Agenda

- Introductions
- Project Update
- Presentation of Service Alternatives
- Project Modeling Report
- Next Steps
- Project Timeline
- Discussion
Project Update

Tasks Accomplished Since Last Meeting

- Development of Purpose and Need
- Development of Preliminary Alternatives
- Application and Development of Transportation Models
- User Preference Surveys
- Development of FTA Initiation Report
Overview of Alternatives

- Three service alternatives
  - Yarmouth
  - Brunswick (Bath)
  - South Auburn (Lewiston)

- Three route alternatives:
  - Saint Lawrence and Atlantic Railway (SLA)
  - Pan Am Railway
  - Express Bus

- Five Portland terminal alternatives:
  - Bayside (SLA)
  - India Street (SLA)
  - Union Station (Pan Am)
  - Center Street (Pan Am)
  - Monument Square (Express Bus)
Publicly Owned Pan Am Track to Rebuild

Portland Transportation Center

Bayside

Monument Square

PULSE

Union Station

India Street

Center Street

Publicly Owned
Pan Am
Track to Rebuild
SLA Terminal Options

- Portland Transportation Center
- India Street
- Bayside
- Monument Square
- Union Station
- Center Street
- PULSE
Yarmouth Service Statistics

- 22 Roundtrips per Weekday
- Service Headways
  - 30 minute peak
  - 60 minute offpeak
- First trip arrives Portland: 6:45 AM
- Last trip departs Portland: 10:55 PM
SLA Service to Yarmouth

Stops
- Yarmouth
- Falmouth
- Portland (Bayside or India Street)

Yarmouth to Bayside: 17 minutes
Yarmouth to India Street: 18 minutes

9.3 miles to Bayside
10.1 miles to India Street

Required Infrastructure Upgrades
- Reconstruct Union Branch
- Build new bridge over Back Cove
- Rebuild SLA Main
Pan Am Service to Yarmouth

Stops
- Yarmouth Jct
- Cumberland
- Falmouth
- Portland (Union Station or Center Street)

Yarmouth Jct to Union Station: 20 min
Yarmouth Jct to Center Street: 26 min

13.5 miles to Union Station
15.6 Miles to Center Street

Required Infrastructure Upgrades
- Upgrades to Pan Am Freight Main and Commercial Street
Express Bus Service to Yarmouth

Stops
- Yarmouth
- Falmouth
- Monument Square

10.4 miles to Monument Square

Operate on shoulders where available

Downtown Distribution loop

Yarmouth (Exit 15)
Falmouth (Exit 10)
Monument Square
# Yarmouth Travel Distances and Times

<table>
<thead>
<tr>
<th>Route</th>
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SLA Route
Falmouth Station I-295 (Exit 10)

- Conveniently located near Junction of I-95 and I-295 at Falmouth Spur (Exit 10)
- Develop as Park-n-Ride Station
Pan Am Route

Falmouth Station I-95 (Exit 53)

- Nearby Shopping Center & Business Park
- Conveniently located of I-95 Exit 53
Express Bus

Falmouth I-295 (Exit 10)

- Conveniently located near Junction of I-95 and I-295 at Falmouth Spur
- Park-n-Ride Stop
Pan Am Route
Cumberland Station

- Located on Route 9
- Cumberland Center is ~ 1.5 miles north
- Only Service Option to Cumberland

To Yarmouth facing East
SLA Route
Yarmouth Station I-295 (Exit 15)

- Conveniently located of I-295 at Exit 15
- ~ 1 mile south of Yarmouth Center
- Station near MDOT property
Pan Am Route
Yarmouth Jct Station

- ~1 mile north of downtown Yarmouth
- ~0.2 miles east of Yarmouth Junction
- Land for station development

[Map showing locations]

Proposed Station Site Facing East
Express Bus
Yarmouth I-295 (Exit 15)

- Conveniently located off I-295 at Exit 15
- Park-n-Ride Stop
- Near MDOT property
Brunswick Service

SLA Pan Am Express Bus

India Street
Bayside
Falmouth (Exit 10)
Yarmouth (Exit 15)
Freeport
Brunswick
Bath

Union Station
Centre Street
Falmouth (Exit 53)
Yarmouth Jct
Cumberland
Freeport
Brunswick
Bath

Monument Square
Falmouth (Exit 10)
Yarmouth (Exit 15)
Freeport
Brunswick
Bath

MaineDOT AECOM
Brunswick Service Statistics

- 22 Roundtrips per Weekday
- Service Headways
  - 30 minute peak
  - 60 minute offpeak
- First trip arrives Portland: 6:45 AM
- Last trip departs Portland: 10:55 PM
SLA Service to Brunswick

Stops
- Brunswick
- Freeport
- Yarmouth
- Falmouth
- Portland (Bayside or India Street)

Brunswick to Bayside: 38 minutes
Brunswick to India Street: 40 minutes

25.6 miles to Bayside
26.4 miles to India Street

Required Infrastructure Upgrades
- Reconstruct Union Branch
- Build new bridge over Back Cove
- Rebuild SLA Main
Pan Am Service to Brunswick

**Stops**
- Brunswick
- Freeport
- Yarmouth Jct
- Cumberland
- Falmouth
- Portland (Union Station or Center Street)

Brunswick to Union Station: 37 minutes
Brunswick to Center Street: 43 minutes

27.8 miles to Union Station
29.9 miles to Center Street

**Required Infrastructure Upgrades**
- Upgrades to Pan Am Freight Main and Commercial Street
Express Bus Service to Brunswick

Stops
- Brunswick
- Freeport
- Yarmouth
- Falmouth
- Monument Square

28.4 miles to Monument Square

Operate on shoulders where available

Downtown Distribution loop
## Brunswick Travel Distances and Times

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Monument Square Travel Times by Downtown Terminal and Route

- Bayside Falmouth
- Bayside Yarmouth
- Bayside Freeport
- Bayside Brunswick
- India St Falmouth
- India St Yarmouth
- India St Freeport
- India St Brunswick
- Union Sta Falmouth
- Union Sta Cumberland
- Union Sta Yarmouth
- Union Sta Freeport
- Union Sta Brunswick
- Center St Falmouth
- Center St Cumberland
- Center St Yarmouth
- Center St Freeport
- Center St Brunswick
SLA and Pan Am
Freeport Station

- Downtown Freeport
  - Heart of retail district
  - Nearby Residential Areas
  - Will be built for Downeaster
Express Bus
Freeport

- Downtown Freeport (on Bow Street)
  - Heart of retail district on Rte 1
  - Nearby Residential Areas
SLA and Pan Am Brunswick

- Located in downtown Brunswick
  - Retail district and shopping center
  - Bowdoin College
  - Will be built for Downeaster
Express Bus Brunswick

- Stop in Downtown Brunswick
  - Retail district and shopping center
  - Bowdoin College
  - Residential Area
SLA and Pan Am
Bath Station

- Downtown Bath
  - Convenient Rte 1 Access
- Commercial and Residential
- Near Bath Iron Works (BIW)
- Current MEC Station
- ~11 minutes east of Brunswick
Auburn Services

- 22 Roundtrips per Weekday
- Service Headways
  - 30 minute peak
  - 60 minute offpeak
- First trip arrives Portland: 6:45 AM
- Last trip departs Portland: 10:55 PM
SLA Service to Auburn Intermodal

Stops
- Auburn Intermodal
- Pinelands East
- Yarmouth
- Falmouth
- Portland (Bayside or India Street)

Auburn Int. to Bayside: 42 minutes
Auburn Int. to India Street: 43 minutes

27.9 miles to Bayside
28.7 miles to India Street

Required Infrastructure Upgrades
- Reconstruct Union Branch
- Build new bridge over Back Cove
- Rebuild SLA Main
Pan Am Service to South Auburn

Stops
- South Auburn
- Pinelands West
- Cumberland
- Falmouth
- Portland (Union Station or Center Street)

South Auburn to Union Station: 37 minutes
South Auburn to Center Street: 43 minutes

30.1 miles to Union Station
32.2 miles to Center Street

Required Infrastructure Upgrades
- Upgrades to Pan Am Freight Main and Commercial Street
Express Bus Service to South Auburn

Stops

- South Auburn
- Gray
- Falmouth
- Monument Square

34.6 miles to Monument Square

Operate on shoulders where available

Downtown Distribution loop
## Auburn Service Travel Distances and Times

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<th>Route</th>
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SLA
Pinelands East Station

- Pinelands Complex
  ~ 1 mile west
- Located on Rt. 231
- Gray ~ 4.5 miles west
- Serve Pinelands
Pan Am

Pinelands West Station

- Pinelands Farming Complex ~ 1 mile southeast
- Located on Morse Rd
- Gray ~ 3.5 miles west
- Serve Pinelands
Express Bus
Gray

- Convenient I-95 access at Exit 63
- Located in downtown Gray
- Retail and Residential areas
SLA Route

Auburn Intermodal

- At Lewiston-Auburn Regional Airport
- Commercial and Warehousing area
- ~ 1 mile off I-95 Exit 75
- Rail spur into airport
New Rail Spur

Auburn – Lewiston Airport

Portland

Exit 75

I-95

I-95

Lewiston
Pan Am
South Auburn (Exit 75) Station

- Conveniently located at Park-n-Ride off of I-95
- Danville Junction ~1 mi. south
- ~ 1.5 mile south of L/A Airport
- Active railway

Auburn Intermodal (SLA)
New Rail Spur
South Auburn (Exit 75) (Pan Am)
Express Bus
South Auburn (Exit 75) Station

- Conveniently located at off of I-95 Exit 75
- Existing Park and Ride
- ~ 1.5 mile south of L/A Airport
SLA and Pan Am Auburn Station

- Located in downtown Auburn near intersection of Rte 4 and Court St
- Residential and commercial areas in vicinity of station
- ~6 Minutes north of South Auburn
Express Bus
Auburn Stop

- Downtown Auburn near intersection of Rt. 4 and Court St
- Residential and commercial areas in vicinity of station
- ~ 7 Minutes north of South Auburn
SLA and Pan Am  
Lewiston Station

- Located in downtown near Central Maine Medical Center
- Residential and commercial areas in vicinity of station
- ~ 8 minutes north of South Auburn
Express Bus
Lewiston

- Downtown Lewiston near Bates and Park Streets
- Residential and commercial areas in vicinity of stop
- ~10 minutes north of South Auburn
Overview of Alternatives

- Three service alternatives
  - Yarmouth
  - Brunswick (Bath)
  - South Auburn (Lewiston)

- Three route alternatives:
  - Saint Lawrence and Atlantic Railway (SLA)
  - Pan Am Railway
  - Express Bus

- Five Portland terminal alternatives:
  - Bayside (SLA)
  - India Street (SLA)
  - Union Station (Pan Am)
  - Center Street (Pan Am)
  - Monument Square (Express Bus)
Bayside Station

Current Site Activity:
- Miss Portland Diner
- Bayside Village Apartments

Miles to Monument Sq.: 0.6
Walk Minutes to Monument Sq.: 12

Line Ownership:
- State of Maine (partial)
- City of Portland

Possible Routes:
- Yarmouth
- Brunswick / Bath
- Auburn Intermodal
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<tr>
<th>Route</th>
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India Street Terminal

Current Site Activity: Maine State Pier

Miles to Monument Sq.: 0.6
Walk Minutes to Monument Sq.: 12

Line Ownership: Public

Possible Routes:
- Yarmouth
- Brunswick / Bath
- Auburn Intermodal
## India Street Terminal

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Portland Union Station

Current Site Activity: Shopping Center

Miles to Monument Sq.: 1.2
Walk Minutes to Monument Sq.: 24

Line Ownership: Pan Am

Possible Routes:
- Yarmouth
- Brunswick / Bath
- Lewiston / Auburn
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<tr>
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<tr>
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<td>37</td>
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<tr>
<td></td>
<td>Bath</td>
<td>36.6</td>
<td>48</td>
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<td>72</td>
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<tr>
<td>Brunswick/Bath</td>
<td>Pinelands West</td>
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<td>28</td>
<td>24</td>
<td>52</td>
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<tr>
<td></td>
<td>S. Auburn (Exit 75)</td>
<td>30.1</td>
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<td>24</td>
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<td></td>
<td>Auburn</td>
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<td>44</td>
<td>24</td>
<td>68</td>
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<tr>
<td></td>
<td>Lewiston</td>
<td>35.1</td>
<td>46</td>
<td>24</td>
<td>70</td>
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</table>
Center Street Terminal

Current Site Activity: Portland Fish Exchange

Miles to Monument Sq.: 0.4
Walk Minutes to Monument Sq.: 8

Line Ownership: Pan Am

Possible Routes:
- Yarmouth
- Brunswick / Bath
- Lewiston / Auburn
<table>
<thead>
<tr>
<th>Route</th>
<th>Station</th>
<th>Rail Miles to Portland</th>
<th>Rail Minutes to Portland</th>
<th>Walking Minutes to Monument Square</th>
<th>Total Trip Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yarmouth</td>
<td>Falmouth (Exit 53)</td>
<td>7.9</td>
<td>16</td>
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<td>24</td>
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<tr>
<td></td>
<td>Cumberland</td>
<td>11.5</td>
<td>21</td>
<td>8</td>
<td>29</td>
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<tr>
<td></td>
<td>Yarmouth</td>
<td>15.6</td>
<td>26</td>
<td>8</td>
<td>34</td>
</tr>
<tr>
<td></td>
<td>Freeport</td>
<td>21.5</td>
<td>34</td>
<td>8</td>
<td>42</td>
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<tr>
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<td>43</td>
<td>8</td>
<td>51</td>
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<tr>
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<td>Bath</td>
<td>38.7</td>
<td>54</td>
<td>8</td>
<td>62</td>
</tr>
<tr>
<td>Brunswick / Lewiston</td>
<td>Pinelands West</td>
<td>23.0</td>
<td>34</td>
<td>8</td>
<td>42</td>
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<tr>
<td></td>
<td>S. Auburn (Exit 75)</td>
<td>32.2</td>
<td>44</td>
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<td>52</td>
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<td>Auburn</td>
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<td>8</td>
<td>58</td>
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<tr>
<td></td>
<td>Lewiston</td>
<td>37.2</td>
<td>52</td>
<td>8</td>
<td>60</td>
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</tbody>
</table>
Monument Square

- Monument Square
- 0.2 miles from Portland Pulse

Downtown Distribution
A comparable route:

Shore Line East Commuter Railroad

- Eastern Connecticut coast
  - 33 mile line, 6 stations
  - 7 peak direction trips each day
  - New Haven is primary city served
    - 25% more downtown employment than Portland
    - “Q” bridge bottleneck similar to Tukeys Bridge
Shore Line East Ridership

- **Ridership over 1000 each way per day!**
  - This includes connections on Metro North
  - About half of SLE riders going to New York, Stamford, and other points west
- 582 AM riders are heading to New Haven
- 6.4% mode share of total corridor commuters
- State Street Station--one of two NH rail stops--is two blocks from the center of town, less than 10 min walk (no hills) to Yale and hospitals
Another comparable route:

**ZOOM Turnpike Express Bus**

- Biddeford and Saco to 4 stops in Portland
- 6 peak direction trips each day
- 160 riders each way
Who rides the ZOOM bus?

- **Trip purpose:** 95% commuting
- **Access method:** 74% drive alone to P&R
- **Egress method:** 92% walk
  - 62% walk 5 min or less
- **Time on ZOOM:** 54% one year or less
- **Mainers?** 75% lived in Maine most or all of their lives
- **Prefer rail?** 87% would stick with bus
ZOOM share of Portland CBD commutes

- Saco (04072) 4.3%
- Biddeford (04005) 16.2%
- Kennebunkport (04046) 8.6%
- Kennebunk (04043) 2.7%
Aggregate Rail Ridership Forecasting Model

- Developed by FTA
- Simplified tool
  - based primarily on commuter flows
  - secondarily on service characteristics
- Calibrated to other new commuter railroads
## Aggregate Rail Ridership Forecasting Model

<table>
<thead>
<tr>
<th>Commuter flows</th>
<th>Brunswick branch only</th>
<th>Auburn branch only</th>
<th>Both branches together</th>
</tr>
</thead>
<tbody>
<tr>
<td>High income</td>
<td>8,743</td>
<td>7,347</td>
<td>11,066</td>
</tr>
<tr>
<td>Medium income</td>
<td>7,925</td>
<td>7,202</td>
<td>10,575</td>
</tr>
<tr>
<td>Low income</td>
<td>2,228</td>
<td>2,690</td>
<td>3,142</td>
</tr>
<tr>
<td><strong>Total flows</strong></td>
<td><strong>18,896</strong></td>
<td><strong>17,239</strong></td>
<td><strong>24,783</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Est. ridership (daily)</th>
<th>base pk only service</th>
<th>with SLE adjustment</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>565</td>
<td>701</td>
</tr>
<tr>
<td></td>
<td>540</td>
<td>670</td>
</tr>
<tr>
<td></td>
<td><strong>856</strong></td>
<td><strong>1,062</strong></td>
</tr>
</tbody>
</table>
A non-commuter group: Freeport visitors

- 50,000 + visitors on some summer days
- rail stop is 2 blocks from LL Bean, heart of retail district
- currently not served by transit
Freeport visitor survey

- 3 weekdays in August
- 439 respondents
- tested rail and BRT, with and without Downeaster extension
Freeport findings

- 89% live outside the corridor
- 85% making “complex” trips--Freeport on the way to or from someplace else.
- Mode share (% of visitors) using Portland North alternative:

<table>
<thead>
<tr>
<th>Portland North alternative</th>
<th>without Downeaster extension</th>
<th>with Downeaster extension</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rail—Bayside only</td>
<td>4.18</td>
<td>2.53</td>
</tr>
<tr>
<td>BRT—Bayside only</td>
<td>2.98</td>
<td>0.77</td>
</tr>
<tr>
<td>BRT—Bayside &amp; Amtrak conn.</td>
<td>4.25</td>
<td>1.75</td>
</tr>
</tbody>
</table>
Summary of Ridership Findings

- Shore Line East: 1164 daily boardings in corridor (6.4% mode share)
- ZOOM bus: 320 daily boardings (4-16% mode share at towns served)
- ARRF model (3.5 to 4.3% mode share)
  - Brunswick line: 565 to 701
  - Auburn line: 540 to 670
  - both lines: 856 to 1,062
- Freeport visitors (seasonal) up to 1,000 based on level of service, Downeaster
Next step—refined regional model

- combined AVCOG, GPCOG, MaineDOT models
- detailed land use in Freeport, Brunswick, Bath
- refined approaches for highway speeds, tolls, time-of-day, and seasonal travel
- new mode choice routine for non-local travel
  - account for trade-offs of comfort, image and reliability of rail, vs. nimbleness of bus
  - calibration based on ZOOM bus, experiences elsewhere and new local survey data
  - separate formulas by trip purpose, traveler income
Next Steps

- FTA Coordination
  - Alternatives
  - Criteria
  - Modeling
- Tier 1 Alternatives Evaluation – Fatal Flaw
- Selection of Alternatives for Phase 2 Evaluation
- Phase 2 Evaluation
  - Further Development of Alternatives
Schedule

- Fatal Flaw Analysis (April 2009)
- Refined Alternatives (July 2009)
- Detailed Costs, Impacts, Ridership (August 2009)
- Selection of Preferred Alternative (January 2010)
- Small Starts Analysis (March 2010)
Discussion