

REPORT TO

PACTS

TRANSPORTATION PRIORITIES SURVEY

AUGUST 2008

PREPARED BY



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I. BACKGROUND & OBJECTIVES

In early Summer 2008, the Portland Area Comprehensive Transportation Committee (PACTS) commissioned Pan Atlantic SMS Group, a full-service market research and consulting firm based in Portland, Maine to conduct quantitative research regarding transportation choices and transportation investments in the Greater Portland metropolitan region. This research consisted of a quantitative telephone survey with a stratified random sample of 600 residents in the fifteen PACTS member communities in Southern Maine.

The major objectives of this research are to gauge public opinion relating to support of transportation investment choices and establish regional investment direction in project decision making.

More specifically, the survey conducted focuses on:

- Current transportation modes;
- Current use levels of alternative transportation modes;
- Potential perceived influence of increased gas prices on transportation modes
- Evaluating attitudes on future transportation planning alternatives and priorities in the region;
- Perceived importance of each of nine key transportation sector initiatives;
- Prioritization of the nine transportation initiatives; and
- Demographic questions, including age, gender, income level, town / city of residence, education level, and level of daily commuting to work.

II. METHODOLOGY

In order to meet the stated objectives of this market research project, a telephone survey was conducted with a stratified random sample of 600 residents from fifteen member communities in the Southern Maine area. The table below includes the breakdown of communities by PACTS Region.

| PACTS Region | Town / City | Population* | Percent of Sample | Number of Surveys |
|----------------|----------------|----------------|-------------------|-------------------|
| Northern (10%) | Cumberland | 7,159 | 3% | 18 |
| | Freeport | 7800 | 3% | 19 |
| | North Yarmouth | 3210 | 1% | 8 |
| | Yarmouth | 8360 | 3% | 21 |
| Central (45%) | Cape Elizabeth | 9068 | 4% | 22 |
| | Falmouth | 10,310 | 4% | 26 |
| | Portland | 64249 | 27% | 153 |
| | South Portland | 23324 | 10% | 63 |
| Western (19%) | Gorham | 14,141 | 6% | 36 |
| | Westbrook | 16142 | 7% | 38 |
| | Windham | 14904 | 6% | 38 |
| Southern (27%) | Biddeford | 20,942 | 9% | 52 |
| | Old Orchard | 8856 | 4% | 22 |
| | Saco | 16,822 | 7% | 42 |
| | Scarborough | 16970 | 7% | 42 |
| Total | | 242,257 | 100% | 600 |

*Based on the 2000 US Census.

The final survey instrument used was approved by PACTS prior to being fielded (see Appendix A). All surveys were conducted between July 24, 2008 and August 11, 2008 by Pan Atlantic SMS Group's interviewers on a Computer Aided Telephone Interviewing (CATI) system. Survey administration averaged approximately 15 minutes per participant.

Respondents did not qualify for participation in the survey if the respondent or a member of their household works for an advertising company, market research company, public relations firm, the media, or a transportation agency, such as the Maine Department of Transportation or the Maine Turnpike Authority. Respondents had to be at least eighteen years of age.

Results were tabulated and analyzed using standard statistical methods. The total results of this study (N=600) command statistical validity at the 95 percent confidence interval level with a margin of error of ± 4.00 percent. In other words, if the study were to be replicated, 95 times out of 100 the results would be within ± 4.00 percentage points of the results obtained for the current survey. The margins of error for specific sub-samples or demographic groups are higher.

The following report presents an analysis of the survey findings. Detailed statistical cross tabulations can be found in Appendix B. *Please note that figures may not always add up to 100.0% due to the rounding of decimals.*

In analysis of the data, any significant population segment deviations from the mean are reported in the "higher / lower" tables in this report.

III. EXECUTIVE SUMMARY & ANALYSIS

Current Transportation Modes and Use of Alternative Transportation Modes

The top mode of transportation is “*driving alone*”, with a total of 81.9% of respondents driving alone 5 or more days per week (68.2%) or 3 to 4 days per week (13.7%).

- People who commute to work are more likely than those without a commute to frequently drive alone, as are people with higher household incomes (\$100K+) and higher levels of education (four-year degree+).

Two other modes of transportation that are used somewhat frequently by respondents are *driving with others* and *walking*.

- Thirty-three percent (33.1%) of respondents *drive with others* 3 or more days per week. Fourteen percent (13.5%) of respondents *walk* 3 or more days per week.
- Younger respondents (18 to 34 years old) more frequently *drive with others* and / or *walk as a mode of transportation*.
- Respondents in the Central part of the PACTS Region surveyed and those who commute less than 5 miles each way more frequently *walk as a mode of transportation* than their demographic cohorts.

The least frequently used modes of transportation are *biking*, *car/vanpooling*, and *taking public transportation*.

- Only 2.7% of respondents *take public transportation* 3 or more days per week. Four percent (4.0%) of respondents *bike (as a mode of transportation)* 3 or more days per week, and 6.7% of respondents *car or vanpool* 3 or more days per week.
- Younger respondents (18 to 34 years old) more frequently *car/vanpool* and *bike as a mode of transportation*.
- Respondents in the Central part of the PACTS Region more frequently *use public transportation* than respondents in the other areas surveyed.
- Respondents with a shorter commute (less than 5 miles one way) are more likely to *use public transportation* or *bike as a mode of transportation* than those with a 5 to 15 mile commute each way.

III. EXECUTIVE SUMMARY & ANALYSIS

Effect of Gas Prices on Transportation Modes

The increase in gas prices over the past few years has affected approximately two-thirds (65.2%) of respondents' transportation choices, while approximately one-third (34.8%) of respondents say they have not been affected.

- The top changes that have been made by those affected by increased gas prices are: "drive / travel less" (45.8%), "combine / consolidate / plan trips" (21.2%), and purchase or use a "fuel efficient car" (13.0%).
- Respondents in the Western part of the PACTS Region and those with a 5 to 15 mile (one way) commute have been more affected by gas price increases than those in the Central part of the PACTS Region and those with a commute less than 5 miles (one way).
- The following chart illustrates the **top answers** provided by the two groups (Group One = those who have been affected by gas prices; Group Two = those who say that they have not been affected by gas prices) when asked what changes they will make if gas prices increase to levels of \$5 and \$10 per gallon.

| Changes That Will Be Made If Gas Prices Increase | | | | |
|--|---------------------------|----------------------------|---------------------------|----------------------------|
| Top Answers | Group 1 – \$5 / gallon | Group 1 – \$10 / gallon | Group 2 – \$5 / gallon | Group 2 – \$10 / gallon |
| Drive / travel less | 20.5% | 7.9% | 13.9% | 10.5% |
| Fuel efficient car | 11.5% | 14.8% | 6.7% | 14.8% |
| Carpool | 11.3% | 4.6% | 5.3% | 5.7% |
| Combine/ Consolidate/ Plan trips | 4.6% | 1.5% | 7.2% | 3.8% |
| Use public / mass transportation | 6.1% | 14.3% | 4.8% | 10.5% |
| Work-related changes | 3.6% | 12.0% | 1.9% | 9.1% |
| None | 12.5% | 7.2% | 41.6% | 18.7% |

- The main difference between respondents in Groups 1 and 2 at the \$5/gallon price-point is that nearly half of respondents in Group 2 (41.6%) are unlikely to make transportation changes if gas prices reach the \$5/gallon mark. Respondents in Group 1, however, cited a number of changes that they would make in this event, leading with "drive / travel less" (20.5%).
- At the \$10/gallon price-point, approximately 9 to 14% of respondents in both groups said that they would *use public / mass transportation* (Group 1, 14.3%; Group 2, 10.5%) or *make work-related changes* (Group 1, 12.0%; Group 2, 9.1%) to save money.
- At the \$10/gallon price-point, participants in Group 2 are much more likely than they are at the \$5/gallon gas price to indicate that they would make changes to their transportation choices and lifestyle as a result of increased gas prices.

III. EXECUTIVE SUMMARY & ANALYSIS

Future Transportation Projects

Importance Level of Projects

Of the nine potential transportation projects queried, the three projects that received the highest mean importance ratings by respondents are: **“Replace and Purchase New Public Transportation Vehicles” (3.96 on a 5-point scale)**, **“Add Safety Lanes on I-295 between Exits 5 and 7 in Portland” (3.94 on a 5-point scale)**, and **“Rebuild the Veteran’s Memorial Bridge” (3.86 on a 5-point scale)**. These were followed by **“Make capital improvements for ‘Portland North’ rail service between Portland and Brunswick” (3.62)**.

The three projects that received the lowest ratings in terms of importance are: **“Build Two New Turnpike Interchanges & Connector Roadway in Biddeford” (2.78)**, **“Make Improvements to the Philbrook Road Area in South Portland” (2.75)**, and **“Build New Turnpike Interchange in Northern Saco” (2.60)**, all rated on a five-point scale.

- In general, geographically specific projects are rated higher by those who live in that area. For instance, respondents who live in the Central and Southern parts of the PACTS Region cited higher importance ratings for “adding safety lanes to I-295 between Exits 5 and 7” and “rebuilding the Veteran’s Memorial Bridge” than respondents in the Northern part of the PACTS Region.

Prioritization

The top priorities selected for the nine projects evaluated followed a similar pattern to the importance ratings provided.

Between 16% and 22% of respondents ranked the following four projects as their *first priority*: **“Add safety lanes on I-295 between the Congress and Franklin Street exits in Portland” (21.8%)**, **“Rebuild the Veteran’s Memorial Bridge and other significant bridges” (19.3%)**, **“Make capital investments for “Portland North” commuter passenger rail service between Portland and Brunswick” (17.8%)**, and **“Replace existing and purchase new public transportation buses, vans and ferries” (16.7%)**.

The same four projects also received the highest total for *combined prioritization* (of first, second, and third priorities): **“Add safety lanes on I-295 between the Congress and Franklin Street exits in Portland” (56.5%)**, **“Rebuild the Veteran’s Memorial Bridge and other significant bridges” (48.6%)**, **“Replace existing and purchase new public transportation buses, vans and ferries” (46.2%)**, and **“Make capital investments for ‘Portland North’ commuter passenger rail service between Portland and Brunswick” (44.0%)**.

- The top priorities varied by sector of the PACTS Region. For instance, 36.4% of those in the Northern part of the PACTS Region ranked “the commuter rail between Portland and Brunswick” as the *first priority*, and 28.8% of respondents in the Central part of the PACTS Region ranked “adding safety lanes to I-295 between the Congress and Franklin Street exits in Portland” as number one.
- Three projects tied for younger respondents’ (18 to 34 years old) ranking as top priority: **“Add safety lanes on I-295 between the Congress and Franklin Street exits in Portland” (21.1%)**, **“Replace existing and purchase new public transportation buses, vans and ferries” (20.3%)**, and **“Make capital investments for ‘Portland North’ commuter passenger rail service between Portland and Brunswick” (20.3%)**.

III. EXECUTIVE SUMMARY & ANALYSIS

Additional Suggestions

Approximately half of the respondents (n=303) surveyed provided additional suggestions and / or comments regarding transportation planning issues that are currently affecting the PACTS Region.

In general, the following themes emerged as the leading suggestions made by respondents regarding transportation planning issues in this area of the state:

- Residents of PACTS Region would like more public transportation options, especially in areas surrounding the City of Portland (including rural areas), with regular morning and evening hours.
 - If options are already available, better marketing of the schedules and routes is recommended.
 - If current public transportation services are expanded, marketing of new routes and increased hours of operation is seen to be vital.
 - If public transportation services are expanded, many residents would prefer that the vehicles purchased are environmentally friendly and/or run on alternative fuels.

- A number of respondents suggested that current roads in the area be repaired and maintained.
 - Examples of such repairs include fixing potholes and rural roads in the area and widening some existing roads.
 - Some respondents expressed the desire for current roads to be repaired before new projects are undertaken.

- Residents of the PACTS Region would like more biking options throughout the area. More biking lanes and safer biking options are very important to residents.

- Many respondents would like rail service in the area expanded. However, some respondents voiced the concern that if gas prices decrease, investment in expanding the current rail service will be for naught.

IV. FINDINGS: CURRENT METHODS OF TRANSPORTATION

Frequency of Use of Various Transportation Methods

How often do you use the following methods of transportation? [Options were read and rotated]

| N=600 | Drive alone | Drive with others (as driver or passenger) | Walk* | Car or van pool | Bike* | Take public transportation |
|---------------------------------|-------------|--|-------|-----------------|-------|----------------------------|
| 5 or more days per week | 68.2% | 18.3% | 7.7% | 4.2% | 1.2% | 0.7% |
| 3 to 4 days per week | 13.7% | 14.8% | 5.8% | 2.5% | 2.8% | 2.0% |
| 1 to 2 days per week | 9.8% | 23.7% | 13.2% | 4.0% | 5.3% | 2.0% |
| A few times per month | 1.8% | 10.2% | 5.0% | 3.0% | 3.5% | 2.0% |
| Once per month | 0.0% | 4.0% | 5.0% | 1.5% | 1.8% | 5.2% |
| Once every few months | 0.5% | 2.5% | 1.5% | 1.5% | 1.2% | 7.5% |
| Once or twice per year | 0.0% | 3.3% | 3.8% | 2.8% | 2.0% | 15.0% |
| Less than once per year / Never | 5.8% | 22.8% | 57.3% | 79.8% | 81.3% | 65.2% |
| Don't know | 0.2% | 0.3% | 0.7% | 0.7% | 0.8% | 0.5% |

* As a method of transportation, not exercise

Respondents most frequently “drive alone” (68.2% “drive alone” *5 or more days per week*) or “drive with others” (18.3% “drive with others” *5 or more days per week*). Eight percent (7.7%) of respondents walk (as a method of transportation), 4.2% car/vanpool, 1.2% bike (as a method of transportation), and 0.7% take public transportation *5 or more days per week*.

The majority of respondents use the following methods of transportation *less than once per year or never*: bike (81.3%), car/vanpool (79.8%), public transportation (65.2%), and walk (57.3%).

IV. FINDINGS: CURRENT METHODS OF TRANSPORTATION

Frequency of Use of Various Transportation Methods (cont.)

| More than Once or Twice per Year | | |
|----------------------------------|---|--|
| | Higher * | Lower * |
| Drive Alone | <ul style="list-style-type: none"> 15+ mile commute (97.5%); 5 < 15 mile commute (97.5%); < 5 mile commute (96.5%) | <ul style="list-style-type: none"> No commute (86.4%) |
| | <ul style="list-style-type: none"> \$100K+ income (100.0%) | <ul style="list-style-type: none"> < \$50K income (85.9%) |
| | <ul style="list-style-type: none"> Four-year degree+ (97.7%) | <ul style="list-style-type: none"> High school grad or less (85.1%) |
| Drive with Others | <ul style="list-style-type: none"> Western PACTS Region (80.4%) | <ul style="list-style-type: none"> Southern PACTS Region (69.0%) |
| | <ul style="list-style-type: none"> 18 to 34 years (86.2%) | <ul style="list-style-type: none"> 55+ years (65.3%); 35 to 54 years (73.7%) |
| Walk | <ul style="list-style-type: none"> Central PACTS Region (47.0%) | <ul style="list-style-type: none"> Western PACTS Region (30.4%); Southern PACTS Region (31.0%); Northern PACTS Region (33.3%) |
| | <ul style="list-style-type: none"> < 5 mile commute (53.2%) | <ul style="list-style-type: none"> 5 < 15 mile commute (31.7%); 15+ mile commute (33.1%); No commute (35.6%) |
| | <ul style="list-style-type: none"> < \$50K income (42.3%) | <ul style="list-style-type: none"> \$100K+ income (30.4%) |
| | <ul style="list-style-type: none"> 18 to 34 years (48.0%) | <ul style="list-style-type: none"> 55+ years (30.6%) |
| | <ul style="list-style-type: none"> Four year degree+ (43.5%) | <ul style="list-style-type: none"> High school grad or less (32.1%); Some college / Two-year degree (33.5%) |
| Car/Vanpool | <ul style="list-style-type: none"> 15+ mile commute (24.0%) | <ul style="list-style-type: none"> < 5 mile commute (14.2%); No commute (14.7%) |
| | <ul style="list-style-type: none"> 18 to 34 years (26.0%) | <ul style="list-style-type: none"> 55 + years (10.2%) |
| Bike | <ul style="list-style-type: none"> < 5 mile commute (24.1%) | <ul style="list-style-type: none"> No commute (11.3%); 5 < 15 mile commute (13.0%) |
| | <ul style="list-style-type: none"> 18 to 34 years (23.6%); 35 to 54 years (18.3%) | <ul style="list-style-type: none"> 55+ years (7.1%) |
| | <ul style="list-style-type: none"> Four-year degree+ (21.4%) | <ul style="list-style-type: none"> High school grad or less (9.0%); Some college / Two-year degree (11.0%) |
| Public Transportation | <ul style="list-style-type: none"> Central PACTS Region (28.4%) | <ul style="list-style-type: none"> Southern PACTS Region (7.6%); Western PACTS Region (16.1%); Northern PACTS Region (16.7%) |
| | <ul style="list-style-type: none"> < 5 mile commute (24.8%) | <ul style="list-style-type: none"> 5 < 15 mile commute (14.9%) |

**All charts which incorporate the “higher” and “lower” designations indicate segments of the population surveyed whose responses are either significantly higher or lower than the mean response level for the population at large.*

IV. FINDINGS: EFFECT OF GAS PRICES ON TRANSPORTATION CHOICES

Impact of Gas Prices on Current Transportation Choices

Has the increase in gas prices over the past few years affected your transportation choices?

| | |
|-----|--------------|
| | N=600 |
| Yes | 65.2% |
| No | 34.8% |

Approximately two-thirds of respondents (65.2%) said that the increase in gas prices over the past few years has affected their transportation choices. Thirty-five percent (34.8%) said that it has not.

| “Yes” – Has Affected Transportation Choices | |
|--|---|
| Higher | Lower |
| • Western PACTS Region (70.5%) | • Central PACTS Region (61.7%) |
| • 5 < 15 mile commute (70.2%) | • < 5 mile commute (58.9%) |
| • Do not frequently drive alone (73.4%) | • Frequently drive alone (63.3%) |
| • Frequently drive with others (71.9%) | • Do not frequently drive with others (61.8%) |
| • Frequently car/vanpool (77.5%) | • Do not frequently car/vanpool (64.3%) |
| • Frequently bike (79.2%) | • Do not frequently bike (64.6%) |

IV. FINDINGS: EFFECT OF GAS PRICES ON TRANSPORTATION CHOICES

Ways Gas Prices Have Impacted Current Transportation Choices

In what ways? [Unaided; Asked of those who indicated that gas prices have affected their transportation choices]

What (additional) changes, if any, would you make to your transportation choices if gas prices were to increase to \$5 per gallon in the next year? [Unaided; “Additional” was added to the question for those who had answered the previous question]

Looking ahead to the future, what (additional) changes, if any, would you make to your transportation choices if gas prices were to increase to say, \$10 per gallon in the next five to ten years? [Unaided; “Additional” was added to the question for those who had answered the previous question]

Of those who indicated that their transportation choices have been affected by gas prices thus far (n=391), the following changes have been made and are planned to be made in the future if gas prices were to increase to either \$5 or \$10 per gallon:

| Group One - Top Answers (N=391) | Past Changes | Future Changes (\$5/gallon) | Future Changes (\$10/gallon) |
|---|-------------------------|--|---|
| Drive / Travel less (i.e. how far, how often) | 45.8% | 20.5% | 7.9% |
| Combine / Consolidate / Plan trips | 21.2% | 4.6% | 1.5% |
| Fuel efficient car (hybrid, small, etc.) | 13.0% | 11.5% | 14.8% |
| Carpool | 7.9% | 11.3% | 4.6% |
| Walk more | 4.9% | 6.6% | 6.9% |
| Use public / mass transportation | 4.3% | 6.1% | 14.3% |
| Bike more / Purchase bike | 3.6% | 4.6% | 6.6% |
| Get rid of current car / Use one car | 1.5% | 3.6% | 5.1% |
| Work-related change (location, hours, type) | 1.0% | 3.6% | 12.0% |
| Would not drive | 0.0% | 0.0% | 6.9% |
| Have already made changes / Can't do more | 0.0% | 4.6% | 0.5% |
| Don't know | 1.5% | 11.0% | 10.7% |
| None – would not make any changes | 0.3% | 12.5% | 7.2% |

IV. FINDINGS: EFFECT OF GAS PRICES ON TRANSPORTATION CHOICES

Ways Gas Prices Have Impacted Current Transportation Choices (cont.)

Of those who indicated that their transportation choices have not been affected by gas prices thus far, the following changes will be made in the future if gas prices were to increase to \$5 or \$10 per gallon:

| Group Two - Top Answers (N=209) | Future Changes (\$5/gallon) | Future Changes (\$10/gallon) |
|---|--|---|
| Drive / Travel less (i.e. how far, how often) | 13.9% | 10.5% |
| Combine / Consolidate / Plan trips | 7.2% | 3.8% |
| Fuel efficient car (hybrid, small, etc.) | 6.7% | 14.8% |
| Carpool | 5.3% | 5.7% |
| Use public / mass transportation | 4.8% | 10.5% |
| Walk more | 3.8% | 6.7% |
| Bike more / Purchase bike | 2.9% | 5.7% |
| Work-relate change (location, hours, type) | 1.9% | 9.1% |
| Don't know | 7.7% | 15.8% |
| None – would not make any changes | 41.6% | 18.7% |

Overall, the top four changes which this group of respondents said that they have or would make due to future increases in gas prices are: “drive / travel less,” “combine / consolidate / plan trips,” purchase or use a “fuel efficient car,” and “carpool.”

Of those who indicated that their transportation choices have already been affected by gas prices (n=391; see chart on previous page), the following are the top changes that have been made:

- “drive / travel less” (45.8%);
- “combine / consolidate / plan trips” (21.2%); and
- purchase or use a “fuel efficient car” (13.0%).

These same respondents said that in the future, if gas prices increase to \$5 / gallon, they will:

- “drive / travel less” (20.5%);
- purchase / use a “fuel efficient car” (11.5%); and
- “carpool” (11.3%).

IV. FINDINGS: EFFECT OF GAS PRICES ON TRANSPORTATION CHOICES

Ways Gas Prices Have Impacted Current Transportation Choices (cont.)

If gas prices were to increase to \$10 per gallon, these respondents indicated that they will:

- purchase / use a “fuel efficient car” (14.8%);
- “use public / mass transportation” (14.3%); and
- make “work-related changes” (12.0%).

Of those who indicated that their transportation choices have not been affected by gas prices thus far (n=209; see chart above), the following are the top changes that respondents said will be made if gas prices were to increase to \$5:

- “drive / travel less” (13.9%);
- “combine / consolidate / plan trips” (7.2%);
- purchase or use a “fuel efficient car” (6.7%); and
- “carpool” (5.3%).

*It should be noted that 41.6% of these respondents indicated that they would not make any changes.

If gas prices were to increase to \$10 per gallon, this segment of respondents indicated that they either will:

- purchase / use a “fuel efficient car” (14.8%);
- “drive / travel less” (10.5%); or
- “use public / mass transportation” (10.5%).

IV. FINDINGS: EFFECT OF GAS PRICES ON TRANSPORTATION CHOICES

Ways Gas Prices Have Impacted Current Transportation Choices (cont.)

| Group One – Past Changes - Drive / Travel Less | |
|---|--|
| Higher | Lower |
| • 55+ years old (52.5%) | • 35 to 54 years old (40.1%) |
| • Frequently drive alone (48.6%) | • Do not frequently drive alone (35.0%) |
| • Do not frequently bike (47.0%) | • Frequently bike (21.1%) |
| • Do not frequently use public transportation (46.7%) | • Frequently use public transportation (10.0%) |

| Group One – Future Changes (\$5/gallon) - Drive / Travel Less | |
|--|---|
| Higher | Lower |
| • None / Other commute (29.2%) | • < 5 mile commute (12.0%) |
| • Do not frequently use public transportation (21.0%) | • Frequently use public transportation (0.0%) |

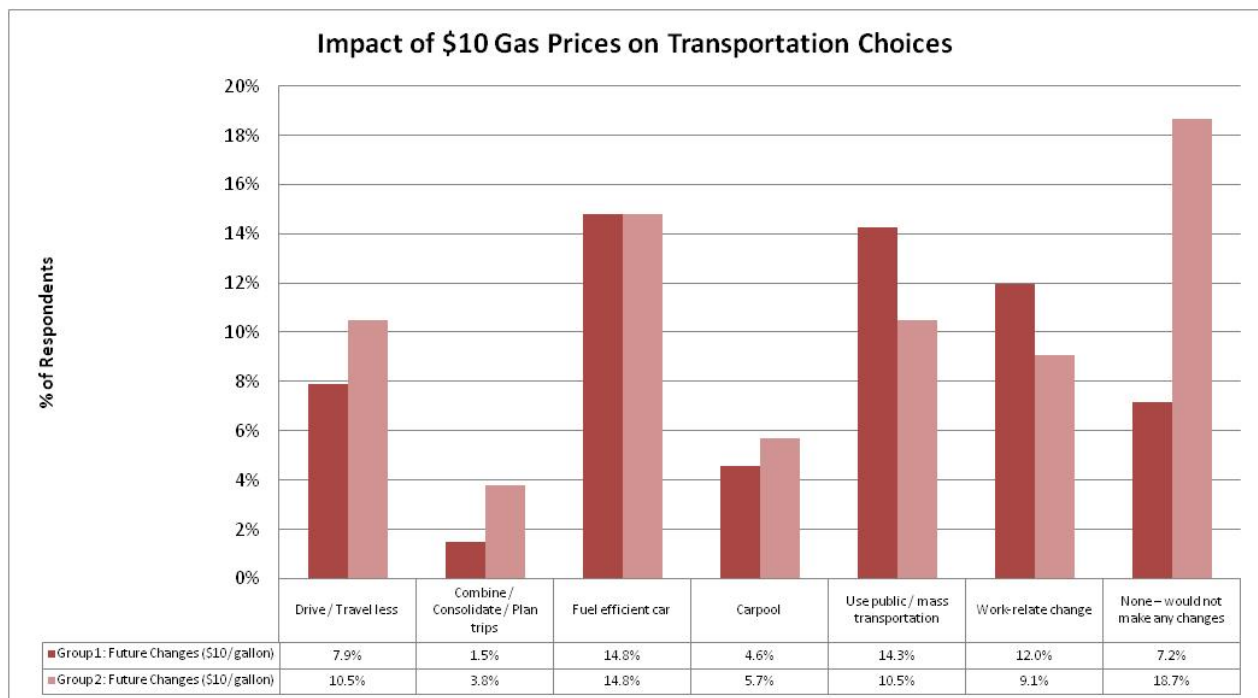
| Group Two – Future Changes (\$5/gallon) - Drive / Travel Less | |
|--|---|
| Higher | Lower |
| • High school graduate or less (19.6%) | • Some college / Two-year degree (5.8%) |
| • Do not frequently car/vanpool (14.5%) | • Frequently car/vanpool (0.0%) |
| • Do not frequently bike (14.2%) | • Frequently bike (0.0%) |
| • Do not frequently use public transportation (14.3%) | • Frequently use public transportation (0.0%) |

| Group One – Future Changes (\$10/gallon) – Fuel Efficient Car | |
|--|---|
| Higher | Lower |
| • \$50K < \$100K income (16.2%) | • < \$50K income (8.2%) |
| • Do not frequently use public transportation (15.2%) | • Frequently use public transportation (0.0%) |

IV. FINDINGS: EFFECT OF GAS PRICES ON TRANSPORTATION CHOICES

Gas Prices' Past and Future Affect on Transportation Choices (cont.)

| Group Two – Future Changes (\$10/gallon) – Fuel Efficient Car | |
|---|--|
| Higher | Lower |
| <ul style="list-style-type: none"> Western PACTS Region (24.2%) Northern PACTS Region (22.7%) | <ul style="list-style-type: none"> Southern PACTS Region (9.4%); Central PACTS Region (12.9%) |
| <ul style="list-style-type: none"> 15+ mile commute (28.2%) | <ul style="list-style-type: none"> < 5 mile commute (8.6%); 5 < 15 mile commute (12.5%); None / Other commute (14.1%) |
| <ul style="list-style-type: none"> \$100K+ income (27.7%) | <ul style="list-style-type: none"> < \$50K (4.4%); \$50K < \$100K (15.0%) |
| <ul style="list-style-type: none"> Some college / Two-year degree (21.2%); Four-year degree or more (15.6%) | <ul style="list-style-type: none"> High school grad or less (4.3%) |
| <ul style="list-style-type: none"> Do not frequently walk (16.8%) | <ul style="list-style-type: none"> Frequently walk (0.0%) |
| <ul style="list-style-type: none"> Do not frequently bike (15.2%) | <ul style="list-style-type: none"> Frequently bike (0.0%) |
| <ul style="list-style-type: none"> Do not frequently use public transportation (15.3%) | <ul style="list-style-type: none"> Frequently use public transportation (0.0%) |



IV. FINDINGS: IMPORTANCE OF POTENTIAL TRANSPORTATION PROJECTS

Importance of Potential Transportation Projects

I am going to read you short descriptions of several possible transportation projects in Cumberland and Northern York Counties, a limited number of which have the potential of being funded. After I read each project description, I would like you to tell me how important you believe it is that the project be completed within the next five to ten years. We will use a scale from 1 to 5, where 1 is “not at all important” and 5 is “very important.” [The order of projects was rotated; Please see the survey instrument in Appendix A for the full project descriptions that were read to survey participants.]

| N=600 | Not at all / Not very important | Neither important nor unimportant | Somewhat / Very important | Don't know / Refused | Mean (1 to 5) |
|---|---------------------------------------|---|---------------------------------|-------------------------|------------------|
| <i>Replace and Purchase New Public Transportation Vehicles</i> | 10.5% | 19.8% | 67.8% | 1.8% | 3.96 |
| <i>Add Safety Lanes on I-295 between Exits 5 and 7 in Portland</i> | 13.7% | 15.5% | 68.3% | 2.5% | 3.94 |
| <i>Rebuild the Veteran's Memorial Bridge</i> | 12.3% | 20.5% | 64.5% | 2.7% | 3.86 |
| <i>Make Capital Investments for "Portland North" Rail Service between Portland and Brunswick</i> | 20.2% | 22.0% | 56.5% | 1.3% | 3.62 |
| <i>Build Phase II of the Gorham Bypass</i> | 22.7% | 25.0% | 44.7% | 7.7% | 3.34 |
| <i>Make Corridor and Interchange Improvements along I-295 between Falmouth and Freeport</i> | 37.5% | 26.2% | 31.8% | 4.5% | 2.90 |
| <i>Build Two New Turnpike Interchanges & Connector Roadway in Biddeford</i> | 39.0% | 24.3% | 28.0% | 8.7% | 2.78 |
| <i>Make Improvements to the Philbrook Road Area in South Portland</i> | 42.7% | 24.8% | 28.2% | 4.3% | 2.75 |
| <i>Build New Turnpike Interchange in Northern Saco</i> | 47.0% | 21.3% | 24.7% | 7.0% | 2.60 |

IV. FINDINGS: IMPORTANCE OF POTENTIAL TRANSPORTATION PROJECTS

Importance of Potential Transportation Projects (cont.)

The nine projects received “importance” factor mean ratings between 2.60 and 3.96 on a scale of 1 to 5. **The three projects with the highest mean ratings are: “Replace and Purchase New Public Transportation Vehicles” (3.96), “Add Safety Lanes on I-295 between Exits 5 and 7 in Portland” (3.94), and “Rebuild the Veteran’s Memorial Bridge” (3.86).** The three projects with the lowest mean ratings are: “Build Two New Turnpike Interchanges & Connector Roadway in Biddeford” (2.78), “Make Improvements to the Philbrook Road Area in South Portland” (2.75), and “Build New Turnpike Interchange in Northern Saco” (2.60).

| Support to Replace and Purchase New Public Transportation Vehicles | |
|---|---|
| Higher | Lower |
| <ul style="list-style-type: none"> 15+ mile commute (4.13) | <ul style="list-style-type: none"> 5 < 15 mile commute (3.85) |
| <ul style="list-style-type: none"> Female (4.06) | <ul style="list-style-type: none"> Male (3.84) |

| Support to Add Safety Lanes on I-295 between Exits 5 and 7 in Portland | |
|---|---|
| Higher | Lower |
| <ul style="list-style-type: none"> Central PACTS Region (4.08); Southern PACTS Region (4.01) | <ul style="list-style-type: none"> Northern PACTS Region (3.40) |
| <ul style="list-style-type: none"> 55+ years (4.12) | <ul style="list-style-type: none"> 18 to 34 years (3.72) |
| <ul style="list-style-type: none"> Some college / Two-year degree (4.15) | <ul style="list-style-type: none"> Four-year degree or more (3.85) |
| <ul style="list-style-type: none"> Female (4.10) | <ul style="list-style-type: none"> Male (3.74) |

| Support to Rebuild the Veteran’s Memorial Bridge | |
|---|---|
| Higher | Lower |
| <ul style="list-style-type: none"> Southern PACTS Region (3.96); Central PACTS Region (3.93) | <ul style="list-style-type: none"> Northern PACTS Region (3.54) |
| <ul style="list-style-type: none"> None / Other commute (3.96) | <ul style="list-style-type: none"> 15+ mile commute (3.78) |
| <ul style="list-style-type: none"> < \$50K income (4.00) | <ul style="list-style-type: none"> \$100K+ income (3.74) |
| <ul style="list-style-type: none"> 55+ years (4.03) | <ul style="list-style-type: none"> 18 to 34 years (3.62) |
| <ul style="list-style-type: none"> Some college / Two year degree (3.97) | <ul style="list-style-type: none"> Four-year degree or more (3.75) |
| <ul style="list-style-type: none"> Female (3.97) | <ul style="list-style-type: none"> Male (3.73) |

IV. FINDINGS: IMPORTANCE OF POTENTIAL TRANSPORTATION PROJECTS

Importance of Potential Transportation Projects (cont.)

| Support to Make Capital Investments for “Portland North” Rail Service between Portland and Brunswick | |
|---|---|
| Higher | Lower |
| <ul style="list-style-type: none"> Northern PACTS Region (3.95) | <ul style="list-style-type: none"> Western PACTS Region (3.36) |
| <ul style="list-style-type: none"> 15+ mile commute (3.78); None / Other commute (3.74) | <ul style="list-style-type: none"> 5 < 15 mile commute (3.40) |

| Support to Build Phase II of the Gorham Bypass | |
|---|--|
| Higher | Lower |
| <ul style="list-style-type: none"> Western PACTS Region (3.67) | <ul style="list-style-type: none"> Southern PACTS Region (3.15); Northern PACTS Region (3.17) ; Central PACTS Region (3.35) |
| <ul style="list-style-type: none"> 55+ years (3.46) | <ul style="list-style-type: none"> 18 to 34 years (3.13) |
| <ul style="list-style-type: none"> High school grad or less (3.58) | <ul style="list-style-type: none"> Four-year degree or more (3.24) |

| Support to Make Corridor and Interchange Improvements along I-295 between Falmouth and Freeport | |
|--|---|
| Higher | Lower |
| <ul style="list-style-type: none"> None / Other commute (3.07) | <ul style="list-style-type: none"> 5 < 15 mile commute (2.76) |
| <ul style="list-style-type: none"> 18 to 34 years (2.79); 35 to 54 years (2.73) | <ul style="list-style-type: none"> 55+ years (3.24) |
| <ul style="list-style-type: none"> Female (3.02) | <ul style="list-style-type: none"> Male (2.76) |

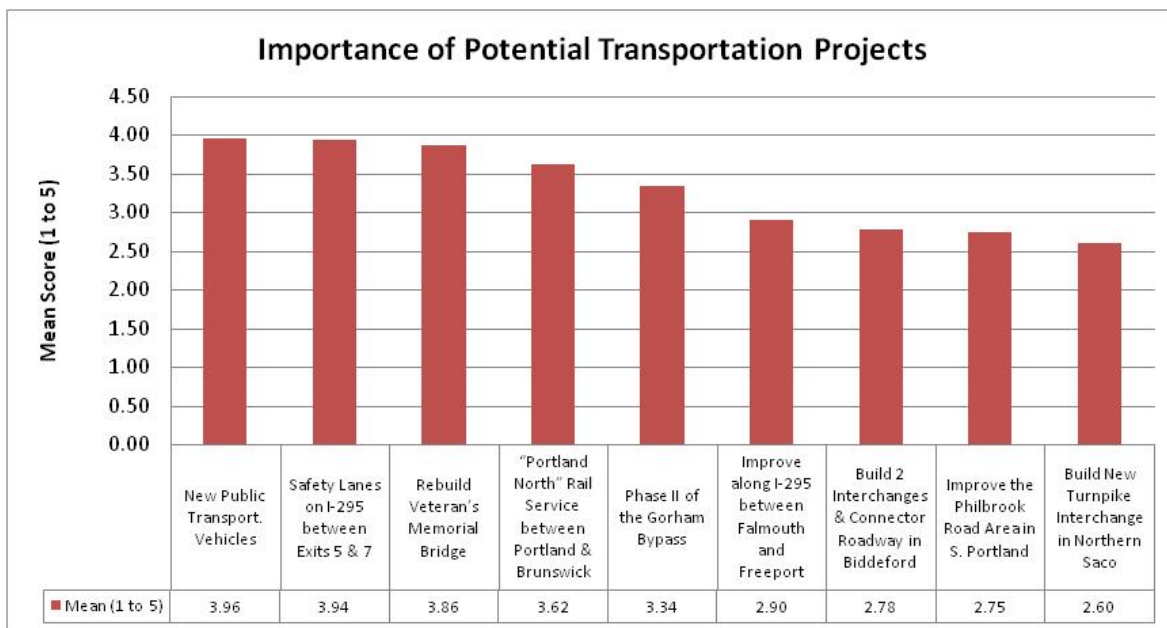
| Support to Build Two New Turnpike Interchanges & Connector Roadway in Biddeford | |
|--|--|
| Higher | Lower |
| <ul style="list-style-type: none"> Southern PACTS Region (3.38) | <ul style="list-style-type: none"> Northern PACTS Region (2.27); Western PACTS Region (2.49); Central PACTS Region (2.65) |
| <ul style="list-style-type: none"> < \$50K income (3.00) | <ul style="list-style-type: none"> \$100K+ income (2.54) |
| <ul style="list-style-type: none"> 55+ years (3.10) | <ul style="list-style-type: none"> 18 to 34 years (2.63); 35 to 54 years (2.66) |
| <ul style="list-style-type: none"> High school grad or less (3.17) | <ul style="list-style-type: none"> Four-year degree or more (2.52) |
| <ul style="list-style-type: none"> Female (2.93) | <ul style="list-style-type: none"> Male (2.61) |

IV. FINDINGS: IMPORTANCE OF POTENTIAL TRANSPORTATION PROJECTS

Importance of Potential Transportation Projects (cont.)

| Support for Making Improvements to the Philbrook Road Area in South Portland | |
|--|---|
| Higher | Lower |
| <ul style="list-style-type: none"> Southern PACTS Region (2.85); Central PACTS Region (2.82); Western PACTS Region (2.74) | <ul style="list-style-type: none"> Northern PACTS Region (2.24) |
| <ul style="list-style-type: none"> 55+ years (2.93) | <ul style="list-style-type: none"> 18 to 34 years (2.57) |
| <ul style="list-style-type: none"> HS grad or less (3.05) | <ul style="list-style-type: none"> Four-year degree or more (2.62); Some college/Two year degree (2.73) |
| <ul style="list-style-type: none"> Females (2.85) | <ul style="list-style-type: none"> Males (2.62) |

| Support to Build New Turnpike Interchange in Northern Saco | |
|---|--|
| Higher | Lower |
| <ul style="list-style-type: none"> Southern PACTS Region (3.10) | <ul style="list-style-type: none"> Northern PACTS Region (2.03); Western PACTS Region (2.35); Central PACTS Region (2.54) |
| <ul style="list-style-type: none"> < \$50K income (2.96) | <ul style="list-style-type: none"> \$100K+ income (2.36) |
| <ul style="list-style-type: none"> High school grad or less (3.02) | <ul style="list-style-type: none"> Four-year degree or more (2.34) |
| <ul style="list-style-type: none"> Female (2.73) | <ul style="list-style-type: none"> Male (2.44) |



IV. FINDINGS: PRIORITIZATION OF POTENTIAL TRANSPORTATION PROJECTS

Prioritization of Potential Transportation Projects

Of the potential projects that we have discussed, I would like you to tell me which three projects you believe should be the highest priority in terms of receiving public funding given that only a limited number of projects can be funded. Please start with the project that you think should be the highest priority. I will re-read a much abbreviated description of the projects for you now. [Project descriptions were read and rotated.]

| | Priority #1 | Priority #2 | Priority #3 | Total |
|--|-------------|-------------|-------------|-------|
| Add safety lanes on I-295 between the Congress and Franklin Street exits in Portland | 21.8% | 19.0% | 15.7% | 56.5% |
| Rebuild the Veteran's Memorial Bridge and other significant bridges | 19.3% | 16.3% | 13.0% | 48.6% |
| Replace existing and purchase new public transportation buses, vans and ferries | 16.7% | 17.2% | 12.3% | 46.2% |
| Make capital investments for "Portland North" commuter passenger rail service between Portland and Brunswick | 17.8% | 12.5% | 13.7% | 44.0% |
| Build Phase II of the Gorham Bypass | 10.2% | 8.5% | 9.7% | 28.4% |
| Make I-295 corridor and interchange improvements along the Falmouth, Yarmouth, and Freeport corridor | 3.3% | 8.0% | 8.2% | 19.5% |
| Build two new Turnpike interchanges and a connector roadway in Biddeford | 3.8% | 4.8% | 4.7% | 13.3% |
| Build a new Turnpike interchange in Northern Saco | 3.0% | 4.5% | 4.2% | 11.7% |
| Make improvements to the Philbrook Road area in South Portland | 2.7% | 4.7% | 4.2% | 11.6% |
| All projects are equally important | 0.2% | 0.0% | 0.0% | 0.2% |
| Don't know | 1.2% | 4.5% | 14.5% | ----- |

IV. FINDINGS: PRIORITIZATION OF POTENTIAL TRANSPORTATION PROJECTS

Prioritization of Potential Transportation Projects (cont.)

In terms of prioritizing projects, the top *first priorities* are: (1) “Add safety lanes on I-295 between the Congress and Franklin Street exits in Portland” (21.8%), (2) “Rebuild the Veteran’s Memorial Bridge and other significant bridges” (19.3%), (3) “Make capital investments for “Portland North” commuter passenger rail service between Portland and Brunswick” (17.8%), and (4) “Replace existing and purchase new public transportation buses, vans and ferries” (16.7%).

The same projects received the highest percentage of *combined priority rankings (the top three priorities combined)*: “Add safety lanes on I-295 between the Congress and Franklin Street exits in Portland” (56.5%), “Rebuild the Veteran’s Memorial Bridge and other significant bridges” (48.6%), “Replace existing and purchase new public transportation buses, vans and ferries” (46.2%), and “Make capital investments for ‘Portland North’ commuter passenger rail service between Portland and Brunswick” (44.0%).

The projects that received the lowest percentage of *combined priority rankings* are: “Build two new Turnpike interchanges and a connector roadway in Biddeford” (13.3%), “Build a new Turnpike interchange in Northern Saco” (11.7%), and “Make improvements to the Philbrook Road area in South Portland” (11.6%).

| Number One Priority – Add Safety Lanes on I-295 between Congress and Franklin | |
|--|---|
| Higher | Lower |
| <ul style="list-style-type: none"> Central PACTS Region (28.8%) | <ul style="list-style-type: none"> Northern PACTS Region (13.6%); Western PACTS Region (15.2%) |
| <ul style="list-style-type: none"> \$50K < \$100K (25.2%); \$100K+ (25.2%) | <ul style="list-style-type: none"> < \$50K (13.4%) |
| <ul style="list-style-type: none"> Four-year degree + (25.6%); Some college / Two-year degree (22.6%) | <ul style="list-style-type: none"> High school degree or less (12.7%) |

| Number One Priority – Rebuild Veteran’s Memorial Bridge | |
|---|--|
| Higher | Lower |
| <ul style="list-style-type: none"> Western PACTS Region (21.4%); Central PACTS Region (20.8%); Southern PACTS Region (19.6%) | <ul style="list-style-type: none"> Northern PACTS Region (9.1%) |
| <ul style="list-style-type: none"> 5 < 15 mile commute (24.8%); < 5 mile commute (22.0%) | <ul style="list-style-type: none"> 15+ mile commute (11.6%) |
| <ul style="list-style-type: none"> 35 to 54 years old (23.7%); 55+ years old (20.4%) | <ul style="list-style-type: none"> 18 to 34 years old (8.1%) |
| <ul style="list-style-type: none"> High school grad or less (24.6%) | <ul style="list-style-type: none"> Four-year degree or more (15.3%) |
| <ul style="list-style-type: none"> Female (23.2%) | <ul style="list-style-type: none"> Male (14.7%) |

IV. FINDINGS: PRIORITIZATION OF POTENTIAL TRANSPORTATION PROJECTS

Prioritization of Potential Transportation Projects (cont.)

| Number One Priority – Replace Existing and Purchase New Public Transportation Buses, Vans and Ferries | |
|---|--|
| <ul style="list-style-type: none"> No significant differences were recorded between demographic subgroups. | |

| Number One Priority – Make Capital Investments for “Portland North” Commuter Passenger Rail Service between Portland and Brunswick | |
|---|---|
| Higher | Lower |
| <ul style="list-style-type: none"> Northern PACTS Region (36.4%) | <ul style="list-style-type: none"> Southern PACTS Region (13.3%); Western PACTS Region (13.4%); Central PACTS Region (17.8%) |

| Number One Priority – Build Phase II of the Gorham Bypass | |
|--|---|
| Higher | Lower |
| <ul style="list-style-type: none"> Western PACTS Region (23.2%) | <ul style="list-style-type: none"> Southern PACTS Region (7.0%); Central PACTS Region (7.2%); Northern PACTS Region (7.6%) |
| <ul style="list-style-type: none"> Male (12.9%) | <ul style="list-style-type: none"> Female (7.9%) |

| Number One Priority – Make I-295 Corridor and Interchange Improvements along the Falmouth, Yarmouth, and Freeport Corridor | |
|---|--|
| Higher | Lower |
| <ul style="list-style-type: none"> Northern PACTS Region (13.6%) | <ul style="list-style-type: none"> Southern PACTS Region (0.6%); Central PACTS Region (2.3%); Western PACTS Region (3.6%) |
| <ul style="list-style-type: none"> 15+ mile commute (7.4%) | <ul style="list-style-type: none"> 5 < 15 mile commute (0.6%); < 5 mile commute (1.4%) |

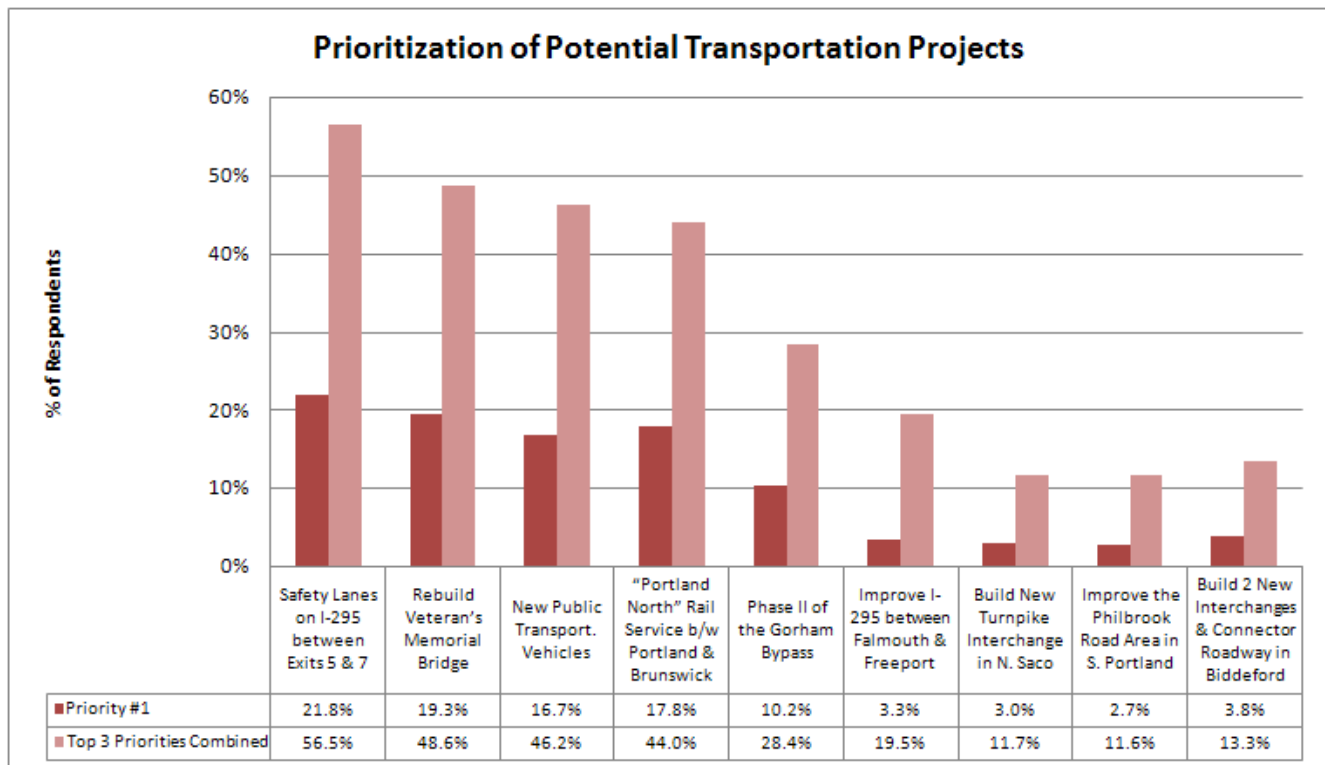
| Number One Priority – Build Two New Turnpike Interchanges and a Connector Roadway in Biddeford | |
|---|--|
| Higher | Lower |
| <ul style="list-style-type: none"> Southern PACTS Region (11.4%) | <ul style="list-style-type: none"> Western PACTS Region (0.9%); Central PACTS Region (1.1%); Northern PACTS Region (1.5%) |
| <ul style="list-style-type: none"> 15+ mile commute (7.4%) | <ul style="list-style-type: none"> No commute / Other (2.3%) |

IV. FINDINGS: PRIORITIZATION OF POTENTIAL TRANSPORTATION PROJECTS

Prioritization of Potential Transportation Projects (cont.)

| Number One Priority – Build a new Turnpike Interchange in Northern Saco | |
|--|--|
| Higher | Lower |
| <ul style="list-style-type: none"> Southern PACTS Region (8.2%) | <ul style="list-style-type: none"> Northern PACTS Region (0.0%); Central PACTS Region (0.8%); Western PACTS Region (2.7%) |
| <ul style="list-style-type: none"> 15+ mile commute (5.0%); 5 < 15 mile commute (4.3%) | <ul style="list-style-type: none"> < 5 mile commute (0.0%) |

| Number One Priority – Make Improvements to the Philbrook Road Area in South Portland | |
|--|--|
| Higher | Lower |
| <ul style="list-style-type: none"> Central PACTS Region (3.8%) | <ul style="list-style-type: none"> Northern PACTS Region (0.0%) |
| <ul style="list-style-type: none"> 18 to 34 years old (5.7%) | <ul style="list-style-type: none"> 55+ years old (1.0%) |



IV. FINDINGS: ADDITIONAL COMMENTS

Additional Comments

Is there anything else that you would like to add regarding transportation planning issues affecting Cumberland and Northern York Counties? [Unaided]

Approximately half of the respondents (n=303) surveyed provided additional suggestions and / or comments regarding transportation planning issues that are currently affecting the PACTS Region (see the pages that follow for verbatim comments provided by respondents).

In general, the following themes emerged as the leading suggestions that respondents made regarding transportation planning issues in this area of the state:

- Residents of the PACTS Region would like more public transportation options, especially in areas surrounding the City of Portland (including rural areas), with regular morning and evening hours.
 - If options are already available, better marketing of the schedules and routes is necessary.
 - If current public transportation services are expanded, marketing new routes and increased hours of operation is vital.
 - If public transportation services are expanded, many residents would prefer that the vehicles purchased are environmentally friendly and/or run on alternative fuels.
- A number of respondents suggested that current roads in the area be repaired and maintained.
 - Examples of such repairs include fixing potholes and rural roads in the area and widening some existing roads.
 - Some respondents expressed the desire for current roads to be repaired before new projects are undertaken.
- Residents of the PACTS Region would like more biking options throughout the area. More biking lanes and safer biking options are important to residents.
- Many respondents would like rail service in the area to be expanded. However, some respondents voiced the concern that if gas prices decrease, investment in expanding the current rail service will be for naught.

IV. FINDINGS: ADDITIONAL COMMENTS

Additional Comments (cont.)

The verbatim responses provided by respondents follow.

| |
|--|
| A BIKE PATH FROM YARMOUTH TO PORTLAND OR FREEPORT TO PORTLAND. |
| A CAP ON GAS PRICES. VEHICLES THAT RUN ON FUEL OTHER THAN GAS. |
| A TRAIN TO TAKE PEOPLE TO DOWNTOWN PORTLAND, LIGHT RAIL, ETC. |
| A TROLLEY SYSTEM WOULD BE NICE IF THEY COULD BRING THAT BACK AGAIN. |
| ADD A COMMUTER BUS SERVICE FROM BRUNSWICK TO FREEPORT. |
| ADD A ROUTE TO MANCHESTER, NH. |
| ADD AN INTERCHANGE TO I-295 IN THE CUMBERLAND AREA, WHICH WOULD CUT DOWN ON THE CONGESTION THROUGH YARMOUTH. |
| ADD BUSES AND ROUTES AND IMPROVE ROUTES; BUS SHELTERS NEED TO BE ADDED, PARTICULARLY IN THE WINTER - IT IS HORRIBLE TO BE EXPOSED. |
| ADD MORE BIKE PATHS. |
| ADD RAIL SERVICE TO AUBURN/LEWISTON AREA. |
| ADDING A TURNPIKE EXCHANGE NEAR FALMOUTH FREEPORT. |
| ADDING MORE PUBLIC TRANSPORTATION IN THE WINDHAM AND LAKES REGION AREA. |
| ALTERNATIVE TRANSPORTATION. |
| AN EXIT IN CUMBERLAND ON TURNPIKE. |
| ANY IMPROVEMENTS HAVE TO INCLUDE ALTERNATIVE FORMS OF TRANSPORTATION, SUCH AS BIKING AND WALKING. MAKING SURE THAT ANY IMPROVEMENTS WOULD INCLUDE ADDING BIKE LANES WHERE POSSIBLE. |
| ANY SUPPORT FOR ANY KIND OF PUBLIC TRANSPORTATION, PARTICULARLY WITH CURRENT GAS PRICES, WOULD BE BENEFICIAL TO A LOT OF PEOPLE; FROM PORTLAND TO BRUNSWICK ON A REGULAR SCHEDULE FOR COMMUTERS. |
| ANY TRAIN SERVICE GREAT IDEA....EVEN FURTHER UP NORTH. |
| ANYTIME THEY WANT TO BUILD SUBWAY SERVICE FROM BOSTON TO PORTLAND WOULD BE FINE BY HER! |
| AREA AROUND PORTLAND JETPORT...CONTINUE IMPROVEMENTS IN AND AROUND AIRPORT, ESPECIALLY AROUND BAGGAGE. |
| ASSESS BRIDGE REPAIR. |
| AVAILABILITY OF PUBLIC TRANSPORTATION IN RURAL AREAS OUTSIDE OF PORTLAND. |
| BAD ROADS IN THE CITIES. LIKE ELDERLY BUSES AND VANS. |
| BEEF UP ON PUBLIC TRANSPORTATION. |
| BETTER BUS SYSTEM IN O.O.B. TO MALL. |
| BETTER PUBLIC TRANSPORTATION ESPECIALLY IN OLD ORCHARD. |
| BETTER PUBLIC TRANSPORTATION, MORE CONVENIENT FOR PEOPLE TO USE DAILY. WOULD LOVE TO TAKE A BUS TO WORK BUT CAN'T. |
| BETTER PUBLIC TRANSPORTATION--RAIL. KENNEBUNK TO PORTLAND. |

IV. FINDINGS: ADDITIONAL COMMENTS

Additional Comments (cont.)

| |
|--|
| BETTER ROAD MAINTENANCE INSTEAD OF BUILDING NEW ONES. |
| BETWEEN EXIT 3 AND 4 ON 295 ON BOTH SIDE. SHOULD ADD LANES DEDICATED TO GETTING OFF THE INTERSTATE. |
| BIKES ARE PURCHASED AND LEFT AROUND THE CITY, PEOPLE PAY FOR THE RIDES AND LEAVE BIKE AT ANOTHER BIKE STATION. BIKE SHARE PROGRAM. THEY DID IT IN CALIFORNIA. |
| BRING THE RAIL PRICES DOWN OR MAKE THEM LOW SO MORE PEOPLE WILL USE RAIL. |
| BUCKNAM RD NORTH AND TURNPIKE SPUR ALWAYS HAS ACCIDENTS. |
| BUILD INTERNATIONAL AIRPORT. SHUT DOWN BANGOR AND PORTLAND AIRPORTS. RAIL SERVICE IN THE OLD PORT. |
| BUS FROM BIDDEFORD TO PORTLAND (ZOOM), MORE ARE NEEDED, FILLED TO CAPACITY....WITH A WIDER RANGE OF STOPS. |
| BUS ROUTES ARE NOT EFFECTIVE AND NOT WELL SPACED. ESPECIALLY IN CAPE ELIZABETH, SOUTH PORTLAND INTO PORTLAND ROUTES HAVE BEEN CUT. |
| BUS SYSTEMS ARE GREAT FOR CITIES, BUT NOT AS HELPFUL FOR SURROUNDING TOWNS....PERHAPS SOME KIND OF PUBLIC TRANSPORTATION WOULD HELP ELDERLY. |
| CITY BUS GO TO WINDHAM; GO UP 302. |
| CITY BUSES SHOULD RUN ON ALTERNATIVE ENERGY. PUBLIC TRANSPORTATION NEEDS WILL INCREASE DUE TO GAS PRICES. |
| COMMUNTER BUS SERVICE THAT GOES WEST AND NORTH INTO PORTLAND AREA (FROM WINDHAM AND BOWDOINHAM, TOPSHAM AREA). |
| COMMUTER RAIL SHOULD GO TO AUGUSTA. |
| COMMUTES FROM SACO TO KENNEBUNK, WOULD TAKE THE BUS IF AVAILABLE. ECO-FRIENDLY BUSES ARE IMPORTANT. |
| CONDITION OF ROAD BETWEEN FALMOUTH TO BRUNSWICK SHOULD BE FIXED. HAVE PUBLIC TRANSPORTATION FROM CAPE ELIZABETH TO PORTLAND. |
| CONGRESS ST. EXIT SHOULD BE EXPANDED AND MADE MORE SAFE. HORSE AND BUGGY AGAIN! TROLLY OR CABLE CARS FOR IN TOWN PORTLAND. MORE PARKING FOR RESIDENTS AND/OR PUBLIC PARKING IN TOWN PORTLAND. |
| CONTINUED USE OF RAIL SERVICE BETWEEN PORTAND AND BOSTON. |
| COUNTY ROAD COMING FROM WESTBROOK THAT MERGES WITH ANOTHER ROAD THAT GOES INTO GORHAM; AT LEAST A 3 MILE BACKUP EVERYDAY BETWEEN HOURS OF 3 - 6:00 P.M. COUNTY RD. & SPRING ST. WHERE IT MERGES. |
| CREATE MORE BIKE PATHS. |
| CUT GAS TAX. |
| DIRECT ROUTE TO SANFORD, 111 NEEDS IMPROVEMENTS, GOING TO OGUNQUIT IT IS HARD TO GET OFF THE ROAD. |
| DISABLED PERSON, USING TRAINS, BUSES, VANS MORE OF THOSE. |
| DO CHANGE THE YORK TOLL BOOTH, ONLY UPDATE WHERE IT IS. |
| DO SOMETHING ABOUT BIKES, LOOK AT DIFFERENT PATHWAYS FOR BIKES, TOO MANY CARS AND BIKES ON MAJOR ROADS, AND SIDEWALKS. |
| DOES 85 MILES TO WORK ON A BIKE. BIKE-SAFE ROADS AND IN GENERAL, PLANNING AROUND COMMUTERS. |

IV. FINDINGS: ADDITIONAL COMMENTS

Additional Comments (cont.)

| |
|--|
| DOESN'T WANT TO INVEST IN RAIL SERVICE BECAUSE WHEN CHEAPER SOURCES OF FUEL ARE DEVELOPED PEOPLE WILL GO BACK TO THEIR CARS. |
| DONT HAVE ANY PUBLIC TRANSPORTATION IN PORTLAND. |
| DONT KNOW IF THE VETERANS BRIDGE IS EVEN NECESSARY. |
| DON'T THINK THERE'S ENOUGH PUBLIC TRANSPORTATION; TROLLIES WOULD BE AWESOME; LIKE SO. ME. IN SUMMER. |
| DON'T THINK WE NEED A NEW TOLL BOOTH IN YORK. |
| DON'T UNDERSTAND WHY PUBLIC TRANSPORTATION DOESN'T RUN UP TO FREEPORT; SO MANY CO WORKERS TRAVEL SOUTH TO PORTLAND; I'D USE THE TRAIN IF IT WERE ECONOMICAL (MY TRIP TO BOSTON WAS NOT). |
| DON'T WASTE MONEY ON TRAIN TO NO. CONWAY. |
| EASIER TO COORDINATE CAR POOLING ESPECIALLY FROM OUTLYING COMMUNITIES. |
| EAST-WEST TRANSPORTATION CORRIDOR, WE NEED A BETTER VEHICLE CORRIDOR AS WELL AS A MASS TRANSPORTATION CORRIDOR THROUGH THE WESTBROOK, GORHAM, WINDHAM AREA TOWARD SEBAGO LAKE. |
| ENCOURAGE PUBLIC TRANSPORTATION; KEEP ROADS CONGESTED TO ENCOURAGE PEOPLE TO USE PUBLIC TRANSPORTATION. |
| ENERGY EFFICIENT SYSTEMS. |
| ENFORCE SPEED LIMITS. |
| EXPANDED PUBLIC TRANSPORT THROUGHOUT THE AREA, FIX ROUTE 302 FROM WINDHAM TO WESTBROOK SPECIFICALLY AND FOREST AVENUE WHILE YOU'RE AT IT. |
| EXPANSION ON RAIL SERVICE SHOULD BE COMPLETED. |
| FASTER RAIL SERVICE, POINTS SOUTH, TO BOSTON AND OTHER PLACES. |
| FIGURE OUT A WAY TO MAKE TRANSPORTATION AFFORDABLE. ANYTHING THAT CAN BE DONE TO ENCOURAGE PUBLIC TRANSPORTATION AND CARPOOLING SHOULD BE. ALTERNATIVE MEANS OF FUELING CARS. |
| FIX POTHOLES. |
| FIX THE POTHOLES. |
| FIX THE SECONDARY AND ROADS FEEDING INTO PORTLAND. GRAY HAS NOT BEEN REBUILT IN 50 YEARS. NEED HIGH SPEED RAIL SERVICE TO BOSTON, MAKE IT AN HOUR AND A HALF. |
| FORCE AUTO MANUFACTURERS TO PRODUCE CARS THAT GET MUCH HIGHER MILEAGE. |
| FRANKLIN ARTERIAL...MOBILITY ISSUES AND CONGESTION AS WELL AS SAFETY CONCERNS. |
| FREE TRANSPORTATION ON FRIDAYS WORKS VERY WELL. FOR FIRST TIME, SAW SHUTTLE BUS FULL IN BIDDEFORD. GREAT WAY TO INTRODUCE SERVICE. |
| GO BACK TO OLD DAYS OF HORSE AND BUGGY. |
| GORHAM IMPROVEMENTS AND PHILBROOK ROAD ARE IMPORTANT. |
| HE SUGGESTED IMPROVEMENTS TO WARREN AVENUE AND ROAD IMPROVEMENTS IN GENERAL. |
| HE WOULD LIKE THEM TO REEVALUATE THE PORTLAND METRO ROUTE. THERE SEEMS TO BE ALOT OF OVERLAP ON THE IN-TOWN ROUTES AND HE'D LIKE TO SEE SERVICE EXPANDED. |
| HE WOULD LIKE TO SEE PUBLIC TRANSPORTATION IN SCARBOROUGH; THEY DON'T HAVE MANY TRANSPORTATION OPTIONS. POSSIBLY INSTALL PARK AND RIDE LOCATIONS NEAR BUS STOPS, ETC. |
| HIGH SPEED RAIL SHOULD BE LOOKED AT. |

IV. FINDINGS: ADDITIONAL COMMENTS

Additional Comments (cont.)

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|--|
| HOPE SOMETHING IS DONE WITH PUBLIC TRANSPORTATION. |
| HOURS ON PUBLIC TRANS SHOULD BE EXTENDED AND MADE MORE USER FRIENDLY. |
| I APPRECIATE WHOEVER IS TRYING TO WORK ON THIS AND I DO THINK WE ALL SHOULD TAKE A LONG, HARD LOOK AT HOW TO CONSERVE GASOLINE; PLAN TRIPS BETTER. |
| I BELIEVE THIS IS A MAJOR ISSUE IMPACTING MAINERS AND MAKES ME CONSIDER MOVING OUT OF THE STATE. A 'T' LIKE IN BOSTON WOULD HELP, AND BUSES TO WINDHAM, BRUNSWICK AND FREEPORT. |
| I HATE THE WAY THE TURNPIKE AUTHORITY COLLECTS MONEY AT TOLLBOOTH. TOO SLOW. |
| I THINK IT IS A WORTHWHILE ENDEAVOR THAT YOU ARE DOING RIGHT NOW. |
| I THINK THAT TRAINS HAVE POTENTIAL FOR US IN THE NEXT TEN YEARS AND OUR AREA SHOULD BE PUTTING A LOT INTO GETTING THOSE GOING AGAIN. |
| I THINK THE PUBLIC TRANSPORTATION INFRASTRUCTURE IS SOMEHWAT IN PLACE, BUT THEY NEED TO INCREASE RIDERSHIP. |
| I THINK WE NEED TO INCREASE OUR COMMITMENT TO PUBLIC TRANSPORTATION; REROUTING OF BUS SYSTEM NEEDS TO BE DONE. |
| I WISH PUBLIC TRANSPORTATION CAME UP TO WINDHAM AREA AND STOPPED AT WESTBROOK. |
| I'D LIKE TO SEE PUBLIC TRANSPORTATION FROM NORTHERN YORK COUNTY TO SOUTHERN YORK COUNTY; I THINK THAT WOULD BE GREAT. |
| I'D LOVE TO GET PUBLIC METRO SERVICE TO WINDHAM FROM PORTLAND. |
| IF GAS PRICES ARE GOING UP, WE NEED MORE ACCESSIBLE PUBLIC TRANSPORTATION. NO. YARMOUTH HAS NO PUBLIC TRANSPORTATION. |
| IF IT WERE EASIER TO COORDINATE RIDING BUS FROM S.PORT TO PORT - MORE TIMES AVAILABLE. |
| IF PUBLIC TRANSPORTATION BECOMES MORE AND MORE AVAILABLE; IF SCHEDULING WAS BETTER; THAT WOULD BE GREAT. |
| IF REPLACE BUSES, ETC, MAKE THEM MORE GAS EFFICIENT; EITHER NATURAL GAS OR ELECTRIC. |
| IF THE BRIDGE IS STRUCTURAL AND NOT JUST TRAFFIC; NO PUBLIC BUSES IN CAPE ELIZABETH - WOULD LIKE TO SEE IT EXTENDED FROM SOUTH PORTLAND.; THEY MIGHT TAKE ADVANTAGE OF IT IF IT WAS THERE. |
| IF THE MONEY FALLS WITHIN BUDGET. |
| IF THE TRAIN WERE FASTER MORE PEOPLE WOULD USE IT. |
| IF THEY HAD MORE FREQUENT BUSES MORE PEOPLE WOULD USE THEM. |
| IF THEY REPLACE THE PUBLIC TRANSPORATION VEHICLES, LOOK INTO VEHICLES THAT USE ALTERNATIVE FORMS OF FUEL. |
| IF TRACKS WENT TO THE PRATT PLANT IN NO. BERWICK, I'D TAKE THE TRAIN. AMTRACK SHOULD TALK TO MAJOR EMPLOYERS AND MAKE IT CONVENIENT FOR THEIR EMPLOYEES, RE: SCHEDULES AND DROPOFF POINTS. |
| IMPROVE BIKE LANES; LOCAL TAX INCENTIVE FOR HYBRIDS. |
| IMPROVE PEDESTRIAN AND BICYCLE PATHS FOR COMMUTING; SET UP INFRASTRUCTURE FOR RENEWABLE PRODUCED HYDROGEN FOR ANY VEHICLES; PUBLIC AND/OR PRIVATE. |
| IMPROVE PUBLIC TRANSPORATION SERVICE TO INCLUDE MORE REMOTE AREAS LIKE CUMBERLAND. ADD MORE BIKE LANES. USE MORE ENVIRONMENTALLY FRIENDLY VEHICLES FOR PUBLIC TRANSPORTATION. |
| IMPROVEMENTS NEED TO BE MADE TO THE METRO BUS SERVICE, MORE OFTEN, MORE ROUTES, RUNNING MORE OFTEN ON THE WEEKENDS. |
| IN FAVOR OF ANYTHING TO USE MORE TRAINS. |

IV. FINDINGS: ADDITIONAL COMMENTS

Additional Comments (cont.)

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| IN THIS CURRENT ECONOMIC CLIMATE, NONE OF THESE PROJECT WARRENT FUNDING. |
| INCLUDE MORE BIKE LANES AROUND GREATER PORTLAND. |
| INCREASE BUS SERVICE FROM OUTLYING TOWNS!!!! WINDHAM, GREY, CUMBERLAND, FALMOUTH. |
| INCREASE IN RAIL SERVICE SOUTH. |
| INCREASE PARK AND RIDE LOTS AND OPPORTUNITIES. |
| INCREASE PEDESTRIAN WALKWAYS AND BIKEWAYS. |
| INCREASE PUBLIC TRANSPORTATION BETWEEN PORTLAND AND NORTHERN 'BURBS - ESPECIALLY YARMOUTH. |
| INCREASE PUBLIC TRANSIT TO SUBURBS; MORE ROUTES, EXPAND TIMES. |
| INCREASE PUBLIC TRANSPORTATION. |
| INCREASE PUBLIC TRANSPORTATION, PEOPLE WILL USE IT, MAKE IT MORE CONVENIENT. |
| INCREASE RAILWAY SYSTEM. |
| INCREASED BUS LINES. |
| INCREASED BUS SERVICE TO CUMBERLAND NORTH YARMOUTH, WHOLE BUS SYSTEM EXPANDED, AND RUN MORE EFFECIENTLY. |
| INSTEAD OF FREE BUS DAYS, JUST MAKE IT ONE DOLLAR EVERY DAY. |
| INTERCHANGE BETWEEN SOUTH PORTLAND LINCOLN STREET, THE ABILITY OF TRAVELERS GOING THE WRONG WAY ON THE MAINE TURNPIKE NEEDS TO BE ADDRESSED. |
| INTRODUCE SMART LIGHTS THAT CHANGES WHEN CARS APPROACH TRAFFIC LIGHTS. |
| INVEST IN RAILROAD. |
| IT WOULD BE NICE TO HAVE SUNDAY BUS ROUTES IN THE PORTLAND AREA. |
| IT'S IMPORTANT TO REDUCE CONGESTION AND REPAIR THE BRIDGES. |
| KEEP STATE STREET ON THE PORTLAND BUS ROUTE! |
| KEEP THE BICYCLES OFF THE ROAD BEFORE THEY GET RUN OVER. |
| KEEP THE DOWNEASTER ALIVE. |
| LIKE MOST PEOPLE, I REALLY LIKE THE IDEA OF ALTERNATIVE METHODS OF TRANSPORTATION, BUT I PROBABLY WOULDN'T USE THEM. I REALLY LIKE THE INDEPENDENCE OF MY OWN CAR. |
| LIKE TO HAVE A LOT OF SIDEWALKS ON 302 TO BE ABLE TO BICYCLE; NOT TO ALTER LANDSCAPE, BUT FOR SAFETY. |
| LIKE TO SEE RAIL SERVICE GO TO LEWISTON / AUBURN AREA FROM PORTLAND AREA. |
| LIKES BIKE LANES -SHOULD BE MORE. BIKES AND SCOOTERS ARE GOOD FORMS OF TRANSPORTATION, BUT THERE IS TOO MUCH TENSION BETWEEN THEM AND CARS. ROADS ARE NOT BIKE-ORIENTED ENOUGH. |
| LOOK AT THE FLOW OF TRAFFIC ALONG FOREST AVE., NEAR MORRILL'S CORNER, ALLEN'S AVE. AND WOODFORDS AREA. |
| LOOK INTO MORE PUBLIC TRANSPORTATION INSTEAD OF WORRYING ABOUT PEOPLE WHO ARE DRIVING. |
| LOOKED INTO ZOOM BUS FARES, DON'T OFFER GROUP RATES. NEED MORE ALTERNATIVE TRANSPORTATION. ZOOM BUSES ARE A GOOD THING - PEOPLE ARE USING THEM TRYING TO SAVE ON GAS. HAVE SHUTTLES IN PORTLAND REDUCE CONGESTION. |
| LOOKING AT MORE BIKE LANES IN AND AROUND CITY. |

IV. FINDINGS: ADDITIONAL COMMENTS

Additional Comments (cont.)

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| LOTS OF ROOM FOR IMPROVEMENTS, LACK OF PUBLIC TRANSPORTATION AND MORE ACCESSABILITY. |
| LOWER GAS PRICES. |
| LOWER GAS PRICES. ONLY A RESIDENT OF MAINE FOR A YEAR AND FEELS THERE IS SOMETHING THAT NEEDS TO BE DONE. KEEP ROADS PAINTED AFTER WINTER FOR SAFETY. ALSO ADVANCED WARNING OF TURNING LANES. |
| LOWER THE GAS PRICES! |
| MAINTAIN THE ROADS AND BRIDGES BETTER, THEY ALL NEED WORK. |
| MAKE SURE HAVE THE MONEY BEFORE PROJECTS STARTED. |
| MASS TRANSIT. GET RID OF THE TOLLS ON THE MAINE TURNPIKE. I WANT EASY ACCESS HIGHWAYS THAT MOVE AND FLOW EASILY. ALSO WISCASSETT BYPASS IS DESPERATELY NEEDED. |
| MASS TRANSIT/ SUBWAY SYSTEM. |
| MERGE RTP AND THE METRO! |
| MORE ACCESSIBLE AND MORE PUBLIC TRANSPORTATION. |
| MORE BIKE LANES IN AND AROUND CITY. |
| MORE BIKE LANES! |
| MORE BIKE LANES. MORE BIKE SAFETY. |
| MORE BIKE LANES. SAFER FOR BIKERS. INCREASE PUBLIC TRANSPORT. |
| MORE BIKE ROUTES AND BUS SERVICE TO OUTLYING AREAS. WOULD LOVE TO RIDE BIKE TO WORK BUT NO WAY TO NOW. IT'S TOO SCARY RIGHT NOW COULD BE WAY SAFER. |
| MORE BUS SERVICE TO LAKE REGIONS / SEBAGO AREA (NORTH WINDHAM). |
| MORE BUS SERVICE TO OUTER LYING AREAS. |
| MORE BUS SERVICES IN THE OUTLAYING AREAS OF PORTLAND. |
| MORE BUS TRANSPORTATION; EXPANDED TO MORE TOWNS. |
| MORE BUSES GOING TO SMCC MORE HOURS AND AVAILABILITY. |
| MORE COMMUTER TRAINS THAT WOULD BE ECONOMICAL, BIKE PATHWAYS ALL OVER THE STATE SO PEOPLE COULD RIDE BIKES TO WORK. NO MORE ROADS UNLESS A BIKE LANE IS BUILT ALONG WITH IT. |
| MORE ECONOMICAL TRANSPORTATION, LIKE SOME OF EUROPE. TRAINS, IMPROVE PUBLIC TRANSPORTATION. IMPROVE ALL GAS CONSUMPTION IN BETTER ALTERNATIVE CARS. |
| MORE ELDERLY TRANSPORTATION THAT IS MORE RELIABLE AND LESS EXPENSIVE. SMALL VANS ARE BEST. |
| MORE MASS TRANSIT. |
| MORE MONEY SPENT ON PROPER PLANNING OF PUBLIC TRANSPORT AS AN URBAN ENVIRONMENT. LESS NEED FOR MORE LANES, ETC IF PUBLIC TRANSPORT WERE MORE UTILIZED AND RESPECTED BY LOCALS. MARKET PUBLIC TRANSPORTATION. |
| MORE PASSENGER TRAINS ESPECIALLY IN LEWISTON. |
| MORE PUBLIC TRANSPORTATION BETWEEN PORTLAND AND LEWISTON. |
| MORE PUBLIC TRANSPORTATION. |
| MORE PUBLIC TRANSPORTATION AVAILABLE BETWEEN CUMBERLAND AND YORK COUNTIES WITH MORNING AND EVENING COMMUTES. |

IV. FINDINGS: ADDITIONAL COMMENTS

Additional Comments (cont.)

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| MORE PUBLIC TRANSPORTATION BETWEEN PORTLAND AND THE BEDROOM COMMUNITIES SURROUNDING. RAYMOND, CASCO, SEBAGO SHOULD BE ABLE TO DRIVE TO AND ACCESS PUBLIC TRANSIT IN WINDHAM FOR EXAMPLE. |
| MORE PUBLIC TRANSPORTATION FOR FOLKS OF LOWER INCOME AND/OR WITH DISABILITIES FOR TRANSPORT TO APPOINTMENTS, ETC. FOR ALL OF SOUTHERN MAINE. |
| MORE PUBLIC TRANSPORTATION FROM/TO PORTLAND - MORE FREQUENT SERVICE. |
| MORE PUBLIC TRANSPORTATION IN GORHAM. |
| MORE PUBLIC TRANSPORTATION MORE AVAILABILTY. |
| MORE PUBLIC TRANSPORTATION OPTIONS AROUND PORTLAND INCLUDING LIGHT RAIL/NON POLLUTING BUSSES TO SUBURBS AND AROUND TOWN. |
| MORE PUBLIC TRANSPORTATION THAT WOULD CONNECT TO PORTLAND. |
| MORE PUBLIC TRANSPORTATION WITH ALTERNATE FUELS! |
| MORE PUBLIC TRANSPORTATION: TRAINS ALONGSIDE EVERY INTERSTATE HIGHWAY / MONORAILS. |
| MORE PUBLIC TRANSPORTION TO SOUTHERN & CENTRAL YORK COUNTIES...BUSES. |
| MORE RAIL SERVICE WOULD BE NICE. RAIL SERVICE - SERVICE AREAS NORTH AND SOUTH OF PORTLAND. |
| MORE RAIL SERVICES WITH MORE CARS TO AND FROM BOSTON, AND ONE STOP OPTIONS. |
| MORE REPAIR WORK, TOO MANY POTHOLES! |
| MORE SIDEWALKS IN SCARBOROUGH. |
| MORE TRAINS TO THE TOWNS IN THE OUTLYING TOWNS. MORE LANES BETWEEN EXIT 3 AND 4. |
| MORE WHEELCHAIR ACCESS TO PUBLIC TRANSPORTATION. |
| MUST ADDRESS SAFETY PROBLEMS, GLOBAL WARMING, TRAFFIC CONGESTION ETC CHEAPLY BY INCREASING ACTIVE TRANSPORT OPTIONS IN THE AREA, FOR WALKING AND BIKING. MORE BIKE LANES! |
| MY IMPRESSION IS IT WOULD BE WONDERFUL IF THEY COULD EXPAND THE REACH OF PUBLIC TRANSPORTATION. IT DOESN'T GO WHERE THEY NEED IT TO GO. I COMMUTE TO SOUTH PORTLAND OFF 295. |
| NATURAL GAS FUELED BUSES. |
| NEED MORE MASS TRANSPORT ALONG ROUTE 1. |
| NEED MORE PUBLIC TRANSPORTATION. NO CHOICES IN SCARBOROUGH. NO PARK AND RIDE OPTIONS. |
| NEED ROAD WIDENING. |
| NEED TO HAVE ACCESS TO THE TURNPIKE BETWEEN WEST FALMOUTH AND SOUTH PORTLAND. |
| NEED TO DO SOMETHING ABOUT PUBLIC TRANSPORTATION ALONG ROUTE 302. |
| NEED TO FIX THE EXISTING EXIT AROUND FALMOUTH... NOT ADD NEW ONES. |
| NEED TO IMPROVE PUBLIC TRANSPORTATION; WE HAVE TO CUT DOWN ON AUTO TRAFFIC. |
| NEED TO WORK ON LAND USE ORDANCES AND DENSITIES TO USE MORE PUBLIC TRANSPORTATION. |
| NEEDS TO BE MORE PUBLIC TRANSPORTATION UP THE COAST, THERE IS NONE AND PLENTY OF PEOPLE WHO NEED IT. |
| NICE TO HAVE MORE ACCESS FOR OUTLYING TOWNS FOR PUBLIC TRANSPORTATION. |
| NO MORE LAND WITH MORE ROADS; ROADS SHOULD BE CONDENSED SOMEHOW. |
| NO PUBLIC TRANSPORTATION BETWEEN GORHAM AND PORTLAND. ONE BUS TO USM, AN EXPANSION FROM USM GORHAM TO USM PORTLAND SO PEOPLE COULD RIDE MORE. |

IV. FINDINGS: ADDITIONAL COMMENTS

Additional Comments (cont.)

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| NOT ENOUGH PUBLIC TRANSPORTATION, IN ANY OF THE OUTLYING AREAS, OR JUST AROUND MAINE. |
| NOT ENOUGH REFLECTERS ON GUARD RAILS FOR SAFETY. |
| UGHT TO PUT A TRAIN TO WINDHAM. |
| PARK AND RIDES ARE ALL FULL. UPDATING THE BUSES. |
| PAY MORE ATTENTION TO THE HIGH TRAFFIC ROADS, FOREST AVE, TERRIBLE SHAPE! LARGE BUSES WASTED WITH ONLY A COUPLE OF PEOPLE. RUN SMALLER BUSES OR SOMETHING CHEAPER AND FASTER, MORE COMMUNITY KIND OF BUS. |
| PLEASE PROVIDE PUBLIC TRANSPORTATION NORTH OF PORTLAND, IN THE CUMBERLAND AREA! |
| PLEASE REPAIR CURRENT ROADS, LIKE POTHOLES, ETC. |
| PORTLAND EXITS ARE A WRECK AND NEED HELP. |
| PORTLAND SCHOOLS SHOULD USE PUBLIC TRANSPORTATION RATHER THAN HAVING ALL THE SCHOOL BUSES AS WELL. |
| PORTLAND TO BIDDEFORD/SACO SHOULD BE RAIL OR BUS SERVICE WITH MORE HOURS. |
| PUBLIC TRANSIT IN GORHAM AND ELSEWHERE. |
| PUBLIC TRANSPORT FROM GORHAM TO ANYWHERE, PLEASE!! THERE IS NOTHING THERE AND IT'S NO GOOD. |
| PUBLIC TRANSPORT IN SCARBOROUGH. |
| PUBLIC TRANSPORTATION (BUS SERVICE) BETWEEN PORTLAND AND WESTBROOK/GORHAM. |
| PUBLIC TRANSPORTATION IN THE OUTLYING AREAS OF PORTLAND!!!! LEWISTON/AUBURN AS WELL. BUSES FROM TOWNS TO PORTLAND. WINDHAM, L/A, ETC. INSTEAD OF REBUILDING ROADS, FOCUS ON PUBLIC TRANSPORT. |
| PUBLIC TRANSPORTATION SHOULD BE AFFORDABLE FOR THE PUBLIC. |
| PUBLIC TRANSPORTATION SYSTEM THAT GOES ALL OVER, THAT'S CHEAP AND EASY. |
| PUBLIC TRANSPORTATION TO RIVERSIDE ST. AND RIVERSIDE INDUSTRIAL PARKWAY. |
| PULL IN PEOPLE WHO TRAVEL INTO PORTLAND FROM CUMBERLAND. REDUCE TRAFFIC FROM THAT AREA. |
| RAIL PROJECT TO HAPPEN AND EXPAND BACK TO TOWNS NO LONGER SERVED. |
| REGARDING PORTLAND NORTH, CONCERNED THAT THE PORTLAND STATION WOULD BE TOO FAR FROM THE DOWNTOWN. |
| REPAIR ROADS. |
| REPAIR THE ROADS THE WE CURRENTLY HAVE! |
| REPLACE PUBLIC TRANSPORTATION VEHICLES WITH GREEN VEHICLES THAT RUN ON ALTERNATIVE FUEL. GET RID OF THE OLD RAILROAD BRIDGE UNDER CONGRESS ST THAT ISN'T BEING USED AND RECYCLE THE STEEL AND IRON. |
| REPLACE PUBLIC VEHICLES WITH ALTERNATE ENERGY VEHICLES. ELECTRIC, ETC. IN SAN FRANCISCO, ELECTRIC LINE BUSES. RAIL SERVICE AROUND PORTLAND. |
| RESTORATION OF THE RAIL SERVICE TO FRYEBURG, WOULD POSSIBLY ELIMINATE TRUCK SERVICES. |
| ROAD IMPROVEMENT, POTHOLES BEING FIXED. |
| ROADS ARE IN TERRIBLE SHAPE WITH DEEP HOLES, DANGEROUS. ON THE WAY TO SCAR AND BIDDEFORD. |
| ROUTE 100 IS REALLY SAD. IT NEEDS A LOT OF WORK. IT IS TOO NARROW FOR THE TRAFFIC, AND IT IS REAL HILLY. IT IS WELL TRAVELED BY A LOT OF PEOPLE. |

IV. FINDINGS: ADDITIONAL COMMENTS

Additional Comments (cont.)

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| SCHEDULE FOR BUSES THAT COME TO SACO, AND INCONVENIENT DROP OFF AREAS. |
| SECONDARY ROADS ARE A MESS. |
| SHE DOESN'T THINK WE'LL USE GAS FOR MUCH LONGER, AND SHE DOESN'T THINK WE SHOULD SPEND ALOT OF MONEY OF VEHICLES THAT USE GAS. |
| SHE REALLY LIKES THE BUS SYSTEM AND BELIEVES THAT MAINTAINING IT SHOULD BE A TOP PRIORITY. |
| SHE SUGGESTS THAT BUSES HAVE MORE FLEXIBLE SCHEDULES - THEY ARE NOT OPTIMAL FOR ALOT OF PEOPLE. IF IT FIT PEOPLE'S NEEDS BETTER, IT WOULD BE USED MORE. |
| SHE THINKS THAT IF PUBLIC TRANSPORATION WAS MORE VIABLE, MORE PEOPLE WOULD USE IT. |
| SHE WOULD LIKE TO SEE A TROLLEY SERVICE! |
| SHE WOULD LIKE TO SEE THE RAILWAY SYSTEM GO WESTWARD ALSO! |
| SHE WOULD LIKE TO SEE UNDERGROUND TRANSPORATION, LIKE SUBWAYS. SHE'D LIKE TO SEE MORE SPACE IN ROADWAYS FOR WALKERS AND BIKERS. |
| SHE'D LIKE TO SEE PUBLIC TRANSPORTATION WIDEN ITS SCOPE TO INCLUDE SCARBOROUGH. |
| SHE'D LOVE TO SEE BUS SERVICE IN SCARBOROUGH! |
| SHOULD HAVE DIRECTIONAL SIGNS AT INTERSECTIONS NOT JUST ON THE ROADWAY--ROADWAY SIGNS MIGHT BE FADED OR IN WINTER YOU CAN'T SEE WHERE TO GO. |
| SHOULD PUT 3 LANES FROM PORTLAND TO FREEPORT. |
| SHOULD RECONNECT THE RAILROAD. |
| SMALL ROADS NOT IN GOOD SHAPE, NOT WELL MAINTAINED, TREE LIMBS HANGING OVER. GORHAM AVE. IN GORHAM IS VERY HARD ON CARS. |
| SOME INTERCHANGES IN WESTBROOK ST/BROADWAY NEED ATTENTION. |
| SOMETHING NEEDS TO BE DONE TO IMPROVE MASS TRANSIT TO SURROUNDING AREAS. |
| THE DOWNEASTER TRAIN NEEDS TO GET TO BOSTON FASTER. |
| THE GORHAM BYPASS PHASE 2 IS NOT COST EFFECTIVE - 114 AND 22 MAY NOT BE IMPROVED BY PHASE 2. |
| THE MORE PUBLIC TRANSPORTATION THE BETTER. |
| THE PROJECT ON I-295 SHOULD BE EXTENDED FROM WESTBROOK ST. TO WASHINGTON AVE., NOT JUST EXITS 5-7! |
| THE PUBLIC BUSES DON'T COME UP THIS FAR; I'D USE IT IF IT DID. ALSO, 302 TOWARDS BRIDGTON IS A ZOO IN THE SUMMER; NEED MORE PUBLIC TRANSPORTATION. AT LEAST ONCE OR TWICE A WEEK FOR OPTIONS. |
| THE PUBLIC TRANSPORTATION ROUTES IN INDIVIDUAL TOWNS NEED TO BE EXPANDED; SUCH AS THE INDUSTRIAL PARK IN SACO. |
| THE PUBLIC TRANSPORTATION SYSTEM IN WESTBROOK IS PATHETIC; A MORE DIVERSE SYSTEM WOULD SERVE MORE PEOPLE. |
| THE STATE SEEMS TO SPEND MONEY ON THINGS THAT DON'T MATTER. SPENDING SHOULD BE FUNCTIONAL. |
| THERE ARE MAINE ROADS THAT HAVE SUFFERED DUE TO LACK OF REVENUE, BUT SAFETY ISSUES SHOULD BE DEALT WITH. ALSO PUBLIC TRANSPORTATION IS VERY IMPORTANT, ESPECIALLY WITH RISING GAS PRICES. |
| THERE SHOULD BE MORE PUBLIC TRANSPORTATION. |
| THEY HAVE IMPROVED A LOT IN THE TOWN; TOWN VEHICLES; TOWN ROADS IN THE LAST 5 YEARS. |

IV. FINDINGS: ADDITIONAL COMMENTS

Additional Comments (cont.)

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| THEY NEED TO DO MORE TO GET THE STOP LIGHTS WORKING RIGHT. |
| THEY SHOULD REPLACE FERRIES; SOME OF THEM ARE A BIG MESS. |
| THINK ABOUT GOING OUT FURTHER INTO THE SUBURBS, EXTEND PUBLIC SERVICE. |
| THINK THEY ARE ALL A WASTE OF MONEY. |
| TIME BETWEEN BUSES AND BUS ROUTES ARE SPORATIC SO MORE RELIABLE SCHEDULING. |
| TRAIN GOING WEST INLAND. |
| TRAIN IS IMPORTANT. |
| TRAINS ARE GOOD BUT BUSSES AND BIKE LANES WOULD BE GREAT TOO, BETWEEN NOTHERN SUBURBS INTO DOWNTOWN PORTLAND. |
| TRANSIT FROM PORTLAND TO POINTS NORTH--WINDHAM, GORHAM, NAPLES. |
| TURNPIKE ACCESS FROM GORHAM BYPASS (BUXTON, SCARBOROUGH). |
| TURNPIKE SHOULD BE FREE, IMPROVE BUS SERVICE, ADD BIKE PATH (WIDEN ROADS). |
| USER FRIENDLY AMTRAK TRAIN SERVICE IN PORTLAND SO THAT PEOPLE DON'T HAVE TO DRIVE TO BOSTON. |
| VANS FOR DISABLED PERSONS, INCREASED. |
| VAST INCREASE IN PUBLIC TRANSPORTATION, ESPECIALLY TRAINS.THERE USED TO BE TROLLY TRANSPORTATION IN MAINE. |
| VERY LOCAL, WALKS TO WORK, FRIENDS ALL IN PORTLAND. |
| WANT TRAIN SERVICE. |
| WANTS THE BUS IN YARMOUTH. |
| WANTS TO CUT EXPENSES ELSEWHERE IN ORDER TO ACCOMPLISH TRANSPORTATION IMPROVEMENTS. |
| WASHINGTON AVE BRIDGE IS SO CONGESTED...NEEDS MORE LANES. |
| WE HAVE SUCH A RURAL STATE, IT'S VERY DIFFICULT FOR PEOPLE; EVEN IF WE HAVE COMMUTER RAIL SERVICE EXPANDED, IT'S A SMALL AREA OF STATE SERVICED BY IT; MAYBE RTE. 302 NEED MORE BUS TRANSPORT. |
| WE NEED MORE PUBLIC TRANSPORTATION. |
| WE NEED MORE SIDEWALKS, AND WE NEED THEM CLEARED IN THE WINTER IF WE WANT PEOPLE TO WALK AND BIKE. |
| WE NEED TO LOOK AT OTHER CITIES AND WHAT THEY ARE DOING; PORTLAND IS GROWING; LOOK AT RAIL SYSTEMS AND OTHERS. |
| WE SHOULD HAVE SOME KIND OF CORRIDER TOWARDS NORTH CONWAY. |
| WELL, I THINK WE NEED TO LOOK AT ENSURING THAT WE HAVE GOOD AIRPORTS. WE NEED TO IMPROVE OUR SMALL AIRPORTS. |
| WENT TO CASCO LAST WEEK, AND I'D LIKE MORE LANES ON 302. ANOTHER ROUTE NEEDS TO BE DESIGNED TO HANDLE SUMMER TRAFFIC THROUGH BRIDGTON. IT IS BUMPER TO BUMPER. |
| WESTBROOK IS BECOMING ANOTHER GORHAM AS FAR AS TRAFFIC COMING THROUGH, AND HE'D LIKE TO SEE SOME CHANGES IN THAT AREA. |
| WESTERN CONNECTOR AROUND GORHAM NEEDS TO BE FIXED, ROUTE 22 GOING WEST. VERY BAD AREA. 15 YEARS PAST DUE. |
| WHAT ABOUT BUS SERVICES INTO GORHAM AND OTHER TOWNS; IMMIGRANT AND REFUGEE POPULATION IN PORTLAND LACKS HOUSING AS WELL; THEY'RE MOVING TO GORHAM AND NO OTHER SERVICES. |

IV. FINDINGS: ADDITIONAL COMMENTS

Additional Comments (cont.)

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| WHEN EAST/WEST TURNPIKE WILL BEGIN. |
| WHERE THE COMMON PERSON MAKES COMMENTS TO THE MAINE DEP OF TRANSPORTATION, YOUR STATE REP, THE MAINE BOARD? ARE THEY LISTENING TO WHAT THE INDIVIDUAL HAS TO SAY? VERY FRUSTRATING. |
| WHY DOES IT TAKE SO LONG TO FINISH THESE PROJECTS? |
| WIDEN BETWEEN EXITS 3 AND 5 ON 295/ADD LANES. |
| WIDEN THE ROADS SO THAT THERE IS ROOM FOR PEDESTRIANS AND CYCLIST AND IMPROVE LIGHTING (STREET LIGHTS). |
| WIDER LANES ON CONGRESS STREET AND OTHERS FOR BIKERS. |
| WISCASSET NEEDS WORK - RTE. 1. |
| WISH THERE WERE MORE BIKE PATHS IN SCARBOROUGH FOR SAFELY TRAVELING; BUS ROUTES TO SCARBOROUGH. |
| WISH THERE WERE MORE PUBLIC TRANSPORT CLOSER TO GORHAM. |
| WISH THERE WERE OTHER MEANS OF TRANSPORTATION, SUCH AS A TROLLEY THAT SERVICES PORTLAND AREA. |
| WISH WE HAD A SUBWAY. |
| WISH WE HAD PUBLIC TRANSPORTATION OUT IN CUMBERLAND. |
| WOULD BE NICE FOR ACCESS TO PUBLIC TRANSPORTATION FROM GORHAM TO PORTLAND; THE VIP BUSES FROM USM BACK AND FORTH FROM GORHAM TO PORTLAND COULD PROVIDE TRANSPORTATION TO GENERAL PUBLIC. |
| WOULD LIKE CONVENIENT ACCESS TO PUBLIC TRANSIT FROM SCARBOROUGH TO PORTLAND. |
| WOULD LIKE PUBLIC TRANSPORTATION--HAVE TO WAIT TOO LONG FOR BUSES. |
| WOULD LIKE TO SEE MORE AFFORDABLE PUBLIC TRANSPORTATION (MORE CONNECTIONS). |
| WOULD LIKE TO SEE OTHER IMPROVEMENTS TO AREAS INLAND RATHER THAN JUST COASTAL. |
| WOULD LIKE TO SEE ROAD IMPROVEMENTS FOR BIKE SAFETY LIKE NEW HAMPSHIRE. |
| YOU PUT A TRAFFIC LIGHT IN GORHAM OUTSIDE OF BURGER KING AND HANNAFORD; ALSO NEED ONE AT THE TOPATH ROAD. |
| ZOOM BUS SHOULD HAVE MORE THAT GO BY RT. 1 TO PORTLAND TO SERVE BUSINESSES AND HOMES ALONG RT. 1. |

V. DEMOGRAPHIC QUESTIONS

Commuting Distance

Approximately how many miles are there between where you live and where you work?

| | |
|---|-------|
| .001 < 3 miles | 13.5% |
| 3 < 5 miles | 10.0% |
| 5 < 10 miles | 15.3% |
| 10 < 15 miles | 11.5% |
| 15 < 20 miles | 8.0% |
| 20 < 25 miles | 4.3% |
| 25 < 30 miles | 1.7% |
| 30 < 35 miles | 2.5% |
| 35 < 50 miles | 2.0% |
| 50+ miles | 1.7% |
| Other | 0.3% |
| Varies | 2.7% |
| Don't know | 0.5% |
| None (Works from home or does not work) | 26.0% |

Age

Into which of the following categories does your age fall?

| | |
|-------------|-------|
| 18-24 | 4.3% |
| 25-34 | 16.2% |
| 35-44 | 23.2% |
| 45-54 | 23.2% |
| 55-64 | 14.7% |
| 65 or older | 18.0% |
| Refused | 0.5% |

V. DEMOGRAPHIC QUESTIONS

Education level

What is the highest level of education you have completed?

| | |
|--|-------|
| Less than high school graduate | 1.2% |
| High school graduate / GED | 21.2% |
| Vocational / Trade school | 2.2% |
| Some college / Two-year college degree | 23.7% |
| Four-year college degree | 33.5% |
| Post-graduate work | 17.8% |
| Refused | 0.5% |

Income

Please tell me which of the following broad income categories includes your total household income in 2007 before taxes.

| | |
|----------------------|-------|
| Less than \$25,000 | 8.2% |
| \$25,000 to \$49,999 | 15.5% |
| \$50,000 to \$74,999 | 20.8% |
| \$75,000 to \$99,999 | 16.2% |
| \$100,000 or more | 22.5% |
| Refused | 16.8% |

Gender

Gender of respondents:

| | |
|--------|-------|
| Female | 54.7% |
| Male | 45.3% |