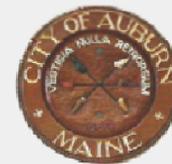


Androscoggin Greenway Plan Lewiston ~ Auburn

WRIGHT-PIERCE 
Engineering a Better Environment

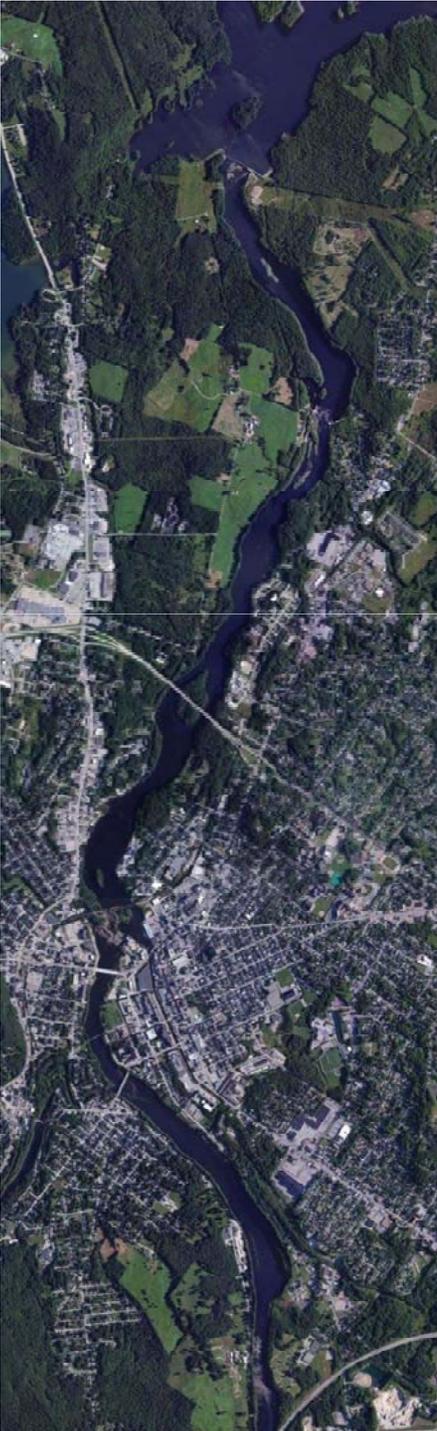

**Environmental
Fundors Network**

A project of the Maine Community Foundation and the Maine Philanthropy Center



**ANDROSCOGGIN
LAND TRUST**

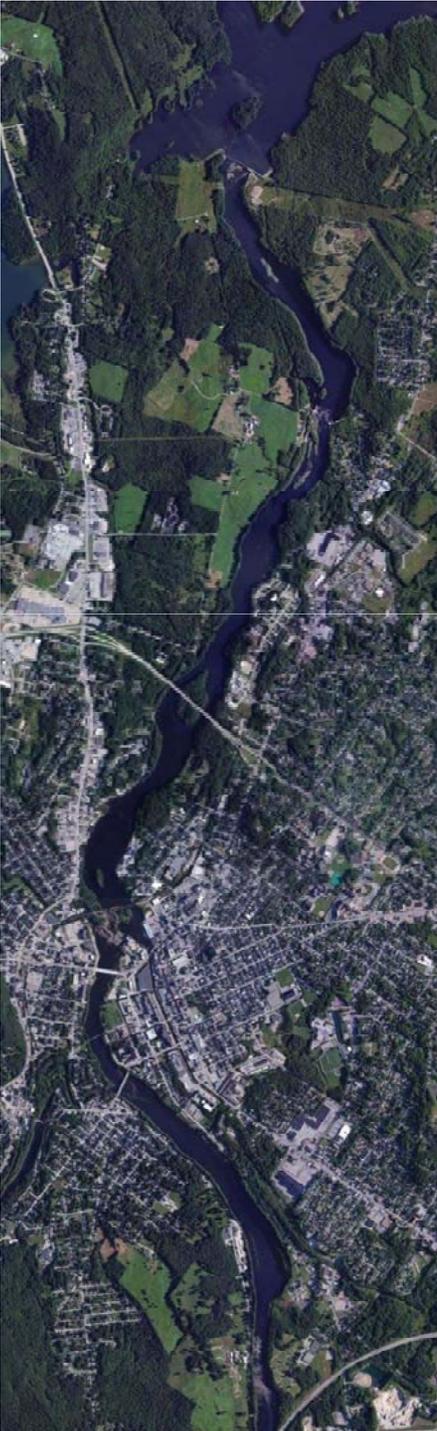
Active Communities Conference 2013



Androscoggin Greenway Plan

PRESENTATION

1. Introduction
2. What Does the Greenway Mean to L/A?
3. Summary of the Plan
4. The Community Process
5. Project Coordination
6. Transitioning into Implementation
7. Take-away Points

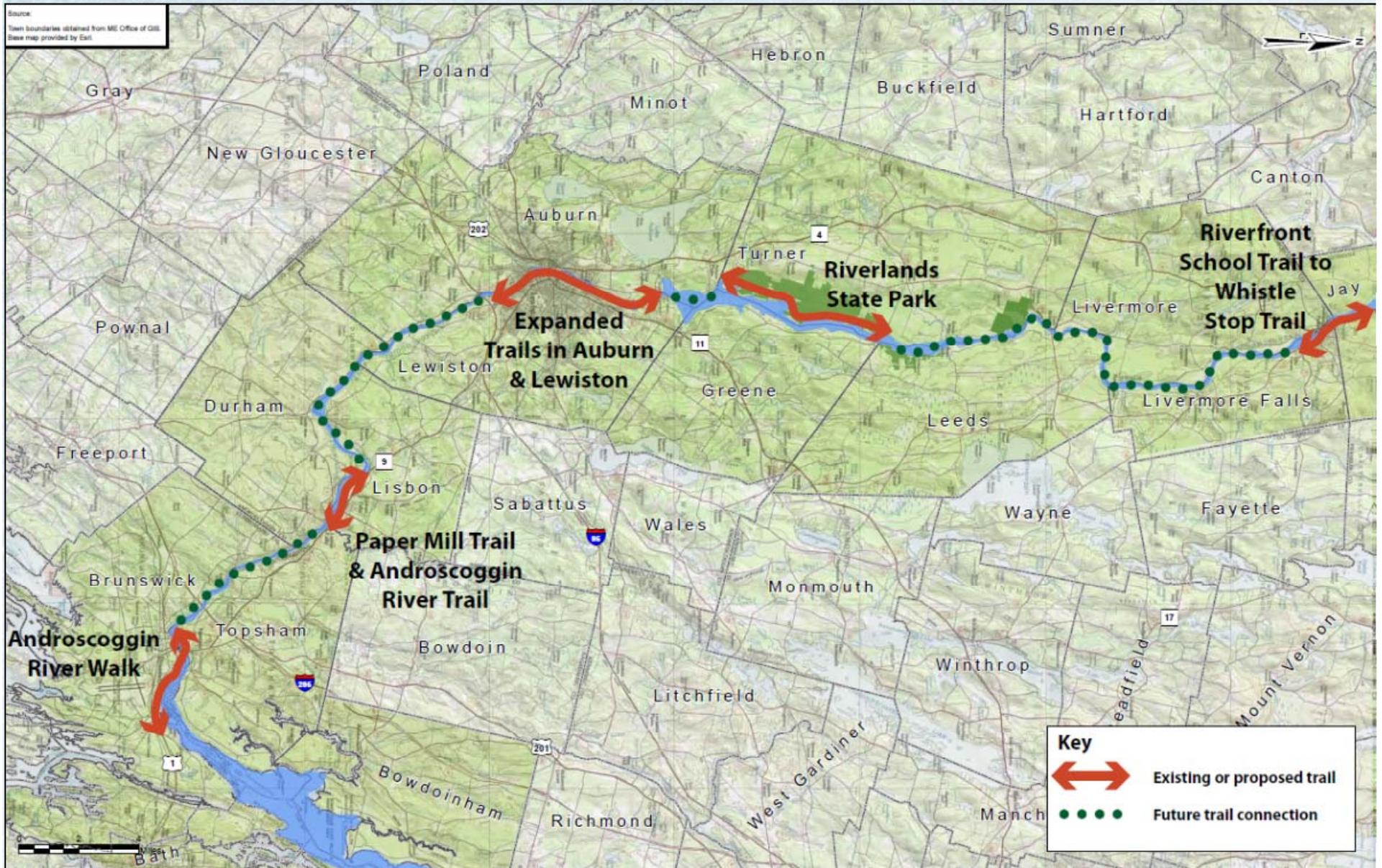


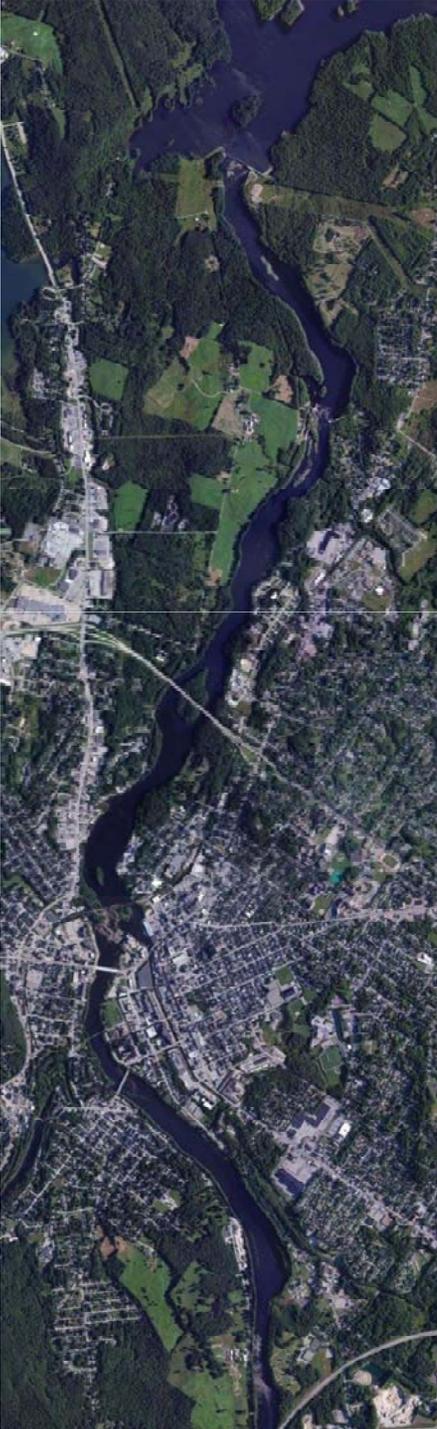
Androscoggin Greenway Plan

Introduction

- Bike, pedestrian, and boat connectivity along river corridor in L/A
- Joint municipal effort lead by Land Trust
- North to Androscoggin Riverlands & Gulf Island Pond, South to I-95
- Partners, community outreach
- Existing plans, project coordination

Androscoggin Greenway Regional Context





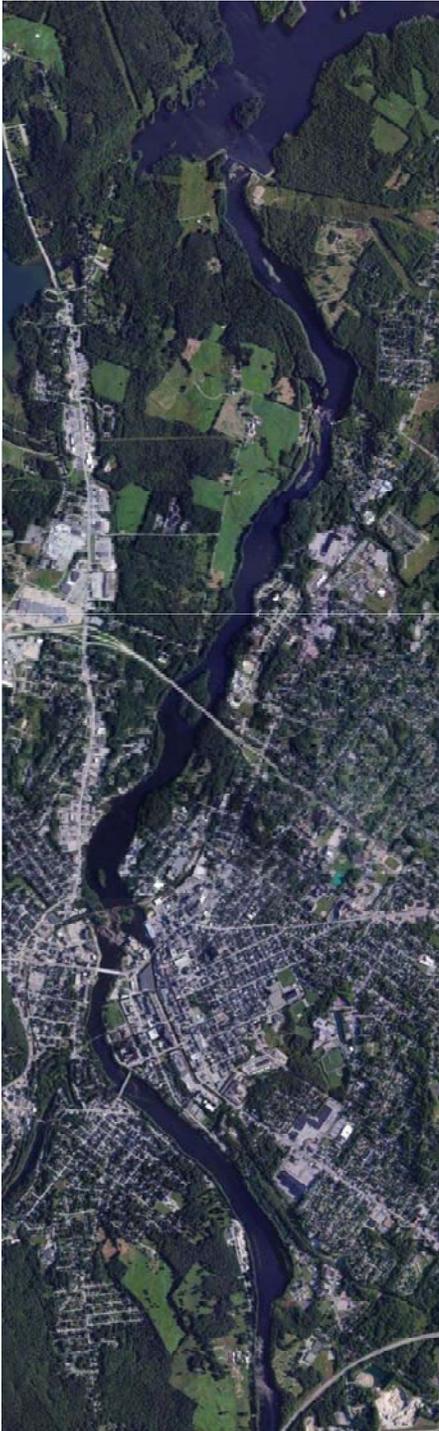
Androscoggin Greenway Plan

PARTNERS

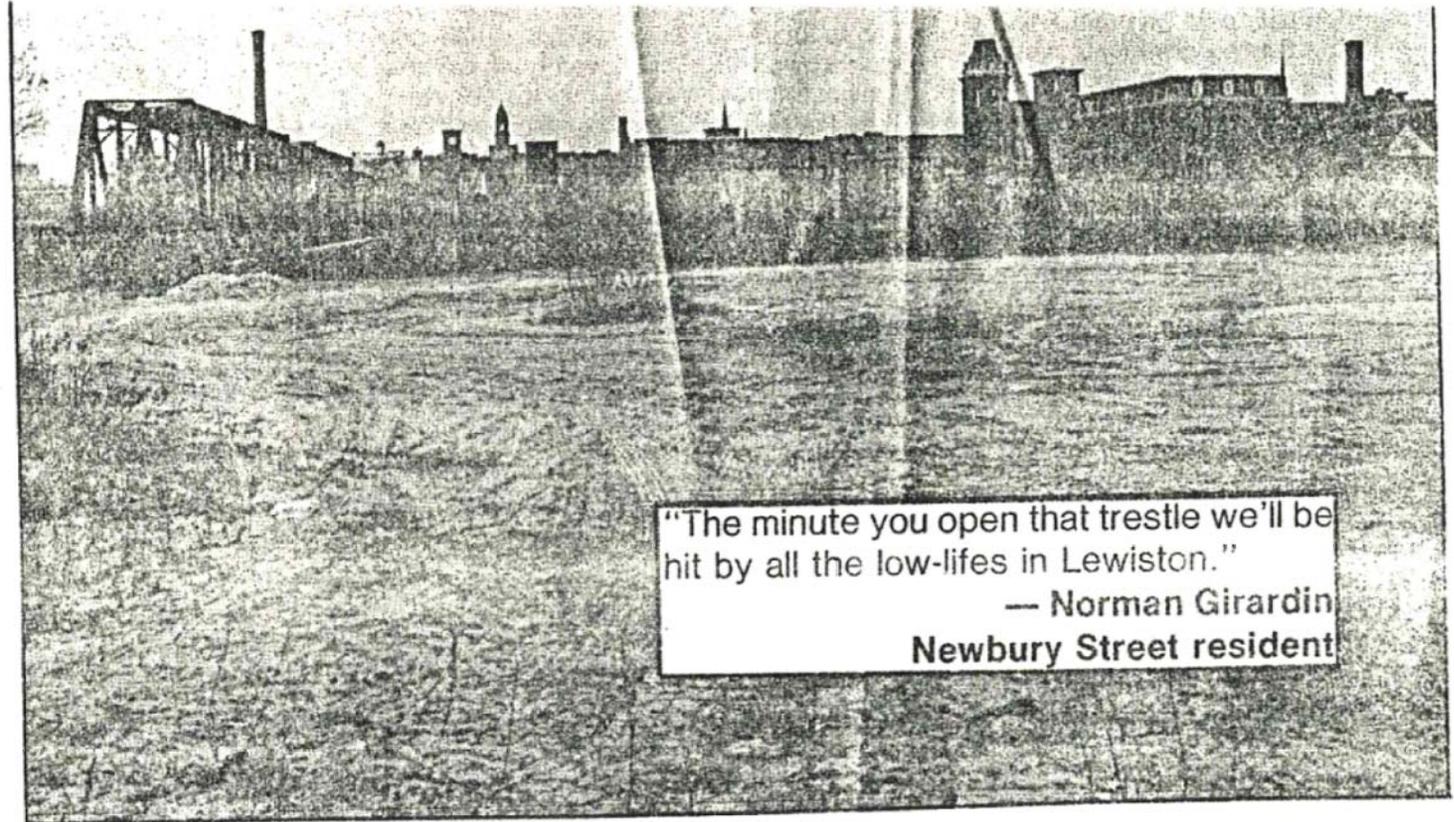
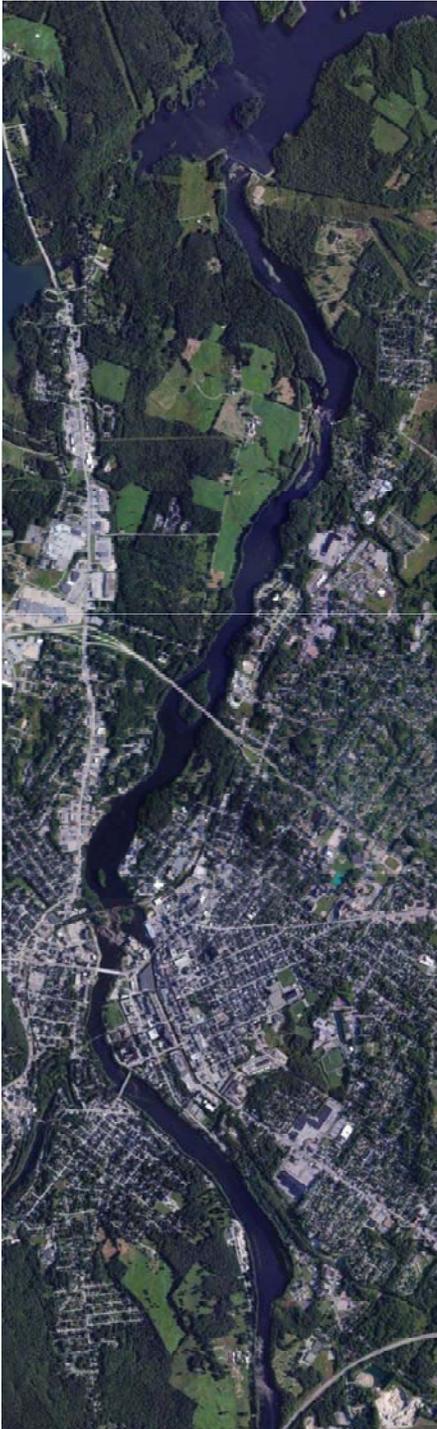
- Androscoggin Land Trust, L/A Trails
- City of Auburn, City of Lewiston (staff, councilors, committees)
- National Park Service Rivers & Trails
- Residents, neighborhoods
- Business community
- Bicycling community
- ... And more!

Androscoggin Greenway Plan

WHAT DOES THE GREENWAY MEAN TO LEWISTON/AUBURN?



Androscoggin Greenway Study



"The minute you open that trestle we'll be hit by all the low-lives in Lewiston."
— Norman Girardin
Newbury Street resident

JOSE LEIVA/Sun-Journal

Auburn officials said this barren, eroding lot at the foot of an abandoned railroad trestle could become a neighborhood park and a link in a series of parks and

public walkways along both sides of the Androscoggin River. But neighbors worried about who might cross the trestle.

Androscoggin Greenway Study

THE ANDROSCOGGIN: *A River Reborn.*

*For thousands of years, the Androscoggin River was magnificent.
In a few short decades, people and industry nearly destroyed it.
Now the Androscoggin River is returning to life.*

Salmon and shad once spawned above the Great Falls of the Androscoggin, and moose browsed along the river's banks. Even the river's name comes from the home of the native people, Ameriscoggin, referring to an abundance of fish.

The Androscoggin was the tribe's artery for canoe travel between the interior and the coast. As Europeans moved into the area in the late 18th century, permanent communities grew up along its shores. Entrepreneurs harnessed the power for sawmills and, later, textile mills. Workers

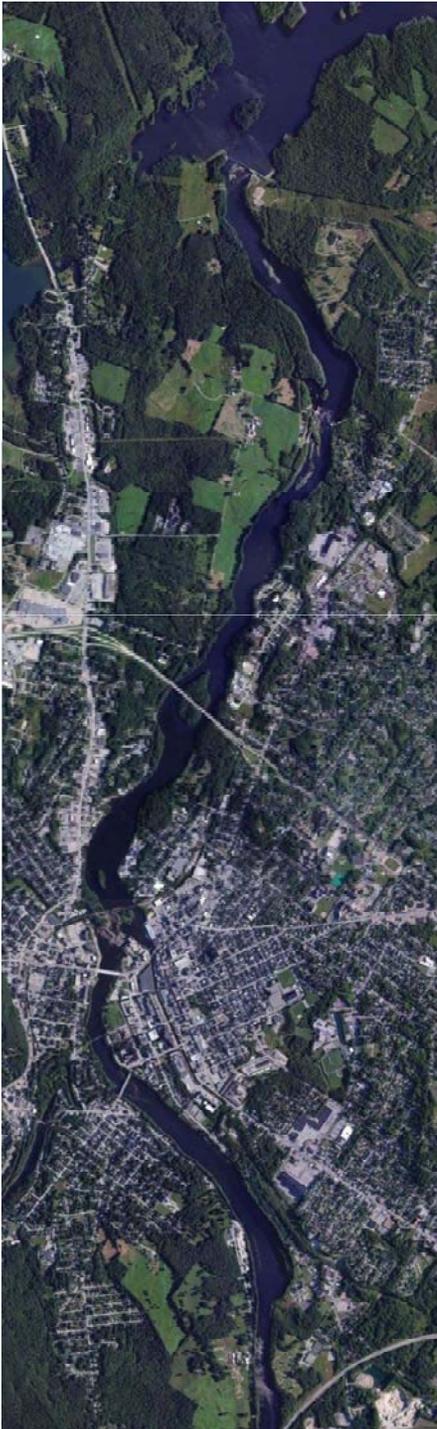
harvested ice above the Great Falls, and Lewiston residents drew their drinking water from the river. During the days of log drives, the river carried logs to the mills. Companies dammed the river to ensure the availability of water for carrying logs and, later, for providing electricity.



In time, the Androscoggin served as a sewer for the untreated effluent of paper mills, factories, riverfront homes and businesses. Beginning in the late 19th century, the river rapidly declined in beauty and quality. The fishery died.

"To make a greenway is to make a community."

Charles Little, author of *Greenways for America*



Androscoggin Greenway Study

What is this Region's Quality of Place?

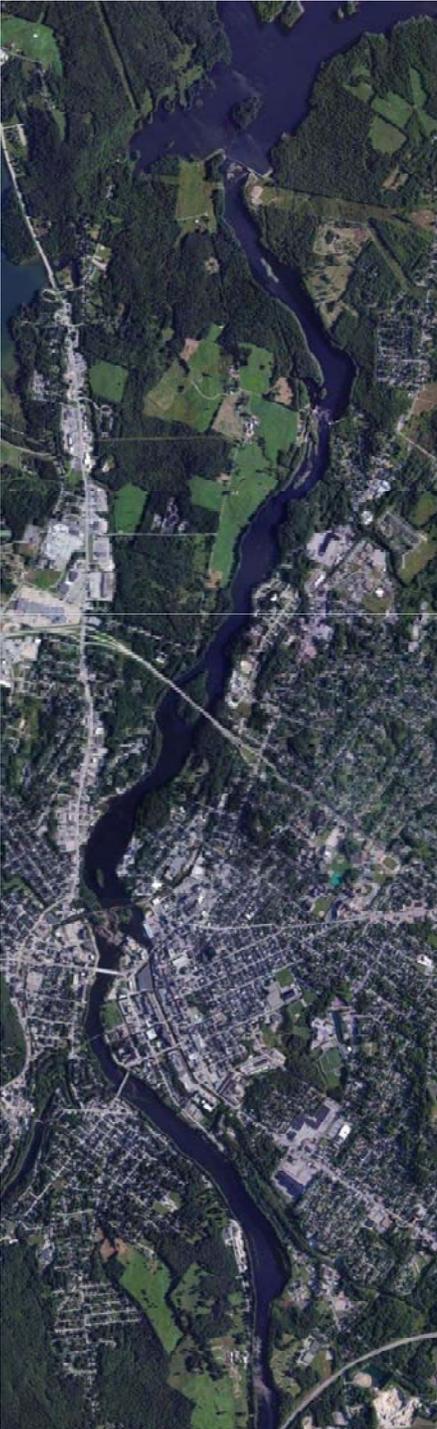
*“Maine’s development patters are
giving some regional hubs in
Western Maine new life”*

Source: October 2006 Brookings Institution Report



Androscoggin Greenway Plan

Trails and Conservation are Good “Business”



“Young technical employees are more attracted to walkable, active communities than to cities with professional sports franchises.”

(Richard Florida – Author of “The Rise of the Creative Class”)

New England Governors Conference

Blue Ribbon Commission on Land Conservation
2010 REPORT TO THE GOVERNORS

A National Demonstration Project.

A national demonstration project is proposed to advance these goals along seven regional corridors that will connect many if not most of the region's population:

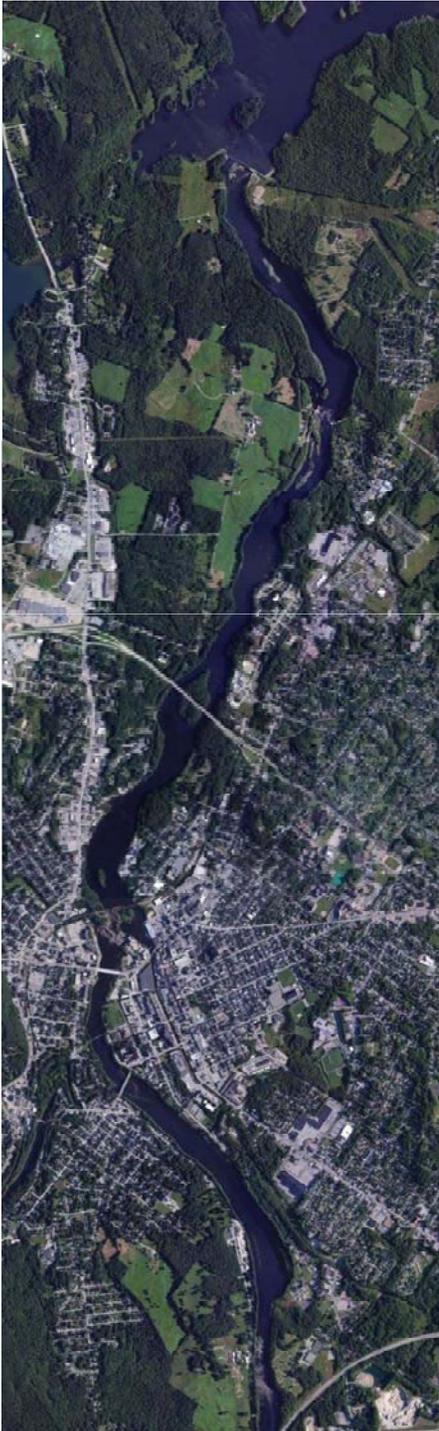


River and Heritage Corridors. The great waterways of New England have long served as vital linkages for the region's residents. For centuries, inhabitants of the region looked to these for settlement, commerce, and recreation. To build off of these historic connections, the Working Group proposes to focus on five of the region's historic waterways, namely, the:

- Connecticut River in VT, NH, MA, and CT;
- Merrimac River in NH and MA;
- Blackstone River in RI and MA;
- Androscoggin River in NH and ME; and
- Champlain Valley in VT and NY.

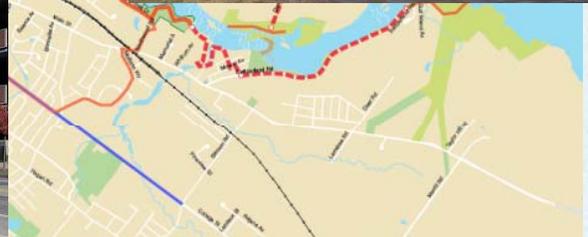
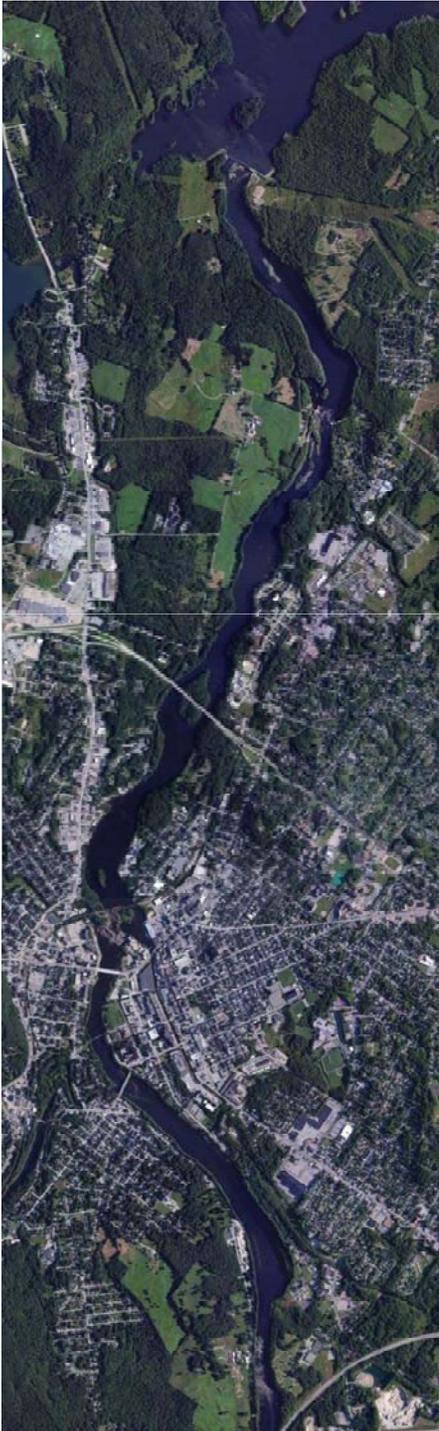
Androscoggin Greenway Plan

Health & Recreation



Androscoggin Greenway Plan

SUMMARY OF THE PLAN



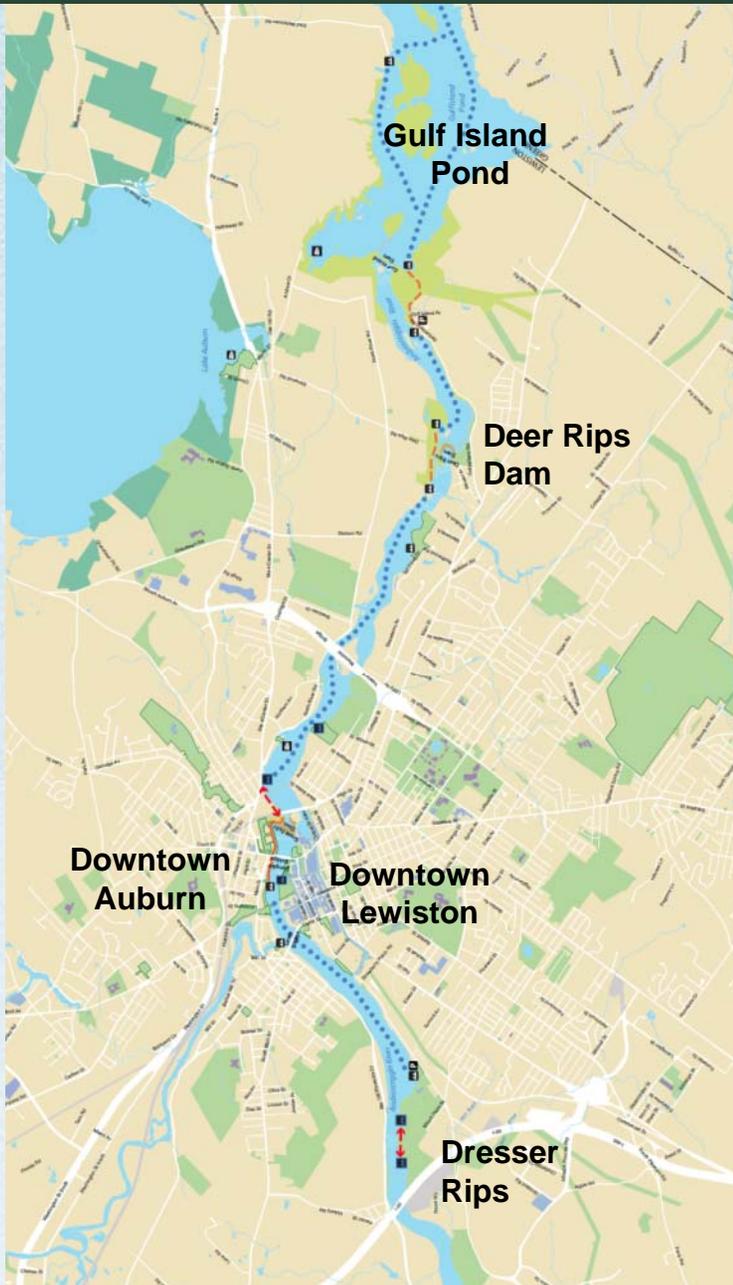
Androskoggin Greenway Plan



BIKE & PEDESTRIAN TRAILS

- North-south along the river
- Off-road and on-road

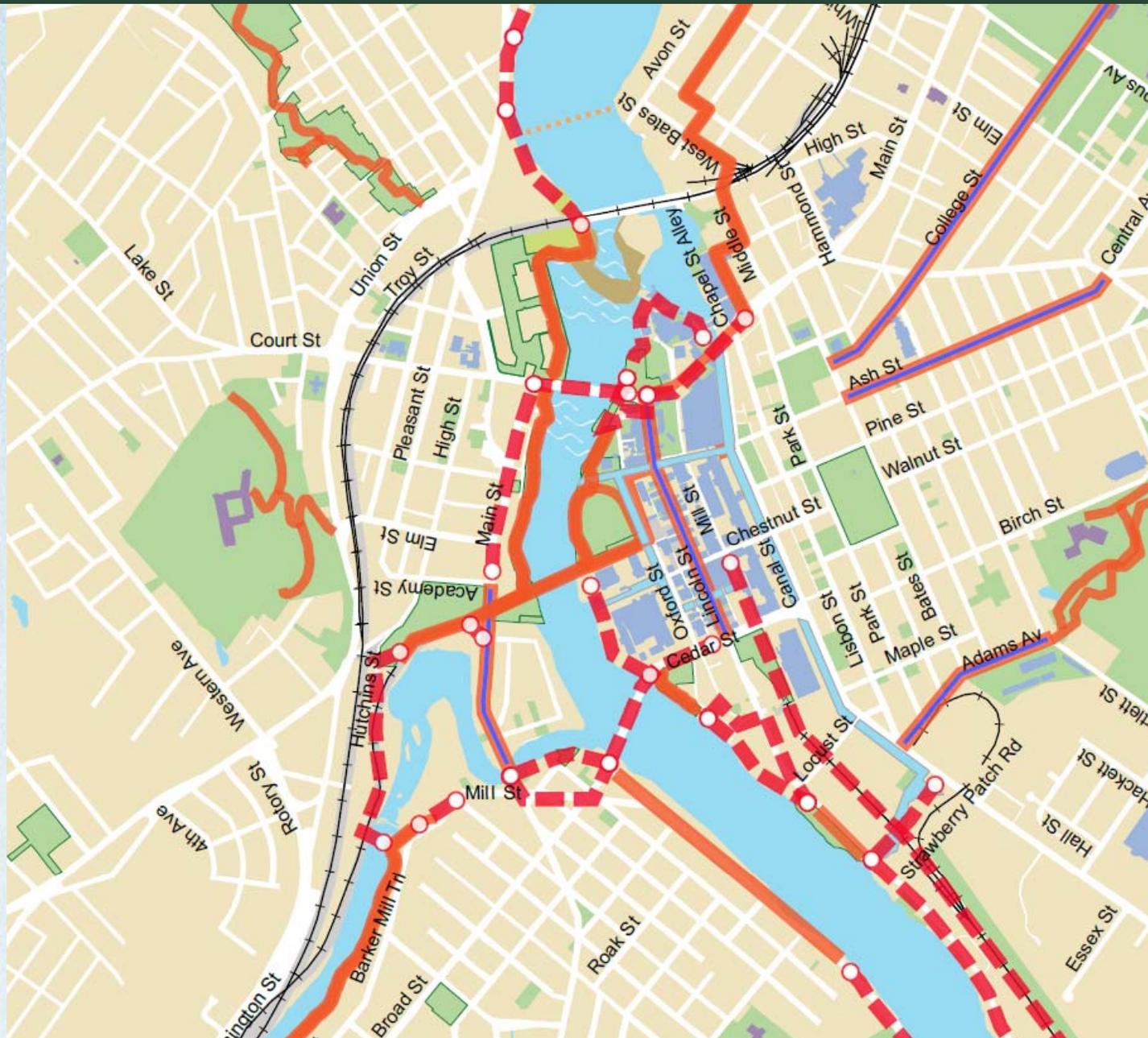
Androscoggin Greenway Plan



RIVER TRAIL

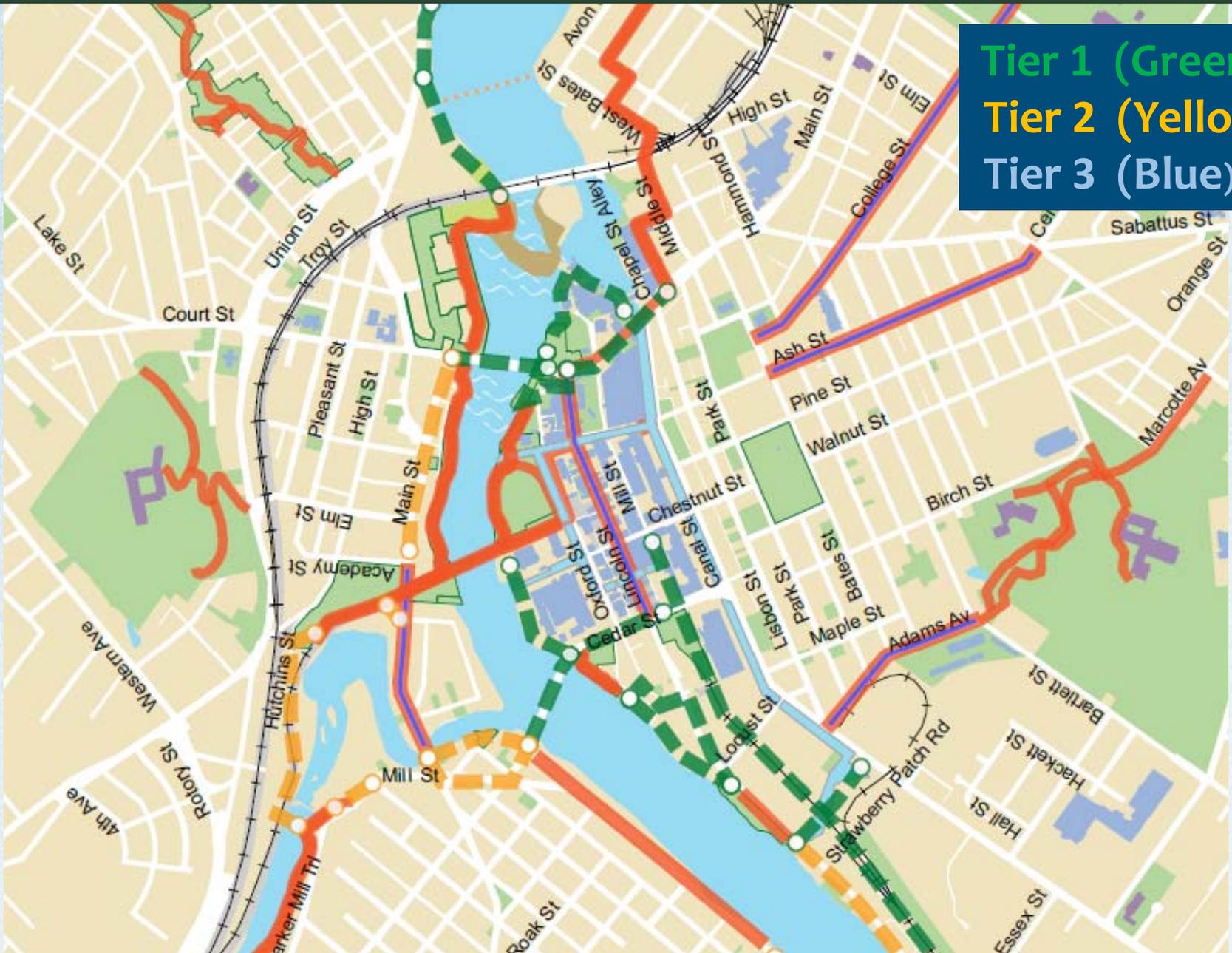
- Hand-carry boat access
- Portage routes

Pedestrian & Bicycle Trail



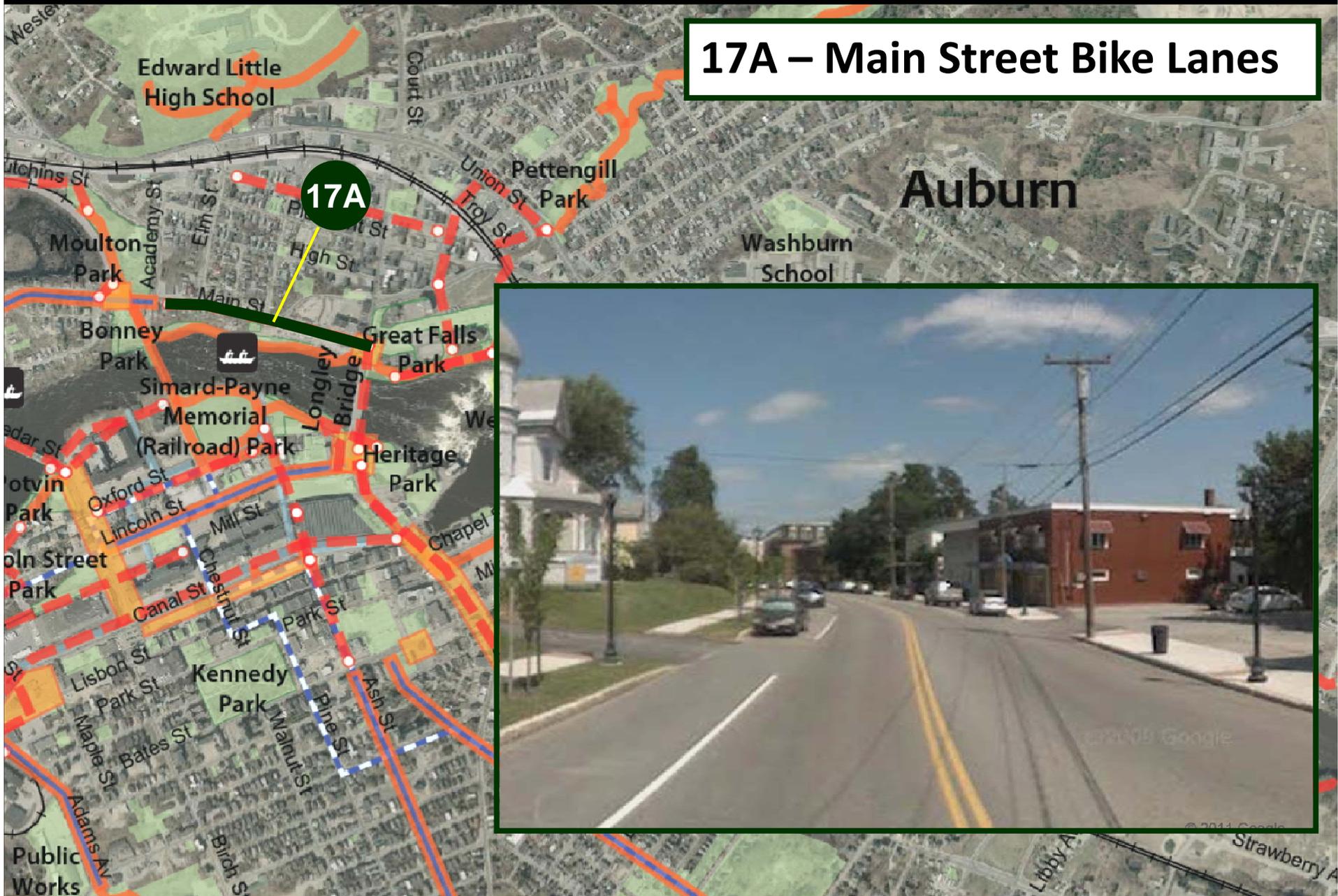
Androscoggin Greenway Plan

Tier 1 (Green)
Tier 2 (Yellow)
Tier 3 (Blue)



Bicycle and Pedestrian - AUBURN

17A – Main Street Bike Lanes

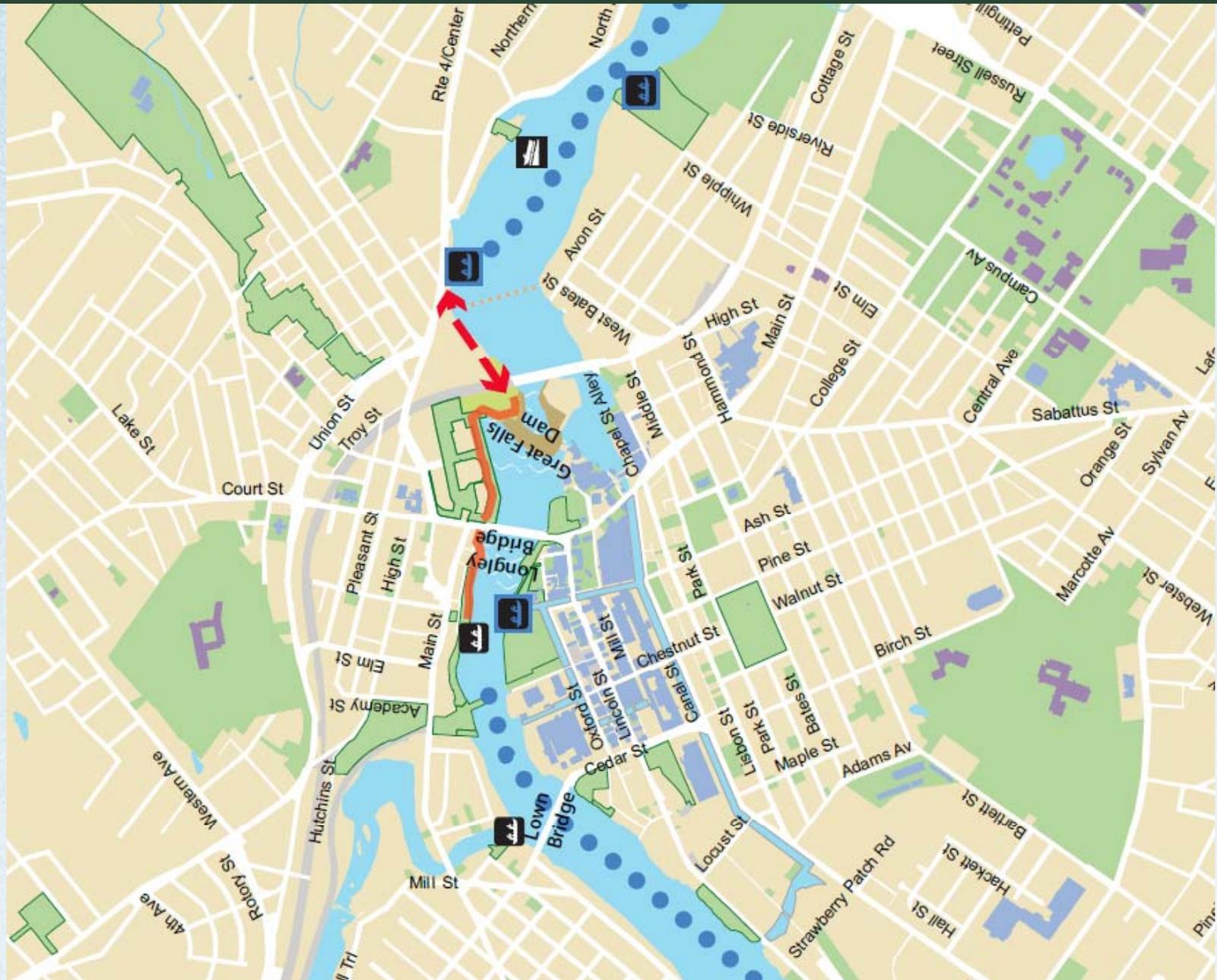


Bicycle and Pedestrian - AUBURN

**24A – Sidewalk Connection
to Barker Mill Trail**

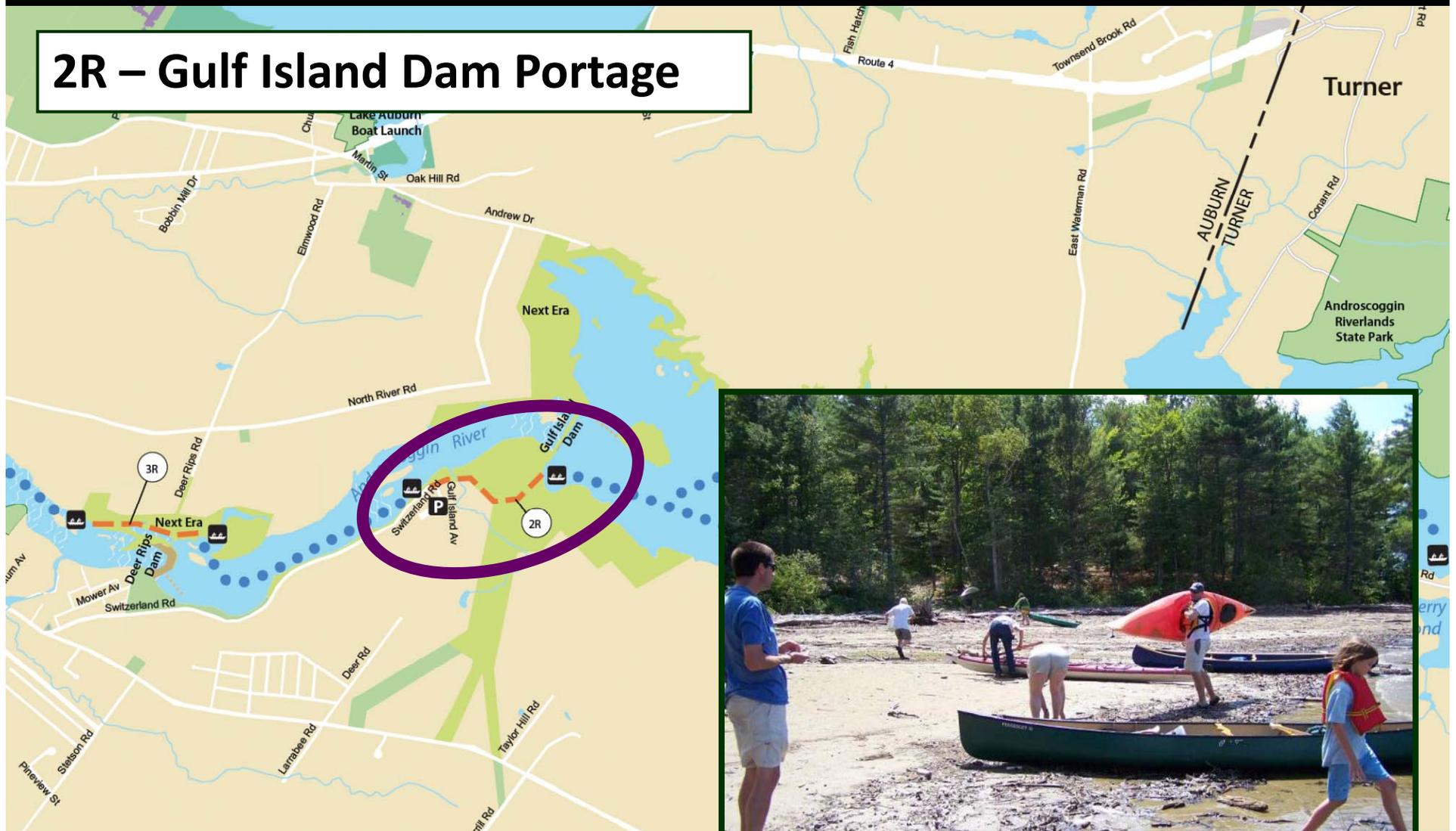


Water Trail, River Access



Water Access & Connectivity

2R – Gulf Island Dam Portage



Androscoggin Greenway Plan

January 2013

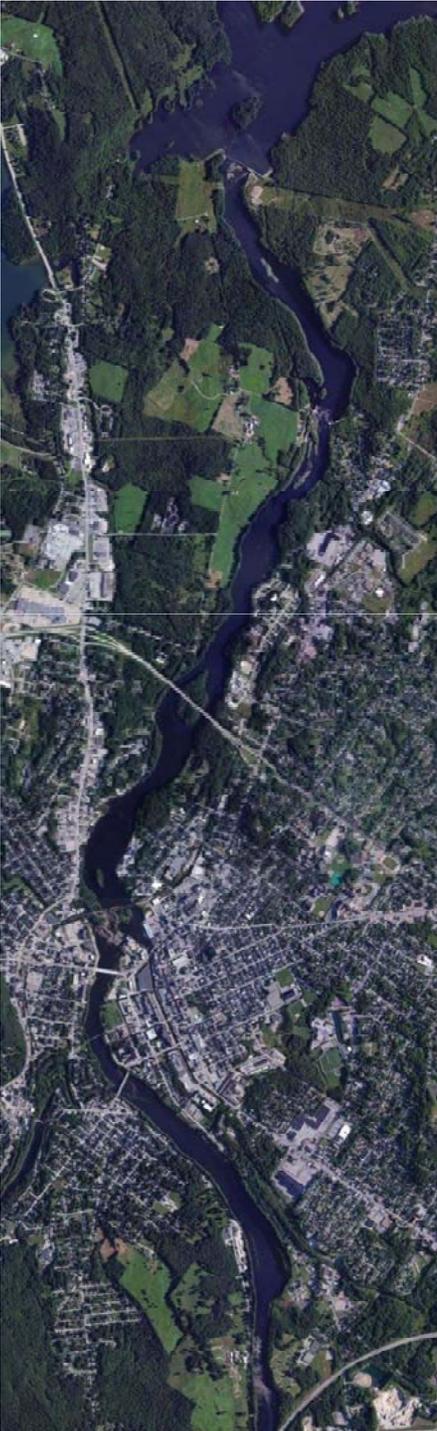
Androscoggin Land Trust

Androscoggin River Greenway Plan



WRIGHT-PIERCE 
Engineering a Better Environment

Land Use
Planning and
Development



Androscoggin Greenway Plan

OTHER NEEDS & OPPORTUNITIES

- Keeping to the River
- Views to the River
- Connector trails
- Signage & wayfinding
- Boat rentals & storage
- Restrooms & parking
- Bank fishing

Androscoggin Greenway Plan

Androscoggin River Greenway

1 Rail Trail, Lincoln Street to I95 Exit 80, Lewiston



a) Rail Trail to utilize existing rail bed to new Exit 80 park & ride lot

Figure 3.1

Description

A rail trail, utilizing the existing rail bed, beginning at Lincoln Street and connecting to the proposed Exit 80 park & ride lot.

Priority

First Tier

Connections

- Regional connectivity south to Lisbon and Topsham via railroad corridor.
- Connection between downtown Lewiston and the riverfront, and I-95 Exit 80 park and ride facilities (potential regional and multi-modal transportation opportunities).
- Connection to proposed Cedar Street/Lown Bridge route (#10), and to proposed Gully Brook connection to the schools and Franklin Pasture (#2b).

Length

Off-road route: 2.34 Miles

Construction Type

- 10'-wide compacted stone dust shared use trail on existing rail bed
- Drainage improvements and fencing as needed
- Marked trail crossing on South Avenue
- Pedestrian bridges in three locations
- Trailheads with signage and bicycle racks at Cedar Street and the proposed Exit 80 park & ride

Androscoggin River Greenway

Opportunities and Constraints

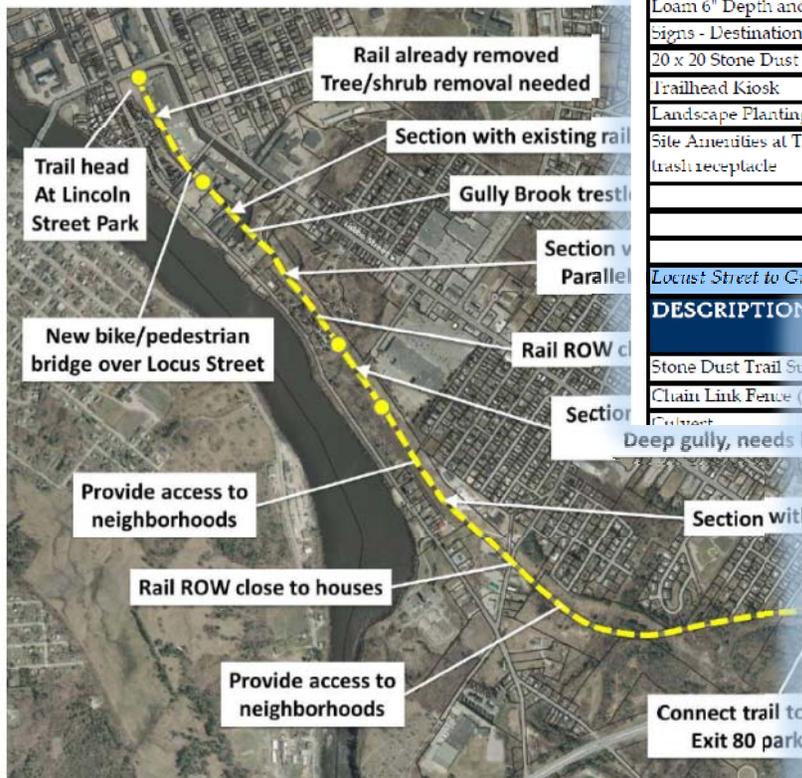
- Rail corridor ownership must be negotiated from Pan Am Railways
- Additional easements may be necessary to create ADA-compliant grade transition to park & ride at Exit 80
- Opportunity to connect bicycle commuters with carpools to regional destinations
- Much of the trail is currently maintained by a snowmobile club - possible conflict, or an opportunity to collaborate. Club has maintained approximately half of the trail in good condition.
- Crossing of South Ave should not present many difficulties
- Trail design should be sensitive to adjacent landowners in close proximity to facility
- Pedestrian bridges present opportunity for views and largely make use of existing infrastructure
- Opportunity to reach a large population, connecting residences with shopping, workplaces, cultural centers, the river, etc.



Androscoggin Greenway Plan

Focus Area

Rail Trail from Lincoln Street to I95 Exit 80



Rail to Trail from Lincoln Street to I95 Exit 80, Lewiston

Cost Estimates by Segment - 10' Wide Stone Dust Trail

Cedar Street to Locust Street

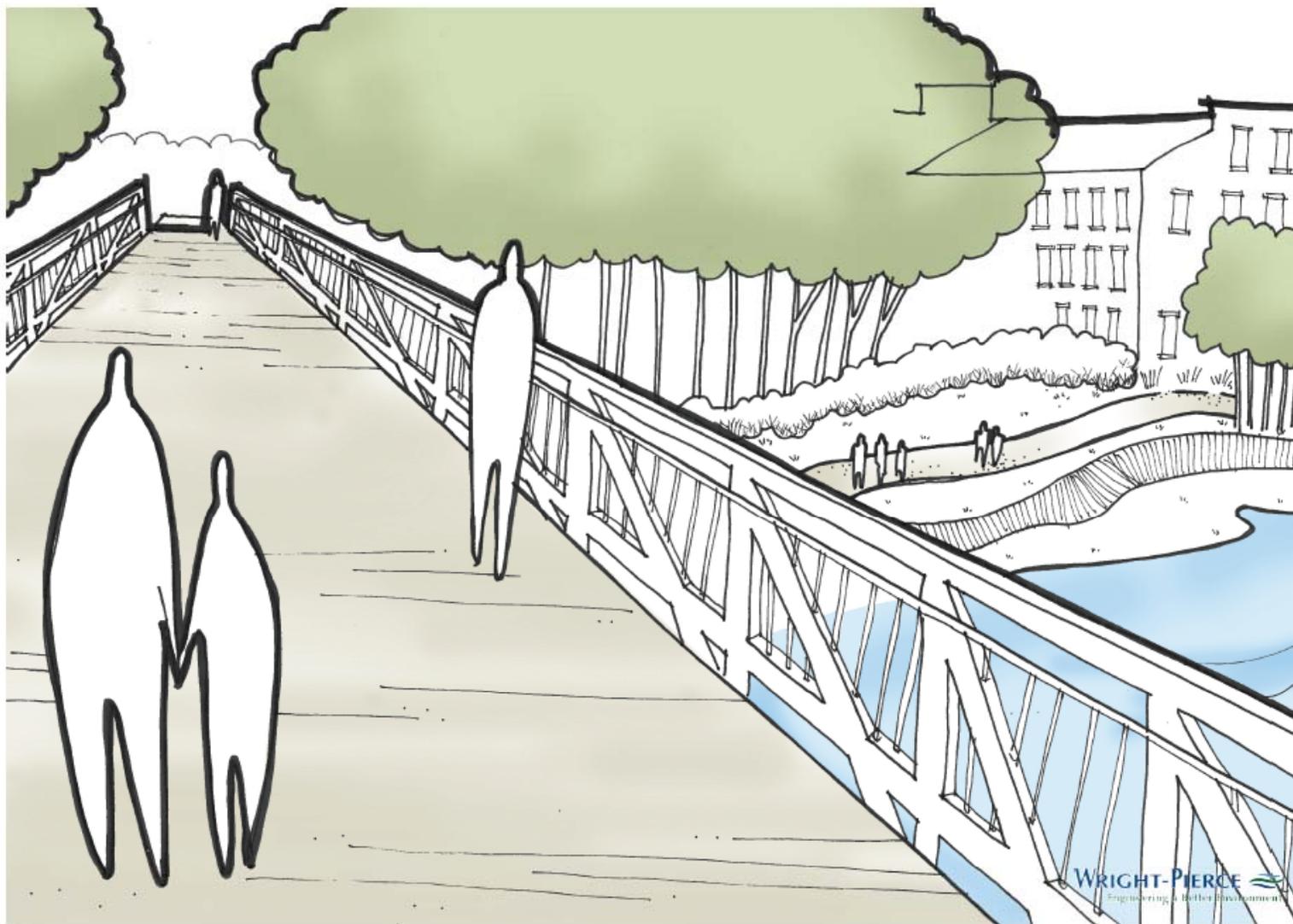
DESCRIPTION	QTY	UNIT	UNIT COST	COST
Stone Dust Trail Surface	1,260	LF	\$50.00	\$63,000.00
Guardrail/Fence	-	LF	\$40.00	\$0.00
Culvert	-	EA	\$15,000.00	\$0.00
Clearing and Grubbing (20' width x length)	0.6	Acres	\$6,000.00	\$3,471.07
Loam 6" Depth and Seed	13	UNIT	\$750.00	\$9,750.00
Signs - Destination at Locust Street	2	EA	\$50.00	\$100.00
20 x 20 Stone Dust Plaza at Cedar Street Trailhead	1	EA	\$550.00	\$550.00
Trailhead Kiosk	1	EA	\$7,500.00	\$7,500.00
Landscape Plantings at Trailhead	1	LS	\$10,000.00	\$10,000.00
Site Amenities at Trailhead: 2 benches, 3 bike loops and 1 trash receptacle	1	LS	\$3,500.00	\$3,500.00
Subtotal:				\$97,871.07
30% Permitting, Engineering, and Materials Contingency:				\$29,361.32
Total				\$127,232.40

Locust Street to Gully Brook

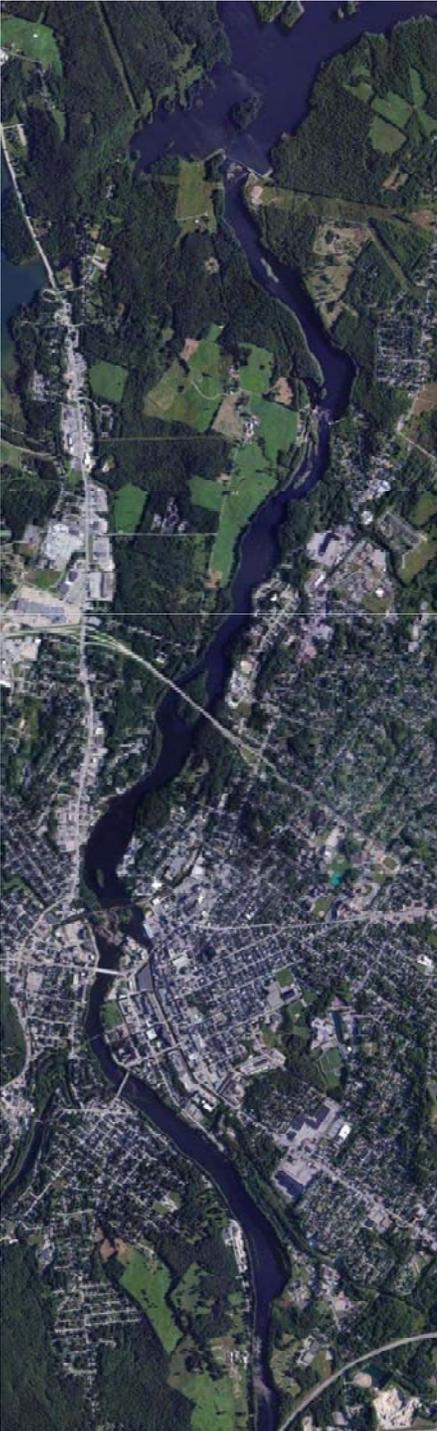
DESCRIPTION	QTY	UNIT	UNIT COST	COST
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Androscoggin Greenway Plan



The rail trail would cross Gully Brook on a new pedestrian bridge, and could connect to the proposed Gully Brook trail.



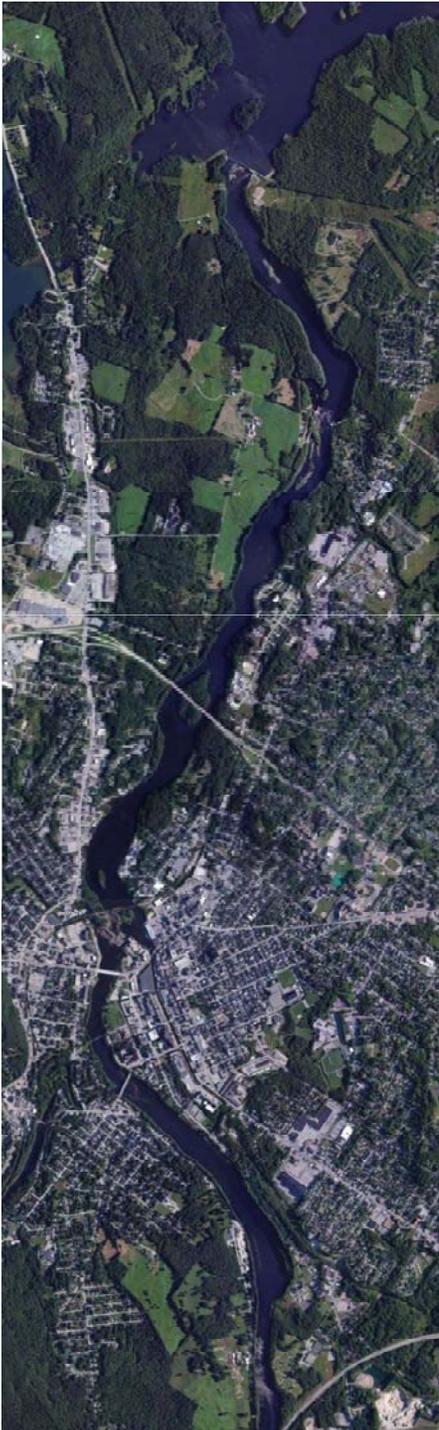
Androscoggin Greenway Plan

THE COMMUNITY PROCESS

- Riverfront Island
- Initial Outreach
- Public forum
- Stakeholder group
- Early implementation strategy
- Focus projects
- Final public forum
- Plan finalization

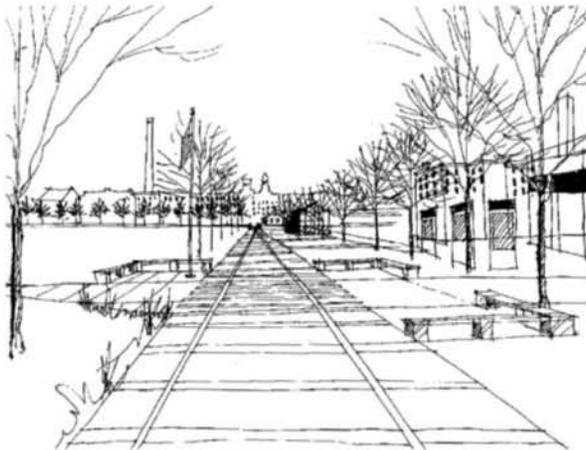
Androscoggin Greenway Plan

Lewiston Riverfront Island Master Plan



Connect new and existing parks throughout the downtown Riverfront.

- **Create a Canal Walk network with new pedestrian and bicycle connections along the canals:** Use the canals to link Lincoln Street and Lisbon Street to the River. (see Canal Walk)
- **Add a new Canal Park at the intersection of the Upper Canal and the Cross Canal:** Incorporate a new Canal Park that links Lisbon Street to the riverfront area. The Park could include a performance space and potentially a restaurant along the canal. Include a new bike bridge linking the Park to downtown and develop a Canal Walk segment linking to Main Street.



View towards Bates Mill from Simard-Payne Park.

Connected Public Spaces

The Riverwalk will enhance the value of Lewiston's three existing riverfront parks by linking them into a single network, allowing park users a better experience and opening up the river to the larger community. In order to fully tap the potential of the parks, they need to be more visible and accessible from major streets and destinations.

Connected open spaces: A network of new and existing parks linked by the Riverwalk and Canalwalk bring vitality to the district



Androscoggin Greenway Plan

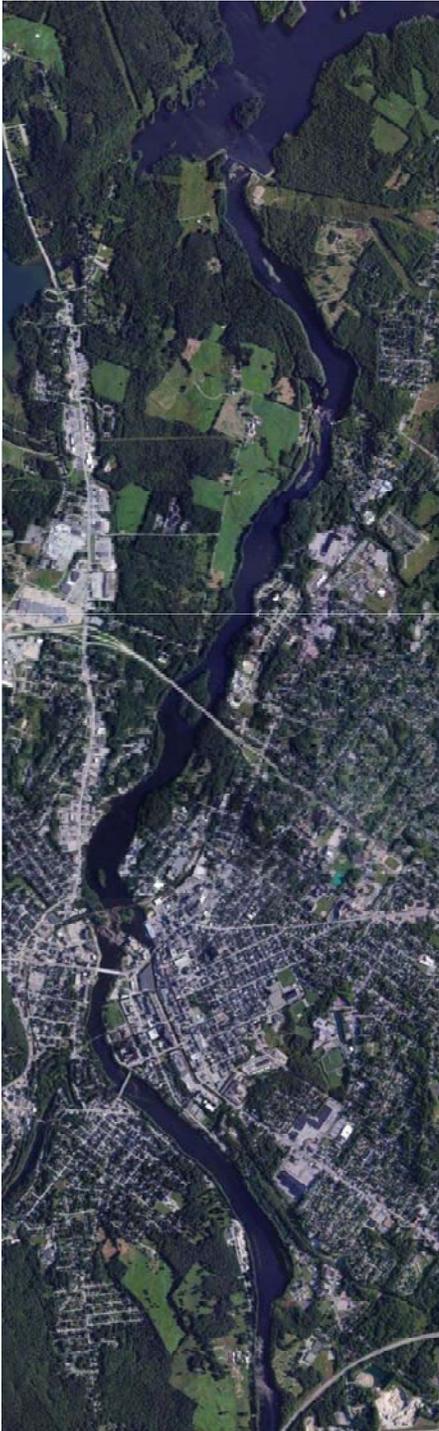
INITIAL OUTREACH

- Summer Events
- Walking Audits



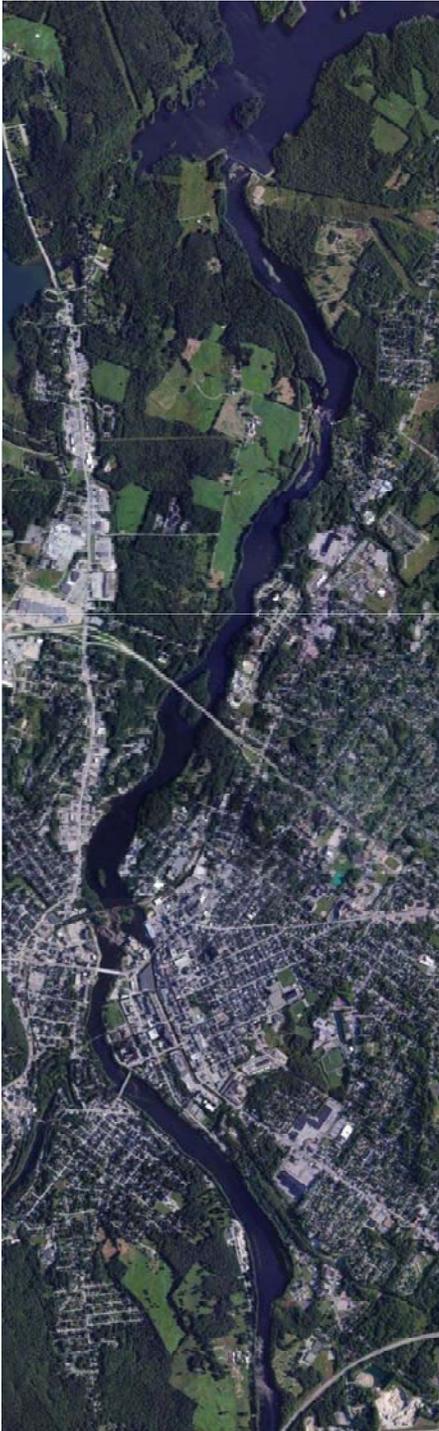
Androscoggin Greenway Plan

Summer Events



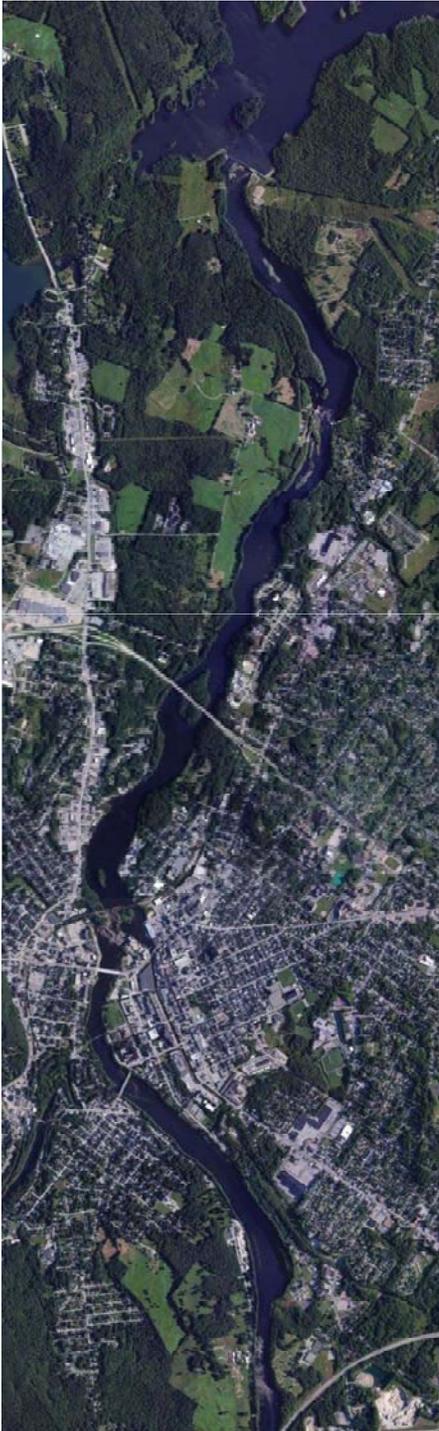
Androscoggin Greenway Plan

Summer Events



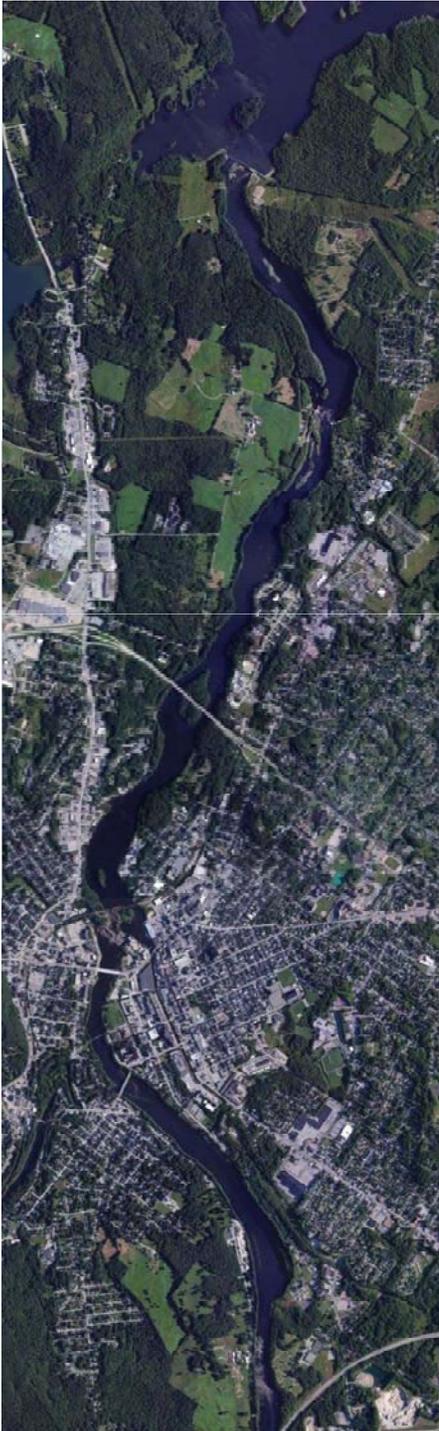
Androscoggin Greenway Plan

Summer Events



Androscoggin Greenway Plan

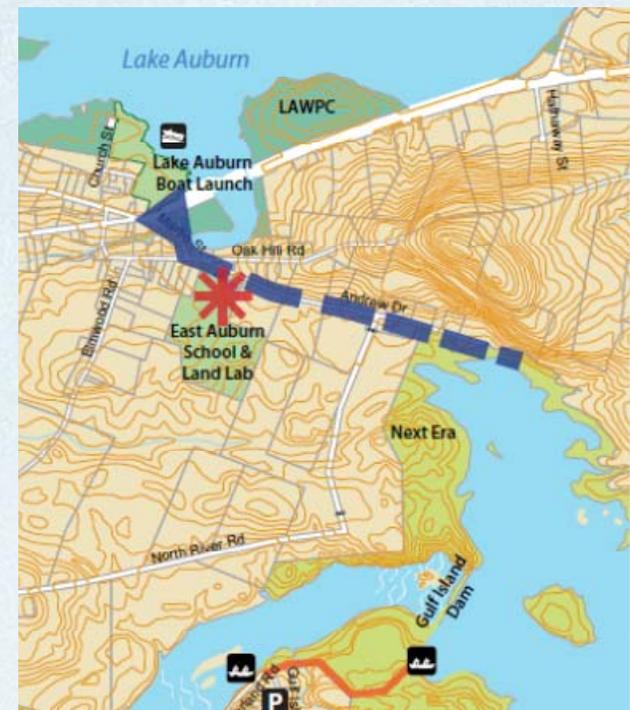
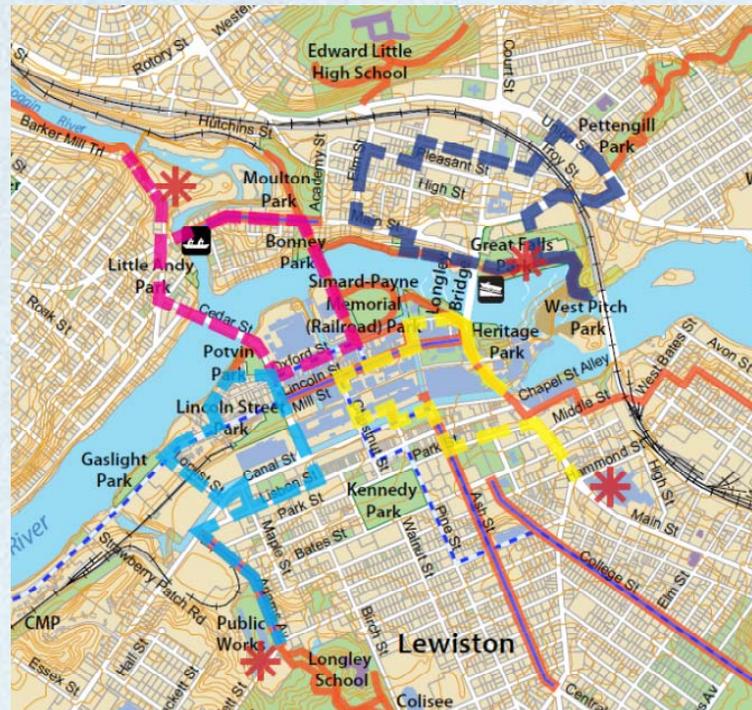
Summer Events



Androscoggin Greenway Study

Walking Audits

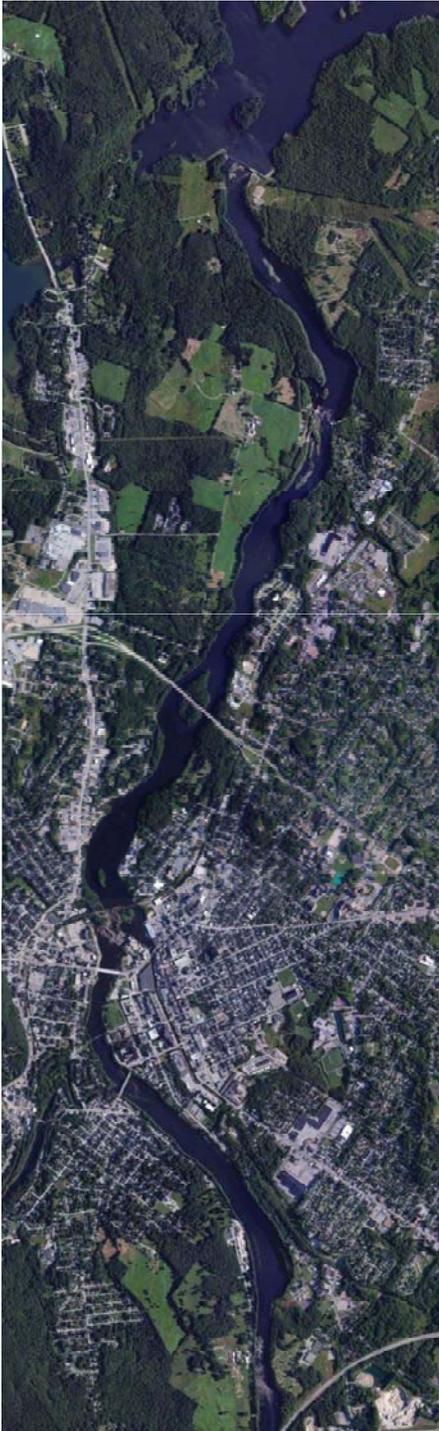
- 5 Facilitated Audits, 8-25 Attendees
- Early November 2011
- By Invitation



Androscoggin Greenway Study

Walking Audits

- Identified and discussed pedestrian and bicycle needs
- Noted and rated conditions
- Discussed priorities within each audit area
- Incorporated results into plan, discussion



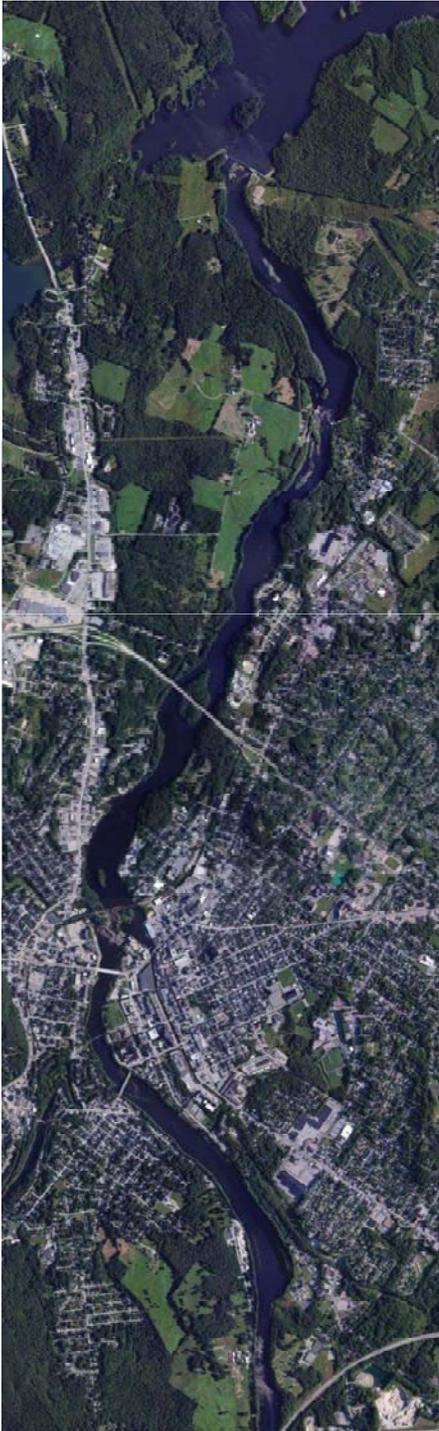
Androscoggin Greenway Plan

Walking Audits



Androscoggin Greenway Plan

Walking Audits



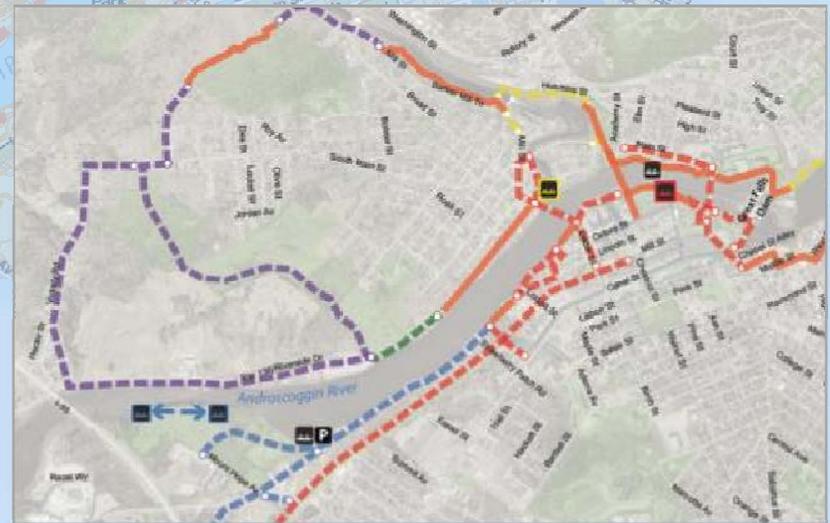
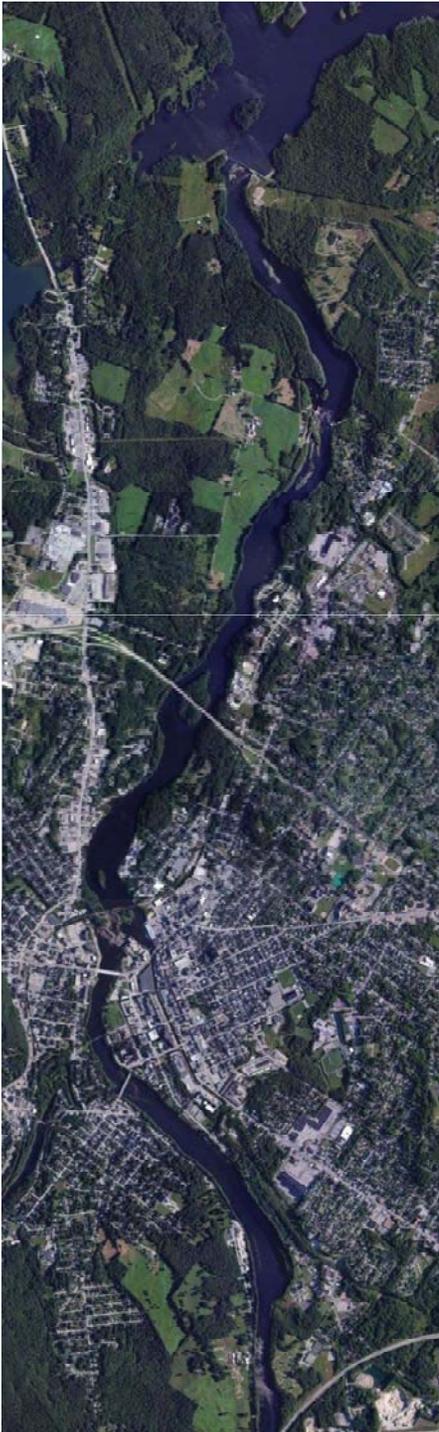
Androscoggin Greenway Plan

First Public Workshop



Androscoggin Greenway Plan

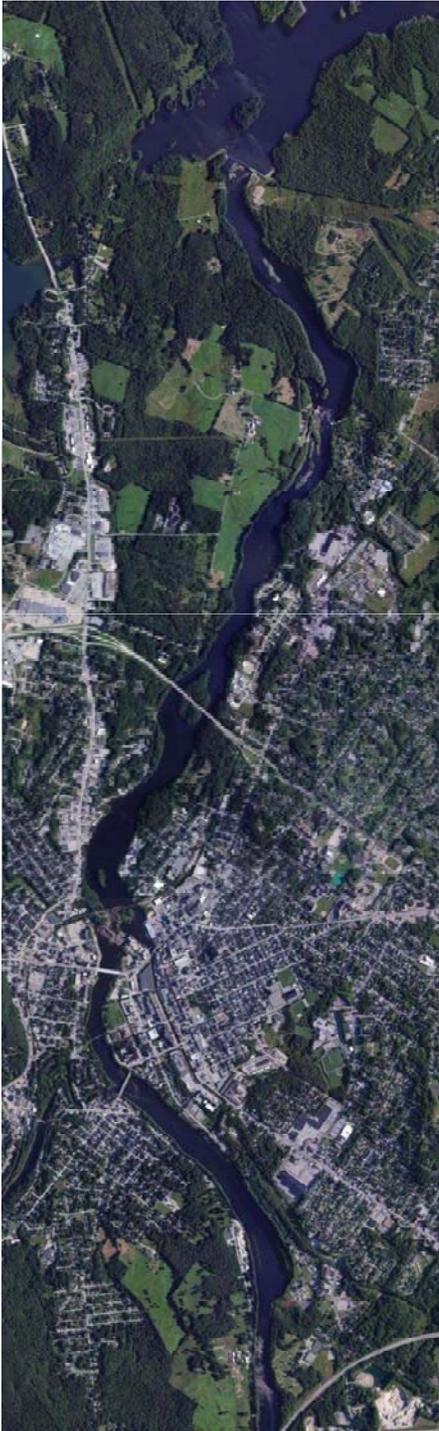
Stakeholder Group

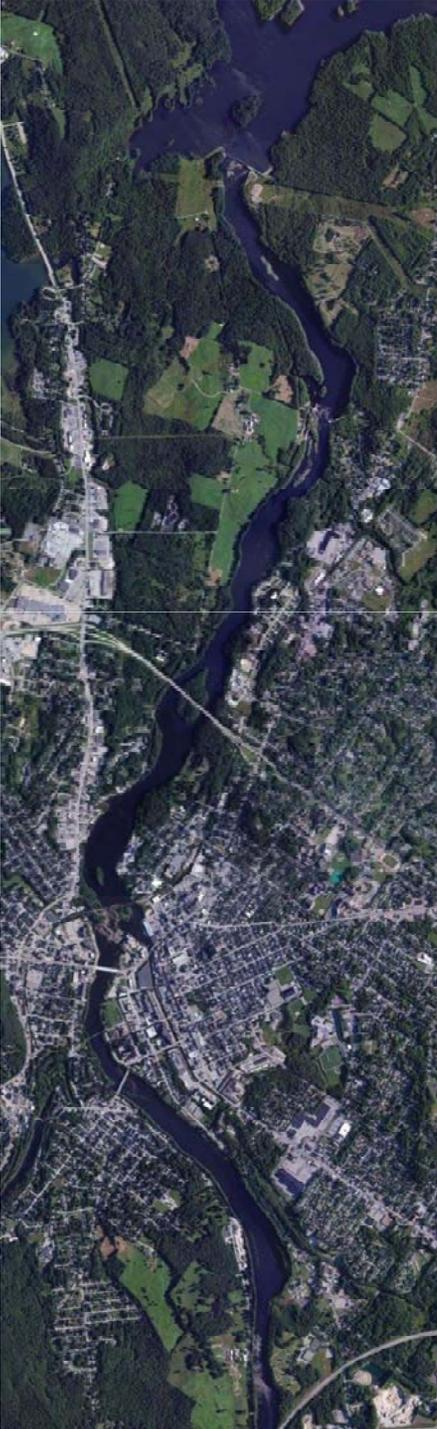


Androscoggin Greenway Plan

PLAN DEVELOPMENT

- Early Implementation Strategy
- Focus Projects
- Final Public Forum
- Plan Finalization





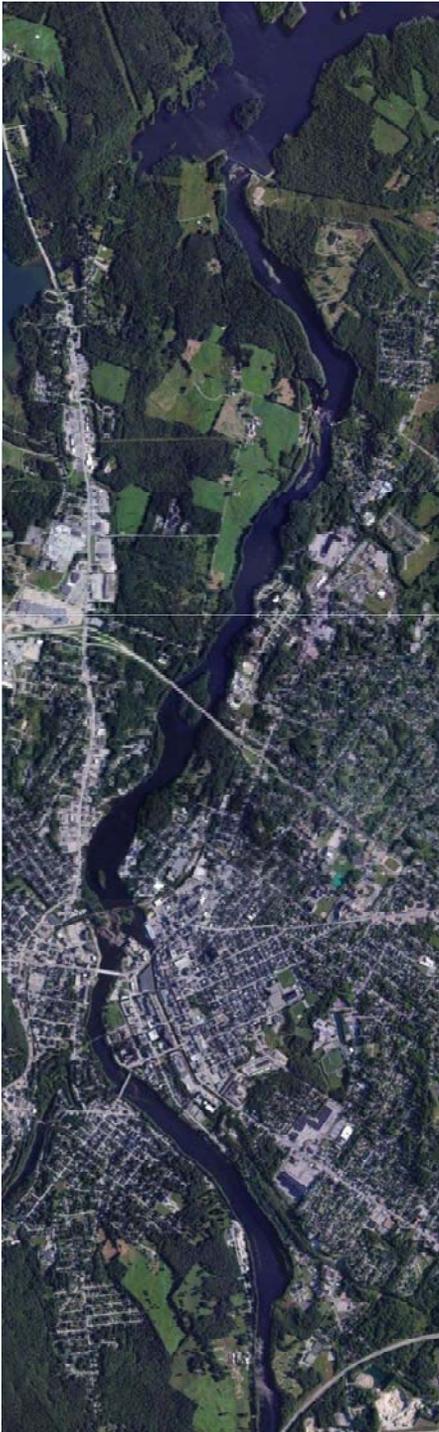
Androscoggin Greenway Plan

PROJECT COORDINATION (a.k.a. “Moving Parts”)

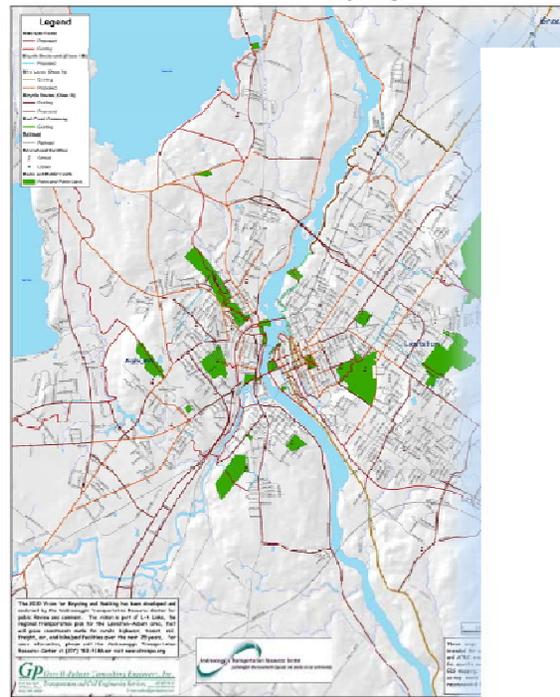
- Lewiston Riverfront Island Master Plan
- Regional Bike/Ped Update
- HIA (Health Impact Assessment)
- Signage Plan
- New Auburn Projects
- Other city projects/priorities

Androscoggin Greenway Plan

Regional Bike/Ped Update

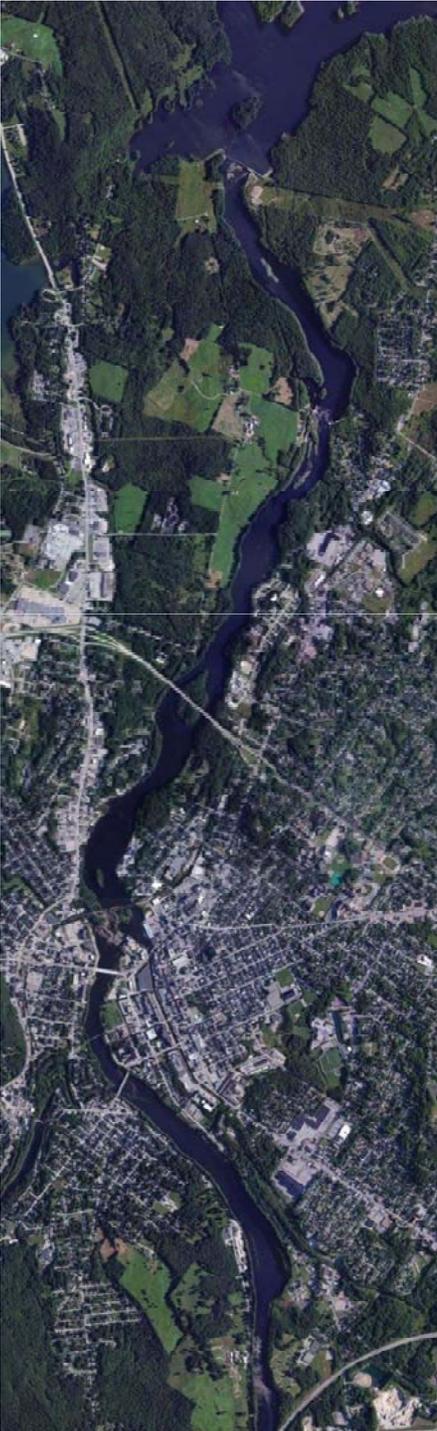


2030 Draft Vision for Bicycling Facilities



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

Updated by:
Androscoggin Transportation Resource Center
Gorill-Palmer Consulting Engineers, Inc.
December 2008



Androscoggin Greenway Plan

HIA (Health Impact Assessment)

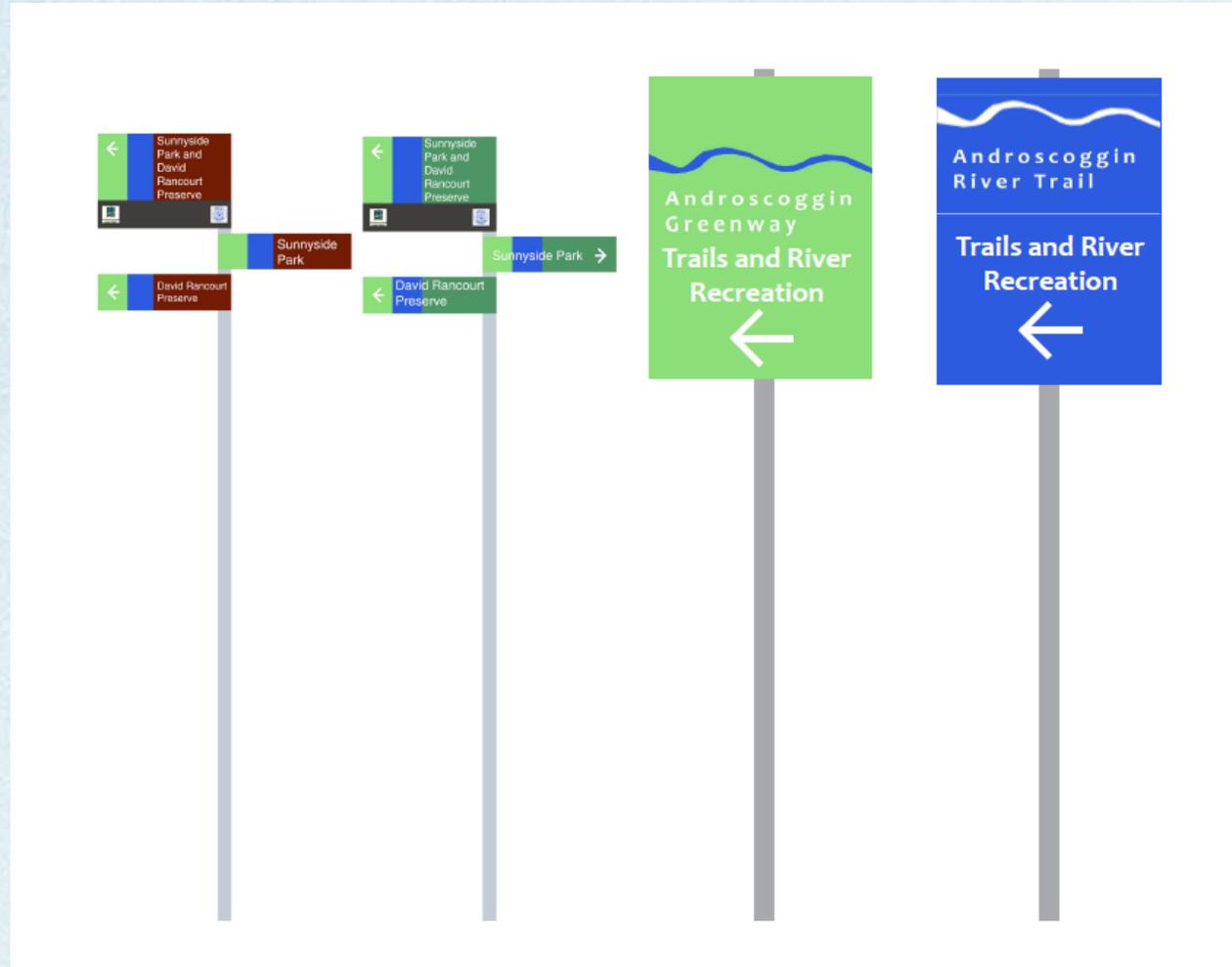
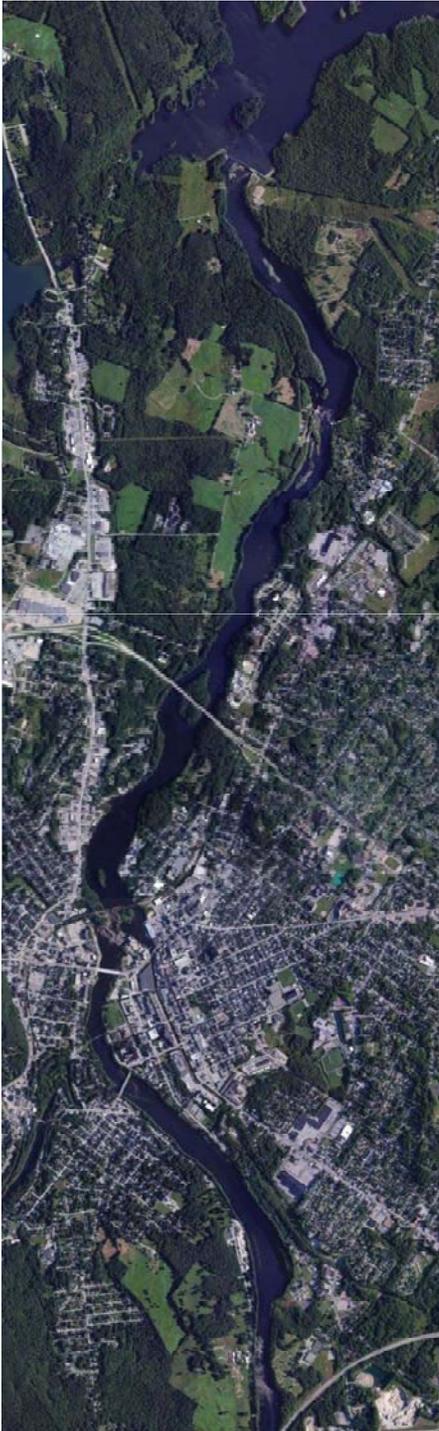
- Grant from Association of State and Territorial Health Officials (ASTHO)
- Primary goal – build capacity for HIA in Maine via training and performance of an HIA, collaboration with partners
- Primary interest – environmental health outcomes, as well as community co-benefits such as healthy behaviors, mental health, and environmental quality

Summary of Health Impacts

	STRAWBERRY AVENUE PROJECT	RIVERFRONT ISLAND PROJECT	NORTH RIVER ROAD PROJECT	EXIT 80 PROJECT
Improved Access				
Fruits and vegetables	+	+	0	0
Services	++	++	++	+
Parks	++	++	+	+
Increased Trail Mileage	+	+	++	++
Increased Physical Activity	++	++	++	++
Recreation	+	+	+	+
Active transportation	++	++	+	+
Increased Nutrition				
Fruit and vegetable intake	+	+	0	0
Decreased Bike / Ped Injuries	+	+	+	+
Enhanced Social Capital	+	+	+	+
Employment opportunities	+	+	+	+
Perceived safety	0	0	0	0

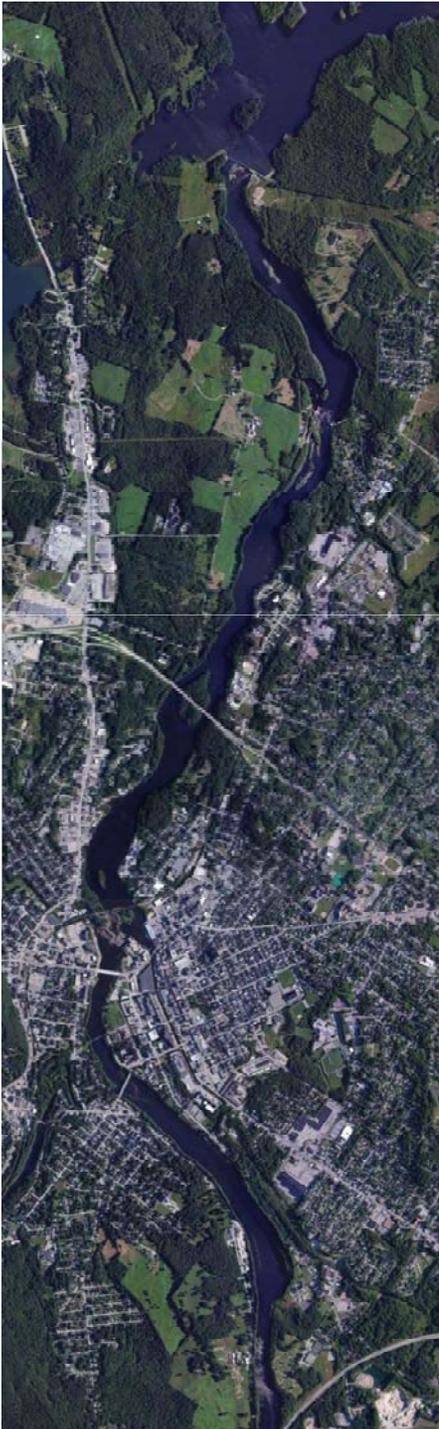
Androscoggin Greenway Plan

Signage Plan



Androscoggin Greenway Plan

New Auburn Projects



A vision for the
New Auburn Greenway

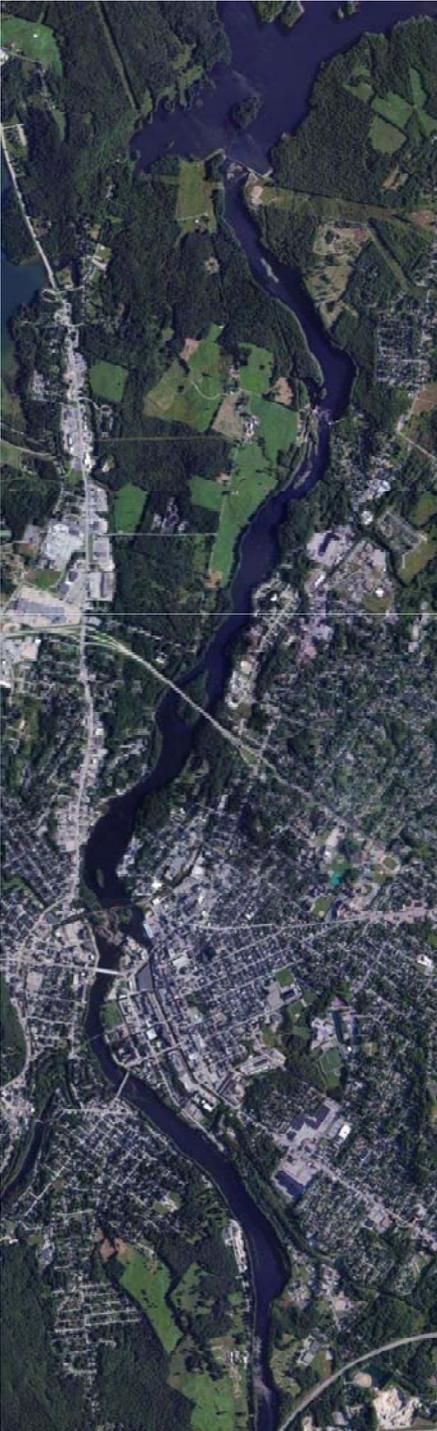
Antonia
Intersection
Residential

New Auburn Greenway
at the intersection of
Main Street and
Washington Street
the greenway will
provide a safe
route for pedestrians
and cyclists. The
greenway will be
constructed along
the riverbank and
will provide a
scenic view of the
river. The greenway
will be constructed
along the riverbank
and will provide a
scenic view of the
river. The greenway
will be constructed
along the riverbank
and will provide a
scenic view of the
river.

Design Charrette held April 11, 2013

*Sponsored by the Androscoggin Land Trust
facilitated by the Maine Section of the American Society of Landscape Architects*





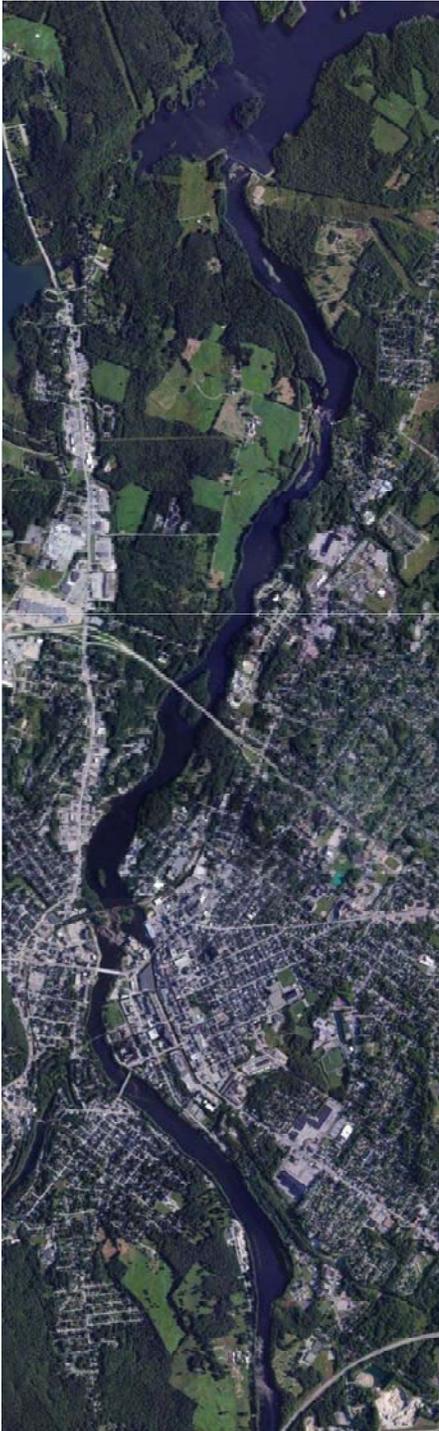
Androscoggin Greenway Plan

Other City Projects & Priorities

- Bike-Ped Committee formed
- Lewiston Greenway Trail
- New Auburn planning efforts
- Municipal budgets, capital improvements, public works projects, etc.

Androscoggin Greenway Plan

Transitioning Into Implementation



Androscoggin Greenway Plan



Implementation Dynamics

- ALT facilitates, but the Cities construct
- Competing priorities
- Joint municipal efforts
- Funding the implementation

Androscoggin Greenway Plan



PROJECTS IN PROGRESS

- Lewiston greenway, Sunnyside to Tall Pines
- Lown Bridge to Barker Mill Trail, Auburn
- Lewiston Riverfront Island Plan projects
- Little Androscoggin - Charette



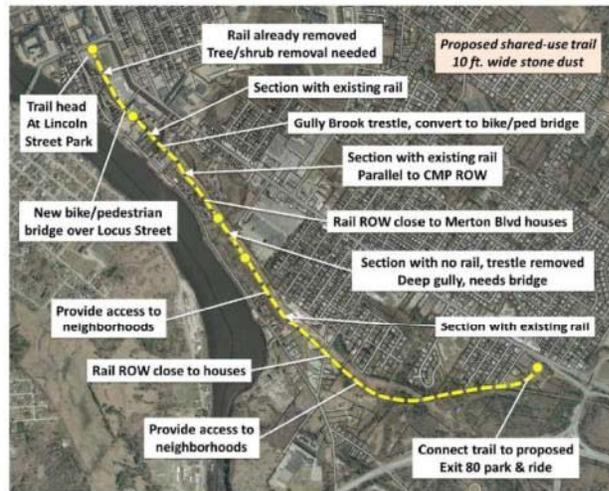
Androscoggin Greenway Plan

FOCUS PROJECTS

More detailed evaluation, cost estimates, sketches

- Exit 80 Rail Trail
- Gully Brook
- Potvin Park to Gaslight Park
- Great Falls Portage Route

Focus Area Rail Trail from Lincoln Street to I95 Exit 80, Lewiston



Rail to Trail from Lincoln Street to I95 Exit 80, Lewiston Cost Estimates by Segment - 10' Wide Stone Dust Trail

Cedar Street to Locus Street

DESCRIPTION	QTY	UNIT	UNIT COST	COST
Stone Dust Trail Surface	1,260	LF	\$50.00	\$63,000.00
Guardrail/ Fence	-	LF	\$40.00	\$0.00
Culvert	-	EA	\$15,000.00	\$0.00
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Trailhead Kiosk	1	EA	\$7,500.00	\$7,500.00
Landscape Plantings at Trailhead	1	LS	\$10,000.00	\$10,000.00
Site Amenities at Trailhead: 2 benches, 3 bike loops and 1 trash receptacle	1	LS	\$3,500.00	\$3,500.00
Subtotal:				\$97,871.07
30% Permitting, Engineering, and Materials Contingency:				\$29,361.32
Total				\$127,232.40

Locus Street to Gully Brook

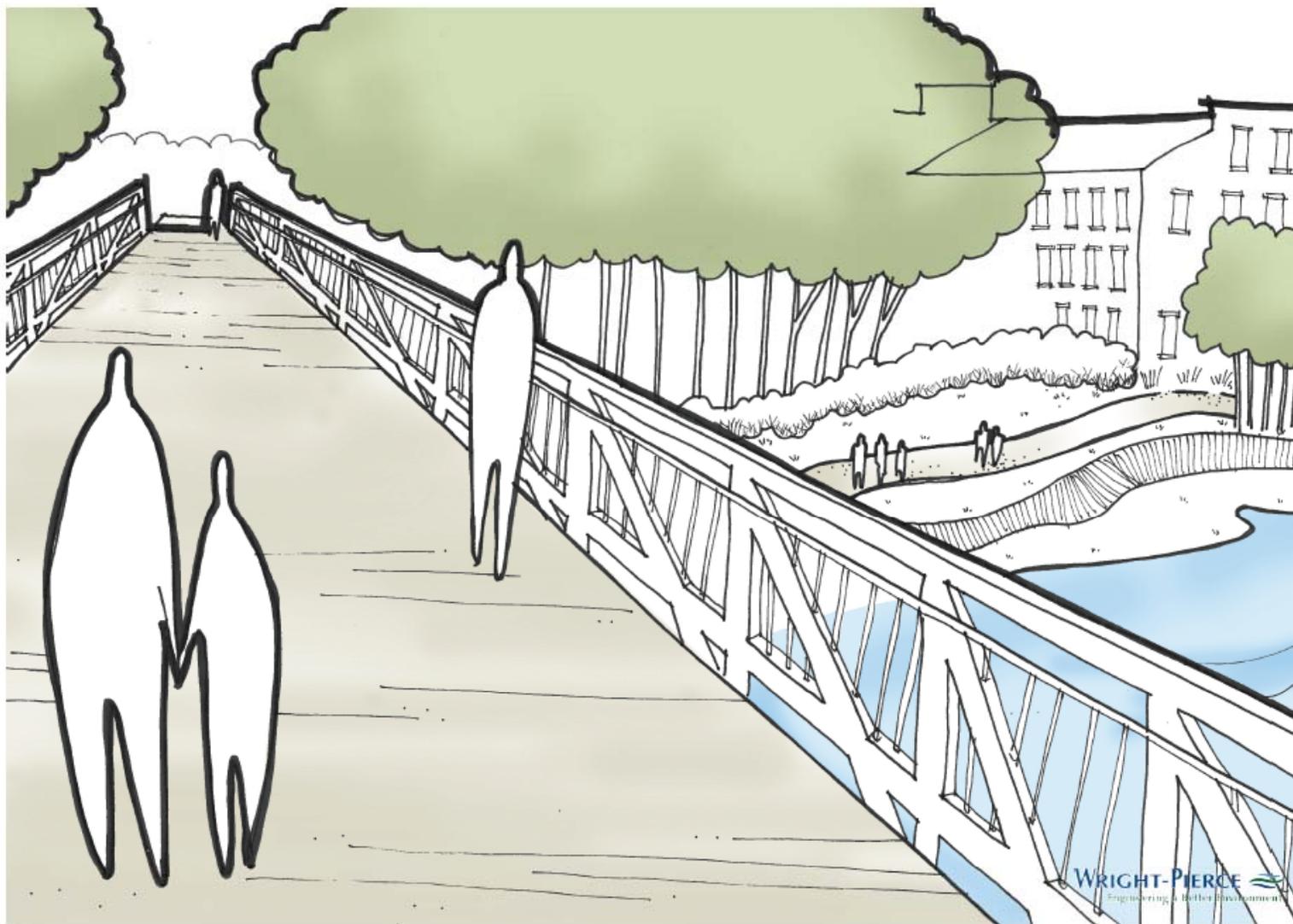
DESCRIPTION	QTY	UNIT	UNIT COST	COST
Stone Dust Trail Surface	775	LF	\$50.00	\$38,750.00
Chain Link Fence (at Buildings/Elevation Change)	1,000	LF	\$25.00	\$25,000.00

Androscoggin Greenway Plan

EXIT 80 RAIL TRAIL



Androscoggin Greenway Plan



The rail trail would cross Gully Brook on a new pedestrian bridge, and could connect to the proposed Gully Brook trail.



Androscoggin Greenway Plan

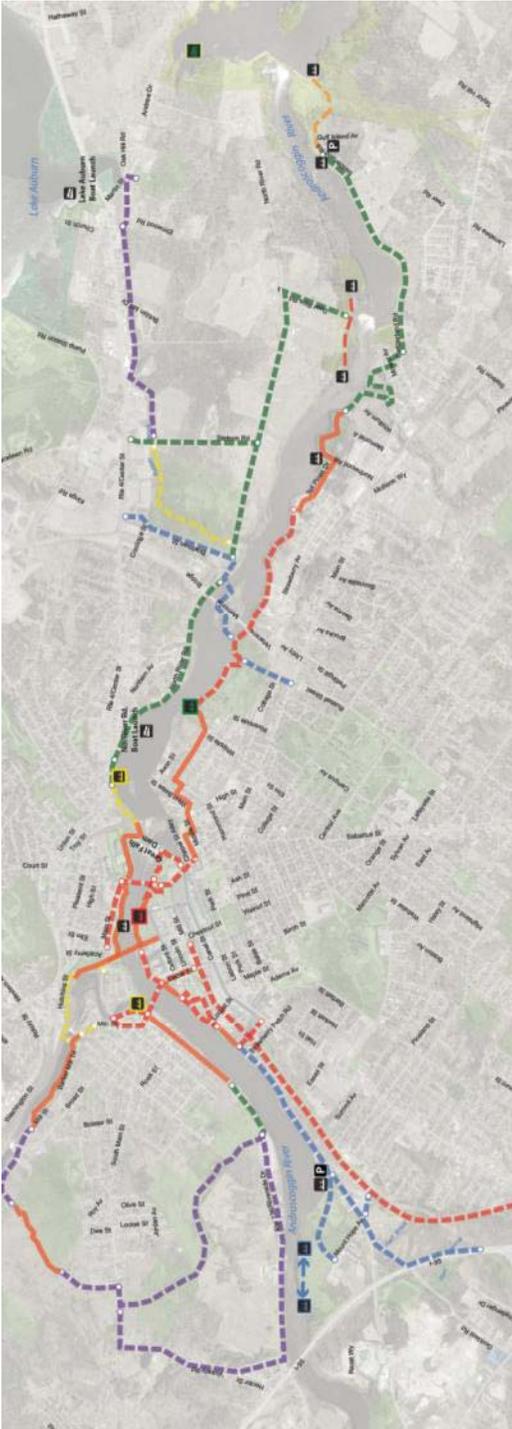
IMPLEMENTATION & FUNDING

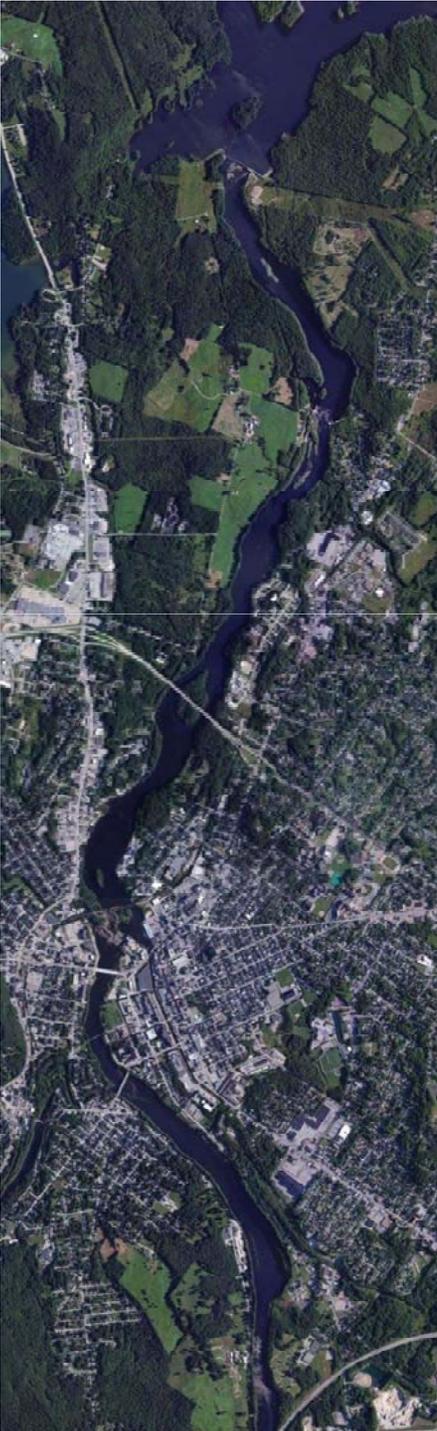
- Requires communication between cities, ALT and stakeholders
- Build support for first phase implementation
- Evaluate funding opportunities for next 1-2 years
- Regional funding/implementation opportunities

Androscoggin Greenway Plan

PHASING

- Based on priority and feasibility
- Short-term could be 1-5 years, long-term could be 20
- Use as guide, be “opportunistic”
- Some Phase I projects already underway

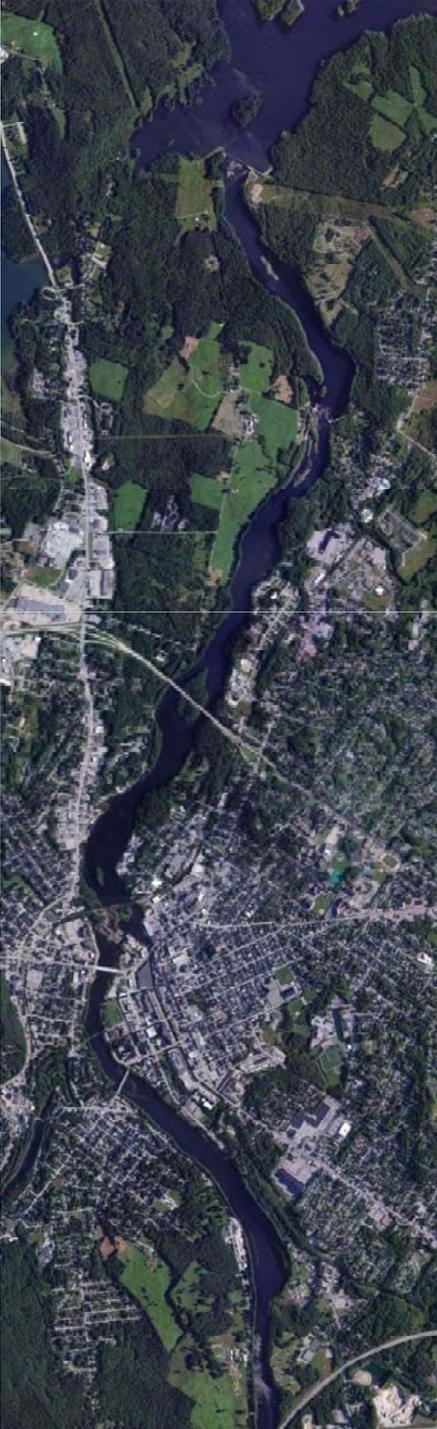




Androscoggin Greenway Plan

CURRENT STATUS

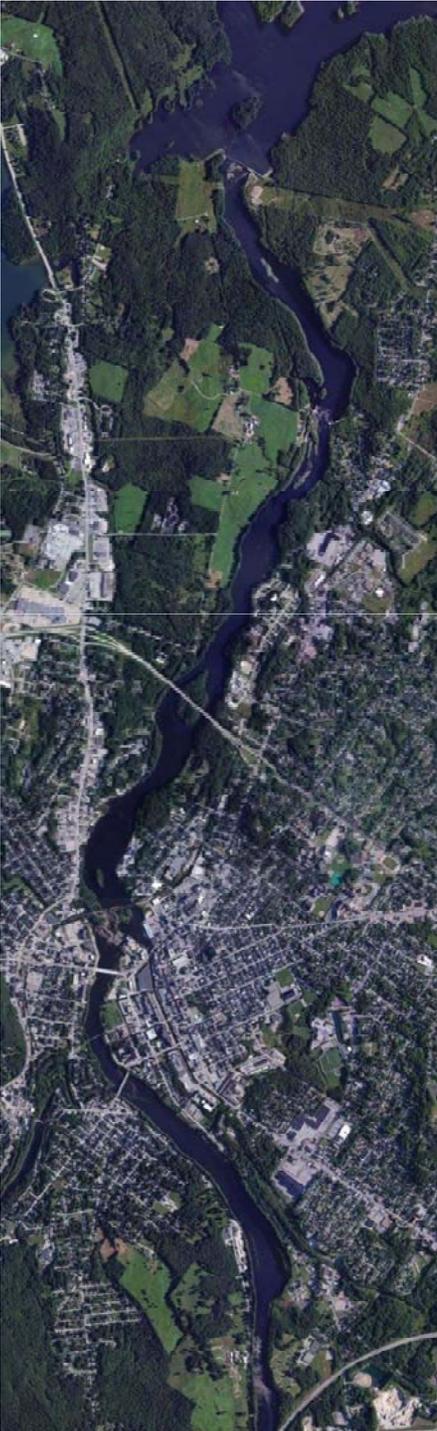
- Present Plan to both Councils for endorsement
- Coordinate with Bike/Ped Committee
- Set goals for implementation
- “Championing” the Plan – Bike-Ped Committee support, ALT support
- Public meeting next year to determine next set of priorities



Androscoggin Greenway Plan

TAKE-AWAY POINTS

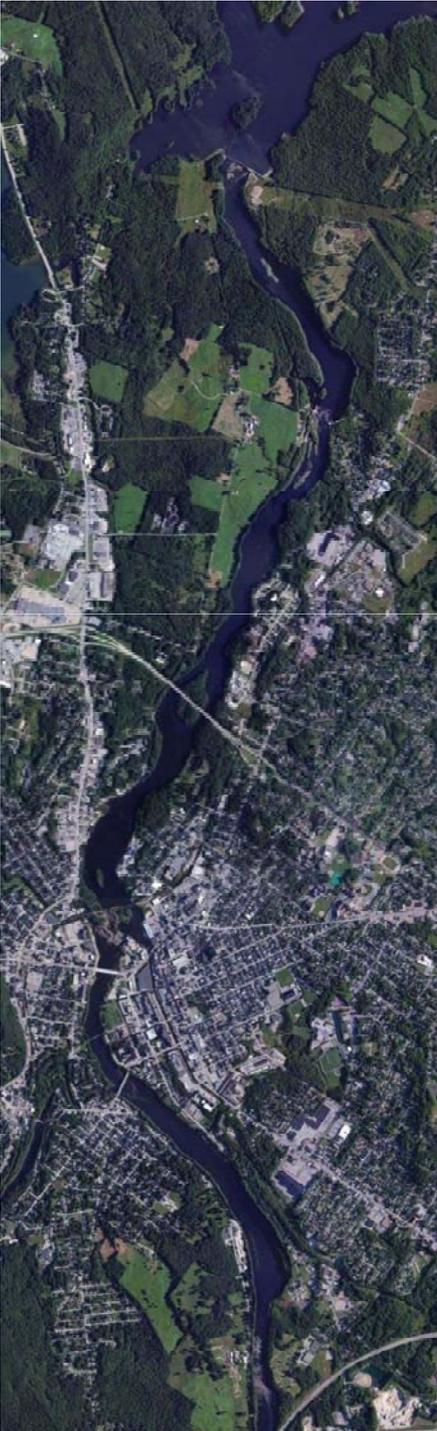
- Partnerships and coordination
- The role of planning assistance
- Flexibility of the timeframe
- Eye towards implementation



Androscoggin Greenway Plan

TAKE-AWAY POINTS

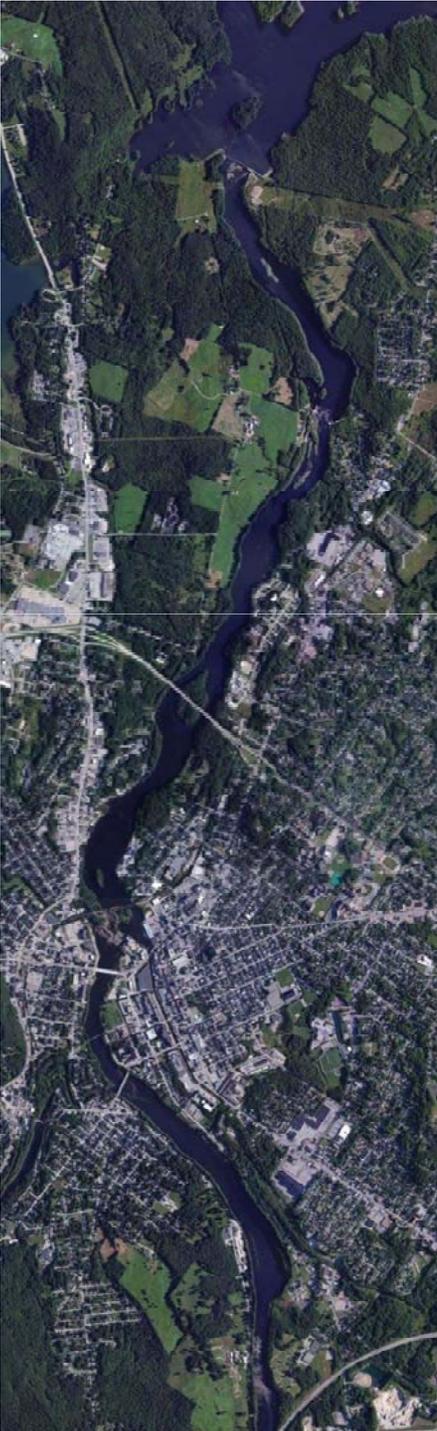
- Partnerships and coordination
 - Can be time intensive
 - Increases community involvement
 - Decreases overlap
- The role of planning assistance
- Flexibility of the timeframe
- Eye towards implementation



Androscoggin Greenway Plan

TAKE-AWAY POINTS

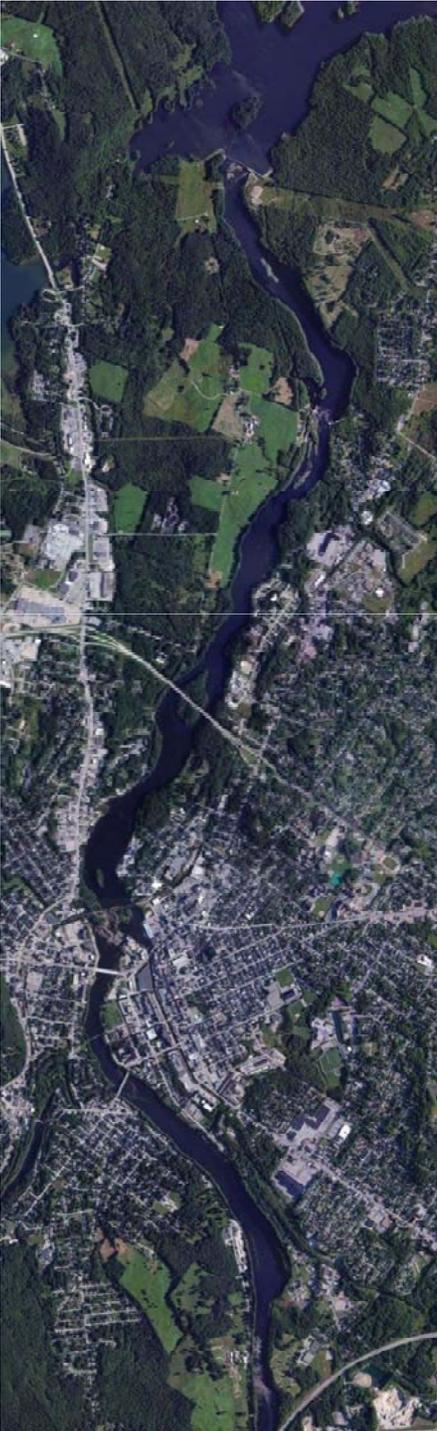
- Partnerships and coordination
- The role of planning assistance
 - Facilitation
 - “Leg work”
 - Capitalize on expertise
- Flexibility of the timeframe
- Eye towards implementation



Androscoggin Greenway Plan

TAKE-AWAY POINTS

- Partnerships and coordination
- The role of planning assistance
- Flexibility of the timeframe
 - Allow for changes to the process, “moving parts”
 - But maintain timeliness
- Eye towards implementation



Androscoggin Greenway Plan

TAKE-AWAY POINTS

- Partnerships and coordination
- The role of planning assistance
- Flexibility of the timeframe
- Eye towards implementation
 - Who will do it?
 - Prioritize
 - Cost and time considerations

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QUESTIONS

