

# Lakes Region Bus Service Assessment



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Lakes Region Communities  
Regional Transportation Program

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## Background

**Brief History of Previous Efforts:** Convenient bus service connecting the Lakes Region communities to Portland’s urban areas and job centers – as well as to each other – has long been envisioned along the Route 302 corridor. As with any new transit service, a great deal of technical expertise has been devoted to investigating the need for such a bus. For over a decade, a number of initiatives have explored potential ridership, potential routes and stops, costs, and what entity or entities will fund the service, among other details.

In 2001, GPCOG developed the *Windham to Portland Commuter Bus Study* to assess the feasibility of extending the Metro bus route to North Windham. A series of efforts followed, including the formation of the Lakes Region Transportation Coalition in 2004, and the *Regional Transit Coordination Study* prepared by GPCOG in 2007. In 2008, federal Jobs Access and Reverse Commute (JARC) and Community Development Block Grant (CDBG) funds were secured to offset the cost of service. Unfortunately, these opportunities also coincided with rising fuel prices and the ensuing recession. This prevented several municipalities from providing local match and ultimately the initiative stalled due to lack of funding.

In 2011, efforts were again renewed with the *Lakes Region Transit Service Study*, prepared by AECOM Technical Services, Inc. for the Regional



**On November 25, 2013, the Lakes Region Bus officially began service.**

Transportation Program (RTP), GPCOG, and the Community Transportation Association of America. The AECOM study provided an up-to-date, detailed assessment of the feasibility of a fixed-route bus service connecting the Lakes Region to Portland.

**Current Service:** On November 25, 2013, the Lakes Region Bus officially began service. The diesel-hybrid bus is operated by the RTP, with help from federal stimulus money and state grants. ***The bus has room for 18 seated passengers, two wheelchair users, and up to nine standing passengers. It is also equipped with wifi and bike racks.*** Service is currently provided from Naples to Portland and includes

six stops (the route is likely to expand to Bridgton in the near future and additional stops are under consideration). The stops are mainly located in commercial areas with parking to allow for safe opportunities for pick-up and drop-off. The service allows riders to connect to Metro at its Westbrook and Portland stops.

**Purpose of this Report:** With the Lakes Region Bus now a reality, this report provides a brief assessment of what RTP and individual communities along the corridor can do to improve the service.

A key element in this effort is considering the needs of bicyclists and pedestrians, as well as the condition and comfort-level of individual stops. Many of the recommended actions outlined in this report are intended to help communities improve access to Lakes Region Bus stops, as well as have the added benefit of enhancing the quality of place and livability of specific neighborhoods.

In addition to individual stop assessments, the report includes recommendations RTP may consider to increase the convenience of the service itself, such as extending the route to new locations, adding more stops in key locations, coordinating with major employers, and adjusting the schedule to meet rider needs and demand.

# The Lakes Region Bus Route

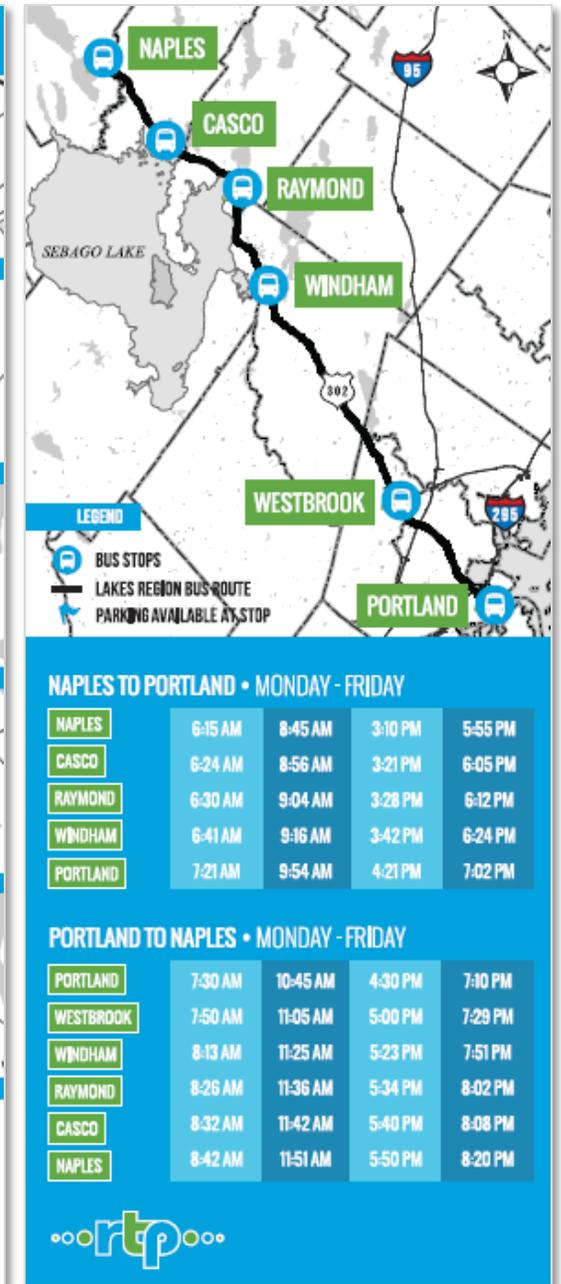
**The Route:** The route spans multiple communities ranging in character from rural to urban. From north to south, the service begins in Naples and stops in Casco, Raymond, Windham, and Westbrook, before reaching downtown Portland. There is currently one stop in each community. The cost is \$3 for a one-way ticket, and the service is offered Monday-Friday.

**Commuters:** Presently, the service caters largely to commuters. The bus makes two runs in the morning and two runs in the evening – there are no midday runs and the bus does not operate on the weekends. Ridership patterns indicate most riders are boarding in the outlying communities and are likely using the bus to commute to jobs or other destinations in the Portland area. RTP is currently conducting a survey of passengers to get a better idea of how the bus is being used and how the service could be improved.

**Opportunities:** While the bus will always provide an important commuter connection, there are a number of other ways in which the service can be used, including:

- **Recreation:** People in urban areas can use the bus to travel outbound to recreation areas in the Lakes Region, or possibly as a shuttle to Shawnee Peak in the winter.
- **Major employers:** Major employers along the route can use the bus to provide more travel options for their employees.
- **Town-to-town connections:** the bus can be used to connect individual Lakes Region communities (i.e., Windham to Naples, Raymond to Westbrook, etc.).

For the service to be fully used in these ways, improvements to frequency and destinations-served would need to occur.



## The Benefits of Improving Access to Transit

Arterial roads are often the most suitable type of roadway for transit service. These roads carry a considerable amount of traffic and are designed to handle larger vehicles like trucks and buses. In this regard, Route 302 is an important road since it is the most direct arterial connecting the Lakes Region to Portland.

While arterials serve an important function for vehicle traffic, from a community livability standpoint they are often quite challenging. Wide, heavily trafficked roads can be loud, difficult to cross, and uncomfortable or even dangerous to walk or bike along. This is particularly true when there are missing sidewalks, no buffer provided between fast moving traffic and pedestrians, little or no road shoulders, and unprotected crossings.

Maintaining traffic mobility along Route 302 will always be a priority, but it is increasingly important to consider the needs of bicyclists, pedestrians, and public transportation. While rural stretches of Route 302 are conducive to higher speeds and free flowing traffic – and should remain that way – other areas along the corridor are more developed and should be designed in a manner that is safe for both motorists and non-motorists.

There are many compelling reasons to make access to transit stops a priority, including:



**Increasing safety:** Providing sidewalks, highly visible ramps and crosswalks, and reducing intersection widths are just some of the many improvements that can be made to create a clear and safe path for everyone. Studies have shown when bicyclists, pedestrians and drivers are aware of and attentive to each other's presence, the crash rate declines.

**Creating great places:** Over and above increasing safety, improvements to the pedestrian environment convey a message to both drivers and pedestrians that a street, place, or neighborhood is intended to be visited on foot. Creating desirable places where people want to walk or bike helps communities stay vibrant and attracts private investment.

**Maintaining independence:** Public transit provides travel options for people who do not

want to, cannot afford to, or are unable to drive, like the very young, the very old, the disabled, and those who are economically disadvantaged.

**Saving families money:** Transportation costs are often the second biggest expense in a family's budget.

**Keeping people healthy:** Walking or biking to and from transit stops helps people stay active and healthy.

**Reducing environmental impacts:** Improving access to transit enables people to meet more of their needs without driving and helps the region reduce its greenhouse gas emissions.

**Maintaining viability:** Improving the access and visibility of stops will help the Lakes Region Bus grow its ridership and maintain its viability.

## What Makes A Good Transit Stop?

There are a number of factors that make transit stops feasible and well used in an area, such as:

**Density:** There are people living or working in the area and there is a mix of activities. The more people living or working in an area the more people there are who need travel options.

**Mix of uses:** There are a mix of destinations and places a person can cover on foot within ~15 minutes (residential, commercial, office, schools, etc.).

**Street layout:** Streets are laid out in a manner where connections are easy and frequent. Direct, short paths from one place to another makes walking easier and more desirable. The more connected the street system in an area, the easier it is to access by transit.

**Pedestrian environment:** Since every rider begins and ends a transit trip as a pedestrian, the quality of the pedestrian environment is an important part of the trip and can be a deciding factor when choosing whether or not to take transit. An attractive and safe pedestrian environment with high quality amenities, such as sidewalks, lighting, and well-marked crosswalks can increase the convenience and desirability of taking transit.

**Pedestrian furnishings:** Improvements such as seating, weather protection, trash receptacles, and travel information displays create usable spaces for people to rest and wait for their bus.

**Site Design:** Buildings that front the street with entrances near the sidewalk are desirable for creating attractive “human-scale” environments.

**Parking:** There should be adequate parking, but not so much that it occupies the entire area.

### Lakes Region Bus Stop Evaluation

The following actions were taken to evaluate stops along the Lakes Region Bus route:

**Walk Score:** To find out what destinations a person could get to within a 15 minute walk or bike, the website [www.walkscore.com](http://www.walkscore.com) was used. Walk Score is an easy-to-use tool that assigns a numerical “walkability score” to any given location. The website is commonly used by realtors, home buyers, and increasingly urban planners to get a better sense of the walkability or “bikeability” of an area. However, the tool does have some limitations. Mainly, it does not rate the *quality* of the walking or biking environment. For example, it does not know if there are missing sidewalk sections, or dangerous intersections. These limitations are compensated for by the on-the-ground observations.

**On-the-ground observations:** GPCOG and RTP staff rode the Lakes Region Bus route and discussed improvement options at each site.

**Geographic Information System (GIS) analysis:** The on-the-ground observations were also used to inform a GIS analysis. The analysis identifies existing land uses and specific barriers to bicycle and pedestrian connectivity. To aid in any future stop considerations, residential and employment density along the route were also assessed, as well as the location of major employers.

**Recommended actions:** For each stop, this report provides recommended actions for how the community can improve the stop itself, as well as provide better access to the stop. Recommended actions have also been provided for RTP.

# Naples – Stop Assessment

Aerial Image



Street View



**Location:** American Legion Hall

26 Casco Rd., Naples

**Walk Score:** 32

**Walk Score Assessment:** “Car Dependent”

**Transfer Opportunities:** None

**Parking:** Adequate

## Overall Assessment:

The Naples stop is located in a rural area about a mile south of Naples Village. The stop is located next to the American Legion Hall and has ample parking, playing fields, and an ice skating rink nearby. No sidewalks or crosswalks are present in the area. Although Route 11 has paved shoulders, they vary in width and condition and the road is not particularly well-suited for the non-experienced cyclist. While Route 302 has wider shoulders, higher traffic volumes also make it less amenable to walking and biking.

Of the land uses surrounding the stop, roughly half (44%) consist of open space, with much of the remainder low density residential development (42%). A rough estimate for the number of residents within a half-mile vicinity is 200. Of the destinations that are convenient to the stop, only the American Legion Hall and gas station/Dunkin

Donuts would likely experience regular demand from transit riders. While the playing fields and skating rink are walkable recreation destinations, the stop is mainly one that riders will access by car.

To increase access to the Lakes Region Bus in Naples, extending the route to the Village is strongly recommended. With that in mind, accessibility improvements in the area surrounding this stop are also recommended.

## Recommended Actions to Improve Stop:

- Bench or picnic table
- Travel information
- Waste Receptacle
- Bus shelter (this stop would be a great place for a bus shelter eventually)

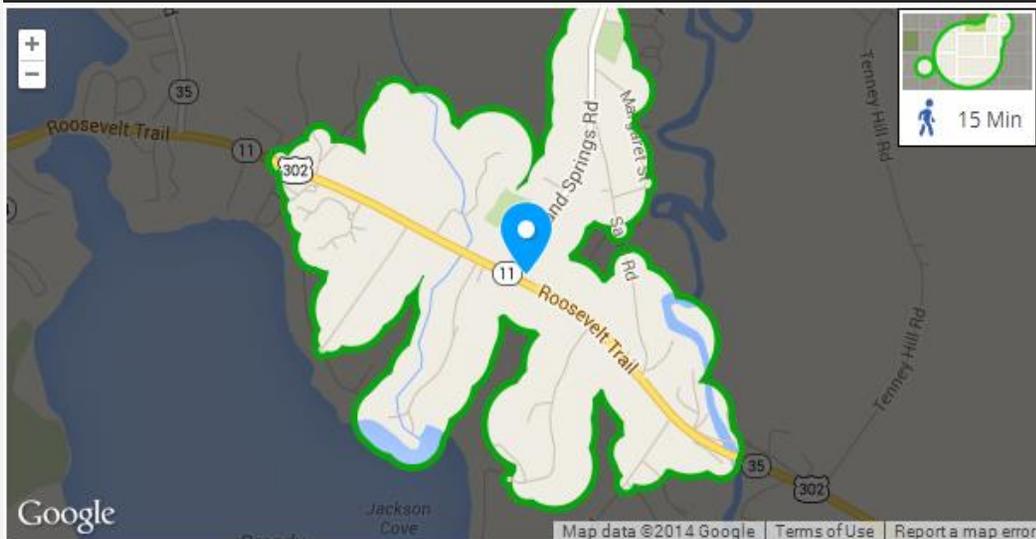
## Recommended Actions to Improve

### Access to Stop:

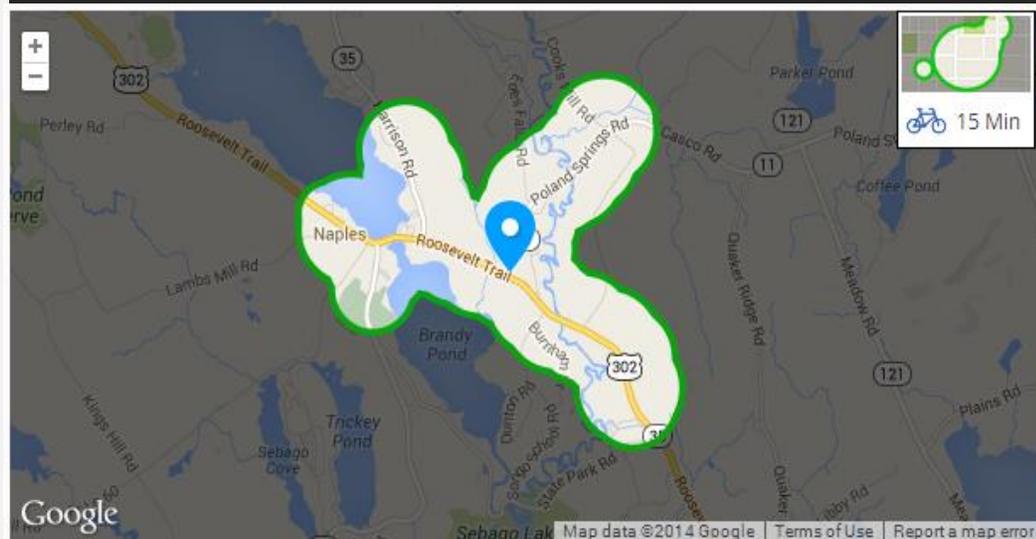
- Sidewalk along Route 11 connecting to Route 302.
- Sidewalk along Route 302 connecting to the existing sidewalk to provide better access to Naples Village (this is applicable even if service eventually extends to Naples Village).
- Crosswalk across Route 11 at the intersection with Route 302.

# Naples – Stop Assessment

## Average distance traveled by FOOT 15 minutes from Naples bus stop



## Average distance traveled by Bike 15 minutes from Naples bus stop



## Nearby Destinations (approx. distance from stop in miles)

### Restaurants

- The Gallery Rest. & Pub (.08)
- Black Bear Café (.2)
- Lobster pound (.3)
- Crazy Stallion Pizza Pie Factory (1.2)
- Merced's on Brandy Pond (.7)
- Bray's Brewpup & Eatery (.9)
- Rick's Pizzeria (1.3)

### Coffee

- Dunkin Donuts (.03)

### Groceries

- Murray's General Store (.7)
- Sparkey's General Store (.7)
- Tony's Foodland (.9)
- The Umbrella Factory Supermarket (1.9)
- Naples Farmers Market (1.7)

### Schools

- Songo Locks School (.9)
- Future Builders (1.3)
- Lake Region High School (1.3)

### Shopping

- Mexicali Blues (3.8)

### Entertainment

- Legion Recreational Complex (.1)
- Naples Public Library (1.7)
- Naples Historical Society (5.1)

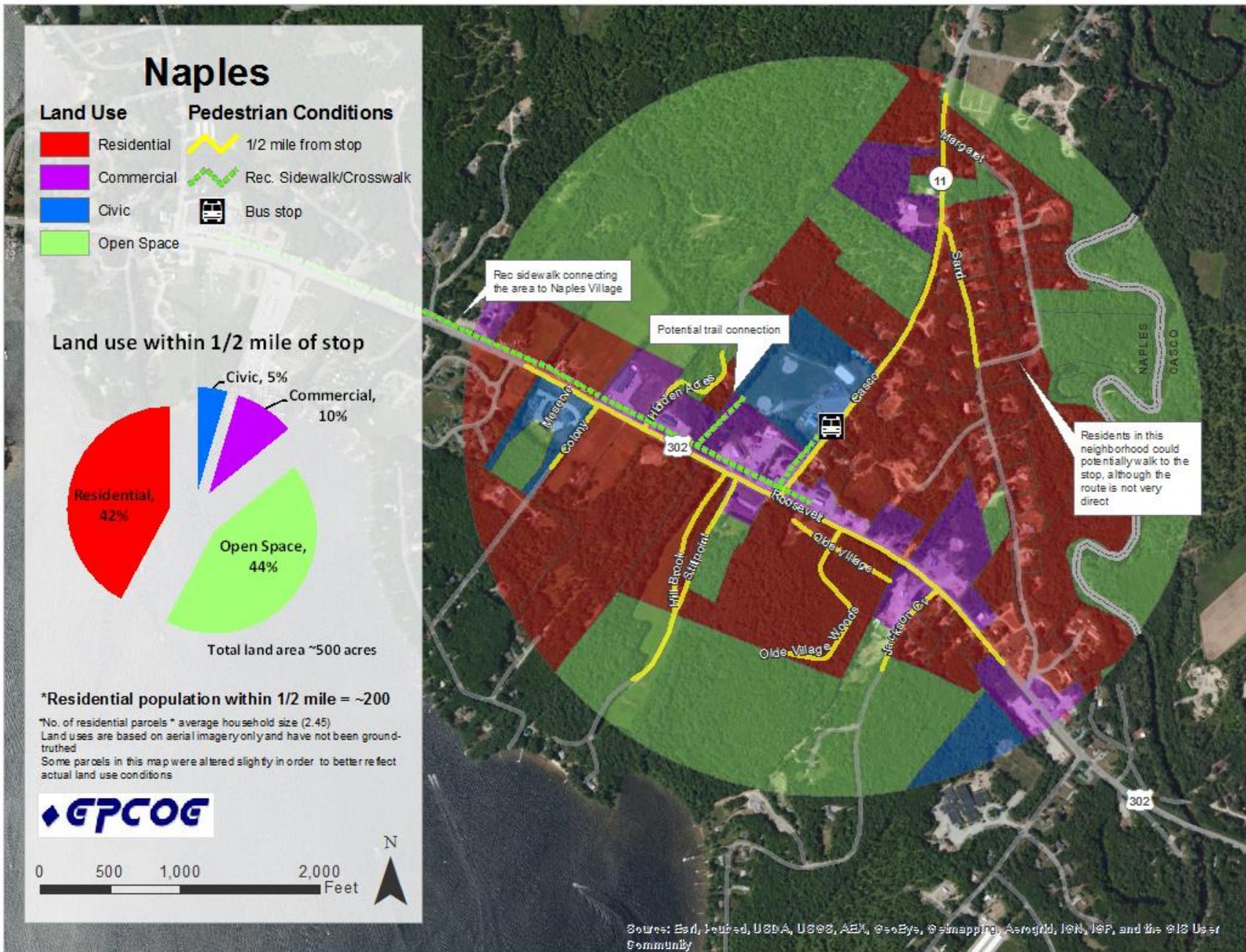
### Parks

- Kent's Landing public beach (1.7)

### Errands

- Red Mill Lumber (.3)

# Naples – Stop Assessment



Residents in this neighborhood could potentially walk to the stop, although the route is not very direct

Rec sidewalk connecting the area to Naples Village

Potential trail connection

# Casco – Stop Assessment

Aerial Image



Street View



**Location:** Norms O'Scale Trains  
41 Roosevelt Trail, Casco

**Walk Score:** 8

**Bike Score:** Not Available

**Walk Score Assessment:** "Car Dependent"

**Transfer Opportunities:** None

**Parking:** No Parking

**Overall Assessment:**

The Casco stop is located in a relatively fast-moving section of Route 302 and there are few destinations nearby to walk or bike to.

The land use surrounding the stop is comprised mostly of low density residential development (26%) and open space (40%). While there is some commercial development (6%), including Sabre Yachts – a major employer along the route – most of the businesses are not the type that would generate regular demand from transit riders. The estimated residential population is ~302 people. However, a number of nearby properties front Thomas Pond and are likely seasonal.

While some improvements could be made to the stop itself, there is not much rationale for improving bicycle and pedestrian access to the stop.

Especially considering the speed of traffic in the area (posted speed limit is 55 mph).

It is difficult to locate an ideal stop in Casco, since this section of the corridor is quite rural with high vehicle speeds (there are no stretches of road where the speed limit is less than 45 mph). Based on ridership and demand, a less permanent stop may be warranted (i.e., a "flagging" stop, where riders can flag the bus down as needed, but the bus will not pull over and stop if there is nobody waiting).

**Recommended Actions to Improve Stop:**

- Travel information
- Lighting

**Recommended Actions to Improve Access to Stop:**

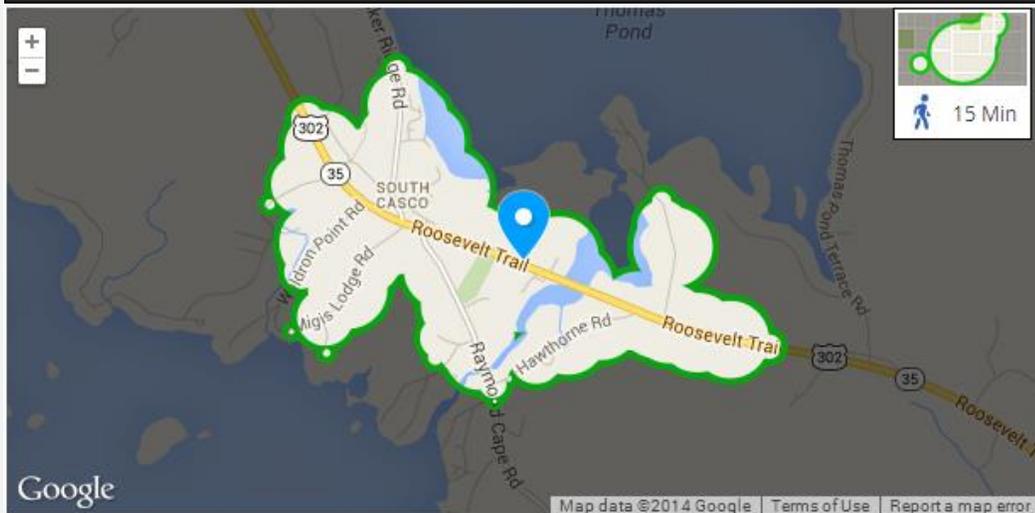
- Due to the rural nature of this stop, no actions are necessary at this time.

**Other Recommendations**

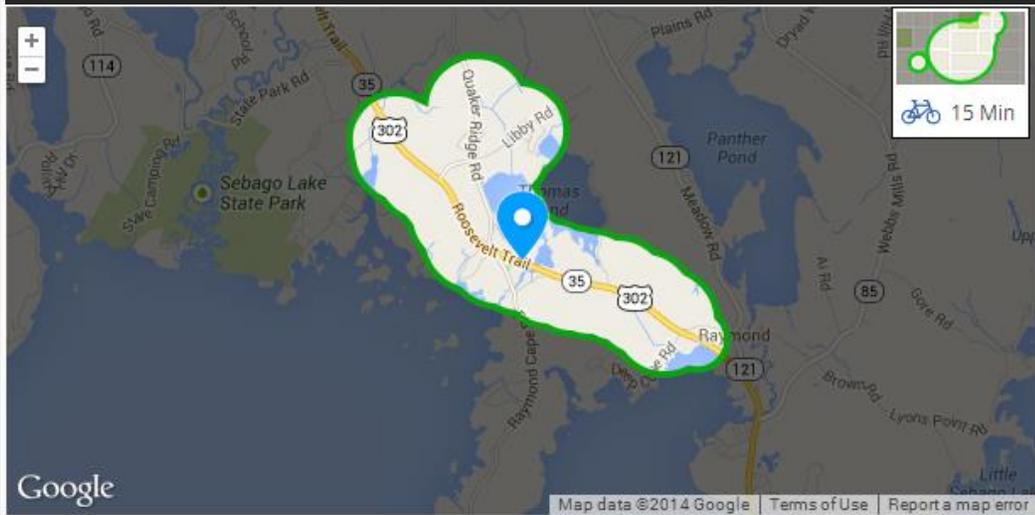
- Consider converting this stop to a flagging stop.
- Contact Sabre Yachts to explore opportunities for workforce commuting using the bus service.

# Casco – Stop Assessment

## Average distance traveled by **Foot** 15 minutes from Casco bus stop



## Average distance traveled by **Bike** 15 minutes from Casco bus stop



## Nearby Destinations (approx. distance from stop in miles)

### Restaurants

- Chute’s Café (1.4)
- Top of Hill Grille (2.6)

### Coffee

- Swift River Coffee Roasters (2.9)

### Groceries

- Marine Products Market (.8)
- E R Clough General Store (3.8)

### Parks

- Sebango Lake State Park (3.5)

### Schools

- Future Builders (.4)
- Sebango Sailing Inc. 1.6)
- Lake Region High School (2.5)

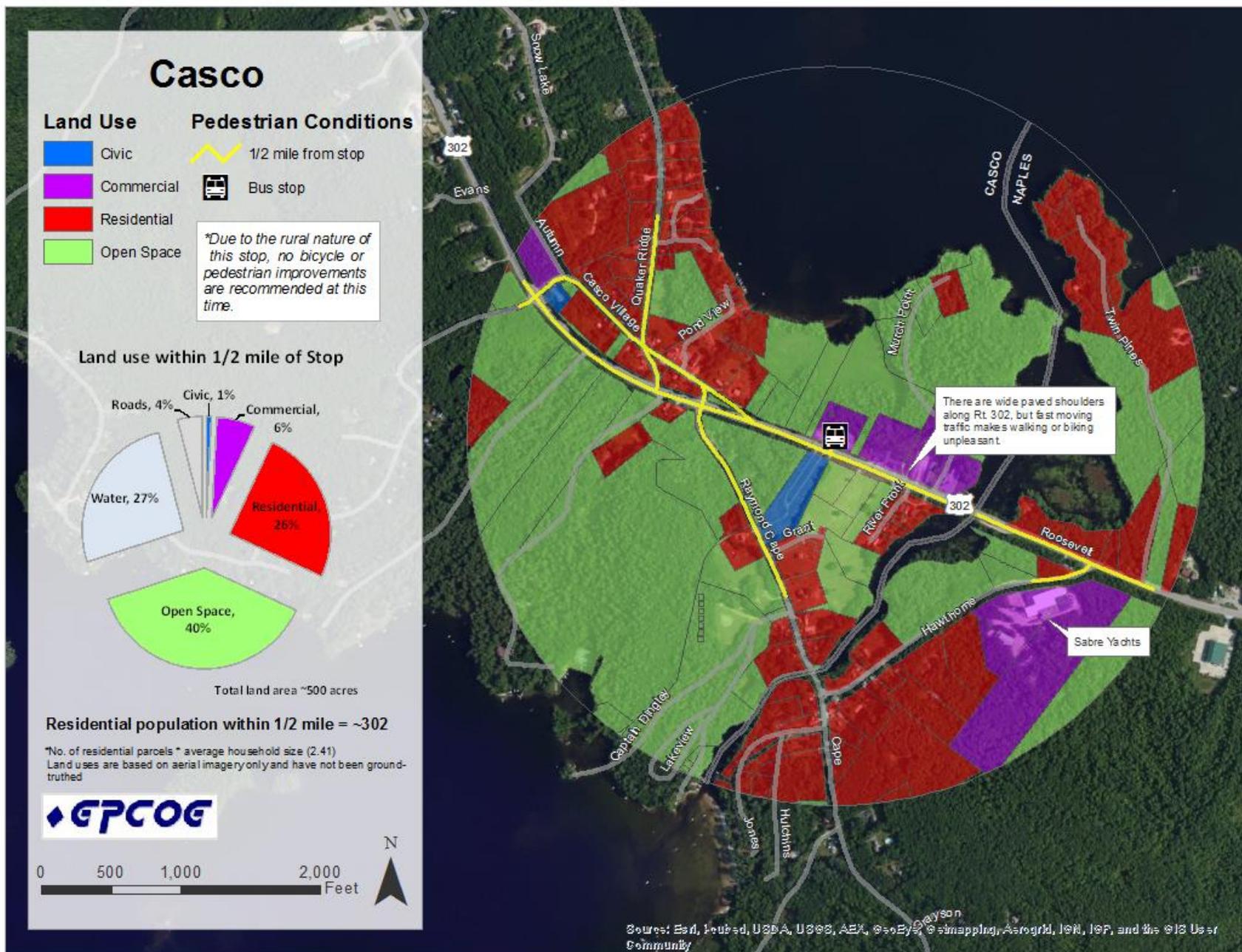
### Shopping

- Mexicali Blues (2.6)

### Errands

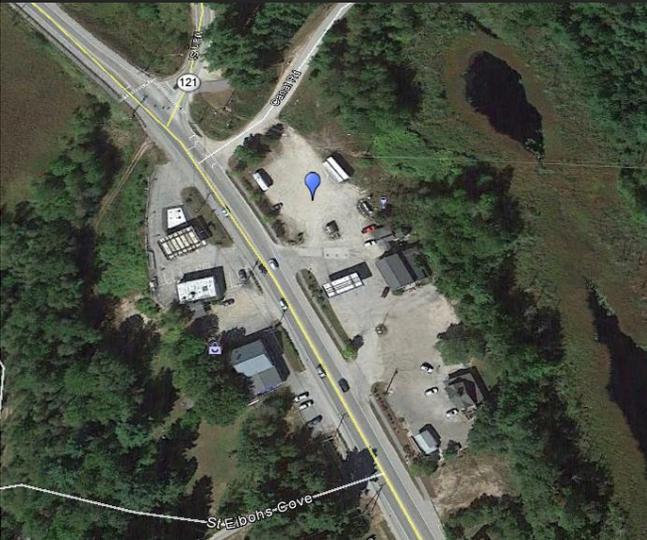
- Red Mill Lumber 1.3)

# Casco – Stop Assessment



# Raymond – Stop Assessment

Aerial Image



Street View



**Location:** Sunset Variety  
1337 Roosevelt Trail, Raymond

**Walk Score:** 22

**Walk Score Assessment:** “Car Dependent”

**Transfer Opportunities:** None

**Parking:** Adequate

**Overall Assessment:**

The Raymond stop is located on the outskirts of what is considered Portland’s “urbanized area.” While the area surrounding the stop is predominantly rural or lakefront, the town has made considerable efforts to provide pedestrian and streetscape features along Route 302.

A lighted sidewalk is available along one side of Route 302 for much of the area adjacent to the stop. To the south the sidewalk connects to the Raymond Shopping Center (1 mi.), and to the north it provides access to the Raymond boat ramp and public beach (.5 mi.).

Currently no sidewalk exists along Main St., which would connect the town center and public library (.5 mi) to the existing sidewalk along Route 302 – as well as to the bus stop. Additional improvements could be made to

improve the safety of street crossings and curb cuts along the existing sidewalk on Route 302 (see map).

**Recommended Actions to Improve Stop:**

- Bench
- Travel information

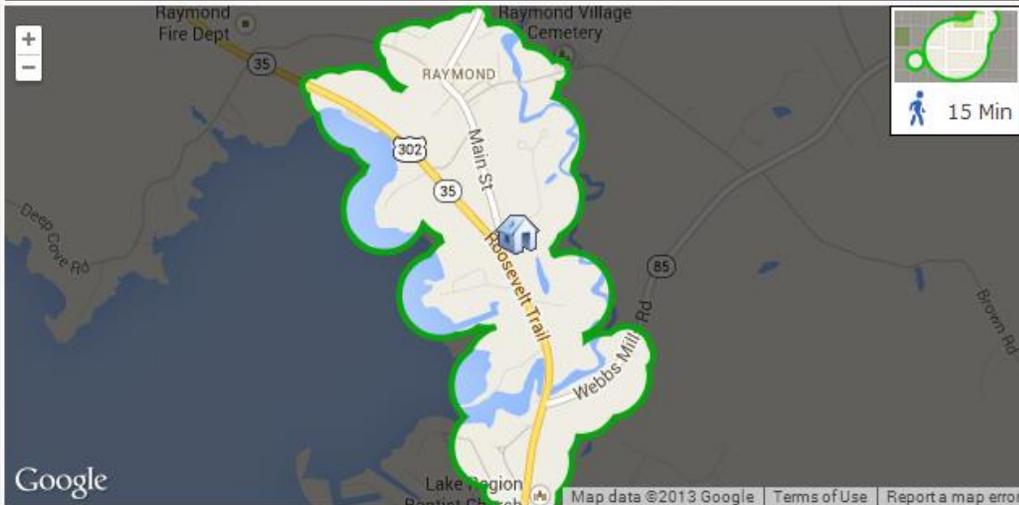
**Recommended Actions to Improve**

**Access to Stop:**

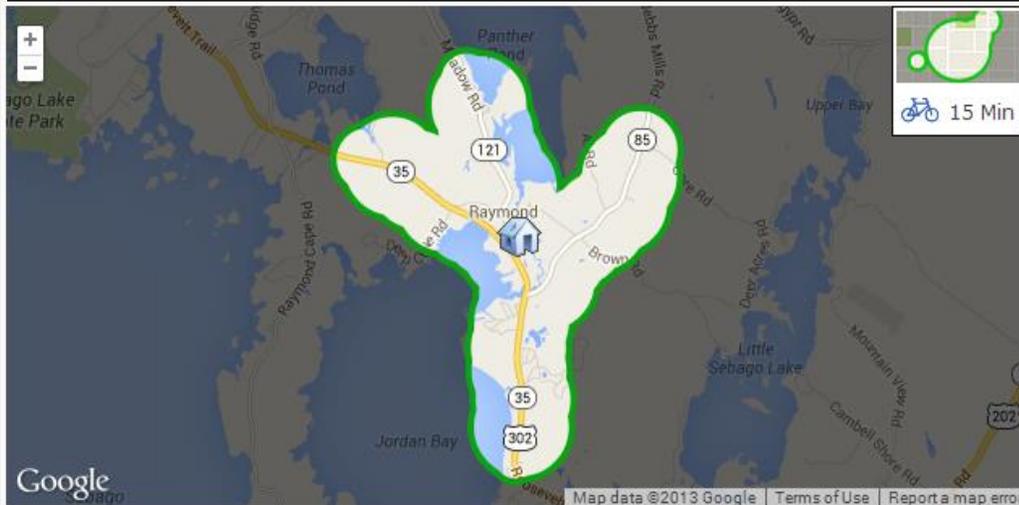
- Sidewalk on Main St. from intersection of Route 302 to Meadow Rd.
- Crosswalks on existing sidewalk to improve safety of street crossings and curb cuts.
- Sidewalk from Avesta Housing to Route 302.

# Raymond – Stop Assessment

## Average distance traveled by FOOT 15 minutes from Raymond bus stop



## Average distance traveled by Bike 15 minutes from Raymond bus stop



## Nearby Destinations (approx. distance from stop in miles)

### Restaurants

- Danielle's Sebago Diner (.7)
- Café Sebago (.8)
- A La Mexicana Restaurant (1.0)

### Coffee

- Swift River Coffee Roasters (.4)
- Dunkin Donuts (.9)

### Groceries

- E.R. Clough General Store (3.0)

### Parks

- Raymond Boat Ramp (.6)

### Schools

- Windham Christian Academy (2.1)

### Entertainment

- Raymond Village Library (.6)

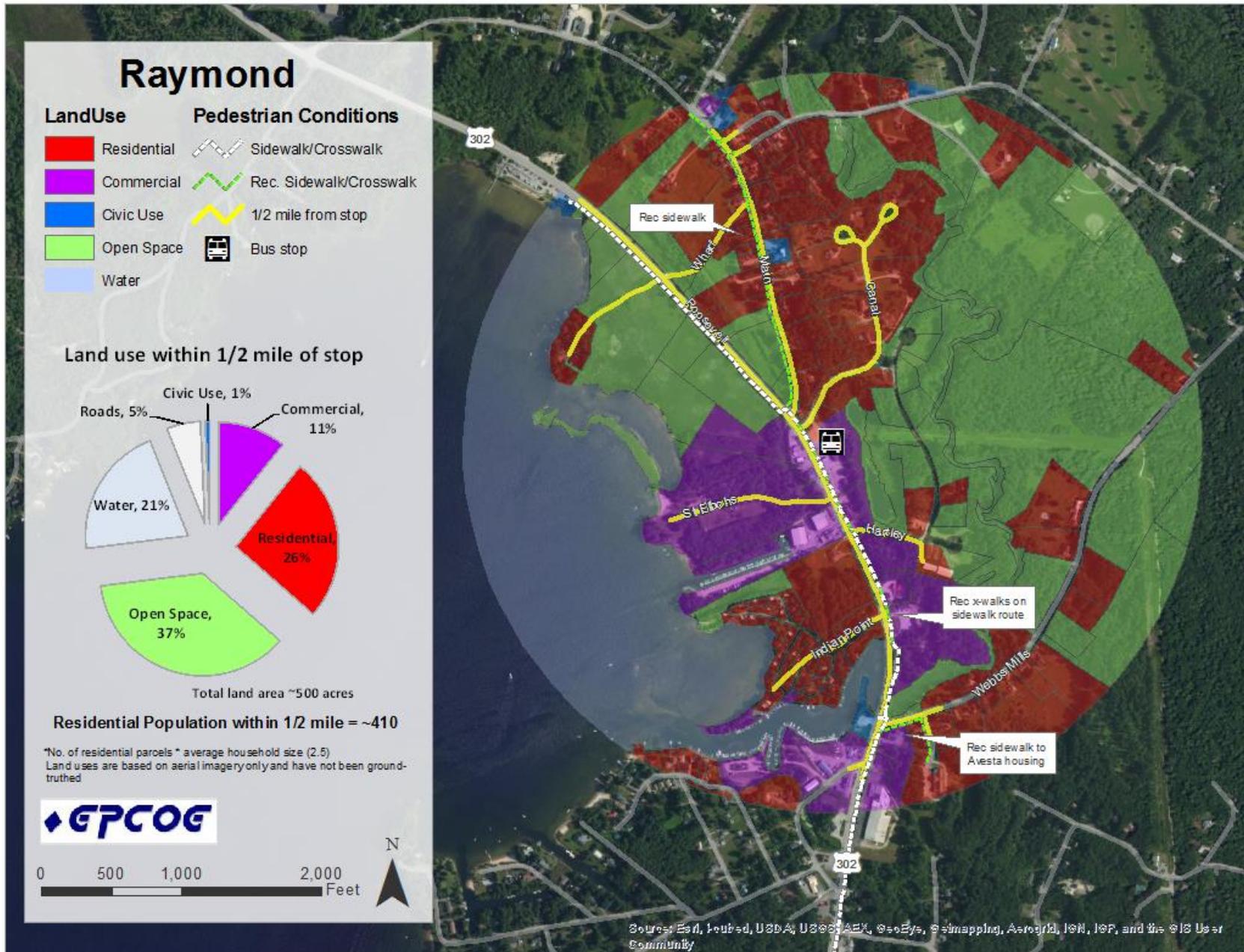
### Shopping

- Mexicali Blues (.2)
- Family Dollar (.4)
- A Little Bit of This & That (.7)

### Errands

- Key Bank (.5)
- Aubuchon Hardware (.9)
- Big Apple (.1)

# Raymond – Stop Assessment



# Windham – Stop Assessment

Aerial Image



Street View



**Location:** North Windham Mall Entrance  
795 Roosevelt Trail, Windham

**Walk Score:** 63

**Walk Score Assessment:** “Somewhat Walkable”

**Transfer Opportunities:** None

**Parking:** Adequate

**Overall Assessment:**

The North Windham corridor has been studied thoroughly as part of Windham’s 21<sup>st</sup> Century Master Plan. While the area is well known for the challenges it poses for bicyclists and pedestrians, town officials are actively working to address these issues.

The area surrounding the stop is largely commercial (57%), with pockets of residential development (16%), including one neighborhood adjacent to the stop.

As seen in the Walk Score (63), there are many possible employment and shopping destinations in North Windham. However, due to the amount of traffic on Route 302, the number of curb cuts, and inadequate bicycle and pedestrian accommodations, the area is not particularly well suited for walking or biking.

Around the corner from the stop is an indoor seating area with a bench and waste receptacle (bottom right of picture). While certainly an ideal place to wait for the bus—especially in bad weather – there are no signs inside indicating it can be used as a stop and it can be difficult to see the bus arrive. The outdoor stop should alert riders there is an indoor waiting area available, and signs should be placed inside so riders can be assured they will not be forgotten if they are not visibly in front of the outdoor stop.

**Recommended Actions to Improve Stop:**

- Larger outdoor sign (with indication it is ok to wait inside)
- Smaller sign inside
- Travel information (both outside and inside)

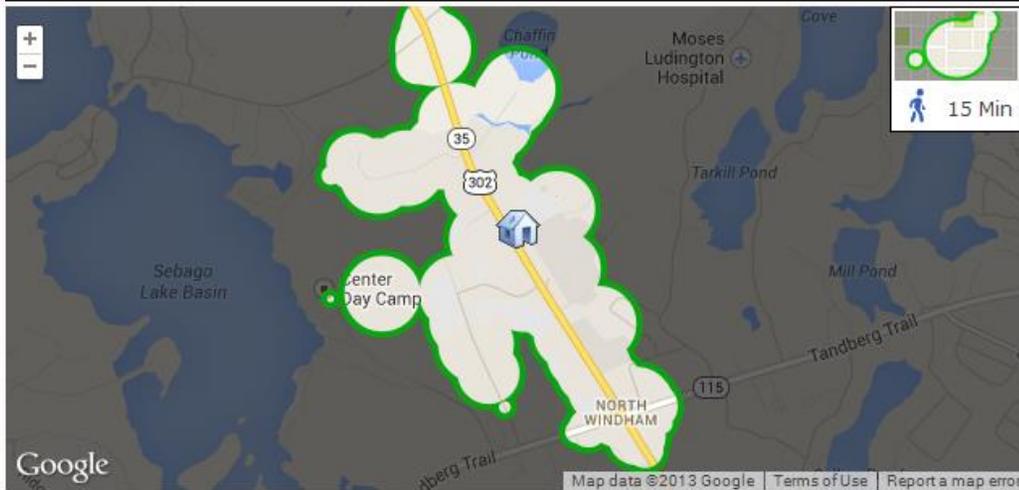
**Recommended Actions to Improve**

**Access to Stop:**

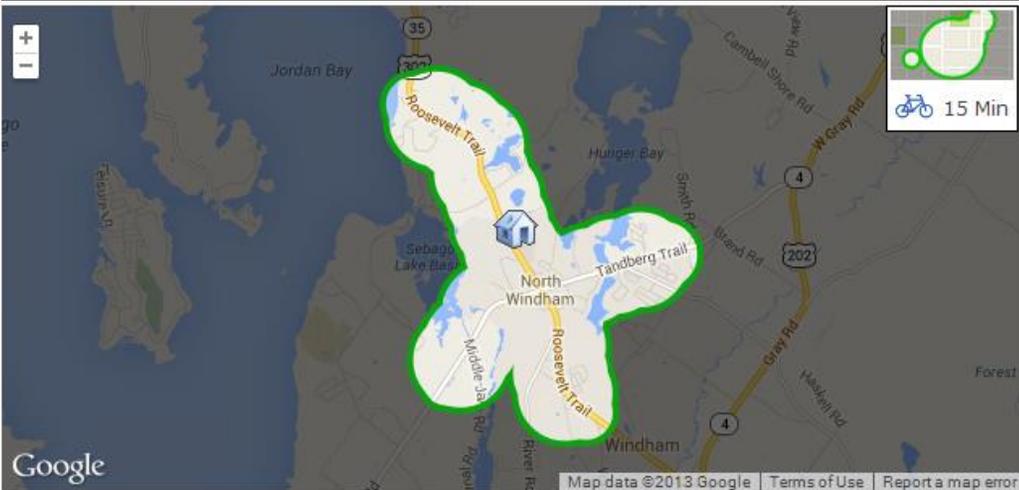
- Better ped access in parking lot to Route 302 and Franklin Dr.
- Rec crosswalks and intersection improvements for Landing Rd/Route 302 intersection
- Address missing sidewalk on west side of Route 302.

# Windham – Stop Assessment

## Average distance traveled by **FOOT** 15 minutes from Windham bus stop



## Average distance traveled by **Bike** 15 minutes from Windham bus stop



## Nearby Destinations (approx. distance from stop in miles)

### Restaurants

- Thai Place Restaurant (.05)
- Feroci's (.1)
- Wendy's (.1)
- Applebee's (.1)
- D'Angelo's (.1)
- Masa Sub and Grill (.1)

### Coffee

- Grateful Bread Café & Bakery (.3)
- Stone Dog Café (.3)
- Dunkin Donuts (.6)

### Groceries

- Hannaford (.2)
- Walmart (.2)
- CVS (.4)
- Food Addiction & Chemical (.5)
- Lakes Region Farmers Market (.8)

### Schools

- Mullen's Driving School (.7)
- Fournier's Olympic Karate Center (.7)
- Arlington School (.7)
- Manchester School (.8)

### Entertainment

- Smitty's Cinema (.2)

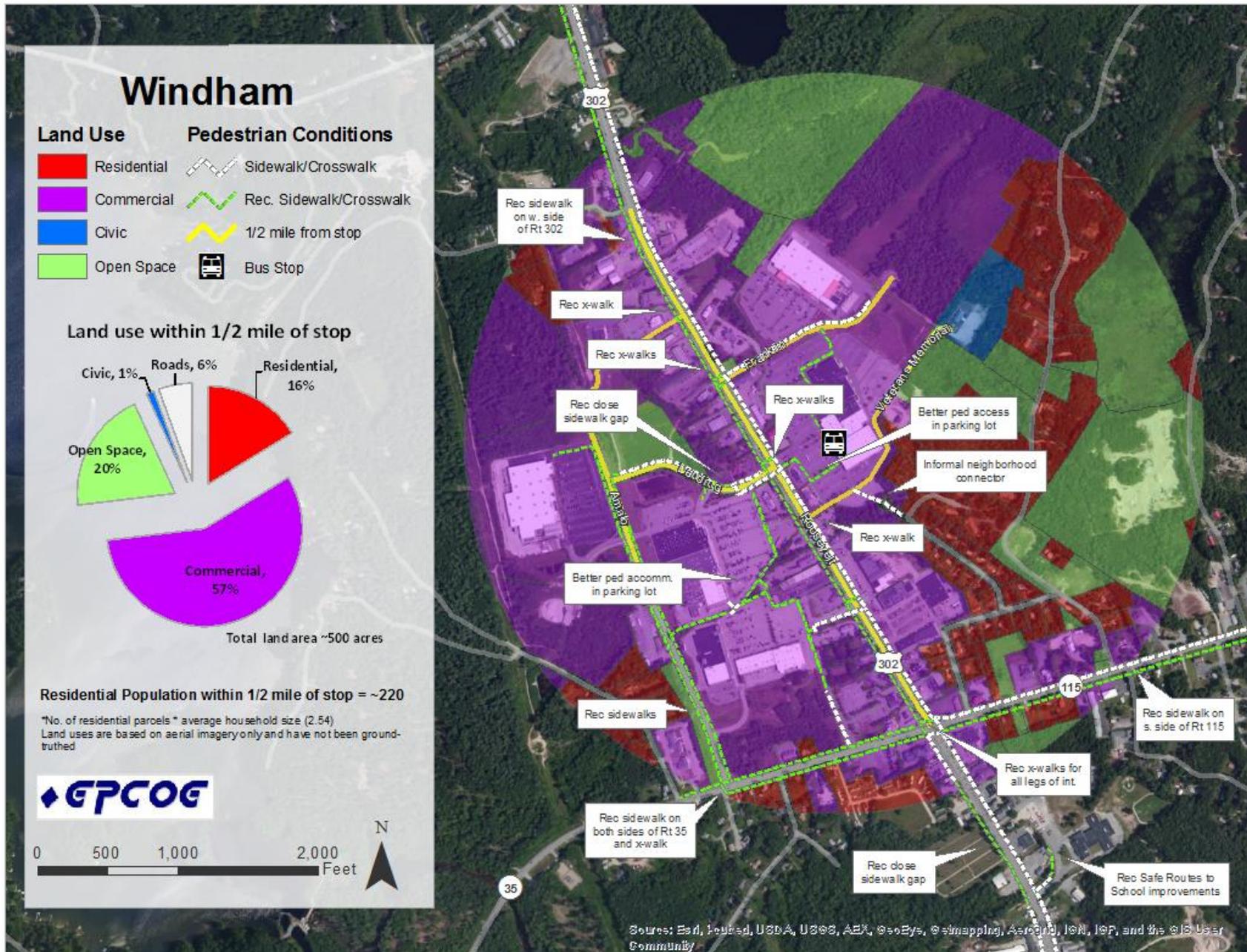
### Shopping

- Tanorama Tanning and Clothing (.03)
- Fashion Bug (.4)
- Juliet's Clothing (.9)
- Levinsky's Inc. (.9)

### Errands

- Pratt-Abbott Cleaners (.2)
- Lowe's (.1)
- Aubuchon Hardware (.4)
- Norway Savings Bank (.6)
- Evergreen Credit Union (.7)

# Windham – Stop Assessment



# Westbrook – Stop Assessment

Aerial Image



Street View



**Location:** Prides Corner

33 Elmwood Avenue, Westbrook

**Walk Score:** 23

**Walk Score Assessment:** “Car Dependent”

**Transfer Opportunities:** Park & Ride/Metro stop

**Parking:** Adequate

**Overall Assessment:**

The Prides Corner stop in Westbrook has been used for many years by Metro’s Route 2. The stop is located at a Park & Ride facility and features a large parking lot and an enclosed bus shelter with bench.

The land uses surrounding the stop are mainly residential (44%), with pockets of commercial development (6%) at the Prides Corner intersection and along Route 302. Most businesses in the area are professional offices (with the exception of a Subway), and do not experience regular demand from transit riders. Presently, the stop is mainly used by local residents commuting to destinations in Portland via Metro.

Based on ridership numbers and anecdotal evidence, it appears there is not much demand southbound for the Lakes Region Bus at this stop.

Since Metro’s Route 2 already serves this location, and the left turn to access the stop can be difficult, RTP should consider a “request only” arrangement at this location for the southbound route.

**Recommended Actions to Improve Stop:**

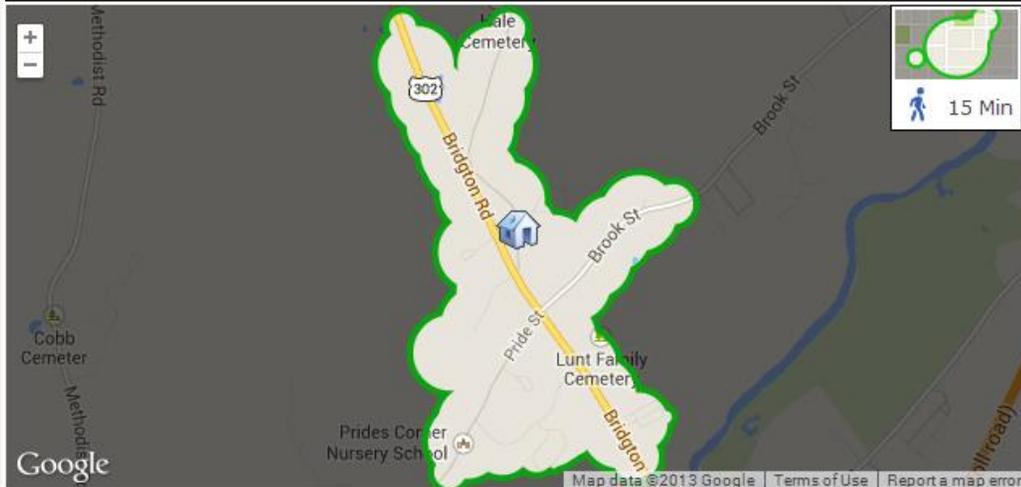
- Larger sign
- Travel information
- Consider a “request only” arrangement for south bound runs.
- ADA improvements to bus shelter

**Recommended Actions to Improve Access to Stop:**

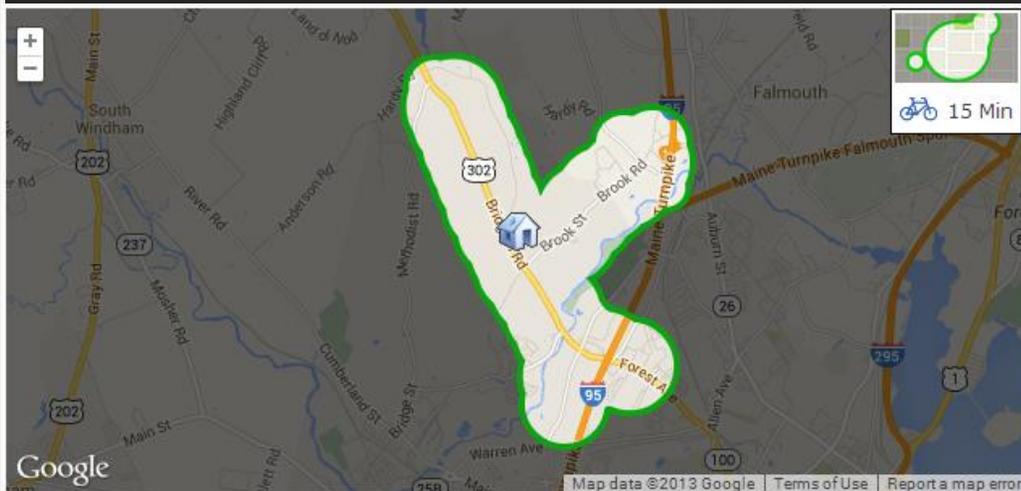
- Sidewalk on Elmwood from Wildwood Circle to Route 302
- Crosswalk from Chase Hill Drive across Route 302 to Elmwood
- Close sidewalk gap on Route 302 from the Chase Hill Drive intersection to existing sidewalk.
- Sidewalk on east side of Route 302 from Elmwood to Prides Corner intersection, possibly north to Rock Hill Rd.
- Prides Corner intersection improvements: signalized crosswalks on all four legs as sidewalks are added.

# Westbrook – Stop Assessment

## Average distance traveled by FOOT 15 minutes from Westbrook bus stop



## Average distance traveled by Bike 15 minutes from Westbrook bus stop



## Nearby Destinations (approx. distance from stop in miles)

### Restaurants

- Subway (.06)
- Wake-N-Bakery Café & Glass Emporium (.4)
- Jack's Place (.4)
- Corsetti's (.7)
- Tortilla Flat (1.3)

### Coffee

- Dunkin Donuts (.9)

### Parks

- Riverton Park (1.1)

### Groceries

- Hannaford (1.1)
- India Bazaar (1.6)

### Shopping

- Green Flea (0.01)
- Getty Mart (.5)
- Lucille's (.5)
- This Old Thing (.6)
- Family Dollar Store (1.1)

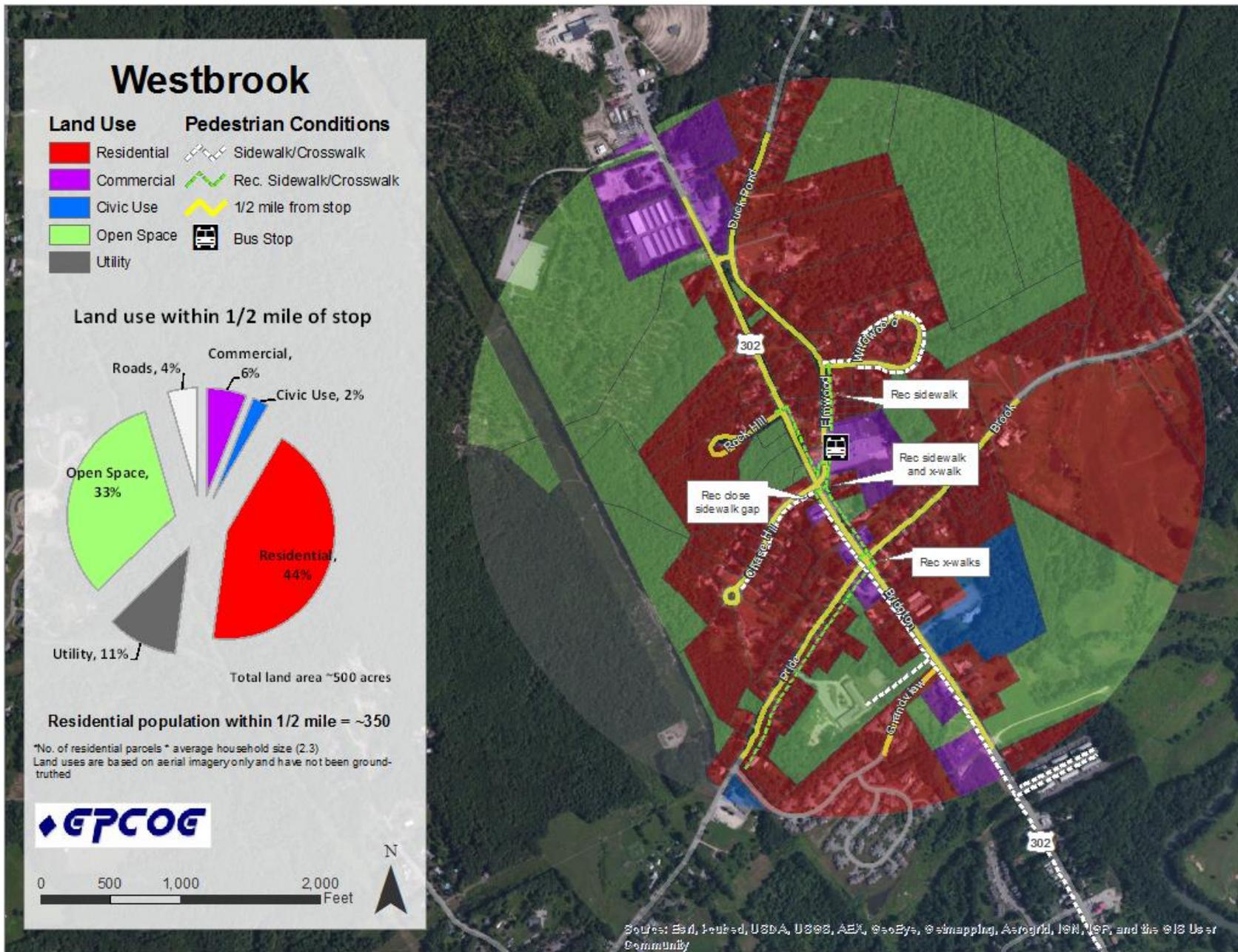
### Errands

- Voila Hair & Day Spa (.02)
- Colonial Adjustment Insurance (.03)
- The Real Estate Center (.1)
- Greater Portland Dental Lab (.05)
- Neils Sorenson Hardware (1.1)

### Entertainment

- Halcyon Tattoo

# Westbrook – Stop Assessment



# Portland – Stop Assessment

Aerial Image



Street View



**Location:** METRO Pulse  
21 Elm St., Portland, Maine

**Walk Score:** 100

**Bike Score:** 80

**Walk Score Assessment:** “Walker’s Paradise”

**Transfer Opportunities:** METRO Routes 1-8; South Portland Bus Service transfers require a short walk to the Congress St. bus stop.

**Parking:** Adequate

### Overall Assessment:

The METRO Pulse is the hub station for all Portland METRO bus routes and is the southern terminus for the Lakes Region Bus. The Pulse is located in downtown Portland on Elm St., across the road from the Portland Public Library. At the Pulse riders can purchase passes, pick up local and regional route maps, and transfer to other bus routes.

In this area there are too many nearby destinations to mention. The stop’s Walk Score of 100, Bike Score of 80 and designation as a “Walker’s Paradise” indicate it is ideally suited for transit service. As seen on the next page, a large portion of the Portland Peninsula is within a 15 minute

walk of the Pulse, and the entire Portland Peninsula and some outlying areas are also just a 15 minute bike ride away.

### Recommended Actions to Improve Stop:

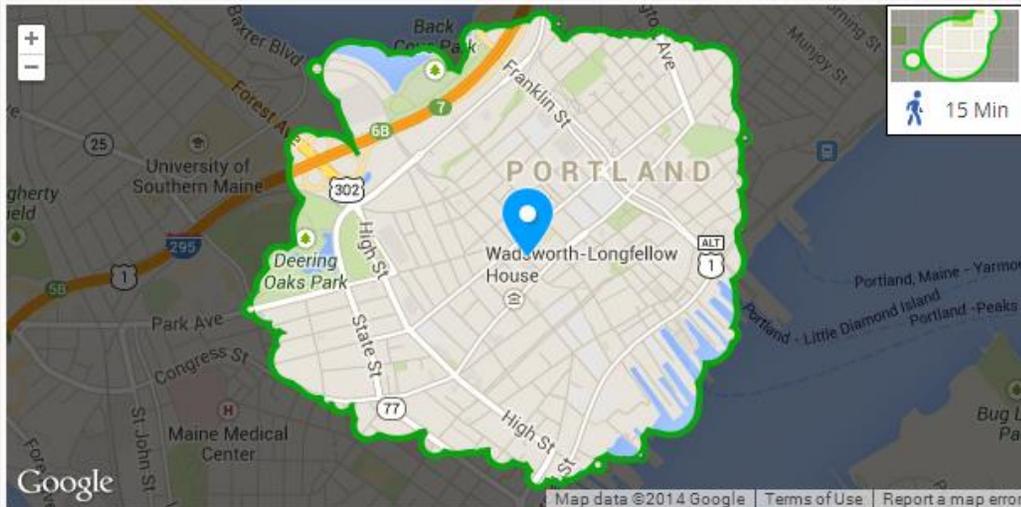
*Since the METRO Pulse is owned and operated by METRO, and this report provides recommendations to RTP and the Lakes Region Communities on how they can improve stops and service along the Lakes Region Bus route, this report does not offer specific recommendations to METRO on how it can improve the Pulse station.*

### Recommended Actions to Improve Access to Stop:

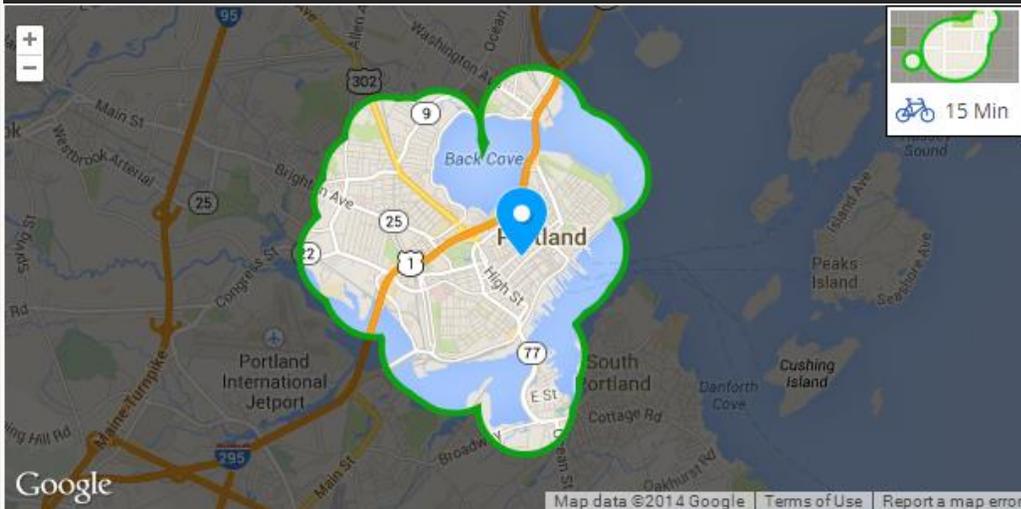
*Likewise, since the City of Portland has hired a Bicycle and Pedestrian Coordinator, and several non-profit and local volunteer groups currently advocate for more bicycle and pedestrian accessibility in Portland, this report does not provide recommendations to the City on how it can improve access to the METRO Pulse.*

# Portland – Stop Assessment

## Average distance traveled by FOOT 15 minutes from Portland bus stop



## Average distance traveled by Bike 15 minutes from Portland bus stop



## Nearby Destinations

(approx. distance from stop in miles)

### Restaurants

- Down Home Cookin (.08)
- Maria's Restaurant (.09)
- Slainte Pub & Restaurant (.1)
- Grace (.1)
- Schulte & Herr (.1)
- Victory Café (.1)
- David's Restaurant (.1)

### Coffee

- Right Time Café (.1)
- Spartan Grill (.1)
- Others (.2)
- Soakology (.2)
- Lost Coin Café (.2)
- Dunkin Donuts (.2)

### Groceries

- Market Roost Poultry (.08)
- Peace Food Market (.09)
- Portland Farmers Market
- K Horton Specialty Foods (.1)
- 21 Reasons (.2)

### Parks

- Monument Square (.1)
- Tommy's Park (.3)
- Congress Square Park (.4)
- Deering Oaks (.5)

### Schools

- Portland High School (.05)
- Cathedral School (.4)
- Howard C. Reiche Community School (.7)

### Shopping

- Antoine's Formal Wear (.1)
- Minott's Flowers (.2)

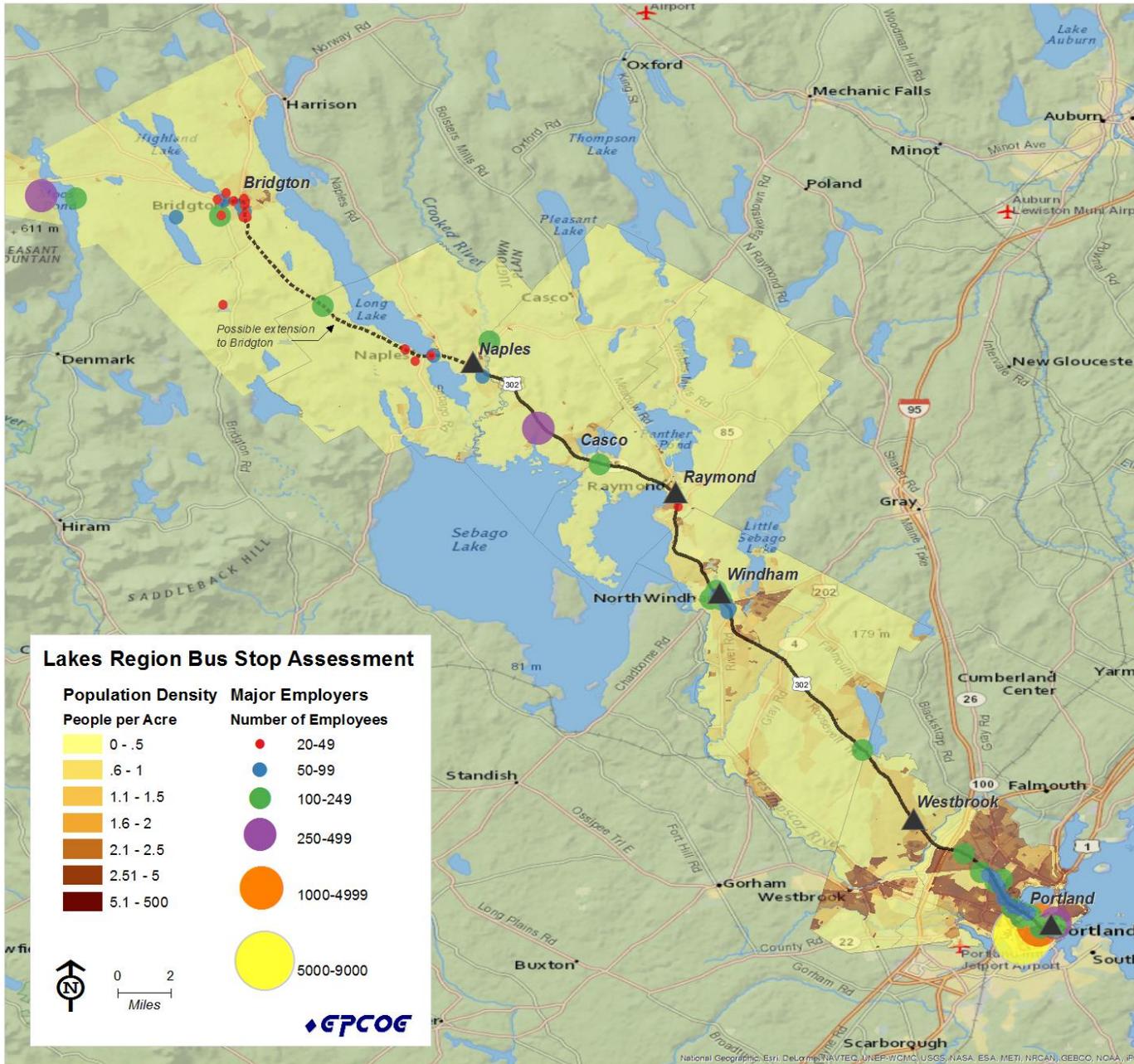
### Entertainment

- Wadsworth Longfellow House (.2)
- Museum of African Culture (.2)
- Bayside Bowl (.2)
- Patriot Cinemas (.2)
- Children's Museum (.4)
- Portland Museum of Art (.4)

### Errands

- People's United Bank (.1)
- Spire Express (.1)
- TD Bank (.1)
- Maine Merchant Bank (.1)
- Norway Savings Bank (.2)

# Regional Overview



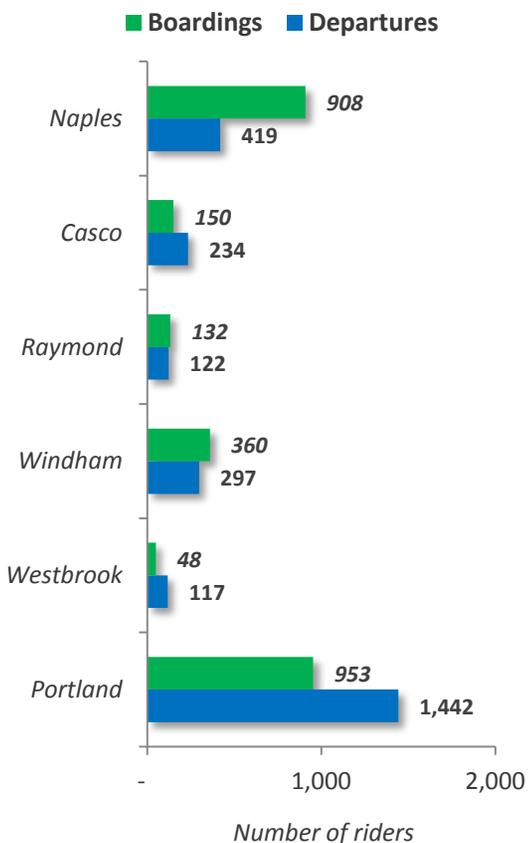
**Population Density and Major Employers:** The map to the left shows population density by census block (source: 2010 U.S. Census) for each community, as well as major employers along the route (source: [www.maine.gov](http://www.maine.gov) Center for Workforce Research and Innovation – a full list of major employers is provided in the Appendix).

The North Windham and Portland stops are well-suited for being near pockets of residential density as well as employment and shopping destinations. The Naples, Casco, Raymond, and Westbrook stops are mainly rural and do not boast the same mix of destinations. Since the bus is mainly a rural-to-urban service, adding “request only” stops (a signed stop where the bus pulls over only if hailed), would greatly increase the convenience of the route, without adding significant delays.

Extending the route to Naples Village and Bridgton could also attract more riders. Many residents in these communities commute to work in greater Portland, and several major employers are located in Naples and Bridgton. These stops would also provide recreation and shopping options for riders travelling outbound from Portland.

## Regional Overview

**Ridership Data:** The chart below shows ridership data for the Lakes Region Bus for approximately six months of service – from the beginning of service in December 2013 to June 2014. These figures, provided by RTP, help determine how the service is being used and which stops experience the most activity. *(It is important to note, the Casco stop has since changed; it is now located in the parking lot of Norms O’Scale Trains).*

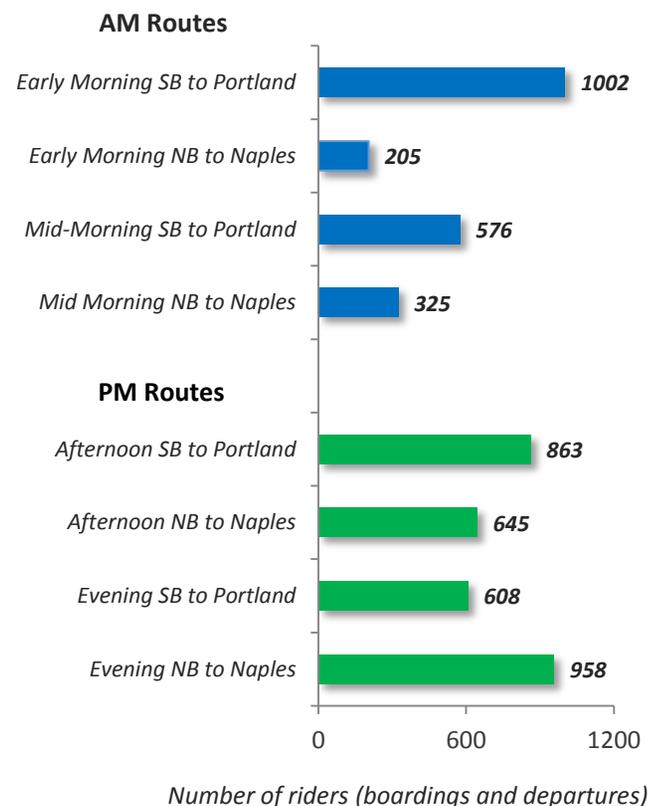


**Total Ridership:** The most active stops along the route are Portland, Naples, and Windham. Perhaps not coincidentally, *these stops also happen to have the highest walk scores of all towns along the route.* At this time, the Casco, Raymond, and Westbrook stops do not experience as much ridership. This is likely because they are located in more rural areas with smaller residential populations and fewer possible destinations. While the Westbrook stop is slightly more urban, it also coincides with Metro’s Route 2, which may explain why it experiences lower ridership.

**Boardings vs. Departures:** For certain stops there is a discrepancy between the number of boardings vs. departures. In the graph to the left this phenomenon is most noticeable at the Naples and Portland stops – in Naples more people board than depart, while in Portland more people depart than board. This seems to reflect the bus’s primary role as a commuter service. Riders are likely boarding in Naples, and other Lakes Region communities, and taking the bus to Portland where they then depart. Since bus schedules do not always coincide with everyday needs, riders likely use other means (find a ride, taxi, etc.) to get back home or to another destination.

**Morning vs. Afternoon Routes:** The bus currently makes four round-trip runs a day –

two in the morning and two in the afternoon/evening. The morning routes now leave Naples at 6:15 AM and 8:45 AM, and the afternoon routes leave Naples at 3:10 PM and 5:55 PM *(note: the timetable was slightly earlier when this data was gathered).* As seen in the graph below, the early morning route from Naples to Portland experiences the highest ridership. Aside from the initial first run southbound, the afternoon routes generally experience more ridership than the morning



# RTP Recommended Actions

The following recommendations identify actions RTP can take to improve the Lakes Region Bus service.

## Community Outreach

- **Distribute Promotional Materials Widely:** Collaborate with Opportunity Alliance and community groups to distribute maps, schedules, and other promotional materials to as many people and groups as possible.
- **Major Employers:** Contact major employers (including summer camps) along the route to: raise awareness of the service; discuss potential commute options or discounts for employees; and to sell advertising space or secure additional funding for the service.
- **Local Governments:** Meet with town councils and officials periodically to provide updates on the service and discuss goals, needs and issues.
- **Build a Coalition:** Continue to enlist support from “like-minded” organizations.
- **Cultivate Local Champions:** Identify a few regular riders in each community who would be willing to share their positive experiences at meetings.
- **Check-In with Local Businesses:** Periodically check-in with businesses that provide space for bus stops to ensure the stop is meeting their expectations. Recruit these business owners to discuss their experiences with other more reluctant business owners.

## Customer Service

- **Feedback Cards:** Provide customer feedback cards on the bus.
- **Ridership Surveys:** Continue to conduct periodic ridership surveys to improve customer service and bus operations.

## Bus Schedule

- **Extend Hours:** Consider extending hours for special events and occasions (i.e., Friday Art Walk, concerts, etc.)
- **Increase Frequency:** As funding allows, provide more frequent trips, particularly during the mid-day.
- **Weekend Service:** As funding allows, provide service on the weekends. This would add convenience to the service and diversify the rider pool. Weekend riders would likely use the bus for recreation, shopping, or spending a night in Portland, rather than commuting to work.

## Stop Improvements

*Recommendations for individual stops are provided throughout the report. Generally speaking, for each stop RTP should strive to:*

- **Increase Visibility:** Signs should be large and include travel information so riders can reference the schedule. Each stop should advertise the bus is open to the public.
- **Increase Comfort-Level:** Whenever possible buffer stops from road traffic and provide

seating, shelter, lighting, and waste receptacles.

- **Consider Seasonality of Stops:** Some stops, like the one recommended for Tasseltop Park in Raymond, may not be appropriate for year-round use (Tasseltop Park closes in the winter).

## Recommendations for Additional Stops

*Please see the following pages which provide specific recommendations for future stops.*

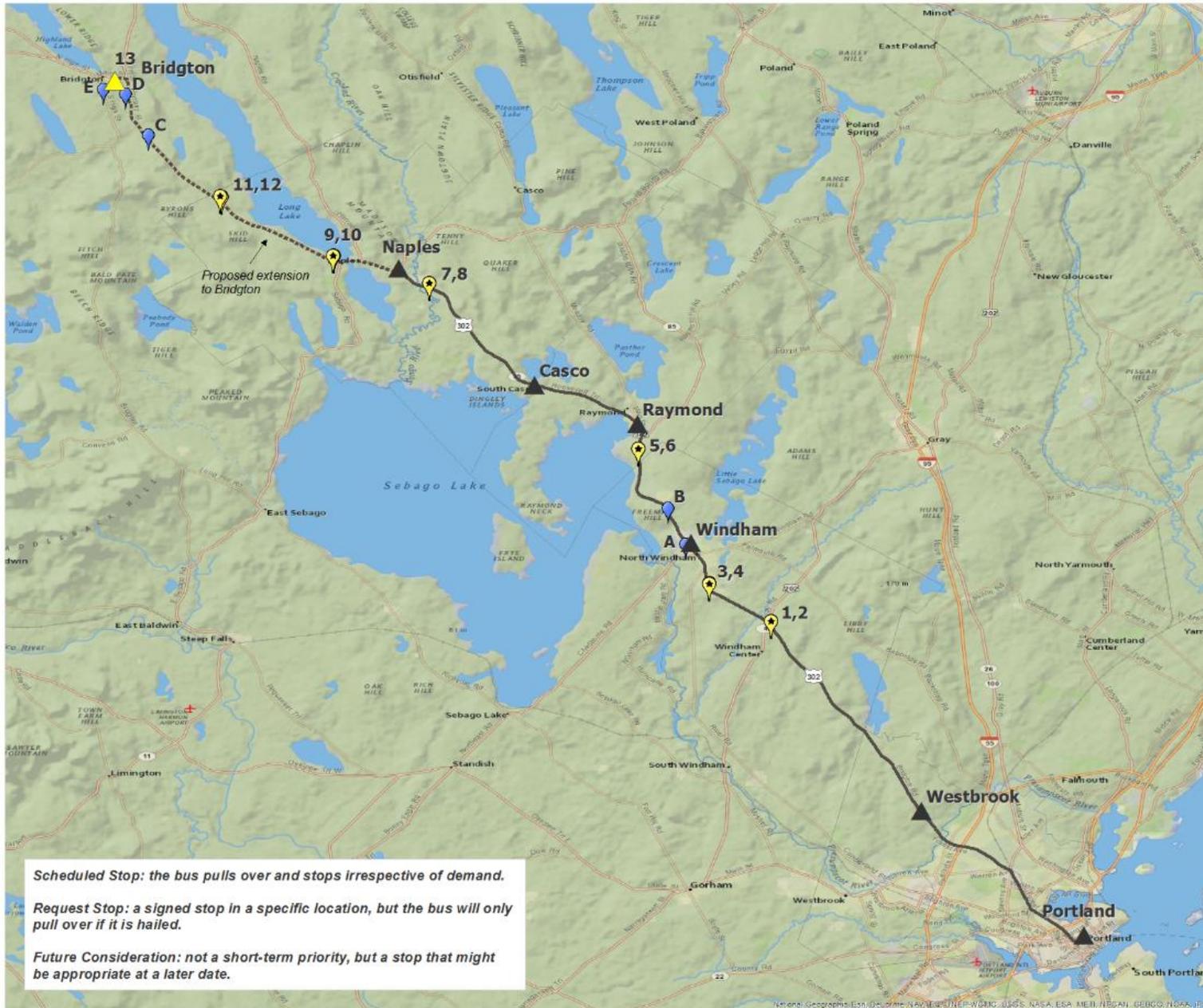
## Potential Funding Sources

- **Community Development Block Grant (CDBG) funds:** Explore the feasibility of applying for CDBG funds either regionally or in coordination with a municipality.
- **Municipal Support:** Seek matching funds from municipalities served by the route.
- **Major Employers:** Seek advertising and funding from major employers.

## Other

- **Collaborate with Other Transit Providers:** Coordinate with other transit providers, particularly METRO, to learn from their experiences with fixed-route service and to provide a more seamless transit network.
- **Model Successful Efforts:** Meet with those involved in the Brunswick Explorer to learn from their experiences in launching this new bus route.

# Existing and Recommended Stop Locations



**Scheduled Stop:** the bus pulls over and stops irrespective of demand.

**Request Stop:** a signed stop in a specific location, but the bus will only pull over if it is hailed.

**Future Consideration:** not a short-term priority, but a stop that might be appropriate at a later date.

## Existing Scheduled Stops

- ▲ Portland
- ▲ Westbrook
- ▲ Windham
- ▲ Raymond
- ▲ Casco
- ▲ Naples

## Recommended Request Stops

- 1 - Mercy NB
- 2 - Mercy SB
- 3 - Brookhaven Rd. NB
- 4 - Brookhaven Rd. SB
- 5 - Raymond Shopping Center NB
- 6 - Tasseltop Park SB
- 7 - Tenney Hill Rd. NB
- 8 - Tenney Hill Rd. SB
- 9 - Naples Library NB
- 10 - Naples Library SB
- 11 - Lakes Region High School NB
- 12 - Lakes Region High School SB

## Recommended Scheduled Stop

- ▲ 13 - Bridgton Community Center

## Future Consideration

- A - Windham Walmart
- B - Seacoast Fun Park
- C - Bridgton Recreational Complex
- D - Bridgton Hannafords
- E - Bridgton Hospital



## Recommended Stops

The following is a list of recommended stops along the route (shown in map on previous page). The stops are grouped into the following categories:

- **Scheduled Stop:** the bus pulls over and stops irrespective of demand.
- **Request Stop:** a signed stop in a specific location, but the bus will only pull over if it is hailed.
- **Future Consideration:** not a short-term priority, but a stop that might be appropriate at a later date.

### Mercy Health Center (Windham)

*Request Stop*



(1) The Mercy Health Center in Windham has been mentioned in several prior studies as an ideal stop

**1. Northbound:** This stop has been mentioned in prior studies due to its proximity to a health center as well as a medium-sized employment center. The NB stop has a large shoulder and good sight distance. It is far enough from the

rotary to avoid traffic movement conflicts, but close enough so cars are beginning to slow down. A large tree next to the stop could even provide shade for riders in the summer.

**2. Southbound:** In the SB direction, the stop also has a wide shoulder and good sight distance, and is located far enough away from the rotary to prevent traffic movement conflicts.

### Brookhaven Neighborhood (Windham)

*Request Stop*



(3) The sidewalk and shoulder along the east side of Route 302 next to Brookhaven Dr. Riders could wait for the bus on the sidewalk.

**3. Northbound:** This stop is ideal to serve the Brookhaven Dr. neighborhood – one of the densest neighborhood clusters outside of Portland. The bus would pull over just past Brookhaven Dr., where the shoulder is widest.

The sidewalk, which connects all the way to North Windham, could serve as a place for people to wait for the bus. The bus sign could be placed underneath, or next to, the street sign. If the stop ever became more permanent, the town could invest in a better ADA ramp and landing pad (this should be done at some point anyway). The stop is located on a slight bend in the road, but sight distance seemed fine when staff walked the area.

**4. Southbound:** The Brookhaven SB stop is slightly more primitive than the NB stop (no sidewalk). However, the paved shoulder and turning lanes should provide enough space for passing motorists to get by if needed. The bus should be able to pull over onto the gravel in the summer months to get even further off the road.

### Raymond Shopping Center and Tasseltop Park (Raymond)

*Request Stop*

**5. Northbound:** This is a great stop for shopping and errands, and potentially as an employment destination. The stop has a lighted sidewalk for people to wait for the bus. The shoulder and sight distance are adequate and the center turn lane should allow motorists to pass if needed.

## Recommended Stops

**6. Southbound:** Tasseltop Park is a major recreation destination in the area. The public park, just a short walk down the access road, features a sandy beach and swimming area on Sebago Lake, a food stand, and several informational nature walks. The park is very popular in the summer and is perfectly suited for a stop as there is already a bench under a tree that is maintained by the park. There is enough shoulder and sight distance to accommodate the bus, and a center turn lane for vehicles to get by if needed.



(6) The bench at the entrance to Tasseltop Park in Raymond is an ideal location for riders to wait for the bus.

### Tenney Hill Rd. (Casco)

*Request Stop*



(7) The Tenney Hill Rd. stop

**7. Northbound:** RTP has received several requests to locate at the intersection of Tenney Hill Rd. and Route 302. The parking area is “rocked off” (there are large rocks in the entrance to prevent vehicles from parking). However, with the paved shoulder there is enough space for the bus to pull over. Sight distance is also very good. A frozen custard stand is just a few hundred yards to the south.

**8. Southbound:** In the southbound direction, the shoulder and sight distance are adequate. The bus stop sign could go up on the same pole as the Farm Tractor sign, and people can wait in the grassy area by the side of the road.

### Naples Library (Naples)

*Request Stop (requires route extension)*



*Image courtesy of Google Maps*

(9, 10) The Naples Library stops

**9. Northbound:** In the NB direction the “No Parking” area allows enough space for the bus to pull over. There is also a sidewalk where people can wait, and a crosswalk to get to the other side. Sight distance seems appropriate and speeds are low.

**10. Southbound:** The southbound stop in front of the Naples Library is ideal. The location is one of a few in the Naples village marked “No Parking” and large enough to fit the bus. There is a sidewalk, crosswalk, and ramp exactly where the bus would pick-up/drop off. Speeds are low, the sight distance is adequate, and pulling in to the parking lane should allow the bus to get off the road enough for vehicles to pass. If possible, installing a bench in the grassy area by the sidewalk would allow riders a place to sit while waiting for the bus.

## Recommended Stops

### Lakes Region High School (Naples)

*Request Stop (requires route extension)*



*(11,12) Lakes Region High School stops in Naples.*

**11. Northbound:** The Lakes Region High School has great potential due to the number of students and people employed here. Both northbound and southbound stops would be located near the “Lakes Region High” sign in the center of the picture. The bus would not pull into the parking area, since this is likely to be too congested at certain times of the day. As seen in the picture, there is ample shoulder along Route 302, sight distance is adequate, and there are flat grassy areas where riders can wait for the bus away from passing vehicles.

**12. Southbound:** There is a large shoulder in this area and a dirt pullout. Sight distance is appropriate for bus to pull over.

### Bridgton Community Center (Bridgton)

*Scheduled Stop (requires route extension)*



*(13) Bridgton Community Center in downtown Bridgton.*

**13. End of Route (North):** The Bridgton Community Center is a natural location to end the route to the north. The stop would be located at the Center’s side entrance, which

features a large parking area and outdoor seating, as well as an indoor waiting area.

The Community Center is situated in the heart of Bridgton’s downtown within walking and biking distance to numerous residential neighborhoods, businesses, schools, parks, and civic buildings – *the stop has a Walk Score of 75 and is considered “Very Walkable.”*

Overall Bridgton’s downtown is very pedestrian oriented. Sidewalks and crosswalks are prevalent in most areas, and new sidewalks are currently being constructed along Depot St. where the Community Center is located.

Bridgton also boasts an extensive and easily-accessible trail network – in particular Pondicherry Park adjacent to the Community Center – which provides recreational opportunities and more direct off-road connections for getting around town.

*Update: RTP, GPCOG, and Opportunity Alliance are currently working with MaineDOT and the Lakes Region Communities to extend the route to Bridgton and install the recommended stops in this report.*

# Appendix

## A. Major Employers

The following is a list of all “major employers” within a half mile of the Lakes Region Bus route.

Source: [www.maine.gov](http://www.maine.gov) Center for Workforce Research and Innovation

| Town     | Employer Name                    | Address  | Employer Size |
|----------|----------------------------------|--|---------------|
| Bridgton | Black Horse Tavern & Pub         | 26 Portland Rd., Bridgton, Maine 04009         | 20-49         |
| Bridgton | Bridgton Health Care Center      | 186 Portland Rd., Bridgton, Maine 04009        | 50-99         |
| Bridgton | Bridgton Hospital                | 10 Hospital Dr., Bridgton, Maine 04009         | 100-249       |
| Bridgton | Camp Pondicherry                 | 85 Camp Pondicherry Rd., Bridgton, Maine 04009 | 20-49         |
| Bridgton | Camp Wildwood                    | 318 Wildwood Rd., Bridgton, Maine 04009        | 50-99         |
| Bridgton | Chalmer’s Insurance              | 100 Main St., Bridgton, Maine 04009            | 50-99         |
| Bridgton | Food City                        | 295 Main St., Bridgton, Maine 04009            | 20-49         |
| Bridgton | Hancock Lumber                   | 116 Portland Rd., Bridgton, Maine 04009        | 20-49         |
| Bridgton | Hannaford                        | 109 Portland Rd., Bridgton, Maine 04009        | 20-49         |
| Bridgton | Landmark Human Resources         | 628 Harrison Rd., Bridgton, Maine 04009        | 20-49         |
| Bridgton | McDonalds                        | U.S. 302, Bridgton, Maine 04009                | 20-49         |
| Bridgton | Nfi North                        | 15 Wayside Ave., Bridgton, Maine 04009         | 20-49         |
| Bridgton | Reny’s Department Store          | 151 Main St., Bridgton, Maine 04009            | 20-49         |
| Bridgton | School Admin Dist 61 Adult Ed    | 900 Portland Rd., Bridgton, Maine 04009        | 20-49         |
| Bridgton | Shawnee Peak                     | 119 Mountain Rd., Bridgton, Maine 04009        | 250-499       |
| Bridgton | Stevens Brook Elementary         | 14 Frances Bell Dr., Bridgton, Maine 04009     | 50-99         |
| Bridgton | Tri-County Mental Health Service | 32 North Nigh St., Bridgton, Maine 04009       | 20-49         |
| Bridgton | United Ambulance Service         | 32 Hospital Dr., Bridgton, Maine 04009         | 20-49         |
| Bridgton | Winona Camp for Boys             | 35 Winona Rd., Bridgton, Maine 04009           | 100-249       |
| Naples   | Bes Electric                     | Route 302, Naples, ME, 04055                   | 20-49         |
| Naples   | Bray’s Brewing Co                | 678 Roosevelt Trail, Naples, ME, 04055         | 20-49         |
| Naples   | Crooked River Elementary         | 25 Songo School Rd., Naples, ME, 04055         | 50-99         |
| Naples   | Great Northern Docks Inc.        | 1114 Roosevelt Trail, Naples, ME, 04055        | 20-49         |
| Naples   | Lake Region High School          | 1877 Roosevelt Trail, Naples, ME, 04055        | 100-249       |
| Naples   | Naples Fire Department           | 1100 Roosevelt Trail, Naples, ME, 04055        | 20-49         |
| Naples   | P & K Sand & Gravel Inc.         | 234 Casco Rd., Naples, ME, 04055               | 100-249       |

## Appendix

| Town     | Employer Name                      | Address                                    | Employer Size |
|----------|------------------------------------|--|---------------|
| Naples   | Spurwink School                    | 54 Lake House Rd., Naples, ME, 04055       | 20-49         |
| Naples   | Tony's Foodland                    | 639 Roosevelt Trail, Naples, ME, 04055     | 50-99         |
| Casco    | Point Sebago Golf and Beach Resort | 434 Roosevelt Trail, Casco, ME, 04015      | 250-499       |
| Raymond  | Embedtech Industries Inc.          | 1281 Roosevelt Trail, Raymond, ME, 04071   | 20-49         |
| Raymond  | Sabre Yachts Corp                  | 12 Hawthorne Rd., Raymond, ME, 04071       | 100-249       |
| Windham  | Hannaford                          | 797 Roosevelt Trail, Windham, ME, 04062    | 100-249       |
| Windham  | Home Depot                         | 20 Franklin Dr., Windham, ME, 04062        | 100-249       |
| Windham  | Lowe's                             | 64 Manchester Dr., Windham, ME, 04062      | 100-249       |
| Windham  | Manchester Elementary              | 709 Roosevelt Trail, Windham, ME, 04062    | 50-99         |
| Windham  | McDonalds                          | 790 Roosevelt Trail, Windham, ME, 04062    | 50-99         |
| Windham  | Roofmasters Corp.                  | 12 Roosevelt Trail, Windham, ME, 04062     | 100-249       |
| Windham  | Shaws                              | 770 Roosevelt Trail, Windham, ME, 04062    | 100-249       |
| Windham  | Suburban Security Inc.             | 733 Roosevelt Trail #4, Windham, ME, 04062 | 50-99         |
| Windham  | Walmart                            | 30 Landing Rd., Windham, ME, 04062         | 100-249       |
| Windham  | Windham Milwork Inc.               | 4 Architectural Dr., Windham, ME, 04062    | 50-99         |
| Portland | Aging Excellence Inc.              | 710 Forest Ave #3, Portland, ME, 04103     | 50-99         |
| Portland | American Red Cross                 | 524 Forest Ave, Portland, ME, 04101        | 100-249       |
| Portland | Bimbo Bakeries USA                 | 1037 Forest Ave., Portland, ME, 04103      | 50-99         |
| Portland | Brockway-Smith Co                  | 203 Read St., Portland, ME, 04103          | 100-249       |
| Portland | Caravan Beads                      | 915 Forest Ave., Portland, ME, 04103       | 50-99         |
| Portland | Cumberland County YMCA             | 70 Forest Ave., Portland, ME, 04101        | 100-249       |
| Portland | Deering Lodge Building Corp        | 102 Bishop St., Portland, ME, 04103        | 100-249       |
| Portland | Great Lost Bear                    | 540 Forest Ave., Portland, ME, 04101       | 50-99         |
| Portland | Hannaford                          | 295 Forest Ave., Portland, ME, 04101       | 100-249       |
| Portland | Home Health Care Solutions         | 999 Forest Ave #207, Portland, ME, 04103   | 100-249       |
| Portland | Institute for Financial Literacy   | 449 Forest Ave #10, Portland, ME, 04101    | 50-99         |

## Appendix

| Town     | Employer Name                | Address                                    | Employer Size |
|----------|------------------------------|--|---------------|
| Portland | Maine Medical Center         | 22 Bramhall St., Portland, ME, 04102       | 5000-9000     |
| Portland | Oakhurst Dairy               | 364 Forest Ave., Portland, ME, 04101       | 100-249       |
| Portland | Park Danforth                | 777 Stevens Ave., Portland, ME, 04103      | 50-99         |
| Portland | Portland Housing Authority   | 14 Baxter Boulevard, Portland, ME, 04101   | 50-99         |
| Portland | Riverton Elementary School   | 1600 Forest Ave., Portland, ME, 04103      | 100-249       |
| Portland | U.S. Post Office             | 125 Forest Ave., Portland, ME, 04101       | 1000-4999     |
| Portland | University of Southern Maine | 96 Falmouth St., Portland, ME, 04103       | 100-249       |
| Portland | Portland Public Library      | 5 Monument Square., Portland, ME, 04101    | 100-249       |
| Portland | Portland Press Herald        | 1 City Center #5, Portland, ME, 04101      | 100-249       |
| Portland | Portland City                | 389 Congress St. #211, Portland, ME, 04101 | 250-499       |

# Appendix

## B. Commuter Data

| Naples Residents who Commute to: | Estimate | Casco Residents who Commute to: | Estimate | Raymond Residents who Commute to: | Estimate | Windham Residents who Commute to: | Estimate | Westbrook Residents who Commute to: | Estimate | Portland Residents who Commute to: | Estimate |
|----------------------------------|----------|---------------------------------|----------|-----------------------------------|----------|-----------------------------------|----------|-------------------------------------|----------|------------------------------------|----------|
| Naples                           | 565      | Portland                        | 475      | Raymond                           | 530      | Portland                          | 2615     | Portland                            | 2995     | Portland                           | 22,560   |
| Portland                         | 240      | Casco                           | 300      | Portland                          | 510      | Windham                           | 1940     | Westbrook                           | 2150     | South Portland                     | 3965     |
| South Portland                   | 215      | Windham                         | 295      | Windham                           | 370      | South Portland                    | 755      | South Portland                      | 1045     | Westbrook                          | 1635     |
| Bridgton                         | 195      | South Portland                  | 125      | South Portland                    | 145      | Westbrook                         | 630      | Scarborough                         | 435      | Scarborough                        | 1315     |
| Windham                          | 155      | Raymond                         | 115      | Westbrook                         | 140      | Scarborough                       | 330      | Falmouth                            | 295      | Falmouth                           | 1080     |
| Casco                            | 155      | Naples                          | 80       | Gorham                            | 45       | Falmouth                          | 290      | Gorham                              | 190      | Freeport                           | 560      |
| Westbrook                        | 50       | Scarborough                     | 60       | Gray                              | 45       | Gorham                            | 290      | Biddeford                           | 170      | Saco                               | 545      |
| Scarborough                      | 50       | Westbrook                       | 55       | Casco                             | 45       | Freeport                          | 150      | Windham                             | 145      | Gorham                             | 535      |
| Lewiston                         | 45       | Auburn                          | 40       | Auburn                            | 45       | Lewiston                          | 125      | Saco                                | 110      | Yarmouth                           | 365      |
| Standish                         | 40       | Augusta                         | 30       | Standish                          | 40       | Gray                              | 125      | Freeport                            | 105      | Biddeford                          | 335      |
| Raymond                          | 30       | Bridgton                        | 25       | Brunswick                         | 40       | Casco                             | 115      | Cape Elizabeth                      | 100      | Brunswick                          | 310      |
| Woolwich                         | 30       | Poland                          | 25       | Lewiston                          | 35       | Standish                          | 105      | Yarmouth                            | 60       | Cape Elizabeth                     | 300      |
| Saco                             | 25       | Otisfield                       | 25       | Bridgton                          | 35       | Yarmouth                          | 105      | Gray                                | 45       | Windham                            | 185      |
| Fryeburg                         | 25       | Brunswick                       | 20       | Freeport                          | 30       | Raymond                           | 100      | Raymond                             | 45       | Lewiston                           | 175      |
| Gray                             | 20       | Harrison                        | 20       | Scarborough                       | 25       | Saco                              | 90       | Cumberland                          | 40       | Augusta                            | 175      |
| Brunswick                        | 15       | Lewiston                        | 15       | Bath                              | 25       | Biddeford                         | 75       | Standish                            | 35       | Auburn                             | 165      |
| Cumberland                       | 15       | Standish                        | 15       | Bowdoinham                        | 25       | Bridgton                          | 60       | Brunswick                           | 35       | Bath                               | 145      |
| Auburn                           | 15       | Gorham                          | 10       | Poland                            | 20       | Brunswick                         | 55       | Topsham                             | 35       | New Gloucester                     | 105      |
| Norway                           | 15       | Yarmouth                        | 10       | Cape Elizabeth                    | 15       | Cumberland                        | 55       | Limington                           | 35       | Topsham                            | 95       |
| North Yarmouth                   | 15       | New Gloucester                  | 10       | Oxford                            | 15       | Auburn                            | 50       | Lewiston                            | 30       | Kennebunkport                      | 80       |
| Oxford                           | 15       | Lisbon                          | 10       | Naples                            | 10       | Kennebunkport                     | 40       | New Gloucester                      | 30       | Hollis                             | 60       |
| Arundel                          | 10       |                                 |          |                                   |          | Harpwell                          | 30       | Sanford                             | 25       | Raymond                            | 35       |
|                                  |          |                                 |          |                                   |          | Sanford                           | 25       | Casco                               | 15       | Bridgton                           | 30       |