



PORTLAND NORTH ALTERNATIVE MODES PROJECT

Implementation of Commuter Services either via Passenger Rail or Bus Rapid Transit between Portland – Brunswick and Portland – Auburn.

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Websites:

MaineDOT Portland North Project  
<http://www.maine.gov/mdot/portlandnorth/>

FTA  
[www.fta.dot.gov/planning/newstarts/Planning\\_environment\\_222.html](http://www.fta.dot.gov/planning/newstarts/Planning_environment_222.html)

AVCOG  
[www.avcog.org](http://www.avcog.org)

GPCOG  
[www.gpcog.org](http://www.gpcog.org)

Project Update:

- Development of Purpose and Needs
- Development of Preliminary Changes
- Application and Development Of Transportation Models
- User Preference Surveys
- Development of FTA Initiation Report

Schedule:

- Phase 1 Screening (April '09)
- Refined Alternatives (July '09)
- Detailed Costs, Impacts Ridership (Aug '09)
- Section of Preferred Alternatives (Jan. '10)
- Small Starts Analysis (Mar. '10)

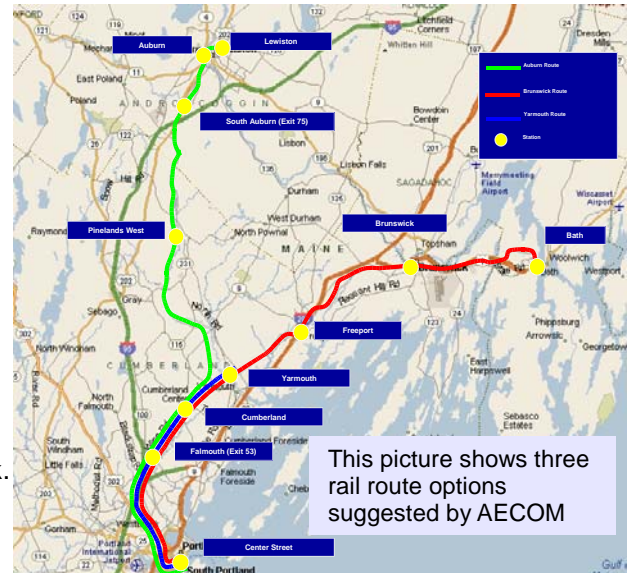


At the second Portland North Alternative Modes Project stakeholders meeting (2/11/09), AECOM provided an update on tasks accomplished since the last meeting:

1. Development of Purpose and Need
2. Development of Preliminary Alternatives
3. Application and Development of Transportation Models
4. User Preference Surveys
5. Development of FTA Initiation Report

Three options are being considered to provide a transit link between downtown Portland and Auburn or Brunswick.

Two of these are rail options would either utilize the Saint Lawrence and Atlantic (SLA) or Pan American Railway (PanAM) right-of-way. The third is a Bus Rapid Transit option that would use roadways such as I-95 to reach Auburn and I-295 to reach Brunswick. A partial-build segment providing rail or bus service to Yarmouth from Portland was also explored.



This picture shows three rail route options suggested by AECOM

**Brunswick (Bath)**

Service Stats

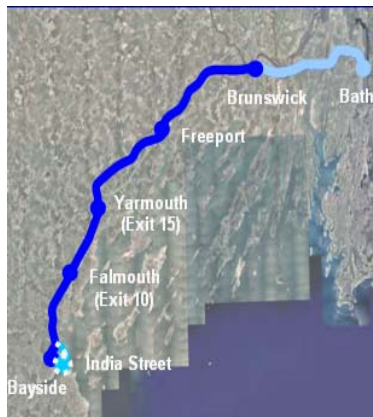
22 roundtrips per weekday  
 Service headways (30/60 min. for peak/off peak)  
 Arrive in Portland 6:45AM  
 Depart Portland 10:55 PM

Terminal locations

SLA – Brunswick (Downeaster), Bath Station, Freeport Station, Yarmouth, Falmouth, Portland.

Pan Am – Brunswick (Downeaster), Bath Station, Freeport Station, Yarmouth Jct, Cumberland, Falmouth, and Portland.

Express Bus – Brunswick, Freeport, Yarmouth, Falmouth, Monument St.



**South Auburn Services (Lewiston)**

Service Stats

22 roundtrips per weekday  
 Service headways (30/60 min. for peak/off peak)  
 Arrive in Portland 6:45  
 Depart Portland 10:55 PM

Terminal locations

SLA – Auburn Intermodal, Auburn Station, Lewiston Station, Pinelands East, Yarmouth Jct, Falmouth, Portland.

Pan Am – South Auburn, Pinelands West, Lewiston Station, Cumberland, Falmouth, Portland.  
 Express Bus – South Auburn, Auburn Stop downtown, Lewiston, Gray, Falmouth, Monument Sq.



**Yarmouth**

Service Stats

22 roundtrips per weekday  
 Service headways (30/60 min. for peak/off peak)  
 Arrive in Portland 6:45AM  
 Depart Portland 10:55 PM

Terminal locations

SLA – Bayside or India, Yarmouth Station and Falmouth Station  
 Pan Am – Center St or Union and Yarmouth Jct, Cumberland Station, and Falmouth Station

Express Bus – Monument Sq, Yarmouth (exit 15) and Falmouth (exit 10)



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Spring 2009



**MaineDOT** ♦ **GPCOG**



Five Portland terminal alternatives (all locations are available for each of the proposed routes):

Bayside (SLA) – current site activity: mixed use development; 12 min. walk to Monument sq.

Union Station (Pan Am)

- Current Site Activity: shopping center;
- 24 min. walk to Monument Sq.



India Street (SLA) -

- Current Site Activity: Maine State Pier;
- 12 min walk to Monument Sq.

Monument Square (Express Bus)

- Current Site Activity: central business district

Center Street (Pan Am)

- Current Site Activity: Portland Fish market;
- 8 min. walk to Monument sq.

AECOM presented the study of a similar rail line in Connecticut as is being proposed in Maine to assist in adjusting the Federal Transit Administration's (FTA's) AARF model being used in the initial phase. This work showed that potential train users could be more than assumed by the FTA model.

Findings from a ZOOM bus rider survey show 95% use bus for commuting, 74 % access the bus by driving alone, 92% walk to work after they arrive at final destination of which 62% walk 5 min or less, 54% have used the ZOOM for one year or less, 75% lived in Maine most or all of their lives, 87% would not use a rail system over the current bus system.

AECOM also discussed the results of a Freeport visitor's survey that was conducted. This area was targeted in order to identify the potential non-commuting (tourist) populations that might utilize a transit service, and add to the overall ridership. The rail stop is 2 blocks from LL Bean in the retail district an area not served by transit. The Freeport visitor survey (439 non Freeport residents responses) concluded that 89% live outside of the study corridors, 85% are making "complex" trips(Freeport was not their final destination).

The Freeport survey found that of the thousands (up to 50,000/day in the peak times)of visitors to the area, up to about 4 percent would be interested in using a bus or rail transit service to visit Freeport. This would help bolster primarily the Brunswick route options.

It was also noted that the study team is evaluating the possibility of extending the original corridors beyond the Auburn Intermodal Center site into Auburn Center and beyond Brunswick into Bath in an effort to capture the most value for the potential public investment..

