

Lewiston-Auburn Downtown Connector / Turnpike Interchange Feasibility Study  
Advisory Committee Meeting  
January 13, 2004

**Meeting Agenda**

1. Welcome and Introductions
2. Project Update – Status Report
3. Proposed Project Schedule (see attachment #1)
4. Revised Downtown Development Forecasts (see attachment #2)
5. Review of Purpose & Need (see attachment #3)
6. Review of Strategies Under Consideration
  - Strategy 1: River Road (Full) Interchange, Lewiston
  - Strategy 2: Route 136/Riverside Drive Interchange, Auburn
  - Strategy 3: South Main Street Interchange, Auburn
  - Strategy 4: South Main Street-Route 136 Combination Interchange, Auburn
  - Strategy 5: Route 136-River Road (Half) Interchange, Lewiston
  - Strategies 1A, 2A, 5A: Interchange strategies above plus new river crossing
7. Review of Strategy Evaluation Process
  - Phase I & II Evaluation (see attachment #4)
  - Phase I Matrix
8. For Discussion Purposes
  - ACTION:** Eliminate Strategy 3: South Main Street Interchange from Further Consideration – *Does Not Meet Purpose and Need*
    - Rationale: Lower Transportation Benefits
    - Higher Potential Negative Neighborhood Impacts
    - Low Level of Community Support
  - ACTION:** Eliminate Strategy 4: South Main Street-Route 136 Combination Interchange from Further Consideration – *Does Not Meet Purpose and Need*
    - Rationale: Lower Transportation Benefits
    - Higher Potential Negative Neighborhood Impacts
    - Low Level of Community Support
9. Next Steps / Next Meeting
  - Next Meeting: January 27<sup>th</sup>, 11:30 am
  - Suggested Agenda Items:
    - Project Update - Status Report
    - Revised Traffic Forecasts
    - Continued Evaluation/Screening of Interchange Strategies
    - Mid February General Public Meeting

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**Proposed Project Schedule**

**Attachment #1**

Who/When                      Purpose  
Advisory Committee Meetings

January 13<sup>th</sup>:                      Reconvene Committee and Update on Project Status

January 27<sup>th</sup>:                      Review Revised Traffic Forecasts  
Continued Evaluation/Screening of Interchange Strategies

Late February:                      Strategy Evaluation: Review Phase II (Detailed) Matrix  
Review Draft Socio-Economic Impacts Report

Late March:                      Recommend Strategies for Future Study Phases

Late April:                      Review Draft Report & Draft Executive Summary

Late May:                      Endorse Final Report

City Council Briefings

Lewiston Council                      Updates prior to the General Public Meetings  
Endorsement of Committee Recommendations/Report

Auburn Council                      Updates prior to the General Public Meetings  
Endorsement of Committee Recommendations/Report

Joint Council Mtgs

General Public Meetings

Mid February:                      Project Status/Review; Review Traffic Forecasts; Get Input  
Mid April:                      Comment on Draft Recommended Strategies for Future Study

Interagency Project Review Committee

February 10<sup>th</sup>                      Courtesy Update on Project Status and Strategy Evaluation

As Needed Updates to Other Bodies

Poland, New Gloucester, Durham

RTAC

Maine Turnpike Board

## **Travel Demand Model – Growth Projections to 2025**

### **Projections**

- **Growth already in-place**
  - Hospital Expansion – 299 Non Retail employees\* (TAZ 263)
  - Hilton Hotel – 29 Retail employees\*\* (TAZ 276)
  
- **Additional Growth – Financially Committed**
  - Auburn
    - Downtown 250,000 sq/ft office space - 700 Non Retail employees (TAZ 282)
    - Auburn Airport Area Industrial - 48 Non Retail (TAZ 52)
    - Downtown Court & Main 9,000 sq/ft Office/Retail – 13 Non Retail and 6 Retail employees (TAZ 287)
    - Great Falls Plaza 60,000 sq/ft Office/Retail – 84 Non Retail and 41 Retail employees (TAZ 276)
    - Auburn Airport area Industrial Park 125,000 sq/ft – 442 Non Retail employees (TAZ 22)
    - Auburn Mall Area 125,000 sq/ft Retail – 170 Retail employees (TAZ 310)
    - Adamian Property (exit 12) Retail 15,000 sq/ft – 20 Retail employees (TAZ 23)
    - New Housing Park and Court Streets, 50 Units – 50 Households and 110 population (TAZ 158)
  - Lewiston
    - Downtown 200,000 sq/ft office space – 560 Non Retail employees (TAZ 279)
    - Downtown 150,000 sq/ft retail – 204 Retail employees (TAZ 292)
    - Downtown 65,000 sq/ft office space – 182 Non Retail employees (TAZ 293)
    - South of Exit 13 540,000 sq/ft industrial – 956 Non Retail employees\*\*\* (TAZ 348)
    - South of Exit 13 200,000 sq/ft retail – 272 Retail employees (TAZ 229)
    - South of Exit 13 – Wal\*Mart Distribution Center – 600 Non Retail employees (TAZ 348)

\* 200 Hospital employees equals 299 Non Retail employees in trip production per ITE Trip Generation Manual

\*\* 100 Hotel rooms equals the same trip generation as 29 Retail employees per ITE Trip Generation Manual

\*\*\* Industrial Park trip generation is 94% of Non Retail trip generation per ITE Trip Generation Manual

## Purpose & Need Statement

### Lewiston-Auburn Downtown Connector/Turnpike Interchange Feasibility Study

#### PURPOSE:

- Provide improved transportation connections between the Maine Turnpike/I-495 and the downtowns of Auburn and Lewiston.
- Address appropriate transportation connectivity for both local and regional travel in the study area
- Address current and future traffic congestion and safety issues along key transportation corridors in both communities
- Realize economic redevelopment of the Lewiston and Auburn Downtowns and economic development opportunities along key corridors/areas of both communities through enhanced transportation linkages and connectivity.
- Provide connectivity opportunities and enhancements for local bicycling and pedestrian travel.
- Improve Emergency/Public Safety Vehicle Access to and from the Maine Turnpike to respond to Incidents.

#### NEEDS:

##### Congestion and Accessibility

- delays due to inadequate capacity to move within the study area
- reduce congestion for local and through travelers in the study area
- delays caused by events that interrupt traffic flow
- impeded access to homes, institutions and businesses within the study area
- future growth in congestion due to increasing travel, property ownership, and business development
- improve regional road system linkage
- improve local bicycling, pedestrian, and recreational linkage
- improve access to alternative modes – transit, park & ride, etc...

##### Public Safety

- traffic accidents caused by congested stop-and-go operation, inadequate gaps in traffic, and driver frustration
- hazardous locations in the highway network
- reduce accidents within the study area
- slow response times for emergency vehicles

##### Quality of Community Life

- deterioration of neighborhoods due to spillover traffic on local roads and streets
- limit negative impacts on communities, farmland and neighborhoods
- impacts of potential transit routes and methods
- reduced access to local attractions
- consistent with and supports the goals of Auburn and Lewiston's Comprehensive Plans
- encourage bicycling, pedestrian, and recreational opportunities and reduce impediments to these opportunities
- enhance truck routing while limiting truck traffic in neighborhoods

**Regional and Local Economic Health**

- difficulty in attracting customers to business in the region because of congestion
- improve economic opportunities for business
- opportunities to revitalize core communities
- connectivity to downtown business areas
- improve the current and future flow of traffic and shipment of goods to the MTA/Interstate

## Strategy Screening and Evaluation

## Attachment #4

The interchange strategies will undergo a two step screening and evaluation process. First, the strategies will be screened in relation to the Purpose portion (the objectives) of the draft Purpose and Need Statement. Those strategies that fundamentally meet the objectives of the Purpose, advance to the more detailed technical evaluation. For those strategies that do not fundamentally meet the objectives, they are screened out at this preliminary stage and are recommended to not be considered further. It is important to document that a strategy is screened out for further consideration and why.

# Project Screening & Evaluation Process

