

Appendix D Preliminary Transit Strategies

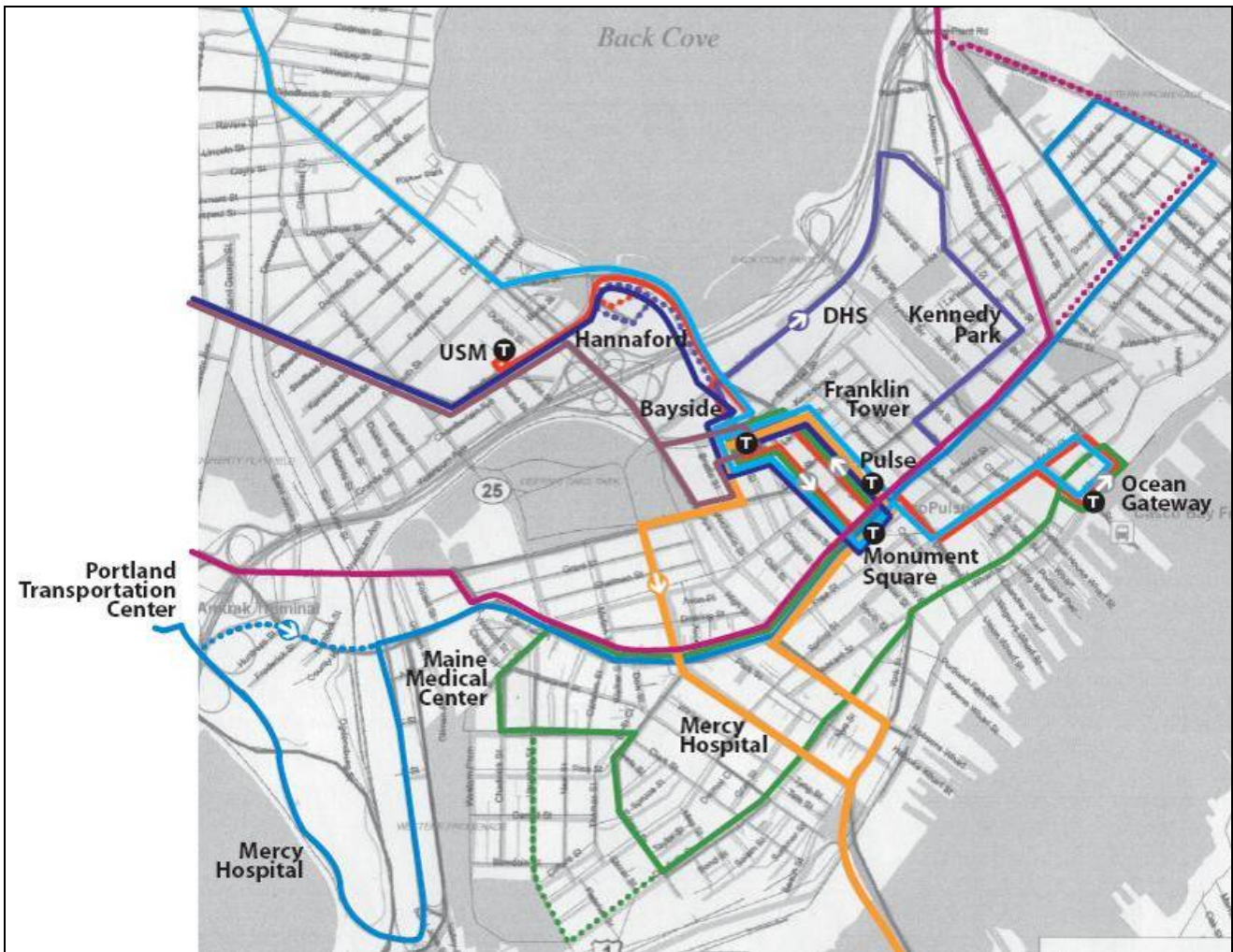
The following transit operations and routing strategies were developed as the result of a brainstorming session with the consulting team, METRO, South Portland Bus, and City planners. They represent just two of dozens of possible routing options. The evaluation of these options helped guide the development of the recommended routing strategy described in Chapter 6.

Short-Term Strategy 1

The first draft strategy for short-term transit system changes respects the current mission of METRO by serving all current destinations with front-door service while attempting to improve the efficiency of existing routes, add other key destinations that are not well-served, and add stops for future growth areas. Specifically, this strategy attempts to do the following:

1. Increase north/south and east/west cross-peninsula frequency on in-town routes
2. Introduce a transit hub in Bayside that provides comfortable waiting areas and transfers to other routes
3. Modify Route 8 to create a USM / Bayside / Monument Square / Ocean Gateway shuttle that overcomes the I-95 barrier and connects across the peninsula (Red line on Figure 5 below)
4. Create a Bayside / Congress Street / Maine Medical Center / West End / Ocean Gateway link. This also links the West End with the waterfront and gives residents of Casco Bay islands direct access to MMC (Green line on Figure 5 below)
5. Connect Bayside to the DHS building and Franklin tower via Kennedy Park, with an optional extension to Hannaford (Purple line on Figure 5 below)
6. Congress Street route extended to include the new Mercy Hospital and the Portland Transportation Center (Blue line on Figure 5 below)
7. Alter Route 5 to serve the Maine Mall via USM, Brighton Avenue, and Stevens Avenue, giving passengers along this route segment and people from Westbrook the ability to transfer to the Mall route without traveling into downtown (Dark Blue line on Figure 5 below)
8. South Portland buses routed via the Elm Street pulse and a new Bayside transit hub (Yellow line in Figure 5 below)

Figure D-1 Short-Term Preliminary Transit Strategy 1



Route by Route Details

Route 1: Congress Street

Add Routes 6 and 3 to Congress Street corridor and alternate departures to produce 15-minute headways. Extend Route 1 beyond St. John Street to serve Mercy Hospital and the Portland Transportation Terminal.

Route 2: Forest Avenue

This route could be extended to Ocean Gateway.

Route 3: North Deering

This should probably be called the Stevens Avenue route. Overlap Congress Street route and alternate trip times. Interline buses to Route 6 and Washington Avenue.

Route 4: Westbrook

Operate all Route 4 buses via Brighton Avenue and USM. Buses to the Maine Mall buses could overlap the in-town segment beginning at Stevens Avenue. The Westbrook route could be extended to Ocean Gateway.

Route 5: Maine Mall

This route could increase frequency on the USM/Brighton Avenue portion of Route 4, it could increase frequency on Congress Street, or it could remain on Park Avenue.

Route 6: North Deering

This should probably be called the Washington Avenue route. Overlap Congress Street route the maximum extent possible. Operate via Munjoy Hill if possible. Stagger trip times. Interline buses to Route 3 and Stevens Avenue.

Route 7: Falmouth

Shorten the route in Falmouth. Continue to serve Veranda Street. Could this route continue to the peninsula via Ocean Avenue? To what extent do current riders require express access to Congress Street?

Route 8: Peninsula

Replace with revised peninsula routes

South Portland

Adjust peninsula segment to serve Elm Street pulse and Bayside

Short-Term Strategy 2

This strategy is intended to modify the general nature of existing METRO service on the peninsula to reflect a “corridor” approach to transit routes that relies less on transit hubs. Timed departures would continue to operate from METRO Pulse, but most buses would be traveling through the center of the system to serve destinations on the other side of this transit hub. The advantage of this approach is to create clearer routes that serve additional destinations with reduced trip times. However, front-door service to many key destinations is replaced with far-side curb stops or short walks to new alignments.

Specifically, this strategy attempts to do the following:

1. Through-route routes through downtown.
2. Increase service coverage on the Portland Peninsula (particularly to Bayside and the Waterfront).
3. Provide direct service (fewer transfers) to more locations.
4. Develop frequent service corridors:
 - North/south along Congress.
 - East/west along Forest (existing).
 - East/west between USM and Waterfront via Hannafords and Downtown.
5. Increase frequency and predictability:
 - Operate routes are regular 15, 30 or 60 minute headways.
 - Provide more frequent service (every 15 minutes to major activity centers).
 - Alternative 30 minute headway routes in frequent service corridors to provide service every 15 minutes.
6. Revise existing routes to serve locations now served by circuitous Route 8:
 - Extend Route 2 to Waterfront.
 - Re-route Route 2 via Hannafords and Preble/Elm.
 - Re-route Route 7 via DHS, Bayside, and extend to Mercy Hospital and MMC.

- Create loop at south end of Route 8 to serve MMC.
7. Work within existing Metro budget.

Figure D-2 Short-Term Preliminary Transit Strategy 2



Route by Route Details

Route 1:

Reconfigure to operate via Maine Medical Center and new Mercy Hospital.

Route 2:

Re-route via Hannafords and Preble Street, and extend through downtown to Waterfront.

Route 3:

Extend through downtown to Bayside.

Route 4:

Operate as is or simplify outer end and extend to Waterfront or Bayside.

Route 5:

Through-route with Route 6 to improve service along Congress Street between Franklin Arterial and Preble Street Extension.

Route 6:

Through-route with Route 5 as described above.

Route 7:

Simplify outer end and re-route via Bayside and DHS, and extend to existing Mercy Hospital and MMC.

Route 8:

Replace existing Route 8 (whose locations would be served by changes to existing routes) with new Portland Transportation Center – USM – Hannafords – Downtown –Waterfront route.

SPBS Route 4:

Implement service changes developed in recent transit study, and alternate service with Route 5/6.