



## **DRAFT: Alternative 5c**

### **Public Transportation: New I-95 Corridor Regional Bus**

This alternative assesses the potential for new regional bus service along I-95 to reduce demands on the Maine Turnpike between Exits 44 and 53. The potential new regional bus service would consist of two separate routes, the southerly of which would run from Biddeford/Saco to the I-95 Portland area exits 45-48, and the northerly that would run between Gray/West Falmouth to the I-95 Portland area exits 48-45.

In this alternative, the bus system was evaluated to determine the effects of:

- Regional bus system ridership with new bus routes connecting Biddeford/Saco (Exits 32/36) and Gray (Exit 63) with stops in the Portland area; and
- Change in vehicular demand on the Maine Turnpike in the Portland Area.

**Findings:** A new regional bus service as defined for this alternative yielded a substantial regional increase in bus ridership of 430 new transit trips during the peak hour.

This will remove 108 vehicles off the Turnpike. Even with this reduction, the volume to capacity ratio would still be greater than one in 2040 (1.34). Therefore, this alternative does not address identified capacity issues on the Maine Turnpike.

This alternative was evaluated against several Measures of Effectiveness (MOEs), which are summarized in the Alternatives Evaluation Matrix dated May 31, 2018. The key findings from that matrix for this alternative are as follows:

**Key Benefits:** The key benefits of Alternative 5c – Regional Commuter Bus along I-95 – are the following:

- Anticipated crash rate reduction of 2.1% on the Maine Turnpike;
- An expected reduction of approximately 108 vehicles during the peak hour from Exits 46-47;
- 0.6% reduction in regional vehicle hours traveled (VHT);
- 0.6% reduction in regional vehicle miles traveled (VMT);
- 43% increase in transit ridership;
- No legal or policy obstacles to implementation; and
- Can be implemented within a short timeframe.

**Key Impacts:** The key impacts and challenges of Alternative 5c – Regional Commuter Bus – along I-95 are the following:

- A volume to capacity ratio (v/c) that is still greater than one (1.34) on the Maine Turnpike;
- Has potential wetland impacts; and
- Potential loss of revenue for Maine Turnpike.