

LEWISTON CITY COUNCIL WORKSHOP AGENDA

Tuesday, January 14, 2014

City Council Chambers

6:00 p.m. Workshop - Please note: The time segments added to each workshop item are to serve as guidelines only and the Council may take up an item earlier than indicated or an item might run later than indicated.

Pledge of Allegiance to the Flag.

Moment of Silence.

WORKSESSION

1. Overview of Proposed Lewiston Capital Improvement Program with the Planning Board and Finance Committee. (30 minutes)
2. Redesign - Alfred Plourde Parkway/Lisbon Street Route 196 Interchange. (30 minutes)
3. Presentation of the City's Comprehensive Annual Financial Report for the period ended June 30, 2013. (30 minutes)

LEWISTON CITY COUNCIL
WORKSHOP AGENDA
TUESDAY, January 14, 2014
6:00 P.M.

1. Overview of Proposed Lewiston Capital Improvement Program (30 minutes)

The City annually updates and adopts a five year capital improvement program. An overview of the program will be presented at a joint workshop of the Council, Finance Committee, and Planning Board. Copies of the plan have been previously provided. The plan is also available on the City's Web Site under the Finance Department, Financial Reports.

2. Redesign – Alfred Plourde Parkway/Lisbon Street Route 196 Interchange (30 minutes)

The Maine Department of Transportation has been developing a proposed redesign of the Plourde/196 interchange in conjunction with planned projects to improve the turnpike/Plourde Parkway interchange under development by the Turnpike Authority. These modifications are primarily intended to address high crash locations associated with the ramps leading to and from Plourde from Lisbon Street. In October, MDOT presented the three options that were developed and reviewed. Two of these were the primary focus. MDOT Alternative 1 would route all traffic northbound on Plourde from the turnpike to a signalized intersection on Lisbon near the location of the current ramp leading to westbound Lisbon. MDOT Alternative 2 eliminated the ramps from northbound Plourde and directed all traffic to the Plourde and Pleasant Street intersection followed by a right onto Pleasant to the Pleasant/Lisbon intersection. This alternative was not recommended. MDOT Alternative 3 generally retained the current ramps and alignments but modified the lane assignments on Lisbon Street by providing individually assigned lanes on Lisbon to both east and westbound traffic from northbound Plourde. This is the option preferred by MDOT. Please see the attached PowerPoint presented by the State at the October meeting. Councilors expressed a number of concerns with MDOT's preferred option (MDOT alternative 3) including the lane weaving that would be required as Lisbon Street changes from a three lane to a four lane to a three lane to a four lane section within a relatively short distance. The City Council subsequently voted to support Alternative 1 by a 5-2 vote. Subsequently, MDOT has continued to develop the design for the project. Last month, Councilor Libby arranged a meeting for several local legislators and City staff with MDOT to discuss this project. At that time, MDOT presented a refined and modified version of Alternative 2 which simplified the lane assignment system on Lisbon Street in an effort to address the traffic weaving concerns expressed by the City. MDOT representatives will be presenting this revised alternative at the workshop.

3. Presentation of the City's Comprehensive Annual Financial Report for the Period Ended June 30, 2013. (30 minutes)

City Finance Director Heather Hunter and representatives of the City's auditing firm will be present to review the City's financial performance and status for last fiscal year. A copy of the Financial Report is attached. It is also available on the City's web site under the Finance Department, Financial Reports.

**Informational material for agenda items
Lewiston City Council Workshop
January 14, 2014**

1) Lewiston Capital Improvement Program -

Full LCIP plan is available for viewing at the City's website at:

<http://www.ci.lewiston.me.us/Archive.aspx?AMID=39&Type=Recent>

2) Redesign of Alfred A. Plourde Parkway/Lisbon Street Route 196 Interchange -

Printout of PowerPoint presentation is attached

3) Comprehensive Annual Financial Report -

Full report is available for viewing at the City's website at:

<http://www.ci.lewiston.me.us/Archive.aspx?AMID=38&Type=Recent>

Summary of Alternatives Analysis

Alfred Plourde Parkway
and Lisbon Street
Lewiston, Maine

MaineDOT
October 1, 2013

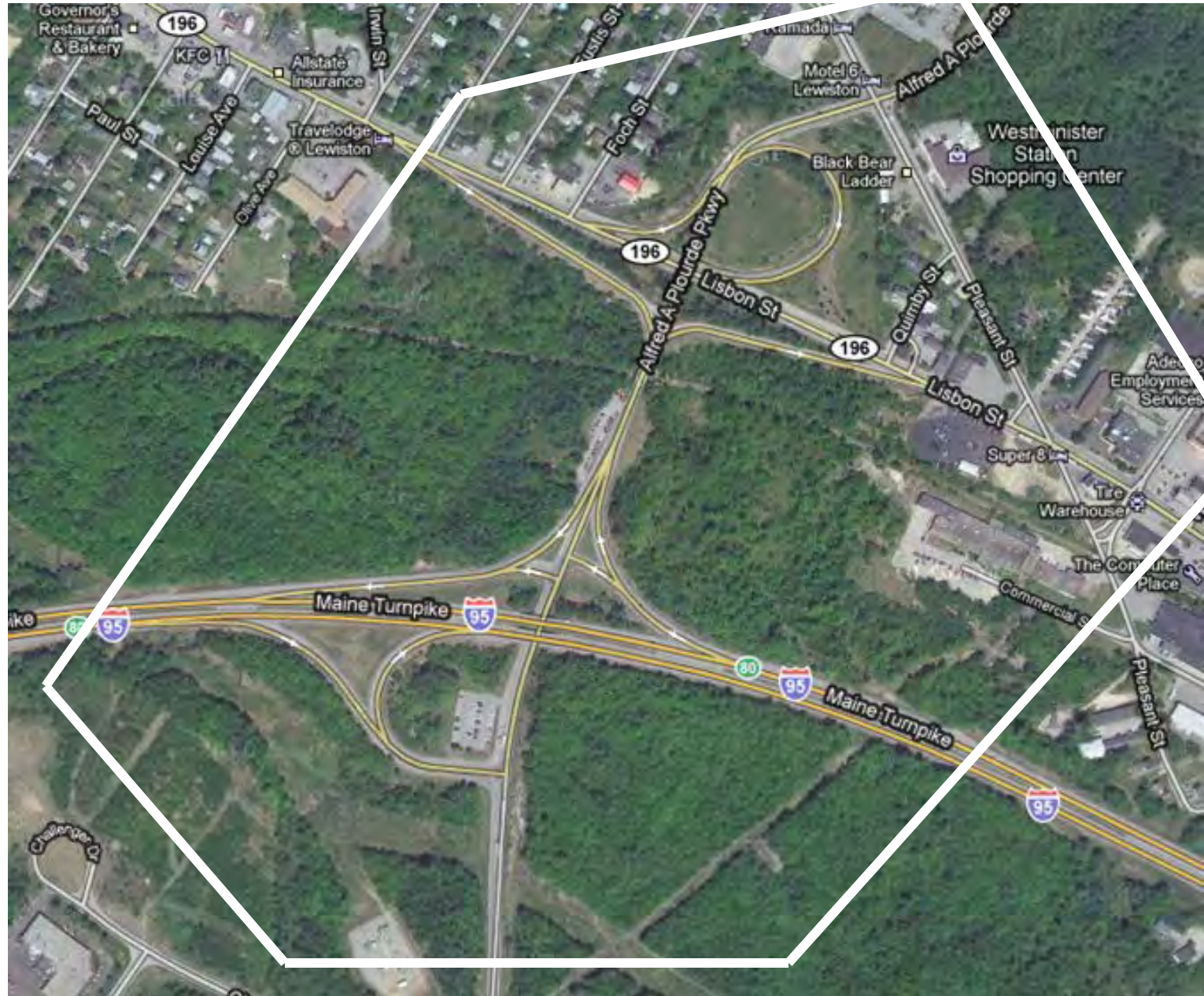
Alternatives Analysis Issues

- Three High Crash Locations exist on ramps connecting Alfred Plourde Parkway with Lisbon Street.
- Anticipated growth in development south of Turnpike Exit will increase volumes on Alfred Plourde Parkway.

Alternatives Analysis

- Study Area
- Existing Conditions
- Future Conditions
- Alternatives
- Safety & Mobility Costs

STUDY AREA





Eustis St

Foch St

Gimby St

Pleasant St

Alfred a Pleurd

196

Westminister St

Weybossett St

Commercial St

★ High Crash Locations

© 2011 Google

742 ft

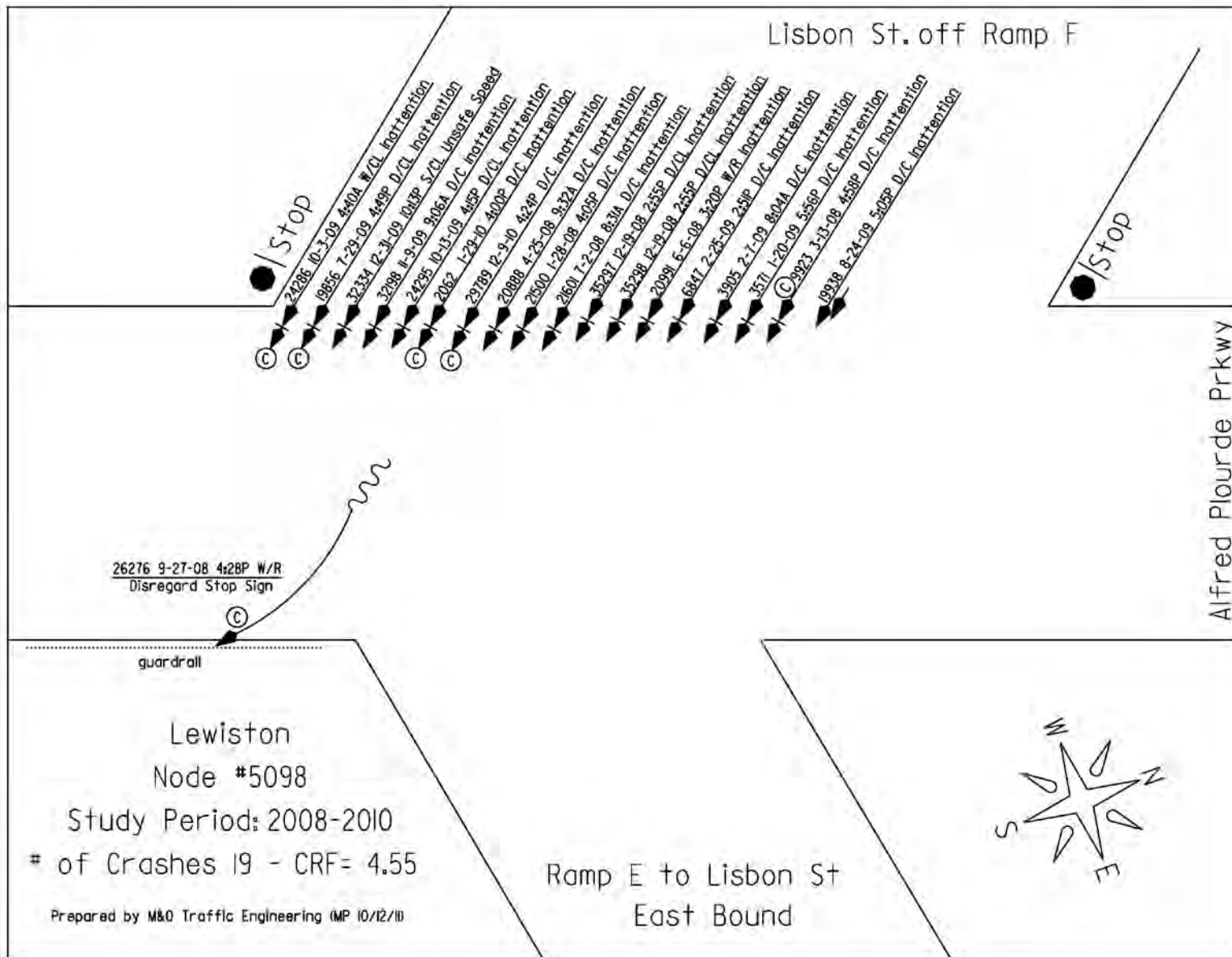


©2011 Google

Ramp F



Ramp F Crash Diagram



Ramp J

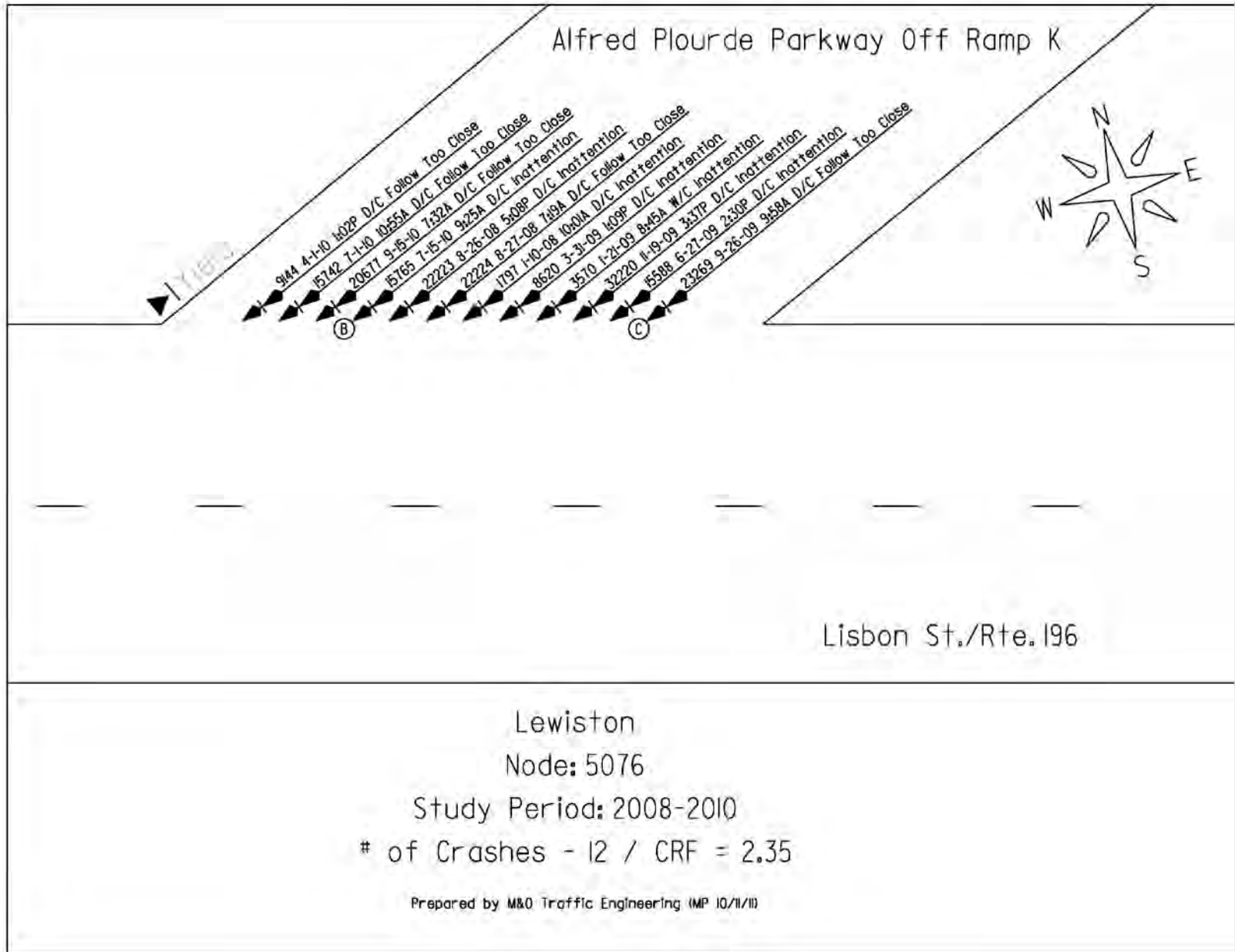
Loop Ramp K

104 ft

© 2011 Google

©2010 Google

Loop Ramp K Crash Diagram



Ramp J

Loop Ramp K

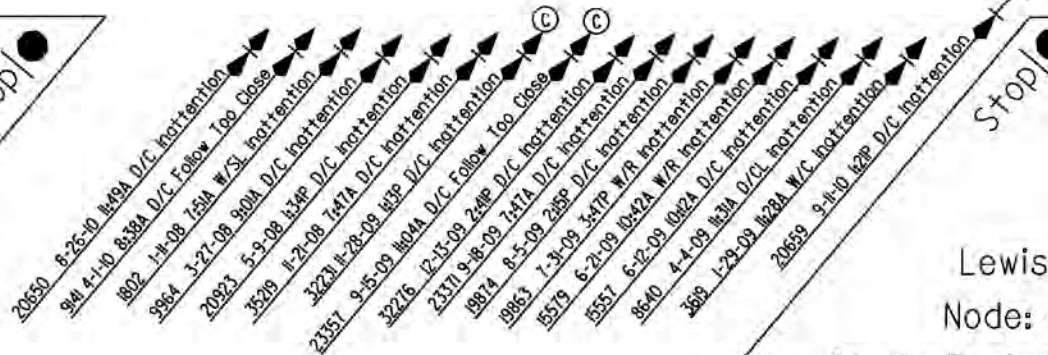


Ramp J Crash Diagram



Lisbon St/Rte. 196

Stop | ●



Stop | ●

Lewiston
Node: 4993

Study Period: 2008-2010

of Crashes: 17 / CRF: 3.03

Prepared by M&O Traffic Engineering

(R.A. - 10/12/11)

Ramp J from Alfred Plourde Pky.

Alternatives Analysis

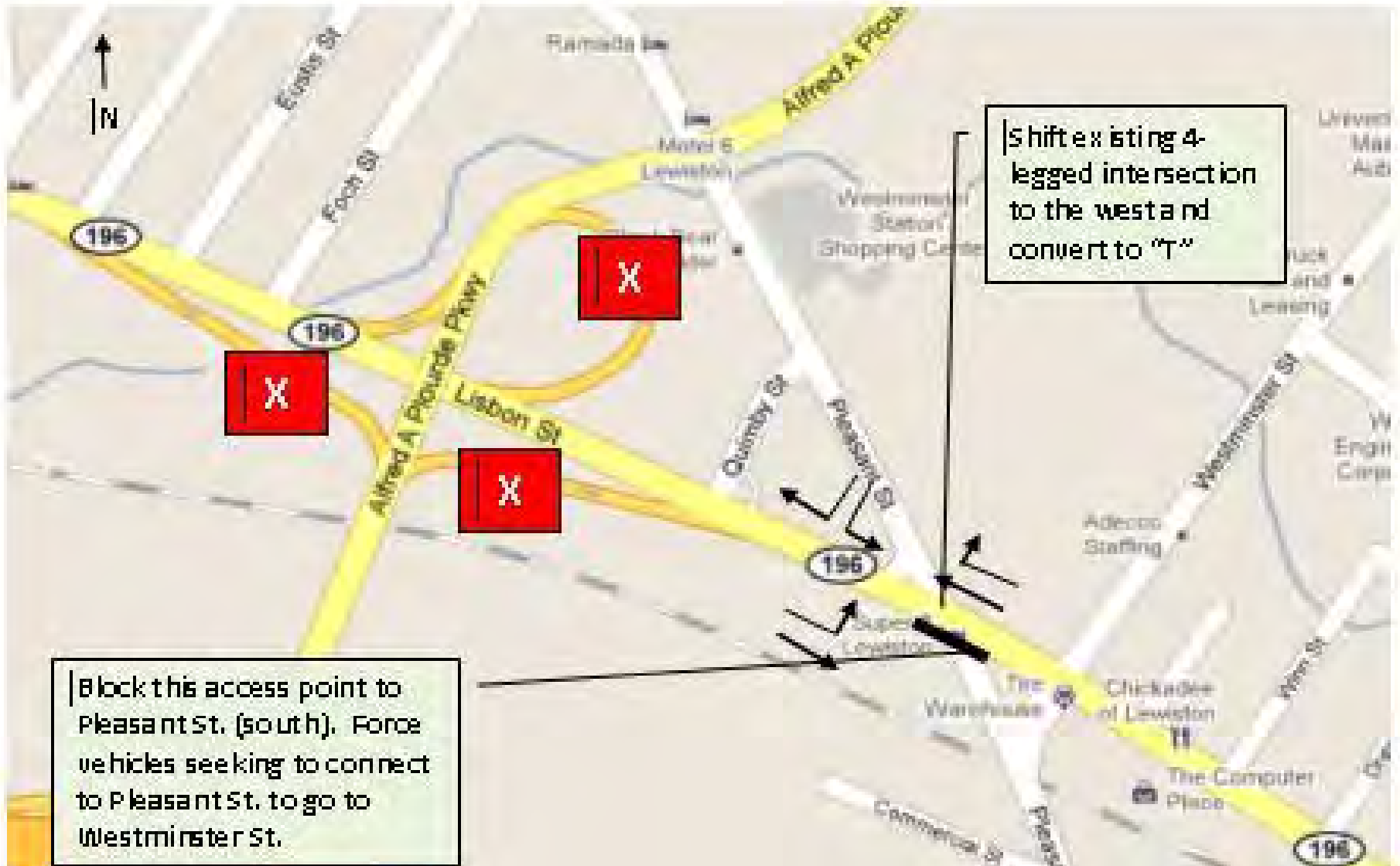
- Focus on Alfred Plourde Parkway and Lisbon Street (Route 196)
- Three alternatives compared to existing road configuration
 - Alternative 1 (FST study)
 - Alternative 2 (offered by HNTB)
 - Alternative 3 (offered by MaineDOT)

Alternative 1



Alternative 2

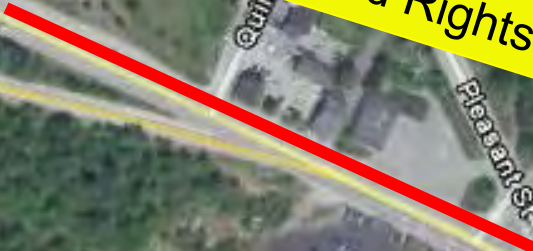
Figure 2 – Scenario 2: Alternative Improvements



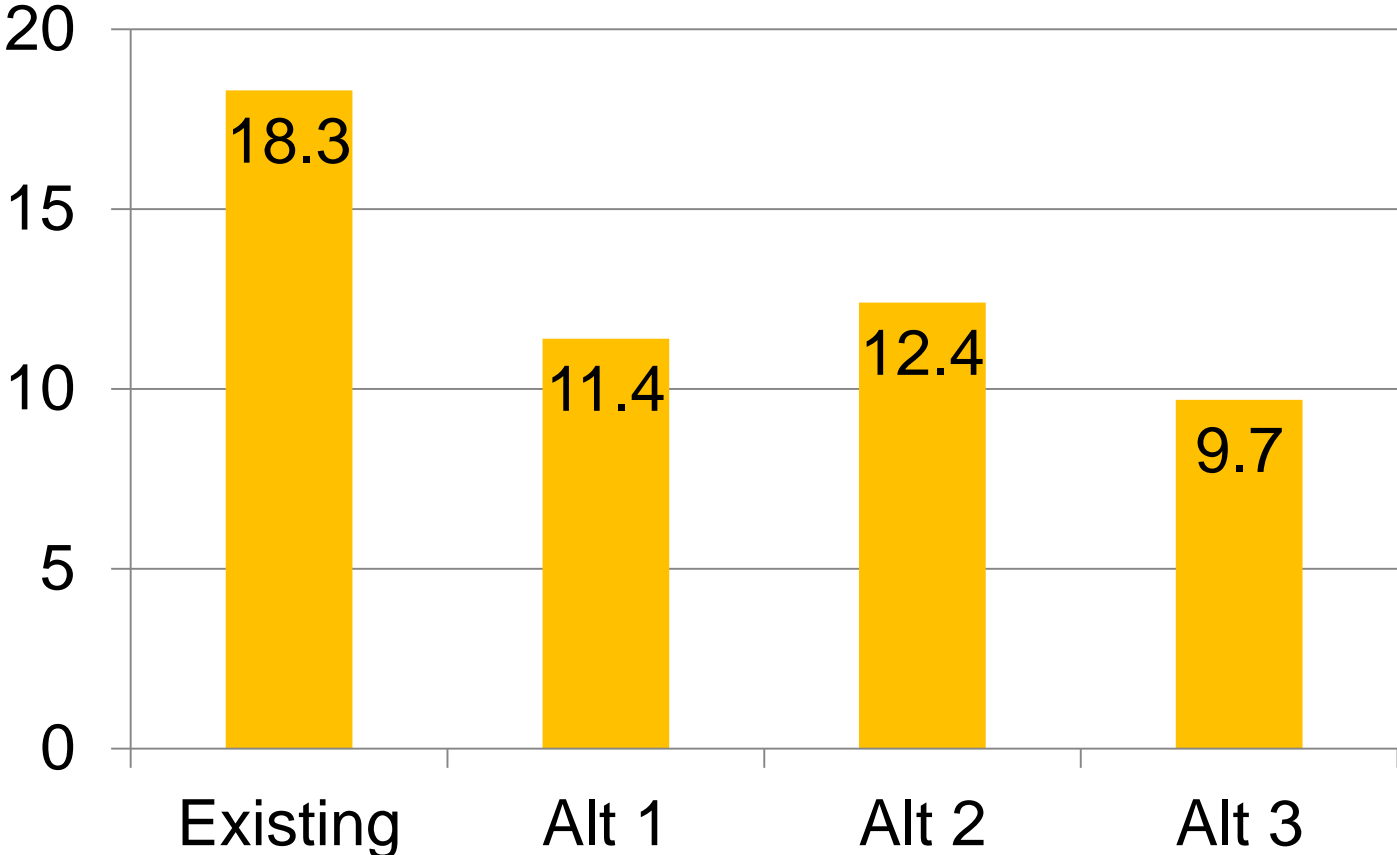
Alternative 3



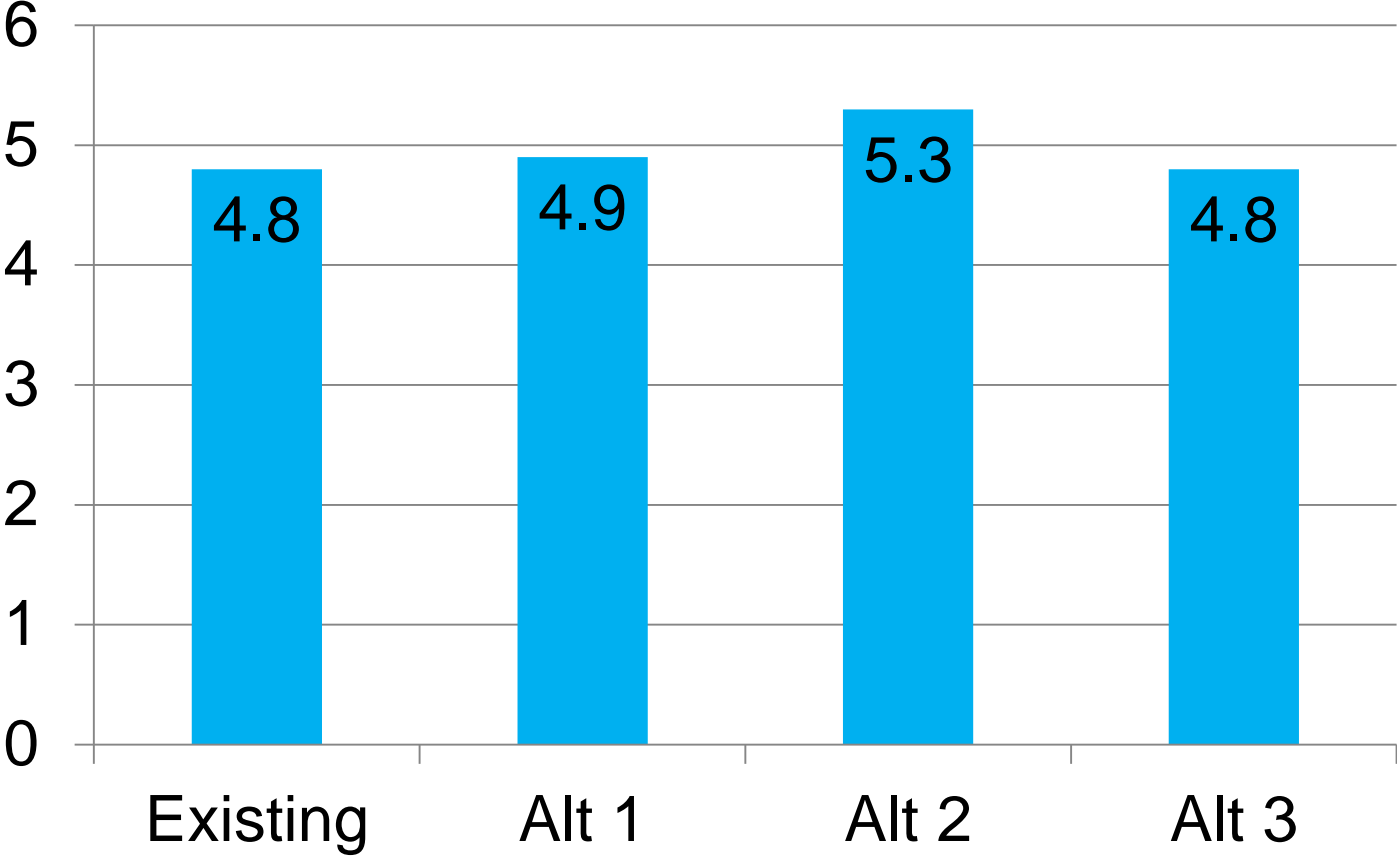
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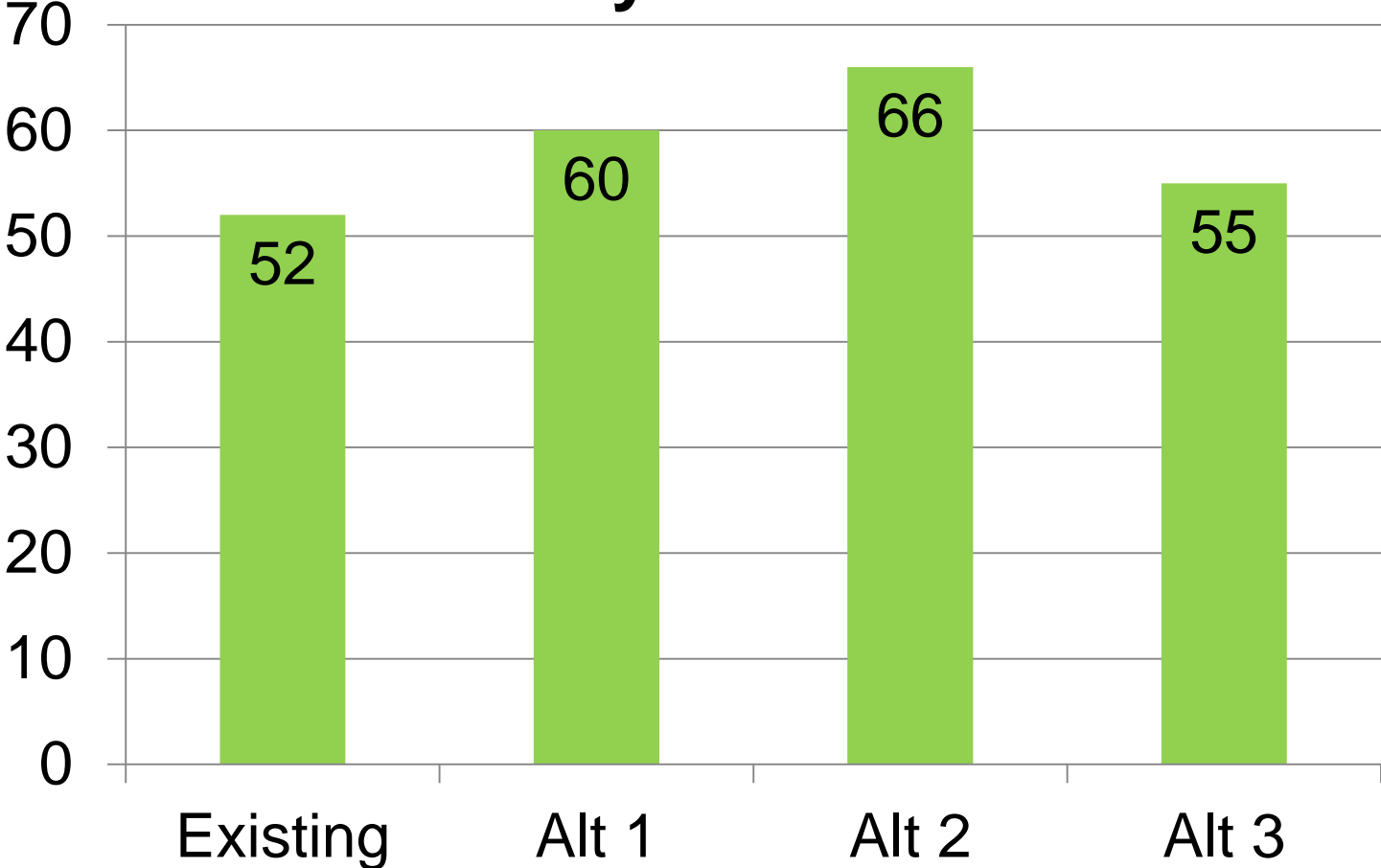
Crashes/Year



VMT/Year (millions)



Delay/Vehicle



Alternatives Analysis

Conclusions

- Alfred Plourde Parkway has capacity for considerable development growth.
- Alternative 3 offers the best performance in reducing crashes and minimizing VMT and delay.
- More can be done to improve on Alternative 3

Improvements to Alternative 3

- Include closure of short Pleasant Street segment south of Lisbon Street.
- Reduce eastbound Lisbon Street to one lane between off-ramp and on-ramp.
- Realign portion of loop ramp to manage speed.

Lisbon St Westbound @ Alfred Plourde Parkway Ramps

Intersection sight distance (ISD) from Ramp J (stop control): 400 feet
 Posted Speed on Lisbon Street: 30 mph

Design Vehicle	Right Turn Time Gap (seconds)	Intersection Sight Distances for Design Speed			
		30 mph	35 mph	40 mph	45 mph
Passenger Car	6.5	290	335	385	430
SU Truck	8.5	375	440	500	565
Combination Truck	10.5	465	540	620	620
		Design ISD more than existing ISD			

Lisbon St Westbound @ Alfred Plourde Parkway Ramps

Ramp K (loop ramp) radii:

Design Speed too high for ISD

Existing		Curves	Radius (feet)	Design Speed (mph)
		1	216	30
	ISD=400 ft	2	345	35
		3	690	45
Improved		Curves		Design Speed (mph)
		1	216	30
	ISD=525 ft	2	345	35
		3	225	30