ordered by the Board, taking proper vouchers for such disbursements, and shall render to the Directors at the regular meeting of the Board, or whenever they may require it, an account of all his transactions as Treasurer and of the financial condition of the Corporation. They shall perform such other duties as may be prescribed by the Board of Directors from time to time. They shall give the Corporation a bond, if required by the Board of Directors, in a sum, with one or more sureties satisfactory to the Board, for the faithful performance of the duties of their office, and for restoration to the Corporation, in case of their death, resignation, retirement, or removal from office, of books, papers, vouchers, money and other property of whatever kind in their possession or under their control belonging to the Corporation. The Treasurer role will be filled by the City of Auburn Finance Director.

VICE-PRESIDENT

- Sect. 4. The Vice-President shall act as President in his/her absence and perform such other duties as may be prescribed by the Board of Directors.

CLERK

- Sect. 5. The Clerk, if any, shall be responsible for maintaining such books, documents, and papers as required by law or by the Board of Directors. The Clerk shall keep minutes of all meetings of the Board of Directors and shall keep or cause to be kept minutes of all meetings of any committees formed by the Board of Directors. The Clerk shall be responsible for filing such annual reports with the Secretary of State as may be required by law, and shall perform any other such duties as may be assigned by the Board of Directors.

DIRECTORS

Sect.6. The Board of Directors shall be comprised of the following officials of the City of Auburn, either actual or acting: (i) City Manager , or their designee(s); (ii) Director of Economic Development; (iii) Finance Director, (iv) one member who must be a citizen of Auburn, Maine, appointed by the City Manager. Whoever holds said offices of, City Manager, Economic Development Director, and Finance Director shall be directors of the Corporation by virtue of and during their tenure in said offices. Continuation in said office is a requirement for continual membership on the Board of Directors and as officers of the Corporation, except as may be otherwise set forth herein. The annual regular meetings of the Board may be held without notice at such time and place, within or without the State of Maine, as shall from time to time be determined by the Board. Special meetings of the Board may be called by the President on not less than three (3) business days' notice to each Director, either personally or by telephone or by mail or by telegraph. Special meetings of the Board may be called by the President in like manner and on like notice on the written request of three (3) Directors or three (3) Directors may call and give notice of such meeting over their signature as such notice would be given by the President. Notice may be waived in writing and all meetings of Directors at which every member is present shall be legal meetings without notice or formal waiver of notice. At all meetings of the Board, a majority of the then serving Directors shall be necessary and sufficient to constitute a quorum for the transaction of business and the act of a majority of the Directors present at any meeting at which there is a quorum shall be the act of the Board of Directors, except as may be otherwise specifically provided by statute or by these Bylaws. The Directors may hold their meetings and have one or more offices, and keep the books of the Corporation, except such as are required by law to be kept within the State of Maine, at the principal or registered office of the Corporation, or at such other places within or without the State as may from time to time be determined by them. The Directors may adopt any votes or resolutions or take any actions which might lawfully be adopted or taken at any duly called or held meeting of the Board of Directors in the absence of such a meeting but with the same effect as if adopted or taken at such a meeting, by causing such votes, resolutions or actions to be entered into the records of the Corporation, in writing, over the signatures of all of the date or dates of such votes, resolutions or actions. The Board of Directors may prescribe the duties of officers and the manner of executing deeds, contracts, and other instruments in writing and performing the acts and orders of the Board and the powers of officers and agents in respect thereof, except as any power may be exclusively defined by these Bylaws, notwithstanding anything elsewhere herein contained. The Board may appoint such officers and agents other than those herein otherwise expressly enumerated as it may deem necessary. Such appointees shall hold their offices for such terms and shall exercise such powers and perform such duties as shall be determined

from time to time by the Board and unless appointed or engaged for a term expressly specified in the appointment, election or written contract, shall be removable at the pleasure of the Board.

ARTICLE IV

MISCELLANEOUS PROVISIONS

- Sect. 1. The Board of Directors shall determine from time to time whether, and if allowed, when and under what conditions and regulations the accounts and books of the Corporation shall be open to inspection (except as and to the extent that any thereof may by statute be specifically open to inspection).
- Sect. 2. Roberts Rules of Order shall be the guide for any parliamentary question not especially provided for in these Bylaws.
- Sect. 3. Deeds, contracts and other instruments under seal shall be executed by such officer or officers as the Board of Directors may order.
- Sect. 4. All debt must be approved by majority vote of City Council.
- Sect. 5. All checks or demands for money and notes of the Corporation shall be signed by such officer or officers as the Board of Directors may from time to time designate. In the absence of any such designation, they may be signed by the Treasurer of the Corporation or by the President.
- Sect. 6. The fiscal year shall commence on _____ 1 of each year, unless the Board of Directors provides otherwise.
- Sect. 7. The Board of Directors shall present at each annual meeting a full and clear statement of the business and condition of the Corporation. The annual meeting is to be held in March of each year unless modified by the Board by a majority vote.
- Sect. 8. Whenever under the provisions of these Bylaws notice is required to be given to any director or officer, it shall not be construed to mean personal notice, but such notice may be given in writing, by mail, by depositing the same in the post office or letter box, in a postpaid sealed wrapper, addressed to such Director or officer at such address as appears on the books of the Corporation, or to a usual address and in default of other address, to such Director or officer at the General Post Office in the City of Auburn, Maine, and such notice shall be deemed to be given at the time when the same shall be so mailed.

ARTICLE V

AMENDMENTS

These Bylaws may be altered or amended by a two-thirds majority vote of all the Directors of the Corporation at an annual or special meeting, or any other meeting provided that if such amendment is made at a special meeting, notice of the proposal to alter and amend shall be contained in the notice and call for the meeting.

ARTICLE VI

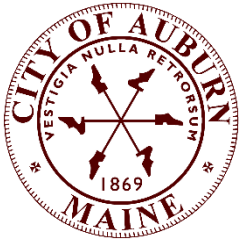
RESTRICTION ON USE OF ASSETS

No part of the net earnings of the Corporation shall inure to the benefit of, or be distributable to, its Directors, officers or other private persons except that the Corporation shall be authorized and empowered to pay reasonable compensation for services rendered and to make payments and distributions in furtherance of the purposes set forth in the Bylaws.

ARTICLE VII

DISSOLUTION

Upon dissolution of the Corporation, the Board of Directors shall, after paying and making provisions for the payment of all liabilities of the Corporation, dispose of all of the assets of the Corporation to the City of Auburn, in trust, for future local economic development purposes.



City of Auburn City Council Information Sheet

Council Workshop or Meeting Date: May 5, 2025

Subject: Executive Session

Information: Executive Session pursuant to 1 M.R.S.A. Section 405(6) (E) for consulting with legal regarding tax-acquired properties.

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 or consideration of the employment, appointment, assignment, duties, promotion, demotion, compensation, evaluation, disciplining, resignation or dismissal of an individual or group of public officials, appointees or employees of the body or agency or the investigation or hearing of charges or complaints against a person or persons subject to the following conditions:

- (1) An executive session may be held only if public discussion could be reasonably expected to cause damage to the individual's reputation or the individual's right to privacy would be violated;
- (2) Any person charged or investigated must be permitted to be present at an executive session if that person so desires;
- (3) Any person charged or investigated may request in writing that the investigation or hearing of charges or complaints against that person be conducted in open session. A request, if made to the agency, must be honored; and
- (4) Any person bringing charges, complaints or allegations of misconduct against the individual under discussion must be permitted to be present. This paragraph does not apply to discussion of a budget or budget proposal;

B. Discussion or consideration by a school board of suspension or expulsion of a public school student or a student at a private school, the cost of whose education is paid from public funds, as long as:

- (1) The student and legal counsel and, if the student is a minor, the student's parents or legal guardians are permitted to be present at an executive session if the student, parents or guardians so desire;

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;

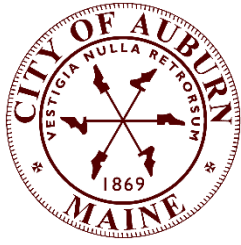
D. Discussion of labor contracts and proposals and meetings between a public agency and its negotiators. The parties must be named before the body or agency may go into executive session. Negotiations between the representatives of a public employer and public employees may be open to the public if both parties agree to conduct negotiations in open sessions;

E. Consultations between a body or agency and its attorney concerning the legal rights and duties of the body or agency, pending or contemplated litigation, settlement offers and matters where the duties of the public body's or agency's counsel to the attorney's client pursuant to the code of professional responsibility clearly conflict with this subchapter or where premature general public knowledge would clearly place the State, municipality or other public agency or person at a substantial disadvantage;

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 C in the prosecution of an enforcement matter pending in District Court when the consultation relates to that pending enforcement matter.



City of Auburn City Council Information Sheet

Council Workshop or Meeting Date: May 5, 2025

Subject: Executive Session

Information: Executive Session pursuant to 1 M.R.S.A. Section 405(6) (C) for an economic development matter.

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A. Discussion or consideration of the employment, appointment, assignment, duties, promotion, demotion, compensation, evaluation, disciplining, resignation or dismissal of an individual or group of public officials, appointees or employees of the body or agency or the investigation or hearing of charges or complaints against a person or persons subject to the following conditions:

- (1) An executive session may be held only if public discussion could be reasonably expected to cause damage to the individual's reputation or the individual's right to privacy would be violated;
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- (1) The student and legal counsel and, if the student is a minor, the student's parents or legal guardians are permitted to be present at an executive session if the student, parents or guardians so desire;

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. Discussion of labor contracts and proposals and meetings between a public agency and its negotiators. The parties must be named before the body or agency may go into executive session. Negotiations between the representatives of a public employer and public employees may be open to the public if both parties agree to conduct negotiations in open sessions;

E. Consultations between a body or agency and its attorney concerning the legal rights and duties of the body or agency, pending or contemplated litigation, settlement offers and matters where the duties of the public body's or agency's counsel to the attorney's client pursuant to the code of professional responsibility clearly conflict with this subchapter or where premature general public knowledge would clearly place the State, municipality or other public agency or person at a substantial disadvantage;

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 C in the prosecution of an enforcement matter pending in District Court when the consultation relates to that pending enforcement matter.

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Mayor Harmon 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. Councilor Weisner was absent (excused). Student Representatives were absent.

I. Consent Items

- 1. ORDER 35-04222025*** - Authorizing the City Clerk to waive the \$60 Temporary Food Service licensing fee for the Auburn Exchange Club for the Lobster Festival Event scheduled to be held on May 17, 2025.
- 2. ORDER 36-04222025*** - Authorizing the City Clerk to waive the \$200 Food Service Establishment licensing fee for the Auburn Suburban Baseball & Softball (ASBS) concession stand operations during the 2025 season (April 2025-July 2025).
- 3. ORDER 37-04222025*** – Appointing David Lyon to the Auburn Water District Board of Trustees for an unexpired term ending March 1, 2026, as recommended by the Appointment Committee.
- 4. ORDER 38-04222025*** – Appointing Craig Phillips to the Auburn Housing Authority for an unexpired term ending October 1, 2029, as recommended by the Appointment Committee.
- 5. ORDER 39-04222025*** – Appointing Evan Cyr to the Zoning Board of Appeals for a term expiring May 1, 2028, as recommended by the Appointment Committee.

Motion for passage by Councilor Walker, seconded by Councilor Gerry. Motion passed 6-0.

II. Minutes – April 7, 2025 Regular Council Meeting

Motion to accept the minutes by Councilor Walker seconded by Councilor Cowan.

Motion passed 6-0.

III. Communications, Presentations and Recognitions

Mayor Harmon read the Proclamation recognizing Chief Robert L. Chase as 2024 Fire Chief of the Year and presented a plaque for his award.

Conservation Working Group's Earth Day Clean Up in Memory of Larry Pelletier – April 26, 10am-12pm – Anniversary Park, Festival Plaza & Pettengill Park

Mayor Harmon announced that Auburn has received notification from Maine Housing that our application for a Housing First project has been awarded to Auburn.

IV. Open Session

Cathy McDonald, speaking on behalf of the Lewiston-Auburn Liberty Festival

V. Unfinished Business

VI. New Business

VII. Reports

a. **Mayor's Report** – Mayor Harmon attended the Black Poster Project remembering the lives of those who died from substance abuse, and attended the grand opening of the Extra Space Storage.

b. **City Councilors' Reports** – Councilor Gerry attended Age Friendly's Easter Dinner. Councilor Whiting spoke in remembrance of Larry Pelletier. Councilor Walker remarked on the Age Friendly

IN COUNCIL WORKSHOP & MEETING APRIL 22, 2025 VOL 38 PAGE 20

Easter Dinner, feeding 125 people in the community; it was a well attended event. There will be an upcoming meeting of the Neighborhood Watch committee and UNAA where a speaker from the City will be present; spoke in remembrance of Larry Pelletier. Councilor Platz gave an update from the School Committee budget process and made cuts without impacting positions and also secured a long-time architect and engineer. Councilor Milks gave an update on the Sewerage Board and asked for those who are interested in serving on the Board to apply.

c. **Student Representative Report** – None.

d. **City Manager Report** – Mentioned the City Clerk's office will be closed on May 9 for training.

e. **February 2025 Finance Report** – Kelsey Earle, Finance Director

Councilor Platz moved to accept the report, seconded by Councilor Walker. Motion passed 6-0.

VIII. Open Session

None.

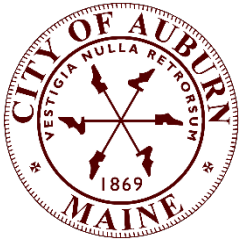
The City Council recessed the meeting and resumed the CIP Budget workshop at 7:31PM.

IX. Executive Session pursuant to 1 M.R.S.A. Section 405(6) (A) for City Manager's Quarterly Review.
No action to follow.

The Council moved into Executive Session at 8:16PM and then adjourned.

A TRUE COPY ATTEST

Emily F. Carrington, City Clerk



**City of Auburn
City Council Information Sheet**

Council Workshop or Meeting Date: May 5, 2025

Author: Dawna LaBonte- Director of Recreation

Subject: Volunteer of the Season Award- Winter 2024

Information:

The Auburn Recreation Department is thrilled to launch our Volunteer of the Season award, recognizing the amazing individuals who dedicate their time and passion to our young athletes. This special honor will be presented after each sports season to one outstanding volunteer coach, celebrating their invaluable contributions to our community and the positive impact they have on our kids.

Our inaugural Winter 2024 awardee is a true testament to this spirit of dedication: **Jeff Smith**. Jeff not only stepped up to coach two teams this past basketball season but also went the extra mile by helping out and even officiating games. His commitment ensured our young players had the opportunity to learn and compete, and for that, we extend our deepest gratitude! Congrats Jeff!

City Budgetary Impacts: N/A

Staff Recommended Action:

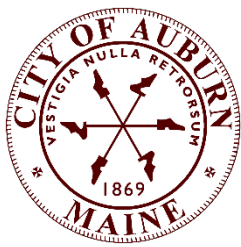
Previous Meetings and History: N/A

City Manager Comments:

I concur with the recommendation. Signature:



Attachments:



**City of Auburn
City Council Information Sheet**

Council Workshop or Meeting Date: May 5, 2025

Resolve: 01-05052025

Author: Kelsey Earle, Finance Director

Subject: Resolve Adopting the 2025-2026 Annual Appropriation and Revenue Resolve (Public Hearing & First Reading)

Information: In accordance with the City Charter, Article 8, Section 8.6, prior to the fiscal year the City Council shall adopt an annual appropriation resolve making appropriations by department, fund, services, strategy or other organizational unit and authorizing an allocation for each program or activity.

The Council has been supplied with a resolve to adopt the annual appropriations for the City of Auburn, which includes final figures for revenue, total appropriation and municipal budget.

The school appropriation has been incorporated into this annual appropriation resolve for the City of Auburn.

This is the public hearing first reading of the Appropriation Resolve for FY25-26.

City Budgetary Impacts: With this FY26 Proposed Budget the tax levy increase is 5.54%. At this time, the estimated proposed mil rate increase is 4.52% or \$1.01.

Staff Recommended Action: Recommend passage of the budget on the second reading.

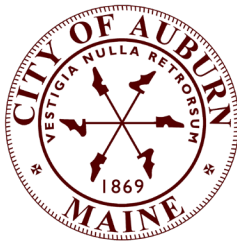
Previous Meetings and History: Preliminary budget presentation March 17, 2025, additional budget workshops on 3/31, 4/7, 4/15, final Manager's Budget presentation on April 17, 2025 with final workshop on 4/22.

City Manager Comments:

I concur with the recommendation. Signature:

Attachments:

Resolve for the 2025-2026 Annual Appropriation and Revenue excluding School Department Articles.



City Council Resolve

IN CITY COUNCIL

Resolved, that the following be, and hereby is the Annual Appropriation and Revenue Resolve of the City of Auburn for the fiscal year 2025-2026, which includes the amounts appropriated herein and revenues from all sources beginning July 1, 2025, and ending June 30, 2026.

The estimated aggregate amount of non-property tax revenue is \$70,678,616 with a municipal revenue budget of \$27,172,975 and a School Department revenue budget of \$43,505,641.

The aggregate appropriation for the City of Auburn is \$128,481,297, with a municipal budget of \$60,601,837 County budget of \$3,385,568 and a School Department budget of \$64,493,892 which received School Committee approval on April 30th 2025, and school budget approved at the May 5th, 2025 Council Meeting pursuant to the School Budget Validation vote on June 10, 2025, in accordance with Maine Revised Statutes, Title 20-A § 1486 and based on the budget submitted to the Auburn City Council on April 15, 2025, by the City Manager, and notification was posted on the City of Auburn website on April 30, 2025 that a public hearing would be held on May 5, 2025 at 7:00 p.m. and said hearing having been held on that date, and as amended by the City Council, the same is hereby appropriated for the fiscal year 2025-2026 beginning July 1, 2025 for the lawful expenditures of the City of Auburn and the County of Androscoggin taxes, and said amounts are declared not to be in excess of the estimated revenue from taxation and sources other than taxation for the fiscal year of 2025-2026.

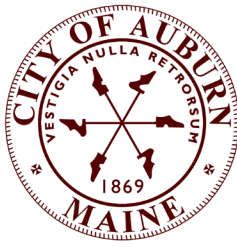
RESOLVED, The City is authorized to accept grants and forfeitures and to expend sums that may be received from grants and forfeitures for municipal purposes during the fiscal year beginning July 1, 2025, and ending June 30, 2026, provided that such grants and forfeitures do not require the expenditure of other funds not previously appropriated.

RESOLVED, that fifty percent (50%) of all real estate taxes assessed as in the annual commitment, committed to the Tax Collector, shall be due proportionately from each taxpayer on September 15, 2025, and the remaining fifty percent (50%) shall be due on March 16, 2026.

Richard S. Whiting, Ward One
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Belinda A. Gerry, At Large

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

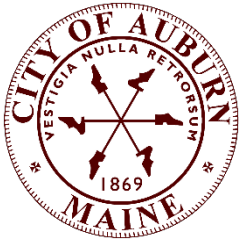
Stephen G. Milks, Ward Three
Adam R. Platz, At Large
Phillip L. Crowell, Jr., City Manager



City Council Resolve

Except as may be provided by resolve regarding payments in accordance with an installment payment plan, any real estate tax remaining uncollected on September 16, 2025, and March 17, 2026, respectively shall bear interest at a rate of 7% per annum from and after such dates.

Personal property taxes shall be due and payable on or before September 15, 2025. Any personal property taxes remaining unpaid on September 16, 2025, shall bear an interest rate of 7% per annum from and after such date. Interest on all delinquent taxes shall be computed on a daily basis and shall be collected by the Tax Collector. The Tax Collector is authorized to accept tax prepayments.



**City of Auburn
City Council Information Sheet**

Council Workshop or Meeting Date: May 5, 2025

Order: 40-05052025

Author: Kelsey Earle, Finance Director

Subject: FY26 CIP First Reading

Information:

First reading of the revised FY26 Capital Improvement Plan (CIP) for bond. Changes were made at the April 22nd 2025, workshop to move the \$35,000 Tri-Caster Replacement to Operating Capital. Second reading/public hearing and final action scheduled for the May 19th 2025, meeting.

City Budgetary Impacts: \$10,762,700 to future city debt service \$1,000,000 to future school debt service.

Staff Recommended Action: Review and approve the proposed FY26 CIP Bond.

Previous Meetings and History: The 5 Year CIP Plan was discussed at several workshops, final review was conducted at the 4/22/2025 workshop.

City Manager Comments:

I concur with the recommendation. Signature:



Attachments:

Order with FY26 CIP plan
Notice of Public Hearing

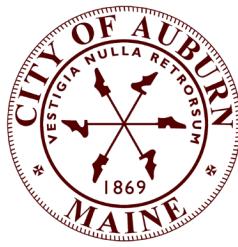
**CITY OF AUBURN
NOTICE OF PUBLIC HEARING**

On Monday, May 5, 2025, the Auburn City Council gave first reading on a proposed order authorizing the City's general obligation bonds in the principal amount not to exceed \$11,762,700 to finance the Auburn FY26 Capital Improvement Plan (subject to change as described below). Pursuant to Section 8.13 of the City Charter, notice is hereby given that the City Council will hold a public hearing and second reading on the order on Monday, May 19, 2025, at 7:00 p.m. in the City Council Chambers, Auburn Hall, 60 Court Street. A copy of the order is available for inspection on the City's website: auburnmaine.gov/pages/government/budget-fy26.

At or following said public hearing or second reading, and prior to final City Council action, the City Council may add, remove or otherwise revise the list of projects and may increase the foregoing amount of bonds by up to 10%. The City Council expects to take final action on the order following second reading at the said May 19, 2025 meeting.

Members of the public attend the meeting in person and offer public comment during the meeting. Comments may also be submitted via email sent to: comments@auburnmaine.gov. Any submitted comments will be included in the meeting minutes.

The meeting will also be broadcast on Great Falls TV (cable channel 1302) and on the City of Auburn YouTube channel at <https://www.youtube.com/c/CityofAuburnMaine>.



City Council Order

IN CITY COUNCIL

ORDER - AUTHORIZING ISSUANCE OF GENERAL OBLIGATION BONDS AND A TAX LEVY THEREFOR

Following a public hearing duly called and held as required by Article 8, Section 8.13 of the City Charter, **by the Auburn City Council BE IT ORDERED:**

THAT, pursuant to Title 30-A, §5772 of the Maine Revised Statutes, as amended, the City Charter, as amended, and all other authority thereto enabling, there is hereby authorized the issue and sale of the City's general obligation bonds (the "Bonds") and notes in anticipation thereof (the "Notes"), in the principal amount not to exceed \$11,762,700, the proceeds of which, including original issue premium, if any, and investment earnings thereon, are hereby appropriated to finance the capital equipment and capital improvements listed in Schedule 1 hereto (including costs of issuance for the Bonds)(the "Projects"), all constituting a part of the City's FY26 Capital Improvement Program.

THAT the Bonds and Notes shall be signed by the manual or facsimile signatures of the City's Finance Director and its Treasurer (provided that at least one of such signatures shall be a manual signature), attested by the City Clerk under the seal of the City.

THAT the Finance Director is hereby authorized, in the name of and on behalf of the City, to establish, determine and approve the time of the sale, award and settlement of the Bonds and Notes, which may be issued at one time or from time to time, through a public offering or a private placement, on a competitive or negotiated basis, in serial form or as term bonds, or some combination of any of the foregoing, such establishment, determination and approval to be conclusively evidenced by the execution thereof.

THAT the Finance Director is hereby authorized, in the name of and on behalf of the City, to establish, determine and approve the date, form, denominations, interest rates, maturities (not to exceed the maximum term authorized by law), provisions for early redemption, and all other details of such Bonds and Notes, such establishment, determination and approval to be conclusively evidenced by the execution thereof.

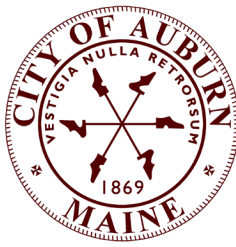
THAT to the extent not payable from other funds, each year that any of the Bonds remain outstanding, the City shall levy a tax in an amount sufficient to pay the annual installment of principal and the annual interest on such Bonds.

THAT the Finance Director is hereby authorized, in the name of and on behalf of the City, to do or cause to be done all such acts and things necessary and expedient in respect in connection with the financing of the Projects and the issuance the Bonds and Notes, and the investment of the proceeds thereof, including to select a financial advisor, underwriter, or paying agent/registrar with respects to the Bonds and Notes, and to execute, deliver and approve all agreements, investment agreements, bond purchase agreements, preliminary and final official statements or other offering documents, escrow agreements, continuing disclosure agreements, tax compliance agreements, or arbitrage certificates, and all other closing certificates and documents (collectively referred to as the "Bond Documents"), which Bond Documents

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City Council Order

may be in such form and contain such terms, conditions and provisions including, without limitation, the waiving of the City's sovereign or governmental immunity with respect to the enforceability of any of the forgoing, which waiver of sovereign or governmental immunity is hereby authorized, confirmed and approved, as the Finance Director shall establish, determine and approve, such establishment, determination and approval to be conclusively evidenced by the execution thereof.

THAT to the extent the Bonds or Notes are issues on a tax-exempt basis, the Finance Director is hereby authorized, in the name of and on behalf of the City:

- To covenant, agree and certify (A) that no part of the proceeds of such Bonds and Notes shall be used directly or indirectly to acquire any securities or obligations or property, the acquisition or use of which would cause the Bonds or Notes to be "private activity bonds" or "arbitrage bonds" within the meaning of Sections 141 and 148 of the Internal Revenue Code of 1986, as amended, and (B) that the City will file any required reports and take any other action that may be necessary to insure that interest on the Bonds or Notes will remain exempt from federal income taxation, and that the City will refrain from any action that would cause interest on the Bonds and Notes to be subject to federal income taxation; and
- To designate the Bond or Notes, or a portion thereof, as qualified tax-exempt obligations under and as permitted by Section 265(b)(3) of the Code, to the extent such designation is available and permissible under said Section 265(b)(3).

THAT if the Finance Director, Treasurer, or Clerk are for any reason unavailable to approve and execute the Bonds, Notes or any related Bond Document, the person or persons then acting in any such capacity, whether as an assistant, a deputy, or otherwise, in an interim or acting capacity, is hereby authorized, in the name of and on behalf of the District, to act for such official with the same force and effect as if such official had himself or herself performed such act.

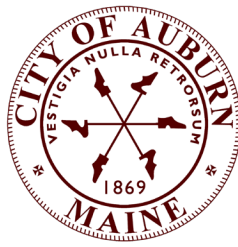
THAT if any authorized representative of the City who has signed or sealed the Bonds or Notes shall cease to be such officers or officials before the Bonds or Notes so signed and sealed shall have been actually authenticated or delivered by the City, such Bonds or Notes nevertheless may be issued, delivered and authenticated with the same force and effect as though the person or persons who signed or sealed such Bonds or Notes had not ceased to be such officer or official; and also any such Bonds or Notes may be signed and sealed on behalf of the City by those persons who, at the actual date of the execution of such Bonds or Notes, shall be the proper officers and officials of the City, although at the nominal date of such Bonds or Notes any such person shall not have been such officer or official.

THAT if the actual cost of any Project differs from the estimated cost, whether due to completion, delay or abandonment of such Project or for any other reason, the Finance Director is hereby authorized, in the name of and on behalf of the City, in her discretion, to reallocate proceeds of the Bonds and Notes to any other listed Project, or to any other project or improvement that the City Council has approved or may in the future approve as part of the City's annual capital improvement plan.

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ORDER 40- 05052025

City Council Order

THAT any Bonds or Notes not issued within 3 years of the date of approval of this Order shall not thereafter be issued, and the authority to issue such unissued Bonds or Notes shall expire 3 years from the date of approval of this Order.

THAT notwithstanding the foregoing paragraph, during the term any of the Bonds issued pursuant to this Order remain outstanding, the Finance Director is hereby authorized, in the name of and on behalf of the City, to issue refunding bonds on either a current or advance refunding basis, to refund some or all of the Bonds then outstanding, and to establish, determine and approve the time of the sale, award and settlement of such refunding bonds, the date, form, denominations, interest rates, maturities (not to exceed the maximum term authorized by law), provisions for early redemption, and all other details of such refunding bonds, such establishment, determination and approval to be conclusively evidenced by the execution thereof, and to execute and deliver, in the name of and on behalf of the City, such additional Bond Documents as may be reasonable or necessary with respect to such refunding, and each refunding bond issued hereunder shall be signed in the same manner as the Bonds.

THAT prior to the issuance of the Bonds or Notes, the Finance Director is hereby authorized to expend available funds of the City to pay costs of the Projects (referred to as "original expenditures") which may be reimbursed from the proceeds of the Bonds or Notes; to that end, the City hereby declares that it expects the Bonds or Notes to be issued on a tax-exempt basis in an amount equal to the amount of Bonds and Notes authorized by this Order, and to further declare its official intent to reimburse itself for any such original expenditures from the proceeds of such Bonds or Notes, and this Order shall constitute a Declaration of Official Intent pursuant to Treasury Regulation §1.150-2, and shall be kept available for public inspection during reasonable business hours at the office of the City Clerk.

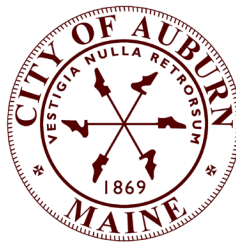
A notice describing the above borrowing and the general purpose of such borrowing was published on or before May 5, 2025, in the *Sun Journal*, a daily newspaper of general circulation published in the City of Auburn and in Androscoggin County.

NOTE: Must be approved by roll call vote.

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ORDER 40- 05052025

City Council Order

Schedule 1

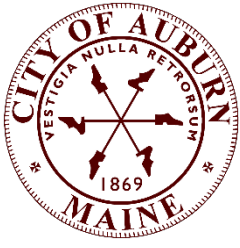
CAPITAL IMPROVEMENT PLAN FY26 BOND

Description		Total
Finance	Revaluation	\$500,000
Fire	Equipment Replacement	\$102,000
IT	Fiber Connection	\$50,000
IT	Security Camera Project	\$100,000
Police	Cruiser Camera System Replacement	\$120,000
Engineering	Reconstruction	\$100,000
Engineering	Reclamation	\$500,000
Engineering	Major Drainage	\$1,750,000
Engineering	MDOT Match	\$1,500,000
Engineering	Resurfacing	\$927,200
Engineering	Retaining Walls	\$20,000
Engineering	Lake Grove Park	\$300,000
Engineering	Downtown Parking and Walkability-UPI Grant Match	\$300,000
Engineering	Small Area Master Plan Studies	\$100,000
Airport	Congressionally Directed Spending (CDS) Hangar Project	\$78,500
Planning & Permitting	Dangerous Buildings and Junkyard Cleanups	\$100,000
Planning & Permitting	Comprehensive Plan Program	\$250,000
Public Works	Road Maintenance Equipment	\$165,000
Public Works	Recreation & Open Space Maintenance	\$50,000
Transportation	LATC Bus Replacement	\$50,000
Facilities & Energy	Engine 2 Station Reconstruction	\$3,700,000
School		\$ 1,000,000
TOTAL BOND CIP		\$ 11,762,700

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**City of Auburn
City Council Information Sheet**

Council Workshop or Meeting Date: May 5, 2025

Order: 41-05052025

Author: Kelsey Earle, Finance Director

Subject: Adoption of 5 Year Capital Improvement Plan

Information: The City Manager has presented a 5 Year Capital Improvement Plan. By Charter, the City Council must adopt the Capital Plan before the end of the current fiscal year.

City Budgetary Impacts: None, just the plan to be adopted, not the spending schedule.

Staff Recommended Action: Adoption of the 5 Year Capital Improvement Plan

Previous Meetings and History: Annual

City Manager Comments:

The 5 Year Capital Improvement Plan is a conceptual plan for the City's long-term capital improvement program which is subject to change due to changing circumstances.

I concur with the recommendation. Signature:



Attachments:

CIP 5 Year Plan FY26-FY30

CITY OF AUBURN

CITYWIDE FIVE YEAR - CAPITAL IMPROVEMENT PLAN

FY26 - FY30

Description	FY26	FY27	FY28	FY29	FY30
AUBURN-LEWISTON AIRPORT - City share					
Congressionally Directed Spending (CDS) Hangar Project	\$ 78,500				
Terminal Parking Lot/Entrance Reconstruction		\$ 175,000			
TOTAL AUBURN-LEWISTON AIRPORT	\$ 78,500	\$ 175,000	\$ -	\$ -	\$ -
<u>CITY CLERK</u>					
Record Restoration	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Fire Proof Vault Construction			\$ 100,000		
TOTAL CITY CLERK	\$ 50,000	\$ 50,000	\$ 150,000	\$ 50,000	\$ 50,000
<u>FINANCE</u>					
Revaluation	\$ 500,000	\$ 250,000			
Eagleview			\$ 50,000		
TOTAL FINANCE DEPARTMENT	\$ 500,000	\$ 250,000	\$ 50,000	\$ -	\$ -
<u>FIRE DEPARTMENT</u>					
<u>Fire</u>					
Apparatus Reconditioning		\$ 300,000	\$ 300,000		\$ 350,000
Apparatus Replacement		\$ 670,000	\$ 1,100,000	*	
Rescue Boat Replacement	\$ 42,000				
Fire Hose Replacement			\$ 50,000		
Cascade air fill station system replacement	\$ 60,000				
PPE Cleaning System		\$ 100,000			
Total Fire	\$ 102,000	\$ 1,070,000	\$ 1,450,000	\$ -	\$ 350,000
<u>EMS</u>					
Ambulance Replacement	\$ 305,000	\$ 305,000	\$ 45,000		\$ 335,000
Cardiac monitors	\$ 35,000	\$ 35,000	\$ 210,000	\$ 140,000	\$ 70,000
Stretcher Replacement	\$ 47,000	\$ 47,000			
Total EMS	\$ 387,000	\$ 387,000	\$ 255,000	\$ 140,000	\$ 405,000
TOTAL FIRE DEPARTMENT	\$ 489,000	\$ 1,457,000	\$ 1,705,000	\$ 140,000	\$ 755,000
<u>INFORMATION TECHNOLOGY</u>					
Fiber Connection	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Security Camera Project	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Tri-Caster	\$ 35,000				
Agenda Meeting Software	\$ 20,000				
TOTAL INFORMATION TECHNOLOGY	\$ 205,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000

CITY OF AUBURN

CITYWIDE FIVE YEAR - CAPITAL IMPROVEMENT PLAN

FY26 - FY30

Description	FY26	FY27	FY28	FY29	FY30
<u>LA911 (Auburn's share)</u>					
TOTAL LA911	\$ -	\$ -	\$ -	\$ -	\$ -
<u>NSBA & Ingersoll</u>					
<u>NSBA</u>					
Floor Rubber Rink #1 and Mezzanine		\$ 80,000			
LED Lights Rink #1 and Rink #2		\$ 75,000			
Ice Resurfacer		\$ 225,000			
Two LED Scorebards Rink #1			\$ 150,000		
Sound System Rink #1 and #2				\$ 150,000	
Protective Netting Rink #1				\$ 20,000	
Rink #1 Rink Board (Preventive Maint.)					\$ 50,000
<u>Ingersoll Turf Facility</u>					
Floor and Rubber install outside of turf areas		\$ 35,000			
Replace Turf		\$ 300,000			
HVAC Upgrade			\$ 350,000		
TOTAL NSBA & INGERSOLL	\$ -	\$ 715,000	\$ 500,000	\$ 170,000	\$ 50,000
<u>POLICE DEPARTMENT</u>					
Firearm Replacement (Handgun)				\$ 105,000	
10 Pole Mounted Radar Signs					\$ 45,000
Digital Mapping Equipment (Drone)	\$ 18,000				
Cruiser Camera System Replacement	\$ 120,000	\$ 120,000	\$ 120,000	\$ 120,000	\$ 120,000
TASER Upgrade				\$ 200,000	
Mobile Data Terminal Replacement					\$ 145,000
APEX Training System					
TOTAL POLICE DEPARTMENT	\$ 138,000	\$ 120,000	\$ 120,000	\$ 425,000	\$ 310,000
<u>PUBLIC SERVICES</u>					
<u>ENGINEERING</u>					
Brickyard Circle Slip Lane		\$ 350,000			
Reconstruction	\$ 100,000	\$ 1,434,000	\$ 1,008,000	\$ 1,267,500	\$ 1,128,000
Reclamation	\$ 500,000	\$ 1,200,000	\$ 948,000	\$ 910,000	
Major Drainage	\$ 1,750,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000
MDOT Match	\$ 1,500,000	\$ 1,633,000	\$ 1,250,000	\$ 1,300,000	\$ 1,402,000

CITY OF AUBURN

CITYWIDE FIVE YEAR - CAPITAL IMPROVEMENT PLAN

FY26 - FY30

Description	FY26	FY27	FY28	FY29	FY30
Resurfacing	\$ 927,200	\$ 671,500	\$ 691,900	\$ 1,000,000	\$ 1,000,000
Retaining Walls	\$ 20,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000
Lake Grove Park-Parking & Court Improvements	\$ 300,000				
Sidewalk Repairs	\$ -	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Downtown Parking and Walkability-UPI Grant Match	\$ 300,000	\$ 400,000			
Small Master Plan Study	\$ 100,000	\$ 100,000			
TOTAL ENGINEERING DEPARTMENT	\$ 5,497,200	\$ 6,638,500	\$ 4,747,900	\$ 5,327,500	\$ 4,380,000
PLANNING & PERMITTING					
Dangerous Buildings and Junkyard Cleanups	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Comprehensive Plan Program	\$ 250,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000
TOTAL PLANNING & PERMITTING DEPARTMENT	\$ 350,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000
TRANSPORTATION					
Traffic Calming & Pedestrian Safety	\$ -	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Neighborhood Safety Measures	\$ -	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
LATC Bus Replacement	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
TOTAL TRANSPORTATION DEPARTMENT	\$ 50,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000
TOTAL PUBLIC SERVICES	\$ 5,897,200	\$ 7,138,500	\$ 5,247,900	\$ 5,827,500	\$ 4,880,000
PUBLIC WORKS					
PUBLIC WORKS					
Road Maintenance Equipment					
Front end loader (loading materials and snow removal)		\$ 250,000	\$ 250,000	\$ 300,000	
Grader		\$ 450,000		\$ 405,000	
Backhoe		\$ 110,000			
Mini Excavator	120,000				
Replace sidewalk tractor (sidewalk maintenance and mowing)		\$ 260,000	\$ 170,000	\$ 170,000	\$ 170,000
Replace Sweeper 49		\$ 335,000		\$ 335,000	
Replace 30 Ton Trailer	\$ 45,000				
Skid Steer Planer Attachment		\$ 29,000			
Skid Steer Shoulder Box Attachment		\$ 60,000			
Replace Western Star Pulp Truck			\$ 275,000		
Replace Chipper		\$ 80,000			
Replace Loader Mounted Snow Blower			\$ 150,000		
Light Towers		\$ 25,000			

CITY OF AUBURN

CITYWIDE FIVE YEAR - CAPITAL IMPROVEMENT PLAN

FY26 - FY30

Description	FY26	FY27	FY28	FY29	FY30
Ventrac Mower & Attachments		\$ 50,000			
Diamond Saw		\$ 25,000			
Zero Turn Mowers		\$ 35,800			
Hot Box Pavement Reclaimer		\$ 50,000			
Road Maintenance Equipment:	\$ 165,000	\$ 1,759,800	\$ 845,000	\$ 1,210,000	\$ 170,000
<u>Recreation & Open Space Maintenance</u>					
Dog Park		\$ 240,000			
Play Ground Replacment		\$ 350,000		\$ 350,000	
Field Repair		\$ 250,000	\$ 100,000		\$ 100,000
Park Repair & Furniture Replacement	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Festival Plaza		\$ 125,000			
Recreation & Open Space Maintenance:	\$ 50,000	\$ 1,015,000	\$ 150,000	\$ 400,000	\$ 150,000
<u>Electrical Improvements</u>					
Replace Genie Lift School and Public Works		\$ 25,000			
Annual Park & Walkway Light Replacement		\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Electrical Improvements:	\$ -	\$ 125,000	\$ 100,000	\$ 100,000	\$ 100,000
<u>City Fleet Vehicles</u>					
Electrical Division - Vehicle Replacement		\$ 150,000			
Replace Engeering Vehicles	\$ 50,000	\$ 50,000			
Replace Service Truck		\$ 65,000			
Replace Crew Cab Truck	\$ 65,000				
Replace 1/2 ton pick-ups	\$ 40,000	\$ 50,000	\$ 100,000		
Replace One Ton Truck with Plow (2)		\$ 70,000	\$ 70,000	\$ 375,000	\$ 375,000
Replace 3/4 Ton Pickup w Plow	\$ 60,000	\$ 50,000	\$ 90,000		
Replace 7 yard plow trucks (plowing/sanding/road maint)		\$ 602,400	\$ 975,000	\$ 602,400	\$ 602,400
Replace 12 yard plow trucks (plowing/sanding/roadway maint)		\$ 325,000		\$ 650,000	\$ 650,000
Police Vehicle Replacement	\$ 237,000	\$ 316,000	\$ 316,000	\$ 316,000	\$ 316,000
Public Safety Command Vehicle Replacement		\$ 450,000			
Fire Vehicle Replacement		\$ 135,000	\$ 60,000	\$ 60,000	
Battalion Chief Command Vehicle Replacement					
Recreation Mini Bus replacement/upgrade			\$ 180,000		
City Fleet Vehicles:	\$ 452,000	\$ 2,263,400	\$ 1,791,000	\$ 2,003,400	\$ 1,943,400
<u>FACILITIES & ENERGY</u>					

CITY OF AUBURN

CITYWIDE FIVE YEAR - CAPITAL IMPROVEMENT PLAN

FY26 - FY30

Description	FY26	FY27	FY28	FY29	FY30
Discontinue Municipal Fire Alarm System		\$ 120,000			
Auburn Hall Boiler/Mechanical Upgrades					
Auburn Hall Reconfiguration/APD Relocate		\$ 500,000			
Auburn Hall Building Automation System Upgrade			\$ 465,500		
Auburn Hall New ERVS				\$ 712,500	
Auburn Hall Repointing Brick and exterior Masonry work				\$ 1,500,000	
Auburn Hall Fan Coil Full Replacement				\$ 1,500,000	
Engine 2 Station Reconstruction	\$ 3,700,000				
Engine 5 Preliminary Design & Cost Analysis		\$ 150,000			
Engine 5 Station Reconstruction				\$ 3,000,000	
Engine 5 Electrical Upgrade (undersized for HVAC)		\$ 100,000			
Engine 5 ERV		\$ 166,250			
Engine 5 Front of Building Storefront Window		\$ 40,000			
Engine 5 Heating, Cooling and Ventilation upgrade		\$ 213,000			
Engine 5 Building Windows			\$ 100,000		
Public Works 506.5 KW Solar array(Est. cost prior to 650K rebate)		\$ 1,855,350			
Sand/Salt Building 67 Kittyhawk		\$ 450,000			
Public Works Addition/ Remodel/ New Electrical Service				\$ 3,000,000	
Public Works Repoint Brick				\$ 100,000	\$ 100,000
NSBA Solar 882.2 KW Solar Array (Est. cost prior to 1.3 Mil rebate)		\$ 3,225,250			
City-wide Facilities & Energy Total	\$ 3,700,000	\$ 6,819,850	\$ 565,500	\$ 9,812,500	\$ 100,000
<u>Auburn Public Library</u>					
Public Library Building Envelope, Repairs & Design Cost Analysis					
Public Library Boilers Replacement					
Public Library Rooftop Units (X3)		\$ 700,000	\$ 700,000		
Public Library Building Envelope, ADA Upgrades & Historical Preservation		\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000
Public Library Building Lighting Upgrades		\$ 66,500			
Public Library Building Automation System Upgrade		\$ 270,000			
Public Library Roof Coating		\$ 250,000			
Auburn Public Library Total	\$ -	\$ 1,586,500	\$ 1,000,000	\$ 300,000	\$ 300,000
<u>TOTAL FACILITIES & ENERGY</u>	\$ 3,700,000	\$ 8,406,350	\$ 1,565,500	\$ 10,112,500	\$ 400,000
TOTAL PUBLIC WORKS	\$ 4,367,000	\$ 13,569,550	\$ 4,451,500	\$ 13,825,900	\$ 2,763,400
<u>RECREATION</u>					

CITY OF AUBURN
CITYWIDE FIVE YEAR - CAPITAL IMPROVEMENT PLAN
FY26 - FY30

Description	FY26	FY27	FY28	FY29	FY30
Major Equipment Replacement	\$ -	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
TOTAL RECREATION	\$ -	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
<u>EDUCATION (See attached list)</u>	<u>\$ 1,000,000</u>	<u>\$ 1,000,000</u>	<u>\$ 1,000,000</u>	<u>\$ 1,000,000</u>	<u>\$ 1,000,000</u>
TOTAL CIP	\$ 12,724,700	\$ 24,725,050	\$ 13,474,400	\$ 21,688,400	\$ 10,058,400



ORDER 41-05052025

City Council Order

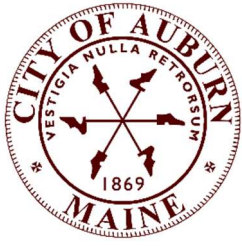
IN CITY COUNCIL

ORDERED, that the City Council hereby adopts the FY 2026- 2030 (5 year) Capital Improvement Plan, as presented.

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

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

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



**City of Auburn
City Council Information Sheet**

Council Workshop or Meeting Date: May 5, 2025

Order: 42-05052025

Author: Amanda Couture, School Business Manager

Subject: FY 2026 Auburn School Department Budget

Information: On April 30, 2025, the School Committee voted unanimously to approve the FY 2026 operating budget of \$64,493,892. This represents a 3.8% overall increase from the current year, with a local increase of 1.1% (\$233,513). The budget aligns with the City of Auburn's goal to develop a baseline budget without adding new services. It maintains current staffing levels and programs while reallocating resources to meet student needs. Major cost drivers include rising health insurance premiums and increased special education costs.

As in previous years, the School Department is requesting a \$1,000,000 Capital Improvement Bond. This includes \$200,000 for a storage building for maintenance equipment on the ELHS campus and \$800,000 for roof and ventilation upgrades at East Auburn Community School.

The revenue budget includes a 9.6% increase in state subsidy, totaling \$32,046,130; \$2,025,000 in fund balance use; and a \$60,000 increase in revenue from Franklin Alternative School tuition.

The FY 2026 budget balances fiscal responsibility with our continued commitment to delivering an excellent educational experience for all students.

City Budgetary Impacts: The total local (tax) allocation is increasing by \$233,513 or 1.1%, from \$20,754,738 in FY 2025 to \$20,988,251 in FY 2026.

Staff Recommended Action: The School Committee and Superintendent recommend that the City Council approve the 2025-26 school budget as presented.

Previous Meetings and History: The School Committee has held many budget meetings and workshops to develop the proposed budget, beginning March 5, 2025. The School Committee encouraged public comment at each budget meeting. Meetings to discuss the FY2026 school budgets were held with the City Council on January 6 and April 7, 2025.

City Manager Comments:

I concur with the recommendation.

Signature:

Attachments: ORDERS

Auburn School Department
FY 2026 Proposed Budget by Warrant Article

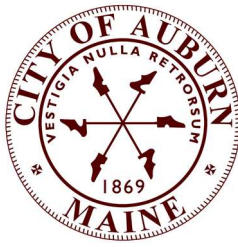
Article	Purpose	FY 2025 Approved	FY 2026 Superintendent	FY 2026 Proposed	\$ Change	% Change
1	Regular Instruction	\$20,414,118	\$21,474,451	\$21,410,243	\$996,125	4.9%
2	Special Education	\$13,903,945	\$15,239,674	\$15,211,684	\$1,307,739	9.4%
3	Career and Technical Education	\$0	\$74,800	\$18,331	\$18,331	---
4	Other Instruction	\$958,221	\$973,680	\$1,002,712	\$44,491	4.6%
5	Student and Staff Support	\$4,210,854	\$4,319,556	\$4,248,521	\$37,667	0.9%
6	System Administration	\$1,491,243	\$1,347,029	\$1,343,262	(\$147,981)	-9.9%
7	School Administration	\$2,693,273	\$2,845,368	\$2,836,214	\$142,941	5.3%
8	Transportation and Buses	\$2,441,816	\$2,534,294	\$2,512,885	\$71,069	2.9%
9	Facilities Maintenance	\$5,293,437	\$5,488,013	\$5,488,013	\$194,576	3.7%
10	Debt Service/Other Commitments	\$10,299,164	\$10,008,837	\$10,008,837	(\$290,327)	-2.8%
11	All Other Expenditures	\$41,685	\$49,297	\$49,297	\$7,612	18.3%
Total - Operating Budget		\$61,747,756	\$64,354,999	\$64,129,999	\$2,382,243	3.9%
Adult Education		\$375,716	\$363,893	\$363,893	(\$11,823)	-3.1%
Total - All Articles		\$62,123,472	\$64,718,892	\$64,493,892	\$2,370,420	3.8%
Excluding Debt Service & Adult Ed.		\$51,448,592	\$54,346,162	\$54,121,162	\$2,672,570	5.2%

FY 2026 Budget Process
Auburn School Department
General Fund Revenue Budget (As Proposed by the School Committee)

Fiscal Year	2022-2023 Actual	2023-2024 Actual	2024-2025 Approved	2025-2026 Proposed	Variance	Percentage
State/EPS Model						
Subsidy	\$28,347,708	\$27,927,315	\$29,231,738	\$32,046,130	\$2,814,392	109.6%
Debt Service-ELHS	\$6,235,863	\$8,458,466	\$8,596,809	\$8,365,710	(\$231,099)	97.3%
Debt Service-Park Ave	\$534,544	\$513,402	\$492,966	\$467,552	(\$25,414)	94.8%
Total State	\$35,118,115	\$36,899,183	\$38,321,513	\$40,879,392	\$2,557,879	106.7%
Local						
Minimum Local 15671-A	\$14,867,518	\$15,245,365	\$15,589,990	\$15,977,628	\$387,639	102.5%
Local Only Debt Service	\$894,187	\$1,187,586	\$1,155,649	\$1,123,352	(\$32,297)	97.2%
Additional Local	\$3,195,978	\$3,150,553	\$3,795,455	\$3,669,627	(\$125,828)	96.7%
Total Local	\$18,957,683	\$19,583,504	\$20,541,094	\$20,770,607	\$229,513	101.1%
Other						
State Agency Client/SOS	\$21,211	\$53,458	\$20,000	\$30,000	\$10,000	150.0%
McCare Reimbursement	\$104,156	\$126,088	\$100,000	\$120,000	\$20,000	120.0%
Franklin Tuition	\$111,012	\$249,802	\$100,000	\$160,000	\$60,000	160.0%
Rental Properties (RETC)	\$58,000	\$0	\$0	\$0	\$0	---
Child Care	\$50,000	\$50,000	\$50,000	\$50,000	\$0	100.0%
Gate Receipts	\$31,545	\$35,822	\$34,150	\$35,000	\$850	102.5%
Revenue - Naming Rights	\$0	\$200,000	\$211,000	\$0	(\$211,000)	0.0%
Miscellaneous	\$83,314	\$102,000	\$20,000	\$60,000	\$40,000	300.0%
Total Other	\$459,237	\$817,170	\$535,150	\$455,000	(\$80,150)	85.0%
Fund Balance	\$0	\$2,000,000	\$2,350,000	\$2,025,000	\$ (325,000)	86.2%
Total General Operating	\$54,535,035	\$59,299,857	\$61,747,757	\$64,129,999	\$2,382,242	103.9%
Adult Education						
State	\$94,354	\$88,042	\$122,072	\$101,495	(\$20,577)	83.1%
Local	\$207,192	\$213,644	\$213,644	\$217,644	\$4,000	101.9%
Other (Tuition)	\$10,400	\$5,200	\$40,000	\$44,754	\$4,754	111.9%
Total Adult Education	\$311,946	\$306,886	\$375,716	\$363,893	(\$11,823)	96.9%
Grand Total Revenue	\$54,846,982	\$59,606,743	\$62,123,473	\$64,493,892	\$2,370,419	103.8%

Fiscal Year	2022-2023 Actual	2023-2024 Actual	2024-2025 Approved	2025-2026 Proposed	Variance	Percentage
Increase in Local Share - Debt Service		\$1,187,586	\$1,155,649	\$1,123,352	(\$32,297)	-2.8%
Increase in Local Share - Operations (Including A		\$18,609,562	\$19,599,089	\$19,864,899	\$265,810	1.4%
		\$19,797,148	\$20,754,738	\$20,988,251	\$233,513	1.1%
City Property Valuation (Current 2025)				\$2,371,646,459		
Mil Rate For Education (Total)				8.85		
Change on \$150K home				0.10		\$14.77

Note: The current City Property Valuation will be updated (and increasing) before a tax rate is set for the FY 2026 budget.



City Council Order

IN CITY COUNCIL

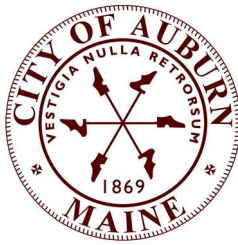
Ordered,

That the Auburn City Council hereby adopts and approves the following School Budget articles for Fiscal Year 2025-2026.

1. That \$ 21,410,243 be authorized to be expended for Regular Instruction;
2. That \$ 15,211,684 be authorized to be expended for Special Education;
3. That \$ 18,331 be authorized to be expended for Career and Technical Education;
4. That \$ 1,002,712 be authorized to be expended for Other Instruction;
5. That \$ 4,248,521 be authorized to be expended for Student and Staff Support;
6. That \$ 1,343,262 be authorized to be expended for System Administration;
7. That \$ 2,836,214 be authorized to be expended for School Administration;
8. That \$ 2,512,885 be authorized to be expended for Transportation and Buses;
9. That \$ 5,488,013 be authorized to be expended for Facilities Maintenance;
10. That \$ 10,008,837 be authorized to be expended for Debt Service and Other Commitments;
11. That \$ 49,297 be authorized to be expended for All Other Expenditures;
12. That \$56,857,020.47 be appropriated for the total cost of funding public education from Pre-kindergarten to Grade 12, as described in the Essential Programs and Services Funding Act, and that \$15,977,628.33 be raised as the municipality's contribution to the total cost of funding public education from Pre-kindergarten to Grade 12 as described in the Essential Programs and Services Funding Act in accordance with the Maine Revised Statutes, Title 20-A, section 15688;

Explanation: *The City's contribution to the total cost of funding public education from Pre-kindergarten to Grade 12, as described in the Essential Programs and Services Funding Act, is the amount of money determined by state law to be the minimum amount that a municipality must raise in order to receive the full amount of state dollars.*

13. That \$1,123,352 be raised and appropriated for the annual payments on debt service previously approved by the city's legislative body for non-state-funded school construction projects or non-state-funded portions of school construction projects, in addition to the funds appropriated as the



City Council Order

local share of the city's contribution to the total cost of funding public education from Pre-kindergarten to Grade 12, as described in the Essential Programs and Services Funding Act in accordance with Maine Revised Statutes, Title 20-A, Section 15690 (2A);

Explanation: *Non-state-funded debt service is the amount of money needed for annual payments on the city's long-term debt for major capital school construction projects that are not approved for state subsidy. The bonding of this long-term debt was previously approved by the voters or other legislative body.*

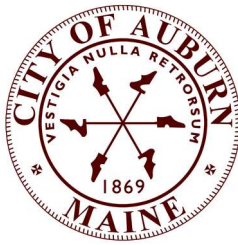
14. That \$3,669,627 be raised and appropriated in additional local funds, which exceeds the State's Essential Programs and Services allocation model by \$3,669,627, as required to fund the budget recommended by the School Committee.

The School Committee recommends \$3,669,627, which exceeds the State's Essential Programs and Services allocation model by \$3,669,627. The School Committee gives the following reasons for exceeding the State's Essential Programs and Services funding model:

The Essential Programs and Services funding model does not recognize all of the costs of special education services, transportation services, instructional services, co-curricular services and other services that the School Department provides.

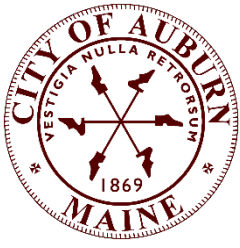
Explanation: *The additional local funds are those locally raised funds over and above the city's local contribution to the total cost of funding education from Pre-kindergarten to grade 12, as described in the Essential Programs and Services Funding Act, and local amounts raised for the annual payment on non-state-funded debt services that will help achieve the school department budget for educational programs.*

15. That the School Committee be authorized to expend \$64,129,999 for the fiscal year beginning July 1, 2025 and ending June 30, 2026 from the city's contribution to the total cost of funding public education from Pre-kindergarten to Grade 12 as described in the Essential Programs and Services Funding Act, non-state-funded school construction projects, additional local funds for school purposes under the Maine Revised Statutes, Title 20-A, section 15690, unexpended balances, tuition receipts, fund balances, state subsidy and other receipts for the support of schools;
16. That the city of Auburn appropriate \$363,893 for Adult Education and raise \$217,644 as the local share, with authorization to expend any additional, incidental or miscellaneous receipts in the interest and for the well-being of the adult education program.



City Council Order

17. That in addition to the amounts approved in the preceding articles, the School Committee be authorized to expend such other sums as may be received from federal or state grants or programs or other sources during the fiscal year for school purposes, provided that such grants, programs or other sources do not require the expenditure of other funds not previously appropriated.



**City of Auburn
City Council Information Sheet**

Council Workshop or Meeting Date: May 5, 2025

ORDER 43-05052025

Author: Eric J. Cousens, Director of Public Services

Subject: Acceptance of Safe Streets For All Report (SS4A)

Background: This initiative involved extensive local public engagement through Safe Streets and Roads for All (SS4A) workshops that included stakeholders from the 4E's (engineering, enforcement, education, and emergency response) and the public. The plan, which encompasses the City of Auburn, Maine, aims to improve roadway safety by identifying and prioritizing local road safety improvements. This effort is aligned with the goals of Maine's Strategic Highway Safety Plan (SHSP) and adopts a Safe System Approach to reduce fatalities and serious injuries. The Auburn City Council adopted a Vision Zero resolution in September of 2022 to "eliminate all traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for all...". This report will help move towards that goal with a strategic and data driven approach.

City Budgetary Impacts: Existing Staff Time.

Staff Recommended Action: Accept Report and use it as a guide for future projects and grant applications.

Previous Meetings and History: None

City Manager Comments:

Signature:



Attachments: SS4A Report, ORDER



2024

Safe Streets for All

AUBURN

SAFETY ACTION PLAN

ACKNOWLEDGEMENTS

Auburn City Council

Androscoggin Transportation Resource Center (ATRC)

ATRC SS4A Core Team

L/A Complete Streets Committee

LAP Commuter Bus

Auburn Police Department

Auburn Fire Department

Auburn School District

Auburn Housing Authority

Bicycle Coalition of Maine

MaineDOT

VHB



EXECUTIVE SUMMARY

The Androscoggin Transportation Resource Center (ATRC) Metropolitan Planning Organization (MPO), in partnership with local municipal staff and VHB, developed Auburn's Safety Action Plan through an awarded Action Plan grant agreement with the USDOT and the Federal Highway Administration (FHWA). This initiative involved extensive local public engagement through Safe Streets and Roads for All (SS4A) workshops that included stakeholders from the 4E's (engineering, enforcement, education, and emergency response). The plan, which encompasses the City of Auburn, Maine, aims to improve roadway safety by identifying and prioritizing local road safety improvements. This effort is aligned with the goals of Maine's Strategic Highway Safety Plan (SHSP) and adopts a Safe System Approach to reduce fatalities and serious injuries. The Auburn City Council adopted a Vision Zero resolution in September of 2022 to "*eliminate all traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for all...*" (Appendix 1).

The analysis of critical crash trends and behaviors for over 227 miles of roads identified a high-injury network comprised of 25 miles of roads where nearly 61% of all serious crashes in the city occurred. The SS4A Task Force developed strategies focused on speed management, vulnerable road users, and implementing various engineering solutions to create a safer transportation system for all users. The plan culminated in an action table that listed prioritized issues, risks, and recommended actions. Each action item was measured with implementation time frames and funding levels to provide a structured pathway for reducing fatalities and serious injuries on Auburn's roads.

To implement the Auburn Safety Action Plan, one strategy is to pursue SS4A Implementation Grants. However, given the competitive nature of these grants and Auburn's lower fatality rate, the city plans to initially apply for a SS4A Demonstration Grant to improve its chances. The most recent SS4A Implementation Grant had a funding pool of \$1 billion, while requests amounted to \$60 billion, indicating steep competition. With a

population of 25,000 and no more than two fatalities along any corridor on the high-injury network, Auburn's application needs a compelling demonstration project which could serve as a cost-effective pilot to address critical safety concerns and demonstrate the effectiveness of proposed measures.

The Auburn Safety Action Plan aligns closely with Maine's Strategic Highway Safety Plan (SHSP), enhancing its eligibility for federal and state funding. Leveraging this alignment is critical for obtaining necessary resources to implement its identified projects. Federal behavioral safety grant funds from National Highway Traffic Safety Administration (NHTSA), managed at the state level, provide additional annual funding opportunities. The Auburn Department of Public Works is responsible for facilitating the local implementation of the Safety Action Plan through oversight of the Roadway Capital Improvement Plan and collaboration with stakeholders. Continuous evaluation, including annual reviews and updates, ensures that the plan remains relevant and effective in reducing severe crashes. Partnerships and strategic alignment with state priorities and additional resources, such as the American Association of State Highway Transportation Officials (AASHTO) Highway Safety Manual, will guide the ongoing implementation and evaluation efforts, ensuring sustained progress toward a safer transportation system in Auburn.

ACRONYM LIST

4Es	Engineering, Education, Enforcement, and EMS)
AASHTO	American Association of State Highway Transportation Officials
EMS	Emergency Medical Services
ETC	Equitable Transportation Community
FHWA	Federal Highway Administration
HIN	High Injury Network
HSP	Highway Safety Plan
HSIP	Highway Safety Improvement Program
KABCO Injury Scale	
K	Fatality
A	Suspected Serious Injury/A-Injury
B	Non-Incapacitating Injury
C	Possible Injury
O	Property Damage Only
KA	Fatal and Serious Injury
MaineDOT	Maine Department of Transportation
NHTSA	National Highway Traffic Safety Administration
PSC	Proven Safety Countermeasure (As identified by FHWA)
RSA	Road Safety Audit
SS4A	Safe Streets and Roads for All
SHSP	Strategic Highway Safety Plan



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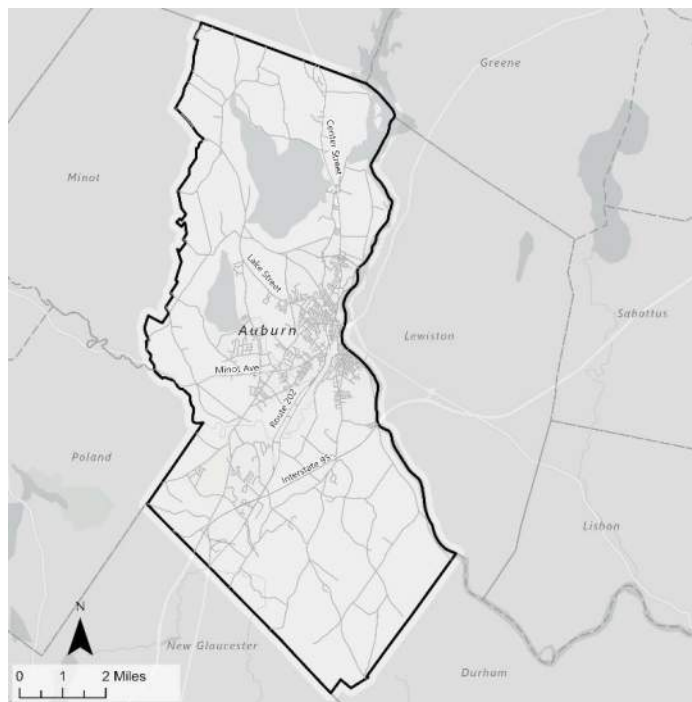
INTRODUCTION

SAFETY ACTION PLAN



Background

Over the past decade, the city of Auburn has faced significant challenges in roadway safety. Between 2014 and 2023, Auburn drivers were involved in 13 fatal crashes and 46 incidents resulting in severe injuries. The situation reached a critical point in 2023, when 5 crashes resulted in fatalities, including 2 pedestrian deaths. This number of fatal crashes was the highest for the City of Auburn since 2017. Consequently, the state of Maine has identified Auburn as one of 21 communities responsible for 67% of the state's vulnerable road user crashes. This designation necessitates a comprehensive evaluation of Auburn's safety performance and strategies to align with Maine's **Vision Zero** initiative, which is committed to eliminating all road fatalities and serious injuries across the state through Proven Safety Countermeasures (PSC) designed to address roadway design, traffic behavior, education and enforcement. The Auburn City Council adopted a VISION ZERO resolution in September of 2022 to "*eliminate all traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for all...*" (Appendix 1)¹.



Source: ERSI.

Figure 1 City of Auburn extents.

¹ <https://visionzeromaine.org/>

Recognizing that roadway safety issues are not only costing lives but also hindering community connectivity and economic development, this Safety Action Plan aims to reorient Auburn's approach to road safety. The objective is to create safer, more sustainable, and better-connected roads and infrastructure for all residents.

Spanning a decade (2014-2023), the safety analysis of Auburn covers the entire road system and all road users. It is rooted in the Safe System approach, which emphasizes that human error should not result in fatalities or serious injuries. Key components of the plan include:

- **Equity Analysis/Assessment:** An equity analysis ensures that safety improvements benefit all residents, particularly those in disadvantaged census tracts. Census tracts were derived from the USDOT ETC Explorer mapping tool using a variety of criteria to determine equity among all tracts nationally².
- **High-Injury Network (HIN):** Using comprehensive crash data, a High-Injury Network was developed to focus on areas with the highest incidence of severe crashes.
- **Countermeasures & Action Plan:** An action table lists possible mitigations, their implementation estimates, and best practices based on findings from the HIN, which is supplemented by the extensive countermeasure appendix.
- **Stakeholder Engagement:** Extensive local public engagement, including public meetings and workshops, along with coordination with MaineDOT and the FHWA, helped refine the plan.
- **Policy Review & Recommendations:** Government policies, ordinances, and regulations were reviewed, and specific policy adoptions were recommended to support Auburn's Vision Zero efforts.

This report lays out Auburn's Safety Action Plan, offering a detailed, data-driven roadmap to achieve a safer, more connected, and growth-aligned roadway system. It follows Complete Streets guidance, promoting the design and operation of streets to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.

² [ETC Explorer - National Results](#) | [USDOT Equitable Transportation Community \(ETC\) Explorer \(arcgis.com\)](#)

The USDOT National Roadway Safety Strategy **Safe System Approach** incorporated into this plan adheres to several key principles³:

- **Death and Serious Injuries are Unacceptable:** Prioritizes the elimination of crashes resulting in death and serious injuries.
- **Humans Make Mistakes:** Acknowledges that people will inevitably make mistakes, and the transportation system should be designed to accommodate these errors to avoid fatalities and serious injuries.
- **Humans Are Vulnerable:** Recognizes the physical limits of human bodies for tolerating crash forces and designs the transportation system to accommodate these vulnerabilities.
- **Responsibility is Shared:** Emphasizes the vital role of all stakeholders, including government, industry, non-profits, researchers, and the public, in preventing road fatalities and serious injuries.
- **Safety is Proactive:** Uses proactive tools to identify and address safety issues rather than waiting for crashes to occur and then reacting.
- **Redundancy is Crucial:** Strengthens all parts of the transportation system to ensure that if one part fails, the other parts still protect people.

This transportation safety action plan directly addresses 3 out of the 11 recommendations identified by Auburn's Strategic Planning Committee and highlighted in Auburn's Strategic Plan. The three recommendations are:

- Prioritizing transportation by using transit to connect people with communities, employment, & services.
- Addressing identified public service and infrastructure needs and studying.
- Planning to increase pedestrian environment, to include connectivity.

These three recommendations speak to the city's growth and quality goals to attract better businesses, improve community connectivity, foster unity and investing in infrastructure to provide a safe sustainable living environment. This safety action plan recognizes supporting Auburn's strategic vision by creating safer roadways for all road users with a focus on enhancing the safety experience of pedestrians and transit users.

³ <https://www.transportation.gov/NRSS/SafeSystem>



The action plan aligns with the transportation goals outlined in the City's Comprehensive Plan. The first goal supports real estate growth by leveraging Auburn's Road networks for more economically sustainable outcomes. The second goal focuses on maintaining a well-designed, safe, and equitable road network that accommodates multiple travel patterns without a rigid street hierarchy, thereby supporting growth in neighborhoods like Danville and New Auburn. The third goal aims to sustain Auburn as a multimodal hub by providing and expanding access to rail, air, truck, and transit amenities. Reflecting Auburn's unique, growth-oriented character, this safety plan emphasizes the importance of transportation network safety and sustainability. Prioritizing road user safety, it aims to eliminate hazards that could affect residents' well-being

Auburn's location in western Maine and status of being the county seat of Androscoggin County, positions it as a small city with significant growth potential. With an estimated population of 24,793 in 2023, up 3.1% from 2020, though relatively flat since the 1950's, the city is poised for development.

To the north of the city is Lake Auburn, a major water source for the two cities. This lake not only provides drinking water but also offers a scenic environmental complement to Auburn's urban setting. The Androscoggin Riverlands State Park lies to the north of Auburn, which provides recreation options for disadvantaged residents.

"We need more reminders for drivers to stop for pedestrians. My daughter walked home from school and would have to wait for a break in the cars because not a single vehicle stopped for her to cross. We need better and more walking sidewalks and paths; especially during the winter when they might not get plowed."

Additionally, the Androscoggin River, with the Great Falls shown in Figure 2, runs through downtown, creating a natural boundary between Auburn and Lewiston. Historically, the Androscoggin River fueled the mill industry in the 19th century, causing the city center to develop around Great Falls. However, urban sprawl increased vehicle reliance, creating food deserts and limited employment options for economically disadvantaged residents. Consequently, improving safety and accessibility for all road users, especially bicyclists and pedestrians, is crucial to Auburn's Vision Zero goal, ensuring safe, low-cost transportation options.



Figure 2 Great Falls.

This plan utilizes the **Six-Step FHWA Planning Process** for local roadway safety plans and implements a Safe Systems Approach to create targeted improvements for Auburn's safety⁴. Equity concerns are at the forefront of this Safety Action Plan, influencing provisions and prioritization criteria for safety improvement strategies. Through these efforts, Auburn aims to enhance its streets' safety for all residents, fostering a more vibrant and attractive community.

⁴ <https://highways.dot.gov/safety/rwd/forrrwd/developing-safety-plans-manual-local-rural-road-owners/2-understanding-process>

Public Transportation

The **Citylink Bus System** operates in both Lewiston and Auburn, providing essential public transit routes that can help reduce individual car use and enhance road safety. Routes in Auburn include Auburn Malls, New Auburn, Minot Avenue, and a connection to Central Maine Community College. These routes operate with varying schedules to accommodate weekday and Saturday travelers, helping to connect residents to key locations across the city. For example, Auburn Malls and New Auburn routes run on weekdays hourly from 6:15 AM to 5:15 PM with a one hour headway but reduced to a two hour headway on Saturdays.



Figure 3 Citylink route map.

Source: avog.org.

Regional transit routes connect Auburn to destinations like Portland, Lisbon, and Farmington. The **Western Maine Transportation Services** provides the Lisbon Connection which links Lewiston and Auburn to Lisbon, while the Green Line connects Lewiston and Auburn to Farmington. A recent addition to transit serving Lewiston and Auburn is the **LAP Commuter Bus** which provides transit for those in the workforce commuting between Lewiston/Auburn and Portland. In July of 2024, Concord Coach Lines suspended intercity services to and from Portland and Augusta, replaced by "The LAP" – the MaineDOT's new commuter bus service between Lewiston/Auburn and Portland.



Existing Efforts

The Safe System Approach acknowledges that safe streets aren't made purely through physical infrastructure, but also through program and policy decisions that impact the form and function of the street network. This Safety Action Plan recognizes that to attain the goal of zero fatalities, safety countermeasures will need to encompass program and policy decisions that impact human behavior and ultimately influence the built environment in small and large ways. Below is a snapshot of documents reviewed, including but are not limited to long range planning documents, zoning and land use regulations, and the capital planning process. Input from City staff and members of the Complete Streets Committee also provided valuable insight into City policies and processes.

Table 1 Policies reviewed.

Name	Date	Summary
Complete Streets: A Guide to Best Management + Design Practice	2015	Planning, design, and implementation guidance with a special emphasis on walking, cycling, transit use, and safe driving conditions. Intended to help Lewiston and Auburn implement its joint Complete Streets policy. Organized into four sections: introduction, overview of Complete Streets, detailing of Lewiston-Auburn's thoroughfare types, best operational and implementation practices.
Ordinance Establishing the Complete Streets Committee	2017	Establishes the Complete Streets Committee to follow the Complete Streets Policy, oversee implementation; represent Lewiston and Auburn in the update of Regional and State plans; develop/recommend policies and ordinances re: alternative modes; review local and regional transportation projects, including those from TMPs; and participate with city, state and MPOs in planning multi-modal transportation systems.

Name	Date	Summary
Chapter 46 of the City Code (Streets, Sidewalks, and Other Public Places), including Complete Streets Policy	2017	Ordinance to plan for, design, construct, operate, and maintain integrated transportation system for all users, ages and abilities. Establishes goals for development of design criteria, standards and guidelines, and coordination with Lewiston, MPO and State. Establishes guidelines for high priority portions of the street network and granting of exceptions. Implementation steps called for include street design and construction standards as well as checklists that incorporate complete streets elements in the Cities' design processes; annual review of CIP; establishing a design manual; directing the Planning Boards of both cities to evaluate changes to land development codes to incorporate complete streets standards into subdivision and site plan regulations.
Comprehensive Plan	2021	Update to the 2010 Comp Plan, including Transportation and Land Use chapters with detailed recommendations for traffic and transportation, public transit, parking, pedestrian and bike improvements, signage, TDM, and improvements for specific roadways, including lead for implementation.
Zoning District Regulations	Various	Use Regulations and Dimensional Regulations for each district, performance standards and regulations re: environmental protections, historic resources, parking, signs, and related.
Strategic Plan	2020	Strategic Plan designed to help implement elements of the City's Comprehensive Plan and includes recommendations for strengthening neighborhoods, improved transit, a walkable downtown, greater connectivity, improving the pedestrian environment.
Auburn Pedestrian Safety Mitigation Plan	2019	Document collects information on locations the residents felt were unsafe; identified possible infrastructure changes to improve safety to explore mitigation strategies to improve pedestrian safety and reduce crashes.
Bridging the Gaps: A Long-Range Facilities Plan for Bicycling and Walking in the ATRC Region (updated)	2019	Intended to serve as a guide to help municipal officials and other community leaders in the Lewiston, Auburn, Lisbon and Sabattus area build a seamless network of bicycle and pedestrian facilities over the next 20 to 25 years.
New Auburn Plans	Various	New Auburn has had several planning efforts and studies, including a walk audit (2010), a master plan as part of the Comprehensive Plan (2010), transportation study (2012/2014), New Auburn Village Center Master Plan (2014), and New Auburn Village Center Plan (2018), each with more refined recommendations for transportation, land use, streetscape and infrastructure improvements.

In recent years, the City of Auburn has led planning efforts, adopted policies and plans, and conducted studies and corridor improvement projects to foster a vibrant, sustainable city with safe, connected, multi-modal streets. These include long range planning documents such as the Comprehensive Plan (specifically the 2021 Transportation Policies update), Complete Streets: A Guide to Best Management + Design Practice (developed with the City of Lewiston and ATRC), multiple corridor studies, New Auburn plan, and a pedestrian safety mitigation plan. Not all of Auburn's long range planning efforts are exclusively concerned with streets or transportation choices but nevertheless have implications for the transportation network and safety. The Comprehensive Plan and the New Auburn planning documents each contain recommendations for transportation, connectivity, streetscape improvements, street design, and bike and pedestrian networks, for instance. They also include planning for land use, open space, housing, and sustainability that intersects with and complements the City's transportation and connectivity goals, and have influenced positive street, open space and private investment outcomes since their adoption.

In addition to Auburn's long range planning documents influencing capital investments and design, they've also influenced regulatory documents and City processes. In 2013, Auburn adopted an Ordinance Pertaining to the Complete Streets System, an amendment to Chapter 46 of the City's Code of Ordinances which outlines how a transportation system will be planned for that meets the need of users of all ages and abilities. It outlines mechanisms for ongoing coordination with the City of Auburn, ATRC, MaineDOT and the Complete Streets Committee, including annual updates on pending capital improvements with implications for the City's transportation infrastructure. It provides a roadmap for implementation, including a charge for the development of design criteria, standards and guidelines, project checklists to aid City processes, annual review of CIP plans, complete streets direction to the Planning Board, and annual reporting requirements to the Planning Board and City Council.

Ongoing Efforts

In Auburn, several reconstruction projects are currently underway to enhance the city's infrastructure. One significant effort is the 2023 Reconstruction Project on Second Street and Dunn Street. This initiative involves road and sidewalk reconstruction, including pedestrian lighting, utility upgrades, and intersection realignment. The project is nearly completed, with only driveway paving and striping left. Another key project, the 2024 Reconstruction Project, focuses on Fourth Street and Marian Drive. This project includes similar upgrades, with the contractor starting curb installation and planning for base paving and sidewalk construction. These projects underscore Auburn's commitment to improving urban streets with comprehensive updates to drainage systems, utilities, pedestrian pathways, and street aesthetics.

Meanwhile, the city is also focusing on reclamation projects, particularly in rural areas. The 2024 Reclamation Project on South Witham Road and Harmons Corner Road aims to rebuild the roadways and enhance drainage systems. This project has seen significant progress, with surface paving completed and final touches scheduled before a winter break. Additionally, pavement restoration projects on roads like Hotel Road, Manley Road, and South Witham Road are progressing, each involving milling, repaving, and the enhancement of curbs and sidewalks where applicable. Ongoing miscellaneous projects, such as landfill monitoring and stormwater permit compliance, along with locally administered projects like the Hotel Road Reconstruction, highlight Auburn's holistic approach to infrastructure development across different types of roadways and community needs. A full list of current construction projects in Auburn can be found at the following link: [Construction Projects](#).

Action Plan Intention

Vision

A safer, sustainable, and better-connected growth-oriented community without roadway fatalities or injuries.

Mission

To prioritize and enhance transportation safety for all road users in Auburn, fostering a harmonious and sustainable community growth.

Goals

- Significantly reduce roadway fatalities and serious injuries for all road users on all roads within Auburn's municipal boundaries through targeted safety improvements.
- Promote Auburn as a multimodal transportation hub with safe and sustainable access to rail, air, truck, and transit amenities.
- Maximize the execution of this plan by relying on leveraging partnerships and resources.
- Support existing efforts to create and implement comprehensive transportation plans and related studies.
- Tailor specific and context aware strategies and actions based on detailed data analysis and crash trends.
- Prioritize essential safety improvements for Auburn's roadways with most impact on fatality and serious injury reduction.
- Raise public awareness of road safety and associated risks through educational initiatives and improved safety enforcement.
- Incorporate public opinions and engage all the public stakeholders in the decision-making process to foster a sense of ownership for road safety.
- Seek funding opportunities and foster the partnerships suited to the identified safety priorities.
- Safe connections between public facilities, homes/residents, services, jobs and Riverland State Park.

The image is a cover page for a document titled "EQUITY SAFETY ACTION PLAN". The top half of the page features a photograph of a person riding a blue motorized scooter on a paved path. The path is bordered by a grassy area and a fence. The bottom half of the page is a solid yellow background with the title "EQUITY" in large white letters and "SAFETY ACTION PLAN" in smaller black letters below it.

EQUITY

SAFETY ACTION PLAN

Equity Considerations

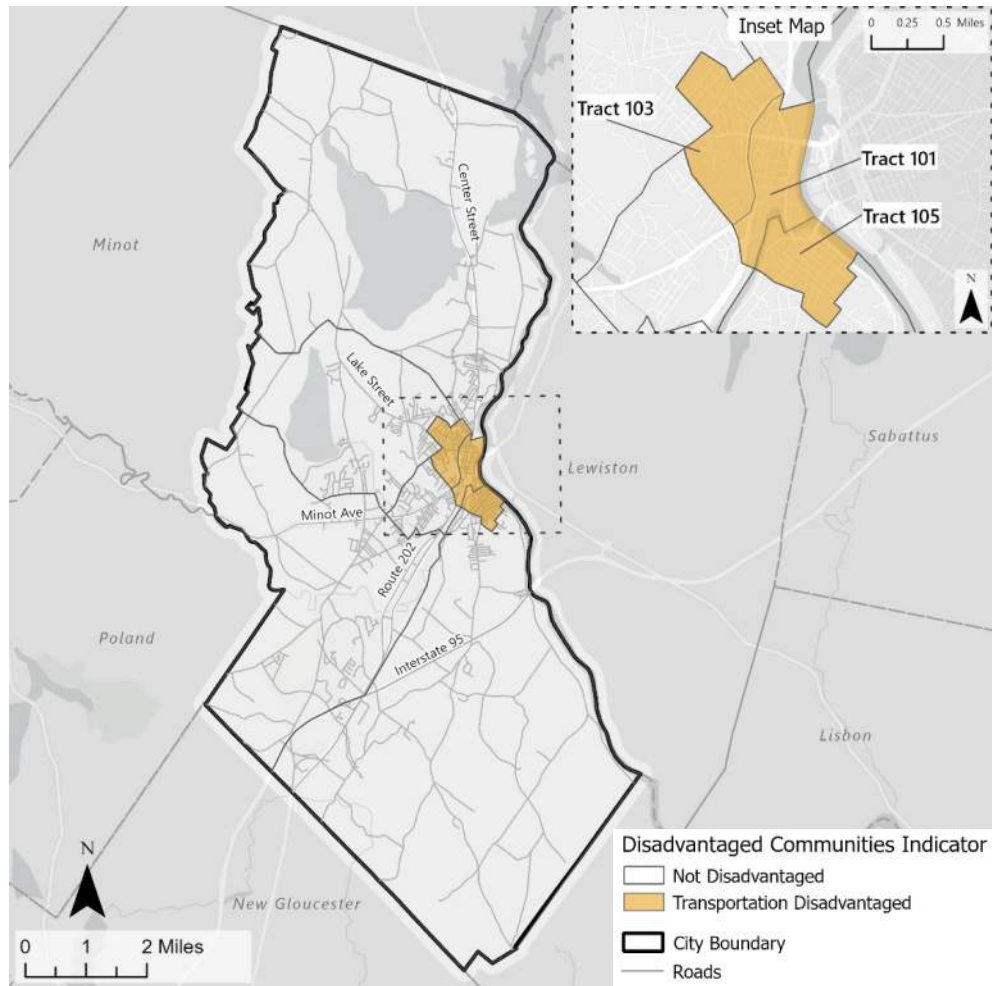
The transportation system in Auburn plays a crucial role in the lives of its residents and the success of its businesses. Access to different modes of transportation determines residents' ability to reach education, employment, food, services, and recreational activities. Poor or limited access to the transportation network can negatively impact education and employment prospects, food security, and overall well-being. For businesses, inadequate transportation can lead to reduced visibility and growth opportunities for smaller enterprises and might deter larger businesses from investing further in Auburn.

According to 2022 Census Data, the Hispanic or Latino population in Auburn constitutes 2.0% of the city's residents, slightly higher than the state average of 1.90%. However, the city's demographic structure mirrors the broader state trends. The White alone population makes up 92% of Auburn's residents, compared to the state's 91.40%. Auburn has a slightly larger representation of Black or African American residents, who account for 2.1% compared to 1.5% at the state level. In contrast, the Asian alone population is smaller in Auburn, making up just 0.5% of the population, whereas the state average stands at 1.1%. Overall, while Auburn's demographic composition is similar to Maine overall, the city slightly exceeds state averages in its Hispanic, Latino, and Black or African American populations, highlighting nuanced differences within the broader population.

Auburn has slightly higher rates of residents living in poverty than the state as a whole: census data show 11.4% of households in the city earned below the poverty line, compared with 10.9% in the state.

Socioeconomic factors like income, race, age, English proficiency, disability and ethnicity can constrain how much access Auburn's residents have to Auburn's transportation network. This can lead to widening the gap between the advantaged and disadvantaged

population. For example, the higher income residents may live in areas with better transportation access to education while the lower income residents might have longer school commutes, leading to the higher income group having more time for sports or social activities that might improve the odds of success for future generations. This effect is particularly evident in traditionally underserved Auburn residents, including the elderly population, those with limited English proficiency, persons with disabilities, minorities and low-income households. Auburn is committed to Transportation equity and striving to ensure a fair accessibility of mobility for every Auburn resident. The FHWA provides additional information on its webpage, titled [Transportation Equity - Transportation Planning Capacity Building Program](#)⁵.



Source: ESRI, USDOT Equitable Transportation Community Explorer Tool, 2024.

Figure 4 Auburn disadvantaged Census Tracts Designation, 2024.

⁵ FHWA/Federal Transit Administration, Transportation Capacity Building, [Transportation Equity](#)

The USDOT Equitable Transportation Community Explorer Tool identifies census tracts that are disadvantaged. Census tracts are defined areas with established boundaries that facilitate long-term statistical comparisons of demographics, occupations and other metrics. The USDOT tool uses social, economic, and environmental criteria to determine if a census tract is disadvantaged. From their website⁶, *"The U.S. DOT Equitable Transportation Community (ETC) Explorer is an interactive web application that uses 2020 Census Tracts and data, to explore the cumulative burden communities experience, as a result of underinvestment in transportation, in the following five components: Transportation Insecurity, Climate and Disaster Risk Burden, Environmental Burden, Health Vulnerability, and Social Vulnerability"*. Some of the specific factors include poverty level (defined as households at or below 200 percent of the federal poverty line), transportation and housing cost burden as a percentage of household income, percent of households that do not own vehicles, driving and walking access to education, grocery stores, parks and medical facilities, the total traffic fatalities per 100k residents. Figure 4 shows the location of the Federally designated disadvantaged census tracts, which are centered around the downtown core.

Understanding the demographic composition of Auburn and the location of disadvantaged census tracts can inform an engagement strategy that targets efforts to reach those in traditionally marginalized or underrepresented areas to allow the planning process to consider their lived experiences and transportation challenges. It also informs transportation investment and prioritization decisions to help the region achieve its goals of equitable investments in transportation to enhance the quality of life for all residents. For example, houses with zero-vehicles likely means that there will be more people walking, bicycling, or using transit as a means of transportation.

Equity was a core consideration in the development of the Auburn Safety Action Plan. Indices were used to evaluate and compare areas with higher-than-average percentages

⁶ [USDOT Equitable Transportation Community \(ETC\) Explorer](#)

of minority persons, persons with low incomes, and households without vehicles (equity areas) against roadways with higher concentrations of fatal and serious injury crashes. A special condition of transportation equity in Auburn is that off-street multiuse paths like the Rail Trail are available for residential access to the riverfront and downtown. The strategies identified address the safety needs of all road users, especially underrepresented groups disproportionately affected by traffic fatalities and serious injuries. The identified projects are designed to ensure that future transportation investments align with the needs of all road users.



METHODOLOGY

SAFETY ACTION PLAN



Development Process

Safety Action Plans are an [FHWA Proven Safety Countermeasure](#) (PSC) and are developed using a collaborative six-step process (Figure 5). The following sections describe each step with more details to be found in later sections of the plan. The Auburn Safety Action Plan builds upon past and ongoing safety activities and considers the unique needs and issues specific to the road system within the planning area limits and the users of these roadways. The Auburn Safety Action Plan aligns with their council endorsed Vision Zero goals (Appendix 1) and strategies to eliminate traffic fatalities and serious injuries by adopting the principles and elements of the Safe System Approach. Implementation is key and has been kept in the forefront during the Safety Action Plan development process.



Source: FHWA.

Figure 5 Auburn Safety Action Plan development process.

Step 1: Establish Leadership

The Auburn Safety Action Plan Task Force is a team consisting of municipal leaders, municipal staff, representatives from regional transportation agencies, the Complete Streets Committee and the consultant team. This team plays a central role in the review, development, and execution of safety projects, programs, and policies. The core team is ultimately responsible for developing, adopting, and implementing the Auburn Safety Action Plan. These collaborative efforts offer an opportunity to share knowledge, harness resources, and optimize the implementation of the Safety Action Plan. The process began with an initial kickoff meeting, which was held to identify project stakeholders, strategize on engagement opportunities, and discover data sources.

The **SS4A Task Force** included leaders with vested interest in safety improvements:



- Larry Allen (MPO Director, ATRC)
- Brad Pineau (Transportation Planner, ATRC)
- Jonathan Labonté (Transportation Systems Director, City of Auburn)
- Kevin Gagné (Director of Public Works, City of Lewiston)
- Paul Niehoff (Project Engineer, City of Lewiston)
- Patrick Adams (Safety & Operations Specialist, FHWA)
- Dan Goyette (Director of Public Services, City of Auburn)
- Eric Cousens (Executive Director of Public Services, City of Auburn)
- Jason Ready, P.E., PTOE, PTP (Project Manager, VHB)
- Grace Wehrle (Transportation Planner, VHB)
- Eric Tang, P.E. RSP1, RSP2B (Senior Highway Safety Engineer, VHB)
- Tony Grande, P.E., ENV SP (Principal, VHB)
- Nicole Bennett, AICP (Urban Planning and Equity Strategy, VHB)
- Elissa Goughnour (Senior Project Manager, VHB)
- Zoe Miller, MPH (Principal, Zoe Miller Strategies, LLC)
- Sarah Cushman (Cushman Transportation Consulting, LLC)

Other identified **Stakeholders** of the Auburn Safety

Action Plan:

- MaineDOT
- Auburn City Council
- Complete Streets Committee
- Auburn Police Department
- Auburn Fire Department
- Auburn School District
- Auburn Housing Authority
- Lewiston/Auburn & Portland (LAP) Commuter Bus
- Eastern Trail Alliance



Step 2: Analyze Safety Data

Analyzing safety data (e.g., crash, traffic, roadway data) identified crash trends, high-risk factors, and those locations and infrastructure characteristics with a higher concentration of fatal and serious injury crashes. Maine Department of Transportation (MaineDOT) and Auburn Police Departments provided safety data for the local roadways within the limits of the planning area for the five-year period of 2019 to 2023. The analysis for the Safety Action Plan considered the over-representation of major crash types and their relationship between each other. This data, along with a public online survey distributed to area residents and comments made during public meetings and focus groups, guided the selection of the Auburn Safety Action Plan emphasis areas.

Crash tree analysis helped to identify key combinations of factors that contribute to predominant crash types. This is especially beneficial to systemically address locations where crashes have not yet occurred but may likely arise in the future due to underlying safety issues. An assessment of crashes and key corridors identified a High Injury Network (HIN) where most fatal and serious injury crashes occur. A HIN is a data driven analysis, determined by a review of a region's fatal and injury producing crashes to determine the most dangerous roadway segments, and not just the segments with the most crashes overall. An overlay of the HIN, with equity area maps for equity demographic indices, showed a strong correlation between the HIN and equity areas of concentration. Desktop reviews and site photographs helped to identify additional features that may contribute to crashes and safety countermeasures that are typically present to mitigate crashes. Ultimately, the analysis results and safety field review guided the selection of the emphasis areas and strategies and identification of potential projects.

Step 3: Determine Emphasis Areas

Public input was sought regarding safety improvements in Auburn through an online survey and public engagement events held at different area venues (Figure 6). The public survey demonstrated 20% of drivers feel unsafe traveling on Auburn roads, with 57% of survey respondents reporting they feel unsafe when walking in Auburn, and 83% of respondents reporting they feel unsafe when cycling.

Top Safety Concerns of Respondents

- Speeding
- Distracted Driving
- Poor/Missing Sidewalks
- Poor/Missing Bike Lanes
- Pavement Condition
- Signage Improvements

These safety concerns were echoed in public meetings, where speeding was identified as the number one issue. Each presentation began with a brief introduction to the Safe Streets for All (SS4A) Grant application and was followed by an overview of the disadvantaged census tracts in Lewiston and Auburn, and an explanation of how the 25 High Injury Network (HIN) corridors were ranked. The short presentation set the stage for public comments, with facilitators using prompts to guide the discussion as needed.



Figure 6 Auburn public engagement event locations.

After compiling all comments from safety stakeholders and reviewing the survey results, the project team outlined the six most referenced emphasis areas for the Auburn Safety Action Plan:

- Speed Management
- Pedestrian Safety
- Bicycle Safety
- Incident Management
- Street Safety
- Intersection Safety

Off network shared use paths that are well lit may provide a combined safety benefit for bicycles and pedestrians by separating them from vehicle traffic. The five Safe System elements serve as “pillars,” and each emphasis area aligns with the appropriate Safe System element. Table 2 shows how each emphasis area can be grouped within the five Safe System elements. These groupings show which Safe System element has the greatest association with an emphasis area. However, this does not mean an emphasis area has no association with the other elements. The Action Table section of this Safety Action Plan provides additional discussion about the relationship between emphasis areas and the Safe System elements.

Table 2 Auburn emphasis areas by Safe System element.

Safe Roads	Safe Road Users	Safe Speeds	Post Crash Care	Safe Vehicles
Street Safety	Pedestrian Safety	Speed Management	Incident Management	All
Intersection Safety	Bicycle Safety			



Step 4: Identify Strategies

The Auburn Safety Action Plan puts forward strategies and action items, aligning with the relevant Safe System element and each of the seven emphasis areas. The plan takes into consideration all types of road users and transportation modes to ensure simultaneous addressing of multiple emphasis areas. This holistic approach drives the strategizing and implementation processes of the Safety Action Plan by various stakeholders. Infrastructure-related countermeasures were identified for incorporation into the Safety Action Plan based on factors such as data analysis outcomes, capability to address detected safety issues, types of road users, emphasis on equity, and ensuring the strategies are actionable. These were evaluated considering local knowledge and prospective policy changes. A significant portion of the action items also find mention in frameworks such as the behavioral-related Maine Highway Safety Plans, with FHWA and National Highway Transportation Safety Administration (NHTSA) recognizing them as effective countermeasures.



Figure 7 Action item development resources.

Step 5: Prioritize & Incorporate Strategies

During the prioritization process, the project team evaluated each strategy and action item for its feasibility of implementation. Factors such as the cost and availability of resources, ease of implementation, and the potential influence a strategy could have on implementing other strategies, all impacted the prioritization. Other factors included the viability of the improvement, such as the use of a 'Road Diet' as a countermeasure, but which may not be feasible on high volume roadways. Priorities were assembled and ranked in the following "Safety Action Plan Action Table" (Table 12). The prioritized order of each action item includes the lead agency and partners, application method (e.g., regionwide), priority ranking, effectiveness, level of resources required (e.g., low, medium, or high), and an implementation time frame. Short-term actions are projected to be implemented within 3 years; medium-term actions within 3 to 10 years; and long-term actions within 15 years. Some actions are considered ongoing.



Figure 8 One Auburn Center.

Step 6: Evaluate and Update

All stakeholders, including system managers (engineers, planners, designers, builders, operators, maintenance workers), law enforcement agencies, post-crash personnel, and users of the transportation network share a collective responsibility to curb traffic-related fatalities and serious injuries. It's crucial that this Safety Action Plan transcends from being a planning document and is implemented to the fullest, as its usefulness would be only in passing awareness before collecting dust on a shelf. Realizing the plan's goal heavily relies on the implementation of identified strategies and action items by different stakeholders. The alignment of this Safety Action Plan with Maine's Strategic Highway Safety Plan (SHSP) is beneficial as it is positioned to utilize existing funding sources, aiding the Auburn Safety Action Plan's implementation. This includes State funds from MaineDOT and Federal funding from sources such as the Highway Safety Improvement Program (HSIP) and Highway Safety Plan (HSP), administered by the FHWA and National Highway Transportation Safety Administration (NHTSA), respectively. Furthermore, the Safe Streets and Roads for All (SS4A) Grant Program, established by the Bipartisan Infrastructure Law, could potentially support the implementation of the Auburn Safety Action Plan. This is a discretionary program is providing \$5-6 billion to back regional, local, and Tribal initiatives for preventing roadway deaths and serious injuries through a competitive grant program.

The Auburn Safety Action Plan is a dynamic document that must be updated annually for at least four more years. Monitoring resource allocation shifts in user behavior, and the decrease in crashes as various strategies and action items come to fruition can be the method by which Auburn and its safety stakeholders gauge the effectiveness of the Safety Action Plan's implementation. Additionally, this will aid Auburn and its stakeholders in

recognizing new or expandable action items, deciding the resources needed for implementation, and seeking grant opportunities.

Based on the five-year update cycle required for state SHSPs, it is anticipated that the Maine SHSP would be updated for 2027. It is important that the Auburn Safety Action Plan continue to align with the SHSP to leverage safety resources. Auburn must update its Safety Action Plan in conjunction with priorities identified with the updated SHSP. Auburn should also align the update of the Safety Action Plan with that of the ATRC Long-Range Transportation Plan (LRTP), completed in August of 2024. Aligning the timing provides an opportunity to integrate Auburn Safety Action Plan strategies and action items into LRTP projects, ultimately advancing the implementation of the Safety Action Plan. The Local Technical Assistance Program (LTAP) program through FHWA is a potential resource for assisting with the implementation, evaluation, and update of the Auburn Safety Action Plan.



Figure 9 Downtown Auburn.



DATA ANALYSIS

SAFETY ACTION PLAN

Safety Data

The data analysis for this plan examines crashes by the most severe injury outcomes in Auburn, Maine. Ten-years of crash data, from the 2014-2023 period, were gathered from the Auburn Police Department and analyzed. The data includes many attributes, including time of day, day of week, crash type, weather condition, lighting condition, contributing driver factors (distraction, speeding), contributing road factors (curve, wet road), location of crashes, and limited demographic attributes.

General Trends

This report is most concerned with the crashes that resulted in a fatal (K), serious (A), or minor injury (B), and most summary tables and analysis will focus on those injury levels with recommendations that seek to reduce these types of injury crashes. During the 2014-2023 period, there were 577 crashes that resulted in a fatal, serious, or minor level injury.

Table 3 Breakdown of crash severity.

Crash Severity	Number of Crashes	Percent of Total
Fatal Injury (K)	21	0.25%
Suspected Serious Injury (A)	105	1.24%
Suspected Minor Injury (B)	451	5.32%
Possible Injury (C)	1,586	18.72%
No Apparent Injury (O)	6,309	74.47%
TOTAL	8,472	100%

The following graph, Figure 10, shows all crashes during the 2014-2023 period, plotted as bars, and the percent of crashes that resulted in a fatal, serious, or minor injury plotted as the shaded area. Crashes were highest in 2017, but also represent the lowest share of crashes resulting in a fatal, serious, and minor injuries, at five percent. This represents a stark contrast to 2023, where a similar amount of total crashes occurred, at 922 crashes, but the share of crashes that resulted in a fatal, serious, or minor injury was twice as high at 10%.

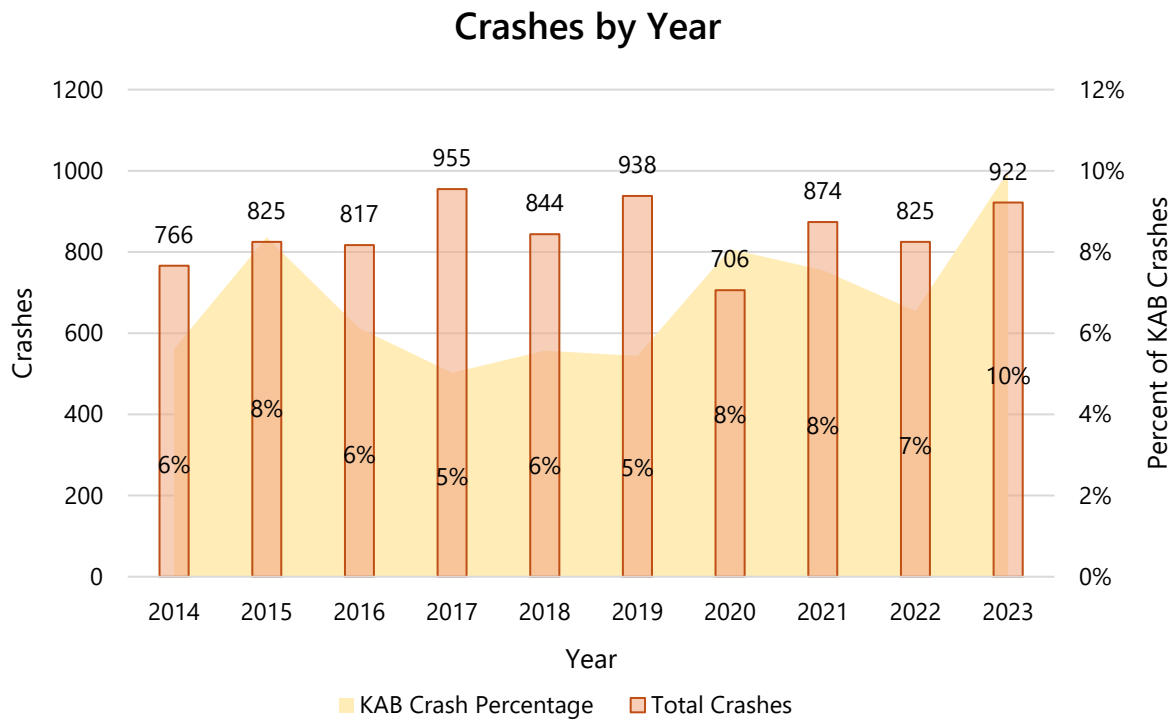
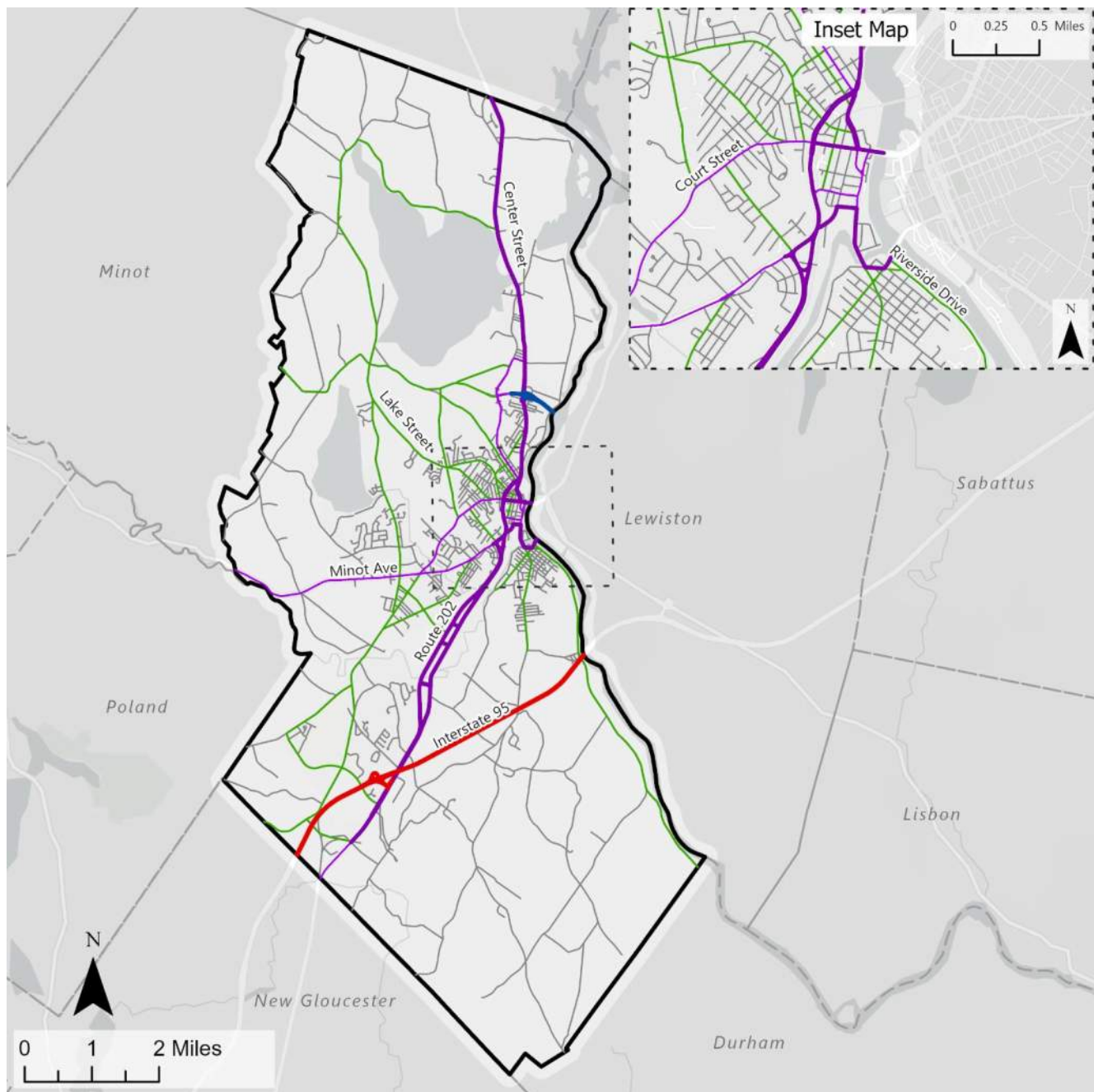


Figure 10 KAB and total crashes over a ten year period.

Road Classification Analysis

Road classifications describe the general speed of travel, volume capacity and function of a road within the road network hierarchy. In Auburn, the Federal Functional Classification as organized in the hierarchy are: Interstate, Freeway and Expressway, Principal Arterial, Minor Arterial, Major Urban Collector and Local Roads. Figure 11 shows the road classifications for Auburn.



Source: ERSI, MaineDOT parcel viewer.

Functional Classification

- Interstate
- Freeway and Expressway
- Principal Arterial
- Minor Arterial
- Major/Urb. Collector
- Local
- City Boundaries

Figure 11 Road classifications for Auburn.

Table 4 shows the distribution of crashes in Auburn based on road classification. The table is sorted by total crashes in descending order.

Table 4 Distribution of crashes in Auburn based on road classification.

Road Class	Fatal (K)	Serious Injury (A)	Minor Injury (B)	Possible Injury (C)	Property Damage Only (O)	Total Crashes
Other Principal Arterial	10	45	181	712	2,526	3,474
Major/Urb. Collector	3	21	101	341	1,332	1,798
Minor Arterial	4	18	77	298	1,058	1,455
Local	4	14	58	175	956	1,207
Interstate	0	5	31	43	347	426
Freeway & Expressway	0	2	3	17	90	112
Total by Severity	21	105	451	1,586	6,309	8,472

Error! Reference source not found., however, shows the proportion of crash severities by road classification. Principal Arterial roads account for the greatest share of all crashes, and nearly half (48%) of all fatal crashes. To identify if crashes on any given road type are more likely to result in a fatal, serious, or minor injury, a comparison of crash severity proportions can help answer the question. When comparing proportions of crashes that occur on Principal Arterial roads, there is a slight descending trend from fatal to property damage only crashes. Prioritizing the implementation of safety countermeasures on road classes that account for the highest proportion of crashes can provide the greatest safety benefit, and reduction of fatal, serious, and minor injuries in Auburn.

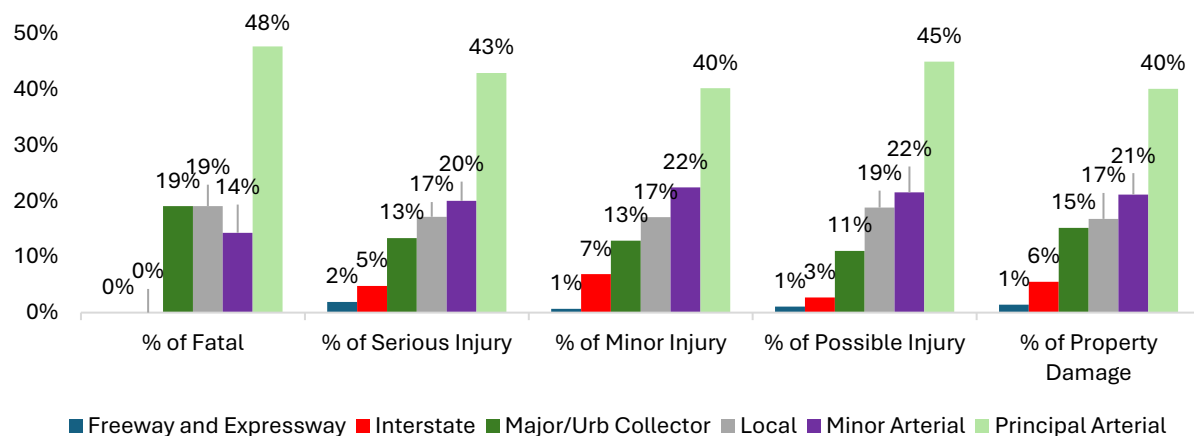


Figure 12 Crash severity by road classification in Auburn.

Crash Factor

The data analysis considered the over-representation of major crash types and their relationship between each other to guide the selection of the Auburn Safety Action Plan emphasis areas. The emphasis areas identified in the Maine SHSP serve as a starting point for the analysis, which ensures that the Auburn Safety Action Plan aligns with the SHSP while also addressing the safety needs on local Auburn roads. The analysis period for the Auburn Safety Action Plan is 2014 to 2023. This emphasis area share of all fatalities and serious injuries in the Auburn region are compared against the share at the State level as published in the State SHSP. Table 5 shows distribution of crashes and injuries that have occurred on the roads within the limits of the City of Auburn, considering the focus areas in the Maine SHSP.

Table 5 Auburn crashes in relation to Maine SHSP (Source: MaineDOT, 2024).

SHSP Focus Area Crashes	Fatal Injury (K)	Suspected Serious Injury (A)	Suspected Minor Injury (B)	Possible Injury (C)	No Apparent Injury (O)	% of Focus Area in KAB	Percent of Total KAB	Total
<i>Motorcycles</i>	6	21	48	43	23	53%	13%	141
<i>Pedestrians</i>	5	10	13	40	7	37%	5%	75
<i>Bicycles</i>	0	3	18	35	4	35%	4%	60
<i>Impaired Driving</i>	0	14	28	58	80	23%	7%	180
<i>Occupant Protection</i>	4	6	22	58	116	16%	6%	206
<i>Lane Departure</i>	8	38	159	335	1210	12%	36%	1750
<i>Distracted Driving</i>	3	11	41	124	285	12%	10%	464
<i>Work Zones/Traffic Incident Mgmt.</i>	0	0	11	12	71	12%	2%	94
<i>Illegal/Unsafe Speed</i>	4	13	48	153	532	9%	11%	750
<i>Young Drivers (16-24 Years Old)</i>	4	25	123	469	1722	6%	26%	2343
<i>Mature Drivers (65+ Years Old)</i>	6	16	75	311	1252	6%	17%	1660
<i>Large Trucks and Comm. Busses</i>	2	9	20	72	439	6%	5%	542
<i>Winter Crashes</i>	5	22	97	460	2016	5%	21%	2600
<i>Large Animals (Deer/Moose)</i>	0	0	4	15	503	1%	1%	522
Total	21	105	451	1586	6309		100%	8472

The focus areas that result in the highest incidence of KAB injuries are motorcycles (53%), pedestrians (37%), bicycles (35%), and impaired driving (23%). Notably illegal/unsafe speed made up 9% of the KAB injuries. The emphasis area matrix shown in Table 6 illustrates the relationship between the State focus areas for the 577 KAB crashes in Auburn.

Table 6 Auburn focus area matrix number of KAB crashes 2014-2023 (Source: MaineDOT, 2024).

Emphasis Area	Motorcycles	Peds	Bikes	Impaired Driving	Occupant Protection	Intersection Crashes	Lane Departure	Distracted Driving	Illegal/ Unsafe Speed	Young Drivers	Mature Drivers	Commercial Vehicles	Winter Crashes	Large Animals
Motorcycles	-	4%	5%	10%	47%	15%	8%	4%	14%	12%	10%	0%	0%	27%
Pedestrians	1%	-	0%	0%	0%	7%	0%	4%	3%	3%	4%	0%	6%	0%
Bicycles	1%	0%	-	0%	3%	4%	0%	0%	0%	1%	0%	0%	1%	18%
Impaired Driving	5%	0%	0%	-	3%	8%	15%	7%	5%	7%	0%	13%	6%	0%
Occupant Protection	20%	0%	5%	2%	-	7%	2%	9%	6%	6%	9%	3%	2%	27%
Intersection Crashes	72%	86%	76%	67%	78%	-	39%	71%	48%	66%	69%	68%	57%	82%
Lane Departure	23%	0%	5%	74%	16%	22%	-	38%	66%	35%	26%	19%	45%	18%
Distracted Driving	3%	7%	0%	10%	16%	11%	10%	-	5%	15%	6%	6%	4%	18%
Illegal/ Unsafe Speed	12%	7%	0%	7%	13%	8%	21%	5%	-	14%	4%	10%	27%	0%
Young Drivers	24%	18%	5%	24%	28%	27%	26%	42%	32%	-	13%	16%	23%	27%
Mature Drivers	13%	14%	0%	0%	28%	18%	12%	11%	6%	9%	-	26%	20%	9%
Commercial Vehicles	0%	0%	0%	10%	3%	6%	3%	4%	5%	3%	8%	-	10%	0%
Winter Crashes	0%	29%	5%	19%	9%	19%	27%	9%	52%	19%	26%	39%	-	9%
Large Animals	4%	0%	10%	0%	9%	2%	1%	4%	0%	2%	1%	0%	1%	-
Total	75	28	21	42	32	367	205	55	65	152	97	31	124	11

Chart is read vertically. Percent values are in relation to the total at the end of the table. Values are color-coded in relation to the emphasis area with the highest overlap in each column – for example, red indicates high overlap, while green indicates low overlap.

* Large Animals and EMS crashes omitted due to having no KAB crash overlap data with other factors.

This relationship allows stakeholders to leverage resources and address multiple crash factors simultaneously. The matrix is read by selecting the focus area at the top and then reading down the column to determine that portion of KAB crashes associated with the focus area listed in the row header. For example, of the 65 KAB crashes that involved a motor vehicle moving at illegal or unsafe speeds, 32 percent involved young drivers. Comparatively, of the 152 KAB young driver-involved crashes, 14 percent involved illegal or unsafe speeds.

A large share of crashes across all emphasis area occurred at intersections, and for many emphasis areas, young drivers were involved in on average 23% of KAB collisions. The percentages listed in each column do not add to 100 percent as there can be multiple factors that are present in a crash.



Community Safety Story

"I have lived here 15 years now and in my right mind would not walk on Court St. People throw cigarettes, cans, food at you when they come up on you and think it is funny. Drivers get extremely irritated with honking, gestures, etc., just because you slow down to turn into your driveway. Turning left into the driveway or minding a pedestrian is even worse, drivers will pass on the right, over the curb and onto the sidewalk."

Source: Online Survey Response

High Injury Network & Equity

The High Injury Network analysis identifies a small subset of roads in Auburn where a high proportion of fatal, serious, and minor injury crashes occur. The analysis identifies which road each fatal, serious or minor injury crash occurred on, and attributes each crash to a specific segment of roadway. Each roadway segment must be at least a quarter mile in length and have at least three fatal, serious, or minor severity crashes to qualify for the analysis. Crashes are multiplied by the crash cost values shown in the Table 7 below and then divided by the length of the roadway. Crash costs are the tangible economic costs (e.g., medical bills, lost wages) and the intangible consequences (e.g. physical pain and emotional suffering) which is monetized as quality-adjusted life years (QALY) as defined by the USDOT FHWA. Segments are then ranked from 1 to 25 based on the highest to lowest crash cost scores.

Table 7 Crash Costs in Maine, (Source: ‘Crash Costs for Highway Safety Analysis’, FHWA.)

Crash Severity	Crash Cost
Fatal or Serious Injury	\$1,210,350
Minor Injury	\$111,200

This analysis helps to prioritize safety improvements on roads where high injury crashes are most prevalent. While there are approximately 227 miles of roadway in Auburn, only 25 miles, or 11% of the road network, is part of the High Injury Network. Approximately 61% of fatal, serious, or minor injury crashes occurred on the High Injury Network during the 2014-2023 period.

Roadway Classification Analysis

There are six road classifications in Auburn, based on the Federal Functional Class system. Local roads account for over two thirds (67%) of roadway miles. Major/Urban Collectors account for the second largest share, at 18%. Table 8 shows these road types, and the amount and percentage of miles that they account for.

Table 8 Road classifications in Auburn.

Road Classification	Total Miles	Percent of Total Roadway Miles
Local	152	67%
Major/Urban Collector	41	18%
Minor Arterial	9	4%
Principal Arterial	18	8%
Interstate	6	2%
Freeways and Expressways	1	1%
TOTAL	227	100%

As mentioned at the beginning of this section, the High Injury Network accounts for a small subset of the road network. In Auburn, there are three road classifications found on the HIN – Major/Urban Collector, Minor Arterial, and Principal Arterial roads. While the HIN is a total of 25.24 miles in length, Principal Arterial roads account for approximately 51% of those miles, and 57% of all HIN crashes. While Local Roads make up the majority of roadway miles in Auburn (67%), there are no HIN corridors with a Local Road classification. Principal Arterials account for over half of the HIN crashes (57%), and half of the HIN miles (51%), while only representing 8% of the Auburn roadway miles. Improving safety on Minor and Principal Arterials would have the greatest impact on reducing fatal and serious injuries in Auburn. Table 9 shows the functional classification for HIN corridors.

Table 9 Road classifications of HIN corridors.

Road Classification	HIN Miles	Percent of Total HIN Miles	HIN Crashes	Percent of Total HIN Crashes
Major/Urban Collector	5	20%	46	13%
Minor Arterial	7	29%	105	30%
Principal Arterial	13	51%	201	57%
TOTAL	25	100%	352	100%

Equity

The U.S. Department of Transportation identifies census tracts that face a cumulative burden as a result of underinvestment in transportation across five measures: Transportation Insecurity, Climate and Disaster Risk Burden, Environmental Burden, Health Vulnerability, and Social Vulnerability. Census tracts are considered Transportation Disadvantaged if the overall index score for a given tract exceeds the 65th percentile when compared to all other U.S. census tracts. Data from the USDOT Equitable Transportation Community (ETC) explorer⁷ were analyzed to identify tracts in Auburn that are Transportation Disadvantaged on a nationwide level.

Three of the eight census tracts in Auburn are identified by the USDOT as transportation disadvantaged, all located in the downtown core of Auburn. Table 10 shows the percentile scores for each disadvantaged census tract, across the five measures. The percentile scores are shown, relative to all other U.S. census tracts. For example, Tract 101 scores in the 96th percentile for Social Vulnerability in the U.S. The Social Vulnerability measure is determined by over 10 factors, including housing cost burden, disability rate, unemployment, and people below 200% of the federal poverty line⁸. Disadvantaged

⁷ USDOT Equitable Transportation Explorer -

(<https://experience.arcgis.com/experience/0920984aa80a4362b8778d779b090723/page/ETC-Explorer---National-Results/>)

⁸ USDOT Equitable Transportation Community (ETC) Explorer, "Understanding the Data".

(<https://experience.arcgis.com/experience/0920984aa80a4362b8778d779b090723/page/Understanding-the-Data/>)

census tracts in Auburn also score high in environmental burden. Factors that determine environmental burden include access to quality healthcare, hazardous sites proximity, pre-1980s housing stock, and high-volume road proximity.

Table 10 Transportation disadvantaged census tracts percentile summary.

Census Tract	Climate & Disaster Risk Burden	Environmental Burden	Health Vulnerability	Social Vulnerability	Transportation Insecurity
Tract 101	63	81	14	96	61
Tract 103	72	77	78	88	27
Tract 105	57	83	39	84	52
Average for Disadvantaged Tracts	64	80	44	89	47
Average For Non-Disadvantaged Tracts	20	36	32	33	63

High Injury Network Overlap

As shown in Figure 12 parts of nine HIN segments run through or along the three census tracts that are identified as Transportation Disadvantaged.

Approximately 42% of all crashes on the High Injury Network occurred on those nine segments.

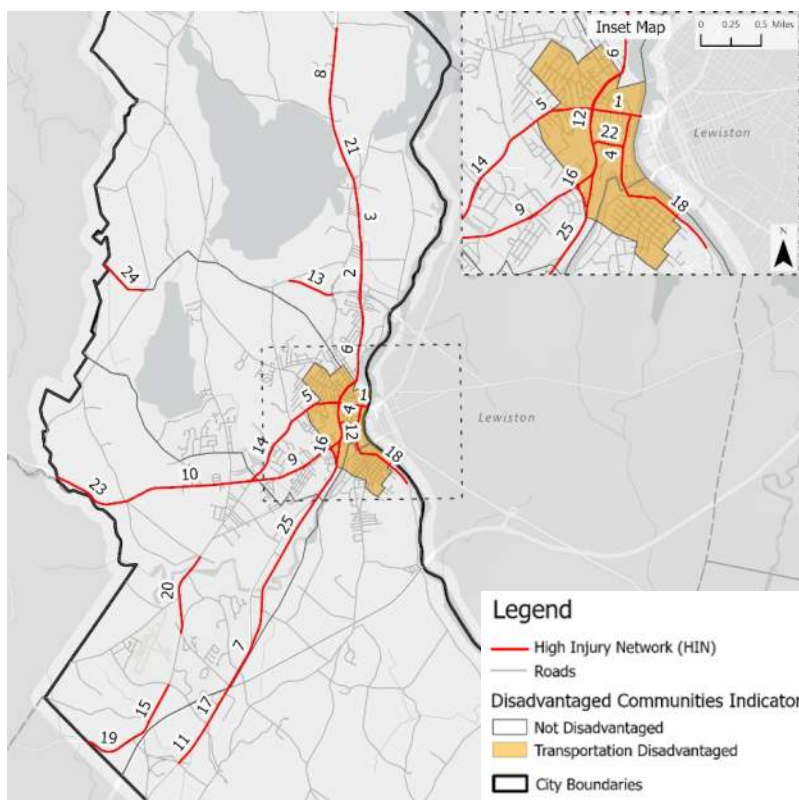


Figure 12 High injury network corridors and disadvantaged census tracts.

Source: ERSI, MaineDOT crash data.

Hot Spot Overlap with Disadvantaged Census Tracts

Of the 577 fatal, serious, and minor injury crashes (KAB crashes) that occurred in Auburn during the ten-year period, 109, or 19%, occurred in a disadvantaged census tract. Which is less than half the percentage of KAB crashes that occurred in disadvantaged census tracts in Lewiston. Figure 13 shows the “hot spots” where there are large relative concentrations of fatal, serious, and minor injury crashes, and blue spots where lower concentrations of crashes occurred during the 10-year period.

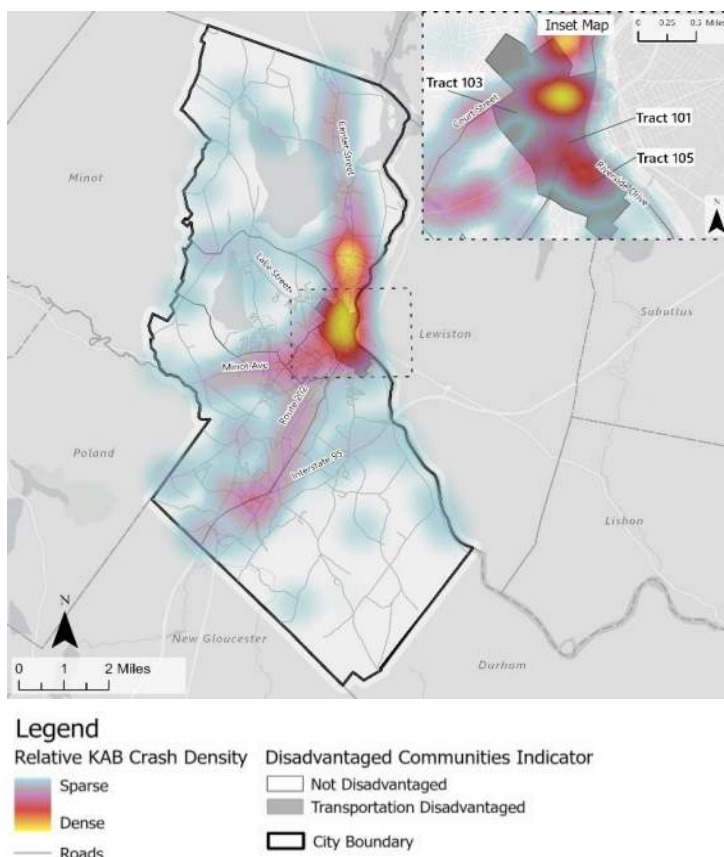


Figure 13 Depiction of relative concentrations of fatal, serious, and minor injury crashes, with red being high concentrations and blue being low.

Source: ERSI, MaineDOT crash data.

The heat map assigns a weight to the fatal, serious, and minor injury crash severities based on Maine crash costs, similar to the HIN analysis. While the HIN analyzes crashes on a road segment level, this analysis helps to visualize locations and intersections that may not have qualified as a HIN segment, but still have a high concentration of fatal, serious, or minor injury crashes.

“Hot spots” are shown in the downtown core of Auburn, which is the convergence of several high-volume arterial roads, including ME-202 (Court Street) and ME-4 (Center Street), which serves as a major north-south regional connection road. One such location that is not on the HIN but is a “hot spot” is the intersection of Garfield Road and Perkins

Ridge Road. There were five fatal, serious, or minor injury crashes at this intersection during the 10-year period. One of the crashes was fatal, and the four others resulted in minor injuries. All five crashes involved an 'intersection movement' crash type and occurred between 2017 and 2023. Focusing safety countermeasure improvements in census tracts identified as disadvantaged, and tracts with "hot spot" concentrations is both an equity-forward and safety-forward approach to transportation safety.

Zero Vehicle Households Analysis

Census data were analyzed to identify tracts with higher concentrations of poverty, persons with a disability, persons of color, than citywide averages. All census analysis maps are provided in the appendix. Figure 14 shows census tracts where households do not have access to a vehicle on a higher rate than the citywide average. The citywide average for this metric is approximately 11%. The downtown core is notable with census tracts ranging from 12-31% of households not having access to a vehicle.

Approximately 57% of bicycle and pedestrian crashes that resulted in a fatality, serious, or minor injury occurred in the four census tracts shown in dark gray, which is roughly consistent with the 53% of bicycle and pedestrian crashes that resulted in KAB crashes in the top census tracts for Lewiston. Countermeasure recommendations in these census tracts should prioritize the safety of pedestrians and bicyclists.

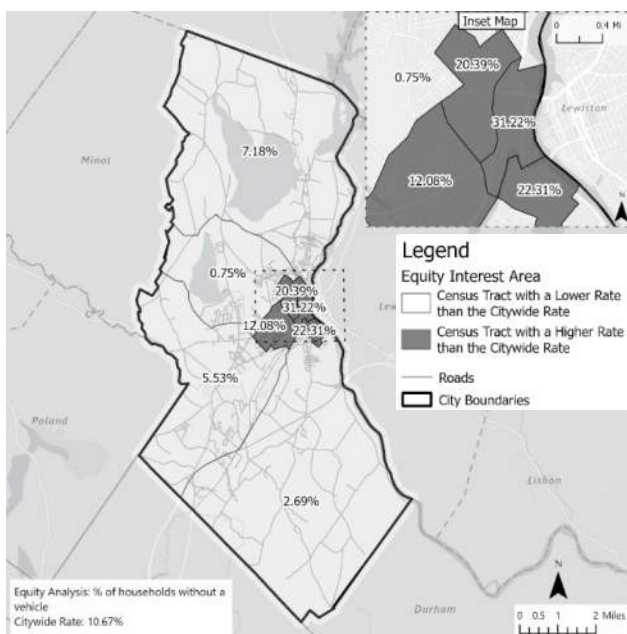


Figure 14 Household access to a vehicle per

Source: ERSI, MaineDOT crash data.

Table 11 High injury network corridors, their crash severities and lengths.

RANK	STREET NAME	LOCATION	SEVERITY CRASHES			KAB CRASHES	LENGTH (MILES)
			K	A	B		
1	Court Street	Minot Ave to City Line	0	4	15	19	0.41
2	Center Street	Veterans Bridge to Stetson Road	1	4	14	19	0.74
3	Center Street	Stetson Road to Fair Street	1	5	11	17	1.16
4	Main Street	Mill Street to Court Street	1	3	11	15	0.70
5	Court Street	Park Ave to Minot Ave	1	3	12	16	0.75
6	Union St./Center St.	Court Street to Memorial Bridge	1	9	48	58	2.28
7	Washington Street N.	Maine Tpke/I-95 to Hackett Road	0	6	9	15	1.21
8	Turner Road	Hathaway Street to Townsend Brook Rd	2	4	9	15	1.33
9	Minot Avenue	Pride Road to Washington Street S.	1	5	7	13	1.37
10	Minot Avenue	Hatch Road to Pride Road	1	5	29	35	2.01
11	Washington Street (US-202)	Poland Spring Road to Near Station Rd	0	2	1	3	0.50
12	Washington Street N. (US-202)/Minot Ave	Pierce Street to Court Street	0	1	5	6	0.82
13	Mount Auburn Avenue	Gracelawn Road to Turner Street	0	2	6	8	0.65
14	Court Street	Minot Avenue to Park Avenue	0	2	7	9	1.04
15	Hotel Road	Poland Spring Road to Kittyhawk Ave	0	3	5	8	0.95
16	Minot Avenue/Rotory St	Jefferson Street to High Street	0	1	4	5	0.38
17	Washington Street N.	Near Station Road to I-95 Overpass	1	0	8	9	0.79
18	Mill Street/Riverside Drive	South Main Street to Oak Hill Cemetery	0	1	7	8	0.82
19	Poland Spring Road	City Line/Ricker Road to Hotel Road	1	1	2	4	0.73
20	Hotel Road	Constellation Drive to Merrow Road	1	2	5	8	1.17
21	Turner Road	Fair Street to Hathaway Street	1	0	2	3	0.83
22	Elm Street	Minot Avenue to Main Street	0	0	7	7	0.26
23	Minot Avenue	City Line to Hatch Road	1	0	1	2	1.10
24	Jackson Hill Road	City Line to Perkins Ridge Road	0	1	6	7	0.73
25	Washington Street	Hackett Road to Pierce Street	1	3	7	11	2.50
TOTAL			15	67	238	320	25.23

* Denotes a HIN segment that borders a USDOT Transportation Disadvantaged Census Tract.

** An HIN segment that runs through a Transportation Disadvantaged Census Tract.

Survey Results

Seeking to understand the real needs and concerns of Auburn residents for the Auburn Road Safety Action Plan, the project team conducted a detailed community outreach survey, allowing respondents to share their experiences and ideas. This survey was made available and advertised in various ways (e.g., handbills, newspaper, social media, QR codes, email lists, and roadside signs) to allow as many people as possible to participate, giving us a true picture of what residents think about our roads.

From the survey responses, we learned about the key safety issues and areas that need the most attention. By listening to the community, we gained valuable information that helped shape this plan. The Auburn Road Safety Action Plan is a collective effort, designed with the voices of our community at its core. Together, we can work towards making our streets safer and our city more connected and vibrant for everyone.

Demographics of Survey Respondents

A total of 148 residents contributed to this plan by responding to the survey. The respondents were spread across diverse demographics as follows:

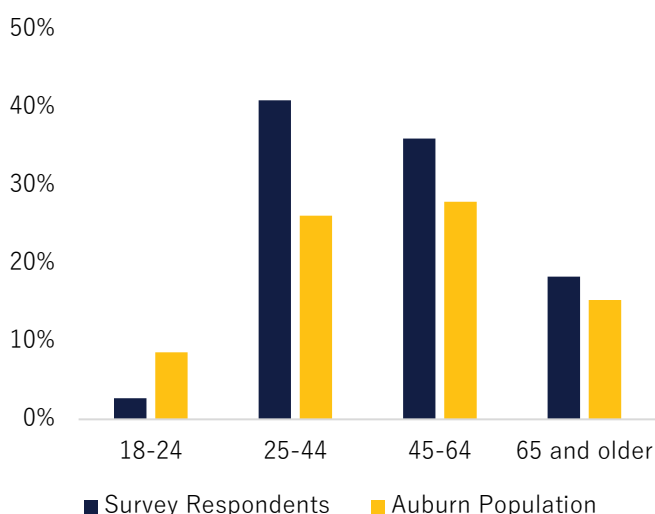
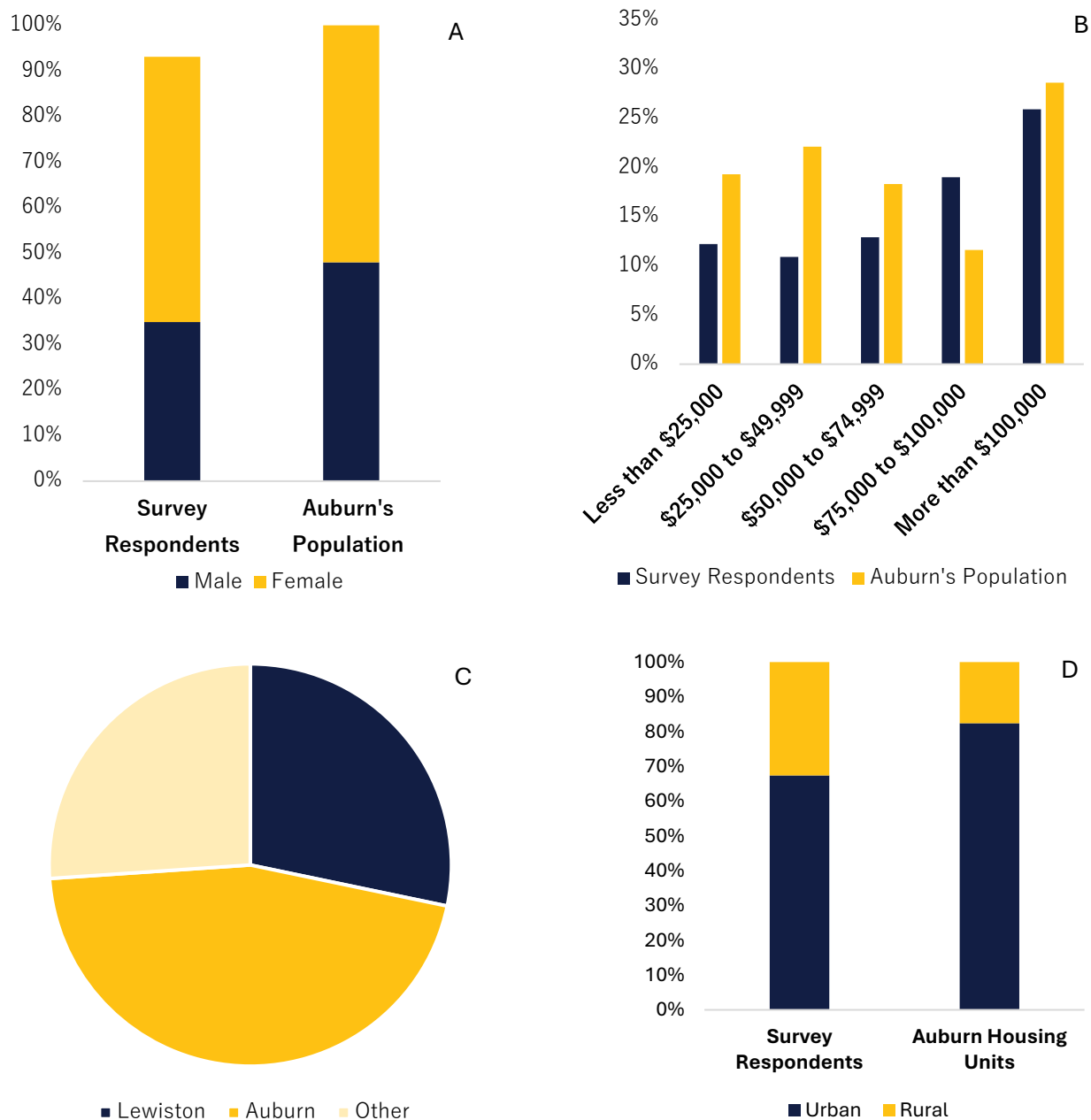


Figure 16 Age demographics of respondents compared to Auburn's population in 2024.

Source: Online Survey Results, Census Data (.gov.).



Source: Online Survey Results, Census Data (.gov).

Figure 17 Demographics of respondents to the online survey. (A) Gender; (B) Household income; (C) Town of Work; (D) Urban/Rural.

The demographics of the survey respondents align closely with Auburn’s population demographics in terms of gender, income groups, age cohorts, and the distribution of residents between urban and rural areas. However, there are notable differences:

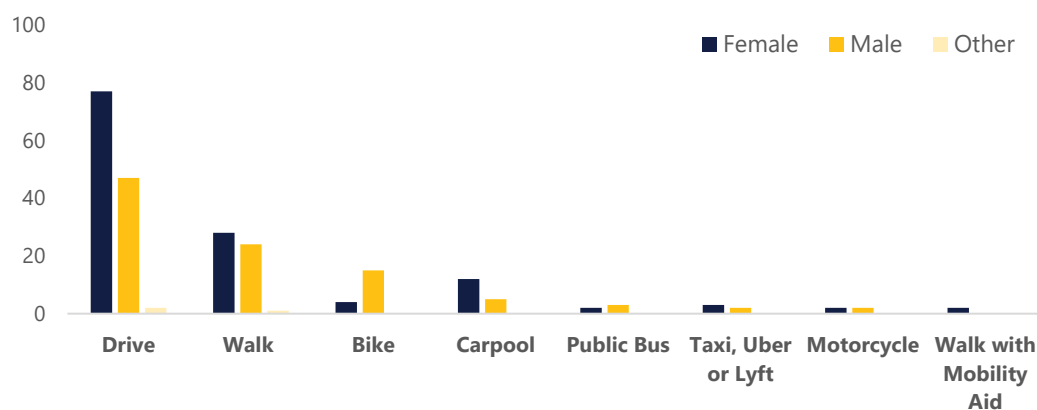
- Individuals aged 18-25 are underrepresented in the survey.
- Females are overrepresented, constituting 58.2% of survey respondents compared to 52% of Auburn's population.
- The household income group of \$75,000 to \$100,000 is overrepresented, making up 19% of survey respondents but only 11.6% of Auburn's population.
- Rural households are overrepresented at 32.6% of survey respondents, whereas they constitute only 18% of Auburn's housing units.



Figure 18 Festival Plaza.

Utilized Modes of Travel Among Different Respondents

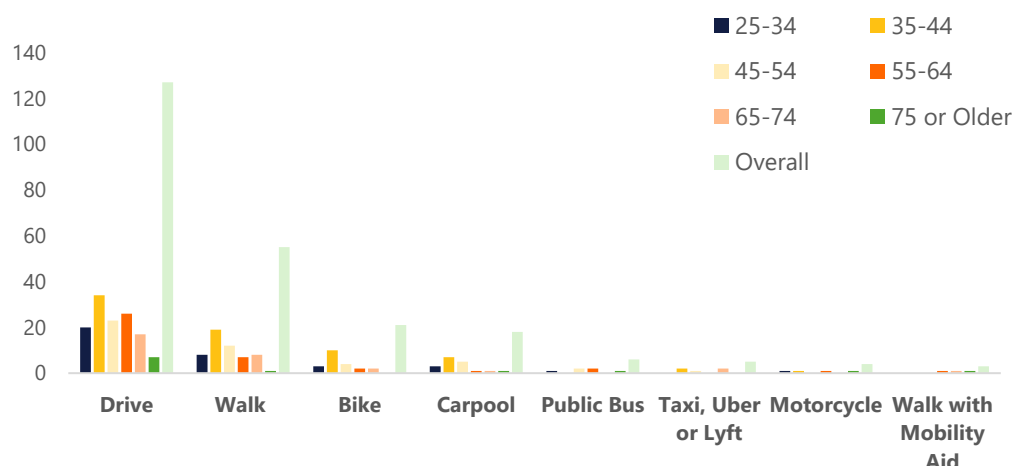
Respondents were asked about the modes of travel they utilize for commuting and daily trips. This section examines the differences between the respondents across different demographics in terms of their mode choices. Each mode of travel is shown on the x axis and the percentage of respondents in every subgroup that utilized the mode for daily trips is shown on the y axis.



Source: Online Survey Results.

Figure 15 Number of respondents utilizing each mode of transportation by gender.

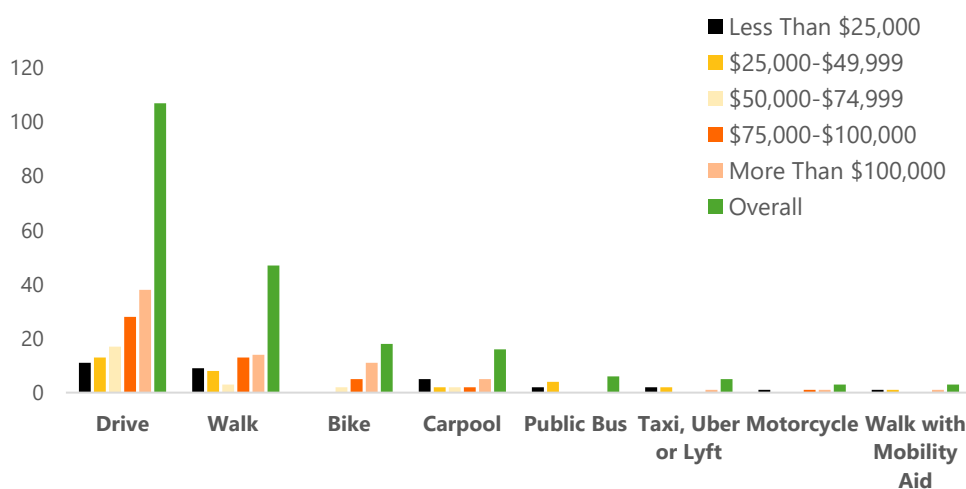
Driving is the most used mode of travel with little to no difference between the genders. Female respondents were less likely to use walking, cycling, transit and motorcycles as daily travel alternatives, which might indicate some personal safety concerns. Carpooling is preferred more among female respondents.



Source: Online Survey Results.

Figure 16 Number of respondents utilizing each mode of transportation by age.

The mode choice preferences vary significantly by age in Auburn. Driving is the highest utilized mode with slight variations between different ages. Walking is most utilized by the 35-54 age cohorts. Cycling is used most among the age 35-44 group compared to other respondents. Carpooling is most popular amongst the 45-54 age cohort. The oldest respondents are much more likely to utilize transit, walk with a mobility aid, and surprisingly, motorcycles, highlighting the importance of safe connected roads for this vulnerable population.



Source: Online Survey Results.

Figure 17 Number of respondents utilizing each mode of transportation by household income.

Mode choice is significantly affected by household income. The higher the income the more likely the respondent is to drive alone, highlighting the affordability barrier of owning and maintaining a car. Cycling is also used mostly by the highest income group. The two lowest income groups are most likely to walk for a large portion of their trips and most likely to use carpooling, a taxi service which is one of the more expensive forms of transport in the long run, motorcycles and mobility aids. The household income groups making less than \$50,000 per year is most reliant on public transit.

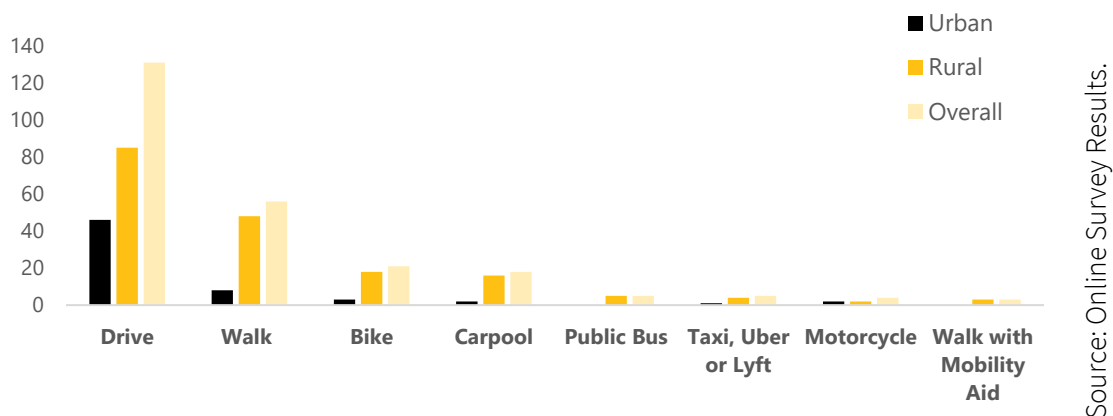


Figure 18 Number of respondents utilizing each mode of transportation by urban or rural.

There is a significant difference in mode choice between respondents in rural versus urban areas. The rural area residents are much more likely to drive more for daily trips. The urban area residents have more access and choice in mobility allowing them to walk, bike, carpool, public transit, or taxi service. This highlights that more connectivity and transportation options for the rural parts of Auburn should be considered.

Safety Rating of Modes Among different Responders

This Safety Action Plan acknowledges the importance of every Auburn resident feeling safe using the transportation network. For this reason, we ask the respondents to rate the safety of the different modes of transportation that they use from “very safe” to “not safe at all”. The responses were then converted into a safety rating with 1 being “not safe at all” and 5 being “very safe”. The average score is then compared between different modes and different responder subgroups to better understand how the residents feel about the safety of each mode of transportation. This feeds into the prioritization of safety improvements for different transportation modes.

Overall, the safety ratings are on the lower side of the scale with average ratings between 1.4 and 3.4 out of 5.0 showing that the residents are not feeling safe in most modes of

transportation. The highest safety modes are perceived to be driving and carpooling closely followed by public transit. Motorcycles, wheelchairs and bikes have the lowest safety ratings. This highlights the importance of ramps and accessibility improvements for wheelchairs. It also highlights the importance of sharing the road with alternative modes of transportation by the drivers.

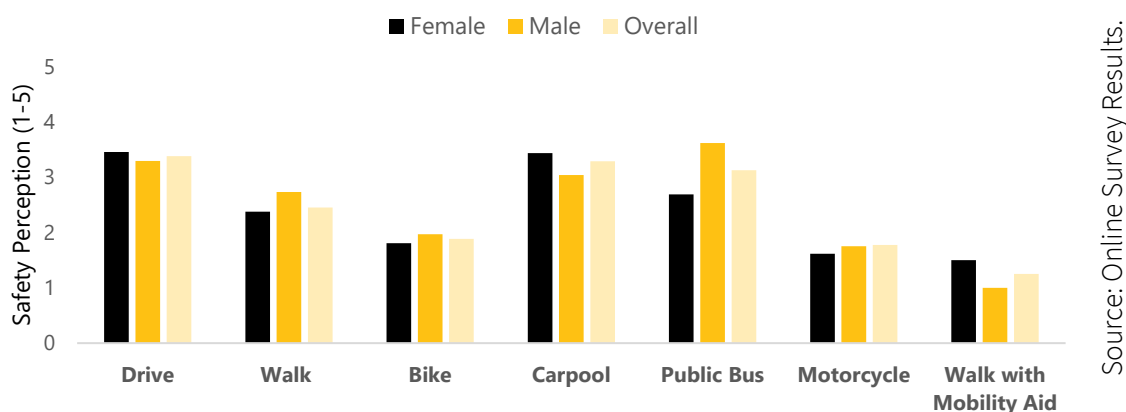


Figure 19 Safety rating of modes of transportation by gender.

There are significant differences between genders in terms of their perception of safety of different modes. Females perceive driving and carpooling as safer options which reflects on females using these modes more than males. Males perceive public transit, walking, cycling and motorcycles as safer than perceived by females. Female users of wheelchairs and mobility aids perceive them as safer when compared to the perception of male users.

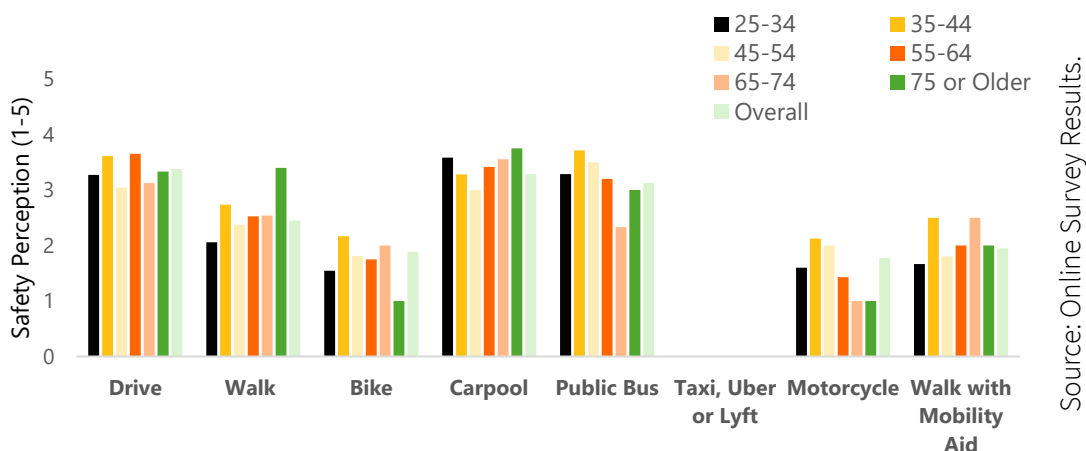


Figure 24 Safety rating of modes of transportation by age.

Perception of safety of different modes varies greatly by age cohort despite not showing a clear trend. The youngest respondents had the lowest safety perception of every mode of transportation. The oldest respondents had the highest safety rating for carpooling and walking. The 35 to 44 age cohort had the highest rating for safety of public transit, bikes, motorcycles and wheelchairs.

Different income groups do not show any distinct trend when it comes to safety rating of different modes. The income groups making above \$75,000 are the ones with the highest safety score for driving and carpooling. The less than \$25,000 income group has the highest safety score for bikes, motorcycles, public transit and other alternative mobility solutions. This highlights the importance of making the Auburn network as friendly as possible to all different modes of transportation sharing the road.

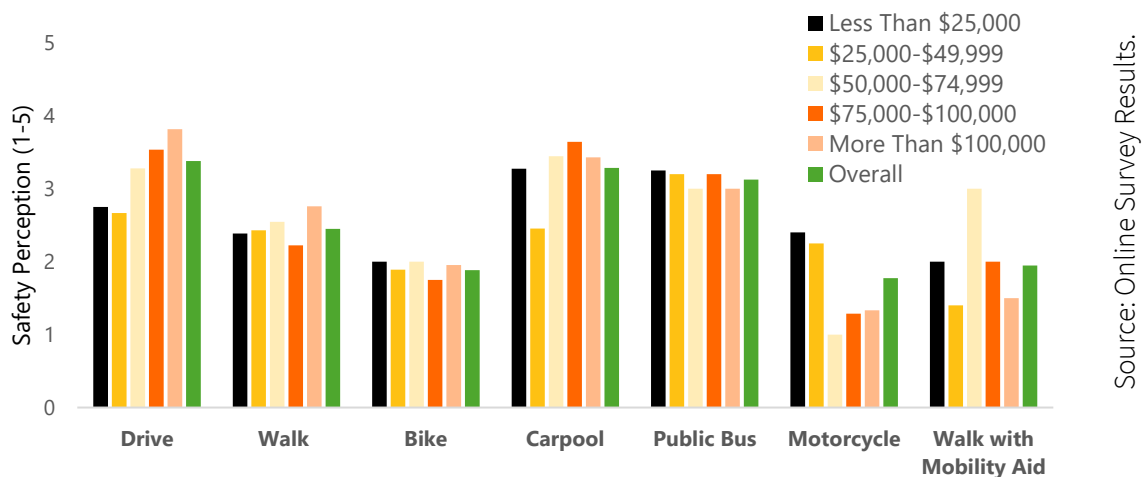


Figure 21 Safety rating of modes of transportation by household income.

Auburn residents living in rural areas provide a lower safety score to every mode compared to residents living in urban areas, except for driving where rural area residents provided a higher safety score which corresponds with rural areas having lower crash rates compared to urban areas. The biggest difference in the scores is between perceptions of

safety for public transit, other alternative mobility, bikes, wheelchairs, mobility aids and motorcycles. This highlights the importance of sharing the road and enabling multimodal transportation in rural areas of Auburn.

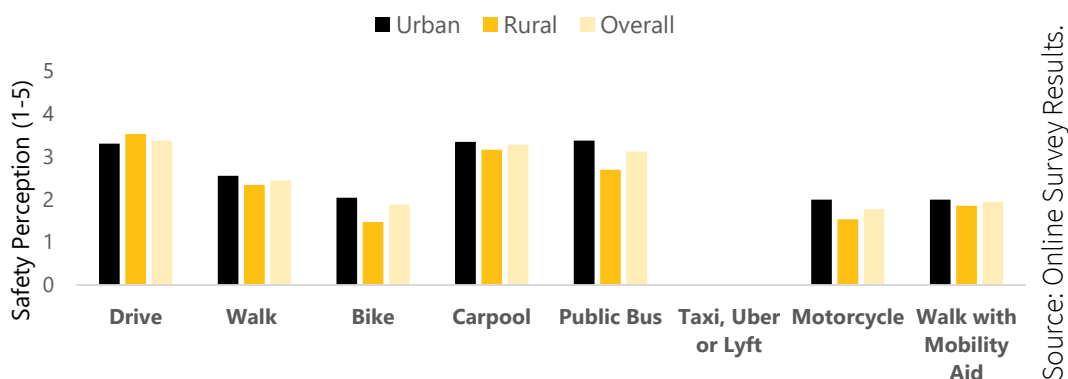


Figure 22 Safety rating of modes of transportation by urban and rural.

Respondent Feedback Analysis

The respondents were asked some open-ended questions to further understand their concerns and stories. This section analyses these questions to identify some patterns in the open-ended comments. The questions included asking the respondents about the previous crash experiences, transportation safety concerns in unsafe locations, and their preferred previous pedestrian and bike related safety improvements. Five main themes were identified to be recurring in the responses.

➤ Speeding and Lack of Speed Enforcement

Many reports mention speeding as a common factor in crashes, with vehicles often traveling well above the posted speed limits. Speeding not only increases the severity of crashes but also reduces the driver's ability to react to unexpected hazards. High-speed impacts can cause severe injuries or fatalities and increase the likelihood of losing control of the vehicle. Speeding also disproportionately affects vulnerable road users, such as pedestrians and cyclists, who have little protection against fast-moving vehicles.

Examples of speeding mentions:



- Several survey participants reported frequent speeding on residential streets, leading to dangerous situations for pedestrians and property damage. One notable case involved multiple incidents of property damage due to speeding vehicles losing control.
- Speeding on major thoroughfares was also frequently mentioned. For instance, vehicles were reported speeding past crosswalks without slowing down, endangering pedestrians.
- Speeding incidents were not limited to cars; large trucks traveling at high speeds on smaller roads added to the hazard, making conditions dangerous for other motorists and pedestrians.

➤ **Distracted Driving**

The USDOT defines distracted driving as any activity that takes a driver's attention away from driving (e.g., using a cellphone, talking with passengers, eating or drinking). Distracted driving is a recurrent theme, referenced in the context of various crashes such as rear-end collisions, pedestrians being hit, and vehicles drifting out of lanes. For example, instances were noted where drivers were on their phones or not paying attention, leading to avoidable crashes.

Distracted driving often results in reduced reaction times, making it difficult for drivers to stop in time or maneuver safely. This not only endangers the driver but also other vulnerable users.

➤ **Running Red Lights**

Ignoring traffic control devices is another common theme, with many reports mentioning drivers running stop signs and red lights, leading to collisions, especially at busy intersections.

A respondent reported being rear-ended at a stoplight by a distracted driver. Other respondents mentioned drivers running red lights leading to dangerous collisions. In one instance a motorcycle was struck by a red-light runner. Another vehicle failed to stop at a stop sign colliding with another vehicle.

Running stop signs and red lights disrupt the predictable flow of traffic, leading to side-impact crashes, which are particularly dangerous due to the limited protection on the sides of vehicles. These actions also pose a significant risk to pedestrians and cyclists who rely on traffic signals to cross safely.

Examples of running stop signs/red lights:

- Multiple responses identifying red light running at high speeds as a key concern.
- Respondents not feeling safe crossing the streets at red lights.
- Specifically multiple concerns on red light running on Center Street.

➤ **Poor Intersection Design/ Signage Visibility**

Many issues relate to intersections that have visibility problems. These include intersections where signage is too small, poorly placed, or faded, and where parked cars obstruct drivers' views at crosswalks, making it hard to see oncoming traffic or pedestrians. Poorly visibility at intersections leads to confusion, hesitation, and ultimately collisions. Lack of visibility can prevent drivers from seeing traffic signals, stop signs, or crossing pedestrians, which increases the risk of crashes, especially when coupled with speeding.

Examples:

- A recurring issue at four-way stops where multiple crashes have been noted due to poor visibility of the stop signs, often obscured by parked cars.
- Rotaries near commercial areas, like a cited rotary near a gas station, were pointed out for rear-end collisions and merging difficulties, stemming from the complex flow of traffic and driver uncertainty about right-of-way.
- At busy intersections with complicated designs and multiple signals, such as one involving multiple outlets to streets and businesses, drivers often get distracted, leading to crashes.

➤ **Pedestrian and Cyclist Safety**

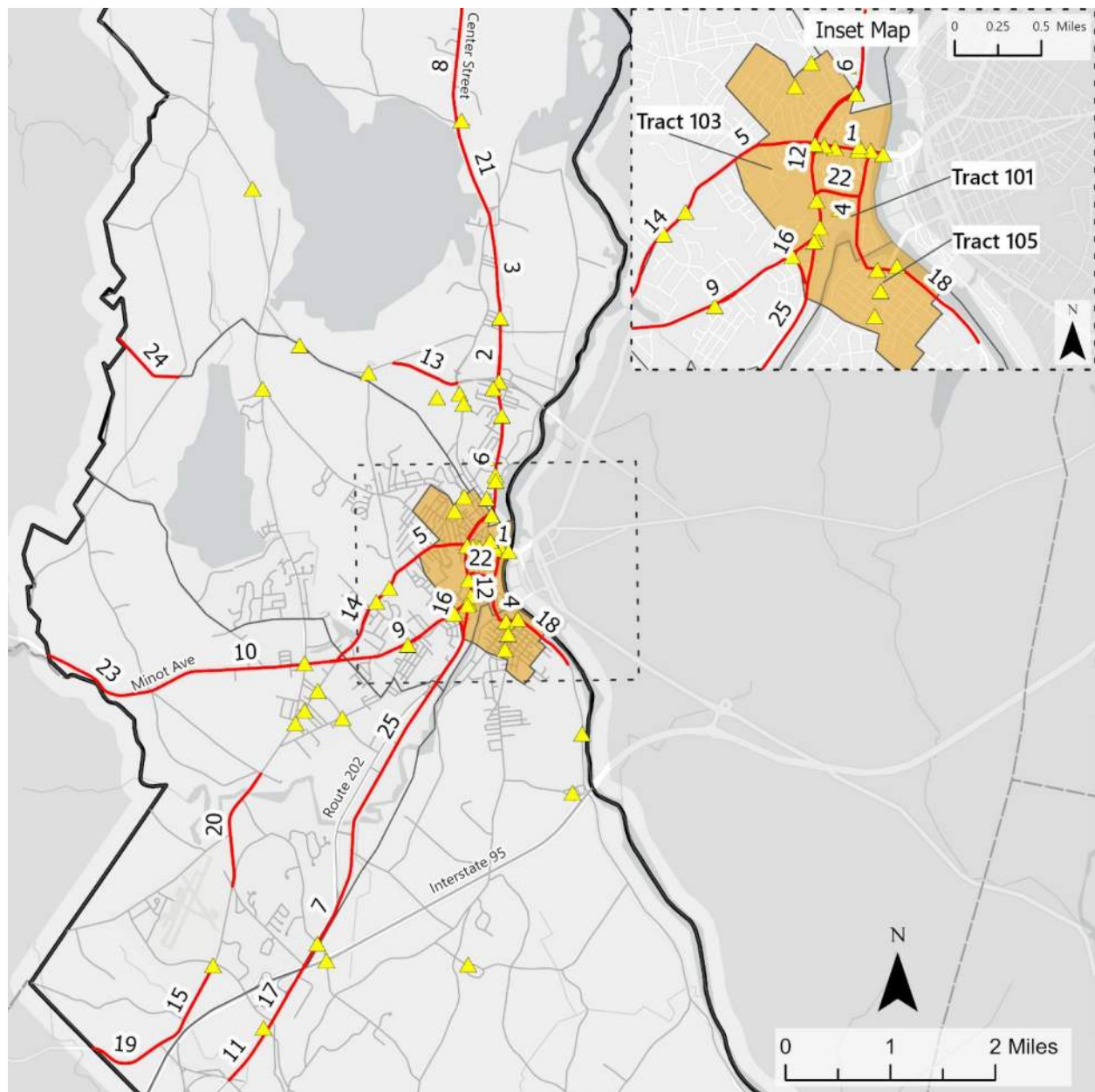
Safety concerns for pedestrians and cyclists are frequently mentioned, with issues such as inadequately protected bike lanes, poorly maintained sidewalks, and insufficient

crosswalk signals. Many responses highlighted incidents where pedestrians were nearly hit or cyclists were driven off the road by motor vehicles. Cyclists and pedestrians are the most vulnerable road users. Lack of adequate infrastructure to protect them from fast-moving or inattentive drivers increases their risk of crashes and injuries. Unsafe conditions deter people from walking or cycling, which can negatively impact public health and the environment.

- Many respondents noted the inadequacy of crosswalks, particularly those near busy areas. Pedestrians reported near-miss incidents where vehicles failed to stop at designated crosswalks.
- Cyclists expressed the need for protected bike lanes. Instances of cyclists being hit by cars running stoplights were highlighted, emphasizing the dangers they face on shared roads.
- The lack of continuous and well-maintained sidewalks was frequently mentioned. Poorly maintained sidewalks and the absence of sidewalks in certain areas force pedestrians to walk on the road, increasing the risk of crashes.

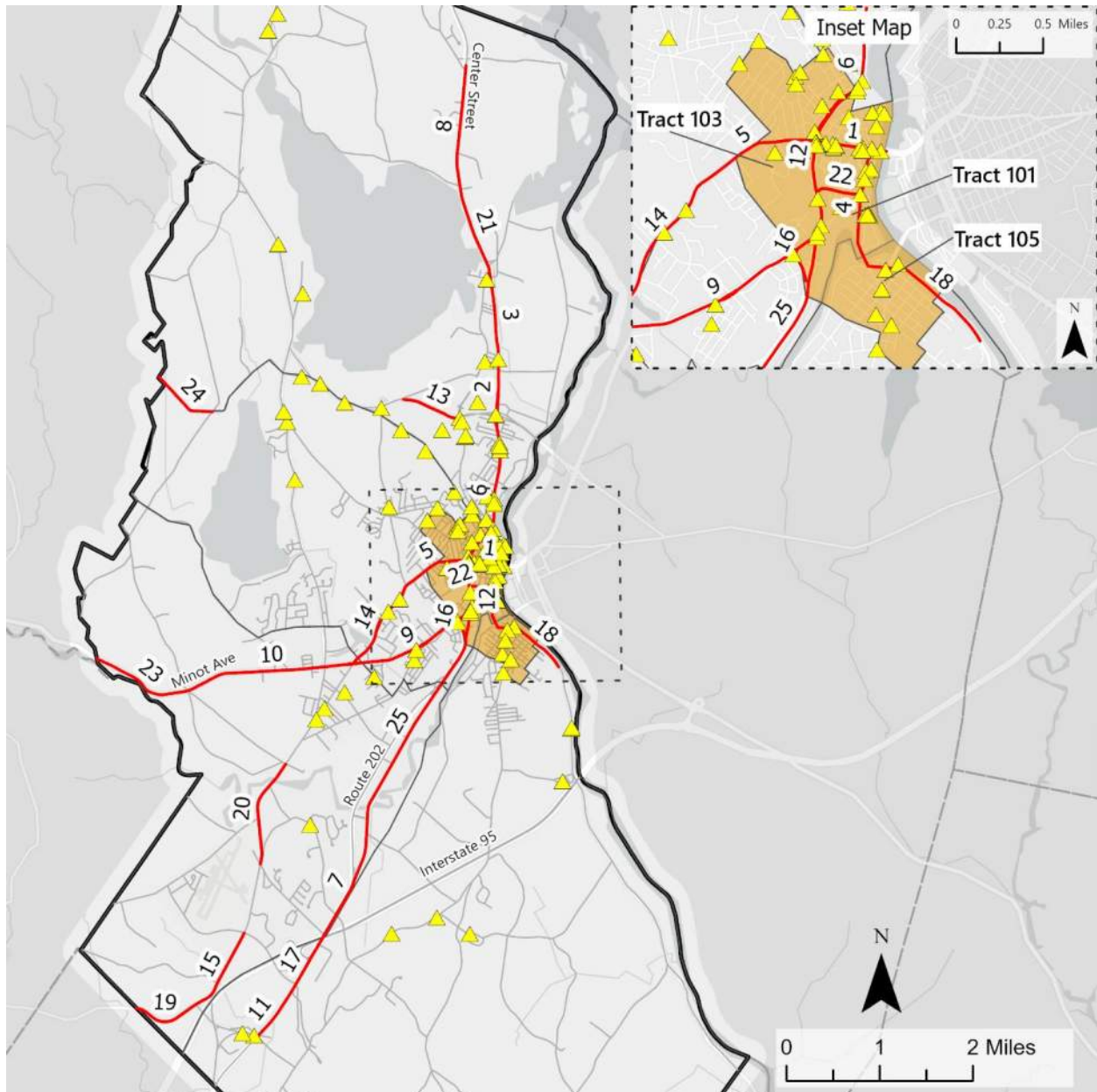
Identified Locations of Concern by Respondents

The respondents were asked to identify locations where they don't feel safe. The Identified locations are shown in the following maps. The locations are overlaid with the High Injury Network (HIN) and the disadvantaged census tracts to better reflect the perception of respondents of unsafe locations compared to the actual high crash locations.



Source: Online Survey Results.

Figure 23 Respondent identified locations of concern for drivers.

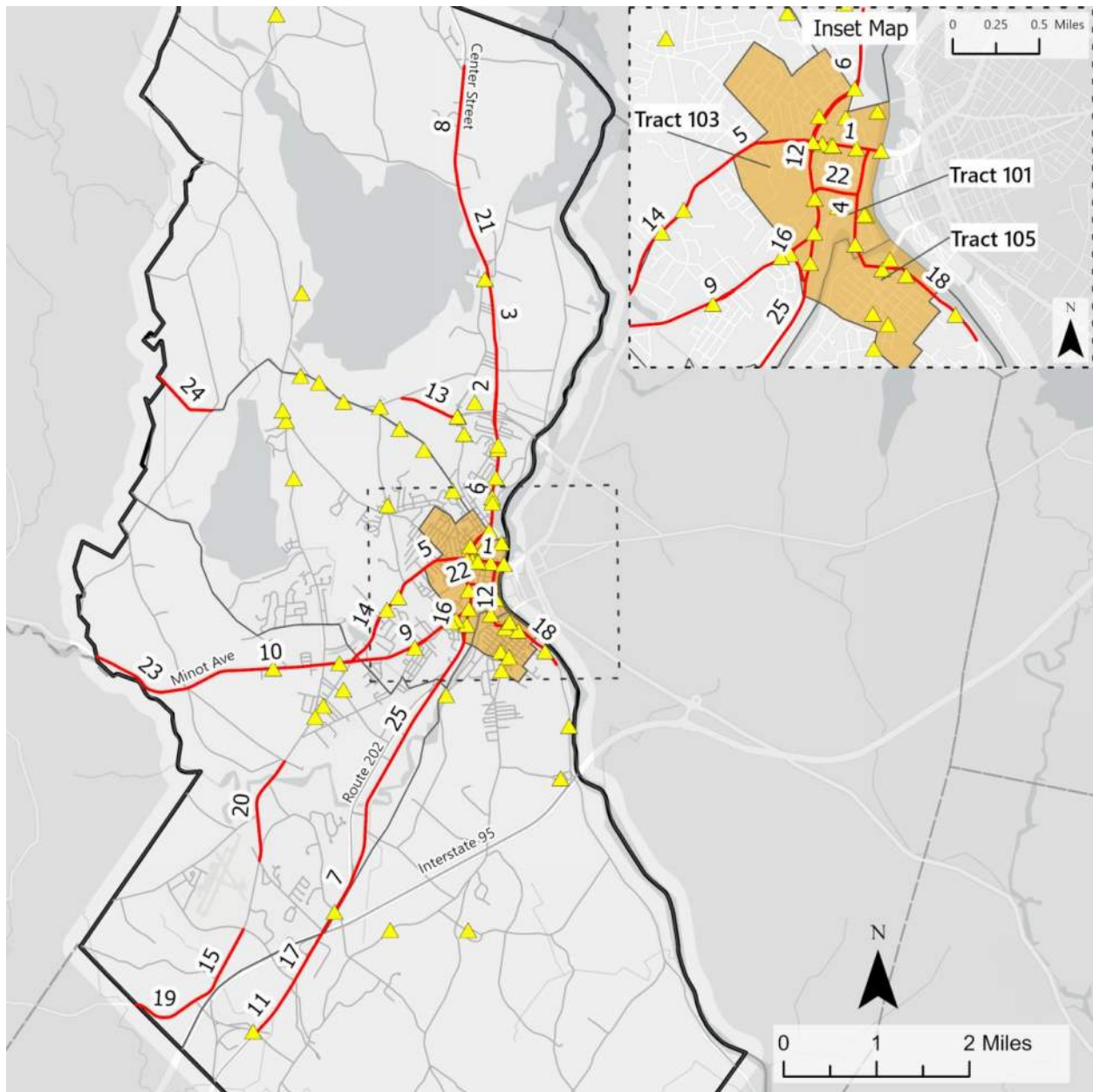


Legend

- ▲ Unsafe Location
- Disadvantaged Communities Indicator
 - Not Disadvantaged
 - Transportation Disadvantaged
- Roads
- High Injury Network (HIN)
- City Boundaries

Figure 24 Respondent identified locations of concern for pedestrians.

Source: Online Survey Results.



Legend




- | | |
|--|---|
|  Unsafe Location |  Roads |
| Disadvantaged Communities Indicator | |
|  Not Disadvantaged |  High Injury Network (HIN) |
|  Transportation Disadvantaged |  City Boundaries |

Figure 25 Respondent identified locations of concern for cyclists.

Source: Online Survey Results.



ACTION TABLE

SAFETY ACTION PLAN



Action Table Development

Following the data analysis component of this project, the project team met with Auburn and its stakeholders to determine emphasis areas for the following strategies. Priority was given to locations in top ranked high-injury network (HIN) corridors, based on having greater crash histories and being in transportation-disadvantaged census tracts. Utilizing the Safe System framework, the project team has formulated strategies and corresponding actions. These strategies and actions are organized into one comprehensive table encompassing all Safe System elements: Safe Roads, Safe Speeds, Safe Road Users, Safe Vehicles, and Post-crash Care. Each element outlines focus areas from the Auburn Safety Action Plan, supported by specific strategies and actions.

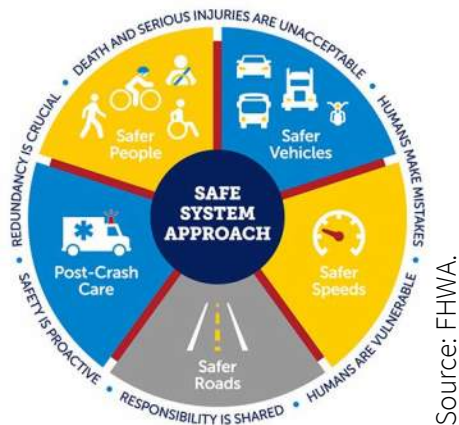


Figure 26 Safe System approach components.

When implemented with leadership support, the plan aims to achieve the safety goals outlined in the Auburn Safety Action Plan. Each action item is given a specific implementation timeframe—short-term, medium-term, or long-term—acknowledging that implementation depends on various factors, including funding availability. The

following is a description of the Safe System elements and an explanation of how addressing each element contributes to reducing fatalities and injuries, striving towards zero.

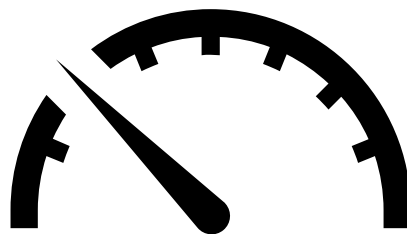


Safe Speeds

Safe speeds reduce crashes and increase the likelihood of an individual surviving a crash. Higher speeds require longer stopping distances and influence the ability of drivers to control their vehicle, quickly react, and avoid a crash. As speeds increase, the risk of death and serious injury dramatically increase, especially when pedestrians and bicyclists are involved.

Safe speeds can be accomplished through implementation of strategies such as speed management, enforcement, and outreach efforts. Designing roadways with all users in mind and establishing appropriate speed limits help reduce the speed of users. This is further enhanced using proper signing, including radar speed feedback signs. These can be reinforced with enforcement and education campaigns.

The Auburn Safety Action Plan data analysis and stakeholder input led to include speed as the primary emphasis area. This emphasis area directly aligns with the Safe System element, Safe Speeds. Strategies under this element aim to reduce vehicle speeds.



Safe Roads

Safe Roads incorporates engineering-related strategies during planning, design, construction, maintenance, and operations of the system to prevent crashes and manage impacts to keep kinetic energy at tolerable levels should a crash occur. Although Auburn has wide roadways in areas, it has a limited infrastructure network to accommodate pedestrians and bicyclists on these wide roadways due to the perception of excessive vehicle operating speeds. The ongoing Washington Street study may provide a safety benefit by removing the one-way high mobility corridors which may reduce vehicle speeds and may separate out turning through traffic utilizing local residences and businesses. A field review of the HIN noted the need for pedestrian and bicycle facilities, improved connectivity of these facilities, and enhanced visibility of the existing traffic control devices and crosswalks at intersections across the network. Implementing strategies associated with these three key findings addresses crashes related to intersections, pedestrians, bicyclists, older drivers, and younger drivers. Enhanced delineation of curves on the road network can reduce lane departure crashes.

To enhance road safety in Auburn, implement comprehensive pedestrian and bicycle infrastructure improvements, including sidewalks, bicycle lanes, and marked crossings at major intersections, along with enhanced traffic control device visibility and lighting. Additionally, incorporate traffic calming measures, improve curve delineation with high-visibility markers, and launch community awareness programs to foster a safer and more connected transportation network for all users.



Safe Road Users

This Safe System element addresses all users of all modes of travel. Their capabilities are influenced by factors such as age, level of impairment, and other behaviors. System owners and other stakeholders can use strategies such as signing, enforcement, and education campaigns to address these limitations and encourage behavior change.

An effective public education campaign could focus on promoting the importance of safe road behavior across diverse groups by highlighting real-life stories of individuals affected by traffic incidents. The campaign could use multiple platforms, including social media, traditional media, and community workshops, to share relatable, engaging content that educates the public on the impact of responsible driving, walking, and cycling, encouraging widespread adoption of safer practices.



Community Safety Story

“We need more reminders for drivers to stop for pedestrians. My daughter walked home from school and would have to wait for a break in the cars because not a single vehicle stopped for her to cross. We need better and more walking sidewalks and paths; especially during the winter when they might not get plowed.”

Source: Online Survey Response



Post-Crash Care

Post-crash care involves providing rapid and effective medical treatment to those injured in traffic crashes. This care includes emergency response at the scene, transportation to trauma centers, and subsequent medical treatment. As shared in the 2024 USDOT and National EMS Post-Crash Care Summit, 40% of fatal crash victims were alive at the scene but died due to inadequate or delayed medical attention. Effective post-crash care is thus crucial for improving survivability rates and is a key part of the Safe System Approach outlined by the Department of Transportation's National Roadway Safety Strategy (NRSS). This strategy emphasizes that caring for people injured in a crash is integral to preventing fatalities.

Key components of Post-Crash Care within the Safe System Approach include:

System Performance Enhancements:

Improved data integration between Emergency Medical Service (EMS), 911, and trauma centers facilitate continuous quality improvement. This aligns with the Safe System Approach's commitment to leveraging technology and data to enhance safety outcomes.

EMS: Clinicians respond to nearly 1.5 million motor vehicle crashes annually in the United States. High-quality and timely on-scene care can make a critical difference in outcomes. The introduction of pre-hospital blood transfusions in states such as California and Colorado have shown impressive results; excluding pre-hospital cardiac arrests, 100% of such patients were alive at six hours, and 92% were alive at 24 hours. In contrast, without these transfusions, only 53% were alive at six hours, and 47% at 24 hours. These outcomes

underline the importance of EMS within the Safe System Approach's framework of minimizing harm and ensuring robust emergency trauma care.

911 dispatchers: These professionals play a crucial role in initiating post-crash care. Advanced Automatic Crash Notifications (AACN) and Emergency Medical Dispatch (EMD) systems help ensure that dispatchers can provide real-time guidance to bystanders and coordinate with EMS. The infusion of technology and training for bystanders, such as the "Stop the Bleed" program, has demonstrated the ability to provide essential immediate care before EMS arrival. This aligns with the Safe System Approach's emphasis on system performance enhancements and coordinated response efforts.

Crash Response Planning:

Countermeasures such as enhanced training for emergency vehicle operations and responder safety are vital. This focus on preparedness reflects the Safe System Approach's principle of proactively designing systems to mitigate risks.

Traffic Incident Management (TIM): Ensuring the welfare of first responders and preventing secondary crashes are significant aspects of post-crash care. Robust Traffic Incident Management (TIM) practices, including the use of drones for situational awareness and advanced extrication techniques, are crucial. Secondary crashes often result from poor initial crash management, emphasizing the requirement for well-orchestrated response procedures. Effective TIM is central to the Safe System Approach, mitigating additional risks and ensuring a swift, coordinated response. TIM programs have been effectively implemented in several other Maine regions, highlighting an opportunity for the Lewiston/Auburn region.

Rural and Underserved Areas: Timely medical response in these areas is often hindered by longer travel times and limited resources. Collaborative efforts between EMS, highway safety offices, and local stakeholders, facilitated through state-run electronic reporting systems, have been crucial in addressing these issues. Federal support and

investments in infrastructure like telehealth are vital to ensuring equity in emergency responses, a key principle of the Safe System Approach.

Conclusion

Post-crash care is a vital component of the Safe System Approach, offering the last opportunity to save lives after a crash. The implementation of advanced EMS practices, robust 911 dispatch systems, and coordinated traffic incident management is critical for enhancing crash survivability. Continued federal support and cross-sector collaboration are essential to ensure that post-crash care systems are well-resourced and capable of providing timely and effective care, ultimately working towards the goal of zero roadway fatalities. Lewiston's Central Maine Medical Center is a Level 2 Trauma Center, providing 24-hour in-house coverage by general surgeons and care from prevention to rehabilitation. Trauma Centers are rated from 1 to 5, with 1 providing the best level of trauma response. Maine Medical Center in Portland is Maine's only Level I trauma center.

Safe Vehicles

Safe Vehicles integrate advanced technology and various features to preemptively prevent crashes. If a crash does occur, these features are designed to lessen the severity of the crash. This includes encouraging drivers to use other modes of transportation, educating drivers on safe operation of vehicles, technologies like automatic emergency braking, lane keeping assistance, and blind spot detection, along with physical features such as crumple zones, airbags, and high-strength safety cell designs. These vehicles aim to ensure the maximum safety for both passengers and pedestrians. Maine has an average vehicle age of 11.7 years, meaning many of these recent safety technologies will take time to permeate into the overall vehicle tableau. Auburn should consider organizing public awareness campaigns to educate consumers on the benefits of new safety technologies and driver training programs. Consideration should also be given to update traffic signal hardware in the Lewiston/Auburn region to the latest MaineDOT specification, which includes connected vehicle technology in roadside units.



Action Table Effectiveness References

The five elements of the Safe System Approach provide the framework into which emphasis areas are integrated. The Auburn Safety Action Plan identifies strategies and action items for an applicable Safe System element and emphasis area. The effectiveness of an engineering-related action item is measured by a crash modification factor (CMF) from the FHWA Crash Modification Factors Clearinghouse.⁹ Each CMF in the Clearinghouse is given a star rating to indicate the quality or confidence in the results of the study producing the CMF. NHTSA's publication [Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices](https://www.ghsa.org/sites/default/files/2021-09/Countermeasures%20That%20Work%2C%2010th%20Edition.pdf)¹⁰ contains star ratings to measure the effectiveness of behavior-related (education and enforcement) countermeasures that are used most regularly by State Highway Safety Offices, like that of the Maine Bureau of Highway Safety.

What is a crash modification factor (CMF)?

A CMF is an estimate of the change in crashes expected after implementation of a countermeasure. For example, an intersection is experiencing 100 angle crashes and 500 rear-end crashes per year. If you apply a countermeasure that has a CMF of 0.80 for angle crashes, then you can expect 80 angle crashes per year following the implementation of the countermeasure ($100 \times 0.80 = 80$). If the same countermeasure also has a CMF of 1.10 for rear-end crashes, you will also expect 550 rear-end crashes per year following implementation ($500 \times 1.10 = 550$).

(Source: FHWA CMF Clearinghouse)¹⁴

Behavior Countermeasure Star Ratings

★★★★ or ★★★★★ Effective
★★★ Promising, and Likely To Be Effective
☆☆ Effectiveness Still Undetermined
☆ Limited or No High-Quality Evaluation Evidence
(Source: NHTSA Countermeasures That Work)¹⁵

⁹ FHWA, Crash Modification Factor Clearinghouse, <http://www.cmfclearinghouse.org/>

¹⁰ NHTSA, <https://www.ghsa.org/sites/default/files/2021-09/Countermeasures%20That%20Work%2C%2010th%20Edition.pdf>

Auburn Safety Action Table

Table 12 Safety action items.

ACTION		EMPHASIS	ACTION		LEAD DEPT./		PARTNER	APPLICATION	PRIORITY	TIME	CRASH MODIFICATION
AREA	STRATEGY	AREA	PRIORITY	ACTION	4Es	AGENCY			LOCATION	FRAME	FACTOR
Safe Streets	Maintain / Reconstruct Sidewalk Ramps	Pedestrian Safety	High	Implement ADA compliant curb ramps and sidewalk reconstruction	Eng.	Public Works Dept.	MaineDOT	City-Wide	Corridors 1, 2, 3, 4, 5, 6, 9, 10, 12, 18	Long	Not in CMF Clearinghouse.
Safe Streets	Implement Intersection Improvements to Decrease Driveway Conflict Points	Intersection Safety	Medium	Implement an access management plan	Eng.	Public Works Dept.	MaineDOT	High Injury Network, City-wide	Corridors 1, 2, 3, 6, 9, 10,12, 18, 23, 25	Medium	Dependent on access management plan specifics.
Safe Speeds	Enforce Speed Limits	Speed Management	High	Conduct high-visibility speed enforcement	Enf.	Police		High Injury Network and/or targeted streets and neighborhoods	Corridor 2, 3, 6, 12, 21	Short	Not in CMF Clearinghouse.
Safe Streets	Increase Driver Compliance of Yielding to Pedestrians at Crosswalks	Pedestrian Safety	Medium	Install RRFB warning signals at crosswalks	Eng.	Public Works Dept.		High Injury Network	Corridor 4, 12, 14, 18	Medium	0.3 ¹¹
Safe Streets	Improve Roadway Pavement Markings to Lane Designations	Street Safety	High	Install retroreflective pavement markings for lane designations	Eng.	Public Works Dept.	MaineDOT	High Injury Network	Corridor 6, 11	Short	0.75 ¹²
Safe Streets	Improve Lighting	Street Safety	High	Improve lighting along streets and roadways	Eng.	Public Works Dept.		High Injury Network, collectors and arterial roadways	Corridor 7, 10, 19, 20, 25	Long	0.63 ¹³
Safe Streets	Introduce School Zone Signage	Street Safety	High	Install school zone signage	Eng.	Public Works Dept.		High Injury Network	Corridor 5	Short	Not in CMF Clearinghouse.
Safe Streets	Use High Visibility Equipment Markings	Intersection Safety	High	Implement advance warning signs, retroreflective sheeting, reflective strips on signposts, and enhanced pavement markings	Eng.	Public Works Dept.		High Injury Network	Network Wide	Medium	0.65 ¹⁴
Safe Streets	Install Lane Departure Avoidance Measures to Delineate Lanes	Street Safety (lane departure)	Medium	Install shoulder rumble strips, and widen edge lines	Eng.	Public Works Dept.	MaineDOT	High Injury Network, roads with higher design and posted speeds	Corridor 3, 8, 10, 11, 19, 21, 24, 25	Long	0.839 ¹⁵
Safe Streets	Replace Traffic Signal Equipment	Intersection Safety	Medium	Install proper retroreflective backplates to signal heads	Eng.	Public Works Dept.		High Injury Network	Network Wide	Short	0.85 ¹⁶

¹¹ https://cmfclearinghouse.fhwa.dot.gov/study_detail.php?stid=652
¹² https://cmfclearinghouse.fhwa.dot.gov/study_detail.php?stid=309
¹³ <https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=7774>
¹⁴ <https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=1684>
¹⁵ <https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=9763>
¹⁶ <https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=1410>

ACTION		EMPHASIS	ACTION		LEAD DEPT./				PRIORITY	TIME	CRASH MODIFICATION	
AREA	STRATEGY	AREA	PRIORITY	ACTION	4Es	AGENCY	PARTNER	APPLICATION	LOCATION	FRAME	FACTOR	
Safe Speeds	Advance Speed Management Systems	Speed Management	Medium	Implement speed feedback signs	Eng.	Public Works Dept.	MaineDOT	High Injury Network, collectors and arterial roadways	Corridor 1, 2, 3, 6, 7, 14, 17	Short	0.95 ¹⁷	
Safe Streets	Install Roundabout to Reduce Severe Collision Points	Intersection Safety	Low	Install roundabout	Eng.	Public Works Dept.	MaineDOT	High Injury Network, City-wide	Corridor 1, 6, 9	Long	0.62 ¹⁸	
Safe Streets	Access Vehicle Turn Lanes	Intersection Safety	High	Add right and left turn lanes where warranted & remove where not	Eng.	Public Works Dept.		High Injury Network	Corridor 1, 8, 23	Medium	Left turn lane: 0.69 ¹⁹ Right turn lane: 0.99 ²⁰	
Safe Streets	Adjust Traffic Signal Timing and Phasing	Intersection Safety	Medium	Evaluate yellow change intervals	Eng.	Public Works Dept.	MaineDOT	High Injury Network	Network Wide	Medium	Rear End Collisions: 0.93 ²¹	
Safe Streets	Adjust Traffic Signal Timing and Phasing for Safer Pedestrian Crossings	Pedestrian Safety	High	Leading or exclusive pedestrian intervals	Eng.	Public Works Dept.	MaineDOT	HIN, where ped crossings are predominantly concurrent	Network Wide	Medium	0.9 ²²	
Safe Road User, Safe Speeds	Education Around Safe Speeds	Speed Management	High	Conduct education campaigns, events, trainings, and social media messaging on topics such as safety belt use, impaired driving, distracted driving, speeding, motorcycle safety, “move over” law, older adult safety, and other highway safety awareness	Edu.	Public Works, Vision Zero Coordinator, Communication & Public Engagement	MaineDOT	City-wide	Corridor 1	Short	Not in CMF Clearinghouse ²³	
Safe Streets	Construct Bike Lanes/Paths	Bicycle Safety	Medium	Introduce buffer-separated bicycle lanes	Eng.	Public Works Dept.	MaineDOT	High Injury Network, collectors and arterial roadways	Corridor 1, 2, 5, 9, 10, 12,14, 22	Long	0.65 ²⁴	
Safe Streets	Improve Pedestrian Safety	Pedestrian Safety	High	Increase pedestrian visibility through the installation of high-visibility continental or ladder crosswalks, warning signs, lighting, curb extensions, detectable warning etc.	Eng.	Public Works Dept.	MaineDOT	City-wide	Network Wide	Short	0.6 ²⁵	
Safe Streets	Traffic Calming to Improve Pedestrian Safety	Pedestrian Safety	Medium	Create pedestrian refuge islands, raised crosswalks, bump-outs	Eng.	Public Works Dept.	MaineDOT	HIN	Network Wide	Long	0.86 ²⁶	
Safe Streets	Access Intersection Geometry	Intersection Safety	Medium	Implement restricted crossing U-Turn (UTURN)	Eng.	Public Works Dept.	MaineDOT	HIN	Corridor 7	Long	0.8 ²⁷	
Safe Streets	Restrict Movement Where Warranted	Intersection Safety	Medium	Install no U-Turn signage	Eng.	Public Works Dept.	MaineDOT	HIN	Corridor 7, 17	Short	0.28 ²⁸	
Safe Streets	Implement Animal Crossing Signage	Street Safety	High	Install deer warning signage	Eng.	Public Works Dept.	MaineDOT	HIN	Corridor 7, 10, 25	Short	1.06 ²⁹	

¹⁷ <https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=6885>
¹⁸ <https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=10082>
¹⁹ <https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=7853>
²⁰ <https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=5653>
²¹ <https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=4209>
²² <https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=9901>
²³ <https://www.nhtsa.gov/book/countermeasures-that-work/speeding-and-speed-management>
²⁴ <https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=10743>
²⁵ <https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=4123>
²⁶ <https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=9120>
²⁷ <https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=10382>
²⁸ <https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=393>
²⁹ <https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=11312>

ACTION		EMPHASIS	ACTION		LEAD DEPT./				PRIORITY	TIME	CRASH MODIFICATION
AREA	STRATEGY	AREA	PRIORITY	ACTION	4Es	AGENCY	PARTNER	APPLICATION	LOCATION	FRAME	FACTOR
Safe Streets	Increase Signage for Turning Traffic	Intersection Safety	Low	Signal improvements	Eng.	Public Works Dept.	MaineDOT	HIN	Corridor 8, 15, 16 , 18	Medium	Not in CMF Clearinghouse
Safe Streets	Evaluate Signal Timing	Intersection Safety	Medium	Signal improvements	Eng.	Public Works Dept.	MaineDOT	HIN	Corridor 10, 17	Medium	Dependent on Signal Timing Specifics
Safe Speeds, Safe Road Users	Enforce Speed Limits and Safe Driving	All	Medium	Conduct high-visibility saturation patrols for high-risk driving behaviors (speeding, distracted or impaired driving, etc.)	Enf.	Police	MaineDOT	City-wide and/or targeted streets and neighborhoods	Network Wide	Short	Not in CMF Clearinghouse.
Safe Speeds	Enforce Speed Limits	Speed Management	Medium	Conduct high-visibility speed enforcement	Enf.	Police	MaineDOT	High Injury Network and/or targeted streets and neighborhoods	Network Wide	Short	Not in CMF Clearinghouse.
Safe Road Users	Conduct Community Outreach and Education Campaigns	All	Medium	Conduct education campaigns, events, trainings, and social media messaging on topics such as safety belt use, impaired driving, distracted driving, speeding, motorcycle safety, “move over” law, older adult safety, and other highway safety awareness	Edu.	Public Works, Vision Zero Coordinator, Communication & Public Engagement	MaineDOT	City-wide	Network Wide	Short	Not in CMF Clearinghouse.
Safe Streets	Infrastructure Improvements	Street Safety	Medium	Repair potholes and improve condition of pavement	Eng.	Public Works Dept.	MaineDOT	City-wide	Network Wide	Medium	Not in CMF Clearinghouse.



POLICY RECOMMENDATIONS

SAFETY ACTION PLAN



Recommendations

The City of Auburn has spearheaded an abundance of efforts to foster safe, complete streets over the years through both long-range planning, policy and ordinance changes. There remain some challenges to implementing safe streets measures and the results of these extensive planning and study efforts; to ensure that the goals of safer streets for all can be further realized, recommendations for strengthening the connection between planning and practice are below with corresponding case studies provided in the following section.

Complete Streets: A Guide to Best Management + Design Practice

The Complete Streets guide remains potentially useful for both Auburn and Lewiston for how it articulates complete streets principles, establishes a thoroughfare typology, and provides a detailed toolbox of facility types and treatments. Referenced as a resource in the City's Complete Streets Policy (sec. 46.-3.e), and on Auburn's Complete Streets Committee and AVCOG's webpages, it has not been incorporated yet into direct guidance for streetscape project or the creation of street design standards. It includes best practices that may evolve over time, serving as design guidance rather than a new set of standards. Though the Guide is not a substitute for Auburn implementing new street design standards and details to be used for road construction, reconstruction, and maintenance, it offers a menu of treatment possibilities, some of which could directly inform the basis for new standards.

Recommendation: Revisit and evaluate Complete Streets: A Guide to Best Management + Design Practice to either 1) affirm or update its best practices, and/or 2) employ it as a resource to help implement local complete streets design and technical standards.

Complete Streets Ordinance

Implementation: Adoption of a Complete Streets ordinance is an important step toward making actionable some of the planning studies and goals established by the City in recent years, and it codifies the principle of building safe streets for all users. There is currently flexibility in the ordinance that allows for the consideration innovative or non-traditional design options, which can prove useful for adapting to unique or unexpected street or development conditions, but this section would be most effective upon having adopted street design criteria and standards implemented that could be varied from. Other aspects of the ordinance awaiting full implementation include development of project checklists that incorporate complete streets elements in the design and construction of streets, review of the CIP as it relates to complete streets funding, creating design manuals that include complete streets standards; and directing the Planning Board to evaluate changes to the zoning and other land use regulations to include complete streets standards in the review of new development applications. Per the ordinance, the Public Works Department will be central to the development of new criteria.

Recommendation: Develop complete streets criteria and standards for public rights of way, to be applicable to both City-initiated construction or that initiated through private development activity. Greater specificity in the types of treatments appropriate to different street types and in how decisions are prioritized and made for new improvements will add greater clarity to the public process as well as to the decisions made by staff and local officials. Examples include identification of which streets may be appropriate recipients of bike paths, protected bike lanes, sharrows, bike boxes, etc., what streets and locations have the highest priorities for sidewalk improvements, access management best practices, where crosswalks are most needed and best practices for placement. Including how different modes and uses of the street will be balanced in making decisions will aid the effectiveness of future standards, and help staff, the Planning Board, and elected officials make decisions on such things as loss of on-street parking, transit funding, lane widths, and related. This may necessitate securing of

additional resources, through funding or technical assistance, to help augment the capacity of City staff.

Recommendation: Develop checklists and/or an annual reporting of projects and their incorporation of, or variation from, complete streets requirements following or concurrent with creation of updated street design standards to aid in tracking the impact of standards on safety over time.

Exceptions: The Ordinance applies to all new construction, reconstruction, and rehabilitation of projects within the public right-of-way. Exceptions provisions can grant needed flexibility for unforeseen or unusual conditions, but the exceptions to this ordinance are broad, and where street reconstruction and paving projects are concerned, they have the potential to exempt much of the public right of way work of the City from the ordinance.

Recommendation: Exceptions provisions will benefit from implementation of detailed complete streets standards, as well as new or additional criteria for exceptions from them. This will provide specificity of treatments and improvements, and will provide City staff, and the Planning Board where applicable, to have a clearer framework on which to base a decision. In addition, how estimates of demand are applied as the basis for an exception should be reevaluated; since there are contextually appropriate treatments for all street types, a demand test to except a street from all complete streets improvements may not be warranted.

Design and Construction Standards

Chapter 46 of Auburn's Code of Ordinances contains design and construction standards for streets and sidewalks, including dimensions, materials, and waiver criteria. This section of the City Code can be amended to include alternative sidewalk materials for different areas of town. Parts of downtown currently employ brick sidewalks, which is aesthetically in keeping with the historic center, but much like cobblestone or other historic paving

materials, can present challenges to pedestrian safety and accessibility. One alternative is to replace brick sidewalks with asphalt, bituminous concrete or other materials options that will generally create a more even walking or rolling surface. However, there are material and treatment options that retain the aesthetic, decorative benefits of brick but also enhance safety. These include stamped, tinted, or textured concrete; larger pavers for a more even surface; brick trim or a strip of brick/paver on concrete sidewalks. All sidewalk materials are subject to heaving, cracking, and ice accumulation, and require regular maintenance and upkeep to ensure safe and accessible conditions year-round.

Recommendation: Ensure that Chapter 46, Design and Construction standards provides sidewalk materials options that prioritizes pedestrian safety and accessibility. This could include a plan for enhanced maintenance where brick or uneven or ice-prone pavers are concerned as well as alternatives to sidewalks consisting entirely of brick.

Recommendation: Introduce a sidewalk materials policy informed by the long-term cost-benefits of different materials, and which identifies appropriate materials (concrete, asphalt, brick, etc.) and treatments based on location.

Recommendation: Where needed, daylight intersections and crosswalks by locating parking spaces at a sufficient distance from them to allow for optimal, safe visibility. Similarly, street tree placement should be evaluated for its impact on visibility when placed withing close distance to intersections.

Annual Budget & Capital Improvement Planning

The Capital Improvement Plan process provides an opportunity for public discussion and decision-making for the financing and construction of public improvement projects. Capital Improvement Plans help pay for myriad public investments that are foundational to the management and functioning of the city, from plow trucks to playgrounds to paving, and provide a process to prioritize the City's many physical needs and expenses from year to year. It can extend to road reconstruction, new roads or sidewalks. As with

many communities in Maine, the City of Auburn will have capital improvement demands in any given year that will likely exceed its annual spending limits, making a process that includes strategic prioritization of improvements that will contribute toward safe streets progress all the more important.

Recommendation: Update the Capital Improvement Planning process to prioritize specific street safety improvements annually, providing a clear understanding for elected officials, staff, and the public on the extent and location of those priorities.

Recommendation: Prioritize maintenance items that improve bicycle and pedestrian safety, including sidewalk repair (cracks, vegetation, uneven surfaces); traffic signal maintenance; crosswalk, bike lane, sharrows, bike boxes, and other bicycle and pedestrian pavement markings; snow removal, wayfinding and directional signage, ordinance enforcement for things like blocking, parking, or placing snow in crosswalks, bike lanes, or sidewalks.

Aligning Complete Streets Policies and Practices

As local and state safe streets standards evolve, it's possible that there may be instances where Auburn's complete streets policy and best practices don't align with MaineDOT's, where they also have jurisdiction over local streets.

Recommendation: Active coordination among Auburn, Lewiston, ATRC, and MaineDOT to align local and state policies and ensure for optimal safe street outcomes.

Recommendation: Where appropriate and possible, strive for consistent treatments, design aspects, and graphic representations (in striping and signage) where there are connecting corridors between the two cities.

Development Review Process

As with discussion of the implementation of the Complete Streets ordinance above, ensuring there are standards and criteria either clearly incorporated by reference and/or

incorporated into the City's ordinances will facilitate staff and Board members fulfilling the goals of the ordinance, as well as provide a framework for the Complete Streets Committee's role in providing comments on new development and road construction/reconstruction.

Because properties, development scenarios, and street conditions vary widely, having waiver provisions grants important flexibility in the development review process. Establishing specific criteria to guide waiver decisions affecting public rights of way, sidewalks, and the safety of pedestrians, bicycles, and vehicles can be beneficial for development review processes. These criteria would address elements such as sidewalks, bike lanes, road shoulders, intersection updates, and signal improvements.

Recommendation: Add references to complete streets in the Zoning ordinance development review standards (Chapter 60).

Recommendation: Add specificity to the waiver criteria and process to development Review standards contained in Chapter 60, and Chapter 46 (Streets, Sidewalks and Other Public Places) for safe streets elements, such as sidewalks or related bicycle, pedestrian, and vehicular infrastructure.

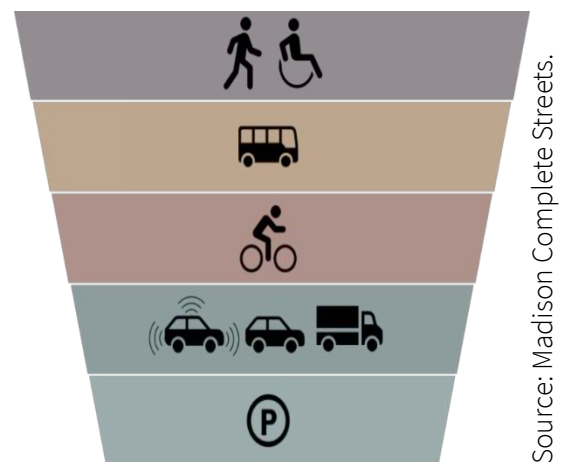


Figure 27 Modal hierarchy

Recommendation: Evaluate Traffic Impact Analysis requirements (Chapter 46) for inclusion of references to other modes, references to safety, and complete streets impacts.

Recommendation: Evaluate Complete Streets Committee/City coordination and current processes to facilitate clear communication on respective roles, and how Complete Streets Committee feedback is documented or conveyed back to the respective Boards and staff during the development review process.

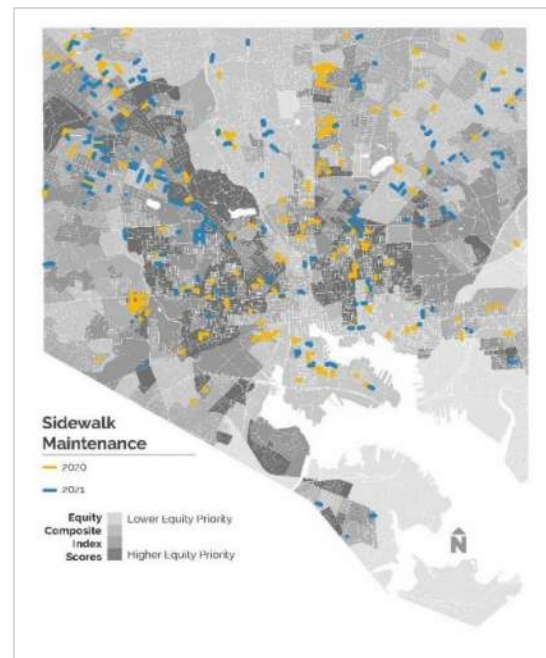
Recommendation: Remove the option of the Planning Board waiving sidewalk construction requirements for new development in cases where the developer demonstrates the sidewalk makes the project financially impossible (Sec. 46-182. (6).b.). Instead consider new alternatives to funding sidewalk construction, such as mechanisms like impact fees for the collection of infrastructure fund contributions toward new sidewalk construction, and a standard prioritization system to ensure sidewalk projects are funded in a fair and orderly fashion.

Recommendation: Ensure that construction management plans are in place for all construction or maintenance activities, whether on private property or within public rights of way, to provide for the safe circulation of bicycles, pedestrians, and vehicular traffic during temporary disruptions to sidewalks and travel routes.

Case Studies

There are numerous communities that have adopted complete streets resolutions, policies and guides across the United States, some which have taken steps to implement complete streets goals in new and more robust directions. In addition to ordinances and design guides for complete streets, communities such as the City of Bethlehem, PA³⁰, Baltimore, MD, Burlington, VT³¹, Seattle, WA³², San Francisco, CA, Milwaukee, WI, Madison, WI, , New York State³³, Philadelphia, PE³⁴, Portland, Oregon, and MPOs have incorporated safe streets metrics, checklists, tools, processes, and regulatory guidance and requirements to aid staff, officials and applicants in their approach to road construction, repaving, and maintenance³⁵.

Madison, WI has been a leader for years in designing streets to accommodate all modes of travel and in 2009 their Council passed a Complete Streets Resolution with a 2022 Vision Zero Action Plan.



Source: City of Baltimore (.gov).

Figure 28 Baltimore, MD 2022 complete streets annual report.

³⁰ [CompleteStreetsPolicyrev1.pdf.aspx \(bethlehem-pa.gov\)](https://www.bethlehem-pa.gov/CompleteStreetsPolicyrev1.pdf.aspx)

³¹ [Custom404 • Burlington, VT • CivicEngage \(burlingtonvt.gov\)](https://www.burlingtonvt.gov/CivicEngage)

³² [CompSt Checklist.pdf \(seattle.gov\)](https://www.seattle.gov/CompSt_Checklist.pdf)

³³ [www.dot.ny.gov.doc \(live.com\)](https://www.dot.ny.gov/doc)

³⁴ [Complete Streets Checklist-8.docx \(live.com\)](https://www.live.com/CompleteStreetsChecklist-8.docx)

³⁵ [MTC CompleteStreetsChecklist 2024.docx \(live.com\)](https://www.live.com/MTCCompleteStreetsChecklist2024.docx)

Madison has since adopted a Complete Green Streets Guide, which provides a consistent process for planning, designing, building, and operating streets and includes map overlays of priority areas, identification of modal hierarchies, design specifications for different street types and conditions, and a description of roles and responsibilities in applying the plan³⁶.

Green & Complete Streets Annual Status Report			
<i>The Providence Code of Ordinances Chapter 23 Section 23-173 states: "A report shall be submitted annually to the City Council and placed on the city's website by the Director of Public Works and the Director of Planning" on various metrics related to Green and Complete Streets detailed in the ordinance and below. Additional updates on the status of Green and Complete Streets improvements are also contained below.</i>			
2022 Urban Trail Network improvements			
The City installed protected two-way urban trails or shared-use paths on the following streets in 2022:			
<ul style="list-style-type: none"> • Gotham Greens shared-use path, between De Soto Street and Atwells Avenue • Broad Street urban trail (partly unprotected bike lanes, partly protected two-way urban trail) between Hayward Street and Hawthorne Street • Dean Street urban trail (partly shared-use path, partly protected two-way urban trail) between Promenade Street and Higgins Ave 			
Status of Great Streets Policy Recommendations			
Recommendation	Complete	In process	Not yet started
Create a new Great Streets Ordinance that replaces and strengthens the existing complete streets resolution and formally integrates the Great Streets Initiative into City procedures	2021		
Update ordinance language for operating a bicycle			X
Repeal ordinance prohibiting skateboarding	2020		
Consider zoning ordinance revisions that further lower parking requirements in new developments		X	
Amend the Code of Ordinances to include fines for parking in or blocking bicycle facilities and increase associated enforcement	2021		
Establish transportation impact study requirements and guidelines for specific street types			X
Develop protocols for regularly updating infrastructure projects in the great streets master plan		X	
Modify the city's traffic calming procedures and guidelines	2021		
Improve internal city processes to implement the great streets initiative and develop a program management plan		X	
Establish a great streets project screening system and checklist to ensure coordination			X
Update road and sidewalk opening standards to capitalize on project opportunities for great streets implementation			X
Provide additional resources to the providence parks department			X
Update sidewalk repair standard operating procedures to incorporate great streets and urban trail projects			X
Adopt policies regarding transportation impact assessments			X
Use and price curb space more efficiently and flexibly			X
Coordinate traffic signals citywide			X
Continue to integrate art and cultural planning into mobility investments		X	
Develop a demonstration project strategy and toolkit to test projects before full implementation			X
Develop a program to incentivize business and property owners to install bicycle parking			X
Evaluate overnight resident parking permit program fee structure		X	

Source: City of Providence (gov).

Figure 29 Providence green & complete streets annual report.

³⁶ cityofmadison.com/transportation/documents/complete-green-streets/CGS_Guide_Final.pdf

In addition to having a Complete Streets Manual and a Complete Streets ordinance, the City of Baltimore prepares an annual report on complete streets performance measures, including such factors as crash data, equity data, installation of speed bumps by neighborhood, and changes in mode share which in turn informs their budget, policy, and staffing decisions³⁷.

The City of Austin, TX has a webpage dedicated to access management, to educate the public on one aspect of the standards they've implemented to help achieve the City's Vision Zero goals, including explanation for why it is a critical component of road safety, examples of treatments, why different practices are employed, and supporting examples³⁸. Hooded left turns, lane reconfigurations, driveway design, signage are all detailed.

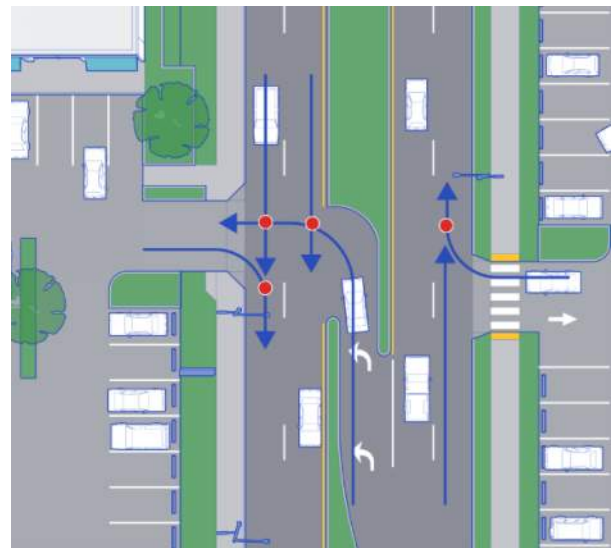


Figure 30 Austin, TX access management treatment example graphic.

Providence, RI has a Green and Complete Streets ordinance which includes detailed annual reporting metrics, as well as criteria by which streets will be prioritized for traffic calming, such as numbers of crashes, volumes of traffic, speed of traffic. Annual reports to the City Council track implementation of complete streets policy goals³⁹.

³⁷ [17627_T22CompleteStreetsBaltimoreMeasureReport2022-08-30.pdf \(baltimorecity.gov\)](#)

³⁸ [Access Management | AustinTexas.gov](#)

³⁹ [2023-512 \(providenceri.gov\)](#)

Portland, Oregon has a [website, StreetsPDX](https://streetspdx.org/), dedicated to standards for street types, right of way construction, capital improvements, development improvements, and other tools that cumulatively constitute a design framework to support policy implementation and decision-making in the right-of-way consistent with the City's policy goals⁴⁰.

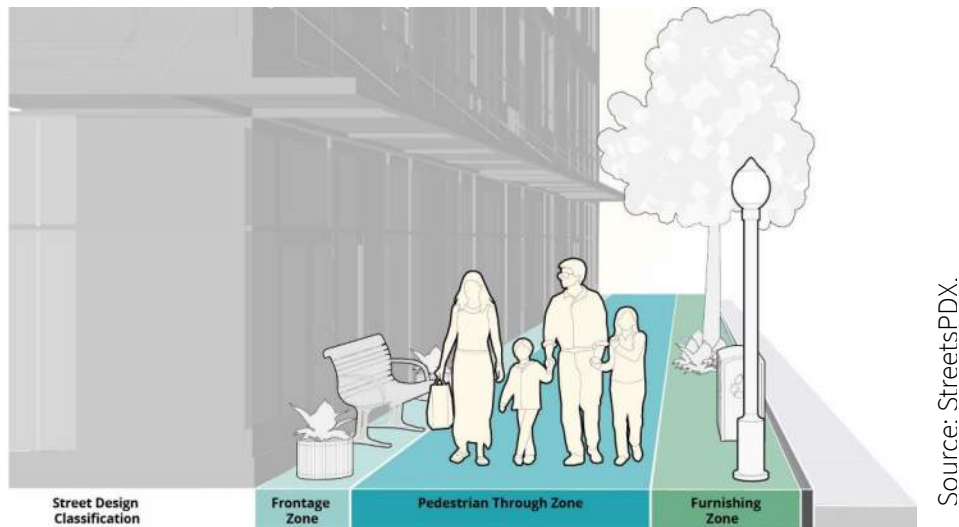


Figure 31 Graphic from StreetsPDX sidewalk tradeoffs evaluation

Because regulations and documents that impact street design and safety live in multiple places within the City website, it serves as a central clearinghouse by which the public may access all related content. Portland's regulations recognize that sites and projects can vary widely, and so the framework identifies the process for deviating from City standards when flexibility is needed, while still being held to all other applicable requirements. The website includes interactive tools to visualize street design choices and their impacts. It also includes incorporation of access management, tree planting, and frontage improvements, recognizing the importance of where private property intersects with the public right-of-way in overall street function and safety.

⁴⁰ [StreetsPDX \(portland.gov\)](https://streetspdx.org/)



EXECUTION

SAFETY ACTION PLAN





Implementation & Evaluation

SAP Reporting

The Auburn Safety Action Plan builds on past and ongoing efforts, strengthens partnerships, and enhances the ability to leverage limited funds and resources. Moving the plan from planning to implementation is essential to reduce fatalities and serious injuries in Auburn. This section provides a process to guide implementation of the plan and evaluate success.

Data Collection and Evaluation

Evaluation of the plan will be in the form of process and outcomes. Process evaluation involves reviewing each action in the plan and determining if progress has been made. Outcome evaluation looks at the impact of activities. For some projects, such as site-specific projects, it is straightforward to determine safety impact based on pre-construction and post-construction crash statistics. For other projects, it may be a combination of several activities that lead to a change in crash frequency. For example, a change in the frequency of impaired driving crashes may be a result of a combination of educational and enforcement initiatives. Therefore, because of the interrelationship between different safety activities, fatalities and injuries will be used as the metric for annual progress in each of the emphasis areas.

“PLEASE look to what Portland has done with Portland Trails. It provides an amazing network for walkers and cyclists that connects the entire city and surrounding areas. It makes the region accessible, encourages people to get outdoors, reduces street traffic, and is an alternative where sidewalks/bike lanes aren't possible or affordable.”

The City will use crash data collected by the Auburn Police Department as well as data compiled and managed by MaineDOT as part of the outcome evaluations. Changes in traffic volumes, crash severity, and characteristics of crashes also provide meaningful insight into the effect of safety countermeasures. Auburn will build on the underlying analysis conducted for the original plan and augment the analysis with new data. To inform process outcomes, Auburn will collect information on metrics such as activities conducted, projects completed, people engaged, etc. The City can produce a report that summarizes the process and outcomes of the various strategies and actions. An annual frequency for the report is preferred as that is consistent with how crash data is compiled, with MaineDOT usually completing crash summary for the latest 3-year period in May of each year.

Public Reporting

ATRC and the Core Team Committee of city staff from Auburn and Lewiston provided leadership in the development of the Safety Action Plan. The core team will continue to serve as the body to monitor the implementation of the plan and should dedicate time together to review plan progress. This includes reviewing crash statistics and implementation status of actions, recommending re-prioritization of safety priorities, and identifying additional potential funding opportunities that support implementation of strategies and actions. The core team will also coordinate with MaineDOT to ensure the safety activities of each City align with State safety priorities. The feedback and updates from these joint meetings will also be reflected in the annual progress report.

Public Education and Awareness

Auburn will inform the public about the implementation of the plan through their council meetings as well as through periodic updates on the municipality and MPO website. The annual report will be posted on the ATRC website. The City will periodically post messages on its website as well as its social media channels to remind the public about roadway

safety or to inform them of notable upcoming events or projects. The City may also conduct periodic surveys to gauge public awareness on plan implementation and to gather feedback on emerging roadway safety issues.

Integration with the Plan

Each City recognizes that some strategies may take several years to fully implement. Additionally, it may take several years to realize the benefit of the strategies through a reduction of fatal and serious injury crashes. The plan is a living document and will be reviewed on an on-going basis. Like the MaineDOT Strategic Highway Safety Plan, a full update of the plan is anticipated to be completed every five years, or as deemed necessary by the City but more frequent updates to the individual strategies and actions may take place to reflect the Plan's progress and any new policies or processes that affect implementation. The ATRC will be the primary agency responsible for updating the plan with support from the stakeholders. ATRC will integrate the feedback from public reporting and the engagement activities into the update of the plan.



Figure 32 Downtown Auburn.



FUNDING SOURCES

SAFETY ACTION PLAN



Future Safety Action Plan implementation funding could potentially be sourced from a mix of Federal, State, local, and private sector contributors. These sources may include regular funding program mechanisms, existing grants, or grants for new initiatives. These may include the following:

Local Agency Funding

Auburn plans a 5-Year Capital Improvement Program (CIP) and annually fund it through a local budget approval process. Consideration of the Auburn Safety Action Plan strategies during the allocation of funding, especially for maintenance activities or other roadway improvement projects, can support safety project implementation.

MaineDOT 3-Year Workplan

Another potential source is the MaineDOT Work Plan, which outlines the department's planned projects over the next three years. A review of projects slated for construction from the latest plan could reveal overlapping target areas, aiding the implementation of the Auburn Safety Action Plan. As a source of significant investment dollars, the city could partner with MaineDOT in advocating for adding suggested safety improvements from this safety action plan, or otherwise additionally incorporating these elements into projects that lack these particular safety elements.

MaineDOT Partnership Initiative

MaineDOT offers a slew of Partnership Initiatives each designed for communities to receive investments from federal funds to improve their community in a number of ways.

Municipal Partnership Initiative

The Municipal Partnership Initiative (MPI) offers Maine municipalities a streamlined and effective avenue to secure complementary funding for its Safety Action Plan by addressing critical infrastructure issues on state and state-aid highways.

By fostering partnerships between MaineDOT and municipalities, MPI leverages additional resources to transform limited state funds into impactful investments. This initiative aligns with Auburn objectives by promoting economic opportunities, enhancing infrastructure longevity, and correcting safety deficiencies. Utilizing flexible project delivery methods, Auburn can expedite essential improvements, ensuring safer, more resilient, and economically vibrant communities.

Planning Partnership Initiative

The Planning Partnership Initiative (PPI) provides Auburn an agile and strategic opportunity to secure complementary funding for its Safety Action Plan through expedited planning and feasibility studies. Encouraging public-private partnerships involving MaineDOT, municipalities, regional planning organizations, and other stakeholders, PPI swiftly addresses time-sensitive, locally-initiated planning needs. Aligning with Auburn's goals, the initiative supports thorough evaluation, planning, and scoping of transportation projects that enhance safety and respond to regional and economic opportunities. By utilizing this flexible and responsive initiative, Auburn can effectively plan essential infrastructure improvements, ensuring safer and economically vibrant communities.

Business Partnership Initiative

The Business Partnership Initiative enables Auburn to secure complementary funding for its Safety Action Plan through critical infrastructure enhancements vital for economic growth and safety.



By fostering public-private partnerships between MaineDOT, municipalities, public utilities, and local businesses, the initiative pools substantial resources, transforming limited state funds into significant highway improvements. This aligns with Auburn's goals to enhance vehicular, bicycle, and pedestrian access, improve safety, and resolve traffic constraints hindering economic development and job creation. With potential combined funding of up to \$6 million (\$2M from the annual work plan and \$4M from local and private businesses) annually, the initiative promotes a vibrant business climate and community expansion.

Village Partnership Initiative

The Village Partnership Initiative (VPI) offers Auburn an extraordinary opportunity to secure complementary funding for its Safety Action Plan. Emphasizing strategic investments in mixed-use village centers that prioritize safety, accessibility, and modern amenities, this initiative aligns with Auburn's goals by creating walkable and bikeable areas with balanced speed limits of 30 mph or less.

With vehicle speed containment as a related goal for both the VPI and SS4A program, a VPI study could offer more specific improvement recommendations to corridors or sections of the downtown. Partnering with MaineDOT and leveraging federal discretionary funds, Auburn can enhance its infrastructure and drive reinvestment and revitalization, ensuring vibrant, safe village centers reflective of community character and needs. Additional funding sources may be available to complement MaineDOT funding opportunities, as well, from those that leverage private investments through sources such as Impact Fee Ordinances which proportionally and predictably require contributions toward infrastructure to support new growth as part of the development approval process, to other competitive funding sources such as the Office of Policy Innovation and the Future's Community Action Grants.

Highway Safety Improvement Program (HSIP)

MaineDOT manages the Highway Safety Improvement Program (HSIP) programs. This core Federal-aid highway program funds projects and strategies that are data-driven, align with the State Strategic Highway Safety Plan (SHSP), and through implementation, help reduce traffic-related fatalities and serious injuries on all public roads (including locally owned public roads and roads on Tribal lands). The HSIP can advance the implementation of the Safe System Approach and Auburn's Safety Action Plan.

Safe Streets and Roads for All

The Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All (SS4A) discretionary program that will provide \$5-6 billion in grants over the 5 year period. Funding supports regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Additional funding through the local adoption of the Auburn Safety Action Plan may be realized in the form of additional Planning Grants, Demonstration Grants, and Implementation Grants.

Federal NHTSAA Grant Funding

The Bureau of Highway Safety in Maine manages the various Federal NHTSA grant funds the State receives to support enforcement, education, and emergency response activities to improve driver behavior and reduce deaths and injuries from motor vehicle-related crashes. The NHTSA funding is key in the safe system approach and aligns with the initiatives of the SS4A program. Grant applications are offered annually in early spring and approval by NHTSA, typically in August.

Congestion Mitigation and Air Quality Improvement (CMAQ) Program

These Federal funds are made available to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. In past practice,

Maine allocated a lot of these funds to the Downeaster passenger train service. Future opportunities for this funding could entail emission reduction projects such as traffic signal coordination on different corridors. Auburn could combine a project for signal coordination and communication, traffic signal upgrades to the latest MaineDOT specification, and safety related hardware improvements such as radar based advance vehicle detection to leverage these funds to meet SS4A goals.

Technology Transfer (T2)

These Federal funds are managed by the FHWA Division office and are used for research development, technology and innovation transfer, outreach, and communication activities (e.g., peer exchanges, scan tours). Auburn could propose an innovative new technology that would improve safety, such as advancing autonomous vehicles, on-demand mobility, and equity objectives to improve community health from transportation related environmental impacts.

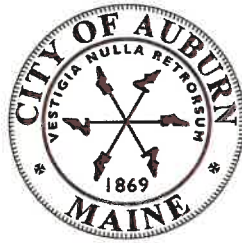
FHWA Grants & Technical Assistance

FHWA may make other funding available through grants to advance various safety activities. Auburn would partner with FHWA staff to identify existing and future safety programs for which they qualify and meet the objectives of the SS4A programs and recommendations within the Safety Action Plan.



APPENDIX ONE

CITY COUNCIL RESOLUTION, SEPTEMBER 2022



City Council Resolve

IN CITY COUNCIL

WHEREAS, as part of the new Bipartisan Infrastructure Law, the Infrastructure Investment and Jobs Act (IIJA), there is over \$1 billion of roadway safety funding available in the form of the Safe Streets and Roads for All (SS4A) program; and

WHEREAS, between 2012 and 2022, approximately 9,000 crashes occurred on Auburn's streets, with 22 of those crashes involving a fatality and 2,238 involving personal injury; and

WHEREAS, the city, in coordination with community stakeholders, can aid in preventing these types of tragedies by taking a proactive, preventative approach that prioritizes transportation safety as public health issue in planning and investment decisions, and

WHEREAS, Vision Zero, a strategy supported by the Federal Highway Administration (FHWA), aims to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for all and is a framework that has successfully reduced fatalities and serious injuries in cities where it has been implemented, and

WHEREAS, the Center Street/Route 4 and Mt. Auburn Avenue/Veteran's Memorial Bridge corridors have been identified as having multiple high crash locations, limited bicycle and pedestrian access, and have been prioritized in 2021 Comprehensive Plan for investments focused on safety and mobility for all users; and

WHEREAS, the Androscoggin Transportation Resource Center (ATRC), the metropolitan planning organization for our urban area can apply for a SS4A grant to develop an Action Plan for the Center Street and Mt. Auburn Avenue corridors; and

WHEREAS, the Auburn City Council commits to achieve significant declines in roadway fatalities and serious injuries along these corridors and others citywide; and

NOW THEREFORE BE IT RESOLVED, that the Auburn City Council supports the submission of the SS4A grant and the engagement of residents, businesses, and all users of these corridors in creating an Action Plan if awarded.

A TRUE COPY

ATTEST

Susan Clements-Dallaire
Susan Clements-Dallaire, City Clerk 9-8-2022

Passage on 9/6/2022, 7-0.

Richard Whiting, Ward One
Joseph Morin, Ward Four
Belinda A. Gerry, At Large

Ryan Hawes, Ward Two
Leroy G. Walker, Ward Five
Jason J. Levesque, Mayor

Stephen G. Milks, Ward Three
Dana Staples, At Large
Phillip L. Crowell, Jr., City Manager

APPENDIX TWO

COUNTERMEASURE RECOMMENDATIONS

Auburn Safety Action Plan

High Injury Network Wide Countermeasure Recommendations

This document specifies general recommendations for Auburn and introduces safety countermeasures that are to be further detailed in site-specific recommendation documents for each of the 25 High Injury Network (HIN) corridors. A HIN is a data driven analysis, determined by a review of a region's fatal and injury producing crashes to identify the most dangerous roadway segments, and not just the segments with the most crashes overall. The recommendations that follow are derived from online survey responses, site visits, desktop reviews of recent aerial imagery, and stakeholder conversations. The aim is to enhance safety for all road users—considering vehicles, speeds, roads, users and post-crash care—in accordance with the Safe System Approach.

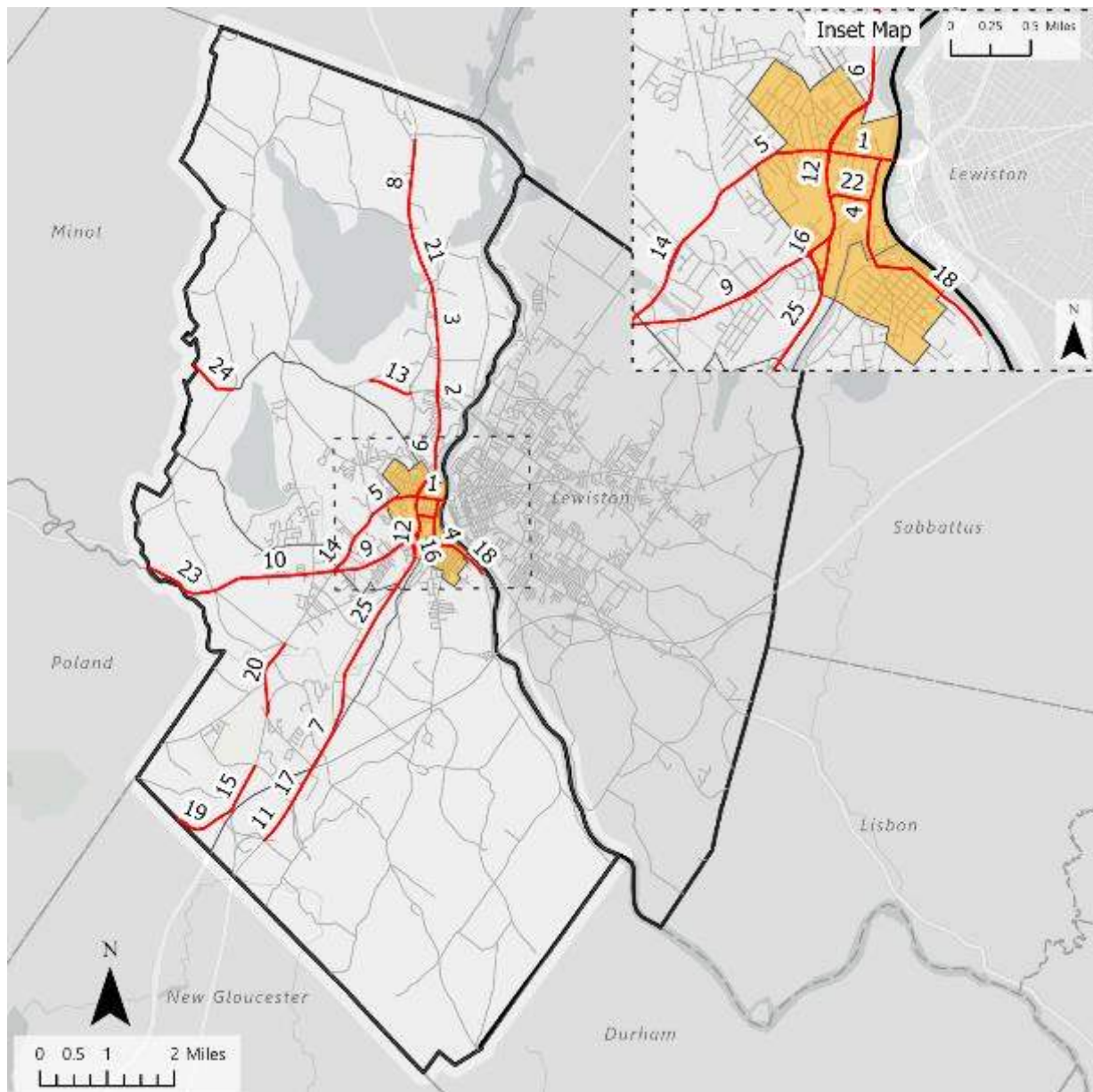
Both the general and site-specific recommendations are summarized in the action table (Table 12) within the Safety Action Plan. In the action table, each countermeasure is described based on the strategy, emphasis area, action priority, 4Es, lead department, partner, application, priority location, time frame, and crash modification factor.

The following summary contains more detailed descriptions of the countermeasures shown in the action table that are applicable network wide throughout the Auburn HIN with an abbreviated action table at the end containing their timeframes and relative costs. These network wide countermeasure descriptions have been organized by timeframe for implementation. Table 1 below provides a summary of the HIN crashes by type.

Crash Summary Table:

Table 1: Auburn High Injury Network Wide Crash Summary Table

Crash Type	Fatal Injury (K)	Incapacitating Injury (A)	Minor Injury (B)	Total
Animal	0	0	1	1
Bicycle	0	2	11	13
Head-on/Sideswipe	3	5	9	17
Intersection Movement	4	24	98	126
Jackknife/Rollover	0	1	1	2
Object in Road (Other)	0	1	0	1
Other	0	3	9	12
Pedestrians	5	7	7	19
Rear End/Sideswipe	2	12	63	77
Train (Other)	0	0	1	1
Went Off Road	1	12	48	61
TOTAL	15	67	248	330



Legend

Crash Severity

- ▲ Fatal
- Incapacitating Injury
- ⊕ Minor Injury
- High Injury Network (HIN)
- Roads

Disadvantaged Communities Indicator

- Not Disadvantaged
- Transportation Disadvantaged
- ▭ City Boundaries

Figure 1: Auburn's High Injury Network.

2 Countermeasure Recommendations

Short Term

Pedestrian Safety Enhancements: Pedestrian safety, which has been identified as an emphasis area of this project, is critical across Auburn's HIN and implementing targeted enhancements can improve safety and accessibility. First, installing detectable warnings at ramps will provide tactile cues for visually impaired pedestrians, alerting them of upcoming intersections and crossings. Second, using high visibility materials such as inlay or thermoplastic tape or paint for crosswalk markings will ensure more reflective and long-lasting visibility compared to traditional paint, enhancing safety in all conditions. Pedestrian crossing warning signage should be installed at mid-block crossings without traffic control to make motorists more aware of pedestrians. Coupled with this, a thorough review and enhancement of crosswalk lighting is essential to improve pedestrian visibility for drivers at night, potentially reducing crashes by 23-48%¹.

Furthermore, enhancing ADA compliance across Auburn's pedestrian infrastructure will ensure safe, efficient, and accessible routes for all, including residents with disabilities. These enhancements will facilitate safe and inclusive access from neighborhoods to downtown areas, creating a safer and more navigable environment for all pedestrians. Overall, these measures will significantly reduce the risk of crashes, fostering a safer and more connected community.

Enforcement & Education: To enhance safety across Auburn's HIN, a comprehensive enforcement strategy focused on speed limits and safe driving practices is essential. Increased police enforcement during both peak and off-peak hours at intersections with high infraction rates, such as Court Street near the courthouse and Turner Street, is necessary to ensure compliance with traffic signals and stop signs, thereby reducing violation occurrences. Additionally, speed feedback signs are a recommended approach to manage speed; these signs display the speed of an approaching vehicle, making drivers more aware of their speed compared to the posted limit, thereby encouraging safer driving behavior.

Public comments indicate a significant concern with drivers failing to stop for pedestrians when walk signs are active at signalized intersections. Strengthening the enforcement and education of regulations, such as prohibiting turns on red when pedestrian signals are active and preventing jaywalking, will significantly enhance pedestrian safety in these high-injury corridors. Given that 19 of the 303 crashes on Auburn's HIN involve pedestrian-vehicle collisions, implementing these measures is vital for protecting pedestrians and fostering a safer environment across Auburn's roadways.

Educational campaigns, events, trainings, and social media messaging on topics such as seat belt use, impaired driving, distracted driving, speeding, motorcycle safety, the "move over" law, older adult safety, and other road safety awareness topics are critical HIN wide to improve the safety of Auburn's roadways.

¹https://www.baltometro.org/sites/default/files/bmc_documents/committee/presentations/brss/BRSS220922pres_FHWA-Safety-Countermeasures.pdf

Medium Term

Evaluate Traffic Signal Timing: To enhance traffic signal timing across Auburn's intersections, several specific measures should be considered. Evaluating and adjusting yellow change intervals is crucial because inadequate yellow times can lead to unintentional red-light running and excessively long yellow times can encourage the intentional running of red lights. Proper adjustment could result in a 36-50% reduction in red-light running and an 8-14% reduction in total crashes². Introducing protected left turn phases could reduce collision frequencies by up to 55%, though their impact on traffic delay should be carefully studied. If excessive delays are identified, a flashing yellow arrow could be implemented as a compromise, potentially reducing crashes by 25%³. Flashing yellow arrows do not change the left turn from permissive to protected, but remind drivers that a left turn is not protected and should be taken with caution. Additionally, leading pedestrian intervals (LPIs), which provide pedestrians with a 3-7 second head start before vehicles get a green light, should be considered. LPIs can enhance pedestrian visibility and safety, leading to a 13% decrease in vehicle crashes at intersections⁴.

Intersection Safety Improvements: Enhancing intersection safety in Auburn can be achieved through cost-effective measures such as installing signal backplates with retroreflective borders at high-risk intersections like Main Street at Mill Street and Main Street at Court Street. These improvements increase signal visibility during both daytime and nighttime, helping to reduce crashes by up to 15%⁵. Additionally, the implementation of advanced warning signs, retroreflective sheeting, and reflective signposts can enhance driver awareness and improve overall intersection safety. This is particularly critical given that intersection movements account for the largest share of crashes within the High Injury Network (126 out of 330 incidents). In addition, the implementation of advanced warning signs, retroreflective sheeting, properly placed stop-bar, removal of vegetation, parking or obstructions, and reflective signposts at stop-controlled approaches can enhance driver awareness and improve overall intersection safety. Enhanced pavement markings also contribute to safer navigation of intersections, ensuring better guidance for both drivers and pedestrians.

Bicycle Safety Improvements: Enhancing bicycle infrastructure significantly improves the safety of various road users. The community has highlighted a desire for bicycle facilities to provide an affordable transportation mode, particularly for low-income residents. Adding bike lanes is more than a convenience; it is an essential improvement that helps support equitable access to vital services and opportunities across the City, aligning with the Federal Highway Administration's recommendations. Installing bike lanes on Main Street, for example, would not only reduce bicycle-vehicle crashes but also contribute to community well-being and economic mobility.

Implementing separated bike lanes is crucial to avoid sidewalk cycling, which often leads to pedestrian conflicts. These lanes create a safer and more comfortable cycling environment for cyclists of all abilities, promoting bicycle transport as a viable and secure option. Additionally, positioning bike lanes near schools and other key destinations improves safety for families and children while supporting equitable access to

² <https://highways.dot.gov/safety/proven-safety-countermeasures/yellow-change-intervals>

³ <https://highways.dot.gov/safety/proven-safety-countermeasures/dedicated-left-and-right-turn-lanes-intersections>

⁴ <https://highways.dot.gov/safety/proven-safety-countermeasures/leading-pedestrian-interval>

⁵ <https://safety.fhwa.dot.gov/provencountermeasures/backplate.cfm>

essential services. This is especially critical in low-income areas, where residents rely more heavily on affordable modes of transportation and access to a car may be limited.

Further research, including exploring design alternatives, assessing designs, and evaluating feasibility, is necessary before selecting the appropriate bikeway design. If feasible, the addition of separated bike lanes significantly enhances safety for cyclists and promotes increased usage among residents and workers. Bike lanes mitigate conflicts between motorists and bicyclists, reducing crash incidences by up to 49% on local roads. By providing designated spaces for each type of road user, overall traffic safety improves for pedestrians, drivers, and cyclists. Thus, improving bicycle infrastructure is not just a matter of convenience but a critical enhancement to support the safety and accessibility of all road users, fostering a more inclusive and connected community.

Infrastructure Improvements: Reconstructing streets and sidewalks to provide a smooth, even surface, while ensuring sidewalks maintain a consistent minimum width of 5 feet, is essential for the safe and accessible travel of all road users. Several sidewalk locations in Auburn's HIN contain utility poles, signage, and or mailboxes that reduce the effective width of the sidewalk, hindering accessibility. Additionally, the online survey and site visits have identified poor roadway conditions, including potholes that need to be repaired. Addressing these issues will create a more welcoming pedestrian environment for all users, including those with disabilities, thereby enhancing safety and comfort. By focusing on improving the roadway and sidewalk conditions, Auburn can provide safer and more reliable infrastructure for pedestrians, cyclists, and motorists alike.

Long Term

Traffic Calming: To enhance traffic calming and pedestrian safety in Auburn's HIN, several targeted measures should be implemented. First, pedestrian refuge islands, which allow walkers to cross one direction of traffic at a time, should be constructed. These islands need to be at least 4 feet wide, and preferably 8 feet wide, to accommodate pedestrians with disabilities. Pedestrian refuge islands can dramatically reduce pedestrian crashes by up to 56%⁶.

Second, raised crosswalks should be installed as they make pedestrians more visible to drivers and serve as speed bumps to slow down vehicles. Raised crosswalks have been shown to reduce pedestrian crashes by 45%⁷. Additionally, curb extensions or bump-outs should be considered. These structures extend the sidewalk/curb area, thereby reducing the crossing distance for pedestrians. By narrowing the effective street width, bump-outs also improve the visibility between pedestrians and drivers, making crossings safer. Together, these measures will significantly enhance pedestrian safety by creating more visible and manageable crossing points, thereby fostering safer interactions between pedestrians and vehicles on Auburn's roadways.

Access Management: Implementing access management techniques is crucial for enhancing safety in Auburn's HIN. These practices involve strategically managing the spacing of intersections and access points, and reducing the density of driveways through closure, consolidation, or relocation of driveways of adjacent

⁶<https://highways.dot.gov/safety/proven-safety-countermeasures/medians-and-pedestrian-refuge-islands-urban-and-suburban-areas>

⁷ http://www.pedbikesafe.org/pedsafe/countermeasures_detail.cfm?CM_NUM=7

land uses. Reducing driveway density can result in a 25-31% reduction in fatal and injury crashes along urban and suburban arterials⁸.

Moreover, converting travel lanes into pedestrian spaces, bike lanes, or medians can significantly reduce conflict points and enhance safety. For example, medians and turn lanes, such as left- or right-only lanes, can effectively manage traffic flow and mitigate crashes. Limiting movements to right-in/right-out and installing raised medians can further reduce crashes and conflicts. To facilitate safer driving and reduce the number of crashes, placing driveways on intersection approach corners instead of receiving corners is also recommended. Overall, these access management strategies aim to balance safety and mobility, improving traffic flow and ensuring a safer environment for all roadway users, including pedestrians and cyclists.

Table 2: Countermeasure Recommendation Costs and Timeline

#	Countermeasure	Cost	Source	Timeline
1	Pedestrian Safety Enhancements	Medium	Proven Safety Countermeasures: FHWA	Short
2	Enforcement & Education	Low	Proven Safety Countermeasures: FHWA	Ongoing
3	Evaluate Traffic Signal Timing	Medium	Proven Safety Countermeasures: FHWA	Medium
4	Intersection Safety Improvements	Medium	Proven Safety Countermeasures: FHWA	Medium
5	Bicycle Safety Improvements	Medium	Proven Safety Countermeasures: FHWA	Medium
6	Infrastructure Improvements	Medium	Proven Safety Countermeasures: FHWA	Medium
7	Traffic Calming	Medium	Proven Safety Countermeasures: FHWA	Long
8	Access Management	High	Proven Safety Countermeasures: FHWA	Long

⁸ <https://highways.dot.gov/safety/proven-safety-countermeasures/corridor-access-management>

Countermeasure Recommendations - HIN Corridor 1

Corridor Name: Court Street

Corridor Extents: From Minot Ave to City Line/ Androscoggin River

HIN Ranking: #1

Transportation Disadvantaged Census Tract Status: In a Disadvantaged Census Tract

Comments: This corridor runs through Auburn's census tract 101 which is identified as disadvantaged. Across various disadvantaged components, tract 101 ranks in the 96th percentile for social vulnerability, and 81st percentile for environmental burden. Additionally, tract 101 scored 87th percentile for impervious surfaces contribution to the climate and disaster risk burden.

Crash Summary Table:

Table 3: Court Street (HIN Corridor #1) Crash Summary Table

Crash Type	Fatal Injury (K)	Incapacitating Injury (A)	Minor Injury (B)	Total
Bicycle	0	0	1	1
Head-on/Sideswipe	0	0	1	1
Intersection Movement	0	1	7	8
Other	0	0	1	1
Pedestrians	0	2	0	2
Rear End/Sideswipe	0	1	5	6
TOTAL	0	4	15	19



Figure 2: Crash Map for Court Street (HIN Corridor #1)

Legend

Crash Severity

- ▲ Fatal
- Incapacitating Injury
- ✚ Minor Injury

— High Injury Network (HIN)

— Roads

Disadvantaged Communities Indicator

- Not Disadvantaged
- Transportation Disadvantaged
- ▭ City Boundaries

1. Intersection Safety Improvements

To enhance intersection safety and efficiency along Court Street, several targeted measures are recommended as a priority, given that 8 out of the 19 crashes in the past decade have involved intersection movements. Firstly, it is recommended to review the feasibility of installing roundabouts at key intersections, such as Court Street and Union Street. Adding a roundabout would significantly reduce severe collision points and manage traffic flow more safely and efficiently. Secondly, the addition of dedicated left- and right-turn lanes at intersections like Court Street, Turner Street, Mechanics Row, should be explored further through LOS and feasibility analyses to determine if they are warranted. These extra lanes would help reduce rear-end collisions and conflicts during turning maneuvers, thereby improving overall safety. Based on a safety and feasibility review of roundabouts, short term countermeasures like enhancing traffic signals at major intersections such as Court Street and Union Street, and around Main Street, by adding backplates with retroreflective borders should be considered to improve signal visibility and driver response times, particularly in areas where visibility is an issue.



Figure 3: Intersection Example

Source: Nearmap.

2. Pedestrian Safety Enhancements

To significantly enhance pedestrian safety along Court Street, a multi-faceted approach is suggested. Implementing crosswalk visibility enhancements at multiple locations, particularly near Hannaford, and other high pedestrian traffic intersections, will involve installing high-visibility crosswalks, lighting, and advance stop/yield signage to greatly improve pedestrian safety. Additionally, Rectangular Rapid Flashing Beacons (RRFBs) should be placed at unsignalized crosswalks like the ones shown in the photo below at the intersection of Court Street and Pleasant Street.

RRFBs will also be prioritized near bus stops, to enhance pedestrian visibility and prompt driver yielding. Widening sidewalks is recommended to improve accessibility by allowing wheelchair users to travel in zig-zag motions down the steep grade of Court Street. Further, Leading Pedestrian Intervals (LPIs) should be installed at major signalized intersections such as Court Street and Union Street to give pedestrians a head-start before vehicles begin turning, thereby reducing conflicts and enhancing pedestrian safety. Finally, Pedestrian Hybrid Beacons (PHBs) should be implemented at midblock crossings, especially where pedestrians frequently need to cross



Figure 4: Pedestrian Safety Example

between busy commercial or residential areas, ensuring safer midblock crossings. These combined measures will create a safer and more visible environment for pedestrians, crucial for high-traffic zones.

3. Access Management

To comprehensively improve traffic flow and safety on Court Street, a strategic combination of measures is recommended. Firstly, implementing corridor access management by consolidating driveways or limiting movements at driveways near commercial zones, such as the driveway adjacent to Mechanics Row, will reduce traffic conflicts. This can be further enhanced with the introduction of raised medians where feasible to control vehicle movements. Lastly, removing slip lanes at intersections along Court Street or reducing turn radii to encourage drivers to slow down, especially near high pedestrian traffic areas, will slow down vehicle speeds during right turns, substantially enhancing pedestrian crossing safety. This integrated approach aims to streamline traffic, minimize collision **risks**, and provide safer travel for both vehicles and pedestrians.

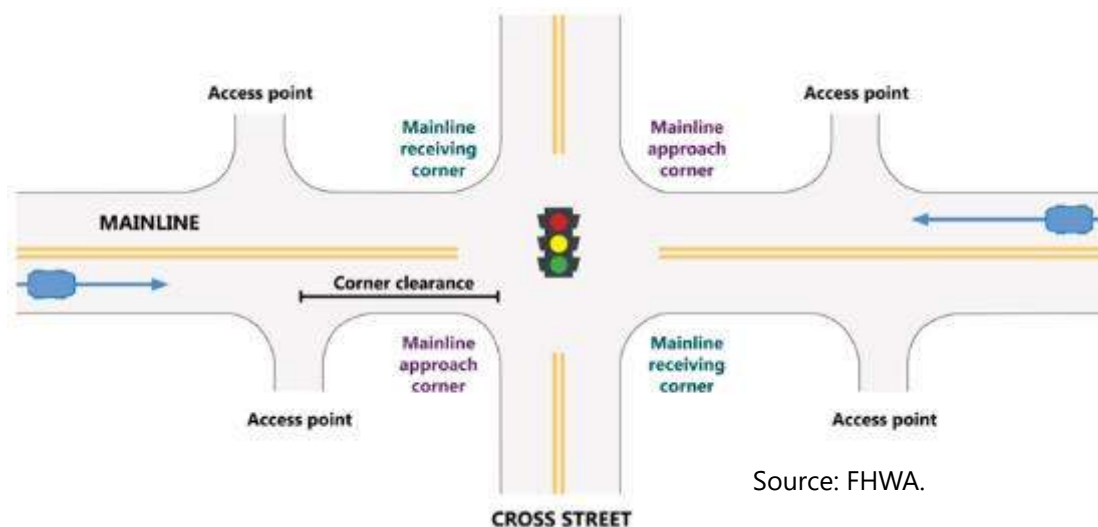


Figure 5: Access Management Example

4. Enforcement & Education

To address the various safety and traffic flow issues along Court Street, a targeted approach involving increased police enforcement and pedestrian, and driver education is recommended. More police enforcement is crucial during peak and off-peak hours at intersections with high infraction rates, such as Court Street near the courthouse and Turner Street, to ensure compliance with traffic signals and stop signs, thereby reducing the occurrence of violations. Additionally, the installation of signs at key intersections, particularly at Turner Street, Union Street, and throughout the Court Street corridor, will help prevent vehicles from blocking intersections and impeding traffic flow. These measures collectively aim to enhance driver awareness, enforce traffic laws, and mitigate congestion.

5. Bicycle Safety Improvements

Introduce bike lanes along sections of Court Street where there is adequate space, particularly from downtown Auburn towards Union Street where bicycle traffic is likely high. Separated bike lanes should be implemented in high-traffic or higher-speed sections to ensure cyclist safety.

Table 4: Countermeasure Recommendation Locations

#	Site-Specific Location	Countermeasure	Cost	Source	Timeline
1	Intersection of Court Street and Union Street & Intersection of Court Street, Turner Street, Mechanics Row	Intersection Safety Improvements	High	Proven Safety Countermeasures: FHWA	Medium
2	Corridor Wide	Pedestrian Safety Enhancements	Medium	Proven Safety Countermeasures: FHWA	Long
3	Corridor Wide	Access Management	High	Proven Safety Countermeasures: FHWA	Long
4	Corridor Wide	Enforcement & Education	Low	Proven Safety Countermeasures: FHWA	Ongoing
5	Corridor Wide	Bicycle Safety Improvements	Medium	Countermeasures that Work: NHTSA	Medium

Countermeasure Recommendations - HIN Corridor 2

Corridor Name: Center Street

Corridor Extents: From Veterans Bridge to Stetson Road

HIN Ranking: #2

Transportation Disadvantaged Census Tract Status: Not in a disadvantaged census tract.

Comments: This corridor runs through Auburn's census tract 102 which is not identified as disadvantaged. Despite not being disadvantaged, tract 102 ranks in the 56th percentile for transportation insecurity, and 66th percentile for annualized disaster losses. Additionally, 7.4% of households do not have their own vehicles, and 21.89% of the population live at or below 200% of the federal poverty line.

Crash Summary Table:

Table 5: Center Street (HIN Corridor #2) Crash Summary Table

Crash Type	Fatal Injury (K)	Incapacitating Injury (A)	Minor Injury (B)	Total
Intersection Movement	0	3	7	10
Other	0	0	1	1
Pedestrians	1	1	0	2
Rear End/Sideswipe	0	0	4	4
Went Off Road	0	0	2	2
TOTAL	1	4	14	19



Figure 6: Crash Map for Center Street (HIN Corridor #2)

Legend

Crash Severity

- ▲ Fatal
- Incapacitating Injury
- + Minor Injury

— High Injury Network (HIN)

— Roads

Disadvantaged Communities Indicator

- Not Disadvantaged
- Transportation Disadvantaged
- City Boundaries

1. Access Management

The Center Street corridor provides access to the Auburn Mall, big box retail and other commercial land uses on both sides of the road with several wide driveways and entrances to these parcels. Access management techniques are recommended to balance safety and mobility along the Center Street corridor. These practices include managing spacing of intersections and access points and reducing density of driveways by closing, consolidating and/or relocating driveways of adjacent land uses. Limiting movements to right-in/right-out for example and implementing raised medians can also reduce crashes and conflicts. The implementation of a roundabout at this location can also reduce crashes by reducing conflict points. Driveways should be placed on intersection approach corners instead of receiving corners to reduce the number of crashes expected. Installing turn lanes such as a left- or right-only will also provide benefits. Improvements to access management seek to enhance traffic flow and safety for all users of the roadway. Studies have demonstrated that reducing driveway density can result in a safety benefit of a 25-31% reduction in fatal and injury crashes along urban and suburban arterials⁹.



Source: Nearmap.

Figure 7: Consider consolidating driveways onto side streets rather than Center Street

2. Sidewalk Accessibility Improvements

The sidewalks along the Center Street corridor are in poor condition and lack ADA compliance. Several sidewalk locations in the corridor have utility poles which reduce the effective width of the sidewalk. One recommended improvement is to upgrade sidewalks to ADA compliance through installing detectable warning plates at all sloped intersections to enhance safety and mobility for pedestrians. The sidewalks should be reconstructed to provide a smooth even surface as well as adjusted to maintain a consistent minimum width of 5 feet. There are currently no sidewalks on the west side of Center Street north of the Veterans Bridge however, a well-worn dirt path shows a desire line for pedestrian accommodations. Pedestrians require efficient and safe access to their destinations with no gaps in service.



Figure 9: No Sidewalk on the west side of Center Street north of the Veterans Bridge

Residents from the neighborhoods to the south of the corridor should be provided with a safe and connected pedestrian network to access jobs and retail services along the corridor. A sidewalk feasibility study should be conducted to determine if a pedestrian facility is recommended on the west side of Center Street which could reduce crashes involving pedestrians walking along the roadway by 65-89%¹⁰.



Figure 8: Utility poles reducing effective sidewalk width

⁹ <https://highways.dot.gov/safety/proven-safety-countermeasures/corridor-access-management>

¹⁰ <https://highways.dot.gov/safety/proven-safety-countermeasures/walkways>

3. Crosswalk Enhancements

Throughout the Center Street corridor, there are a few intersections that do not currently provide crosswalks. One example is the intersection of Center Street at Stetson Road where a sidewalk is provided on the east side of Center Street and both sides on the east leg of Stetson Street however, there is no crosswalk connecting the pedestrian facilities. It is recommended to install a high visible crosswalk across the east leg of Stetson Street to provide a safer and more continuous pedestrian facility. This would entail providing ADA compliant ramps and detectable warnings at the corners as well as integrating the crossing into the signal timings.

Currently, the crosswalks throughout the corridor are worn out and would benefit from being restriped. Materials including inlay or thermoplastic tape instead of paint should be used for a more reflective crosswalk marking that is long-lasting. In addition, lighting should be reviewed to ensure that crosswalks are being illuminated properly to make pedestrians more visible to drivers at night.

4. Traffic Calming

In order to address the high number of crashes, high vehicle speeds, and the discomfort pedestrians and bicyclists experience along this corridor, a traffic analysis should be performed to determine if traffic volumes warrant the existing number of lanes. A lane reduction and/or narrowing of lanes should be considered and evaluated per MaineDOT standards to improve safety and speed along the corridor and better accommodate pedestrians and bicyclists.

5. Protected Left-Turn Phases

Several of the signalized intersections along Center Street contain dedicated left-turn lanes, however the signal phasing does not provide a protected left-turn phase. Vehicles turning left must yield to oncoming traffic along Center Street. Over the last 10-year period, 10 of the 19 crashes in the corridor took place at intersections, three of which were incapacitating. A protected left turn is a signal modification countermeasure that allows left-turning vehicles to proceed through an intersection without potential conflicting movements by other vehicles or vulnerable road users. While a protected phase has the potential to increase delay, the city should study the impact of this countermeasure. Studies show that a protected left turn phase can reduce the frequency of collisions by 55%.¹¹ If protected phasing creates excessive delay,



Figure 10: Install high visible crosswalk to connect existing sidewalks at Stetson Road east



Figure 11: Install high visibility crosswalk markings using reflective materials, Center Street at Mt. Auburn Avenue/Veteran's Bridge example

¹¹ <https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=4144>

a flashing yellow arrow should be considered. This countermeasure does not change the intersection control, but alerts drivers to yield to oncoming traffic when making a left turn. Studies show that a flashing yellow arrow reduces the frequency of crashes by 25%.¹²

In addition, the left-turn lane on Center Street in the southbound direction at the intersection of Center Street at Target Driveway should also be analyzed to ensure adequate storage length is provided. Currently only two vehicles can queue at this movement. Extending this storage length to meet the potential demand would reduce conflicts with those waiting to turn left.

6. Yellow Change Interval

Yellow change intervals at the signalized intersections along the corridor should be evaluated to determine if the yellow time is appropriate. Due to the number of crashes at the intersections, some of the red-light running could be reduced by ensuring the yellow time is sufficient but not too long. If the yellow time is too short, this runs the risk of motorists being unable to stop safely and can cause unintentional red-light running. Conversely, if the yellow time is too long, this could create a scenario where drivers treat the yellow as an extension of green time and intentionally run more red lights. A 36-50% reduction in red-light running and an 8-14% reduction in total crashes could be realized with the adjustment of yellow time¹³.

7. Leading Pedestrian Interval

The signal at the intersection of Center Street at Stetson Street should be upgraded to accommodate a recommended pedestrian crossing across the east leg of Stetson Street. This will allow for a safer more connected pedestrian amenity along the east side of Center Street. Currently there is no crosswalk or pedestrian phase at this intersection. A leading pedestrian interval should be considered at this intersection as well as other signalized intersections along the corridor which would provide pedestrians with a 3-7 second head start before vehicles have a green indication. This is an important countermeasure since a pedestrian fatality occurred at the intersection of Center Street at the Auburn Mall/Target Driveways within the past decade. Studies indicate a 13% reduction in vehicle crashes at intersections with LPIs¹⁴. The pedestrian crossings across the Target Driveways are not integrated into the traffic signals and do not provide pedestrian signals or phases. These crossings should be incorporated into the signal to provide a safer more dedicated crossing. This safety countermeasure provides increased visibility of pedestrians crossing, reduced conflicts between vehicles and pedestrians and enhances safety of slower pedestrians.

8. Lane Direction Markings

It is recommended to review the feasibility and potential benefits of implementing dedicated turn-lanes at the driveway approaches of Auburn Plaza driveway at Center Street as well as the Target/Auburn Mall driveway at Center Street to provide physical separation for left-and right-turning traffic. This dedicated assignment of turning lanes helps to reduce conflicts between vehicles.



Figure 12: Implement pavement markings and striping indicating dedicated turn-lanes at signalized intersection side street approaches

¹² <https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=4174>

¹³ <https://highways.dot.gov/safety/proven-safety-countermeasures/yellow-change-intervals>

¹⁴ <https://highways.dot.gov/safety/proven-safety-countermeasures/leading-pedestrian-interval>

9. Pedestrian Safety Improvements

Along the Center Street corridor, there are two crossings that require pedestrians to cross a significant distance along the corridor: both Target Driveways on the east side of Center Street. Given the fatal pedestrian crash that occurred at the intersection of Center Street at Auburn Mall/Target Entrance, implementing pedestrian refuge islands are recommended as a countermeasure by extending the median through the crosswalk. A long crossing distance, such as the one in Figure 13 (approximately 95'), as well as multiple lanes can create dangerous pedestrian conditions. A pedestrian refuge area assists pedestrians when crossing a roadway so they may cross one direction of traffic at a time. Islands should be at least 4 feet wide (preferably 8 feet wide) and accommodate pedestrians with disabilities. Pedestrian refuge islands can reduce pedestrian crashes by 56%¹⁵. Additionally, to increase visibility of pedestrians, adding pedestrian level lighting and extending the sidewalk/curb area to reduce the crossing distance should also be considered at these locations.



Source: Nearmap.

Figure 13: Install pedestrian refuge island at Intersection of Center Street at Auburn Mall/Target

10. Speed Management



Figure 14: Install 35 mph speed limit sign in northbound direction north of the Veterans Bridge

The community has expressed concern regarding the speeds of vehicles along the Center Street corridor. Speed feedback signs (also known as a driver feedback sign or variable message sign) are one recommended approach to manage speed. Speed feedback signs display the speed of an approaching vehicle and make drivers more aware of their speed in comparison to the posted speed. The posted speed limit in the corridor is 35 mph. Speed feedback signs are effective at encouraging speed limit compliance. It is recommended to implement a speed feedback

sign north of the Veterans Bridge in the northbound direction between the two intersections due to the speed limit of the Veterans Bridge being set higher at 45 mph. This placement is effective to notify drivers that have a reduction in speed limit

once they enter the Center Street corridor. Studies indicate speed feedback signs can reduce the mean and 85th percentile speeds. In addition, it is recommended to study installing a 35-mph speed limit sign in the northbound direction on Center Street north of the Bridge. The FHWA recommends that "speed limit signs shall be installed beyond major intersections, downstream of egresses from major traffic generators and at other locations where it is necessary to remind road users of the speed limit"¹⁶. Currently there is no speed

¹⁵ <https://highways.dot.gov/safety/proven-safety-countermeasures/medians-and-pedestrian-refuge-islands-urban-and-suburban-areas>

¹⁶ <https://highways.dot.gov/safety/speed-management/methods-and-practices-setting-speed-limits-informational-report/speed-1>

limit sign along the corridor on the east side of Center Street and there is traffic entering Center Street from the Veterans Bridge. Another method of speed management along this Center Street corridor would be to improve the enforcement and education of traffic laws, especially those related to pedestrian safety around intersections and speed limits.

11. Bicycle Safety Improvements

Given the corridor traverses through an active commercial district, it is important for nearby residents and workers to have access to a safe and efficient transportation network that serves all users. The corridor does not currently provide bicycle facilities which makes it unsafe for cyclists, thereby discouraging the use of sustainable and economical modes of transportation. In conjunction with potential traffic calming techniques, the cross section of the corridor should be studied to determine if providing separated bike lanes on Center Street is feasible while balancing the mobility of all users. Given the higher speed of vehicles on this corridor, these separated bike lanes should be protected using vertical elements such as flexible delineator posts, curbs, or vegetation. Further research such as determining preferred design through alternative exploration, review and assessment, and feasibility evaluation need to be undertaken prior to the selection of proper bikeway design. If feasible, the addition of separated bike lanes would significantly enhance safety, promoting increased usage by residents and workers who rely on bicycles as an affordable and efficient means of travel. Bike lanes mitigate and reduce conflicts between motorists and bicyclists which in turn reduce the chance of crashes.

Table 6: Countermeasure Recommendation Locations

#	Site-Specific Location	Countermeasure	Cost	Source	Timeline
1	Corridor Wide	Access Management	High	Proven Safety Countermeasures: FHWA	Long
2	Corridor Wide	Sidewalk Accessibility Improvements	High	Proven Safety Countermeasures: FHWA	Short
3	Corridor Wide	Crosswalk Enhancements	Low	Proven Safety Countermeasures: FHWA	Short
4	Corridor Wide	Traffic Calming	Medium/High	Proven Safety Countermeasures: FHWA	Long
5	Corridor Wide	Protected Left-turn Phasing	Medium	FHWA ¹⁷	Medium
6	Corridor Wide	Yellow Change Interval	Low	Proven Safety Countermeasures: FHWA	Short
7	Corridor Wide	Leading Pedestrian Interval	Medium	Proven Safety Countermeasures: FHWA	Medium
8	Center Street/Auburn Plaza Driveway	Lane Direction Markings	Low	Proven Safety Countermeasures: FHWA	Short
9	Center Street at Auburn Mall	Pedestrian Safety Improvements	Medium	Proven Safety Countermeasures: FHWA	Medium
10	Center Street north of the Veterans Bridge	Speed Management	Medium	Proven Safety Countermeasures: FHWA	Medium
11	Corridor Wide	Bicycle Safety Improvements	Medium	Proven Safety Countermeasures: FHWA	Medium

¹⁷ https://highways.dot.gov/sites/fhwa.dot.gov/files/FHWASA09015_intersection6.pdf

Countermeasure Recommendations - HIN Corridor 3

Corridor Name: Center Street

Corridor Extents: From Stetson Road to Fair Street

HIN Ranking: #3

Transportation Disadvantaged Census Tract Status: This corridor is not in a transportation disadvantaged census tract.

Comments: This corridor runs through Auburn's census tract 102 which is not identified as disadvantaged. Despite not being disadvantaged, tract 102 ranks in the 56th percentile for transportation insecurity, and 66th percentile for annualized disaster losses. Additionally, 7.4% of households do not have their own vehicles, and 21.89% of the population live at or below 200% of the federal poverty line.

Crash Summary Table:

Table 7: Center Street (HIN Corridor #3) Crash Summary Table

Crash Type	Fatal Injury (K)	Incapacitating Injury (A)	Minor Injury (B)	Total
Animal	0	0	1	1
Intersection Movement	0	0	1	1
Jackknife/Rollover	0	1	0	1
Other	0	0	1	1
Rear End/Sideswipe	0	2	5	7
Went Off Road	1	2	3	6
TOTAL	1	5	11	17



Figure 15: Crash Map for Center Street (HIN Corridor #3)

Legend

Crash Severity

- ▲ Fatal
- Incapacitating Injury
- ✚ Minor Injury

— High Injury Network (HIN)

— Roads

Disadvantaged Communities Indicator

- Not Disadvantaged
- Transportation Disadvantaged
- ▭ City Boundaries

1. Speed Feedback Sign

The community has expressed concern regarding the speeds of vehicles along the Center Street corridor. Speed feedback signs (also known as a driver feedback sign or variable message sign) are one recommended approach to manage speed. Speed feedback signs display the speed of an approaching vehicle and make drivers more aware of their speed in comparison to the posted speed. The posted speed limit on the corridor just south of Colby Street is 35 mph while it is 40 mph on the northern segment. Speed feedback signs are effective at encouraging speed limit compliance. It is recommended to implement a speed feedback sign south of Colby Street in the southbound direction. This placement would help notify drivers that the speed limit is reduced to 35mph. Studies indicate speed feedback signs can reduce the mean and 85th percentile speeds. Speed feedback signs are effective when coupled with enforcement and education.



Figure 16: Install speed feedback sign south of 35mph sign south of Colby Street

2. Access Management

The Center Street corridor provides access to several auto dealerships as well as smaller commercial uses which contain several driveways along Center Street. Access management techniques are recommended to balance safety and mobility along the Center Street corridor. These practices include managing spacing of intersections and access points and reducing density of driveways by closing, consolidating and/or relocating driveways of adjacent land uses. Limiting movements to right-in/right-out for example and implementing raised medians can also reduce crashes and conflicts. Installing turn lanes such as a left- or right-only will also provide benefits. Improvements to access management seek to enhance traffic flow and safety for all users of the roadway. Studies have demonstrated that reducing driveway density can result in a safety benefit of a 25-31% reduction in fatal and injury crashes along urban and suburban arterials¹⁸. It is important to note that access management improvements have recently been made to the intersection of Center Street at Martin Street/Fair Street to prohibit a left-turn from Fair Street



Figure 17: Consolidate redundant curb cuts. Example along Center Street corridor



Figure 18: Install thermoplastic tape or inlay to reduce fading at crosswalk on Oak Hill Road

¹⁸ <https://highways.dot.gov/safety/proven-safety-countermeasures/corridor-access-management>

onto Center Street. A median has been installed to help facilitate a safer reversal of direction north of the intersection. These improvements should help reduce crashes and improve safety along this corridor.

3. Crosswalk Enhancements

A high visibility crosswalk is proposed across Bobbin Mill Drive to provide continuity and safety for pedestrians. In addition, it is recommended to upgrade the crosswalk across Oak Hill Road with materials including inlay or thermoplastic tape instead of paint for a more reflective crosswalk marking due to fading.

4. Sidewalk Accessibility Improvements

Several sidewalk locations in the corridor have utility poles which reduce the effective width of the sidewalk. The sidewalks should be updated to provide a smooth even surface as well as adjusted to maintain a consistent minimum width of 5 feet. There are currently no sidewalks on the west side of Center Street. A sidewalk feasibility study should be conducted to determine if a pedestrian facility is recommended on the west side of Center Street.



Figure 19: Utility poles reducing effective sidewalk width

5. Wider Edge Lines

Six of the 17 crashes over the past 10-year period along the corridor involved vehicles that departed the roadway. Countermeasures for this type of crash could include widening the edge line from a normal width of 4 inches to a maximum line width of 6 inches. As more vehicles are developed with automated features, this countermeasure may provide better direction for the vehicle's sensors.



Figure 20: Example of wider edge line

Table 8: Countermeasure Recommendation Locations

#	Site-Specific Location (XY)	Countermeasure	Cost	Source	Timeline
1	South of Colby Street	Speed Feedback Sign	Low/Medium	Proven Safety Countermeasures: FHWA	Short
2	Corridor Wide	Access Management	High	Proven Safety Countermeasures: FHWA	Long
3	Oak Hill Road & Bobbin Hill Drive	Crosswalk Enhancements	Low	Proven Safety Countermeasures: FHWA	Short
4	Corridor Wide	Sidewalk Accessibility Improvements	High	Proven Safety Countermeasures: FHWA	Short
5	Corridor Wide	Wider Edge Lines	Low	Proven Safety Countermeasures: FHWA	Short

Countermeasure Recommendations - HIN Corridor 4

Corridor Name: Main Street

Corridor Extents: From Mill Street to Court Street

HIN Ranking: #4

Transportation Disadvantaged Census Tract Status: Corridor #4 is in a transportation disadvantaged census tract.

Comments: This corridor falls in census tract 101 which falls into the 96th percentile for social vulnerability, and 81st percentile for environmental burden. It also ranks 87th percentile for impervious surfaces contribution to its climate and disaster risk burden. Additionally, 62.36% of the population are at or below 200% of the federal poverty line, and the average household specs 47.06% of their household income on transportation.

Crash Summary Table:

Table 9: Main Street (HIN Corridor #4) Crash Summary Table

Crash Type	Fatal Injury (K)	Incapacitating Injury (A)	Minor Injury (B)	Total
Bicycle	0	1	1	2
Intersection Movement	0	1	3	4
Other	0	1	0	1
Pedestrians	1	0	0	1
Rear End/Sideswipe	0	0	4	4
Went Off Road	0	0	3	3
TOTAL	1	3	11	15

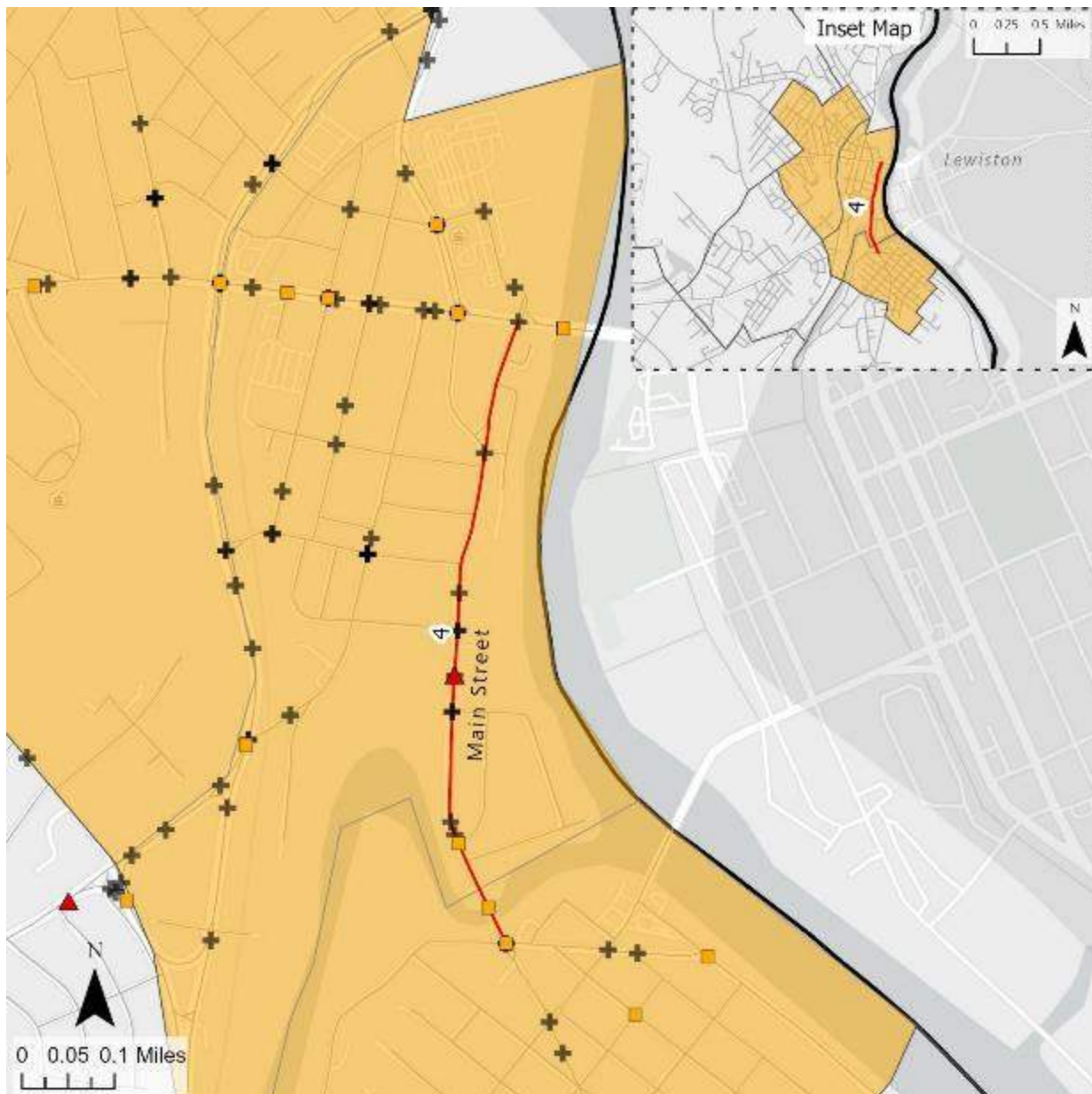


Figure 21: Crash Map for Main Street (HIN Corridor #4)

Legend

Crash Severity

- ▲ Fatal
- Incapacitating Injury
- + Minor Injury

— High Injury Network (HIN)

— Roads

Disadvantaged Communities Indicator

- Not Disadvantaged
- Transportation Disadvantaged
- City Boundaries

1. Yellow Change Interval

The community has expressed concerns of red-light running in Auburn. The yellow change interval at the signalized intersections along the corridor should be evaluated to determine if the yellow time is appropriate. Some of the red-light running could be reduced by ensuring the yellow time is sufficient but not too long. If the yellow time is too short, this runs the risk of motorists being unable to stop safely and can cause unintentional red-light running. Conversely, if the yellow time is too long, this could create a scenario where drivers treat the yellow as an extension of green time and intentionally run more red lights. A 36-50% reduction in red-light running and an 8-14% reduction in total crashes could be realized with the adjustment of yellow time¹⁹.

2. Sidewalk Accessibility Improvements

Accessible pedestrian routes along this corridor are key for providing safe and efficient access to downtown Auburn from nearby neighborhoods. The corridor is located within a Transportation Disadvantaged Community which enforces the importance of providing sidewalks for residents. Enhancing ADA compliance by installing detectable warnings at ramps will further improve safety and accessibility throughout the corridor. The locations that would benefit from detectable warnings include crosswalks across Newbury Street and Laurel Avenue. Some community members mentioned snow removal being a concern on Main Street. Keeping sidewalks clear throughout the winter will encourage more walking and cycling along Main Street throughout all months of the year.

3. Leading Pedestrian Interval

A leading pedestrian interval should be considered at the signalized intersections which would provide pedestrians with a 3-7 second head start before vehicles have a green indication. This safety countermeasure provides increased visibility of pedestrians crossing, reduced conflicts between vehicles and pedestrians and enhances safety of slower pedestrians. Studies indicate a 13% reduction in vehicle crashes at intersections with LPIs²⁰.

4. Crosswalk Enhancements

The faded crosswalks within the corridor would be enhanced by the application of materials including inlay or thermoplastic tape instead of paint to improve the reflectivity of the crossings. Lighting at the crosswalks along the corridor should be reviewed to ensure proper and adequate lighting is provided to make pedestrians visible to drivers at night. Some of the midblock crossings would benefit from in-street signing, such as "STOP Here for Pedestrians" or "YIELD Here to

Pedestrians" as well as pedestrian crossing warning signs. One crosswalk in particular that should have pedestrian warning signs installed includes the midblock crossing near Festival Plaza as shown in Figure 22. This crosswalk also serves pedestrians accessing the Bus Stop in this area. The pedestrian fatality that occurred in the vicinity north of Newbury Street highlights the importance of improved pedestrian safety



Figure 22: Install pedestrian crossing warning signage and or improved lighting at crossings such as Mid-block crossing near Festival Plaza

¹⁹ <https://highways.dot.gov/safety/proven-safety-countermeasures/yellow-change-intervals>

²⁰ <https://highways.dot.gov/safety/proven-safety-countermeasures/leading-pedestrian-interval>

enhancements along this corridor. The pedestrian demand across Main Street should be evaluated to determine if an additional crossing location is warranted in the vicinity of Newbury Street.

Raised crosswalks should also be considered at some of these crossing locations closer to downtown Auburn. Raised crosswalks act as a speed table that extend the length of the crosswalk. These traffic calming devices allow pedestrians to cross the street at the same level as the sidewalk and require vehicles to slow down on the approach to the crosswalk. Raised crosswalks can reduce pedestrian-involved crashes by 45% and they lower the speed of vehicles so that when crashes do occur, they're likely to be less severe²¹. When installing raised crosswalks, the city should consult stakeholders and work with emergency services to ensure that their accessibility is not significantly impeded. These should be implemented in conjunction with high visibility crosswalks.

5. Rectangular Rapid Flashing Beacons

There are four midblock crossings on Main Street that could benefit from the installation of Rectangular Rapid Flashing Beacons (RRFB). These crosswalks are located along the northern section of the corridor within the downtown area and include four crossings between Drummond Street and Court Street. Powered by solar, these safety countermeasures are placed on both sides of the crosswalk and improve pedestrian safety by making crosswalks more visible. The RRFBs flash with an alternating high frequency when activated to alert drivers of pedestrians. One consideration when planning for the implementation of RRFBs along the corridor is to be purposeful with the addition of RRFBs since over-use can diminish the effectiveness.



Figure 23: Consider installing RRFB at midblock crossing north of Drummond Street

²¹ https://safety.fhwa.dot.gov/ped_bike/step/docs/techSheet_RaisedCW2018.pdf

Table 10: Countermeasure Recommendation Locations

#	Site-Specific Location (XY)	Countermeasure	Cost	Source	Timeline
1	Corridor Wide	Yellow Change Interval	Low	Proven Safety Countermeasures: FHWA	Short
2	Newbury Street, Laurel Avenue crosswalks	Sidewalk Accessibility Improvements	Low	Proven Safety Countermeasures: FHWA	Short
3	Corridor Wide	Leading Pedestrian Interval	Low	Proven Safety Countermeasures: FHWA	Short
4	Corridor Wide	Crosswalk Enhancements	Low/Medium	Proven Safety Countermeasures: FHWA	Short/Medium
5	Corridor Wide	Rectangular Rapid Flashing Beacons	Medium	Proven Safety Countermeasures: FHWA	Long

Countermeasure Recommendations - HIN Corridor 5

Corridor Name: Court Street

Corridor Extents: From Park Ave to Minot Ave

HIN Ranking: #5

Transportation Disadvantaged Census Tract Status: This corridor is partially in a disadvantaged census tract.

Comments: Corridor #5 falls into disadvantaged census tract 103. This tract falls in the 88th percentile for social vulnerability, 78th percentile for health vulnerability, 77th percentile for environmental burden, and 72nd for climate and disaster risk burden. Households in this tract spend 19.51% of their income on transportation, and 47.47% of the population is at or below 200% of the federal poverty line.

Crash Summary Table:

Table 11: Court Street (HIN Corridor #5) Crash Summary Table

Crash Type	Fatal Injury (K)	Incapacitating Injury (A)	Minor Injury (B)	Total
Bicycle	0	0	2	2
Head-on/Sideswipe	1	1	0	2
Intersection Movement	0	1	3	4
Pedestrians	0	0	1	1
Rear End/Sideswipe	0	1	5	6
Went Off Road	0	0	1	1
TOTAL	1	3	12	16

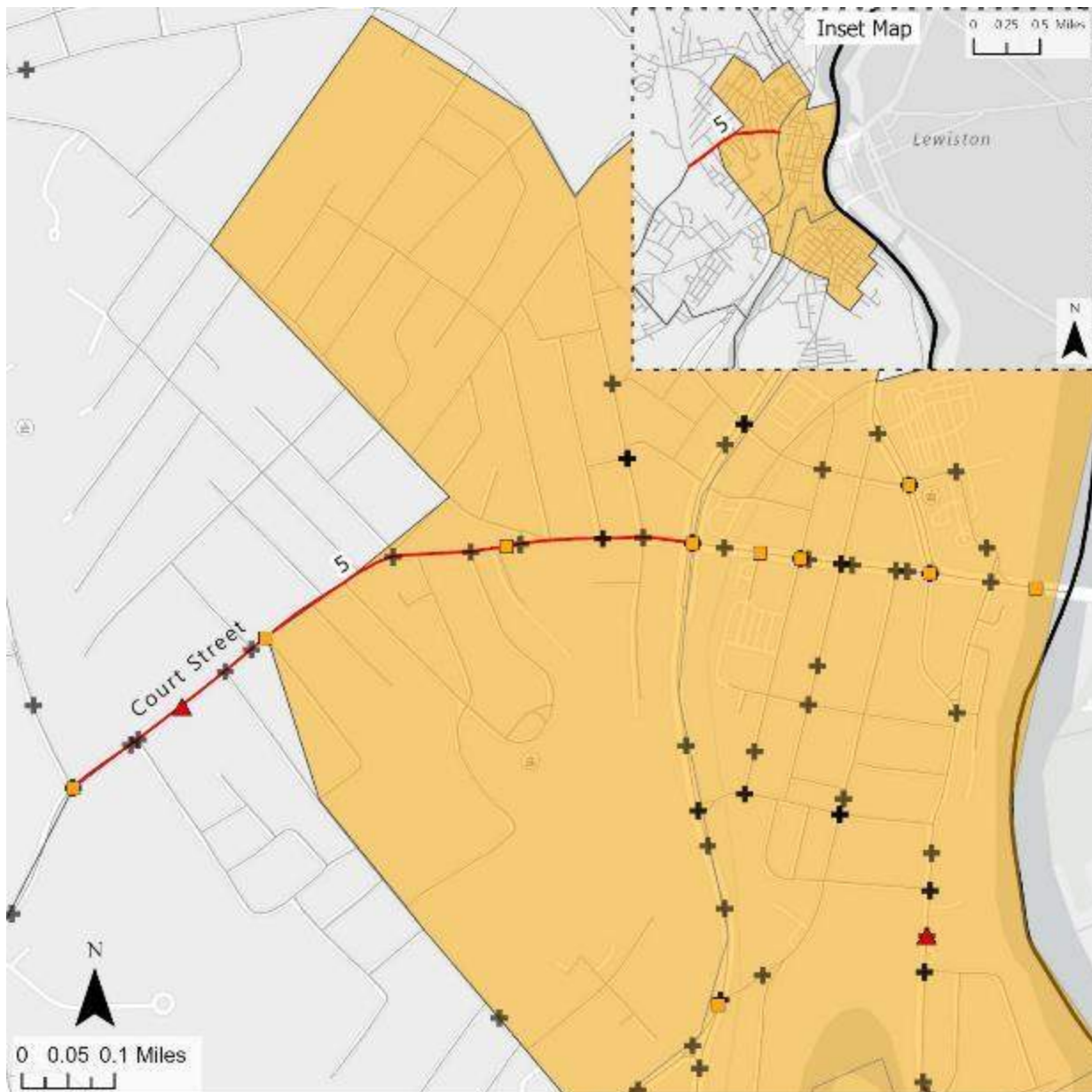


Figure 24: Crash Map for Court Street (HIN Corridor #5)

Legend

Crash Severity

- ▲ Fatal
- Incapacitating Injury
- ✚ Minor Injury

— High Injury Network (HIN)

— Roads

Disadvantaged Communities Indicator

- Not Disadvantaged
- Transportation Disadvantaged
- ▭ City Boundaries

1. Sidewalk Accessibility Improvements

Court Street is an essential pedestrian corridor connecting residents with downtown Auburn as well as Edward Little High School which is located south of Court Street. Some sections of the sidewalk along the Court Street corridor contain utility poles which reduce the effective width of the walkway and make it difficult for those with vision impairments and/or physical challenges to navigate. In addition, many of the ramps at intersections along the corridor do not provide detectable warnings. Tactile plates warn pedestrians with vision impairments or other physical challenges that they are exiting the sidewalk and entering a crossing at an intersection. One recommended improvement is to upgrade sidewalks to ADA compliance



Figure 25: Utility poles along the sidewalk reduce the effective width

through installing detectable warning plates at crosswalk landings to enhance safety and mobility for pedestrians. The sidewalks should be reconstructed to provide a smooth even surface as well as adjusted to maintain a consistent minimum width of 5 feet. An alternative is to construct a multi-use path separated from the roadway to provide safe mobility for bikes and pedestrians through the corridor.

2. Crosswalk Enhancements

Many of the existing crosswalks in this critical pedestrian corridor are faded. One set of countermeasures includes the use of crosswalk visibility enhancements. The crosswalks within the corridor would be made more visible by the application of materials including inlay or thermoplastic tape instead of paint to improve the reflectivity of the crossings. Lighting at the crosswalks along the corridor should be reviewed to ensure proper and adequate lighting is provided to make pedestrians visible to drivers at night. Pedestrian crossing warning signs should be installed on either side of the roadway at the crossing on the west side of Haskell Street/Holly Street.

Edward Little High School, located south of Court Street, generates pedestrian activity across Court Street to/from the residential blocks north of Court Street. There are currently no crosswalks across Court Street in the blocks between Western Avenue and Josslyn Street. Pedestrian safety and access should be evaluated to ensure that there is efficient pedestrian connectivity between the High School and the neighborhood north of Court Street. One potential location for a new crosswalk across Court Street that should be studied is at Western Avenue as the city bus has a stop at Court Street/Western Avenue.

3. Rectangular Rapid Flashing Beacon

The Court Street crossing west of Haskell Street/Holly Street would benefit from the installation of Rectangular Rapid Flashing Beacons (RRFB). Given the pedestrian activity generated by Edward Little High School, pedestrian safety is essential for crossing Court Street. Powered by solar, these safety countermeasures are placed on both sides of the crosswalk to accompany pedestrian crossing warning signs and improve pedestrian safety by making crosswalks more visible. The RRFBs flash with an alternating

high frequency when activated to alert drivers of pedestrians. RRFBs can reduce pedestrian crashes up to 47%²².

4. Bicycle Safety Improvements

There were two crashes along the Court Street corridor that involved bicyclists throughout the past ten-year study period. A portion of Court Street falls within Disadvantaged Census Tract 103, which is in the 88th percentile for social vulnerability. The addition of bike lanes is an essential improvement to aid low-income populations. Given that Edward Little High School is accessed via Court Street, it is critical to provide safe and efficient accommodations for all users of the roadway including bicyclists. Court Street provides connectivity from the residential neighborhoods to downtown Auburn. To establish a safer and more comfortable cycling environment for most types of bicyclists within the corridor, separated bike lanes along Court Street should be considered. The existing shoulder ranges from 5 to 7 feet and would accommodate bike lanes in both directions if travel lanes were also reduced slightly. Additionally, travel lanes should be narrowed to help reduce the speed of traffic and to make room for the bicycle lanes and buffer. Separated bike lanes should be implemented to ensure cyclist safety and reduce conflicts between vehicles and bicyclists giving them their own designated space. The addition of bicycle lanes can reduce crashes up to 49% on local roads such as Court Street²³.

²² <https://highways.dot.gov/safety/proven-safety-countermeasures/rectangular-rapid-flashing-beacons-rrfb>

²³ <https://highways.dot.gov/safety/proven-safety-countermeasures/bicycle-lanes>

Table 12: Countermeasure Recommendation Locations

#	Site-Specific Location (XY)	Countermeasure	Cost	Source	Timeline
1	Corridor Wide	Sidewalk Accessibility Improvements	High	Proven Safety Countermeasures: FHWA	Short
2	Corridor Wide/Crossing west of Haskell Street/Holly Street	Crosswalk Enhancements	Low	Proven Safety Countermeasures: FHWA	Short
3	Court Street Crossings west of Holly Street and Harris Street	Rectangular Rapid Flashing Beacon	Medium	Proven Safety Countermeasures: FHWA	Long
4	Corridor Wide	Bicycle Safety Improvements	Medium	Proven Safety Countermeasures: FHWA	Medium

Countermeasure Recommendations - HIN Corridor 6

Corridor Name: Union Street/ Center Street

Corridor Extents: From Court Street to Veterans Bridge

HIN Ranking: #6

Transportation Disadvantaged Census Tract Status:

Comments: The Union Street side of this corridor falls into two disadvantaged census tracts. Tract 103 is characterized by having 88th percentile social vulnerability, 78th percentile health vulnerability, 77th percentile environmental burden and 72nd percentile climate and disaster risk burden. The average household spends 19.51% of their household income on transportation, and 18.5% of households do not have a personal vehicle. Tract 101 is characterized by having 96th percentile social vulnerability and 81st percentile environmental burden. In this tract, the average household spends 47% of their household income on transportation.

Crash Summary Table:

Table 13: Union Street/Center Street (HIN Corridor #6) Crash Summary Table

Crash Type	Fatal Injury (K)	Incapacitating Injury (A)	Minor Injury (B)	Total
Bicycle	0	0	4	4
Intersection Movement	0	6	28	34
Other	0	0	3	3
Pedestrians	1	1	2	4
Rear End/Sideswipe	0	2	7	9
Went Off Road	0	0	4	4
TOTAL	1	9	48	58

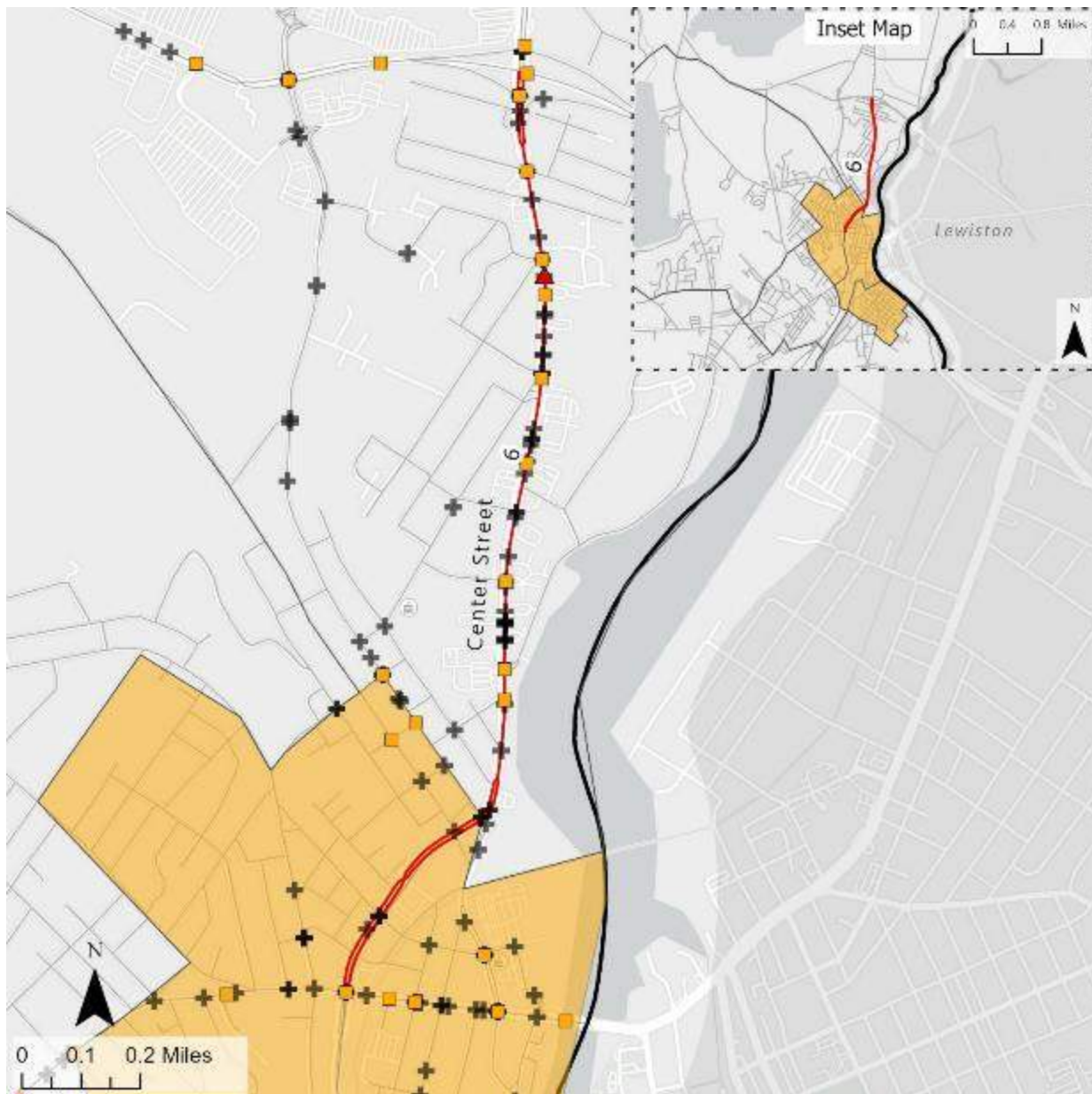


Figure 26: Crash Map for Union Street/ Center Street (HIN Corridor #6)

Legend

Crash Severity

- ▲ Fatal
- Incapacitating Injury
- ✚ Minor Injury

— High Injury Network (HIN)

— Roads

Disadvantaged Communities Indicator

- Not Disadvantaged
- Transportation Disadvantaged
- ▭ City Boundaries

1. Intersection Safety Improvements

One sentiment that was frequently expressed by community members was the high level of traffic crashes along the Center Street/Union Street corridor. This corridor experienced 58 crashes over a ten-year period with 34 of those crashes taking place at intersections. The intersection of Center Street/Union Street at Turner Street is considered a MaineDOT High Crash Location intersection. There are several segments along the corridor that are also considered HCLs. One countermeasure approach includes studying the feasibility of installing roundabouts at key signalized intersections such as Center Street/Union Street at Turner Street. Roundabouts not only lower speeds and reduce conflicts but they also improve efficiency and mobility by reducing delay and queuing. Replacing a signalized intersection with a roundabout can result in a 78% reduction in fatal and injury crashes²⁴.



Source: Nearmap.

Figure 27: Study feasibility of roundabout at Center Street/Union Street/Turner Street intersection

2. Access Management

The Union Street end of the corridor is comprised of a mix of land uses including residential and commercial. Heading north, the Center Street corridor is made up of commercial land uses on both sides of the road with numerous driveways and entrances to access these parcels. To address the high number of crashes experienced along this corridor, access management techniques are recommended to balance safety and mobility along the Center Street side of this corridor. These practices include managing spacing of intersections and access points and reducing density of driveways by closing, consolidating and/or relocating driveways of adjacent land uses. Limiting movements to right-in/right-out for example and implementing raised medians can also reduce crashes and conflicts. Driveways should be placed on intersection approach corners instead of receiving corners to reduce the number of crashes expected. Installing turn lanes such as a left- or right-only will also provide benefits. Improvements to access management seek to enhance traffic flow and safety for all users of the roadway. Studies have demonstrated that reducing driveway density can result in a safety benefit of a 25-31% reduction in fatal and injury crashes along urban and suburban arterials²⁵. One area that would benefit from access management improvements along the corridor is between Newell Avenue and Harvard Street where there are several roadway approaches on the west side that could be consolidated. A traffic analysis would need to be conducted to



Source: Nearmap.

Figure 28: Access Management countermeasures needed along the corridor

²⁴ <https://highways.dot.gov/safety/proven-safety-countermeasures/roundabouts>

²⁵ <https://highways.dot.gov/safety/proven-safety-countermeasures/corridor-access-management>

determine the appropriate proposed geometry to make this area safer for both motorists as well as pedestrians.

3. Speed Feedback Sign

The community has expressed concern regarding the speeds of vehicles along the Union Street/Center Street corridor. Speed feedback signs (also known as a driver feedback sign or variable message sign) are one recommended approach to manage speed. Speed feedback signs display the speed of an approaching vehicle and make drivers more aware of their speed in comparison to the posted speed. The posted speed limit in the corridor is 35 mph. Speed feedback signs are effective at encouraging speed limit compliance. It is recommended to implement a speed feedback sign south of the Veterans Bridge in the southbound direction due to the speed limit of the Veterans Bridge being set higher at 45 mph. This placement is effective to notify drivers that have a reduction in speed limit once they enter the Center Street corridor. Studies indicate speed feedback signs can reduce the mean and 85th percentile speeds.

Given the high number of crashes in this corridor, a speed study should be considered to determine if 35 mph is an appropriate speed limit.



Figure 29: Speed feedback sign
Source MaineDOT

4. Sidewalk Accessibility Improvements

Some segments of the sidewalks along the Union Street/Center Street corridor are in poor condition and lack ADA compliance. Several sidewalk locations in the corridor have utility poles which reduce the effective width of the sidewalk. In addition, several ramps along the corridor do not provide detectable warnings. One recommended improvement is to upgrade sidewalks to ADA compliance through installing detectable warning plates at all sloped intersections to enhance safety and mobility for pedestrians. The sidewalks should be modified to maintain a consistent minimum width of 5 feet.

5. Pedestrian Safety Enhancements

To improve pedestrian safety along the Union Street/Center Street corridor, several countermeasures should be considered. A pedestrian fatality occurred within the past 10-year period just south of Broadview Avenue. In addition to the fatal crash, three other non-fatal crashes involved pedestrians throughout the ten-year study period. These pedestrian crashes emphasize the significance of implementing pedestrian safety measures in this corridor. To improve faded crossings, crosswalk visibility enhancements should be implemented including the use of inlay or thermoplastic tape instead of paint for more reflective crosswalks. Further review should be performed to ensure pedestrian crossing hardware



Figure 30: Install pedestrian crosswalk warning signs and an RRFB at crossing south of School Street /Library Avenue

,such as pedestrian signal heads, is employed at signalized intersections along the corridor. Additionally lighting at pedestrian crossings should be reviewed to ensure adequate lighting. Pedestrian crosswalk warning signs should be installed at crosswalks without stop or signal control including the crossing just south of School Street/Library Avenue as shown in Figure 30 and the crossing south of Benjamin Street/Summer Street.



Figure 31: Crosswalk at the intersection of Center Street at N River Road

Rectangular Rapid Flashing Beacons (RRFBs) should be placed at the two unsignalized crosswalks on the Union Street corridor. Powered by solar, these safety countermeasures are placed on both sides of the crosswalk and improve pedestrian safety by making crosswalks more visible. The RRFBs flash with an alternating high frequency when activated to alert drivers of pedestrians. RRFBs can reduce crashes up to 47% for pedestrian crashes²⁶. A pedestrian refuge island should be installed at the intersection of Center Street at N River Road. Pedestrians crossing the Center Street Plaza entry/exit must traverse approximately 70 feet. Pedestrian safety would be enhanced by extending the existing median to provide a pedestrian refuge area a minimum of 4 feet wide to accommodate pedestrians with disabilities which allows pedestrians to cross one direction at a time. Pedestrian refuge islands can reduce pedestrian crashes by 56%²⁷.

6. Bicycle Safety Improvements

Over the past decade, four crashes along the corridor involved bicyclists. Given the corridor runs through a dense commercial district, it is important for residents and workers to have access to a safe and efficient transportation network that serves all users. The corridor does not currently provide bicycle facilities which makes it unsafe for cyclists, thereby discouraging the use of sustainable and economical modes of transportation. The cross section of the corridor should be studied to determine if providing separated bike lanes on Union Street/Center Street by reducing vehicle lanes is feasible while balancing the mobility of all users. Given the higher speed of vehicles on this corridor, these separated bike lanes should be protected using vertical elements such as flexible delineator posts, curbs, or vegetation. Further research such as determining preferred design through alternative exploration, review and assessment, and feasibility evaluation need to be undertaken prior to the selection of proper bikeway design. The addition of separated bike lanes would significantly enhance safety, promoting increased utilization by residents who rely on bicycles as an affordable and efficient means of travel. This corridor falls within Disadvantaged Census Tract 101 and 103, which is in the 96th and 88th percentile respectively for social vulnerability, therefore the

²⁶ <https://highways.dot.gov/safety/proven-safety-countermeasures/rectangular-rapid-flashing-beacons-rrfb>

²⁷ <https://highways.dot.gov/safety/proven-safety-countermeasures/medians-and-pedestrian-refuge-islands-urban-and-suburban-areas>

addition of bike lanes is not only convenient but essential to serve low-income populations. The addition of bicycle lanes can reduce crashes on urban 4-lane undivided collectors and local roads by up to 49%²⁸.

²⁸ <https://highways.dot.gov/safety/proven-safety-countermeasures/bicycle-lanes>

Table 14: Countermeasure Recommendation Locations

#	Site-Specific Location (XY)	Countermeasure	Cost	Source	Timeline
1	Center Street/Union Street at Turner Street	Intersection Safety Improvements	High	Proven Safety Countermeasures: FHWA	Long
2	Corridor Wide	Access Management	High	Proven Safety Countermeasures: FHWA	Long
3	Corridor Wide	Speed Feedback Sign	Low/Medium	Proven Safety Countermeasures: FHWA	Short
4	Corridor Wide	Sidewalk Accessibility Improvements	High	Proven Safety Countermeasures: FHWA	Short
5	Corridor Wide	Pedestrian Safety Enhancements	Low/Medium	Proven Safety Countermeasures: FHWA	Short/Medium/Long
6	Corridor Wide	Bicycle Safety Improvements	Medium	Proven Safety Countermeasures: FHWA	Medium

Countermeasure Recommendations - HIN Corridor 7

Corridor Name: Washington Street North (US 202)

Corridor Extents: From Maine Tpke/ I-95 to Hackett Road

HIN Ranking: #7

Transportation Disadvantaged Census Tract Status: Not in a disadvantaged census tract.

Comments:

Crash Summary Table:

Table 15: Washington Street North (HIN Corridor #7) Crash Summary Table

Crash Type	Fatal Injury (K)	Incapacitating Injury (A)	Minor Injury (B)	Total
Head-on/Sideswipe	0	1	0	1
Intersection Movement	0	1	8	9
Object in Road (Other)	0	1	0	1
Rear End/Sideswipe	0	2	0	2
Went Off Road	0	1	1	2
TOTAL	0	6	9	15

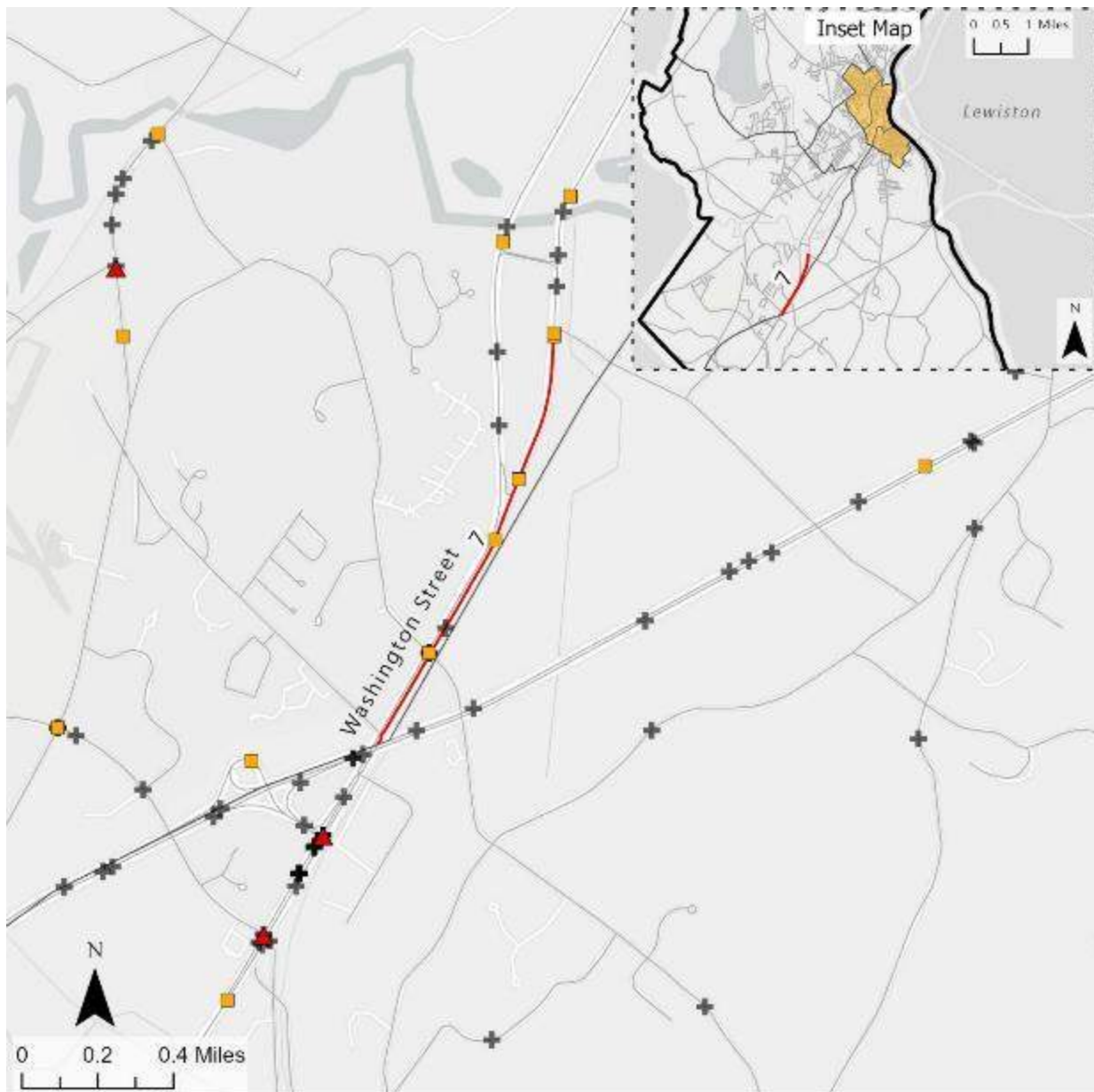


Figure 32: Crash Map for Washington Street North (HIN Corridor #7)

Legend

Crash Severity



Fatal



Incapacitating Injury



Minor Injury

— High Injury Network (HIN)

— Roads

Disadvantaged Communities Indicator



Not Disadvantaged



Transportation Disadvantaged



City Boundaries

1. Speed Management

The community has expressed concern regarding the speeds of vehicles along the Washington Street North (US 202) corridor. The posted speed limit in the corridor is 50 mph but community members mention observing drivers at much higher speeds along this corridor. Speed feedback signs (also known as a driver feedback sign or variable message sign) are one recommended approach to manage speed. Speed feedback signs display the speed of an approaching vehicle and make drivers more aware of their speed in comparison to the posted speed. Speed feedback signs are effective at encouraging speed limit compliance. Studies indicate speed feedback signs can reduce the mean and 85th percentile speeds. A study is ongoing along this corridor looking at turning Washington Street North and South into two-way traffic roads. Where this corridor would act as the typical street having slower traffic and pedestrian access and Washington Street South would see higher speeds for through traffic mobility.



Figure 33: Speed feedback sign
Source MaineDOT

2. Restricted Crossing U-Turn Intersection

The intersection of Washington Street North (US 202) at Danville Corner Road/Beech Hill Road is considered a MaineDOT High Crash Location. Nine of the 15 crashes occurred at intersections along the corridor. Due to the high number of crashes at this location, a Restricted Crossing U-Turn (RCUT) intersection should be considered and evaluated to determine if this countermeasure is feasible at this location. RCUT intersections reduce conflicts by making all minor road traffic turn right followed by a U-turn to continue in the desired direction. Figure 34 illustrates an example unsignalized RCUT.

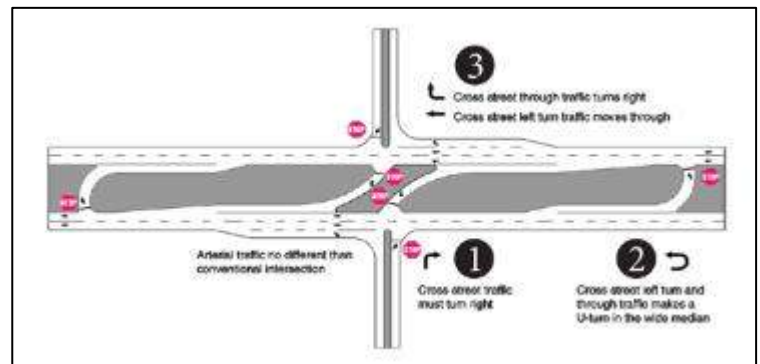


Figure 34: Example of Unsignalized RCUT intersection

Studies indicate that this countermeasure can also increase throughput by 30% and can result in a 40% reduction in travel time for the network²⁹. RCUTs can also realize a 63% reduction in fatal and injury crashes at unsignalized intersections³⁰.

3. Lighting Enhancements

Over the past 3-year period, this corridor has experienced 9 crashes that have involved deer. Since many of the crashes occurred at night, one countermeasure that could result in a reduction of vehicle/deer crashes

²⁹ <https://highways.dot.gov/safety/proven-safety-countermeasures/reduced-left-turn-conflict-intersections>

³⁰ <https://highways.dot.gov/safety/proven-safety-countermeasures/reduced-left-turn-conflict-intersections>

is enhanced lighting along the corridor. Deer are most active around dawn and dusk, and they travel at night. Lighting should be provided continuously along the corridor and at intersections to reduce the chance of crashes. "Adequate" lighting is considered at or above minimum acceptable standards based on horizontal and vertical illuminance levels to provide safety benefits³¹.

4. Enhanced Signage

In addition to lighting, deer warning signs should be installed to alert drivers of the potential issue. There are currently no signs warning motorists of the deer crossings within this corridor. Given the high number of vehicle/deer crashes over the past three-year period in the corridor, it is important to provide drivers with information regarding the chance of deer crossing. Warning motorists about the higher concentration of deer in this area could help reduce the number of vehicle/deer crashes along the corridor.



Figure 35: Deer Warning Sign
Source: MaineDOT website

5. Edge line Rumble Strip

Two of the crashes over the past 10-year period along the corridor involved a vehicle that departed the roadway. A countermeasure for this type of crash includes adding an edge line rumble strip. Since the speed limit is set to 50mph, a rumble strip could be implemented along the side of the road. Rumble strips alert drivers when they have departed their lane by creating sound and vibration.



Figure 36: Example of edge line rumble strip
Source: MaineDOT

6. Wider Edge Lines

If edge line rumble strips are not deemed feasible for this location, another option is wider edge line treatment. This countermeasure includes widening the edge line from a normal width of 4 inches to a maximum line width of 6 inches. As more vehicles are developed with automated features, this countermeasure may provide better direction for the vehicle's sensors.



Figure 37: Example of wider edge line

³¹ https://highways.dot.gov/sites/fhwa.dot.gov/files/Lighting_508_0.pdf

Table 16: Countermeasure Recommendation Locations

#	Site-Specific Location (XY)	Countermeasure	Cost	Source	Timeline
1	Corridor Wide	Speed Feedback Sign	Low/Medium	Proven Safety Countermeasures: FHWA	Short
2	Washington Street North (US 202) at Danville Corner Road/Beech Hill Road	Restricted Crossing U-Turn Intersection	High	Proven Safety Countermeasures: FHWA	High
3	Corridor Wide	Lighting Enhancements	Medium	Proven Safety Countermeasures: FHWA	Medium
4	Corridor Wide	Enhanced Signage	Low	Proven Safety Countermeasures: FHWA	Short
5	Corridor Wide	Edge Line Rumble Strip	Medium	Proven Safety Countermeasures: FHWA	Medium
6	Corridor Wide	Wider Edge Lines	Low	Proven Safety Countermeasures: FHWA	Short

Countermeasure Recommendations - HIN Corridor 8

Corridor Name: Turner Road

Corridor Extents: From Hathaway Street to Townsend Brook Road

HIN Ranking: #8

Transportation Disadvantaged Census Tract Status: Not in a transportation disadvantaged census tract.

Comments: Although not disadvantaged, this corridor falls into census tract 102 which is characterized by being in the 66th percentile for annualized disaster losses, with 21.89% of the population below the federal poverty level and average households spending 16% of their household income on transportation.

Crash Summary Table:

Table 17: Turner Road (HIN Corridor #8) Crash Summary Table

Crash Type	Fatal Injury (K)	Incapacitating Injury (A)	Minor Injury (B)	Total
Head-on/Sideswipe	0	2	1	3
Intersection Movement	2	0	0	2
Other	0	0	1	1
Rear End/Sideswipe	0	2	5	7
Went Off Road	0	0	2	2
TOTAL	2	4	9	15



Figure 38: Crash Map for Turner Road (HIN Corridor #8)

Legend

Crash Severity

- ▲ Fatal
- Incapacitating Injury
- + Minor Injury

— High Injury Network (HIN)

— Roads

Disadvantaged Communities Indicator

- Not Disadvantaged
- Transportation Disadvantaged
- City Boundaries

1. Intersection Safety Improvements

Over the past decade, two fatal crashes occurred at intersections along the Turner Road corridor. One fatal crash occurred at the unsignalized Turner Road/Blanchard Road intersection, and the second one occurred just south within close proximity. Sight distance should be reviewed at this intersection and the adjacent driveway to improve visibility and reduce crashes resulting from poor sight distance. Throughout the corridor, seven of the 15 crashes were rear end/sideswipe demonstrating that there is a need for dedicated space for turning vehicles. Traffic volumes and operations at the unsignalized intersections along the corridor should be studied to evaluate whether dedicated left or right-turn lanes are warranted. Dedicated left and right turn lanes provide physical separation for turning vehicles and reduce the chance of rear end type crashes. In addition, properly placed stop bars should be implemented at minor road approaches. Given the severe fatal crash history, sight distance should be evaluated at the intersection of Turner Road at Blanchard Road to identify safety issues with vehicles turning left or right out of the Blanchard Road approach as well as commercial driveways around that intersection. Based on an aerial, it appears that sight distance is not adequate at this approach due to roadway curvature. Removal of vegetation or obstruction that limits sight distance should be evaluated at stop approaches throughout the corridor.



Source: Nearmap.

Figure 39: Study feasibility of installing dedicated turn-lanes at unsignalized intersections such as Turner Road at Townsend Brook Road

2. Edge line Rumble Strip

Two of the crashes over the past 10-year period along the corridor involved a vehicle that departed the roadway. A countermeasure for this type of crash includes adding an edge line rumble strip. Since the speed limit is set to 55mph, a rumble strip could be implemented along the side of the road. There is currently a center line rumble strip for most of the corridor. Rumble strips alert drivers when they have departed their lane by creating sound and vibration.



Figure 40: Example of edge line rumble strip
Source: MaineDOT

3. Wider Edge Lines

As previously mentioned, two of the 15 crashes over the past 10-year period along the corridor involved vehicles that departed the roadway. Countermeasures for this type of crash could also include widening the edge line from a normal width of 4 inches to a maximum line width of 6 inches. As more vehicles are developed with automated features, this countermeasure may provide better direction for the vehicle's sensors.



Figure 41: Example of wider edge line

4. Enhanced Signage

The Turner Road corridor has a speed limit of 55mph and contains several minor unsignalized roadway and driveway intersections. Given that many of the crashes occurred at these intersecting roadways and driveways, one countermeasure is to add additional signage along Turner Road to notify drivers of turning vehicles. As shown in Figure 42, the only existing sign along the corridor is located on Turner Road north of Lake Shore Drive. Additional signage could be added in the northbound direction south of Blanchard Road to warn drivers of the activity at the businesses around Blanchard Road.



Figure 42: Example of "Watch for Turning Traffic" signage to be added along corridor

Table 18: Countermeasure Recommendation Locations

#	Site-Specific Location (XY)	Countermeasure	Cost	Source	Timeline
1	Corridor Wide	Intersection Safety Improvements	High	Proven Safety Countermeasures: FHWA	Long
2	Corridor Wide	Edge Line Rumble Strip	Medium	Proven Safety Countermeasures: FHWA	Medium
3	Corridor Wide	Wider Edge Lines	Low	Proven Safety Countermeasures: FHWA	Short
4	Corridor Wide	Enhanced Signage	Low	Proven Safety Countermeasures: FHWA	Short

Countermeasure Recommendations - HIN Corridor 9

Corridor Name: Minot Avenue

Corridor Extents: From Pride Road to Washington Street

HIN Ranking: #9

Transportation Disadvantaged Census Tract Status: Slightly in a transportation disadvantaged census tract.

Comments: The corridor mainly falls into census tract 104, which is characterized by being in the 75th percentile for transportation insecurity and has 20.86% of the population living at or below 200% of the federal poverty line. The average household spends 15.69% of their income on transportation.

Crash Summary Table:

Table 19: Minot Avenue (HIN Corridor #9) Crash Summary Table

Crash Type	Fatal Injury (K)	Incapacitating Injury (A)	Minor Injury (B)	Total
Intersection Movement	0	2	5	7
Pedestrians	1	1	0	2
Rear End/Sideswipe	0	1	0	1
Went Off Road	0	1	2	3
TOTAL	1	5	7	13

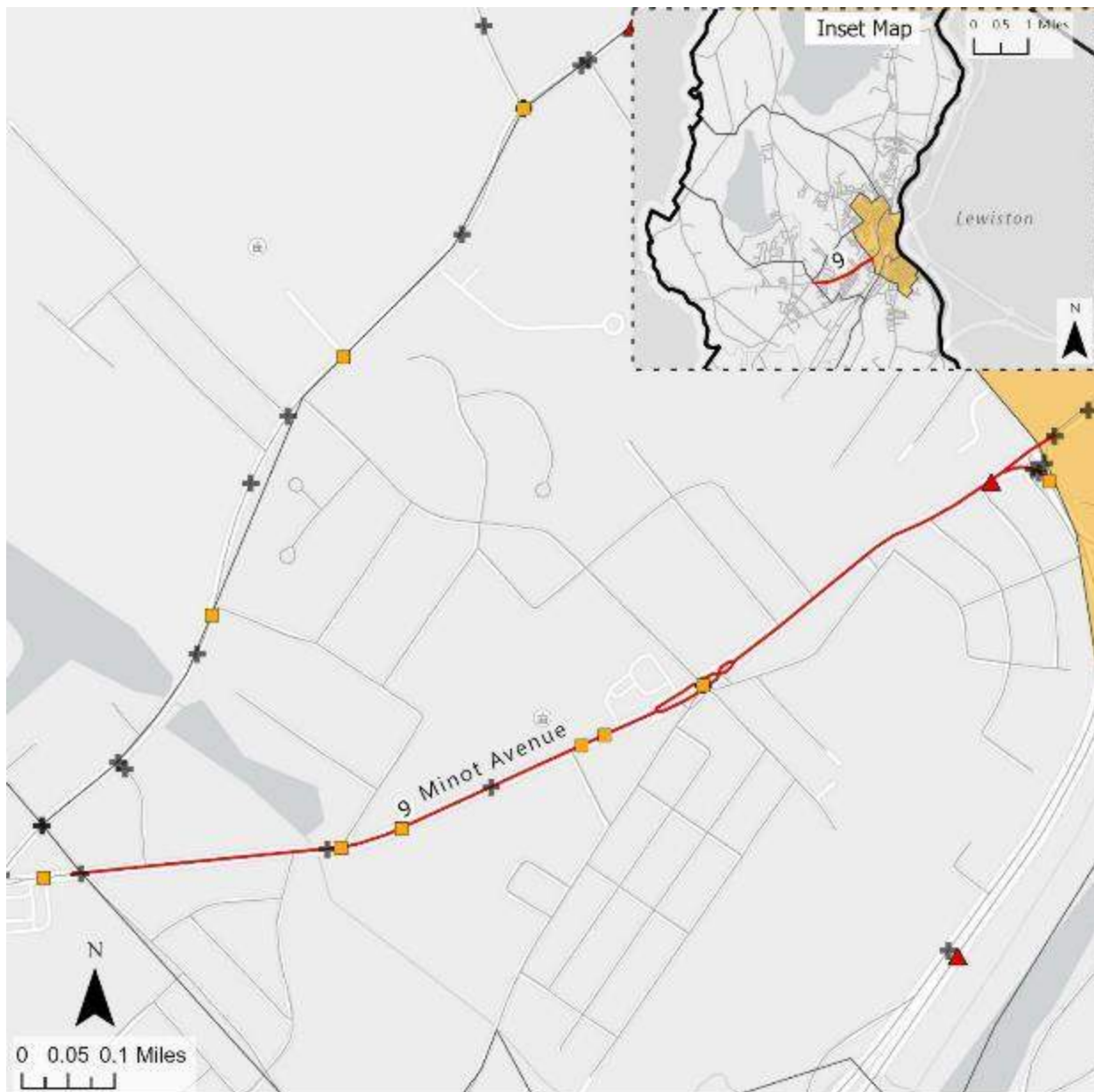


Figure 43: Crash Map for Minot Avenue (HIN Corridor #9)

Legend

Crash Severity

- ▲ Fatal
- Incapacitating Injury
- ✚ Minor Injury

— High Injury Network (HIN)

— Roads

Disadvantaged Communities Indicator

- Not Disadvantaged
- Transportation Disadvantaged
- ▭ City Boundaries

1. Sidewalk Accessibility Improvements

The Minot Avenue corridor is an important pedestrian route connecting residents in the nearby neighborhoods to schools, healthcare facilities, and commercial destinations. A recommended improvement is to ensure pedestrian heads at all signalized intersections with crosswalks to improve safety and to be MUTCD compliant. Some segments of the sidewalks along the Minot Avenue corridor are in poor condition and lack ADA compliance. Several sidewalk locations in the corridor have utility poles as well as signage and mailboxes which reduce the effective width of the sidewalk. One recommended improvement is to upgrade sidewalks to ADA compliance through installing detectable warning plates at all sloped intersections to enhance safety and mobility for pedestrians. The sidewalks should be modified to maintain a consistent minimum width of 5 feet. There are currently no sidewalks on some portions of the south side of Minot Avenue. At some locations, the sidewalk ends and pedestrians are forced into an unsafe situation without accommodation at the Rotary Street intersection. A sidewalk feasibility study should be conducted to determine if pedestrian facilities are recommended on the south side of Minot Avenue where there are currently gaps which could reduce crashes involving pedestrians walking along the roadway by 65-89%³².

2. Crosswalk Enhancements

One set of safety countermeasures that would benefit this corridor includes the use of crosswalk visibility enhancements. As shown in Figure 44, Sheridan Avenue and Cleveland Avenue do not currently provide crosswalks. High visible crosswalks should be added to side streets where there is currently no pedestrian facility. Many of the existing crosswalks in this critical pedestrian corridor are faded. The crosswalks within the corridor would be enhanced by the application of materials including inlay or thermoplastic tape instead of paint to improve the reflectivity of the crossings. Lighting at the crosswalks along the corridor should be reviewed to ensure proper and adequate lighting is provided to make pedestrians visible to drivers at night. The midblock crossings, including the ones located near the Fairview Elementary School as shown in Figure 45, as well as the crossing east of Madison Street would benefit from pedestrian warning signs on both sides of the road as well as in-road signs that read "YIELD Here to Pedestrians" or "STOP Here for Pedestrians". These improvements would also provide a safer crossing for pedestrians accessing the bus stop located adjacent to the crosswalk west of the school.



Figure 44: Install visible crosswalks across Cleveland Avenue



Figure 45: Install pedestrian warning signs on both sides of road and in-road at crossing near Fairview Elementary School

³² <https://highways.dot.gov/safety/proven-safety-countermeasures/walkways>

3. Rectangular Rapid Flashing Beacon

A fatal pedestrian crash occurred at the crossing just east of Madison Street as shown in Figure 46. In addition to the Pedestrian visibility enhancements described in the previous countermeasure, a Rectangular Rapid Flashing Beacon (RRFB) should be installed to increase safety at this location. There are two other unsignalized crossings near the Fairview Elementary School that would also benefit from the installation of RRFBs. Given the pedestrian activity generated by Fairview Elementary School, pedestrian safety is essential for crossing Minot Avenue. Powered by solar, these safety countermeasures are placed on both sides of the



Figure 46: Install RRFB at Crossing east of Madison Street where fatality occurred

crosswalk to accompany pedestrian warning signs and improve pedestrian safety by making crosswalks more visible. The RRFBs flash with an alternating high frequency when activated to alert drivers of pedestrians. RRFBs can reduce pedestrian crashes up to 47%³³.

4. Bicycle Safety Improvements

Several community members mentioned the lack of safe and comfortable bicycle accommodations along the Minot Avenue corridor. The community expressed the need to use the sidewalks when bicycling which leads to conflicts with pedestrians. To establish a safer and more comfortable cycling environment for most types of bicyclists within the corridor, separated bike lanes along Minot Avenue should be considered and evaluated to determine if feasible given the cross section of the roadway. This would likely be accomplished through a road diet. Given that Fairview Elementary School is accessed via Minot Avenue, it is critical to provide safe and efficient accommodations for all users of the roadway including bicyclists. Minot Avenue provides connectivity from the residential neighborhoods to schools, medical facilities, and commercial spaces. Separated bike lanes should be implemented to ensure cyclist safety and reduce conflicts between vehicles and bicyclists giving them their own designated space. The addition of bicycle lanes can reduce crashes up to 49% on local roads such as Minot Avenue³⁴.

³³ <https://highways.dot.gov/safety/proven-safety-countermeasures/rectangular-rapid-flashing-beacons-rrfb>

³⁴ <https://highways.dot.gov/safety/proven-safety-countermeasures/bicycle-lanes>

5. Intersection Safety Improvements

Given that 7 of the 13 crashes in the corridor occurred at intersections over the past decade, enhancements to intersection safety and mobility are recommended. The unsignalized intersection of Minot Avenue/Fairview Avenue/Poland Road/Caron Lane/Old Farm is a MaineDOT High Crash Location (HCL) and requires the implementation of countermeasures to reduce the likelihood of crashes. One countermeasure approach includes studying the feasibility of installing a roundabout. Roundabouts not only lower speeds and reduce conflicts but they also improve efficiency and mobility by reducing delay and queuing. If a roundabout isn't feasible, a warrant analysis should be conducted to determine if a traffic signal is appropriate at this intersection. If a roundabout or signalization are not feasible or warranted, other countermeasures such as providing a dedicated left-turn lane for vehicles traveling in the eastbound direction on Minot Avenue headed for Fairview Avenue are recommended. Additionally, only allowing right-turns from Old Farm Hill Road would reduce conflicts with those vehicles traveling through the median and the three lanes of traffic heading westbound on Minot Avenue. The Minot Avenue eastbound right-turn conflicts with the Poland Road southbound movement as there is no yield sign or clear right of way. This geometry should be improved to remove this conflict point. The feasibility of a mini roundabout should be evaluated at the intersection Minot Avenue and Rotary Street/Western Avenue. This intersection does not provide efficient or safe pedestrian access which should be evaluated.



Source: Nearmap.

Figure 47: Study feasibility of roundabout and warrant of traffic signal at intersection of Minot Avenue/Fairview Avenue/Poland Road/Caron Lane/Old Farm intersection

6. Access Management

The Minot Avenue corridor is comprised of a mix of residential, institutional and commercial uses which contain several access points along Minot Avenue. Access management techniques are recommended to balance safety and mobility along the Minot Avenue corridor. These practices include introducing a road diet, managing spacing of intersections and access points and reducing density of driveways by closing, consolidating and/or relocating driveways of adjacent land uses. Limiting movements to right-in/right-out for example and implementing raised medians can also reduce crashes and conflicts. Installing turn lanes such as a left- or right-only will also provide benefits. Improvements to access management seek to enhance traffic flow and safety for all users of the roadway. Studies have demonstrated that reducing driveway density can result in a safety benefit of a 25-31% reduction in fatal and injury crashes along urban and suburban arterials³⁵.



Source: Nearmap.

Figure 48: Example of need to consolidate driveways at commercial land uses

³⁵ <https://highways.dot.gov/safety/proven-safety-countermeasures/corridor-access-management>

Table 20: Countermeasure Recommendation Locations

#	Site-Specific Location (XY)	Countermeasure	Cost	Source	Timeline
1	Corridor Wide	Sidewalk Accessibility Improvements	High	Proven Safety Countermeasures: FHWA	Short
2	Corridor Wide	Crosswalk Enhancements	Low	Proven Safety Countermeasures: FHWA	Short
3	Corridor Wide	Rectangular Rapid Flashing Beacon	Medium	Proven Safety Countermeasures: FHWA	Long
4	Corridor Wide	Bicycle Safety Improvements	Medium	Proven Safety Countermeasures: FHWA	Medium
5	Minot Avenue/Fairview Avenue/Poland Road/Caron Lane/Old Farm and Minot Avenue/Rotary Street/Western Avenue	Intersection Safety Improvements	High	Proven Safety Countermeasures: FHWA	Long
6	Corridor Wide -	Access Management	High	Proven Safety Countermeasures: FHWA	Long

Countermeasure Recommendations - HIN Corridor 10

Corridor Name: Minot Avenue

Corridor Extents: From Hatch Road to Pride Road

HIN Ranking: #10

Transportation Disadvantaged Census Tract Status: Not in a transportation disadvantaged census tract.

Comments: This corridor is in census tract 107 which is characterized as being in the 66th percentile for transportation insecurity and having 15.49% of the population living at or below 200% of the federal poverty line. The average household spends 11.38% of their income on transportation.

Crash Summary Table:

Table 21: Minot Avenue (HIN Corridor #10) Crash Summary Table

Crash Type	Fatal Injury (K)	Incapacitating Injury (A)	Minor Injury (B)	Total
Bicycle	0	1	1	2
Head-on/Sideswipe	0	0	1	1
Intersection Movement	0	2	13	15
Pedestrians	0	1	1	2
Rear End/Sideswipe	1	0	10	11
Went Off Road	0	1	3	4
TOTAL	1	5	29	35



Figure 49: Crash Map for Minot Avenue (HIN Corridor #10)

Legend

Crash Severity

- ▲ Fatal
- Incapacitating Injury
- + Minor Injury

— High Injury Network (HIN)

— Roads

Disadvantaged Communities Indicator

- Not Disadvantaged
- Transportation Disadvantaged
- City Boundaries

1. Access Management

The Minot Avenue corridor is comprised of a mix of residential and commercial uses which contain several driveways and access points. Given that 11 of the 35 crashes during the past decade were rear-end and sideswipe crashes, access management techniques are recommended to balance safety and mobility along the Minot Avenue corridor. Additionally, the roadway segment just east of Hotel Road is defined as a MaineDOT High Crash Location segment. Access management practices include introducing a road diet, managing spacing of intersections and access points and reducing density of driveways by closing, consolidating and/or relocating driveways of adjacent land uses. Limiting movements to right-in/right-out for example and implementing raised medians can also reduce crashes and conflicts. Installing turn lanes such as a left- or right-only will also provide benefits. Improvements to access management seek to enhance traffic flow and safety for all users of the roadway. One particular focus area that should be improved is the commercial driveway access along both sides of Minot Avenue just west of Court Street. Over the past decade, a cluster of crashes occurred in this section where the median has several openings. The access driveways are located in close proximity of the signalized intersection. Continuing the median and removing the openings would be a beneficial access management countermeasure to improve safety at this location by limiting access to right-in/right-out. Studies have demonstrated that reducing driveway density can result in a safety benefit of a 25-31% reduction in fatal and injury crashes along urban and suburban arterials³⁶.



Figure 50: Access Management countermeasures needed west of Court Street

2. Pedestrian Safety Enhancements

To improve pedestrian safety along the Minot Avenue corridor, several countermeasures should be implemented. Two crashes throughout the ten-year study period involved pedestrians along the corridor one of which was incapacitating. These pedestrian crashes emphasize the significance of implementing pedestrian safety measures in this corridor. Crosswalk visibility enhancements should be applied including the use of inlay or thermoplastic tape instead of paint for more reflective crosswalks. There are several cross streets that don't contain crosswalks for pedestrians where sidewalks are present including Rafnell Street, Amherst Street, and Garfield Road. Visible crosswalks are recommended at these locations as shown in Figure 51, to improve pedestrian safety. Additionally, lighting at pedestrian crossings should be reviewed to ensure adequate lighting, and pedestrian signal heads should be installed at signalized intersections with crosswalks to be MUTCD compliant. If feasible, pedestrian refuge islands should be installed at long pedestrian crossings at the intersection of Minot Avenue at Court Street/Manley Road. Pedestrians crossing Minot Avenue on the west side of the intersection must traverse approximately 100 feet. Pedestrian safety



Figure 51: Install pedestrian crosswalk across Garfield Road



Figure 52: Extend pedestrian refuge island to provide protection on crosswalk at the intersection of Minot Avenue/Court Street/Manley Road

³⁶ <https://highways.dot.gov/safety/proven-safety-countermeasures/corridor-access-management>

would be enhanced by extending the existing median to provide a pedestrian refuge area a minimum of 4 feet wide which allows pedestrians to cross one direction at a time similar to the treatment on the east crosswalk. Pedestrian refuge islands can reduce pedestrian crashes by 56%³⁷.

3. Sidewalk Accessibility Improvements

The Minot Avenue corridor links residents in the nearby neighborhoods to commercial destinations. Some segments of the sidewalks along the Minot Avenue corridor are in poor condition and lack ADA compliance. Several sidewalk locations in the corridor have utility poles as well as signage and/or mailboxes which reduce the effective width of the sidewalk as shown in Figure 53. One recommended improvement is to upgrade sidewalks to ADA compliance through installing detectable warning plates at all sloped intersections to enhance safety and mobility for pedestrians. The sidewalks should be modified to maintain a consistent minimum width of 5 feet. There are currently no sidewalks on some portions of the south side of Minot Avenue. A sidewalk feasibility study should be conducted to determine if pedestrian facilities are recommended on the south side of Minot Avenue where there are currently gaps which could reduce crashes involving pedestrians walking along the roadway by 65-89%³⁸.



Figure 53: Mailboxes, utility poles and signage reduce effective width of sidewalks along Minot Avenue



Figure 54: Gaps in sidewalks on south side of Minot Avenue

4. Intersection Safety Improvements

Given that 15 of the 35 crashes in the corridor occurred at intersections over the past decade, enhancements to intersection safety and mobility are recommended. Some community members expressed experiencing crashes at the intersection of Minot Avenue at Hotel Road. Signal timings at this intersection should be evaluated to determine if there is another phasing pattern such as split phase on the minor approach that could improve safety at the intersection while maintaining mobility and through put. The implementation of exclusive left-turn lanes and protected left-turn phases should be analyzed at the Court Street approaches to determine if level of service operations and safety would be improved.

5. Bicycle Safety Improvements

Several community members mentioned the lack of safe and comfortable bicycle accommodations along the Minot Avenue



Source: Nearmap.

Figure 55: Potentially adjust intersection timings at Minot Avenue/Hotel Road

³⁷ <https://highways.dot.gov/safety/proven-safety-countermeasures/medians-and-pedestrian-refuge-islands-urban-and-suburban-areas>

³⁸ <https://highways.dot.gov/safety/proven-safety-countermeasures/walkways>

corridor. The community expressed the need to use the sidewalks when bicycling which leads to conflicts with pedestrians. There have been two crashes along the corridor that involved bicyclists. To establish a safer and more comfortable cycling environment for most types of bicyclists within the corridor, separated bike lanes along Minot Avenue should be considered and evaluated to determine if feasible given the cross section of the roadway throughout the corridor. Given the higher speed of vehicles on this corridor, these separated bike lanes should be protected using vertical elements such as flexible delineator posts, curbs, or vegetation. Further research such as determining preferred design through alternative exploration, review and assessment, and feasibility evaluation need to be undertaken prior to the selection of proper bikeway design. Separated bike lanes should be implemented where appropriate to ensure cyclist safety and reduce conflicts between vehicles and bicyclists giving them their own designated space. The addition of bicycle lanes can reduce crashes up to 49% on urban 4-lane undivided collectors and local roads³⁹.

6. Lighting Enhancements

Over the past ten-year period, this corridor has experienced 21 crashes that have involved deer between Hatch Road and Mystique Way. Since most of the crashes occurred at night, one countermeasure that could result in a reduction of vehicle/deer crashes is enhanced lighting along the corridor. Deer are most active around dawn and dusk, and they travel at night. Lighting should be provided continuously along the corridor and at intersections to reduce the chance of crashes. "Adequate" lighting is considered at or above minimum acceptable standards based on horizontal and vertical illuminance levels to provide safety benefits⁴⁰.

7. Enhanced Signage

In addition to lighting, deer warning signs should be installed to alert drivers of the potential issue. There are currently no signs warning motorists of the deer crossings within this corridor. Given the high number of vehicle/deer crashes over the past ten-year period in the corridor, it is important to provide drivers with information regarding the chance of deer crossing. Providing motorists of the higher concentration of deer in this area could help reduce the number of vehicle/deer crashes along the corridor.



Figure 56: Deer Warning Sign
Source: MaineDOT website

³⁹ <https://highways.dot.gov/safety/proven-safety-countermeasures/bicycle-lanes>

⁴⁰ https://highways.dot.gov/sites/fhwa.dot.gov/files/Lighting_508_0.pdf

8. Wider Edge Lines

Four of the 35 crashes over the past 10-year period along the corridor involved vehicles that departed the roadway. Countermeasures for this type of crash could include widening the edge line from a normal width of 4 inches to a maximum line width of 6 inches. As more vehicles are developed with automated features, this countermeasure may provide better direction for the vehicle's sensors.



Source: Texas Transportation Institute

Figure 57: Example of wider edge line

Table 22: Countermeasure Recommendation Locations

#	Site-Specific Location (XY)	Countermeasure	Cost	Source	Timeline
1	Corridor Wide	Access Management	High	Proven Safety Countermeasures: FHWA	Long
2	Corridor Wide	Pedestrian Safety Enhancements	Low/Medium	Proven Safety Countermeasures: FHWA	Short/Medium
3	Corridor Wide	Sidewalk Accessibility Improvements	High	Proven Safety Countermeasures: FHWA	Short
4	Minot Avenue at Hotel Road and Minot Avenue at Court Street	Intersection Safety Improvements	Medium	Proven Safety Countermeasures: FHWA	Medium
5	Corridor Wide	Bicycle Safety Improvements	Medium	Proven Safety Countermeasures: FHWA	Medium
6	Minot Avenue between Hatch Road and Mystique Way	Lighting Enhancements	Medium	Proven Safety Countermeasures: FHWA	Medium
7	Minot Avenue between Hatch Road and Mystique Way	Enhanced Signage	Low	Proven Safety Countermeasures: FHWA	Short
8	Corridor Wide	Wider Edge Lines	Low	Proven Safety Countermeasures: FHWA	Short

Countermeasure Recommendations - HIN Corridor 11

Corridor Name: Washington Street (US 202)

Corridor Extents: From Poland Spring Road to west of Station Road

HIN Ranking: #11

Transportation Disadvantaged Census Tract Status: Not in a transportation disadvantaged census tract.

Comments: This corridor falls into census tract 106 which is characterized by being in the 75th percentile for transportation insecurity, with 34.5% of the population at or below the 200% of the federal poverty line, and the average household spending 20.07% of their income on transportation.

Crash Summary Table:

Table 23: Washinton Street (HIN Corridor #11) Crash Summary Table

Crash Type	Fatal Injury (K)	Incapacitating Injury (A)	Minor Injury (B)	Total
Head-on/Sideswipe	0	0	1	1
Went Off Road	0	1	0	1
TOTAL	0	1	1	2

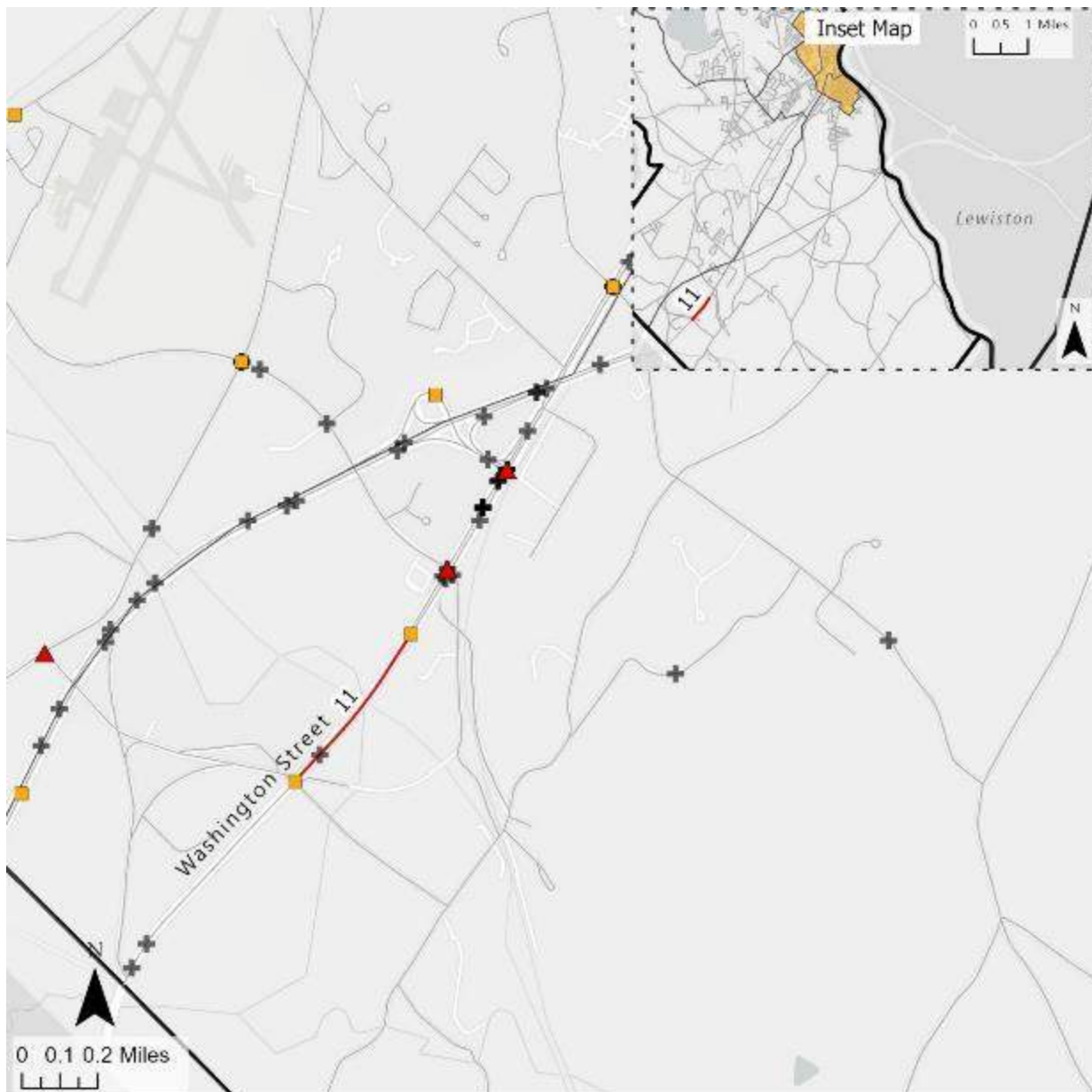


Figure 58: Crash Map for Washington Street (HIN Corridor #11)

Legend

Crash Severity

- ▲ Fatal
- Incapacitating Injury
- + Minor Injury

— High Injury Network (HIN)

— Roads

Disadvantaged Communities Indicator

- Not Disadvantaged
- Transportation Disadvantaged
- City Boundaries

1. Edge line Rumble Strip

One of the two crashes over the past 10-year period along the corridor involved a vehicle that departed the roadway and was an incapacitating injury. A countermeasure for this type of crash includes adding an edge line rumble strip. The corridor currently contains a center line rumble strip starting north of Poland Spring Road. Since the speed limit is set to 50mph, a rumble strip could be implemented along the same distance that the center line rumble strip is present. Rumble strips alert drivers when they have departed their lane by creating sound and vibration.



Figure 59: Example of edge line rumble strip
Source: MaineDOT

2. Wider Edge Lines

If edge line rumble strips are not deemed feasible for this location, another option is wider edge line treatment. This countermeasure includes widening the edge line from a normal width of 4 inches to a maximum line width of 6 inches. As more vehicles are developed with automated features, this countermeasure may provide better direction for the vehicle's sensors.



Figure 60: Example of wider edge line

3. Lane Direction Markings

The unsignalized intersection of Washington Street at Poland Spring Road/Moose Brook Road does not contain any Directional Pavement Markings (DPMs) or stop bars as shown in Figure 61. One recommended low-cost countermeasure is to add DPMs to designate lane usage as well as stop-bars at the side street approaches. DPMs allow drivers to travel to the correct lane as early as possible reducing conflicts and improving safety and mobility. The Poland Spring Road approach is wide enough for two separate lanes; however, it is not striped this way. Traffic analysis should be conducted to determine the best use of lane configuration. In addition, the northbound departure on Washington Street has two lanes that merge, however there is no signage or lane markings directing motorists. Merge signage as well as lane markings should be installed to better communicate to drivers that the right lane is ending, and a merge is happening.

Spring Road/Moose Brook Road does not



Source: Nearthmap.

Figure 61: Install DPMs, stop bars and merge warnings at intersection of Washington Street at Poland Spring Road/Moose Brook Road

Table 24: Countermeasure Recommendation Locations

#	Site-Specific Location (XY)	Countermeasure	Cost	Source	Timeline
1	Corridor Wide	Edge Line Rumble Strip	Medium	Proven Safety Countermeasures: FHWA	Medium
2	Corridor Wide	Wider Edge Lines	Low	Proven Safety Countermeasures: FHWA	Short
3	Washington Street at Poland Spring Road/Moose Brook Road	Lane Direction Markings	Low	Proven Safety Countermeasures: FHWA	Short

Countermeasure Recommendations - HIN Corridor 12

Corridor Name: Washington Street North (US 202)/ Minot Ave

Corridor Extents: From Pierce Street to Court Street

HIN Ranking: #12

Transportation Disadvantaged Census Tract Status: This corridor falls in transportation disadvantaged census tracts.

Comments: The corridor is made of census tracts 103 and 101. Tract 101 is characterized by having a 96th percentile social vulnerability and 81st percentile environmental burden. The tract sees 62,36% of the population living at or below 200% of the federal poverty line. Tract 103 is characterized by having 88th percentile social vulnerability and the average household spends 19.51% of their income on transportation.

Crash Summary Table:

Table 25: Washington Street North (HIN Corridor #12) Crash Summary Table

Crash Type	Fatal Injury (K)	Incapacitating Injury (A)	Minor Injury (B)	Total
Bicycle	0	0	1	1
Head-on/Sideswipe	0	0	1	1
Intersection Movement	0	0	5	5
Other	0	1	0	1
Pedestrians	0	0	1	1
Rear End/Sideswipe	0	0	2	2
TOTAL	0	1	10	11

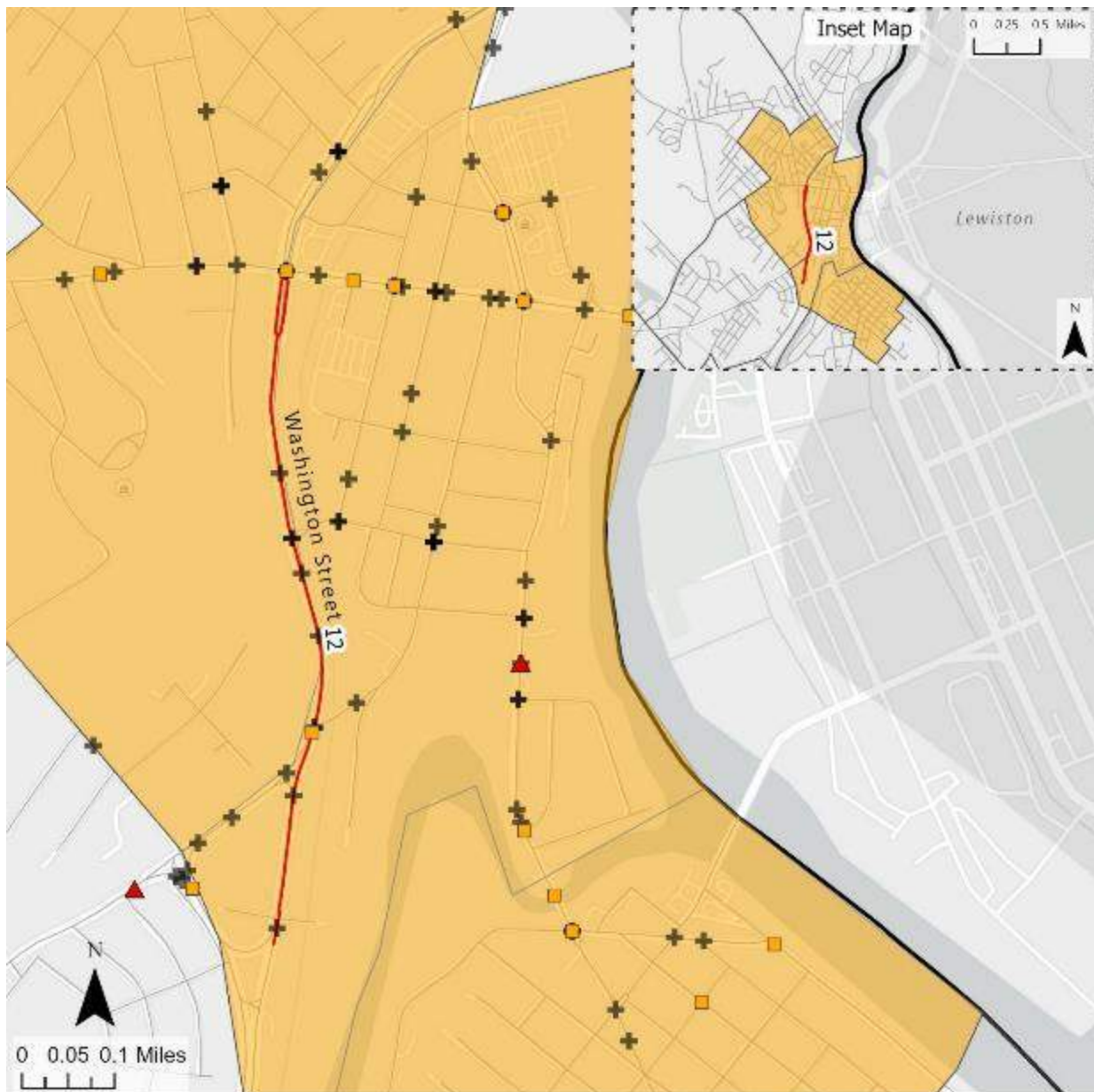


Figure 62: Crash Map for Washington Street North (HIN Corridor #12)

Legend

Crash Severity

- ▲ Fatal
- Incapacitating Injury
- + Minor Injury

— High Injury Network (HIN)

— Roads

Disadvantaged Communities Indicator

- Not Disadvantaged
- Transportation Disadvantaged
- City Boundaries

1. Speed Feedback Sign

The community has expressed concern regarding the speeds of vehicles along the Washington Street North (US 202)/ Minot Avenue corridor. Speed feedback signs (also known as a driver feedback sign or variable message sign) are one recommended approach to manage speed. Speed feedback signs display the speed of an approaching vehicle and make drivers more aware of their speed in comparison to the posted speed. The posted speed limit in the corridor is 25 mph. Speed feedback signs are effective at encouraging speed limit compliance. It is recommended to implement a speed feedback sign north of Pierce Street in the northbound direction due to the speed limit of the roadway being set higher at 35 mph south of the corridor. This placement is effective to notify drivers that have a reduction in speed limit once they enter the Washington Street North (US 202)/ Minot Avenue corridor. Studies indicate speed feedback signs can reduce the mean and 85th percentile speeds. Another method of speed management along this Washington Street North corridor would be to improve the enforcement and education of traffic laws, especially those related to pedestrian safety around intersections and speed limits.



Figure 63: Example speed feedback sign
Source MaineDOT

2. Access Management

The Washington Street North (US 202)/ Minot Avenue corridor is comprised of predominantly commercial land uses. Access management techniques are recommended to balance safety and mobility along the corridor. These practices include managing spacing of intersections and access points and reducing density of driveways by closing, consolidating and/or relocating driveways of adjacent land uses. Limiting movements to right-in/right-out for example and implementing raised medians can also reduce crashes and conflicts. Driveways should be placed on intersection approach corners instead of receiving corners to reduce the number of crashes expected. Installing turn lanes such as a left- or right-only will also provide benefits. One area to implement these strategies is the departure of the northbound leg at the intersection of Minot Avenue at High Street as shown in Figure 64 or to restrict driveway access within the rotary. The access along this section could be improved by reducing driveways, moving them to the approach leg and/or limiting right-in/right-out movements. Improvements to access management seek to enhance traffic flow and safety for all users of



Figure 64: Access Management
countermeasures needed at Minot
Avenue/High Street

the roadway. Studies have demonstrated that reducing driveway density can result in a safety benefit of a 25-31% reduction in fatal and injury crashes along urban and suburban arterials⁴¹.

3. Sidewalk Accessibility Improvements

The Washington Street North (US 202)/ Minot Avenue corridor is predominately comprised of commercial land uses and provides sidewalks on both sides. There are missing segments of the sidewalk along the western side of Minot Avenue and some sections are in poor condition as shown in Figure 65. Some of the sidewalks contain utility poles which reduce the effective width of the sidewalk. One recommended improvement is to reinstall sidewalk along the existing gaps to provide a continuous pedestrian accommodation as well as extend sidewalks to provide a minimum of 5' width.



Figure 65: Restore sidewalk gaps

4. Bicycle Safety Improvements

Several community members mentioned the lack of safe and comfortable bicycle accommodations along the Minot Avenue corridor. The community expressed the need to use the sidewalks when bicycling which leads to conflicts with pedestrians. To establish a safer and more comfortable cycling environment for most types of bicyclists within the corridor, separated bike lanes along Minot Avenue should be considered and evaluated to determine if feasible given the cross section of the roadway. This corridor falls within Disadvantaged Census Tract 101 which is in the 96th percentile for social vulnerability, therefore the addition of bike lanes is not only convenient but essential to serve low-income populations. Separated bike lanes ensure cyclist safety and reduce conflicts between vehicles and bicyclists giving them their own designated space. The addition of bicycle lanes can reduce crashes up to 49% on local roads such as Minot Avenue⁴².

⁴¹ <https://highways.dot.gov/safety/proven-safety-countermeasures/corridor-access-management>

⁴² <https://highways.dot.gov/safety/proven-safety-countermeasures/bicycle-lanes>

5. Pedestrian Safety Enhancements

To improve pedestrian safety along the Minot Avenue/Washington Street North corridor, several countermeasures should be implemented. Crosswalk visibility enhancements should be applied along the corridor including the use of inlay or thermoplastic tape instead of paint for more reflective and durable crosswalks as shown in Figure 66. Additionally lighting at pedestrian crossings should be reviewed to ensure adequate lighting. When feasible, pedestrian refuge islands should be installed at long pedestrian crossings along the corridor. One example of a long crossing is the intersection of Minot Avenue at Court Street with a crossing distance of nearly 100 feet on the south crosswalk. Pedestrian safety would be enhanced by extending the existing median to provide



Figure 66: Install reflective thermoplastic tape or inlay at Washington Street North/Minot Avenue at High Street crossings

a pedestrian refuge area a minimum of 4 feet wide which allows pedestrians to cross one direction at a time. Pedestrian refuge islands can reduce pedestrian crashes by 56%. A few community members expressed concern over the lack of pedestrian crossings where Minot Avenue and Washington Street North merge. Pedestrian desire lines, safety, and connectivity should be assessed in this area to determine safe and feasible crossing locations to better accommodate pedestrian traffic.

6. Intersection Safety Improvements

Five of the 11 crashes along the corridor took place at intersections. A protected left turn is a signal modification countermeasure that allows left-turning vehicles to have the right of way without potential conflicting movements with oncoming traffic. There is currently a southbound approach with a permissive left-turn phase at the intersections of Minot Avenue/Washington Street North at High Street and at Minot Avenue/Washington Street North at Elm Street. A southbound lead protected left-turn phase should be evaluated to determine if the operations would remain acceptable at the intersection of Minot Avenue and Elm Street. Studies demonstrate that a protected left turn phase can reduce the frequency of collisions by 55%.⁴³ If protected phasing creates excessive delay, a flashing yellow arrow should be considered. This countermeasure does not change the intersection control, but alerts drivers to yield to oncoming traffic when making a left turn. Studies indicate that a flashing yellow arrow reduces the frequency of crashes by 25%.⁴⁴ Furthermore, with the existing configuration and placement of the signals next to the "LEFT TURN ONLY" sign, a driver may assume that they have a protected left turn and do not need to yield to oncoming traffic.

⁴³ <https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=4144>

⁴⁴ <https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=4174>

Table 26: Countermeasure Recommendation Locations

#	Site-Specific Location (XY)	Countermeasure	Cost	Source	Timeline
1	North of Pierce Street	Speed Feedback Sign	Low/Medium	Proven Safety Countermeasures: FHWA	Short
2	Corridor Wide	Access Management	High	Proven Safety Countermeasures: FHWA	Long
3	Corridor Wide	Sidewalk Accessibility Improvements	High	Proven Safety Countermeasures: FHWA	Short
4	Corridor Wide	Bicycle Safety Improvements	Medium	Proven Safety Countermeasures: FHWA	Medium
5	Corridor Wide	Pedestrian Safety Enhancements	Low/Medium	Proven Safety Countermeasures: FHWA	Short/Medium
6	Minot Avenue/Washington Street North at High Street and at Elm Street	Intersection Safety Improvements	Medium	FHWA ⁴⁵	Medium

⁴⁵ https://highways.dot.gov/sites/fhwa.dot.gov/files/FHWASA09015_intersection6.pdf

Countermeasure Recommendations - HIN Corridor 13

Corridor Name: Mount Auburn Avenue

Corridor Extents: From Gracelawn Road to Turner Street

HIN Ranking: #13

Transportation Disadvantaged Census Tract Status: Not in a transportation disadvantaged census tract.

Comments: This corridor falls in census tract 102 which is characterized as being in the 66th percentile for annualized disaster losses. It has 21.89% of its population at or below 200% of the federal poverty line and the average household spends 16% of their income on transportation.

Crash Summary Table:

Table 27: Mount Auburn Avenue (HIN Corridor #13) Crash Summary Table

Crash Type	Fatal Injury (K)	Incapacitating Injury (A)	Minor Injury (B)	Total
Head-on/Sideswipe	0	0	1	1
Intersection Movement	0	1	0	1
Rear End/Sideswipe	0	1	2	3
Went Off Road	0	0	3	3
TOTAL	0	2	6	8

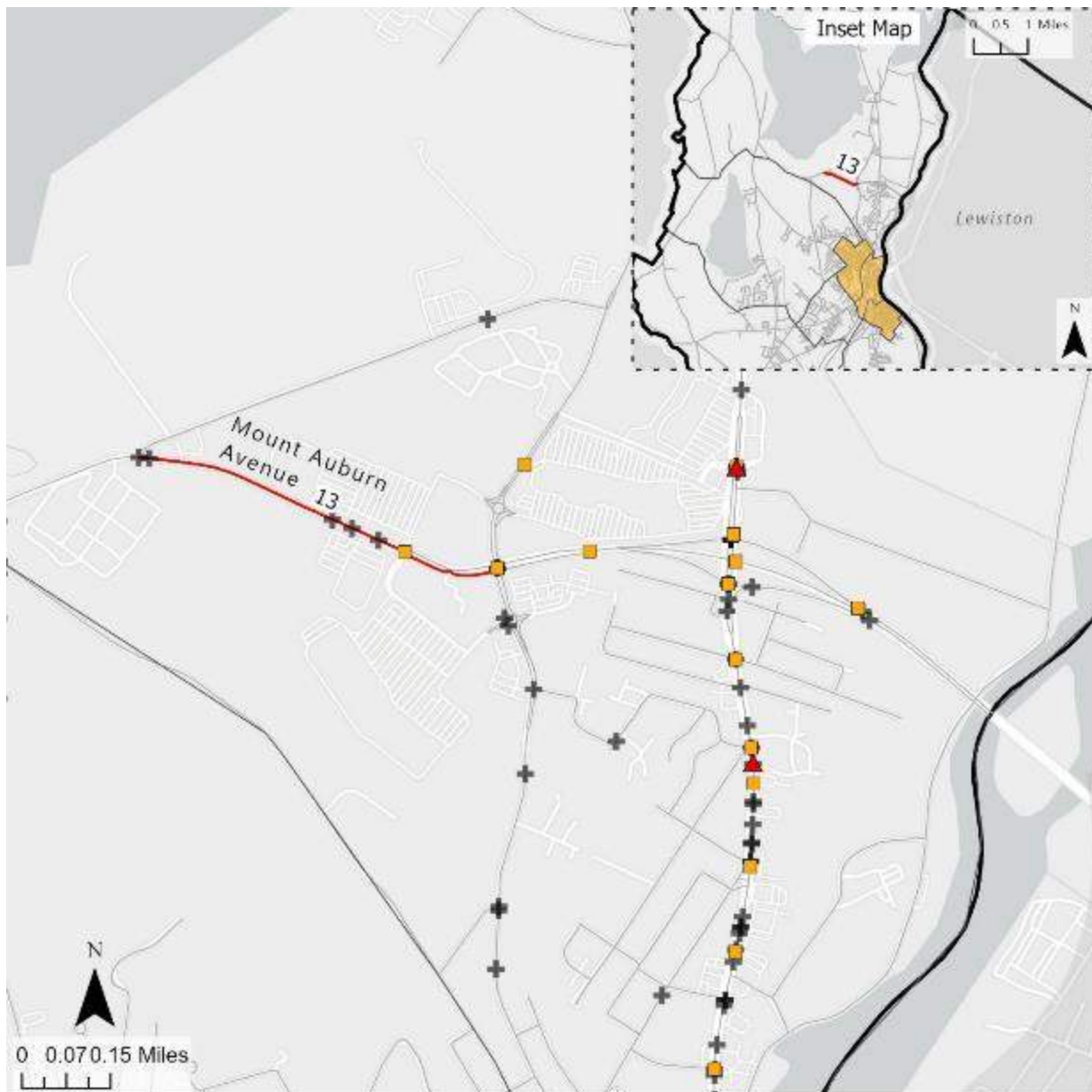


Figure 67: Crash Map for Mount Auburn Avenue (HIN Corridor #13)

Legend

Crash Severity

- ▲ Fatal
- Incapacitating Injury
- + Minor Injury

— High Injury Network (HIN)

— Roads

Disadvantaged Communities Indicator

- Not Disadvantaged
- Transportation Disadvantaged
- City Boundaries

1. Intersection Safety Improvements

The signalized intersections of Mount Auburn Avenue at Turner Street and Mount Auburn Avenue at Turner Street Center/Walmart Driveway are defined by MaineDOT as High Crash Locations (HCLs). One countermeasure is to add a dedicated turn-lane with corresponding pavement markings at the side street approach of the Walmart Driveway. Currently there are two general purpose travel lanes without designation. Directional pavement markings are a low-cost measure that have been proven to enhance safety by providing drivers with advance warning and clear guidance on lane assignments in advance of the intersection.



Source: Nearmap.
Figure 68: Install dedicated turn lane and add pavement markings

It is important to note, the corridor has recently been reconstructed to include sidewalks on the south side of Mount Auburn Avenue, a left-turn lane onto Gracelawn Road, a pedestrian crossing at Gracelawn Road with rectangular rapid flashing beacons, road widening and new striping and signage. These improvements may result in a reduction of crashes moving forward.

2. Sidewalk Accessibility Improvements

The Mount Auburn corridor is comprised of big box retail on both sides of the roadway. Continuous sidewalk is provided along the south side of Mount Auburn Avenue which allows residents from the east to access retail stores along the corridor. There is currently no sidewalk on the north side of the corridor. A sidewalk feasibility study should be conducted to determine if pedestrian facilities are recommended on the north side of Mount Auburn Avenue with corresponding crossings for the long-term.

3. Pedestrian Safety Enhancements

To improve pedestrian safety along the Mount Auburn Avenue corridor, several countermeasures should be implemented. Crosswalk visibility enhancements should be applied including the use of inlay or thermoplastic tape instead of paint for more reflective crosswalks. More visible crosswalk materials are recommended at these locations as shown in Figures 69 and 70, to improve pedestrian safety. Additionally, lighting at pedestrian crossings should be reviewed to ensure adequate lighting. If feasible, a pedestrian refuge island should be installed at the intersection of Mount Auburn Avenue at the BJ's entrance. Pedestrians crossing the BJ's entrance on the south side of the intersection must traverse nearly 100 feet. Pedestrian safety would be enhanced by extending the existing median to provide a pedestrian refuge area a minimum of 4 feet wide which allows pedestrians to cross one direction at a time. Pedestrian refuge islands can reduce pedestrian crashes by 56%⁴⁶.

⁴⁶ <https://highways.dot.gov/safety/proven-safety-countermeasures/medians-and-pedestrian-refuge-islands-urban-and-suburban-areas>



Figure 69: Install thermoplastic tape or inlay at crosswalks at intersection of Mount Auburn Avenue/Tuner Street



Figure 70: Install pedestrian refuge island at Mount Auburn Avenue/BJs entrance south leg crosswalk

Table 28: Countermeasure Recommendation Locations

#	Site-Specific Location (XY)	Countermeasure	Cost	Source	Timeline
1	Mount Auburn Avenue at Turner Street Center/Walmart Driveway	Intersection Safety Improvements	Low	Proven Safety Countermeasures: FHWA	Short
2	North Side of Mount Auburn Avenue	Sidewalk Accessibility Improvements	High	Proven Safety Countermeasures: FHWA	Long
3	Corridor Wide	Pedestrian Safety Enhancements	Low/Medium	Proven Safety Countermeasures: FHWA	Short/Medium

Countermeasure Recommendations - HIN Corridor 14

Corridor Name: Court Street

Corridor Extents: From Minot Avenue to Park Avenue

HIN Ranking: #14

Transportation Disadvantaged Census Tract Status: Not in a transportation disadvantaged census tract.

Comments: This corridor runs through both tract 104 and 108. Tract 104 is characterized by being in the 75th percentile for transportation insecurity and by having the average household spend 15.69% of their income on transportation. Census tract 108 is characterized by being in the 73rd percentile for health vulnerability and having 25.18% of the population at or below 200% of the federal poverty line.

Crash Summary Table:

Table 29: Court Street (HIN Corridor #14) Crash Summary Table

Crash Type	Fatal Injury (K)	Incapacitating Injury (A)	Minor Injury (B)	Total
Bicycle	0	0	1	1
Head-on/Sideswipe	0	1	1	2
Intersection Movement	0	0	3	3
Rear End/Sideswipe	0	0	1	1
Went Off Road	0	1	1	2
TOTAL	0	2	7	9

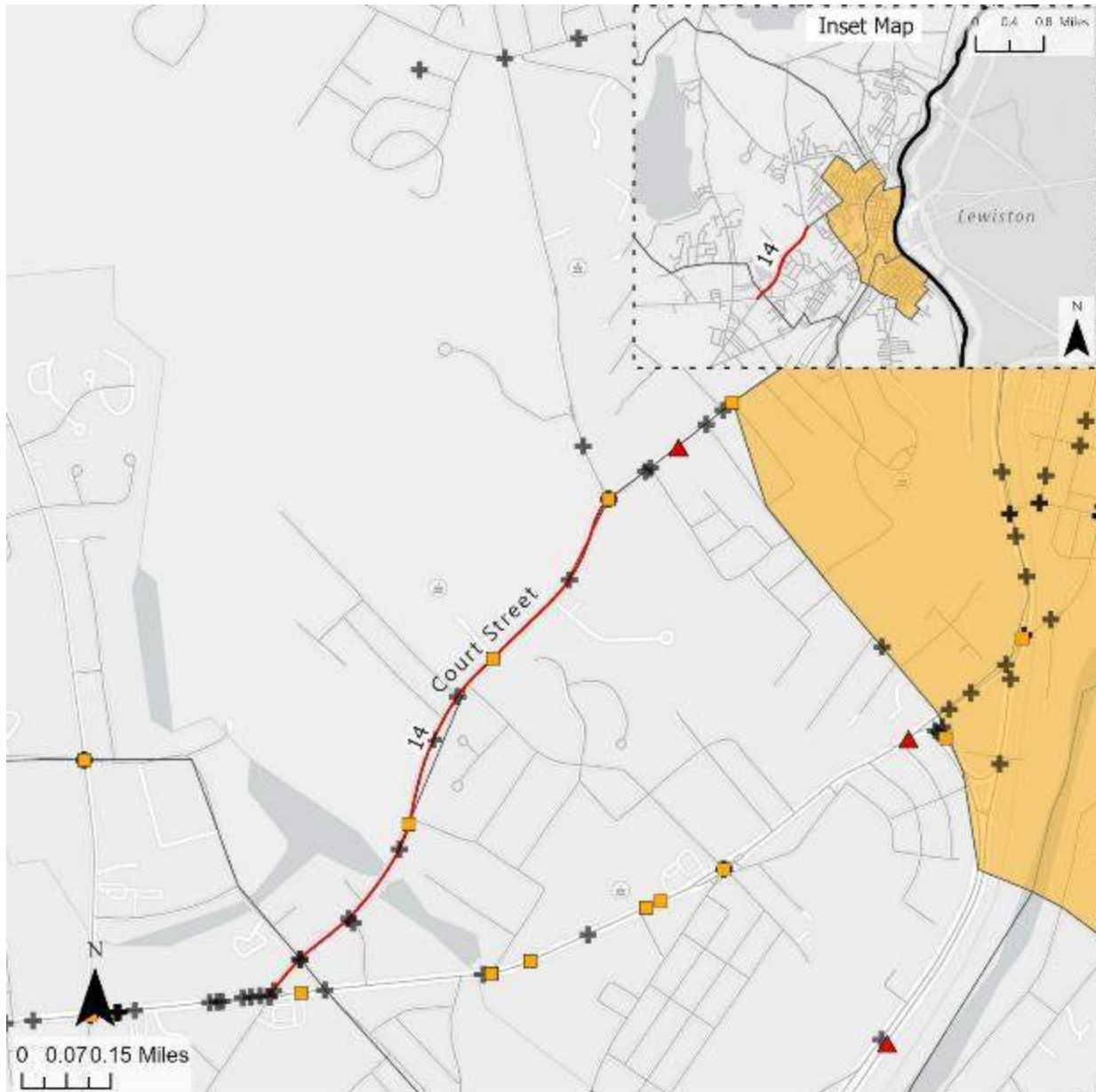


Figure 71: Crash Map for Court Street (HIN Corridor #14)

Legend

Crash Severity

- ▲ Fatal
- Incapacitating Injury
- + Minor Injury

— High Injury Network (HIN)

— Roads

Disadvantaged Communities Indicator

- Not Disadvantaged
- Transportation Disadvantaged
- City Boundaries

1. Intersection Safety Improvements

The intersection of Court Street at Stevens Mill Road is considered a MaineDOT High Crash Location (HCL). Given the crash pattern at this location of vehicles failing to yield, it is recommended to improve the stop approaches on Stevens Mills Road. Doubled up left and right oversized stop signs should be implemented at the intersection as well as retroreflective sheeting on signposts and stop bars. Sight distance should be measured in the field and any vegetation or obstructions that limit sight distance should be removed. This additional signage will make motorists more aware of the stop control.

2. Crosswalk Enhancements

To improve pedestrian safety along the Court Street corridor, crosswalk visibility enhancements should be applied including the use of inlay or thermoplastic tape instead of paint for more reflective crosswalks. Many of the crosswalks in the corridor are faded. Visible crosswalks are recommended at these locations as shown in Figure 72 to improve pedestrian safety and make motorists more aware of pedestrian crossing locations. Additionally, lighting at pedestrian crossings should be reviewed to ensure adequate lighting.



*Figure 72: Crosswalk Enhancements
proposed at Auburn Middle School
Driveway crossing*

3. Bicycle Safety Improvements

Given the location of the Auburn Middle School and surrounding residential neighborhoods, providing safe and efficient bicycle accommodations is key along this corridor. To establish a safer and more comfortable cycling environment for most types of bicyclists within the corridor, separated bike lanes along Court Street should be considered and evaluated to determine if feasible given the cross section of the roadway. Separated bike lanes should be implemented to ensure cyclist safety and reduce conflicts between vehicles and bicyclists giving them their own designated space. The addition of bicycle lanes can reduce crashes up to 49% on local roads such as Court Street⁴⁷.

⁴⁷ <https://highways.dot.gov/safety/proven-safety-countermeasures/bicycle-lanes>

4. Speed Management

The community has expressed concern regarding the speeds of vehicles along the Court Street corridor. Speed feedback signs (also known as a driver feedback sign or variable message sign) are one recommended approach to manage speed. Speed feedback signs display the speed of an approaching vehicle and make drivers more aware of their speed in comparison to the posted speed. The posted speed limit in the corridor is 35 mph southwest of the Auburn Middle School and 25 mph northeast of the school. Speed feedback signs are effective at encouraging speed limit compliance. It is recommended to implement a speed feedback sign northeast of the school zone in the northbound direction to reinforce the 25mph speed limit. Studies indicate speed feedback signs can reduce the mean and 85th percentile speeds. Another method of speed management along this Washington Street North corridor would be to improve the enforcement and education of traffic laws, especially those related to pedestrian safety around intersections and speed limits. Or to influence driver behavior using traffic calming techniques like roadway narrowing.



*Figure 73: Speed feedback sign
Source MaineDOT*

Table 30: Countermeasure Recommendation Locations

#	Site-Specific Location (XY)	Countermeasure	Cost	Source	Timeline
1	Court Street at Stevens Mill Road	Intersection Safety Improvements	Low	Proven Safety Countermeasures: FHWA	Short
2	Corridor Wide	Crosswalk Enhancements	Low	Proven Safety Countermeasures: FHWA	Short
3	Corridor Wide	Bicycle Safety Improvements	Medium	Proven Safety Countermeasures: FHWA	Medium
4	Corridor Wide	Speed Feedback Sign	Low/Medium	Proven Safety Countermeasures: FHWA	Short

Countermeasure Recommendations - HIN Corridor 15

Corridor Name: Hotel Road

Corridor Extents: From Poland Spring Road to Kittyhawk Avenue

HIN Ranking: #15

Transportation Disadvantaged Census Tract Status: Not in a transportation disadvantaged census tract.

Comments: This corridor falls in census tract 107 which is characterized by being in the 66th percentile for transportation insecurity and has the average household spending 11.38% of their income on transportation.

Crash Summary Table:

Table 31: Hotel Road (HIN Corridor #15) Crash Summary Table

Crash Type	Fatal Injury (K)	Incapacitating Injury (A)	Minor Injury (B)	Total
Intersection Movement	0	3	4	7
Train (Other)	0	0	1	1
TOTAL	0	3	5	8

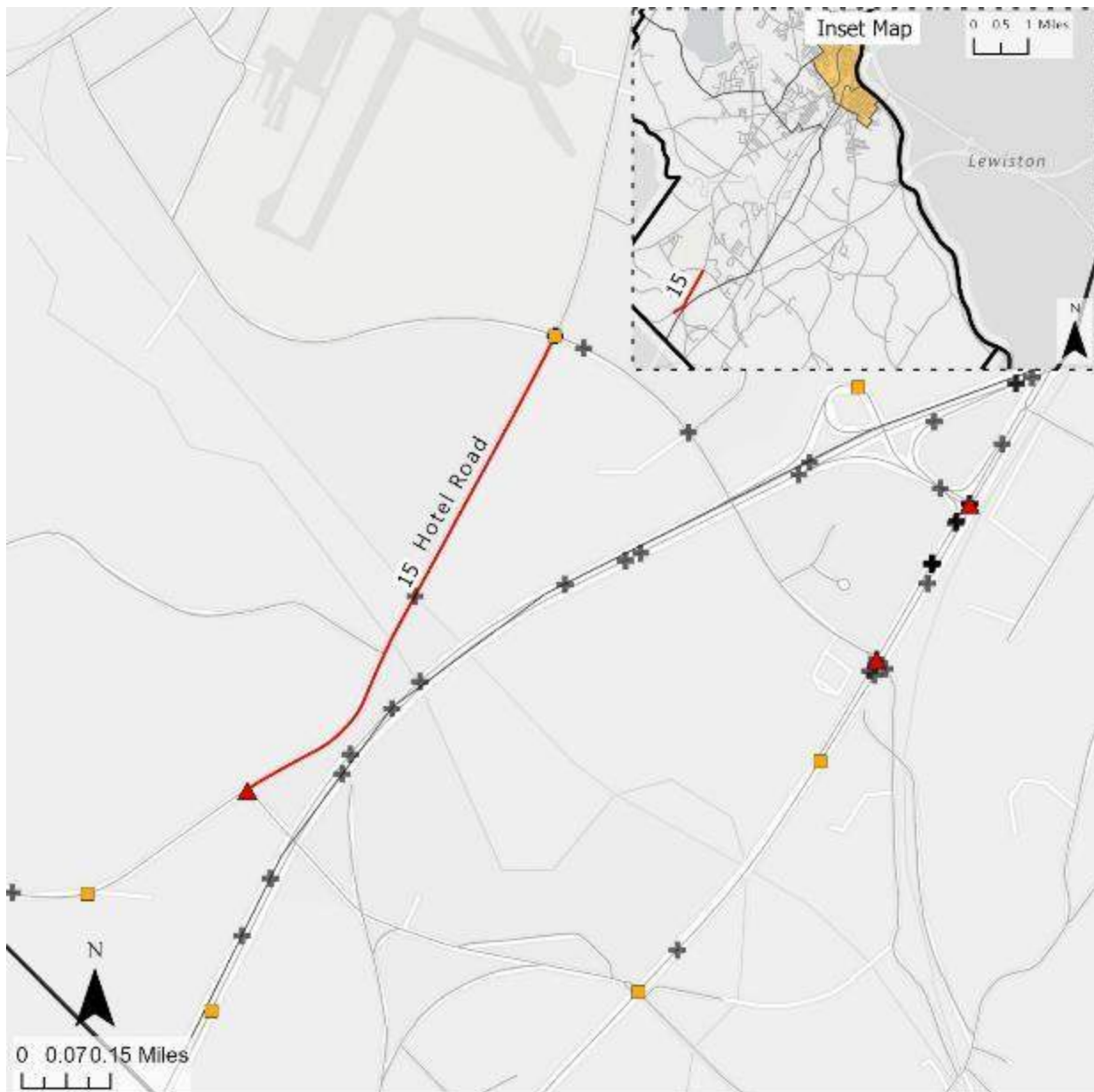


Figure 74: Crash Map for Hotel Road (HIN Corridor #15)

Legend

Crash Severity

- ▲ Fatal
- Incapacitating Injury
- + Minor Injury

— High Injury Network (HIN)

— Roads

Disadvantaged Communities Indicator

- Not Disadvantaged
- Transportation Disadvantaged
- City Boundaries

1. Railroad Crossing Improvements

The recommendation for railroad crossing improvements include adding gates and advanced warning signs for the crossing. Gates prevent vehicles from entering the crossing when activated, which improves the crossing safety. Advanced warning signs for the crossing will alert drivers to the crossing in advance and improve reaction time when a train is crossing.

2. Enhanced Visibility and Signage

Recommendations for the intersection of Hotel Road with Kittyhawk Avenue include doubling up on advanced intersection warning signs, as well as flashing beacons on stop signs. Dense trees line the Hotel Road northbound approach leading up to the intersection that may impede visibility. The planning board should review requirements for sight distance to ensure that drivers can adequately see oncoming traffic prior to making a turn. There are existing intersection warning signs on the right side of each approach, but adding intersection warning signs on the left side of each approach will make the intersection more noticeable. Additionally, adding flashing beacons to the stop signs will improve visibility of the intersection, especially at night. Flashing beacons. These improvements may reduce nighttime collisions by up to 15%⁴⁸.

⁴⁸ https://highways.dot.gov/sites/fhwa.dot.gov/files/Systemic%20Application%20at%20Stop-Controlled%20Intersections_508.pdf

Table 32: Countermeasure Recommendation Locations

#	Site-Specific Location (XY)	Countermeasure	Cost	Source	Timeline
1	Hotel Road Railroad Crossing	Railroad Crossing Improvements	Medium	Proven Safety Countermeasures: FHWA	Long
2	Hotel Road/Kittyhawk Avenue Intersection	Enhanced Visibility Signage	Low	Proven Safety Countermeasures: FHWA	Short

Countermeasure Recommendations - HIN Corridor 16

Corridor Name: Minot Avenue/ Rotary Street

Corridor Extents: From Jefferson Street to High Street

HIN Ranking: #16

Transportation Disadvantaged Census Tract Status: In a transportation disadvantaged census tract.

Comments: Census tract 101 is characterized by being in the 96th percentile for social vulnerability, and 81st percentile for environmental burden. 62.36% of the population are at or below 200% of the federal poverty level, with the average household spending 47.06% of their income on transportation.

Crash Summary Table:

Table 33: Minot Avenue (HIN Corridor #16) Crash Summary Table

Crash Type	Fatal Injury (K)	Incapacitating Injury (A)	Minor Injury (B)	Total
Other	0	0	1	1
Went Off Road	0	1	3	4
TOTAL	0	1	4	5

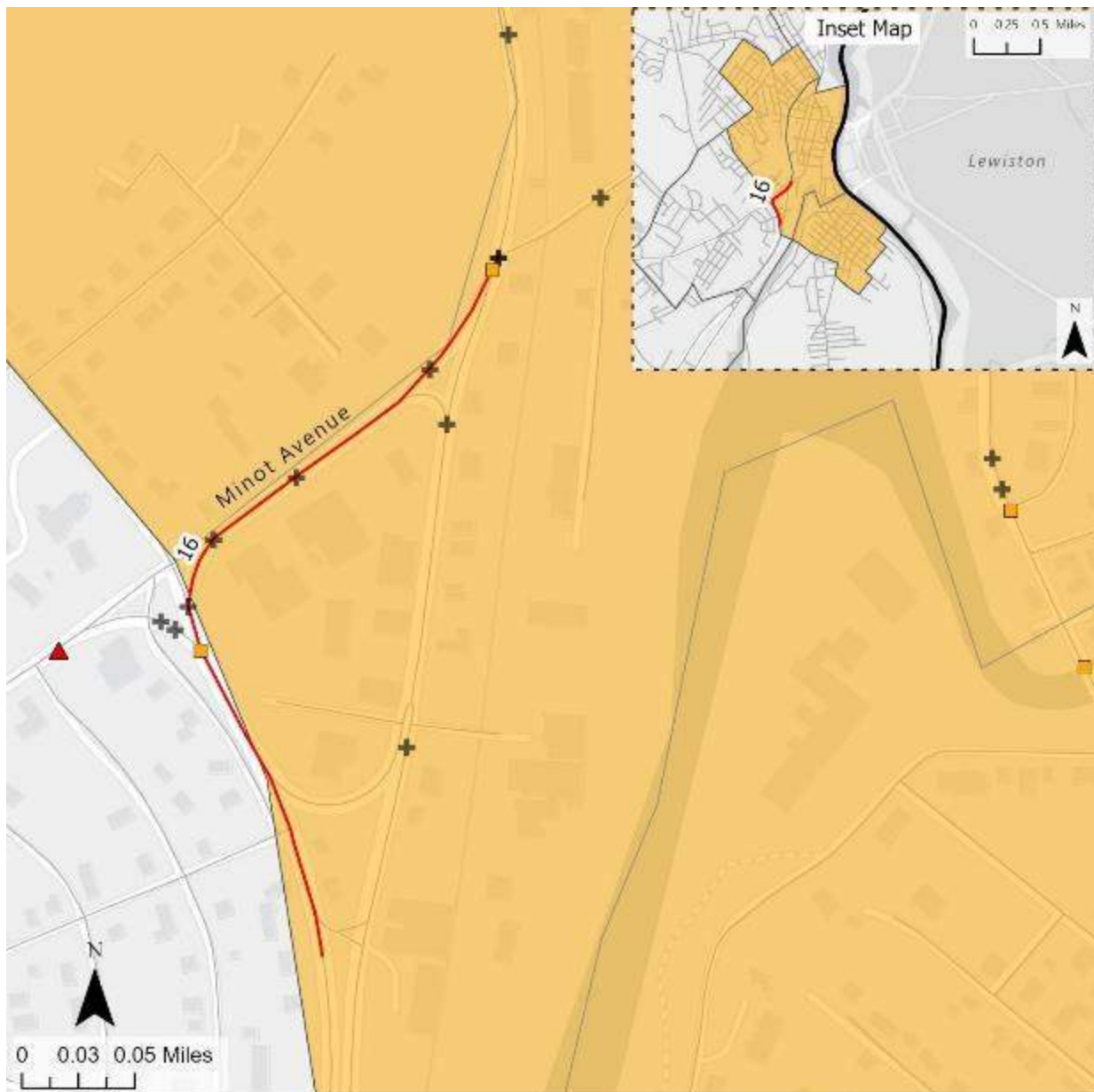


Figure 75: Crash Map for Minot Avenue (HIN Corridor #16)

Legend

Crash Severity

- ▲ Fatal
- Incapacitating Injury
- + Minor Injury
- High Injury Network (HIN)
- Roads

Disadvantaged Communities Indicator

- Not Disadvantaged
- Transportation Disadvantaged
- City Boundaries

1. Signage Enhancements

This section of Minot Avenue is part of a circular traffic pattern that requires lane changes for vehicles navigating around Minot Avenue and Washington Street. Enhancing signage on the corridor may help drivers safely and effectively navigate through the area, especially those unfamiliar with the traffic patterns. There is an existing lane use sign that also has arrows directing traffic to the Maine Turnpike and I-95 approximately 150 east of the left turn slip lane onto Rotary Street. A potential countermeasure is to double up this sign on the opposite side of the road as well, giving drivers who may need to move to the left more time to do so. Additionally, advanced wayfinding signs for the Maine Turnpike and I-95 would be beneficial even further in advance of Rotary Street to allow vehicles to prepare to change lanes.

In addition to wayfinding signs, oversized traffic control signs are another countermeasure that would be beneficial in this area. The intersection where Minot Avenue eastbound merges with Rotary Street is classified as a MaineDOT high crash location. It is controlled with dual yield signs for the Minot Avenue approach. Replacing these standard sized signs with oversized yield signs would increase the visibility of the signs and more easily catch drivers' attention. These may also be paired with flashing beacons for further visibility, especially in low light conditions.

2. Improve Rotary Design

A common traffic pattern seen in this corridor is traffic traveling eastbound on Minot Ave towards Lewiston. This traffic pattern is unsupported by the rotary creating unnecessary deviation for those traveling towards Lewiston through the rotary. It is recommended that the forced rotary movement be removed to allow for eastbound Minot Avenue traffic to continue on Minot Avenue towards Lewiston.

Table 34: Countermeasure Recommendation Locations

#	Site-Specific Location (XY)	Countermeasure	Cost	Source	Timeline
1	44°03'59.2"N 70°16'14.4"W	Double up lane use sign	Low	Proven Safety Countermeasures: FHWA	Short
2	44°05'25.7"N 70°13'51.2"W	Advanced wayfinding sign	Low	Proven Safety Countermeasures: FHWA	Short
3	44°05'18.2"N 70°14'00.1"W	Oversized yield signs	Low	Proven Safety Countermeasures: FHWA	Short

Countermeasure Recommendations - HIN Corridor 17

Corridor Name: Washington Street North

Corridor Extents: From Station Road to 1-95 Overpass

HIN Ranking: #17

Transportation Disadvantaged Census Tract Status: Not in a transportation disadvantaged census tract.

Comments: Census tract 106 is characterized by being in the 75th percentile for transportation insecurity, with 34.5% of the population at or below 200% of the federal poverty line and the average household spending 20.07% of their income on transportation.

Crash Summary Table:

Table 35: Washington Street North (HIN Corridor #17) Crash Summary Table

Crash Type	Fatal Injury (K)	Incapacitating Injury (A)	Minor Injury (B)	Total
Intersection Movement	1	0	3	4
Pedestrians	0	0	1	1
Rear End/Sideswipe	0	0	4	4
TOTAL	1	0	8	9

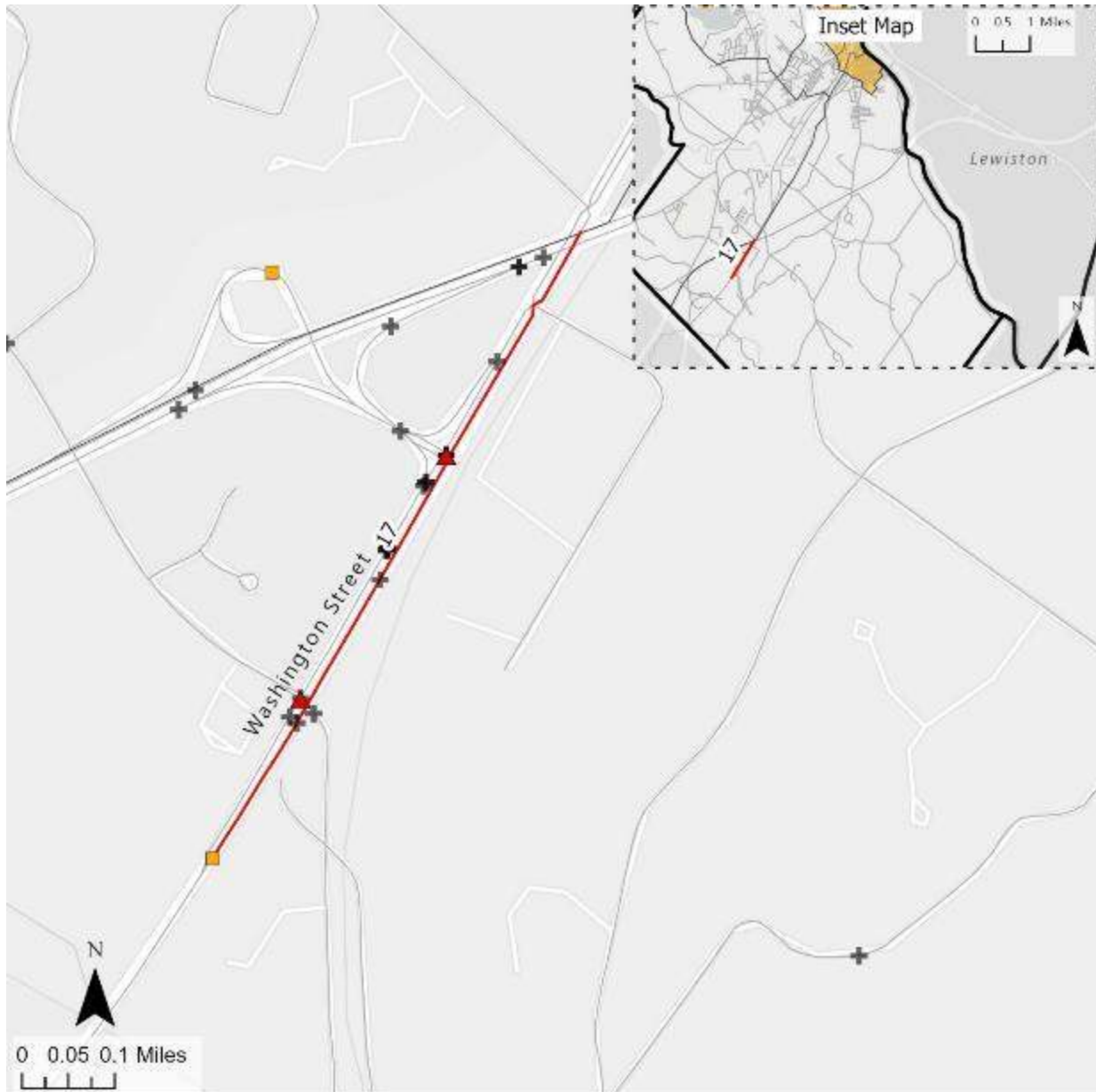


Figure 76: Crash Map for Washington Street North (HIN Corridor #17)

Legend

Crash Severity

- ▲ Fatal
- Incapacitating Injury
- + Minor Injury

— High Injury Network (HIN)

— Roads

Disadvantaged Communities Indicator

- Not Disadvantaged
- Transportation Disadvantaged
- City Boundaries

1. Speed Management

The speeds of vehicles along the Washington Street corridor are a concern. Speed feedback signs (also known as a driver feedback sign or variable message sign) are one recommended approach to manage speed. Speed feedback signs display the speed of an approaching vehicle and make drivers more aware of their speed in comparison to the posted speed. Speed feedback signs are effective at encouraging speed limit compliance. It is recommended to implement a speed feedback sign north of the Androscoggin River bridge. This placement would help notify drivers that the speed limit is reduced to 45 mph. Studies indicate speed feedback signs can reduce the mean and 85th percentile speeds. Speed feedback signs are effective when coupled with enforcement.

2. Signalization

Signalization is a countermeasure that should be considered at the access of the Irving gas station plaza. Traffic signals reduce the number and severity of collisions. The driveway experienced many collisions between vehicles turning left out of the site with southbound through traffic. A signal would create gaps in traffic for the left turning vehicles to safely exit the site. Additionally, the signal could be coordinated with the signal at the I-95 on/off ramps to further improve operation and safety.

3. Restrict Left Turns

If signalization is not a feasible countermeasure for the Irving Gas Station Plaza, restricting left turns out of the driveway and providing a U-turn would also improve safety at the driveway. The primary cause of collisions is vehicles turning left out of the driveway, so restricting the driveway to right turns only would eliminate the problem movement. A median U-turn could be constructed, or Kittyhawk Avenue could be modified to allow for vehicles to reverse direction safely.

Table 36: Countermeasure Recommendation Locations

#	Site-Specific Location (XY)	Countermeasure	Cost	Source	Timeline
1	Corridor Wide	Speed Management	Low	Proven Safety Countermeasures: FHWA	Short
2	44°02'04.6"N 70°16'00.0"W	Signalization	High	Proven Safety Countermeasures: FHWA	Long
3	44°02'04.6"N 70°16'00.0"W	Restrict Left Turns	Low	Proven Safety Countermeasures: FHWA	Short

Countermeasure Recommendations - HIN Corridor 18

Corridor Name: Mill Street/ Riverside Drive

Corridor Extents: From South Main Street to Oak Hill Cemetery

HIN Ranking: #18

Transportation Disadvantaged Census Tract Status: In a transportation disadvantaged census tract.

Comments: This corridor falls into census tract 105 which is characterized by being in the 84th percentile for social vulnerability, and 83rd percentile for environmental burden. Additionally, 52.84% of the population in this tract are at or below 200% of the federal poverty line, and the average household spends 20.54% of their income on transportation.

Crash Summary Table:

Table 37: Mill Street (HIN Corridor #18) Crash Summary Table

Crash Type	Fatal Injury (K)	Incapacitating Injury (A)	Minor Injury (B)	Total
Head-on/Sideswipe	0	0	1	1
Intersection Movement	0	0	1	1
Pedestrians	0	1	1	2
Rear End/Sideswipe	0	0	2	2
Went Off Road	0	0	2	2
TOTAL	0	1	7	8

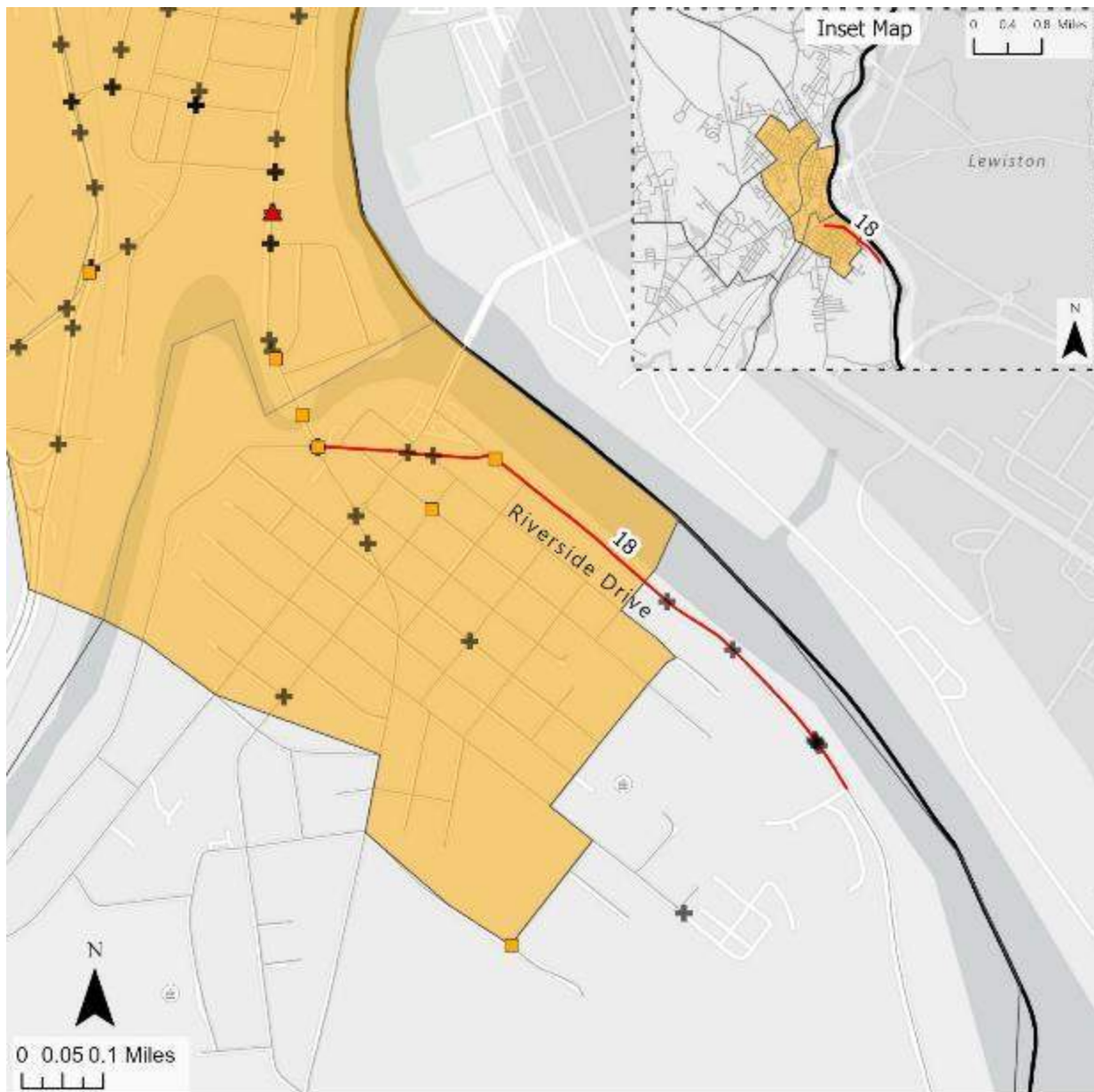


Figure 77: Crash Map for Mill Street (HIN Corridor #18)

Legend

Crash Severity

- ▲ Fatal
- Incapacitating Injury
- + Minor Injury

— High Injury Network (HIN)

— Roads

Disadvantaged Communities Indicator

- Not Disadvantaged
- Transportation Disadvantaged
- City Boundaries

1. Access Management

The Mill Street portion of this corridor is primarily commercial properties with many driveways, unsignalized intersections, and signalized intersections within the short segment. This segment underwent construction in 2023 to reconstruct the road and sidewalk, add pedestrian lighting, upgrade utilities, and realign the Mill Street and Second Street intersection. Reducing the density of driveways through closure, consolidation, or relocation can significantly improve traffic conditions. Properly managing the spacing of intersections and access points further contributes to a safer driving environment. Limiting allowable movements at driveways, such as permitting right-in/right-out only, can also reduce conflict points. Placing driveways on intersection approach corners, rather than receiving corners, is anticipated to lower crash occurrences. Additionally, implementing raised medians restricts across-roadway movements and can create a more controlled and safer passage for all users. According to the U.S. Department of Transportation Federal Highway Administration, access management along urban and suburban arterials can result in a 25-31% reduction in fatal and injury crashes⁴⁹.

2. Sidewalk Reconstruction

Some segments of the sidewalks along Riverside Drive are in poor condition and lack compliance with the Americans with Disabilities Act. Several sidewalk locations within the corridor have utility poles located within the pavement, which reduce the effective width of the sidewalk. Most sections of sidewalk appear to be less than the minimum requirement of five feet wide. The sidewalks should be reconstructed to maintain a consistent minimum width of five feet and sidewalks should be upgraded to ADA compliance through installing detectable warning plates at all sloped intersections to enhance safety and mobility for pedestrians.

3. Rectangular Rapid Flashing Beacon

There is an existing crosswalk on Mill Street just east of 3rd Street, about halfway between the two signalized intersection. This location would benefit from the addition of a Rectangular Rapid Flashing Beacon (RRFB). RRFBs are placed on both sides of a crosswalk and used in conjunction with pedestrian crossing signs and diagonal downward arrows pointing at the crossing. The flashing pattern is activated with a pedestrian push button and is unlit when not activated. This draws drivers' attention to the pedestrians as they are crossing, which is especially important in a heavy traffic area like Mill Street. RRFBs can reduce pedestrian crashes by up to 47% and increase motorist yielding rates by up to 98%⁵⁰. If it is determined that an RRFB is not desired at this location, pedestrian crossing signs should be installed at a minimum.

4. Signalized Intersection Safety Improvements

Signalized intersection safety improvements such as retroreflective backplates, and a leading pedestrian interval or exclusive pedestrian phase should be considered at the intersection of Mill Street with South Main Street and the intersection of Mill Street with Broad Street, the two signalized intersections located within this segment.

⁴⁹ <https://highways.dot.gov/safety/proven-safety-countermeasures/corridor-access-management>

⁵⁰ <https://highways.dot.gov/safety/proven-safety-countermeasures/rectangular-rapid-flashing-beacons-rrfb>

4. Unsignalized Intersection Safety Improvements

The unsignalized intersection of Mill Street with Riverside Drive is controlled with a yield sign on Mill Street. Enhancements to the yield approach such as a yield line and oversized yield sign draw more attention to the need for drivers to yield to those on Riverside Drive. Keeping sight lines clear on the corner of the intersection ensures that drivers can see oncoming traffic.

This unsignalized intersection also has no pedestrian accommodations. Sidewalks are located on all approaches, but no tactile warning plates or crosswalks are available. Crosswalks should be included across all three approaches to aid in the safe passage of pedestrians through the intersection and should be painted with high-visibility, thermoplastic paint, which is more visible than traditional paint. High-visibility crosswalks have been shown to reduce vehicle-pedestrian collisions by 40%⁵¹. Additionally, any pedestrian accommodations that are included should comply with ADA standards.

⁵¹ <https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=4123>

Table 38: Countermeasure Recommendation Locations

#	Site-Specific Location (XY)	Countermeasure	Cost	Source	Timeline
1	Mill Street	Access management	High	Proven Safety Countermeasures: FHWA	Long
2	Corridor Wide	Sidewalk Reconstruction	Medium	Proven Safety Countermeasures: FHWA	Medium
3	44°05'15.3"N 70°13'25.4"W	Rectangular Rapid Flashing Beacon	Medium	Proven Safety Countermeasures: FHWA	Long
4	44°05'15.2"N 70°13'22.1"W	Intersection Safety Improvements	Medium	Proven Safety Countermeasures: FHWA	Medium
5	44°05'15.0"N 70°13'14.5"W	Intersection Safety Improvements	Medium	Proven Safety Countermeasures: FHWA	Medium
6	44°05'15.3"N 70°13'25.4"W	Intersection Safety Improvements	Medium	Proven Safety Countermeasures: FHWA	Medium

Countermeasure Recommendations - HIN Corridor 19

Corridor Name: Hotel Road

Corridor Extents: From City Line/Ricker Road to Poland Springs Road

HIN Ranking: #19

Transportation Disadvantaged Census Tract Status: No in a transportation disadvantaged census tract.

Comments: This corridor falls into census tract 107 which is characterized by being in the 66th percentile for transportation insecurity with 15.49% of the population at or below 200% of the federal poverty line.

Crash Summary Table:

Table 39: Hotel Road (HIN Corridor #19) Crash Summary Table

Crash Type	Fatal Injury (K)	Incapacitating Injury (A)	Minor Injury (B)	Total
Intersection Movement	1	0	0	1
Went Off Road	0	1	2	3
TOTAL	1	1	2	4

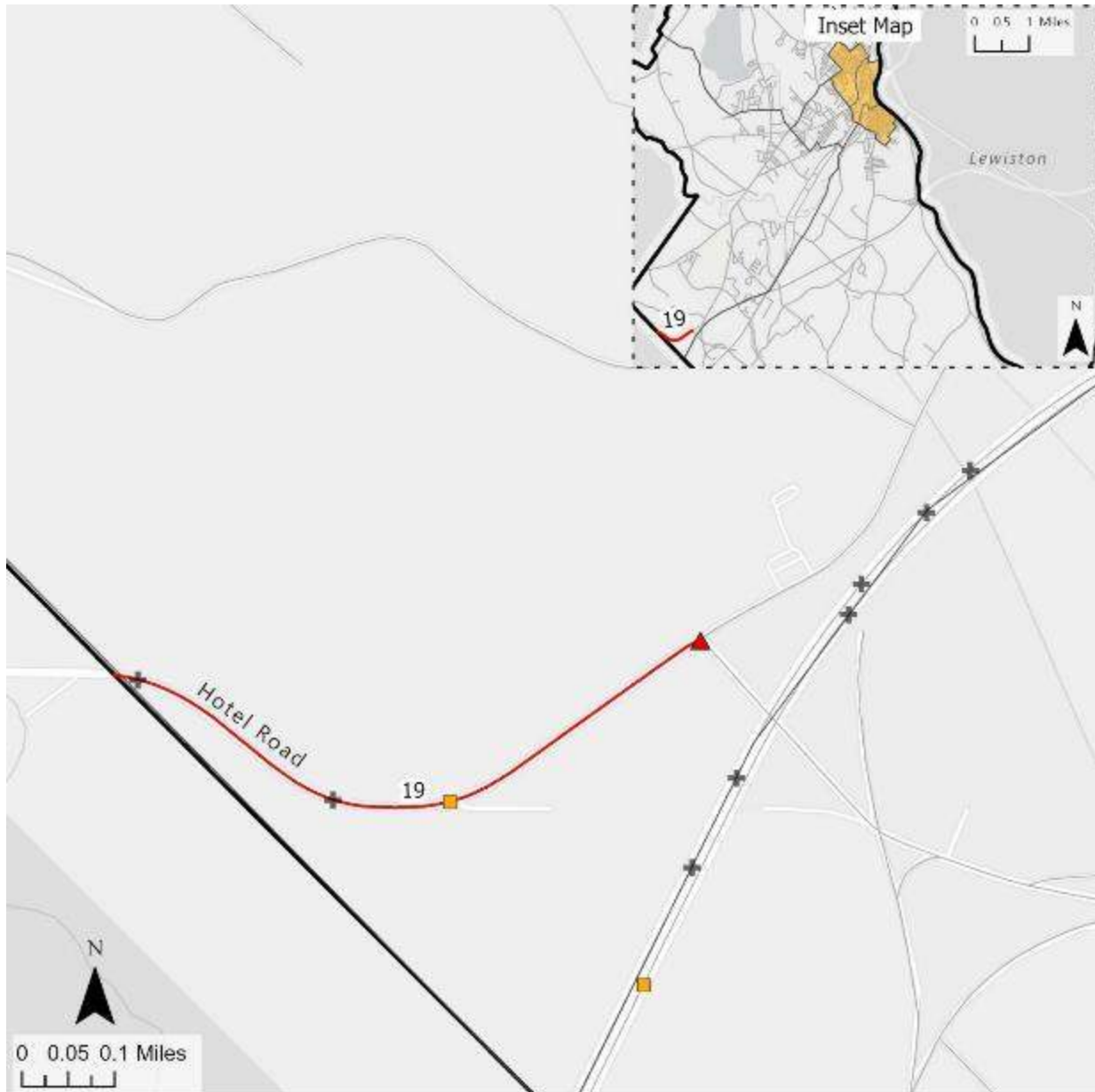


Figure 78: Crash Map for Hotel Road (HIN Corridor #19)

Legend

Crash Severity

- ▲ Fatal
- Incapacitating Injury
- + Minor Injury

— High Injury Network (HIN)

— Roads

Disadvantaged Communities Indicator

- Not Disadvantaged
- Transportation Disadvantaged
- City Boundaries

1. Wider Edge Lines

The proposed countermeasure of widening edge lines to on Hotel Road will improve its safety for motorists. Wider edge lines increase a drivers perception of the edge of the travel lane and can reduce roadway departures. By clearly demarcating the travel lane from the edge of the road this safety enhancement provides better visibility and awareness of travel lane boundaries. In addition to reducing roadway departures, this can also improve nighttime visibility and promote overall road safety.

2. Transverse Line Markings

Introducing transverse line markings on Hotel Road where the roadway curves would offer substantial benefits in terms of road safety and speed management. At this location optical speed bars or speed reduction markings, which are designed as transverse stripes spaced at gradually decreasing distances would be the most beneficial. These markings are remarkably effective at increasing a driver's perception of speed, leading them to instinctively slow down. Using these markings around a roadway curve can cause vehicles to slow down and reduce the likelihood of departing the roadway due to excessive speed around a curve.

3. Lighting Enhancements

Improving lighting around the intersection of Hotel Road with Poland Spring Road can further increase safety, especially during the night or inclement weather conditions. Lighting has been shown to reduce the incidence of collisions.

4. Driveway Visibility Enhancements

The driveway of Auburn Concrete at the east end of the curve along Hotel Road is steep with low visibility of thru traffic due to the curved nature of Hotel Road. Since there is increased heavy truck traffic turning movements into and out of the driveway, the city should consider adding mirrors or other advance warning ITS devices to this driveway intersection to improve drivers' awareness of incoming thru traffic. The city should also access the banking of the curve in Hotel Road, with improvements made if warranted to improve the safety of thru traffic when conditions are icy or snowy.

Table 40: Countermeasure Recommendation Locations

#	Site-Specific Location (XY)	Countermeasure	Cost	Source	Timeline
1	Corridor Wide	Wider Edge Lines	Low	Proven Safety Countermeasures: FHWA	Short
2	44°01'34.9"N 70°17'47.4"W	Transverse Line Markings	Low	Proven Safety Countermeasures: FHWA	Short
3	Corridor Wide	Lighting Enhancements	Medium	Proven Safety Countermeasures: FHWA	Medium
4	Intersection of Auburn Concrete driveway and Hotel Road	Driveway Visibility Enhancements	Low	General Recommendation	Low

Countermeasure Recommendations - HIN Corridor 20

Corridor Name: Hotel Road

Corridor Extents: From Constellation Drive to Merrow Road

HIN Ranking: #20

Transportation Disadvantaged Census Tract Status: Not in a transportation disadvantaged census tract.

Comments: This corridor falls into census tract 107 which is characterized by being in the 66th percentile for transportation insecurity and has 15.49% of the population in the tract are at or below the federal poverty line.

Crash Summary Table:

Table 41: Hotel Road (HIN Corridor #20) Crash Summary Table

Crash Type	Fatal Injury (K)	Incapacitating Injury (A)	Minor Injury (B)	Total
Head-on/Sideswipe	0	0	1	1
Intersection Movement	0	1	0	1
Other	0	1	0	1
Pedestrians	1	0	0	1
Rear End/Sideswipe	0	0	1	1
Went Off Road	0	0	3	3
TOTAL	1	2	5	8

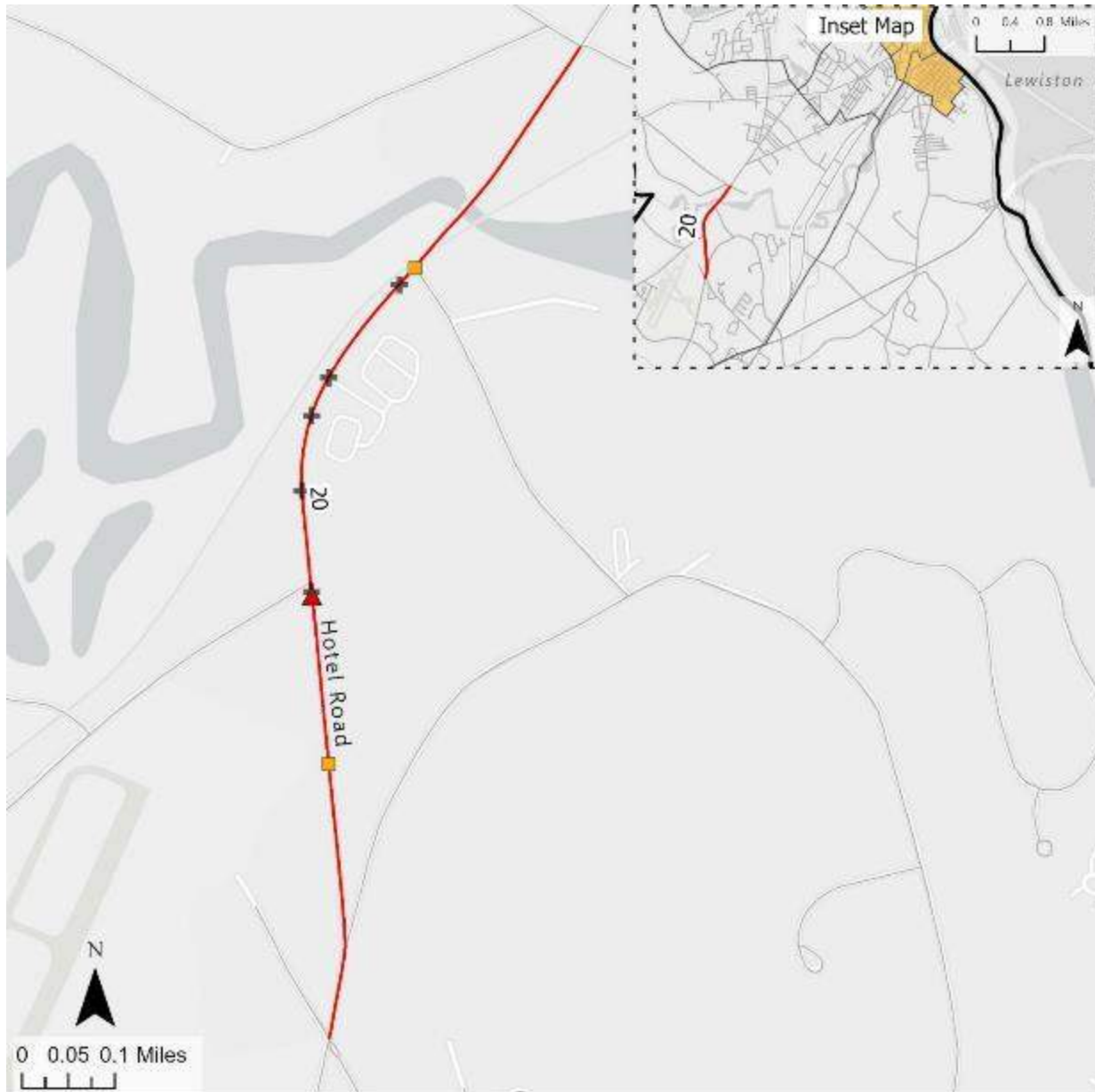


Figure 79: Crash Map for Hotel Road (HIN Corridor #20)

Legend

Crash Severity

- ▲ Fatal
- Incapacitating Injury
- ✚ Minor Injury

— High Injury Network (HIN)

— Roads

Disadvantaged Communities Indicator

- Not Disadvantaged
- Transportation Disadvantaged
- ▭ City Boundaries

1. Intersection Lighting

This segment of Hotel Road is primarily unlit, with the exception of two unsignalized intersections that have one luminaire each. In dark conditions, vehicles traveling at higher speeds may not be able to stop once a hazard or change in the road ahead becomes visible by headlights. The proposed countermeasure of increasing lighting at intersections has been shown to reduce nighttime crashes at rural intersections by 33-38%⁵². Additionally, although Hotel Road does not experience high pedestrian volumes, pedestrians do occasionally walk along this segment and enhanced lighting can also reduce nighttime injury pedestrian crashes by up to 42%. Lighting should be enhanced at the unsignalized intersections on Hotel Road: Merrow Road, Constellation Drive, Lewiston Junction Road, Martindale Road, and Beech Hill Road.

2. Transverse Line Markings

Introducing transverse line markings on Hotel Road on the curve between Lewiston Junction Road and Martindale Road, would offer substantial benefits in terms of road safety and speed management. Optical speed bars or speed reduction markings, which are designed as transverse stripes spaced at gradually decreasing distances are remarkably effective at increasing a driver's perception of speed, leading them to instinctively slow down.

Incorporating these types of markings would encourage drivers to reduce speed thereby increasing overall safety. Enhancing this road with transverse line markings would significantly contribute to a safer driving environment, especially beneficial due to the large volumes of traffic this road experiences. This addition would also promote more disciplined driving behavior, making Hotel Road a safer thoroughfare for all its users.

3. Enhanced Delineation for Horizontal Curves

Enhanced delineation treatments can alert drivers to upcoming curves and the direction and sharpness of the curves. The curve on Hotel Road between Lewiston Junction Road and Martindale Road has one warning sign for northbound traffic indicating the direction of the curve, and one chevron for each direction, but still has a history of roadway departure crashes. Enhanced delineation treatments include standard or oversized chevron signs along the curve, in-lane curve warning pavement markings, dynamic curve warning signs (including speed radar feedback signs), and retroreflective strips on sign posts. Oversized chevron signs have been shown to fatal and injury crashes by 15%⁵³.

4. Speed Management

To reduce speeds along Hotel Road, enforcement and education of traffic law is recommended especially at its intersection with Lewiston Junction Road where the one fatal car crash in the last 10 years occurred on the corridor.

⁵² https://highways.dot.gov/sites/fhwa.dot.gov/files/Lighting_508_0.pdf

⁵³ https://highways.dot.gov/sites/fhwa.dot.gov/files/Enhanced%20Delineation%20for%20Curves_508.pdf

Table 42: Countermeasure Recommendation Locations

#	Site-Specific Location (XY)	Countermeasure	Cost	Source	Timeline
1	44°03'59.2"N 70°16'14.4"W	Intersection Lighting	Medium	Proven Safety Countermeasures: FHWA	Medium
2	44°03'03.2"N 70°16'34.0"W	Intersection Lighting	Medium	Proven Safety Countermeasures: FHWA	Medium
3	44°03'03.2"N 70°16'34.0"W	Transverse Line Markings	Low	Proven Safety Countermeasures: FHWA	Short
4	44°03'03.2"N 70°16'34.0"W	Enhanced Delineation	Low	Proven Safety Countermeasures: FHWA	Short
5	Corridor-wide	Speed Management	Medium	Proven Safety Countermeasures: FHWA	Medium

Countermeasure Recommendations - HIN Corridor 21

Corridor Name: Turner Road

Corridor Extents: From Fair Street to Hathaway Street

HIN Ranking: #21

Transportation Disadvantaged Census Tract Status: Not in a transportation disadvantaged census tract.

Comments: This corridor falls into census tract 102 which is characterized by being in the 56th percentile for transportation insecurity with 21.89% of the population in the tract are at or below 200% of the federal poverty line.

Crash Summary Table:

Table 43: Turner Road (HIN Corridor #21) Crash Summary Table

Crash Type	Fatal Injury (K)	Incapacitating Injury (A)	Minor Injury (B)	Total
Head-on/Sideswipe	1	0	0	1
Other	0	0	1	1
Rear End/Sideswipe	0	0	1	1
TOTAL	1	0	2	3



Figure 80: Crash Map for Turner Road (HIN Corridor #21)

Legend

Crash Severity

- ▲ Fatal
- Incapacitating Injury
- + Minor Injury

— High Injury Network (HIN)

— Roads

Disadvantaged Communities Indicator

- Not Disadvantaged
- Transportation Disadvantaged
- City Boundaries

1. Centerline Rumble Strip

The enhancement of Turner Road with center line rumble strips, between its intersection with Fair Street and Hathaway Street, would provide numerous benefits concerning road safety. Center line rumble strips, which are safety features installed on paved roads, serve as an alarm system to wake drowsy or inattentive drivers as they begin to drift across the center line. This is particularly crucial on Turner Road where the speed limit is high (55 mph). These strips often reduce two-vehicle crossover crashes by creating a vibration that alerts drivers when they inadvertently move towards the center line, especially in areas with dotted lines that signal a passing zone. Given that Turner Road currently lacks this safety feature, its introduction would significantly enhance driver safety and reduce the likelihood of crashes. This is particularly important where the road structure permits high speeds and the potential for human error or mechanical failures is high.

2. Speed Enforcement

To enhance safety on Turner Road there is a need to improve the enforcement of traffic laws, especially those related to speed limits. This section of Turner Road is primarily four lanes wide with shoulders on either side, which may lead drivers to feel safer traveling at higher rates of speed. One way to encourage vehicles to travel at the posted speed limit is additional police patrols in the area. This allows flexibility in the timing and location of enforcement along the corridor. Another option for encouraging vehicles to adhere to the posted speed limit are speed feedback signs. Speed feedback signs are designed to display the speed of an approaching vehicle. Turner Road could benefit from speed feedback signs placed near the north end of the bridge over Auburn Lake. Implementing these signs could substantially improve road safety, making it a more secure path of travel for motorists. Auburn could also consider adding gateway signage and landscaping close to the road to encourage cars to slow down as they approach the city.

Table 44: Countermeasure Recommendation Locations

#	Site-Specific Location (XY)	Countermeasure	Cost	Source	Timeline
1	Corridor Wide	Centerline Rumble Strip	Medium	Proven Safety Countermeasures: FHWA	Medium
2	Corridor Wide	Speed Enforcement	Low	Proven Safety Countermeasures: FHWA	Ongoing

Countermeasure Recommendations - HIN Corridor 22

Corridor Name: Elm Street

Corridor Extents: From Minot Avenue to Main Street

HIN Ranking: #22

Transportation Disadvantaged Census Tract Status: In a transportation disadvantaged census tract.

Comments: This corridor falls into census tract 101 which is characterized by being in the 96th percentile for social vulnerability and 81st percentile for environmental burden, with 62.36% of this population is at or below 200% of the federal poverty line and the average household spends 47.06% of their income on transportation.

Crash Summary Table:

Table 45: Elm Street (HIN Corridor #22) Crash Summary Table

Crash Type	Fatal Injury (K)	Incapacitating Injury (A)	Minor Injury (B)	Total
Intersection Movement	0	0	7	7
TOTAL	0	0	7	7

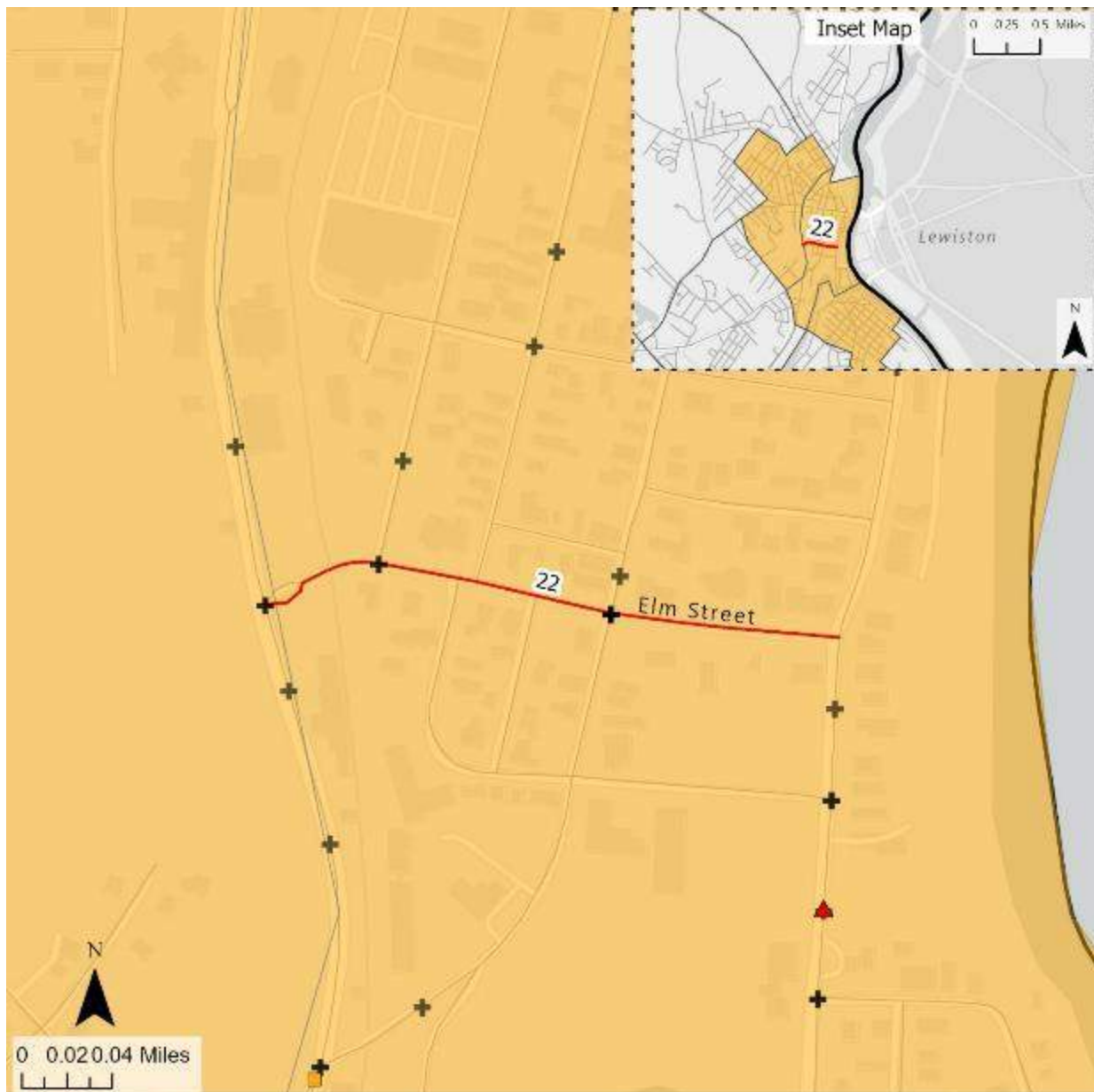


Figure 81: Crash Map for Elm Street (HIN Corridor #22)

Legend

Crash Severity

- ▲ Fatal
- Incapacitating Injury
- ✚ Minor Injury

— High Injury Network (HIN)

— Roads

Disadvantaged Communities Indicator

- Not Disadvantaged
- Transportation Disadvantaged
- ▭ City Boundaries

1. All-Way Stop

The implementation of an all way stop at the intersection of Elm Street with High Street is a countermeasure that may reduce intersection movement collisions⁵⁴. The vertical curve Elm Street westbound may impede the view of oncoming traffic for vehicles stopped on High Street northbound.

2. Shared Lane Pavement Markings

Shared lane pavement markings indicate to both drivers and cyclists that bicyclists may use the entire width of the travel lane. These markings are beneficial in locations that experience bicycle traffic, but don't have enough width to have a formally striped bicycle lane. Elm Street has striped bicycle lanes on the eastern end, between Main Street and High Street. There are no clear bicycle accommodations on Elm Street west of High Street, but the roadway also is not wide enough for a formal bicycle lane. Shared lane pavement markings remind drivers that bicyclists may be in the lane and give bicyclists a safer place to ride.

3. Intersection Improvements

Optimizing yellow change intervals at the intersection of Elm Street with Minot Avenue can significantly reduce the likelihood of red-light running. By extending the duration of yellow lights up to the MaineDOT limit of 4 seconds to better account for vehicle speeds and driver reaction times, overall intersection safety can be enhanced, reducing the risk of crashes. The traffic signal hardware including vehicle detection should be updated to the latest MaineDOT specifications to prevent hardware error.

4. Pedestrian Improvements

To enhance pedestrian safety, implement high-visibility crosswalks at existing and new crosswalks, making them more noticeable to drivers. High-visibility crosswalks use patterns and materials such as inlay or thermoplastic tape that are visible from farther away and during various lighting conditions. In addition to enhanced crosswalks, sidewalks in this corridor need reconstruction. Research shows that well maintained sidewalks can reduce pedestrian crashes by 65-89%, emphasizing the importance of diligent upkeep⁵⁵. Enhancing ADA compliance by installing tactile plates at all sloped intersections will further improve safety and accessibility, ensuring that all individuals can navigate sidewalks safely. Improved sidewalks will contribute significantly to the overall well being of Auburn and foster a more pedestrian friendly city.

⁵⁴<https://safety.fhwa.dot.gov/hsip/hrrr/manual/sec43.cfm#:~:text=Convert%20Minor%20Road%20Stop%20Control%20to>

⁵⁵<https://highways.dot.gov/safety/proven-safety-countermeasures/walkwaysv>

Table 46: Countermeasure Recommendation Locations

#	Site-Specific Location (XY)	Countermeasure	Cost	Source	Timeline
1	44°05'37.4"N 70°13'40.7"W	All-Way Stop	Low	Proven Safety Countermeasures: FHWA	Short
2	Corridor Wide	Shared Lane Pavement Markings	Low	Proven Safety Countermeasures: FHWA	Short
3	44°05'37.6"N 70°13'51.8"W	Intersection Improvements	Low	Proven Safety Countermeasures: FHWA	Short
4	Corridor Wide	Pedestrian Improvements	Medium	Proven Safety Countermeasures: FHWA	Medium

Countermeasure Recommendations - HIN Corridor 23

Corridor Name: Minot Avenue

Corridor Extents: From City Line to Hatch Road

HIN Ranking: #23

Transportation Disadvantaged Census Tract Status: Not in a transportation disadvantaged census tract.

Comments: This corridor is located in census tract 104 which is characterized by being in the 85th percentile for health vulnerability and has 31.27% of the population at or below 200% of the federal poverty line.

Crash Summary Table:

Table 47: Minot Avenue (HIN Corridor #23) Crash Summary Table

Crash Type	Fatal Injury (K)	Incapacitating Injury (A)	Minor Injury (B)	Total
Head-on/Sideswipe	1	0	0	1
Rear End/Sideswipe	0	0	1	1
TOTAL	1	0	1	2

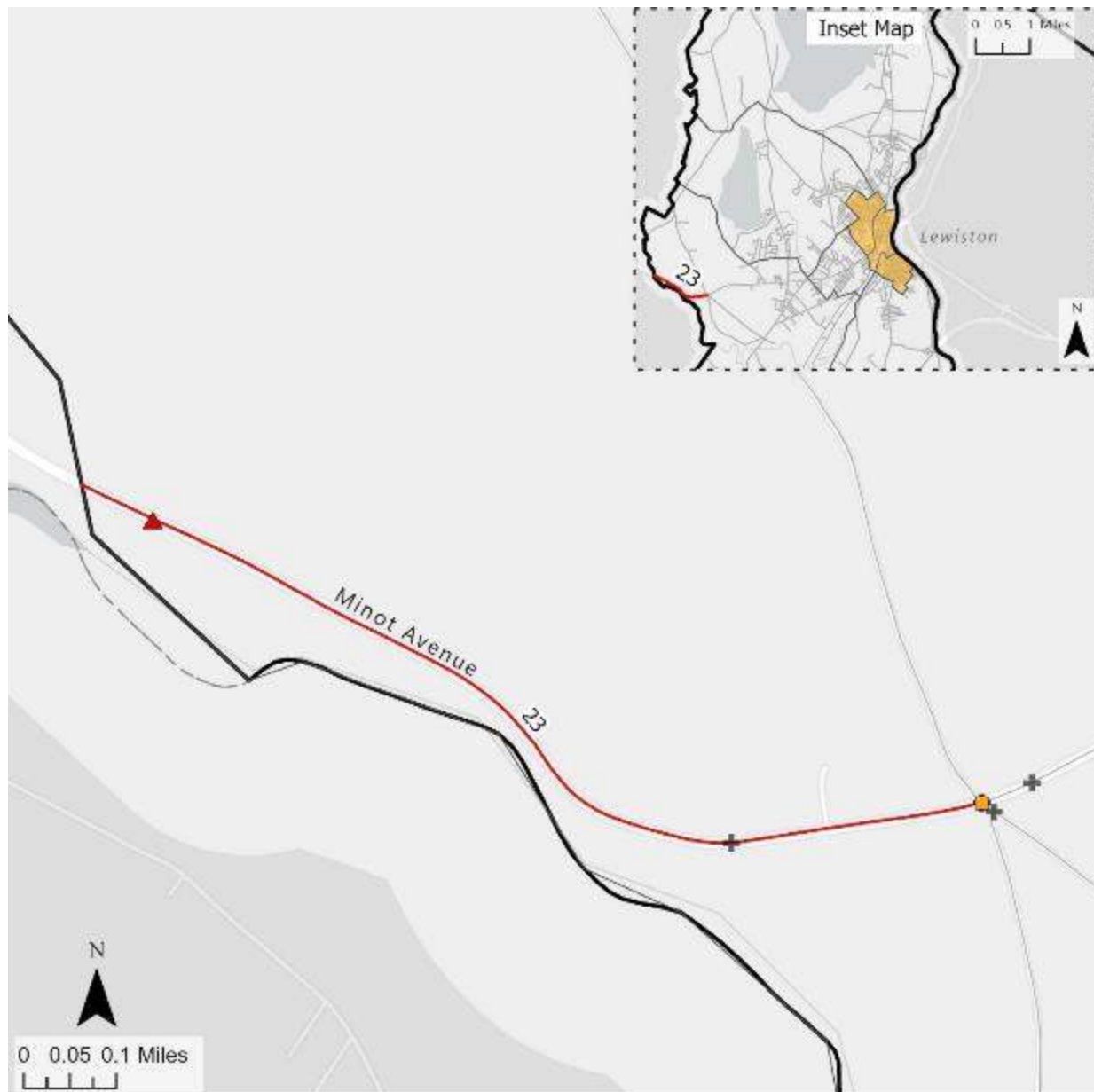


Figure 82: Crash Map for Minot Avenue (HIN Corridor #23)

Legend

Crash Severity

- ▲ Fatal
- Incapacitating Injury
- + Minor Injury

— High Injury Network (HIN)

— Roads

Disadvantaged Communities Indicator

- Not Disadvantaged
- Transportation Disadvantaged
- City Boundaries

1. Access Management

The eastern end of this Minot Avenue corridor is comprised commercial land uses on both sides of the road with several driveways and entrances to access these parcels. Access management techniques are recommended to balance safety and mobility in this area. These practices include managing spacing of intersections and access points and reducing density of driveways by closing, consolidating and/or relocating driveways of adjacent land uses. Limiting movements to right-in/right-out for example and implementing raised medians can also reduce crashes and conflicts. Driveways should be placed on an intersection approach corners instead of receiving corners to reduce the number of crashes expected. Improvements to access management seek to enhance traffic flow and safety for all users of the roadway. Studies have demonstrated that reducing driveway density can result in a safety benefit of a 25-31% reduction in fatal and injury crashes along urban and suburban arterials.

2. Turn Lanes

The recommendation to add turn lanes to Minot Avenue, east of Hatch Road, will notably enhance motorist safety, especially for those attempting left-hand turns. By doing so, this would minimize conflict points with traffic along the corridor. Auxiliary turn lanes provide physical separation between turning traffic that is slowing or stopped and adjacent through traffic. Therefore, while improving the safety for motorists making turns, it will also enhance the overall traffic environment along this high-use corridor.

Table 48: Countermeasure Recommendation Locations

#	Site-Specific Location (XY)	Countermeasure	Cost	Source	Timeline
1	Corridor Wide	Access Management	High	Proven Safety Countermeasures: FHWA	Long
2	44°04'38.4"N 70°17'42.7"W	Turn Lanes	Medium	Proven Safety Countermeasures: FHWA	Medium

Countermeasure Recommendations - HIN Corridor 24

Corridor Name: Jackson Hill Road

Corridor Extents: From City Line to Perkins Ridge Road

HIN Ranking: #24

Transportation Disadvantaged Census Tract Status: Not in a transportation disadvantaged census tract.

Comments: This corridor falls into census tract 415 and 102. Tract 415 is characterized by being in the 75th percentile health vulnerability and has 31.27% of the population at or below 200% of the federal poverty level. Tract 102 is characterized by being in the 66th percentile for annualized disaster losses and has the average household spending 16% of their income on transportation.

Crash Summary Table:

Table 49: Jackson Hill Road (HIN Corridor #24) Crash Summary Table

Crash Type	Fatal Injury (K)	Incapacitating Injury (A)	Minor Injury (B)	Total
Went Off Road	0	1	6	7
TOTAL	0	1	6	7

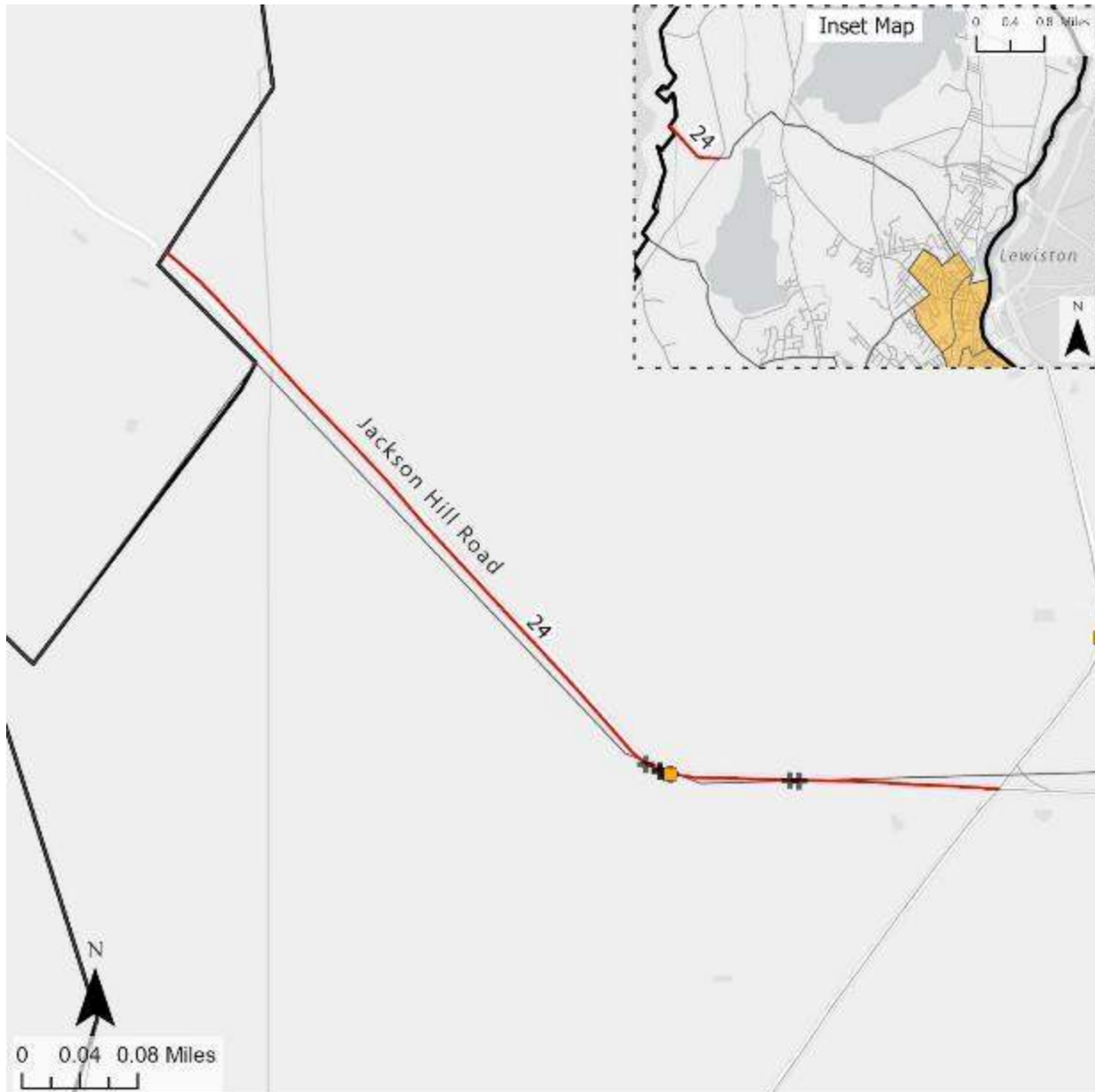


Figure 83: Crash Map for Jackson Hill Road (HIN Corridor #24)

Legend

Crash Severity

- ▲ Fatal
- Incapacitating Injury
- ⊕ Minor Injury

— High Injury Network (HIN)

— Roads

Disadvantaged Communities Indicator

- Not Disadvantaged
- Transportation Disadvantaged
- ▭ City Boundaries

1. Add Edge Lines

The proposed countermeasure of adding edge lines to Jackson Hill Road, stretching from its conjunction with Perkins Ridge Road to the Town Line, will significantly improve safety for both motorists and pedestrians in the area. By clearly demarcating the travel lane from the edge of the road, this safety enhancement will provide better visibility and awareness of travel lane boundaries and alleviate potential confusion or hazardous incidents. This simple modification can play an important role in guiding motorists, helping reduce the risk of roadway departures, improving nighttime visibility, and promoting overall road safety.

2. Transverse Line Markings

Introducing transverse line markings on Jackson Hill Road on the curve beginning approximately 1,000 feet to the east of Perkins Ridge Road, would offer substantial benefits in terms of road safety and speed management. Optical speed bars or speed reduction markings, which are designed as transverse stripes spaced at gradually decreasing distances are remarkably effective at increasing a driver's perception of speed, leading them to instinctively slow down.

Given the speed limit of 40 mph and the narrow nature of Jackson Hill Road which is especially constricted around this curve, incorporating these types of markings would encourage drivers to reduce speed thereby increasing overall safety. Enhancing this road with transverse line markings would significantly contribute to a safer driving environment, especially beneficial due to the large volumes of traffic this road experiences. This addition would also promote more disciplined driving behavior, making Jackson Hill Road a safer thoroughfare for all its users.

3. Enhanced Delineation for Horizontal Curves

Enhanced delineation treatments can alert drivers to upcoming curves and the direction and sharpness of the curves. The curve on Jackson Hill Road beginning approximately 1,000 feet east of Perkins Ridge Road has one warning sign in each direction indicating the direction of the curve, but still has a history of roadway departure crashes. Enhanced delineation treatments include standard or oversized chevron signs along the curve, in-lane curve warning pavement markings, dynamic curve warning signs (including speed radar feedback signs), and retroreflective strips on sign posts. Chevron signs alone have been shown to reduce nighttime crashes by 25% and reduce non-intersection fatal and injury crashes by 16%.

Table 50: Countermeasure Recommendation Locations

#	Site-Specific Location (XY)	Countermeasure	Cost	Source	Timeline
1	Corridor Wide	Edge lines	Low	Proven Safety Countermeasures: FHWA	Short
2	44°07'16.5"N 70°17'28.7"W	Transverse line markings	Low	Proven Safety Countermeasures: FHWA	Short
3	44°07'16.5"N 70°17'28.7"W	Enhanced delineation for horizontal curves	Low	Proven Safety Countermeasures: FHWA	Short

Countermeasure Recommendations - HIN Corridor 25

Corridor Name: Washington Street (US 202)

Corridor Extents: From Hackett Road to Pierce Street

HIN Ranking: #25

Transportation Disadvantaged Census Tract Status: This corridor is slightly in census tract 101 which is transportation disadvantaged.

Comments: Most of the corridor falls into census tract 104, which is characterized by being in the 75th percentile for transportation insecurity and has the median average household spending 15.69% of their income on transportation. Tract 101 is characterized by being in the 96th percentile for social vulnerability and 81st percentile for environmental burden, with 62.36% of the population at or below 200% of the federal poverty line, and the average population spends 47.06% of their income on transportation.

Crash Summary Table:

Table 51: Washington Street (HIN Corridor #25) Crash Summary Table

Crash Type	Fatal Injury (K)	Incapacitating Injury (A)	Minor Injury (B)	Total
Intersection Movement	0	2	0	2
Jackknife/Rollover	0	0	1	1
Rear End/Sideswipe	1	0	4	5
Went Off Road	0	1	2	3
TOTAL	1	3	7	11

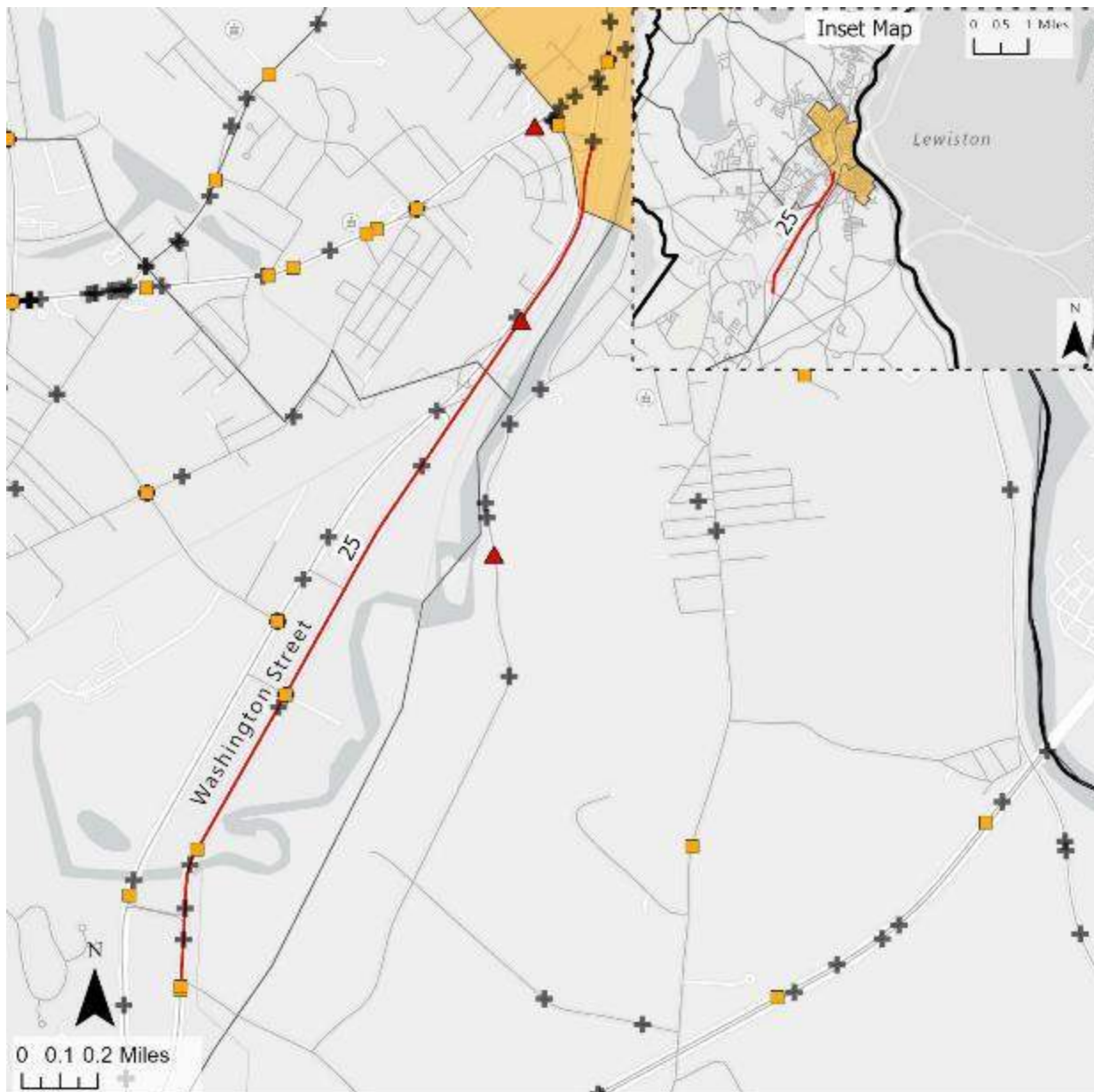


Figure 84: Crash Map for Washington Street (HIN Corridor #25)

Legend

Crash Severity

- ▲ Fatal
- Incapacitating Injury
- + Minor Injury

— High Injury Network (HIN)

— Roads

Disadvantaged Communities Indicator

- Not Disadvantaged
- Transportation Disadvantaged
- City Boundaries

1. Speed Management

The speeds of vehicles along the Washington Street corridor are a concern. Speed feedback signs (also known as a driver feedback sign or variable message sign) are one recommended approach to manage speed. Speed feedback signs display the speed of an approaching vehicle and make drivers more aware of their speed in comparison to the posted speed. The posted speed limit on the corridor just south of the Androscoggin River is 50 mph while it is 45 mph on the northern portion of the segment. Speed feedback signs are effective at encouraging speed limit compliance. It is recommended to implement a speed feedback sign north of the Androscoggin River bridge. This placement would help notify drivers that the speed limit is reduced to 45 mph. Studies indicate speed feedback signs can reduce the mean and 85th percentile speeds. Speed feedback signs are effective when coupled with enforcement. A study is ongoing along this corridor looking at turning Washington Street North and South into two-way traffic roads. Where this corridor would act as the typical street having slower traffic and pedestrian access and Washington Street South would see higher speeds for through traffic mobility.

2. Wider Edge Lines

The proposed countermeasure of widening edge lines on Washington Street, will significantly improve safety for motorists in the area. By clearly demarcating the travel lane from the edge of the road, this safety enhancement will provide better visibility and awareness of travel lane boundaries and alleviate potential confusion or hazardous incidents. This simple modification can play an important role in guiding motorists, helping reduce the risk of roadway departures, improving nighttime visibility, and promoting overall road safety.

3. Deer Crossing Signage

Implementing deer crossing warning signs along this corridor may alert drivers to a high deer population and reduce deer collisions. There have been multiple deer collisions in this segment in recent years and bringing attention to the high deer crossing area may increase drivers awareness, thus reducing collisions.

4. Lighting Enhancements

Improving lighting within this segment of Washington Street can further increase safety, especially in dark or inclement weather conditions. Lighting improves a drivers ability to see deer on the edge of the roadway as well as vehicles exiting driveways or intersections.

5. Enhanced Signage

This segment of Washington Street is one way with two lanes. The proposed countermeasure of adding additional reverse direction signs with arrows will help guide drivers to the left lane in advance of their turn, reducing sudden lane changes and increasing safety.

Table 52: Countermeasure Recommendation Locations

#	Site-Specific Location (XY)	Countermeasure	Cost	Source	Timeline
1	Corridor Wide	Speed Management	Medium	Proven Safety Countermeasures: FHWA	Medium
2	Corridor Wide	Wider Edge Lines	Low	Proven Safety Countermeasures: FHWA	Short
3	Corridor Wide	Deer Crossing Signage	Low	Proven Safety Countermeasures: FHWA	Short
4	Corridor Wide	Lighting Enhancements	Medium	Proven Safety Countermeasures: FHWA	Medium
5	Corridor Wide	Enhanced Signage	Low	Proven Safety Countermeasures: FHWA	Short

APPENDIX THREE

CRASH DATA BREAKDOWN

Crashes by Type and Level of Severity

Crash Severity			Number of Crashes		Percent of Total							
Fatal Injury (K)			21		0.25%							
Suspected Serious Injury (A)			105		1.24%							
Suspected Minor Injury (B)			451		5.32%							
Possible Injury (C)			1,586		18.72%							
No Apparent Injury (O)			6,309		74.47%							
Total			8,472		100.00%							
KAB Severity Crashes			577		6.81%		K	A	B	C	O	Total
Manner of Collision	Animal		547		6.46%				4	16	527	547
	Bicycle		58		0.68%			3	17	34	4	58
	Fire		32		0.38%						32	32
	Head-on/Sideswipe		176		2.08%		3	11	19	48	95	176
	Intersection Movement		2,234		26.37%		5	28	146	527	1,528	2,234
	Rollover		30		0.35%			1	3	7	19	30
	Other		205		2.42%			8	18	20	159	205
	Pedestrians		69		0.81%		5	10	12	36	6	69
	Rear End/Sideswipe		3,577		42.22%		3	18	95	618	2,843	3,577
	Went off Road		1,544		18.22%		5	26	137	280	1,096	1,544

Roadway Contributing Factors

Year	Manner of Collision									Surface					Severity					Total
	Animal	Bicycle	Fire	Head-on/Sideswipe	Intersection Movement	Other	Pedestrians	Rear End/Sideswipe	Went off Road	Dry	Wet	Snowy	Icy	Other/Unknown	K: Fatal	A: Suspected Serious Injury	B: Suspected Minor Injury	C: Possible Injury	O: No Apparent Injury	
2014	37	7	2	13	197	16	6	334	150	506	113	99	44	4	0	8	35	142	581	766
2015	31	6	2	17	239	21	5	352	148	559	103	126	34	3	0	10	59	165	591	825
2016	55	9	4	20	208	13	3	341	158	585	100	100	27	5	0	15	35	173	594	817
2017	38	7	4	21	253	24	10	458	133	655	139	133	26	2	5	5	38	182	725	955
2018	49	4	2	13	221	22	10	380	140	605	117	96	21	5	1	13	33	152	645	844
2019	70	7	4	20	224	25	5	398	180	646	136	119	35	2	2	8	41	177	710	938
2020	48	4	4	18	187	27	2	265	150	518	92	76	18	2	4	7	46	138	511	706
2021	77	2	4	18	224	17	6	360	166	694	117	49	13	1	3	14	49	162	646	874
2022	66	3	3	14	220	18	8	335	158	636	99	68	20	2	1	17	36	149	622	825
2023	76	9	3	22	261	22	14	354	161	687	152	66	15	2	5	8	79	146	684	922
Total	547	58	32	176	2,234	205	69	3,577	1,544	6,091	1,168	932	253	28	21	105	451	1,586	6,309	8,472

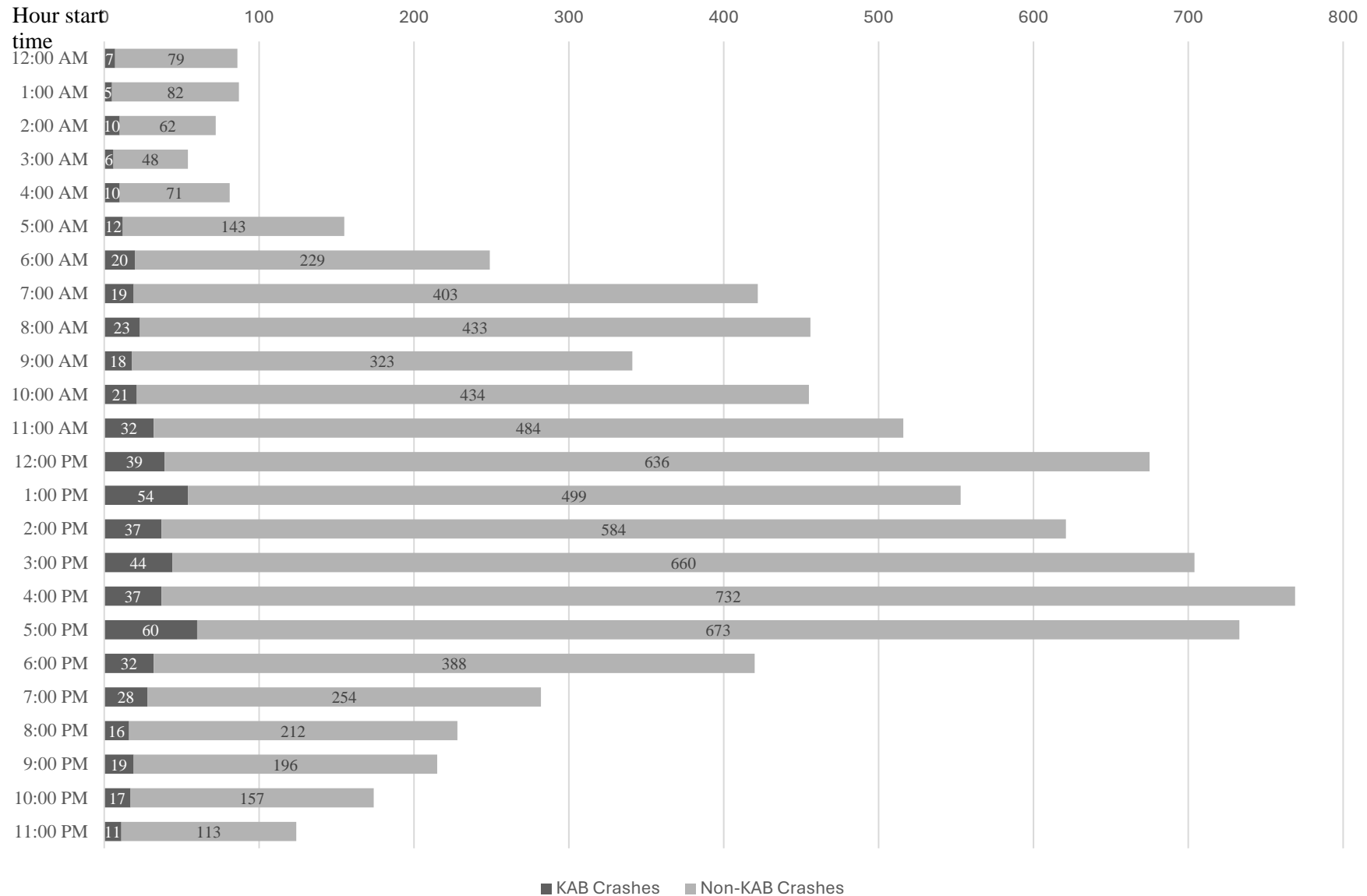
Roadway Contributing Factors Continued

Year	Time of Day			Lighting			Weather					Total
	AM Peak (7am – 10am)	PM Peak (4pm – 7pm)	Off-Peak	Daylight	Dawn/ Dusk	Darkness	Cloudy/Clear	Fog/Mist	Rain/Freezing Rain/Hail	Snow	Other	
2014	118	150	498	555	27	184	595	2	103	66	0	766
2015	123	189	513	603	37	185	690	3	72	59	1	825
2016	122	194	501	585	32	200	663	2	76	75	1	817
2017	140	227	588	694	39	222	781	6	79	89	0	955
2018	127	172	545	620	36	188	696	4	76	68	0	844
2019	161	205	572	663	37	238	752	3	88	93	2	938
2020	94	172	440	504	34	168	575	7	66	58	0	706
2021	107	205	562	595	33	246	764	4	72	34	0	874
2022	105	199	521	556	52	217	710	10	64	41	0	825
2023	122	209	591	628	44	250	761	5	93	62	1	922
Total	1,219	1,922	5,331	6,003	371	2,098	6,987	46	789	645	5	8,472

Crashes by Time of Day

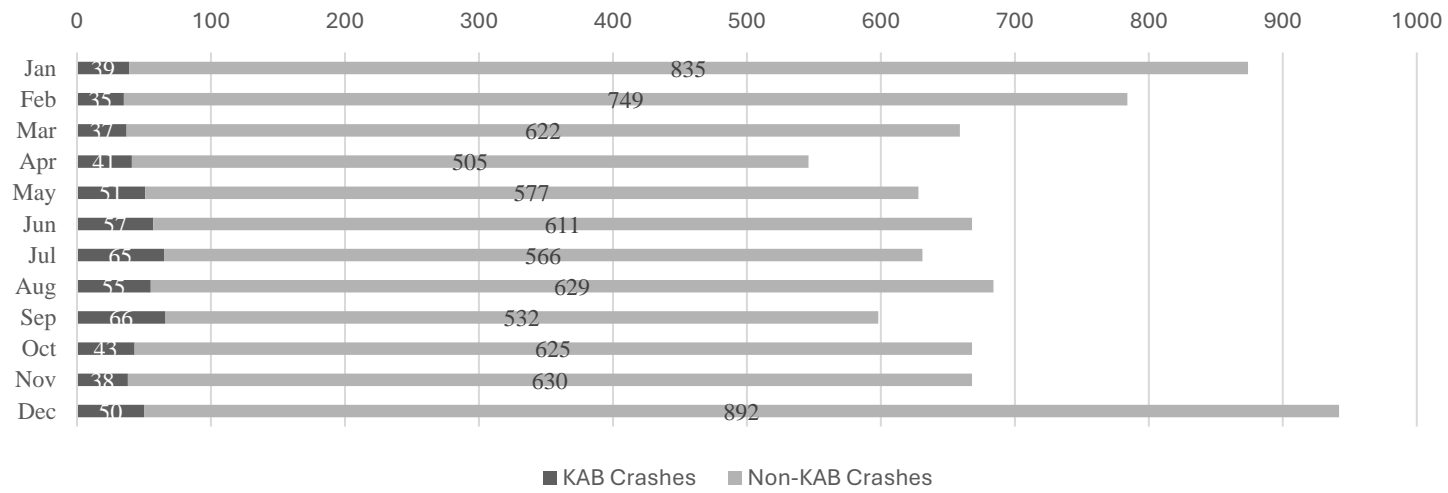
Crash Hour	Number of KAB Crashes	Percent of Total KAB Crashes	Number of Crashes	Percent of Total
12:00 AM to 1:00 AM	7	1%	86	1%
1:00 AM to 2:00 AM	5	1%	87	1%
2:00 AM to 3:00 AM	10	2%	72	1%
3:00 AM to 4:00 AM	6	1%	54	1%
4:00 AM to 5:00 AM	10	2%	81	1%
5:00 AM to 6:00 AM	12	2%	155	2%
6:00 AM to 7:00 AM	20	3%	249	3%
7:00AM to 8:00 AM	19	3%	422	5%
8:00 AM to 9:00 AM	23	4%	456	5%
9:00 AM to 10:00 AM	18	3%	341	4%
10:00 AM to 11:00 AM	21	4%	455	5%
11:00 AM to 12:00 PM	32	6%	516	6%
12:00 PM to 1:00 PM	39	7%	675	8%
1:00 PM to 2:00 PM	54	9%	553	7%
2:00 PM to 3:00 PM	37	6%	621	7%
3:00 PM to 4:00 PM	44	8%	704	8%
4:00 PM to 5:00 PM	37	6%	769	9%
5:00 PM to 6:00 PM	60	10%	733	9%
6:00 PM to 7:00 PM	32	6%	420	5%
7:00 PM to 8:00 PM	28	5%	282	3%
8:00 PM to 9:00 PM	16	3%	228	3%
9:00 PM to 10:00 PM	19	3%	215	3%
10:00 PM to 11:00 PM	17	3%	174	2%
11:00 PM to 12:00 AM	11	2%	124	1%
Total	577	100%	8,472	100%

Crashes by Time of Day



Crashes by Month

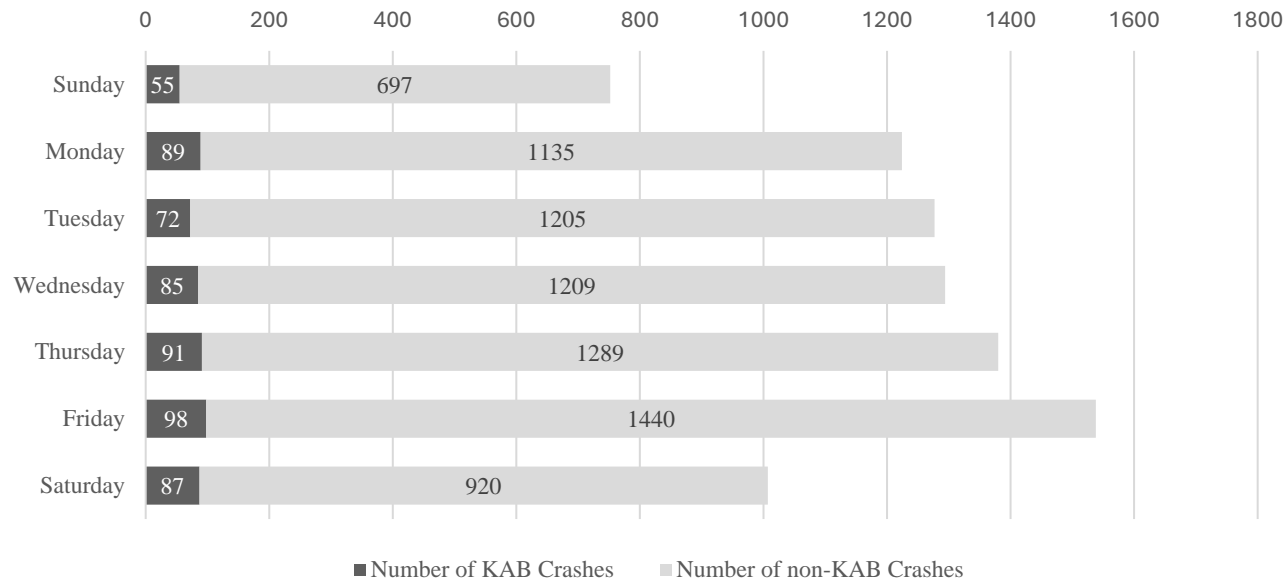
Crash Month	Number of KAB Crashes	Percent of Total KAB Crashes	Number of Crashes	Percent of Total
January	39	7%	874	10%
February	35	6%	784	9%
March	37	6%	659	8%
April	41	7%	546	6%
May	51	9%	628	7%
June	57	10%	668	8%
July	65	11%	631	7%
August	55	10%	684	8%
September	66	11%	598	7%
October	43	7%	668	8%
November	38	7%	790	9%
December	50	9%	942	11%
Total	577	100%	8,472	100%



Crashes by Day of Week

Friday accounts for the highest share of crashes (all severities) and the highest share of KAB level injuries.

Day of the Week	KAB Crashes	KAB Percent of Total (%)	All Crashes	Percent of Total (%)
Sunday	55	10	752	9
Monday	89	15	1,224	14
Tuesday	72	12	1,277	15
Wednesday	85	15	1,294	15
Thursday	91	16	1,380	16
Friday	98	17	1,538	18
Saturday	87	15	1,007	12
Total	577	100	8,472	100



Crashes by Speed Limit

Posted Speed Limit	Fatal Injury	Suspected Serious Injury	Suspected Minor Injury	Possible Injury	No Apparent Injury	Total KAB Crashes	Total Crashes
0 or Null*	6	47	194	879	2893	247	4019
25	3	7	43	166	948	53	1167
30	0	4	8	23	135	12	170
35	4	12	100	238	1117	116	1471
40	3	9	19	59	184	31	274
45	3	11	38	125	475	52	652
50	0	7	13	30	153	20	203
55	2	3	8	28	96	13	137
65	0	5	28	38	308	33	379
Total	21	105	451	1586	6309	577	8472

*0 or Null encapsulates crashes where speed limit is unknown, or not reported in the crash record.

Crashes by Location

Location	Fatal Injury (K)	Suspected Serious Injury (A)	Suspected Minor Injury (B)	Possible Injury (C)	No Apparent Injury (O)	Total KAB Crashes	Total
Bridges	0	3	3	20	50	6	76
Cross Over	0	0	0	0	1	0	1
Curved Road	2	10	55	120	397	67	584
Driveways	2	14	73	249	909	89	1,247
Five or More Leg Intersection	0	1	2	4	34	3	41
Four Leg Intersection	3	26	105	519	1,580	134	2,233
Interchanges	0	1	4	16	71	5	92
Other	0	1	3	0	14	4	18
Parking Lot	0	0	1	0	0	1	1
Railroad Crossing	0	0	1	0	11	1	12
Straight Road	11	31	130	333	2,081	172	2,586
Three Leg Intersection	3	18	72	315	1,089	93	1,497
Traffic Circle/Roundabout	0	0	2	10	72	2	84
Total	21	105	451	1,586	6,309	577	8,472

Pedestrian Crashes by Location

Location	Fatal Injury (K)	Suspected Serious Injury (A)	Suspected Minor Injury (B)	Possible Injury (C)	No Apparent Injury (O)	Total KAB	Total
Curved Road	0	0	0	1	0	0	1
Driveways	0	1	1	7	1	2	10
Four Leg Intersection	1	4	3	16	5	8	29
Straight Road	4	3	5	12	1	12	25
Three Leg Intersection	0	2	4	3	0	6	9
Traffic Circle/Roundabout	0	0	0	1	0	0	1
Total	5	10	13	40	7	28	75

Pedestrian Crashes by Light Condition

Light Condition	Fatal Injury (K)	Suspected Serious Injury (A)	Suspected Minor Injury (B)	Possible Injury (C)	No Apparent Injury (O)	Total KAB	Total
Dark - Lighted	2	2	3	8	0	7	15
Dark - Not Lighted	0	0	3	7	1	3	11
Dawn	0	0	0	0	1	0	1
Daylight	3	6	7	24	5	16	45
Dusk	0	2	0	1	0	2	3
Total	5	10	13	40	7	28	75

Bicycle Involved Crashes by Location

Location	Fatal Injury (K)	Suspected Serious Injury (A)	Suspected Minor Injury (B)	Possible Injury (C)	No Apparent Injury (O)	Total KAB	Total
Curved Road	0	0	1	0	0	1	1
Driveways	0	1	7	10	2	8	20
Four Leg Intersection	0	2	3	11	2	5	18
Straight Road	0	0	1	3	0	1	4
Three Leg Intersection	0	0	6	10	0	6	16
Traffic Circle/Roundabout	0	0	0	1	0	0	1
Total	0	3	18	35	4	21	60

Bicycle Involved Crashes by Light Condition

Light Condition	Fatal Injury (K)	Suspected Serious Injury (A)	Suspected Minor Injury (B)	Possible Injury (C)	No Apparent Injury (O)	Total KAB	Total
Dark - Lighted	0	0	1	0	1	1	2
Dark - Not Lighted	0	0	0	2	0	0	2
Dawn	0	0	0	2	0	0	2
Daylight	0	3	17	30	3	20	53
Dusk	0	0	0	1	0	0	1
Total	0	3	18	35	4	21	60

Occupant Protection in Crashes by Age

Age	Occupant Wearing Seat Belt	Occupant Not Wearing Seat Belt	Total
<i>15 yrs or younger</i>	1513	113	1626
<i>16-24 yrs</i>	3717	38	3755
<i>25-34 yrs</i>	4005	18	4023
<i>35-44 yrs</i>	3556	13	3569
<i>45-54 yrs</i>	3410	8	3418
<i>55-64 yrs</i>	2879	6	2885
<i>65 or older</i>	2745	6	2751
Unknown	87	23	110
Total	21912	225	22137

Driver Speeding in Crashes by Age

Age	Not Speeding	Speeding	Total
<i>15 yrs or younger</i>	16	1	17
<i>16-24 yrs</i>	2287	259	2546
<i>25-34 yrs</i>	2583	219	2802
<i>35-44 yrs</i>	2136	133	2269
<i>45-54 yrs</i>	1921	71	1992
<i>55-64 yrs</i>	1786	57	1843
<i>65 or older</i>	1771	20	1791
Unknown	12		12
Total	12512	760	13272

Demographics of Respondents

Race	Female	Male	Other	Total
Asian	37	47	0	84
Black	249	523	0	772
Blank	1	1	13	15
Indigenous	4	2	0	6
Pacific Islander	2	4	0	6
Unknown	150	194	0	344
White	5292	6753	0	12045
Grand Total	5735	7524	13	13272



ORDER 43-05052025

City Council Order

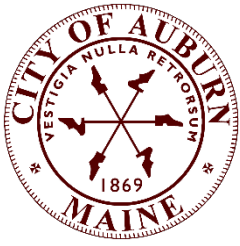
IN CITY COUNCIL

Ordered, that the Auburn City Council accept the attached Safe Streets For All Report and Safety Action Plan (SS4A) dated 2024 to be used as a guide for transportation improvements and future grant applications.

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

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

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



**City of Auburn
City Council Information Sheet**

Council Workshop or Meeting Date: May 5, 2025

RESOLVE 02-05052025

Author: Eric J. Cousens, Director of Public Services

Subject: Vision Zero Resolve (Renewal/Extension) to 2040

Background: The city adopted a vision zero resolve in 2022, prior to having the SS4A Safety action plan that the Council received at a workshop last month and is being asked to formally accept at tonight's meeting. That report combined with the updated vision zero resolve states Auburn's intent to work towards making our roads safer with a deliberate effort to target improvements that reduce severe injuries or deaths on our roadways. This resolve incorporates information from the SS4A report to show Auburn specific crash data and establish a baseline to measure progress over time. The report and the resolve will be used as a guide to evaluate priorities and to support applications for State and Federal funding for roadway improvements.

City Budgetary Impacts: Existing Staff Time.

Staff Recommended Action: Vote to adopt the Vision zero resolve 2040.

Previous Meetings and History: None

City Manager Comments:

Signature:

A handwritten signature in cursive script, reading "Phillip Crowell Jr.", is written over a horizontal line.

Attachments: Vision Zero Resolve with updated information from SS4A Report.



City Council Resolve

IN CITY COUNCIL

Resolved, to establish a Vision Zero Policy to eliminate traffic-related deaths and serious injuries on the City of Auburn's streets by 2040.

WHEREAS, one death or serious injury on our streets is one too many; and

WHEREAS, crashes resulting in fatalities and life-altering injuries are not inevitable, but largely preventable through safer street design, appropriate speed management, education, enforcement, and community engagement; and

WHEREAS, the City of Auburn is committed to protecting the safety, health, and welfare of all residents and visitors and to creating a transportation system that ensures equitable access and opportunity for all users, regardless of age, ability, income, or mode of travel; and

WHEREAS, the City of Auburn's goal to promote active transportation such as walking, biking, and transit relies on the development of a safe, accessible, and inclusive public right-of-way; and

WHEREAS, vulnerable road users including children, seniors, pedestrians, unhoused persons, cyclists, and individuals with disabilities face the highest risk of serious injury or death on our streets; and

WHEREAS, national and local data show that traffic fatalities are disproportionately concentrated in underserved neighborhoods and that the burden of unsafe streets is not equally shared; and

WHEREAS, Auburn has demonstrated its commitment to safer and more connected mobility through investments in Complete Streets policies, traffic calming projects, Safe Routes to School programs, SS4A Planning, and infrastructure upgrades; and

WHEREAS, between 2015 and 2024, crashes on Auburn's streets resulted in 21 fatal crashes and 556 serious injuries to motorists, pedestrians, and bicyclists, representing a public health and safety crisis that requires coordinated, systemic action; and

WHEREAS, emerging technologies, data analytics, and best practices in urban planning offer new tools to prevent serious crashes and improve safety outcomes; and

WHEREAS, a Vision Zero approach requires a shift in thinking — recognizing that human error is inevitable, and that the transportation system should be designed with redundancy through the Safe System Approach to ensure that these errors do not result in death or severe injury; and



City Council Resolve

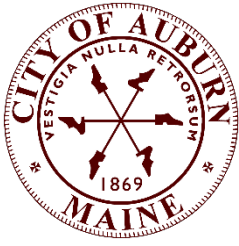
WHEREAS, implementing a Vision Zero policy will require collaboration between the City's Engineering Division, Planning and Code Department, Police Department, Public Services, Schools, City Council, MaineDOT, Androscoggin Transportation Resource Center (ATRC), community organizations, and residents; and

WHEREAS, Auburn joins a growing list of cities nationwide, including Portland and South Portland, in adopting Vision Zero principles to eliminate traffic-related fatalities and serious injuries;

NOW, THEREFORE, BE IT RESOLVED by the **City Council of the City of Auburn, Maine**, that:

1. **The City of Auburn commits to a Vision Zero goal of eliminating traffic-related deaths and serious injuries on city streets by 2040.**
2. **The City will endorse the Safety Action Plan** as a guide that:
 - a. Is a data-driven analysis of traffic fatalities and serious injuries;
 - b. Identifies high-crash locations and contributing risk factors;
 - c. Identifies strategies to address a safe system approach for Safe Road Users, Safe Vehicles, Safe Speeds, Safe Roads, and Post-Crash Care;
 - d. Includes community engagement and participation efforts to prioritize equitable and inclusive input;
 - e. Focuses on protecting the most vulnerable street users.
3. **The City of Auburn shall collaborate with local, regional, and state partners**, including: MaineDOT, Androscoggin County, ATRC, and Lewiston, and local schools and hospitals to align efforts and maximize the impact of Vision Zero strategies.
4. **The City of Auburn recognizes that speed is a critical factor in crash survivability** and shall consider the adoption of context-sensitive speed limits, traffic calming measures, and street redesigns to manage vehicle speeds and enhance safety.
5. **Progress toward Vision Zero goals shall be measured** through publicly available reports including implementation status of key initiatives.
6. **The City acknowledges that achieving Vision Zero will require ongoing commitment, resources, and public support**, and pledges to prioritize safety in all transportation-related planning, funding, and policy decisions.

BE IT FURTHER RESOLVED, that the **City Council affirms this resolution as a moral and strategic commitment to protect life and promote a safe, healthy, and connected Auburn for all.**



**City of Auburn
City Council Information Sheet**

Council Workshop or Meeting Date: May 5, 2025

ORDER 44-05052025

Author: Emily F. Carrington, City Clerk

Subject: Nominations for Androscoggin County Budget Committee caucus

Information: The Androscoggin County Commissioners are holding the Budget Caucus on May 21, 2025 to nominate Budget Committee members. From this caucus, municipal officers will later receive a ballot and shall vote, as a board, for two budget committee members for County Commission Districts 5 and 6. Municipal officers must vote for at least one candidate who is a municipal official.

The 2023/2024/2025 District 6 representatives were Councilor Leroy Walker and resident Larry Pelletier, and the District 5 representatives were City Manager Phil Crowell and resident Gordon Bell. (Assistant City Manager Denis D'Auteuil was later voted as an alternate member.)

Municipal officials within CC District 5: Mayor Harmon, City Manager Phil Crowell, Councilor Milks, Councilor Whiting, Councilor Weisner, Councilor Platz, Councilor Cowan

Municipal officials within CC District 6: Councilor Gerry, Councilor Walker

City Budgetary Impacts: N/A

Staff Recommended Action: Select eligible members from CC Districts 5 and 6 to be nominated to serve as budget committee members.

Previous Meetings and History: N/A

City Manager Comments:

I concur with the recommendation. Signature:

Attachments:

ORDER

ANDROSCOGGIN COUNTY

COMMISSIONERS

Andrew Lewis, Chair
Jane Pentheny, Vice-Chair
Shukri Abdirahman
Roland Poirier
Brian Ames
Garrett Mason
Sally Christner



COUNTY

ADMINISTRATOR

Jeff Chute
Androscoggin County
2 Turner Street
Auburn, ME 04210
Tel. No. (207) 753-2500
Fax No. (207) 782-5367

April 17, 2025

To: Municipal Officers of Androscoggin County
From: Office of County Commissioners

Greetings:

As required in the Androscoggin County Charter, it is again time to caucus for the purpose of nominating Budget Committee members. All municipal officers are required to meet at the Androscoggin County building on Wednesday, May 21, 2025 at 6:00 p.m. for the purpose of nominating two residents of your commissioner's district for the County Budget Committee. At least one of the candidates must be a municipal official as defined in 30-A MRSA Section §722 (2). Nominations shall be received from the floor and require a majority vote of those municipal officers present to be approved.

We are looking forward to having full Budget Committee participation from each district and realize the importance of choosing members who understand their role as Budget Committee members. To achieve this, information describing the Budget Committee process is attached. Also note that in general, the members will be required to attend two very short meetings (the first and the last) and three longer meetings which may last from 2-3 hours each. Attendance is important to reject or modify any line item by the affirmative vote of 11 of its members. Again, we look forward to working with you. Please call if you have any questions or concerns.

Sincerely,

Jeff Chute, County Administrator

Budget Committee Information
Androscoggin County Charter

5.5 Budget Committee

5.5.1 General Procedures: The Board shall submit its proposed budget to the Budget Committee in a timely fashion and, in no event, later than 90 days prior to the beginning of the fiscal year. The Board shall provide the Committee with necessary clerical assistance, office expenses, and with meeting space, as well as access to County files and information needed to carry out its functions. Requests for such assistance shall be channeled through the County Administrator.

5.5.2 First Meeting of the Budget Committee: On the call of the Board, the Budget Committee shall, after public notice, hold a meeting at the County Building or at such other location as is designated in the call, at least 90 days prior to the commencement of the fiscal year. All meetings of the Budget Committee shall be open to the public except that the Budget Committee may hold executive sessions where permitted by 1 M.R.S.A. § 405 (the Freedom of Access Law). The Committee shall elect a chairperson from its membership and may also appoint such other officers as it may deem necessary. The Budget Committee may create such sub-committees as may be necessary to effectively perform its duties. A majority of the entire membership of the Budget Committee shall constitute a quorum.

The Budget Committee shall have the authority to reject or modify any line item in the budget by the affirmative vote of 11 of its members. The Budget Committee's proposed budget shall include proposed salaries and benefits for elected officials.

5.5.3 Submission of Proposed Budget to Board: When the Budget Committee has completed its deliberations, it shall hold a public hearing to present its proposed budget not less than 30 days before the beginning of the fiscal year. Notice of the hearing must be given in all newspapers of general circulation within the County at least 10 days before the hearing. Written notice of the hearing and a copy of the proposed budget shall also be sent by regular or electronic mail or delivered in person to each of the municipal clerks in the county who shall be responsible for notifying the municipal officials in their municipalities of the proposed budget as well as the date and time of the budget hearing. After the public hearing, the Budget Committee shall approve a final proposed budget and transmit the same to the Board for its approval.

5.5.4 Adoption of Budget; Tax Levy: The Board has the authority to modify the proposed budget and the authority to adopt the final budget for the County. The Board shall act on the proposed budget in a timely fashion and, in any event, shall vote to adopt the final budget not later than 15 days prior to the end of the fiscal year. The budget as adopted shall be the final authorization for the assessment of county taxes which shall be apportioned and collected in accordance with 30-A M.R.S.A. § 706. A copy of the final approved budget shall be filed with the State Auditor as provided by law.

5.5.5 Membership: There shall be two Budget Committee members from each district whose terms will begin 120 days prior to the beginning of the fiscal year. A Budget Committee vacancy will occur when a representative no longer qualifies for membership.

5.5.5.1 Nominating Caucus: The Board shall notify all municipal officers in the County to caucus by County Commissioner District at a specified date, time, and place for the purpose of nominating two residents of the district of voting age as candidates for the County Budget Committee. At least one of the persons nominated must be a municipal official as defined in 30-A M.R.S.A. § 722(2). A County Commissioner shall serve as the nonvoting moderator for his or

her district caucus. Nominations shall be received from the floor and require a majority vote of those present to be approved. The names of those duly nominated shall be recorded and forwarded to the Board to be placed on a written ballot.

5.5.5.2 The Board shall have written ballots printed with the names of those candidates selected in each County Commissioner District. Each Commissioner District shall require a separate ballot and each ballot shall specify each candidate's full name and municipality. The Board shall distribute the appropriate ballots to each municipality within a Commissioner District. The municipal officers shall vote, as a board, for two Budget Committee members from the candidates on the ballot. The municipal officers must vote for at least one candidate who is a municipal official. After voting, the municipal officers shall return the ballot to the Board by a certain date.

5.5.5.3 The ballots shall be counted at a regular meeting of the Board. Each municipality's vote shall be weighted according to the formula set out in appendix B to this Charter to ensure that each municipality's vote reflects its proportion of the Commissioner District's total population. The candidate with the highest vote total and who is a municipal official and the candidate with the otherwise highest vote total are elected to membership on the County Budget Committee for each district. The Board shall:

Section - Notify each municipality, in writing, of the election results;

Section - Certify the results to the Secretary of State.

5.5.5.4 Appendices: The appendices are not part of the Charter itself and shall be amended after each decennial census to reflect any changes in the Commissioner District boundary descriptions or apportionment figures made necessary by changes in population. The multipliers shall be adjusted after each decennial census.

5.5.5.5 Term of Office: The term of office for Budget Committee members is three years.

5.5.5.6 Term Limits: No member of the Budget Committee shall serve more than three consecutive terms.

5.5.5.7 Vacancies: A vacancy occurring on the Budget Committee must be filled by the Committee for the balance of the unexpired term. The person appointed to fill the vacant office must be from the same municipality and district as the person vacating the office.

5.5.5.8 Expenses: Members shall serve without compensation but shall be reimbursed from the county treasury for expenses lawfully incurred by them in the performance of their duties.

Title 30-A: MUNICIPALITIES AND COUNTIES

Part 1: COUNTIES

Chapter 3: COUNTY BUDGET AND FINANCES

Subchapter 1: TAX ASSESSMENT AND BUDGET PROCESS

Article 2: ANDROSCOGGIN COUNTY BUDGET COMMITTEE

§723

§722. Definitions

2. Municipal officials. "Municipal officials" means the mayor, aldermen, councillors or manager of a city and the members of the select board, councillors or manager of a town located in Androscoggin County.



ORDER 44-05052025

City Council Order

IN CITY COUNCIL

ORDERED, that the following be nominated at the May 21, 2025 Androscoggin County budget caucus to serve on the Budget Committee:

Timothy Macleod (representing CC District 5)

Councilor Richard Whiting (representing CC District 5)

Albert Bergen (representing CC District 6)

Councilor Leroy Walker (representing CC District 6)

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

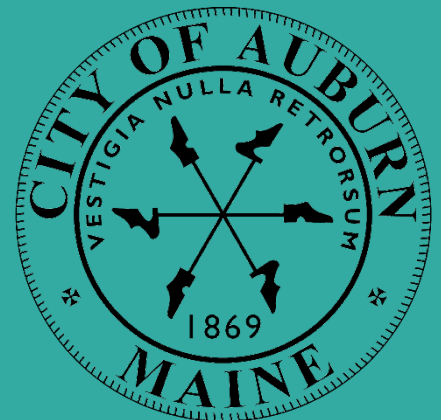
Timothy M. Cowan, Ward Two
Leroy G. Walker, Sr., Ward Five
Jeffrey D. Harmon, Mayor

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

Monthly Financial Report

March 2025 - Fiscal Year 2025

Authored by: Kelsey Earle



To: Honorable Mayor, Members of the City Council and City Manager
Subject: Financial Report for the Month Ending March 31, 2025

I respectfully submit the financial summaries of the revenue and expenditure activities for the City during the month ending March 31, 2025.

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 in comparison for the School Department. As a guideline for comparison purposes, individual line items can vary based upon cyclical activity. As such, comparisons are made based upon previous years of activity as noted.

General Fund Highlights

Revenues

Total revenues collected through March 2025 were **\$101.5M** or **81.0%** of budgeted general fund revenue, as compared to 90.5% of actual revenues through March 2024.

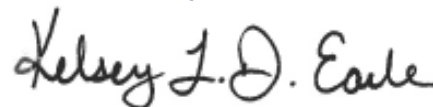
- Most departments are on track with budgeted revenues, largest difference is in Education. As stated above, this report does not attempt to explain variances in comparison for the School Department, however if there are questions I can obtain the information to share.

Expenditures

Expenditures through March 2025 were **\$73.2M** or **61.9%** of the budget, as compared to 73.8% of actual expenditures through March 2024.

- Overall, with budgeting closer to actuals and continuing to implement efficiencies, all departments are operating at expected or better expenditure levels for this time of year.

Respectfully submitted,



Kelsey L. D. Earle
Finance Director

BALANCE SHEET FOR 2025 9 (March)

FUND: 1000 General Fund			NET CHANGE FOR PERIOD	ACCOUNT BALANCE
ASSETS				
TOTAL ASSETS			-836,061.99	52,766,051.79
LIABILITIES				
TOTAL LIABILITIES			21,659,534.64	-2,679,809.36
FUND BALANCE				
1000	037000	Ctrl Total - Encumbrances	-243,535.99	2,310,481.17
1000	037100	Assinged Fund Balance	.00	-1,951,394.00
1000	037102	Nonspendable Fund Balance	.00	-689,263.00
1000	037103	Restricted Fund Balance	.00	-2,309,553.00
1000	037104	Unassigned Fund Balance	.00	-17,430,267.57
1000	037105	FB RESTRICTED SCHOOL	.00	536,000.00
1000	037201	CTRL TOTAL-BUD FB DESIGNATED	243,535.99	-2,310,481.17
1000	037301	Ctrl Total - Bud FB Undesignat	.00	-2,874,033.92
1000	047000	Ctrl Total - Revenues	-24,959,950.09	-101,552,832.03
1000	047001	CONTROL - ESTIMATED REVENUE	.00	125,441,434.97
1000	057000	CTRL TOTAL-EXPENDITURES	4,130,805.47	73,294,624.15
1000	057001	CTRL TOTAL-APPROPRIATIONS	.00	-122,567,401.05
TOTAL FUND BALANCE			-20,829,144.62	-50,102,685.45
TOTAL LIABILITIES + FUND BALANCE			830,390.02	-52,782,494.81

EMS BILLING
SUMMARY OF ACTIVITY
July 1, 2024 - Mar 31st,2025
Report as of March 31st, 2025

	Beginning Balance 3/1/2025	March 2025					Write-Offs	Ending Balance 3/31/2025
		New Charges	Payments	Refunds	Adjustments			
Attorney/In care of	\$ 936.20	\$ -	\$ (8.60)	\$ -	\$ -	\$ -	\$ -	\$ 927.60
Bluecross	\$ 88,309.97	\$ 15,634.00	\$ (8,057.76)	\$ -	\$ (1,297.08)	\$ -	\$ -	\$ 94,589.13
Intercept	\$ (2,269.40)	\$ 400.00	\$ (300.00)	\$ -	\$ -	\$ -	\$ -	\$ (2,169.40)
Medicare	\$ 674,279.78	\$ 218,862.90	\$ (53,607.48)	\$ -	\$ (93,168.43)	\$ -	\$ -	\$ 746,366.77
Medicaid	\$ (344,662.12)	\$ 81,002.00	\$ (66,274.29)	\$ -	\$ (49,626.99)	\$ -	\$ -	\$ (379,561.40)
Other/Commercial	\$ 215,121.11	\$ 21,362.15	\$ (20,322.60)	\$ -	\$ (2,064.93)	\$ -	\$ -	\$ 214,095.73
Private Insurance	\$ 924.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 924.00
Patient	\$ (176,548.59)	\$ 19,908.00	\$ (18,641.11)	\$ -	\$ (990.63)	\$ (25,756.93)	\$ -	\$ (202,029.26)
Worker's Comp	\$ (21,446.31)	\$ 2,110.00	\$ (470.17)	\$ 508.30	\$ -	\$ -	\$ -	\$ (19,298.18)
TOTAL	\$ 434,644.64	\$ 359,279.05	\$ (167,682.01)	\$ 508.30	\$ (147,148.06)	\$ (25,756.93)	\$ -	\$ 453,844.99

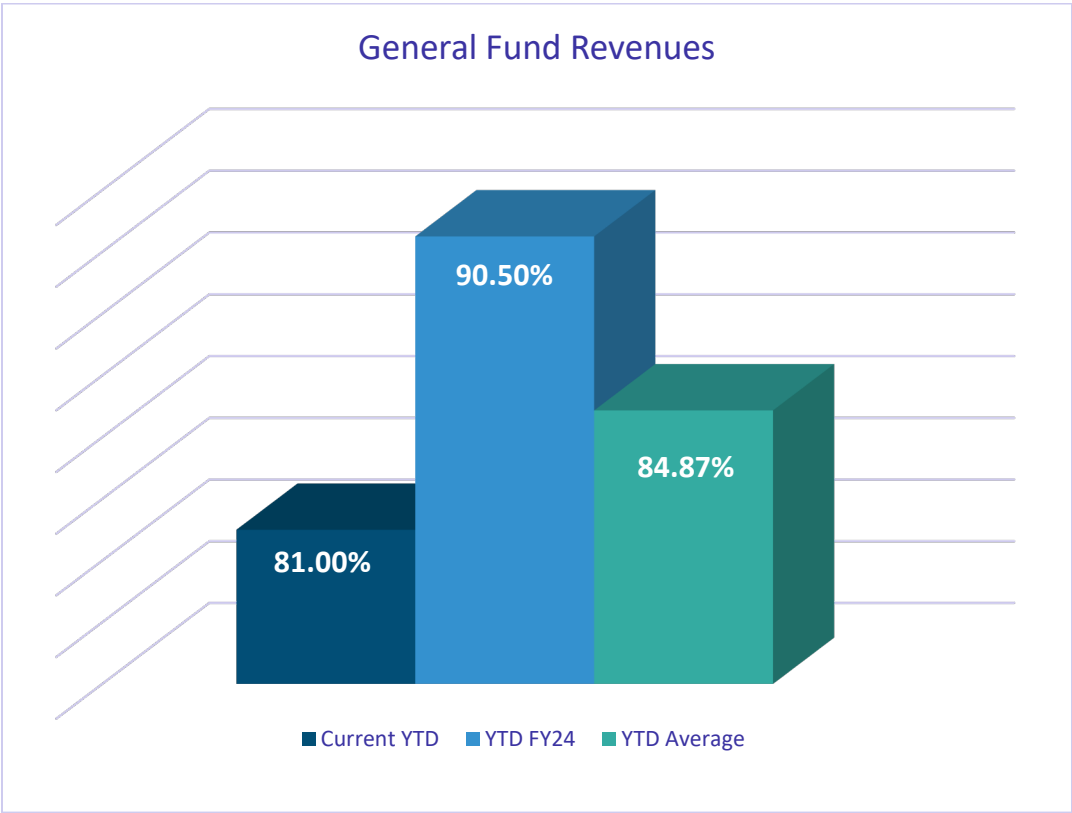
**CITY OF AUBURN, MAINE
INVESTMENT SCHEDULE
AS OF March 31, 2025**

			BALANCE	BALANCE	INTEREST
INVESTMENT		FUND	March 31, 2025	February 28, 2025	RATE
ANDROSCOGGIN BANK	449	CAPITAL PROJECTS	\$ 1,643,983.79	\$ 1,640,845.41	2.00%
ANDROSCOGGIN BANK	502	SR-TIF	\$ 1,060,439.74	\$ 1,058,415.38	2.00%
ANDROSCOGGIN BANK	836	GENERAL FUND	\$ 39,273,671.86	\$ 25,149,473.98	2.00%
ANDROSCOGGIN BANK	801	WORKERS COMP	\$ 55,295.20	\$ 55,189.64	2.00%
ANDROSCOGGIN BANK	684	EMS CAPITAL RESERVE	\$ 357,523.85	\$ 356,841.37	2.00%
ANDROSCOGGIN BANK	414	INGERSOLL TURF FACILITY	\$ 238,720.14	\$ 238,264.47	2.00%
ANDROSCOGGIN BANK	0888	ELHS FUNDRAISING	\$ 427,484.79	\$ 426,668.76	2.00%
ANDROSCOGGIN BANK		ELHS CONSTRUCTION	\$ 12,740,193.12	\$ 12,715,871.56	2.00% *matured Nomura deposited
NOMURA 2		ELHS Bond Proceeds	trade matured	trade matured	2.08%
Northern Capital Securities	CD	GENERAL FUND	\$ 250,000.00	\$ 250,000.00	5.10%
Northern Capital Securities	CD	GENERAL FUND	\$ 250,000.00	\$ 250,000.00	5.15%
Northern Capital Securities	CD	GENERAL FUND	\$ 250,000.00	\$ 250,000.00	4.50%
Northern Capital Securities	CD	GENERAL FUND	\$ 250,000.00	\$ 250,000.00	4.30%
Northern Capital Securities	CD	GENERAL FUND	\$ 250,000.00	\$ 250,000.00	4.30%
Northern Capital Securities	CD	GENERAL FUND	\$ 250,000.00	\$ 250,000.00	4.30%
Northern Capital Securities	CD	GENERAL FUND	\$ 250,000.00	\$ 250,000.00	4.35%
Northern Capital Securities	CD	GENERAL FUND	\$ 250,000.00	\$ 250,000.00	4.40%
Northern Capital Securities	CD	GENERAL FUND	\$ 250,000.00	\$ 250,000.00	4.20%
Northern Capital Securities	CD	GENERAL FUND	\$ 250,000.00	\$ 250,000.00	4.25%
Northern Capital Securities	CD	GENERAL FUND	\$ 250,000.00	\$ 250,000.00	4.30%
Northern Capital Securities	CD	GENERAL FUND	\$ 250,000.00	\$ 250,000.00	4.15%
Northern Capital Securities	CD	GENERAL FUND	\$ 250,000.00	\$ 250,000.00	4.40%
Northern Capital Securities	CD	GENERAL FUND	\$ 250,000.00	\$ 250,000.00	4.30%
Northern Capital Securities	CD	GENERAL FUND	\$ 250,000.00	\$ 250,000.00	4.15%
Northern Capital Securities	CD	GENERAL FUND	\$ 250,000.00	\$ 250,000.00	4.15%
Northern Capital Securities	CD	GENERAL FUND	\$ 250,000.00	\$ 250,000.00	4.30%
Northern Capital Securities	CD	GENERAL FUND	\$ 250,000.00	\$ 250,000.00	4.40%
Northern Capital Securities	CD	GENERAL FUND	\$ 250,000.00	\$ 250,000.00	4.25%
Northern Capital Securities	CD	GENERAL FUND	\$ 250,000.00	\$ 250,000.00	4.20%
GRAND TOTAL			\$ 60,797,312.49	\$ 46,641,570.57	3.64%

General Fund-Revenues

for the Period Ended March 31, 2025

*Graph reflects current YTD with comparison to prior YTD and YTD average of prior 3 years percentage.



CITY OF AUBURN
REVENUES- MARCH 2025

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FROM 2025 01 TO 2025 09

	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	ACTUALS	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
1000 General Fund							
1006 Communications & Engagement							
420070 Sponsorships-Special Events	-65,000	0	-65,000	.00	.00	-65,000.00	.0%
TOTAL Communications & Engagement	-65,000	0	-65,000	.00	.00	-65,000.00	.0%
1007 City Clerk							
420011 Fees - Clerk/Sale of Copies	-60	0	-60	-10.00	.00	-50.00	16.7%
420013 Fees - Voter Registration Lis	-200	0	-200	-22.00	.00	-178.00	11.0%
420024 Fees - City Clerk Notary	-1,100	0	-1,100	-860.00	.00	-240.00	78.2%
420066 City Clerk Advertising Fees	0	0	0	-100.00	.00	100.00	.0%
421001 Certificate - Birth	-3,500	0	-3,500	-4,586.60	.00	1,086.60	131.0%
421002 Certificate - Death	-17,000	0	-17,000	-10,338.00	.00	-6,662.00	60.8%
421003 Certificate - Marriage	-4,500	0	-4,500	-4,381.00	.00	-119.00	97.4%
421006 Licenses - Commercial	-75,000	0	-75,000	-38,149.00	.00	-36,851.00	50.9%
421007 Licenses - Marriage	-5,500	0	-5,500	-5,128.00	.00	-372.00	93.2%
421012 Marijuana Business Licenses	-200,000	0	-200,000	-148,637.60	.00	-51,362.40	74.3%
421101 Permits - Burial	-2,000	0	-2,000	-1,442.00	.00	-558.00	72.1%
TOTAL City Clerk	-308,860	0	-308,860	-213,654.20	.00	-95,205.80	69.2%
1008 Finance							
401011 2011 Property Tax Revenue	0	0	0	-145.05	.00	145.05	.0%
401013 2013 Property Tax Revenue	0	0	0	-300.00	.00	300.00	.0%
401014 2014 Property Tax Revenue	0	0	0	-148.75	.00	148.75	.0%
401015 2015 Property Tax Revenue	0	0	0	-41.04	.00	41.04	.0%
401016 2016 Property Tax Revenue	0	0	0	.00	.00	.00	.0%
401017 2017 Property Tax Revenue	0	0	0	.00	.00	.00	.0%
401018 2018 Property Tax Revenue	0	0	0	-99.41	.00	99.41	.0%
401019 2019 Property Tax Revenue	0	0	0	-697.95	.00	697.95	.0%
401020 2020 Property Tax Revenue	0	0	0	.00	.00	.00	.0%

CITY OF AUBURN
REVENUES- MARCH 2025

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FROM 2025 01 TO 2025 09

	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	ACTUALS	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
401021 2021 Tax Revenue	0	0	0	-10,996.58	.00	10,996.58	.0%
401022 2022 Tax Revenue	0	0	0	-151,017.79	.00	151,017.79	.0%
401023 2023 Tax Revenue	0	0	0	-467,591.42	.00	467,591.42	.0%
401024 2024 Tax Revenue	0	0	0	-51,360,514.01	.00	51,360,514.01	.0%
401100 Property Tax Revenue - Current	-54,314,567	0	-54,314,567	.00	.00	-54,314,567.00	.0%
401300 Homestead Exemption Reimburse	-1,770,000	0	-1,770,000	-1,722,458.80	.00	-47,541.20	97.3%
401400 In Lieu of Taxes	-90,000	0	-90,000	-94,912.37	.00	4,912.37	105.5%
401500 Personal Property Reimburse	-3,000,000	0	-3,000,000	-3,094,948.00	.00	94,948.00	103.2%
402000 Excise Tax - Vehicles	-4,650,000	0	-4,650,000	-3,733,271.82	.00	-916,728.18	80.3%
402001 Excise Tax - Boat	-15,000	0	-15,000	-3,968.60	.00	-11,031.40	26.5%
402002 Excise Tax - Aircraft	-5,000	0	-5,000	-75.00	.00	-4,925.00	1.5%
403000 Penalties & Interest	-100,000	0	-100,000	-45,079.06	.00	-54,920.94	45.1%
420003 Cable Television Franchise	-125,000	0	-125,000	-110,756.08	.00	-14,243.92	88.6%
420012 Fees - Maps & Copie	0	0	0	-1.00	.00	1.00	.0%
420038 Fees - Hunting/Fishing/Dogs	-700	0	-700	-411.50	.00	-288.50	58.8%
420041 Fees - Neutered Animals	-2,000	0	-2,000	-1,802.00	.00	-198.00	90.1%
420055 Fees - MMWAC Host	-232,110	0	-232,110	-19,342.58	.00	-212,767.42	8.3%
420080 CATV Fees-City of Lewiston	-71,000	0	-71,000	.00	.00	-71,000.00	.0%
421000 Agent Fee	-95,000	0	-95,000	-66,233.00	.00	-28,767.00	69.7%
421011 Fines - Dog	-3,000	0	-3,000	-2,003.00	.00	-997.00	66.8%
422000 Investment Income	-350,000	0	-350,000	-283,419.34	.00	-66,580.66	81.0%
429000 Miscellaneous	-50,000	0	-50,000	-205,819.83	.00	155,819.83	411.6%
429004 CDBG Reimbursement	-588,154	0	-588,154	.00	.00	-588,154.00	.0%
429009 Reimbursement - Other	-193,132	0	-193,132	-74,846.70	.00	-118,285.30	38.8%
429013 Sale of Assets	-100,000	0	-100,000	-4,038.47	.00	-95,961.53	4.0%
429036 Ingersoll Turf Facility Income	-245,000	0	-245,000	.00	.00	-245,000.00	.0%
429200 Tax Sharing Revenue	-182,000	0	-182,000	.00	.00	-182,000.00	.0%
429900 Designated FB Offset	-1,875,000	0	-1,875,000	.00	.00	-1,875,000.00	.0%
430000 Other State Aid	-3,400	0	-3,400	-2,674.48	.00	-725.52	78.7%
430001 State Revenue Sharing	-7,200,000	0	-7,200,000	-6,071,362.35	.00	-1,128,637.65	84.3%
430003 Tree Growth	-12,500	0	-12,500	-11,322.81	.00	-1,177.19	90.6%
430004 Veterans Reimbursement	-18,000	0	-18,000	.00	.00	-18,000.00	.0%
43040 Sewall Grant	0	0	0	60.00	.00	-60.00	.0%
580000 TIF	-1,500,000	0	-1,500,000	.00	.00	-1,500,000.00	.0%
580020 Transfer In-Opioid Settlement	-60,000	0	-60,000	.00	.00	-60,000.00	.0%
TOTAL Finance	-76,850,563	0	-76,850,563	-67,540,238.79	.00	-9,310,324.21	87.9%

1010 Planning & Permitting

CITY OF AUBURN
REVENUES- MARCH 2025

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FROM 2025 01 TO 2025 09

	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	ACTUALS	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
420027 Fees - Court	0	0	0	-47,100.00	.00	47,100.00	.0%
TOTAL Planning & Permitting	0	0	0	-47,100.00	.00	47,100.00	.0%
10108001 General Fund Prop Tax							
401004 2004 Property Tax Revenue	0	0	0	-120.46	.00	120.46	.0%
401008 2008 Property Tax Revenue	0	0	0	.00	.00	.00	.0%
TOTAL General Fund Prop Tax	0	0	0	-120.46	.00	120.46	.0%
1012 Planning & Permittin							
420023 Fees - Citation Ordinance	-3,000	0	-3,000	-2,535.00	.00	-465.00	84.5%
420068 Departmental Review	-12,000	0	-12,000	-27,452.13	.00	15,452.13	228.8%
420069 Advertising Fees	-3,400	0	-3,400	.00	.00	-3,400.00	.0%
421100 Permits - Building	-120,000	0	-120,000	-223,467.80	.00	103,467.80	186.2%
421102 Permits - Electrical	-25,000	0	-25,000	-26,197.00	.00	1,197.00	104.8%
421106 Permits - Plumbing	-15,000	0	-15,000	-13,885.00	.00	-1,115.00	92.6%
421107 Permits - Sign	-5,000	0	-5,000	-2,926.50	.00	-2,073.50	58.5%
TOTAL Planning & Permittin	-183,400	0	-183,400	-296,463.43	.00	113,063.43	161.6%
1014 Engineering							
420028 Fees - Drive Opening	-250	0	-250	-300.00	.00	50.00	120.0%
420039 Fees - Inspection	-5,000	0	-5,000	.00	.00	-5,000.00	.0%
421103 Permits - Fill	-200	0	-200	.00	.00	-200.00	.0%
421108 Permits - Street Excavation	-15,000	0	-15,000	.00	.00	-15,000.00	.0%
TOTAL Engineering	-20,450	0	-20,450	-300.00	.00	-20,150.00	1.5%
1015 Facilities							

CITY OF AUBURN
REVENUES- MARCH 2025

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FROM 2025 01 TO 2025 09

	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	ACTUALS	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
429010 Rental Income	-84,000	0	-84,000	-20,848.50	.00	-63,151.50	24.8%
429100 Utility Reimbursement-School	-20,000	0	-20,000	.00	.00	-20,000.00	.0%
TOTAL Facilities	-104,000	0	-104,000	-20,848.50	.00	-83,151.50	20.0%
1021 Fire & EMS Transport							
420034 Fees - Fire/Copies of Reports	-100	0	-100	-120.00	.00	20.00	120.0%
TOTAL Fire & EMS Transport	-100	0	-100	-120.00	.00	20.00	120.0%
1022 Police							
420016 Fees - Accident & Police	-11,000	0	-11,000	-9,884.58	.00	-1,115.42	89.9%
420020 Fees - Animal Impound	0	0	0	-475.00	.00	475.00	.0%
420027 Fees - Court	-3,300	0	-3,300	-1,100.68	.00	-2,199.32	33.4%
420044 Fees - Police/False Alarms	-15,000	0	-15,000	-6,080.00	.00	-8,920.00	40.5%
420045 Fees - Police/Photos, Tapes, &	-800	0	-800	-530.00	.00	-270.00	66.3%
420052 Fees - Vehicle Rel/Driver Lice	-4,000	0	-4,000	-3,507.30	.00	-492.70	87.7%
420053 Fees - Vehicle Rel/Non Driver	-3,000	0	-3,000	-1,895.00	.00	-1,105.00	63.2%
421005 Fines - Parking Violations	-25,000	0	-25,000	-25,472.75	.00	472.75	101.9%
421104 Permits - Firearms	-1,900	0	-1,900	-3,089.00	.00	1,189.00	162.6%
429000 Miscellaneous	0	0	0	-1,194.66	.00	1,194.66	.0%
TOTAL Police	-64,000	0	-64,000	-53,228.97	.00	-10,771.03	83.2%
1023 Fire EMS Transport							
420029 Fees - EMS Transport	-1,700,000	0	-1,700,000	-1,314,494.78	.00	-385,505.22	77.3%
TOTAL Fire EMS Transport	-1,700,000	0	-1,700,000	-1,314,494.78	.00	-385,505.22	77.3%
1032 Health and Social Serv Assist							

CITY OF AUBURN
REVENUES- MARCH 2025

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FROM 2025 01 TO 2025 09

	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	ACTUALS	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
429000 Miscellaneous	0	0	0	-11,616.14	.00	11,616.14	.0%
430008 General Welfare Reimbursement	-630,840	0	-630,840	-389,726.09	.00	-241,113.91	61.8%
TOTAL Health and Social Serv Assist	-630,840	0	-630,840	-401,342.23	.00	-229,497.77	63.6%
1042 Public Works							
420028 Fees - Drive Opening	0	0	0	.00	.00	.00	.0%
420039 Fees - Inspection	0	0	0	.00	.00	.00	.0%
421108 Permits - Street Excavation	0	0	0	.00	.00	.00	.0%
430002 State/Local Road Assistance	-400,000	0	-400,000	-520,220.00	.00	120,220.00	130.1%
TOTAL Public Works	-400,000	0	-400,000	-520,220.00	.00	120,220.00	130.1%
1043 Solid Waste Disposal							
420025 Fees - Commercial Solid Waste	0	0	0	-37,055.00	.00	37,055.00	.0%
TOTAL Solid Waste Disposal	0	0	0	-37,055.00	.00	37,055.00	.0%
1046 PW School Maint & Custodial							
420082 School M&C Reimburse	-3,745,487	0	-3,745,487	-1,445,758.28	.00	-2,299,728.69	38.6%
429024 School Bldg Rental	0	0	0	-190.00	.00	190.00	.0%
TOTAL PW School Maint & Custodial	-3,745,487	0	-3,745,487	-1,445,948.28	.00	-2,299,538.69	38.6%
1070 Education							
529000 Miscellaneous School	-104,150	0	-104,150	-338,931.24	.00	234,781.24	325.4%
530002 Secondary Tuition	0	0	0	-83,474.26	.00	83,474.26	.0%
530004 Franklin Tuition	-100,000	0	-100,000	-6,349.02	.00	-93,650.98	6.3%
530007 State Subsidy Education	-29,231,738	0	-29,231,738	-21,428,202.19	.00	-7,803,535.81	73.3%
530008 Debt Service Reimbursement	-9,089,775	0	-9,089,775	-7,547,881.61	.00	-1,541,893.39	83.0%

CITY OF AUBURN
 REVENUES- MARCH 2025

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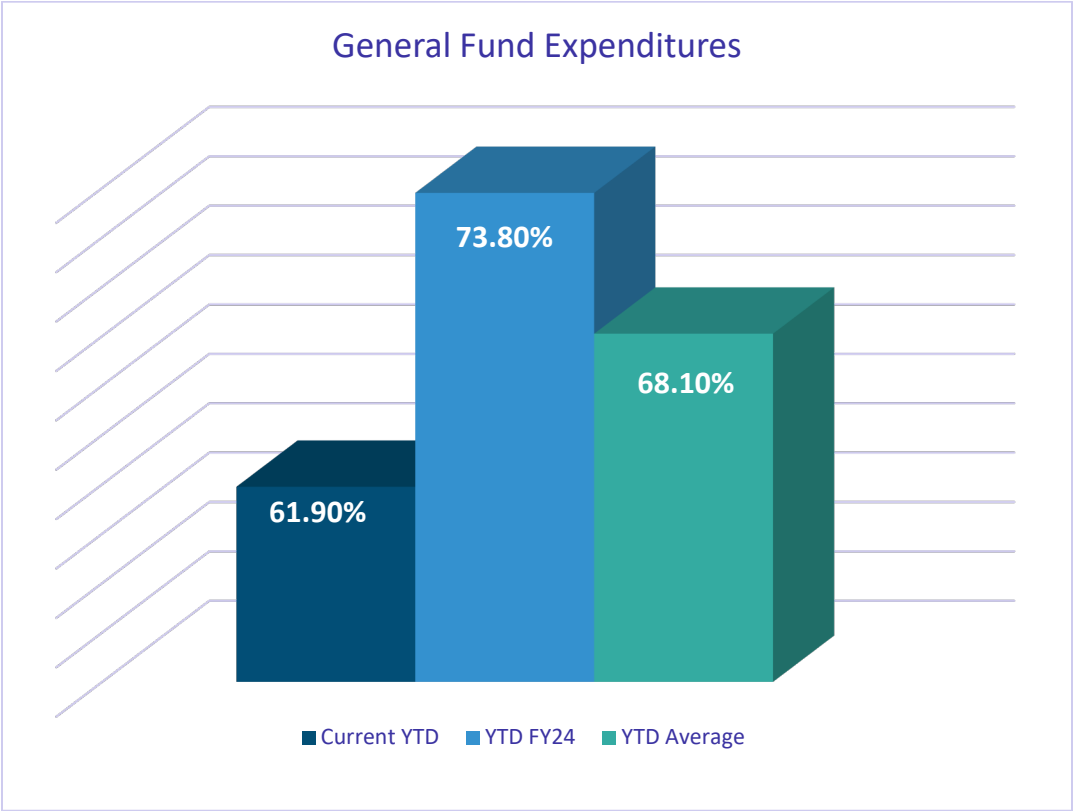
FROM 2025 01 TO 2025 09

	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	ACTUALS	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
530014 Special Education	-100,000	0	-100,000	-70,872.33	.00	-29,127.67	70.9%
530015 State Agency Clients	-20,000	0	-20,000	-19,859.54	.00	-140.46	99.3%
530017 State Aid for Adult Education	-162,072	0	-162,072	-122,072.87	.00	-39,999.13	75.3%
530019 School Naming Rights	-211,000	0	-211,000	.00	.00	-211,000.00	.0%
580001 Transfer In	-2,350,000	0	-2,350,000	-38,443.21	.00	-2,311,556.79	1.6%
TOTAL Education	-41,368,735	0	-41,368,735	-29,656,086.27	.00	-11,712,648.73	71.7%
TOTAL General Fund	-125,441,435	0	-125,441,435	-101,547,220.91	.00	-23,894,214.06	81.0%
TOTAL REVENUES	-125,441,435	0	-125,441,435	-101,547,220.91	.00	-23,894,214.06	
GRAND TOTAL	-125,441,435	0	-125,441,435	-101,547,220.91	.00	-23,894,214.06	81.0%

General Fund- Expenditures

for the Period Ended March 31, 2025

*Graph reflects current YTD with comparison to prior YTD and YTD average of prior 3 years percentage.



CITY OF AUBURN
EXPENDITURES- MARCH 2025

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FROM 2025 01 TO 2025 09

	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	ACTUALS	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
1000 General Fund							
1000 General Fund							
656405 Fire Apparatus Replacement	0	0	0	.00	1,069,557.00	-1,069,557.00	.0%
692024 SPECIAL PROJECTS-WARMING CENTR	0	0	0	-2,602.50	.00	2,602.50	.0%
TOTAL General Fund	0	0	0	-2,602.50	1,069,557.00	-1,066,954.50	.0%
1004 Mayor and Council							
611000 Regular Salaries	45,800	0	45,800	33,749.79	.00	12,050.21	73.7%
628000 PS - Gen/Professional	71,100	2,946	74,046	83,235.00	7,106.52	-16,295.19	122.0%
629001 Travel - Mileage Reimbursment	550	0	550	53.87	.00	496.13	9.8%
632000 Dues & Subscriptions	57,850	0	57,850	51,937.00	.00	5,913.00	89.8%
633000 Office Supplies	3,500	0	3,500	985.21	.00	2,514.79	28.1%
TOTAL Mayor and Council	178,800	2,946	181,746	169,960.87	7,106.52	4,678.94	97.4%
1005 City Manager							
611000 Regular Salaries	510,630	0	510,630	375,980.64	.00	134,649.36	73.6%
628000 PS - Gen/Professional	23,000	1,885	24,885	16,423.42	.00	8,461.73	66.0%
628100 Legal - General	140,000	5,094	145,094	130,965.87	5,094.06	9,034.13	93.8%
629000 Professional Development	12,000	17,008	29,008	11,723.41	22,008.08	-4,723.41	116.3%
629001 Travel - Mileage Reimbursment	10,800	0	10,800	4,800.00	.00	6,000.00	44.4%
632000 Dues & Subscriptions	5,000	0	5,000	1,729.82	.00	3,270.18	34.6%
633000 Office Supplies	7,500	1,831	9,331	2,824.01	.00	6,507.24	30.3%
640000 Telephones/Cell stipends	2,520	0	2,520	2,224.72	.00	295.28	88.3%
TOTAL City Manager	711,450	25,819	737,269	546,671.89	27,102.14	163,494.51	77.8%
1006 Communications & Engagement							

CITY OF AUBURN
EXPENDITURES- MARCH 2025

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FROM 2025 01 TO 2025 09

	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	ACTUALS	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
611000 Regular Salaries	241,916	0	241,916	139,844.46	.00	102,071.54	57.8%
628000 PS - Gen/Professional	7,500	0	7,500	2,836.54	.00	4,663.46	37.8%
628035 Special Events	100,000	5,341	105,341	97,718.24	5,465.95	2,156.74	98.0%
628080 Community Outreach	20,000	0	20,000	6,267.77	.00	13,732.23	31.3%
629000 Professional Development	4,000	0	4,000	416.52	.00	3,583.48	10.4%
629001 Travel - Mileage Reimbursement	400	0	400	.00	.00	400.00	.0%
632000 Dues & Subscriptions	0	0	0	119.99	.00	-119.99	.0%
633000 Office Supplies	2,500	0	2,500	924.98	.00	1,575.02	37.0%
640000 Telephones/Cell Stipends	2,650	0	2,650	2,344.49	.00	305.51	88.5%
TOTAL Communications & Engagement	378,966	5,341	384,307	250,472.99	5,465.95	128,367.99	66.6%
1007 City Clerk							
611000 Regular Salaries	280,606	0	280,606	183,531.52	.00	97,074.48	65.4%
613000 OT - Regular	2,100	0	2,100	914.39	.00	1,185.61	43.5%
620000 Advertising	1,500	0	1,500	1,444.83	.00	55.17	96.3%
628000 PS - Gen/Professional	6,400	81	6,481	606.38	80.73	5,793.62	10.6%
628043 Election Staff	26,460	0	26,460	15,494.92	.00	10,965.08	58.6%
629000 Professional Development	800	0	800	230.00	.00	570.00	28.8%
629001 Travel - Mileage Reimbursement	1,650	0	1,650	.00	.00	1,650.00	.0%
632000 Dues & Subscriptions	775	0	775	90.00	.00	685.00	11.6%
633000 Office Supplies	1,000	0	1,000	517.87	.00	482.13	51.8%
633004 Voter Supplies	4,500	2,633	7,133	694.95	2,632.84	3,805.05	46.7%
644002 Voting Machines	9,500	1,515	11,015	3,000.00	1,514.56	6,500.00	41.0%
TOTAL City Clerk	335,291	4,228	339,519	206,524.86	4,228.13	128,766.14	62.1%
1008 Finance							
611000 Regular Salaries	884,524	0	884,524	638,194.34	.00	246,329.66	72.2%
614003 Longevity Bonus	0	0	0	300.00	.00	-300.00	.0%
620000 Advertising	300	0	300	160.83	.00	139.17	53.6%
628000 PS - Gen/Professional	35,500	0	35,500	19,691.97	.00	15,808.03	55.5%
628008 Recording Fee	300	0	300	.00	.00	300.00	.0%
629000 Professional Development	8,500	304	8,804	3,846.07	304.44	4,653.93	47.1%
629001 Travel - Mileage Reimbursement	700	0	700	116.46	.00	583.54	16.6%
631000 Reports, Printing, & Binding	3,000	0	3,000	4,587.04	.00	-1,587.04	152.9%

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EXPENDITURES- MARCH 2025

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FROM 2025 01 TO 2025 09

	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	ACTUALS	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
632000 Dues & Subscriptions	4,000	0	4,000	2,896.20	.00	1,103.80	72.4%
633000 Office Supplies	5,500	0	5,500	2,330.61	.00	3,169.39	42.4%
640000 Telephones/Cell Stipends	1,740	0	1,740	1,136.66	.00	603.34	65.3%
642000 Postage	39,000	0	39,000	23,664.80	.00	15,335.20	60.7%
645000 Insurance Premiums	343,000	0	343,000	338,244.00	.00	4,756.00	98.6%
645001 Insurance Deductibles	25,000	0	25,000	-38,687.70	.00	63,687.70	-154.8%
655500 Revaluation	0	0	0	59,446.65	199,337.09	-258,783.74	.0%
TOTAL Finance	1,351,064	304	1,351,368	1,055,927.93	199,641.53	95,798.98	92.9%
1009 Human Resources							
611000 Regular Salaries	251,480	0	251,480	173,156.14	.00	78,323.86	68.9%
620000 Advertising	2,000	0	2,000	88.85	.00	1,911.15	4.4%
628002 Employee Assist Program	3,000	0	3,000	.00	.00	3,000.00	.0%
628003 Drug Testing	6,000	0	6,000	3,855.64	.00	2,144.36	64.3%
628004 Testing	4,000	0	4,000	849.00	.00	3,151.00	21.2%
628052 Professional Development	10,000	0	10,000	1,472.93	6,050.00	2,477.07	75.2%
629000 Professional Development	0	0	0	.00	.00	.00	.0%
629001 Travel - Mileage Reimbursment	0	0	0	.00	.00	.00	.0%
629002 Travel - Seminar Costs	0	0	0	.00	.00	.00	.0%
632000 Dues & Subscriptions	0	0	0	-13.65	.00	13.65	.0%
633000 Office Supplies	600	0	600	187.47	.00	412.53	31.2%
633001 Operating Supplies	2,500	0	2,500	265.00	.00	2,235.00	10.6%
640000 Telephones/Cell Stipends	840	0	840	630.00	.00	210.00	75.0%
TOTAL Human Resources	280,420	0	280,420	180,491.38	6,050.00	93,878.62	66.5%
1010 Planning & Permitting							
611000 Regular Salaries	788,548	0	788,548	500,178.73	.00	288,369.27	63.4%
613000 OT - Regular	9,500	0	9,500	12,301.96	.00	-2,801.96	129.5%
615000 Uniform Allowance	1,000	0	1,000	567.04	.00	432.96	56.7%
620000 Advertising	5,500	0	5,500	5,194.07	.00	305.93	94.4%
628000 PS - Gen/Professional	3,500	4,680	8,180	301.73	4,680.00	3,198.27	60.9%
628020 Vehicle Repairs	0	0	0	.00	.00	.00	.0%
628021 Equipment Repairs	2,000	1,878	3,878	13.16	1,877.89	1,986.84	48.8%
628024 Street Light Repairs	0	0	0	.00	.00	.00	.0%

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FROM 2025 01 TO 2025 09

	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	ACTUALS	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
628025 Traffic Signal Maintenance	0	1,714	1,714	3,244.46	1,714.11	-3,244.46	289.3%
629000 Professional Development	4,000	0	4,000	405.00	.00	3,595.00	10.1%
629001 Travel - Mileage Reimbursement	300	0	300	26.60	.00	273.40	8.9%
629002 Travel - Seminar Costs	0	0	0	1,744.76	.00	-1,744.76	.0%
632000 Dues & Subscriptions	4,300	0	4,300	589.74	.00	3,710.26	13.7%
633000 Office Supplies	2,500	0	2,500	1,918.47	.00	581.53	76.7%
633001 Operating Supplies	3,000	0	3,000	.00	.00	3,000.00	.0%
633021 Safety Equipment	1,000	0	1,000	112.85	.00	887.15	11.3%
633029 MV Sup - Tires/Tube/Chain	0	0	0	.00	.00	.00	.0%
633030 MV Sup - Fuel	0	0	0	.00	.00	.00	.0%
640000 Telephones/Cell Stipends	3,900	0	3,900	3,864.78	.00	35.22	99.1%
641002 Electricity	0	0	0	.00	.00	.00	.0%
650030 Operating Capital	0	20,500	20,500	.00	20,500.00	.00	100.0%
TOTAL Planning & Permitting	829,048	28,772	857,820	530,463.35	28,772.00	298,584.65	65.2%
1011 Public Services							
611000 Regular Salaries	113,938	0	113,938	79,860.65	.00	34,077.35	70.1%
620000 Advertising	500	0	500	480.88	.00	19.12	96.2%
628000 PS - Gen/Professional	12,220	0	12,220	1,379.98	.00	10,840.02	11.3%
629000 Professional Development	2,500	0	2,500	650.00	.00	1,850.00	26.0%
629001 Travel - Mileage Reimbursement	2,750	0	2,750	919.90	.00	1,830.10	33.5%
629002 Travel - Seminar Costs	0	0	0	717.20	.00	-717.20	.0%
632000 Dues & Subscriptions	2,253	0	2,253	666.20	.00	1,586.80	29.6%
633000 Office Supplies	500	0	500	405.96	.00	94.04	81.2%
640000 Telephones/Cell Stipends	800	0	800	407.53	.00	392.47	50.9%
TOTAL Public Services	135,461	0	135,461	85,488.30	.00	49,972.70	63.1%
1012 Planning & Permittin							
611000 Regular Salaries	0	0	0	568.88	.00	-568.88	.0%
613000 OT - Regular	0	0	0	825.00	.00	-825.00	.0%
TOTAL Planning & Permittin	0	0	0	1,393.88	.00	-1,393.88	.0%
1013 Business & Community Developme							

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	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	ACTUALS	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
611000 Regular Salaries	757,068	0	757,068	343,339.05	.00	413,728.95	45.4%
614003 Longevity Bonus	0	0	0	.00	.00	.00	.0%
620000 Advertising	1,000	0	1,000	.00	.00	1,000.00	.0%
628000 PS - Gen/Professional	20,000	0	20,000	6,199.95	.00	13,800.05	31.0%
629000 Professional Development	15,000	0	15,000	2,953.31	.00	12,046.69	19.7%
629001 Travel - Mileage Reimbursement	2,000	0	2,000	2,771.54	.00	-771.54	138.6%
632000 Dues & Subscriptions	4,500	0	4,500	4,128.27	.00	371.73	91.7%
633000 Office Supplies	2,500	0	2,500	2,957.69	.00	-457.69	118.3%
640000 Telephones/Cell Stipends	2,500	0	2,500	2,599.73	.00	-99.73	104.0%
TOTAL Business & Community Developme	804,568	0	804,568	364,949.54	.00	439,618.46	45.4%
1014 Engineering							
611000 Regular Salaries	306,286	0	306,286	219,469.12	.00	86,816.88	71.7%
615000 Uniform Allowance	750	0	750	164.19	.00	585.81	21.9%
620000 Advertising	150	0	150	.00	.00	150.00	.0%
628000 PS - Gen/Professional	5,000	0	5,000	.00	.00	5,000.00	.0%
628005 Water Quality Monitoring	15,000	0	15,000	.00	.00	15,000.00	.0%
628008 Recording Fee	250	0	250	.00	.00	250.00	.0%
628021 Equipment Repairs	500	0	500	.00	.00	500.00	.0%
629000 Professional Development	5,500	0	5,500	1,190.87	.00	4,309.13	21.7%
629001 Travel - Mileage Reimbursement	150	0	150	.00	.00	150.00	.0%
631000 Reports, Printing, & Binding	250	0	250	.00	.00	250.00	.0%
632000 Dues & Subscriptions	2,000	0	2,000	296.00	.00	1,704.00	14.8%
633000 Office Supplies	400	0	400	526.16	.00	-126.16	131.5%
633001 Operating Supplies	200	0	200	137.22	.00	62.78	68.6%
633021 Safety Equipment	300	0	300	60.04	.00	239.96	20.0%
633023 Small Tools	400	0	400	85.64	.00	314.36	21.4%
640000 Telephones/Cell Stipends	1,910	0	1,910	999.30	.00	910.70	52.3%
650030 Operating Capital	9,600	0	9,600	.00	.00	9,600.00	.0%
655405 St Imp-Crack Seal	15,000	0	15,000	.00	.00	15,000.00	.0%
TOTAL Engineering	363,646	0	363,646	222,928.54	.00	140,717.46	61.3%
1015 Facilities							
611000 Regular Salaries	325,012	0	325,012	51,870.01	.00	273,141.99	16.0%

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	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	ACTUALS	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
614003 Longevity Bonus	1,000	0	1,000	.00	.00	1,000.00	.0%
615000 Uniform Allowance	500	0	500	.00	.00	500.00	.0%
620000 Advertising	100	0	100	.00	.00	100.00	.0%
628000 PS - Gen/Professional	102,608	0	102,608	78,107.18	8,848.15	15,652.67	84.7%
628019 Building Repairs	0	0	0	121.74	.00	-121.74	.0%
628021 Equipment Repairs	4,500	0	4,500	.00	.00	4,500.00	.0%
628090 Municipal Property Maintenance	15,000	0	15,000	10,842.89	.00	4,157.11	72.3%
629000 Professional Development	4,650	0	4,650	.00	.00	4,650.00	.0%
633000 Office Supplies	5,800	0	5,800	3,499.48	1,220.00	1,080.52	81.4%
633001 Operating Supplies	12,000	0	12,000	7,739.87	.00	4,260.13	64.5%
633021 Safety Equipment	100	0	100	.00	.00	100.00	.0%
633023 Small Tools	100	0	100	238.19	.00	-138.19	238.2%
633030 MV Sup - Fuel	358,621	0	358,621	315,624.30	.00	42,996.70	88.0%
633033 Misc Expense	1,500	0	1,500	.00	.00	1,500.00	.0%
640000 Telephones/Cell stipends	1,800	0	1,800	500.00	.00	1,300.00	27.8%
641000 Water/Sewer	34,610	0	34,610	23,894.43	.00	10,715.57	69.0%
641001 Natural Gas	177,500	0	177,500	88,356.40	.00	89,143.60	49.8%
641002 Electricity	312,750	0	312,750	224,476.62	.00	88,273.38	71.8%
641004 Heating Fuel	0	0	0	489.12	.00	-489.12	.0%
642000 Postage	0	0	0	-3.56	.00	3.56	.0%
650030 Operating Capital	516,000	0	516,000	207,684.00	135,406.27	172,909.73	66.5%
TOTAL Facilities	1,874,151	0	1,874,151	1,013,440.67	145,474.42	715,235.91	61.8%
1016 worker's Compensation							
900001 Transfer Out	719,025	0	719,025	.00	.00	719,025.00	.0%
TOTAL Worker's Compensation	719,025	0	719,025	.00	.00	719,025.00	.0%
1017 Fringe Benefits & Salary Incre							
617000 Health Insurance	3,921,869	0	3,921,869	2,739,452.78	.00	1,182,416.22	69.9%
617001 FICA/Medicare	939,327	0	939,327	736,882.37	.00	202,444.63	78.4%
617004 MSRS Retirement	2,086,753	0	2,086,753	1,445,928.02	.00	640,824.98	69.3%
617005 ICMA Retirement	290,966	0	290,966	267,195.60	.00	23,770.40	91.8%
617008 Cafeteria Plan	218,800	0	218,800	82,965.13	.00	135,834.87	37.9%
617010 Health Reimbursement Account	450,000	0	450,000	132,439.41	.00	317,560.59	29.4%

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	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	ACTUALS	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
617015 Unemployment	40,000	0	40,000	6,613.90	.00	33,386.10	16.5%
618000 Salary Reserves	265,000	100,000	365,000	53,939.42	100,000.00	211,060.58	42.2%
TOTAL Fringe Benefits & Salary Incre	8,212,715	100,000	8,312,715	5,465,416.63	100,000.00	2,747,298.37	67.0%
1018 Emergency Reserve							
670000 Emergency Reserve	550,000	0	550,000	.00	.00	550,000.00	.0%
TOTAL Emergency Reserve	550,000	0	550,000	.00	.00	550,000.00	.0%
1019 Debt Service							
660000 Debt Service - Principal	7,771,975	0	7,771,975	7,359,294.62	.00	412,680.38	94.7%
661000 Debt Service - Interest	2,000,837	0	2,000,837	1,071,527.32	.00	929,309.68	53.6%
TOTAL Debt Service	9,772,812	0	9,772,812	8,430,821.94	.00	1,341,990.06	86.3%
1021 Fire & EMS Transport							
611000 Regular Salaries	4,939,295	0	4,939,295	3,523,813.08	.00	1,415,481.92	71.3%
611002 Acting Rank	16,000	0	16,000	13,001.15	.00	2,998.85	81.3%
613000 OT - Regular	80,000	0	80,000	5,479.20	.00	74,520.80	6.8%
613001 OT - Vacation Replacement	12,000	0	12,000	1,287.78	.00	10,712.22	10.7%
613002 OT - Sick Replace LT	42,000	0	42,000	30,193.23	.00	11,806.77	71.9%
613003 OT - Sick Replace ST	160,000	0	160,000	138,600.50	.00	21,399.50	86.6%
613004 OT - Mandatory Training	25,000	0	25,000	37,937.04	.00	-12,937.04	151.7%
613005 OT - Outside Jobs	0	0	0	2,039.97	.00	-2,039.97	.0%
613008 OT - Extra Assignments	84,992	0	84,992	53,365.60	.00	31,626.40	62.8%
613010 OT - Vacancies/Retirement	18,000	0	18,000	119,279.89	.00	-101,279.89	662.7%
613011 OT - Work Related Injuries	23,000	0	23,000	49,360.66	.00	-26,360.66	214.6%
613012 OT - Meetings	7,000	0	7,000	612.93	.00	6,387.07	8.8%
613013 OT - Funeral Leave	5,000	0	5,000	1,153.89	.00	3,846.11	23.1%
613014 OT - Multiple Alarms	5,000	0	5,000	6,888.41	.00	-1,888.41	137.8%
614002 Holiday Pay	245,000	0	245,000	166,426.71	.00	78,573.29	67.9%
614006 EMS Ambulance Pay	133,000	0	133,000	89,949.01	.00	43,050.99	67.6%

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FROM 2025 01 TO 2025 09

	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	ACTUALS	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
615000 Uniform Allowance	39,680	0	39,680	17,945.90	.00	21,734.10	45.2%
615100 Protective Clothing	48,000	19,185	67,185	31,363.93	26,310.58	9,510.09	85.8%
616000 Physicals	4,000	0	4,000	1,566.00	.00	2,434.00	39.2%
616001 Safety Compliance	10,000	0	10,000	13,935.80	.00	-3,935.80	139.4%
620000 Advertising	500	0	500	.00	.00	500.00	.0%
628000 PS - Gen/Professional	75,000	0	75,000	37,619.99	7,500.00	29,880.01	60.2%
628013 Uniform Clean/Laundry	200	0	200	.00	.00	200.00	.0%
628019 Building Repairs	4,500	4,603	9,103	13,539.56	1,201.44	-5,638.26	161.9%
628020 Vehicle Repairs	85,000	5,941	90,941	66,538.92	9,267.61	15,134.49	83.4%
628021 Equipment Repairs	15,000	240	15,240	9,281.37	.00	5,958.63	60.9%
628023 Radio Equipment Repairs	2,500	0	2,500	2,339.04	.00	160.96	93.6%
628026 Maintenance Contractx	21,350	0	21,350	12,417.65	.00	8,932.35	58.2%
628047 PS-Public Relations	500	0	500	.00	.00	500.00	.0%
628049 EMS Vehicle Repairs	10,000	0	10,000	9,649.17	.00	350.83	96.5%
629000 Professional Development	95,000	0	95,000	36,079.09	.00	58,920.91	38.0%
631000 Reports, Printing, & Binding	500	0	500	.00	.00	500.00	.0%
632000 Dues & Subscriptions	26,950	0	26,950	43,286.82	.00	-16,336.82	160.6%
633000 Office Supplies	4,000	0	4,000	4,519.62	.00	-519.62	113.0%
633006 Fire Prevention Supplies	5,500	0	5,500	4,699.88	.00	800.12	85.5%
633007 Maintenance Supplies	7,000	0	7,000	6,584.75	.00	415.25	94.1%
633009 Fire Training Supplies	4,500	0	4,500	732.07	5,679.84	-1,911.91	142.5%
633011 Medical Supplies	85,000	5,059	90,059	49,106.67	6,120.77	34,831.17	61.3%
633023 Small Tools	15,000	0	15,000	6,240.46	.00	8,759.54	41.6%
633027 Other Sup - Other	6,500	149	6,649	1,622.85	.00	5,026.04	24.4%
633029 MV Sup - Tires/Tube/Chain	9,000	0	9,000	8,224.70	4,707.50	-3,932.20	143.7%
633030 MV Sup - Fuel	0	0	0	166.54	.00	-166.54	.0%
633050 EMS Program Exp	1,500	2,400	3,900	.00	2,400.00	1,500.00	61.5%
640000 Telephones/Cell Stipends	6,000	0	6,000	4,013.94	.00	1,986.06	66.9%
641000 Water/Sewer	0	0	0	.00	.00	.00	.0%
641001 Natural Gas	0	0	0	.00	.00	.00	.0%
641002 Electricity	0	0	0	.00	.00	.00	.0%
641003 Bottled Gas	1,500	0	1,500	875.05	.00	624.95	58.3%
641005 Diesel	0	0	0	-427.67	.00	427.67	.0%
642000 Postage	500	0	500	34.03	.00	465.97	6.8%
650010 Capital Reserve	250,000	0	250,000	.00	.00	250,000.00	.0%
653030 EMS Communication Equipment	4,000	6,510	10,510	6,872.33	6,509.79	-2,872.33	127.3%
654000 Computer Software	1,000	0	1,000	21.75	.00	978.25	2.2%
656407 AMBULANCE PURCHASE	0	0	0	54,884.00	.00	-54,884.00	.0%
TOTAL Fire & EMS Transport	6,634,967	44,086	6,679,053	4,683,123.26	69,697.53	1,926,231.86	71.2%

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	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	ACTUALS	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
611000 Regular Salaries	4,757,211	0	4,757,211	3,348,739.79	.00	1,408,471.21	70.4%
612001 Temp Assistance	400	0	400	.00	.00	400.00	.0%
613000 OT - Regular	78,882	0	78,882	58,999.55	.00	19,882.45	74.8%
613001 OT - Vacation Replacement	56,938	0	56,938	69,631.26	.00	-12,693.26	122.3%
613002 OT - Sick Replace LT	55,011	0	55,011	10,981.09	.00	44,029.91	20.0%
613003 OT - Sick Replace ST	0	0	0	27,181.26	.00	-27,181.26	.0%
613004 OT - Mandatory Training	3,000	0	3,000	987.19	.00	2,012.81	32.9%
613005 OT - Outside Jobs	0	0	0	-15,737.45	.00	15,737.45	.0%
613006 OT - Court	18,000	0	18,000	12,701.72	.00	5,298.28	70.6%
613008 OT - Extra Assignments	0	0	0	.00	.00	.00	.0%
613035 OT-Special Events	20,000	0	20,000	2,257.50	.00	17,742.50	11.3%
614000 Extra Pay - On Call	20,980	0	20,980	16,500.56	.00	4,479.44	78.6%
614002 Holiday Pay	209,000	0	209,000	154,621.63	.00	54,378.37	74.0%
614003 Longevity Bonus	500	0	500	.00	.00	500.00	.0%
614004 Educational Incentive	2,500	0	2,500	7,344.00	.00	-4,844.00	293.8%
614005 Sick Leave Incentive	8,000	0	8,000	438.50	.00	7,561.50	5.5%
615000 Uniform Allowance	38,500	0	38,500	31,145.22	.00	7,354.78	80.9%
616000 Physicals	3,000	0	3,000	1,977.00	.00	1,023.00	65.9%
616001 Safety Compliance	4,000	0	4,000	.00	.00	4,000.00	.0%
628000 PS - Gen/Professional	9,000	0	9,000	7,681.70	3,525.00	-2,206.70	124.5%
628004 Testing	2,700	0	2,700	550.00	.00	2,150.00	20.4%
628006 Animal Control	42,230	5,634	47,864	33,489.82	17,323.86	-2,949.26	106.2%
628013 Uniform Clean/Laundry	26,000	0	26,000	19,540.50	6,416.50	43.00	99.8%
628019 Building Repairs	500	0	500	.00	.00	500.00	.0%
628020 Vehicle Repairs	0	0	0	.00	.00	.00	.0%
628021 Equipment Repairs	4,200	0	4,200	2,371.50	.00	1,828.50	56.5%
628026 Maintenance Contractx	5,000	0	5,000	4,541.90	.00	458.10	90.8%
629000 Professional Development	54,500	0	54,500	31,623.88	11,900.00	10,976.12	79.9%
631000 Reports, Printing, & Binding	1,500	0	1,500	2,862.71	.00	-1,362.71	190.8%
632000 Dues & Subscriptions	14,300	0	14,300	13,770.00	.00	530.00	96.3%
633000 Office Supplies	3,000	0	3,000	526.20	.00	2,473.80	17.5%
633001 Operating Supplies	28,000	2,659	30,659	12,801.26	657.00	17,200.25	43.9%
633029 MV Sup - Tires/Tube/Chain	18,000	0	18,000	7,466.28	.00	10,533.72	41.5%
633030 MV Sup - Fuel	0	0	0	469.06	.00	-469.06	.0%
640000 Telephones/Cell Stipends	31,800	0	31,800	22,606.95	.00	9,193.05	71.1%
642000 Postage	1,000	0	1,000	28.05	.00	971.95	2.8%
TOTAL Police	5,517,652	8,293	5,525,945	3,888,098.63	39,822.36	1,598,023.94	71.1%

10221061 Fire - Sal Fringe

CITY OF AUBURN
EXPENDITURES- MARCH 2025

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FROM 2025 01 TO 2025 09

	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	ACTUALS	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
611000 Regular Salaries	0	0	0	.00	.00	.00	.0%
TOTAL Fire - Sal Fringe	0	0	0	.00	.00	.00	.0%
1025 Information Technology							
611000 Regular Salaries	309,215	0	309,215	222,483.61	.00	86,731.39	72.0%
628000 PS - Gen/Professional	77,000	22,431	99,431	55,177.71	33,187.15	11,066.49	88.9%
628021 Equipment Repairs	4,000	1,411	5,411	916.00	1,411.27	3,084.00	43.0%
629000 Professional Development	12,000	0	12,000	111.51	.00	11,888.49	.9%
632000 Dues & Subscriptions	2,000	0	2,000	44.49	.00	1,955.51	2.2%
633001 Operating Supplies	4,000	316	4,316	2,038.84	315.63	1,961.16	54.6%
633005 Computer Hardware	45,000	25,548	70,548	23,379.55	25,548.19	21,620.45	69.4%
640000 Telephones/Cell Stipends	4,000	0	4,000	3,237.55	.00	762.45	80.9%
640002 Network	60,000	2,932	62,932	35,970.15	3,053.16	23,908.57	62.0%
640012 Network Billable & Reimbursemen	0	0	0	6,022.27	.00	-6,022.27	.0%
644004 Rental - Photocopiers	34,000	1,871	35,871	8,872.97	21,395.29	5,602.74	84.4%
654000 Computer Software	15,000	25,469	40,469	34,213.80	59,849.81	-53,594.58	232.4%
654001 Software Licensing	473,000	18,939	491,939	447,910.38	28,850.88	15,177.66	96.9%
TOTAL Information Technology	1,039,215	98,917	1,138,132	840,378.83	173,611.38	124,142.06	89.1%
1030 Recreation and Sports Tourism							
611000 Regular Salaries	447,906	0	447,906	326,369.77	.00	121,536.23	72.9%
612007 Sal. - Recreation Part-Time	35,000	0	35,000	39,304.14	.00	-4,304.14	112.3%
613000 OT - Regular	2,000	0	2,000	391.50	.00	1,608.50	19.6%
614003 Longevity Bonus	300	0	300	300.00	.00	.00	100.0%
614015 Earned Paid Leave	500	0	500	152.00	.00	348.00	30.4%
615000 Uniform Allowance	0	0	0	.00	.00	.00	.0%
628000 PS - Gen/Professional	25,000	0	25,000	33,233.67	.00	-8,233.67	132.9%
628019 Building Repairs	0	0	0	.00	.00	.00	.0%
628020 Vehicle Repairs	0	0	0	.00	.00	.00	.0%
628021 Equipment Repairs	5,000	0	5,000	730.49	.00	4,269.51	14.6%
628026 Maintenance Contractx	7,000	0	7,000	136.00	.00	6,864.00	1.9%
628950 Community Programs	22,000	0	22,000	10,264.42	1,780.00	9,955.58	54.7%
629000 Professional Development	2,500	0	2,500	269.04	.00	2,230.96	10.8%
629001 Travel - Mileage Reimbursement	250	0	250	.00	.00	250.00	.0%

CITY OF AUBURN
EXPENDITURES- MARCH 2025

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FROM 2025 01 TO 2025 09

	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	ACTUALS	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
632000 Dues & Subscriptions	3,560	0	3,560	2,029.54	.00	1,530.46	57.0%
633000 Office Supplies	4,000	0	4,000	1,147.85	.00	2,852.15	28.7%
633001 Operating Supplies	11,000	0	11,000	316.66	.00	10,683.34	2.9%
633003 Janitorial Supplies	7,000	0	7,000	2,043.99	.00	4,956.01	29.2%
633007 Maintenance Supplies	14,000	0	14,000	3,650.00	.00	10,350.00	26.1%
633011 Medical Supplies	500	0	500	189.00	.00	311.00	37.8%
633029 MV Sup - Tires/Tube/Chain	0	0	0	.00	.00	.00	.0%
633030 MV Sup - Fuel	0	0	0	.00	.00	.00	.0%
640000 Telephones/Cell stipends	3,000	0	3,000	1,601.32	.00	1,398.68	53.4%
641000 Water/Sewer	0	0	0	.00	.00	.00	.0%
641001 Natural Gas	0	0	0	.00	.00	.00	.0%
641002 Electricity	0	0	0	-25.00	.00	25.00	.0%
642000 Postage	350	0	350	.00	.00	350.00	.0%
TOTAL Recreation and Sports Tourism	590,866	0	590,866	422,104.39	1,780.00	166,981.61	71.7%
1032 Health and Social Serv Assist							
628028 Electrical	30,000	0	30,000	22,149.60	.00	7,850.40	73.8%
628029 Medical	3,200	0	3,200	2,441.07	.00	758.93	76.3%
628030 Burial	25,000	0	25,000	4,450.00	.00	20,550.00	17.8%
628031 Fuel	1,000	0	1,000	2,053.05	.00	-1,053.05	205.3%
628032 Provisions	50,000	0	50,000	13,827.16	.00	36,172.84	27.7%
628033 Rent	750,000	0	750,000	554,108.05	.00	195,891.95	73.9%
628034 Other	42,000	0	42,000	32,565.15	.00	9,434.85	77.5%
TOTAL Health and Social Serv Assist	901,200	0	901,200	631,594.08	.00	269,605.92	70.1%
1042 Public Works							
611000 Regular Salaries	3,524,738	0	3,524,738	2,474,218.88	.00	1,050,519.12	70.2%
613000 OT - Regular	65,000	0	65,000	61,742.09	.00	3,257.91	95.0%
613015 OT - Winter Road Maintenance	215,000	0	215,000	278,562.00	.00	-63,562.00	129.6%
613016 OT - Fleet Services	1,000	0	1,000	.00	.00	1,000.00	.0%
613019 OT - Sand Removal	1,500	0	1,500	33.44	.00	1,466.56	2.2%
614003 Longevity Bonus	400	0	400	.00	.00	400.00	.0%
614004 Educational Incentive	0	0	0	.00	.00	.00	.0%
614005 Sick Leave Incentive	10,300	0	10,300	6,320.72	.00	3,979.28	61.4%

CITY OF AUBURN
EXPENDITURES- MARCH 2025

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FROM 2025 01 TO 2025 09

	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	ACTUALS	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
615000 Uniform Allowance	52,000	0	52,000	29,162.94	.00	22,837.06	56.1%
616001 Safety Compliance	10,200	0	10,200	2,191.00	.00	8,009.00	21.5%
628000 PS - Gen/Professional	270,000	105,552	375,552	299,123.10	60,291.50	16,137.05	95.7%
628005 Water Quality Monitoring	0	129	129	.00	129.45	.00	100.0%
628007 Contracted Snow Removal	9,000	2,200	11,200	.00	.00	11,200.00	.0%
628010 Tree Removal	30,000	10,454	40,454	3,800.00	11,753.75	24,900.00	38.4%
628012 Centerline Striping	271,400	0	271,400	123,051.80	45,224.10	103,124.10	62.0%
628014 Solid Waste Disposal	0	0	0	.00	.00	.00	.0%
628015 Solid Waste Collection	0	0	0	.00	7,742.35	-7,742.35	.0%
628019 Building Repairs	115,000	2,425	117,425	16,822.93	3,692.00	96,910.07	17.5%
628020 Vehicle Repairs	245,000	0	245,000	38,393.55	4,341.20	202,265.25	17.4%
628021 Equipment Repairs	30,000	0	30,000	15,608.76	7,907.16	6,484.08	78.4%
628023 Radio Equipment Repairs	0	0	0	2,594.12	.00	-2,594.12	.0%
628024 Street Light Repairs	20,000	0	20,000	10,253.68	.00	9,746.32	51.3%
628025 Traffic Signal Maintenance	20,000	0	20,000	11,061.76	8,791.05	147.19	99.3%
629000 Professional Development	22,000	2,210	24,210	8,363.68	1,320.00	14,526.32	40.0%
629001 Travel - Mileage Reimbursment	3,950	0	3,950	.00	.00	3,950.00	.0%
629002 Travel - Seminar Costs	0	0	0	.00	.00	.00	.0%
631000 Reports, Printing, & Binding	2,000	0	2,000	910.45	.00	1,089.55	45.5%
632000 Dues & Subscriptions	23,500	0	23,500	9,075.25	.00	14,424.75	38.6%
633000 Office Supplies	2,500	0	2,500	1,206.01	.00	1,293.99	48.2%
633001 Operating Supplies	2,000	0	2,000	42.48	.00	1,957.52	2.1%
633007 Maintenance Supplies	52,500	465	52,965	48,628.44	2,867.75	1,468.81	97.2%
633010 Welding Supplies	15,000	0	15,000	19,239.28	203.42	-4,442.70	129.6%
633013 Traffic Paint	5,000	0	5,000	180.30	.00	4,819.70	3.6%
633014 Sign Material	40,000	12,048	52,048	10,336.22	7,953.77	33,758.28	35.1%
633015 Pre-Mix Asphalt	200,000	12,972	212,972	197,995.39	4,165.70	10,810.85	94.9%
633016 Culvert/Basin Supplies	75,000	2,806	77,806	48,940.90	171.23	28,693.95	63.1%
633017 Bridge/Fence Supplies	6,000	2,651	8,651	2,540.76	2,925.00	3,185.04	63.2%
633018 Loam/Seed	14,000	0	14,000	5,921.98	.00	8,078.02	42.3%
633019 Calcium Chloride	8,000	0	8,000	8,913.67	.00	-913.67	111.4%
633020 Road Salt	350,000	50,800	400,800	403,794.40	18.88	-3,013.54	100.8%
633021 Safety Equipment	25,000	0	25,000	32,950.90	.00	-7,950.90	131.8%
633023 Small Tools	27,000	0	27,000	29,892.28	.00	-2,892.28	110.7%
633024 Gravel	110,000	31,945	141,945	45,149.40	40,484.87	56,310.98	60.3%
633025 Other Sup - MV Repair	130,000	2,975	132,975	161,036.58	.00	-28,061.92	121.1%
633026 Other Sup - Equipment Repl	80,000	1,802	81,802	35,632.81	3,510.06	42,659.25	47.9%
633029 MV Sup - Tires/Tube/Chain	70,000	0	70,000	53,030.05	27,370.09	-10,400.14	114.9%
633030 MV Sup - Fuel	0	51,341	51,341	-4,108.99	3,416.57	52,032.98	-1.3%
633031 MV Sup - Plow/Grader Blades	35,000	0	35,000	25,793.89	.00	9,206.11	73.7%
633032 MV Sup - Other	50,000	0	50,000	50,375.40	8,630.61	-9,006.01	118.0%
633035 Parks/Open Space Supplies	75,000	15,272	90,272	14,877.35	16,350.03	59,044.62	34.6%

CITY OF AUBURN
EXPENDITURES- MARCH 2025

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FROM 2025 01 TO 2025 09

	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	ACTUALS	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
640000 Telephones/Cell Stipends	14,748	0	14,748	15,781.14	.00	-1,033.14	107.0%
641000 Water/Sewer	0	0	0	.00	.00	.00	.0%
641002 Electricity	0	0	0	.00	.00	.00	.0%
641004 Heating Fuel	0	0	0	.00	.00	.00	.0%
642000 Postage	200	0	200	101.92	.00	98.08	51.0%
643000 Leachate Hauling	20,000	0	20,000	5,818.41	.00	14,181.59	29.1%
650030 Operating Capital	0	0	0	6,952.00	.00	-6,952.00	.0%
655200 Guard Rail Replacement	20,000	25,073	45,073	15,176.00	25,605.00	4,292.00	90.5%
655405 St Imp-Crack Seal	0	442	442	401.17	.00	41.06	90.7%
TOTAL Public Works	6,368,936	333,562	6,702,498	4,627,890.29	294,865.54	1,779,741.67	73.4%
1043 Solid Waste Disposal							
620000 Advertising	1,000	0	1,000	.00	.00	1,000.00	.0%
628014 Solid Waste Disposal	516,500	0	516,500	365,433.72	.00	151,066.28	70.8%
628015 Solid Waste Collection	720,000	0	720,000	539,201.83	.00	180,798.17	74.9%
628053 Recycling Disposal	91,000	0	91,000	29,901.84	2,816.00	58,282.16	36.0%
628054 Recycling Collection	288,000	0	288,000	260,139.36	.00	27,860.64	90.3%
TOTAL Solid Waste Disposal	1,616,500	0	1,616,500	1,194,676.75	2,816.00	419,007.25	74.1%
1045 County Tax							
628908 County Taxes	3,117,240	0	3,117,240	3,117,240.00	.00	.00	100.0%
TOTAL County Tax	3,117,240	0	3,117,240	3,117,240.00	.00	.00	100.0%
1046 PW School Maint & Custodial							
611000 Regular Salaries	0	0	0	513,182.36	.00	-513,182.36	.0%
613000 OT - Regular	0	0	0	80,346.72	.00	-80,346.72	.0%
614005 Sick Leave Incentive	0	0	0	522.24	.00	-522.24	.0%
628019 Building Repairs	0	0	0	873,091.59	399,907.41	-1,272,999.00	.0%
628020 Vehicle Repairs	0	0	0	13.09	.00	-13.09	.0%
628021 Equipment Repairs	0	0	0	13,223.73	.00	-13,223.73	.0%

CITY OF AUBURN
EXPENDITURES- MARCH 2025

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FROM 2025 01 TO 2025 09

	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	ACTUALS	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
633007 Maintenance Supplies	0	0	0	89,625.01	23,469.52	-113,094.53	.0%
633029 MV Sup - Tires/Tube/Chain	0	0	0	149.99	.00	-149.99	.0%
641000 Water/Sewer	0	0	0	50,909.23	.00	-50,909.23	.0%
641002 Electricity	0	0	0	618,751.18	.00	-618,751.18	.0%
641004 Heating Fuel	0	0	0	180,551.93	.00	-180,551.93	.0%
TOTAL PW School Maint & Custodial	0	0	0	2,420,367.07	423,376.93	-2,843,744.00	.0%
1049 Arts & Culture							
628917 Arts & Culture	25,000	0	25,000	28,750.00	.00	-3,750.00	115.0%
TOTAL Arts & Culture	25,000	0	25,000	28,750.00	.00	-3,750.00	115.0%
1050 Public Library							
611000 Regular Salaries	0	0	0	1,051.29	.00	-1,051.29	.0%
617001 FICA/Medicare	0	0	0	249.87	.00	-249.87	.0%
628900 Public Library	1,199,897	0	1,199,897	899,922.78	.00	299,974.22	75.0%
TOTAL Public Library	1,199,897	0	1,199,897	901,223.94	.00	298,673.06	75.1%
1051 Transfer to TIF							
900001 Transfer Out	3,049,803	0	3,049,803	467,400.41	.00	2,582,402.59	15.3%
TOTAL Transfer to TIF	3,049,803	0	3,049,803	467,400.41	.00	2,582,402.59	15.3%
1052 Water & Sewer							
643002 Public Fire Protection Fee	840,280	0	840,280	585,902.46	.00	254,377.54	69.7%
TOTAL Water & Sewer	840,280	0	840,280	585,902.46	.00	254,377.54	69.7%
1053 Tax Sharing							

CITY OF AUBURN
EXPENDITURES- MARCH 2025

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FROM 2025 01 TO 2025 09

	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	ACTUALS	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
628909 Tax Sharing	260,000	0	260,000	.00	.00	260,000.00	.0%
TOTAL Tax Sharing	260,000	0	260,000	.00	.00	260,000.00	.0%
1054 Auburn-Lewiston Airport							
628911 Aub-Lew Airport	205,000	0	205,000	201,893.60	.00	3,106.40	98.5%
TOTAL Auburn-Lewiston Airport	205,000	0	205,000	201,893.60	.00	3,106.40	98.5%
1056 LA Transit Committee							
628913 Lew-Aub Transit	458,502	0	458,502	458,502.00	.00	.00	100.0%
TOTAL LA Transit Committee	458,502	0	458,502	458,502.00	.00	.00	100.0%
1057 LA-911							
611000 Regular Salaries	0	0	0	2,374.97	.00	-2,374.97	.0%
613000 OT - Regular	0	0	0	-22.91	.00	22.91	.0%
617001 FICA/Medicare	0	0	0	377.18	.00	-377.18	.0%
628914 Lew-Aub 911	1,380,000	0	1,380,000	689,997.86	.00	690,002.14	50.0%
TOTAL LA-911	1,380,000	0	1,380,000	692,727.10	.00	687,272.90	50.2%
1070 Education							
600000 Expenditures	62,123,472	0	62,123,472	29,544,240.41	.00	32,579,231.59	47.6%
TOTAL Education	62,123,472	0	62,123,472	29,544,240.41	.00	32,579,231.59	47.6%
TOTAL General Fund	121,825,947	652,268	122,478,215	73,228,463.49	2,599,367.43	46,650,383.80	61.9%
TOTAL EXPENSES	121,825,947	652,268	122,478,215	73,228,463.49	2,599,367.43	46,650,383.80	
GRAND TOTAL	121,825,947	652,268	122,478,215	73,228,463.49	2,599,367.43	46,650,383.80	61.9%

Norway Savings Bank Arena

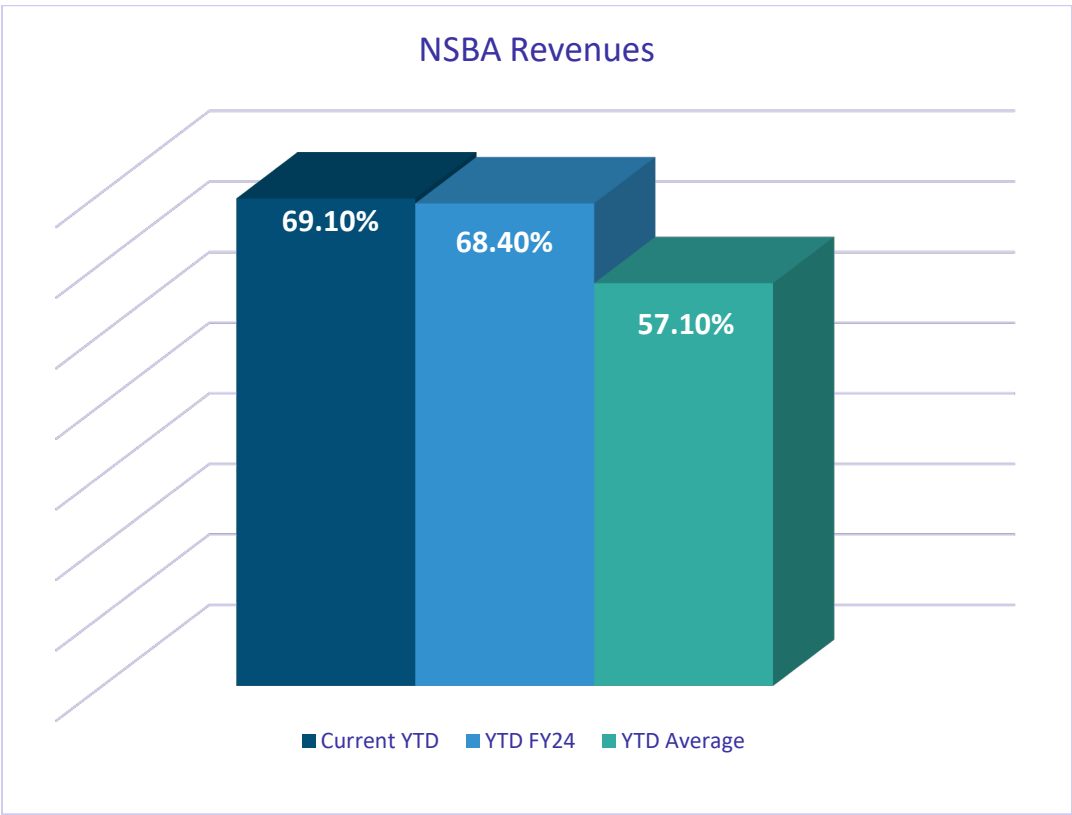
for the Period Ended March 31, 2025

As of March 2025, Norway Arena had an operating **gain** fiscal YTD of **\$78,966**. Ice rentals for St. Dom’s was lower than expected, however the arena has done well to get to a point of fiscal gain, and we project this will continue to the end of the fiscal year.

Revenues:

The operating revenues for Norway Arena through March 2025 are **\$759,608** or **69.1%** of the budget as compared to 68.4% of actual revenues through March 2024. This revenue comes from concessions, sign advertisements, pro shop lease, youth programming, shinny hockey, public skating, and ice rentals.

*Graph reflects current YTD with comparison to prior YTD and YTD average of prior 3 years percentage.



CITY OF AUBURN
 NSBA REVENUES- MARCH 2025

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FROM 2025 01 TO 2025 09

	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	ACTUALS	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
6200 Norway Savings Bank Arena							
6200 Norway Savings Bank Arena							
4201 Ice Rental-Gladiators	-280,000	0	-280,000	-277,417.28	.00	-2,582.72	99.1%
4202 Ice Rental-Edward Little	-22,500	0	-22,500	-15,310.00	.00	-7,190.00	68.0%
4203 Ice Rental-Red Hornets	-18,500	0	-18,500	-12,727.50	.00	-5,772.50	68.8%
4205 Ice Rental-St Doms (B & G)	-35,000	0	-35,000	-5,500.00	.00	-29,500.00	15.7%
4206 Ice Rental-Poland/Gray NG	-18,500	0	-18,500	-13,865.00	.00	-4,635.00	74.9%
4207 Ice Rental-CMCC	-22,500	0	-22,500	.00	.00	-22,500.00	.0%
4208 Ice Rental-SMMHL	-2,000	0	-2,000	-4,590.00	.00	2,590.00	229.5%
4209 Ice Rental-Adult Leagues	-162,000	0	-162,000	-113,286.68	.00	-48,713.32	69.9%
4210 Ice Rental-Twin City Thunder	-33,800	0	-33,800	-19,415.05	.00	-14,384.95	57.4%
4211 Ticket Revenue	-28,600	0	-28,600	-9,289.34	.00	-19,310.66	32.5%
4212 Ice Rental-Twin City Thunders	0	0	0	.00	.00	.00	.0%
4215 Freestyle-Figure Skating	-7,500	0	-7,500	-2,210.00	.00	-5,290.00	29.5%
4220 Camps/Clinics	-45,000	0	-45,000	-11,990.00	.00	-33,010.00	26.6%
4221 Tournaments	-75,000	0	-75,000	-44,872.31	.00	-30,127.69	59.8%
4223 Private Rentals	-30,000	0	-30,000	-11,925.00	.00	-18,075.00	39.8%
4224 Public Skate	-25,000	0	-25,000	-14,257.00	.00	-10,743.00	57.0%
4225 Shinny Hockey	-4,000	0	-4,000	-845.00	.00	-3,155.00	21.1%
4240 Programs	-20,000	0	-20,000	-12,455.00	.00	-7,545.00	62.3%
4250 Non Ice & Facility Rent	-40,000	0	-40,000	-26,791.25	.00	-13,208.75	67.0%
4252 Skate Rentals	-3,000	0	-3,000	-4,580.00	.00	1,580.00	152.7%
4260 Concessions	-21,000	0	-21,000	-16,000.00	.00	-5,000.00	76.2%
4261 Pepsi Vending Machines	-3,000	0	-3,000	-1,121.33	.00	-1,878.67	37.4%
4263 Vending Food	0	0	0	-396.88	.00	396.88	.0%
4265 Pro Shop	-7,000	0	-7,000	-2,925.00	.00	-4,075.00	41.8%
4270 Sponsorships	-195,000	0	-195,000	-137,837.96	.00	-57,162.04	70.7%
TOTAL Norway Savings Bank Arena	-1,098,900	0	-1,098,900	-759,607.58	.00	-339,292.42	69.1%
TOTAL Norway Savings Bank Arena	-1,098,900	0	-1,098,900	-759,607.58	.00	-339,292.42	69.1%
TOTAL REVENUES	-1,098,900	0	-1,098,900	-759,607.58	.00	-339,292.42	
GRAND TOTAL	-1,098,900	0	-1,098,900	-759,607.58	.00	-339,292.42	69.1%

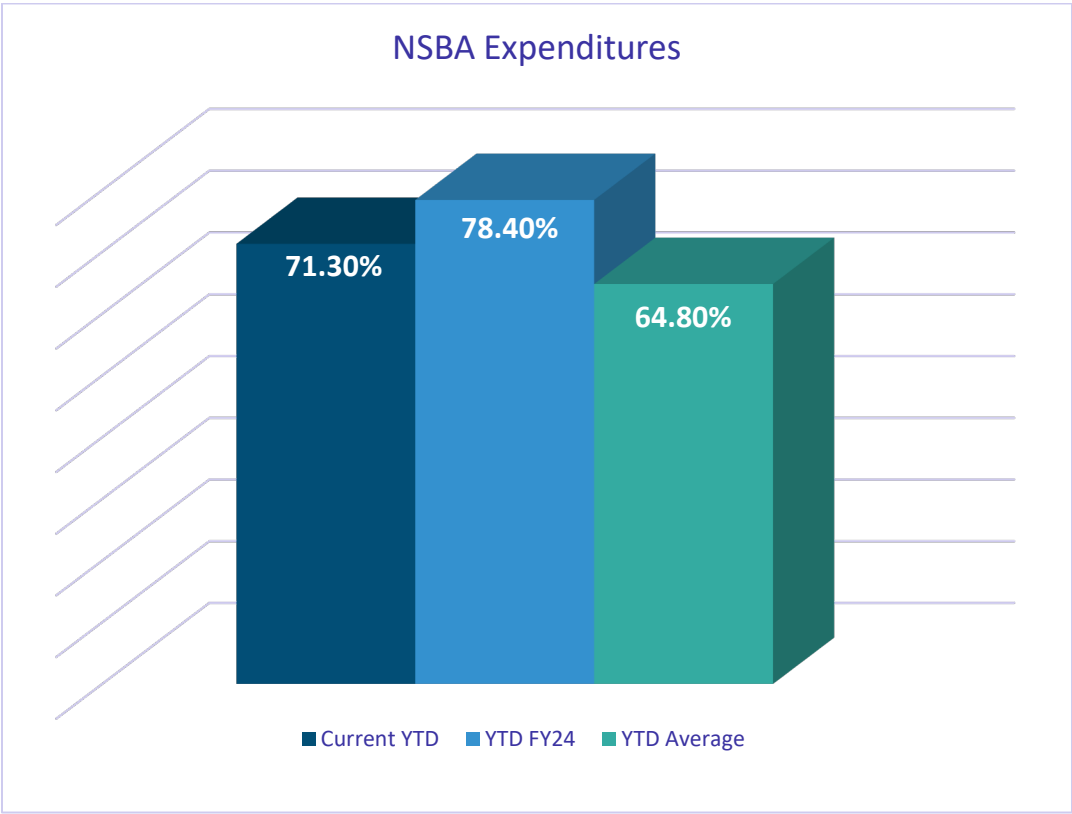
Norway Savings Bank Arena

for the Period Ended March 31, 2025

Expenditures:

The operating expenses for Norway Arena through March 2025 were **\$680,642** or **71.3%** of the budget as compared to 78.4% of actual expenditures through March 2024. These expenses include personnel costs, supplies, utilities, repairs, capital purchases and maintenance.

*Graph reflects current YTD with comparison to prior YTD and YTD average of prior 3 years percentage.



CITY OF AUBURN
 NSBA EXPENDITURES- MARCH 2025

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FROM 2025 01 TO 2025 09

	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	ACTUALS	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
6200 Norway Savings Bank Arena							
6200 Norway Savings Bank Arena							
611000 Regular Salaries	311,032	0	311,032	259,995.74	.00	51,036.26	83.6%
612000 Part Time	60,000	0	60,000	45,445.44	.00	14,554.56	75.7%
612008 Programs	10,000	0	10,000	2,012.28	.00	7,987.72	20.1%
613030 Police Time	0	0	0	2,366.20	.00	-2,366.20	.0%
614015 Earned Paid Leave	0	0	0	.00	.00	.00	.0%
615000 Uniform Allowance	0	0	0	.00	.00	.00	.0%
620000 Advertising	2,000	0	2,000	.00	.00	2,000.00	.0%
628000 PS - Gen/Professional	12,000	0	12,000	.00	2,300.00	9,700.00	19.2%
628003 Drug Testing	400	0	400	.00	.00	400.00	.0%
628014 Solid Waste Disposal	600	0	600	564.69	.00	35.31	94.1%
628019 Building Repairs	50,000	0	50,000	13,856.95	.00	36,143.05	27.7%
628020 Vehicle Repairs	4,000	0	4,000	5,669.20	.00	-1,669.20	141.7%
628021 Equipment Repairs	4,000	0	4,000	4,058.05	.00	-58.05	101.5%
628026 Maintenance Contractx	0	0	0	.00	.00	.00	.0%
628051 Cleaning Services	20,000	0	20,000	16,340.00	3,660.00	.00	100.0%
628070 Security	4,900	0	4,900	.00	.00	4,900.00	.0%
629000 Professional Development	5,000	0	5,000	.00	5,000.00	.00	100.0%
632000 Dues & Subscriptions	7,412	0	7,412	12,142.75	.00	-4,730.75	163.8%
633000 Office Supplies	2,000	0	2,000	.00	.00	2,000.00	.0%
633001 Operating Supplies	70,000	1,473	71,473	44,319.43	4,298.30	22,855.57	68.0%
633002 Other Sup - Operating Field	3,000	0	3,000	474.88	.00	2,525.12	15.8%
633021 Safety Equipment	4,000	0	4,000	2,326.49	.00	1,673.51	58.2%
633030 MV Sup - Fuel	0	0	0	.00	.00	.00	.0%
640000 Telephones/Cell Stipends	5,000	0	5,000	2,839.23	.00	2,160.77	56.8%
640001 Cable	2,500	0	2,500	2,246.24	.00	253.76	89.8%
641000 Water/Sewer	46,000	0	46,000	41,559.92	.00	4,440.08	90.3%
641001 Natural Gas	42,153	0	42,153	17,466.45	.00	24,686.55	41.4%
641002 Electricity	220,000	0	220,000	155,371.36	.00	64,628.64	70.6%
641003 Bottled Gas	5,000	0	5,000	5,741.86	.00	-741.86	114.8%
642000 Postage	150	0	150	.00	.00	150.00	.0%
645000 Insurance Premiums	43,223	0	43,223	42,694.00	.00	529.00	98.8%
650000 Capital Outlay	40,000	0	40,000	3,150.68	.00	36,849.32	7.9%
TOTAL Norway Savings Bank Arena	974,370	1,473	975,843	680,641.84	15,258.30	279,943.16	71.3%
TOTAL Norway Savings Bank Arena	974,370	1,473	975,843	680,641.84	15,258.30	279,943.16	71.3%
TOTAL EXPENSES	974,370	1,473	975,843	680,641.84	15,258.30	279,943.16	
GRAND TOTAL	974,370	1,473	975,843	680,641.84	15,258.30	279,943.16	71.3%

Ingersoll Turf Facility

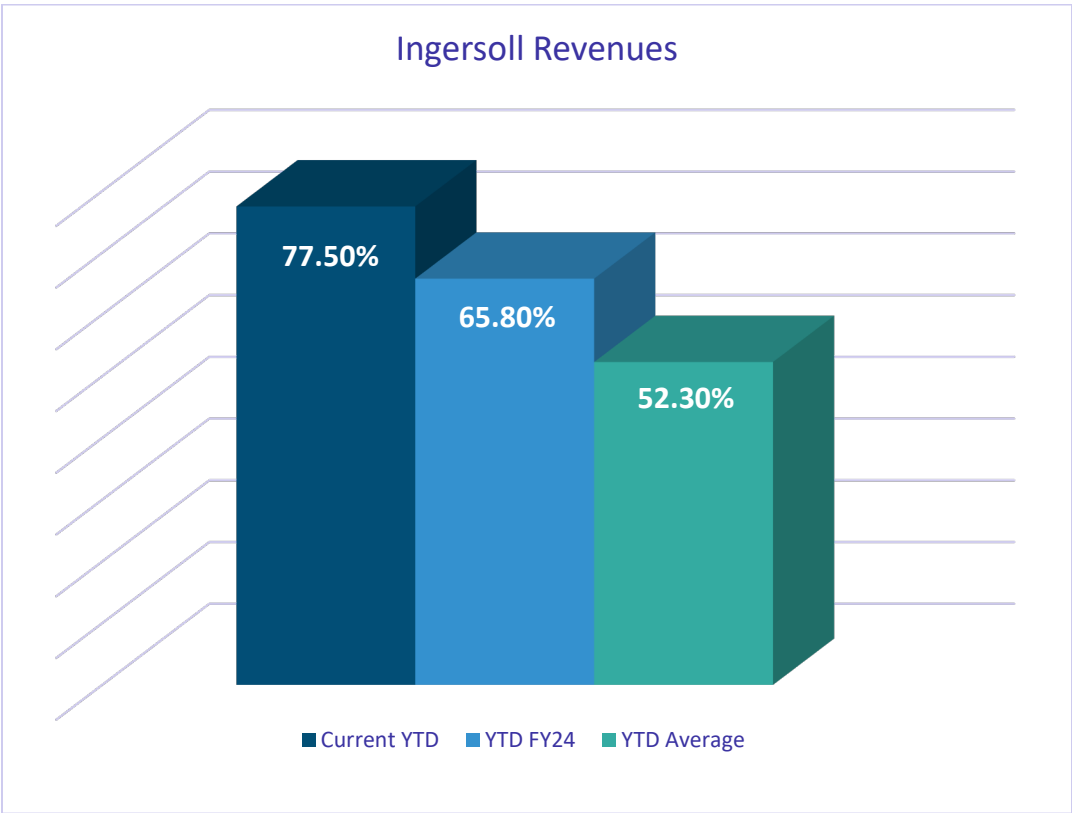
for the Period Ended March 31, 2025

As of March 2025, Ingersoll had an operating gain YTD of \$130,813. Facility use has continued to increase, bringing program revenues above budget.

Revenues:

The operating revenues for Ingersoll through March 2025 are **\$170,542** or **77.5%** of the budget as compared to 65.8% of actual revenues through March 2024. This revenue comes from sponsorships, programs, rental income, and batting cages.

*Graph reflects current YTD with comparison to prior YTD and YTD average of prior 3 years percentage.



CITY OF AUBURN
 INGERSOLL REVENUES- MARCH 2025

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FROM 2025 01 TO 2025 09

	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	ACTUALS	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
6100 Ingersoll Turf Facility							
6100 Ingersoll Turf Facility							
420070 Sponsorships-Special Events	-20,000	0	-20,000	-9,500.00	.00	-10,500.00	47.5%
420800 PROGRAM REVENUES	-18,000	0	-18,000	-19,052.50	.00	1,052.50	105.8%
420903 Programs	-42,000	0	-42,000	-12,265.00	.00	-29,735.00	29.2%
422000 Investment Income	0	0	0	-3,997.61	.00	3,997.61	.0%
429010 Rental Income	-140,000	0	-140,000	-125,727.25	.00	-14,272.75	89.8%
TOTAL Ingersoll Turf Facility	-220,000	0	-220,000	-170,542.36	.00	-49,457.64	77.5%
TOTAL Ingersoll Turf Facility	-220,000	0	-220,000	-170,542.36	.00	-49,457.64	77.5%
TOTAL REVENUES	-220,000	0	-220,000	-170,542.36	.00	-49,457.64	
GRAND TOTAL	-220,000	0	-220,000	-170,542.36	.00	-49,457.64	77.5%

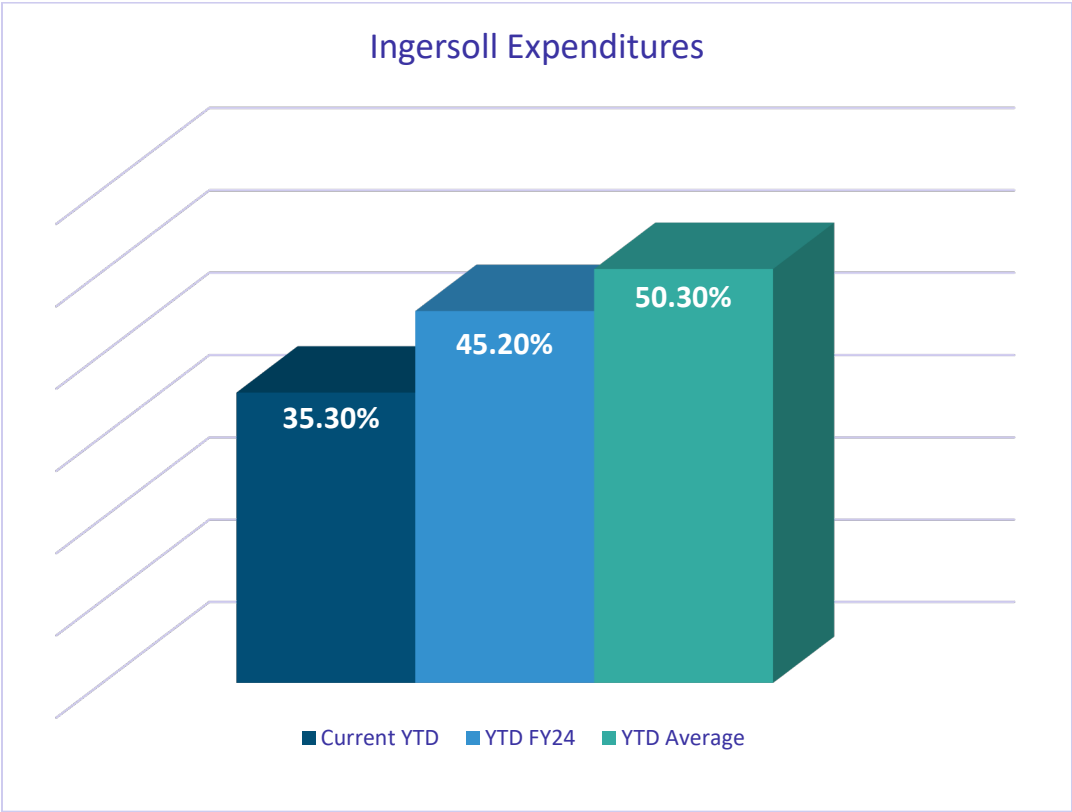
Ingersoll Turf Facility

for the Period Ended March 31, 2025

Expenditures:

The operating expenses for Ingersoll through March 2025 were **\$39,729** or **35.3%** of the budget as compared to 45.2% of actual expenditures through March 2024. These expenses include supplies, repairs, and maintenance.

*Graph reflects current YTD with comparison to prior YTD and YTD average of prior 3 years percentage.

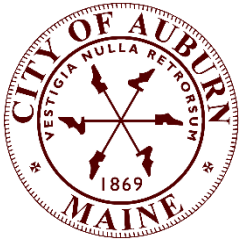


CITY OF AUBURN
INGERSOLL EXPENDITURES- MARCH 2025

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FROM 2025 01 TO 2025 09

	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	ACTUALS	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
6100 Ingersoll Turf Facility							
6100 Ingersoll Turf Facility							
611000 Regular Salaries	40,000	0	40,000	1,580.05	.00	38,419.95	4.0%
612000 Part Time	25,000	0	25,000	22,892.70	.00	2,107.30	91.6%
620000 Advertising	500	0	500	.00	.00	500.00	.0%
628000 PS - Gen/Professional	5,300	0	5,300	915.55	.00	4,384.45	17.3%
628019 Building Repairs	20,000	0	20,000	3,080.95	.00	16,919.05	15.4%
629000 Professional Development	500	0	500	.00	.00	500.00	.0%
629001 Travel - Mileage Reimbursement	200	0	200	.00	.00	200.00	.0%
632000 Dues & Subscriptions	500	0	500	.00	.00	500.00	.0%
633000 Office Supplies	500	0	500	.00	.00	500.00	.0%
633003 Janitorial Supplies	2,000	0	2,000	1,254.30	.00	745.70	62.7%
633033 Misc Expense	16,300	0	16,300	9,478.48	.00	6,821.52	58.2%
640000 Telephones/Cell Stipends	1,400	0	1,400	526.59	.00	873.41	37.6%
641005 Diesel	300	0	300	.00	.00	300.00	.0%
642000 Postage	50	0	50	.00	.00	50.00	.0%
650000 Capital Outlay	0	0	0	.00	.00	.00	.0%
651069 Rec Programming/Facility Study	0	0	0	.00	.00	.00	.0%
TOTAL Ingersoll Turf Facility	112,550	0	112,550	39,728.62	.00	72,821.38	35.3%
TOTAL Ingersoll Turf Facility	112,550	0	112,550	39,728.62	.00	72,821.38	35.3%
TOTAL EXPENSES	112,550	0	112,550	39,728.62	.00	72,821.38	
GRAND TOTAL	112,550	0	112,550	39,728.62	.00	72,821.38	35.3%



City of Auburn City Council Information Sheet

Council Workshop or Meeting Date: May 5, 2025

Subject: Executive Session

Information: Executive Session pursuant to 1 M.R.S.A. Section 405(6) (D) for labor negotiations.

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 or consideration of the employment, appointment, assignment, duties, promotion, demotion, compensation, evaluation, disciplining, resignation or dismissal of an individual or group of public officials, appointees or employees of the body or agency or the investigation or hearing of charges or complaints against a person or persons subject to the following conditions:

- (1) An executive session may be held only if public discussion could be reasonably expected to cause damage to the individual's reputation or the individual's right to privacy would be violated;
 - (2) Any person charged or investigated must be permitted to be present at an executive session if that person so desires;
 - (3) Any person charged or investigated may request in writing that the investigation or hearing of charges or complaints against that person be conducted in open session. A request, if made to the agency, must be honored; and
 - (4) Any person bringing charges, complaints or allegations of misconduct against the individual under discussion must be permitted to be present.
- This paragraph does not apply to discussion of a budget or budget proposal;

B. Discussion or consideration by a school board of suspension or expulsion of a public school student or a student at a private school, the cost of whose education is paid from public funds, as long as:

- (1) The student and legal counsel and, if the student is a minor, the student's parents or legal guardians are permitted to be present at an executive session if the student, parents or guardians so desire;

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;

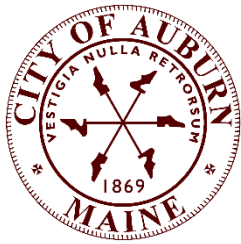
D. Discussion of labor contracts and proposals and meetings between a public agency and its negotiators. The parties must be named before the body or agency may go into executive session. Negotiations between the representatives of a public employer and public employees may be open to the public if both parties agree to conduct negotiations in open sessions;

E. Consultations between a body or agency and its attorney concerning the legal rights and duties of the body or agency, pending or contemplated litigation, settlement offers and matters where the duties of the public body's or agency's counsel to the attorney's client pursuant to the code of professional responsibility clearly conflict with this subchapter or where premature general public knowledge would clearly place the State, municipality or other public agency or person at a substantial disadvantage;

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 C in the prosecution of an enforcement matter pending in District Court when the consultation relates to that pending enforcement matter.



City of Auburn City Council Information Sheet

Council Workshop or Meeting Date: May 5, 2025

Subject: Executive Session

Information: Executive Session pursuant to 1 M.R.S.A. Section 405(6) (C) for an economic development matter involving city-owned property.

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 or consideration of the employment, appointment, assignment, duties, promotion, demotion, compensation, evaluation, disciplining, resignation or dismissal of an individual or group of public officials, appointees or employees of the body or agency or the investigation or hearing of charges or complaints against a person or persons subject to the following conditions:

- (1) An executive session may be held only if public discussion could be reasonably expected to cause damage to the individual's reputation or the individual's right to privacy would be violated;
- (2) Any person charged or investigated must be permitted to be present at an executive session if that person so desires;
- (3) Any person charged or investigated may request in writing that the investigation or hearing of charges or complaints against that person be conducted in open session. A request, if made to the agency, must be honored; and
- (4) Any person bringing charges, complaints or allegations of misconduct against the individual under discussion must be permitted to be present. This paragraph does not apply to discussion of a budget or budget proposal;

B. Discussion or consideration by a school board of suspension or expulsion of a public school student or a student at a private school, the cost of whose education is paid from public funds, as long as:

- (1) The student and legal counsel and, if the student is a minor, the student's parents or legal guardians are permitted to be present at an executive session if the student, parents or guardians so desire;

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;

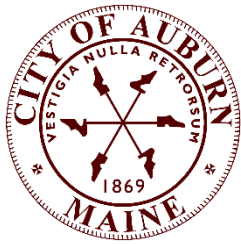
D. Discussion of labor contracts and proposals and meetings between a public agency and its negotiators. The parties must be named before the body or agency may go into executive session. Negotiations between the representatives of a public employer and public employees may be open to the public if both parties agree to conduct negotiations in open sessions;

E. Consultations between a body or agency and its attorney concerning the legal rights and duties of the body or agency, pending or contemplated litigation, settlement offers and matters where the duties of the public body's or agency's counsel to the attorney's client pursuant to the code of professional responsibility clearly conflict with this subchapter or where premature general public knowledge would clearly place the State, municipality or other public agency or person at a substantial disadvantage;

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 C in the prosecution of an enforcement matter pending in District Court when the consultation relates to that pending enforcement matter.



City of Auburn City Council Information Sheet

Council Workshop or Meeting Date: May 5, 2025

Subject: Executive Session

Information: Executive Session pursuant to 1 M.R.S.A. Section 405(6) (A) for a personnel matter.

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 or consideration of the employment, appointment, assignment, duties, promotion, demotion, compensation, evaluation, disciplining, resignation or dismissal of an individual or group of public officials, appointees or employees of the body or agency or the investigation or hearing of charges or complaints against a person or persons subject to the following conditions:

- (1) An executive session may be held only if public discussion could be reasonably expected to cause damage to the individual's reputation or the individual's right to privacy would be violated;
 - (2) Any person charged or investigated must be permitted to be present at an executive session if that person so desires;
 - (3) Any person charged or investigated may request in writing that the investigation or hearing of charges or complaints against that person be conducted in open session. A request, if made to the agency, must be honored; and
 - (4) Any person bringing charges, complaints or allegations of misconduct against the individual under discussion must be permitted to be present.
- This paragraph does not apply to discussion of a budget or budget proposal;

B. Discussion or consideration by a school board of suspension or expulsion of a public school student or a student at a private school, the cost of whose education is paid from public funds, as long as:

- (1) The student and legal counsel and, if the student is a minor, the student's parents or legal guardians are permitted to be present at an executive session if the student, parents or guardians so desire;

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. Discussion of labor contracts and proposals and meetings between a public agency and its negotiators. The parties must be named before the body or agency may go into executive session. Negotiations between the representatives of a public employer and public employees may be open to the public if both parties agree to conduct negotiations in open sessions;

E. Consultations between a body or agency and its attorney concerning the legal rights and duties of the body or agency, pending or contemplated litigation, settlement offers and matters where the duties of the public body's or agency's counsel to the attorney's client pursuant to the code of professional responsibility clearly conflict with this subchapter or where premature general public knowledge would clearly place the State, municipality or other public agency or person at a substantial disadvantage;

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 C in the prosecution of an enforcement matter pending in District Court when the consultation relates to that pending enforcement matter.