



MIDCOAST TRANSIT COMMITTEE

# MIDCOAST TRANSIT STUDY

## Existing Conditions

July 2013





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# 1 INTRODUCTION

An essential aspect to planning and designing effective public transportation service is understanding the predominant markets for travel and the populations that are most in need of travel options. While people travel for a variety of reasons, most trips are made between home and work, and home and services (e.g., shopping, medical clinics and hospitals, community or social services), and to visit friends and family. In this technical memo, we look to demographic data to understand where people live (trip origins) and at the location of major destinations and places of employment to understand where people travel (trip destinations). The following section highlights the spatial distribution of Knox County demographics and land uses, with a focus on demographic groups and activity centers most frequently associated with public transportation use.

## OVERVIEW OF THE MIDCOAST AREA

The 31-town Midcoast Area as defined by the Regional Planning Commission includes towns in both Waldo and Knox Counties. This study is focused on Knox County, particularly the municipalities of Camden, Rockland, Rockport and Thomaston. These towns serve as local centers, providing shopping, restaurants, and medical facilities such that residents can meet many of their needs within the study area. However, residents often travel outside Knox County for reasons such as major medical treatments, school, or employment.

Population densities within the area's census block groups range from 16 to just over 6,000 people per square mile in downtown Rockland. The study area has not experienced significant population growth over the last decade, although certain towns have gained in population. Overall, the growth rate for Knox County between 2000 and 2010 was 0.3%, while the population of the state of Maine grew by 4%.



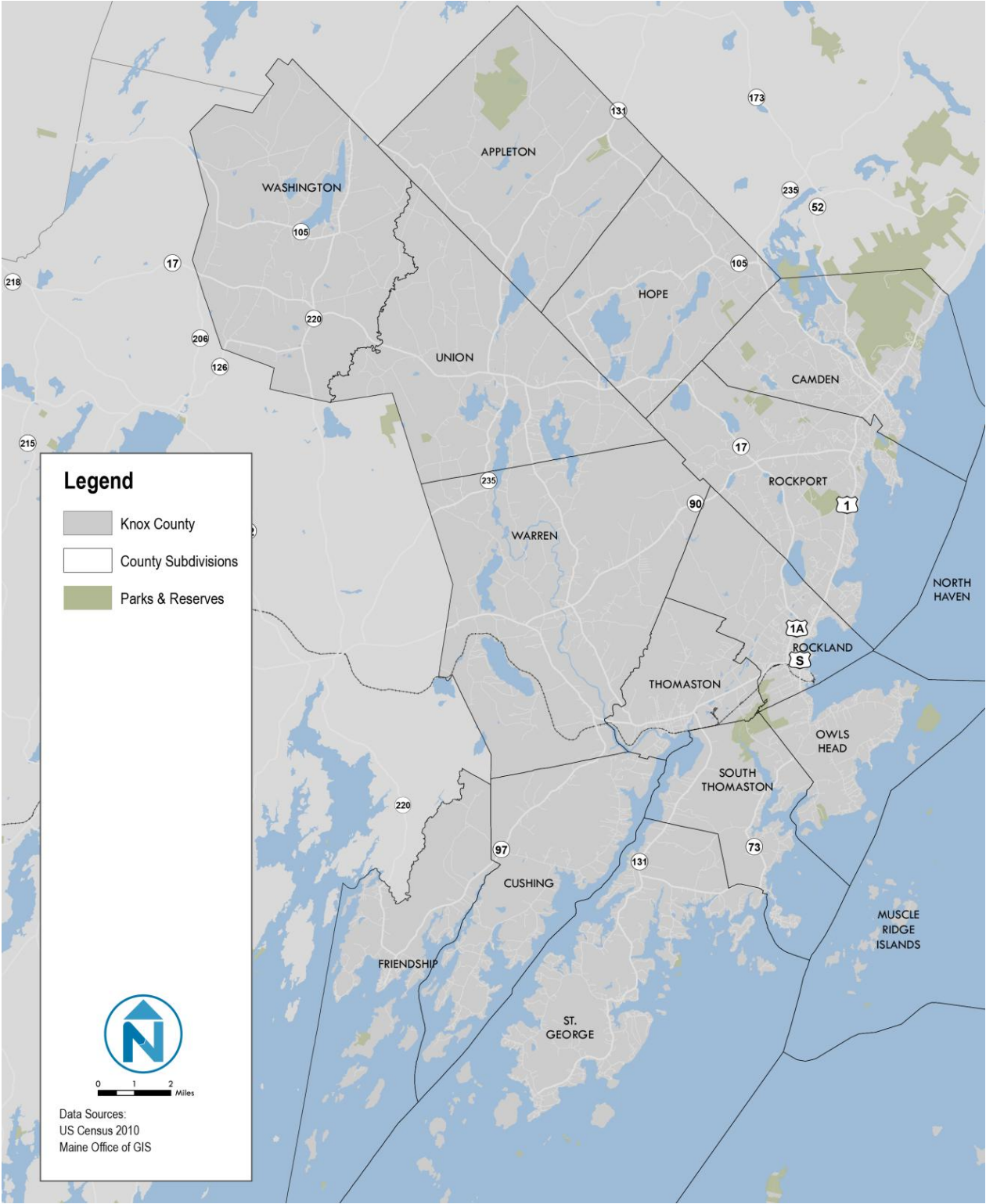
## 2 COMMUNITY PROFILE

Knox County lies “downeast,” halfway along Maine’s coast between New Hampshire and the Canadian province of New Brunswick. The urbanized areas of Knox County - Thomaston, Rockland and Camden - are on the eastern side of the county. Much of the county is undeveloped land.

No major interstate serves Knox County, although I-95 runs southwest-northeast about 20 miles west of the study area. The most proximate year-round passenger rail connection is 35 miles south of the study area in Brunswick, ME. Brunswick is the northern terminus for Amtrak’s Downeaster line to Boston. Route 1, a state road, runs along the entire coast and eastern border of Maine, from Kittery to Madawaska, and is the primary thoroughfare of the study area. In most of Knox County, Route 1 is a two-lane major arterial, but not a limited access highway.



Figure 2-1 Knox County Overview





## POPULATION DENSITY

According to the US Census Bureau, the population of Knox County grew 0.3% between the years 2000 and 2010. In general, the county has a relatively low-density settlement pattern with about 114 residents per square mile on average. However, the towns of Rockport, Thomaston, South Thomaston, and Camden in the eastern portion of the county show significantly higher population densities than the western areas of Union, Hope, Washington, Lincoln, Warren, and Cushing (Figure 2-2).

Myriad factors affect transit ridership, from development patterns to service quality to marketing and information. A general guideline for population density that will support traditional local fixed-route bus service is at least 3,000 persons per square mile, or 5-10 dwelling units per acre.<sup>1</sup> A few areas in Rockland meet or exceed that density when calculated by Census Block Group.

### Seasonal Density

The Midcoast is a destination region for summer tourists both from within the state of Maine and beyond. In addition to numerous hotels and inns, there are about 5,000 homes in the county that the 2010 Census classified as “for Seasonal, Recreational or Occasional Use.” Figure 2-3 below shows the seasonal population density, assuming an average household size of 2.58 persons per household (2010 national average).

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<sup>1</sup> Toolbox for Alleviating Traffic Congestion. Institute for Transportation Engineers.

Figure 2-2 Knox County Population Density

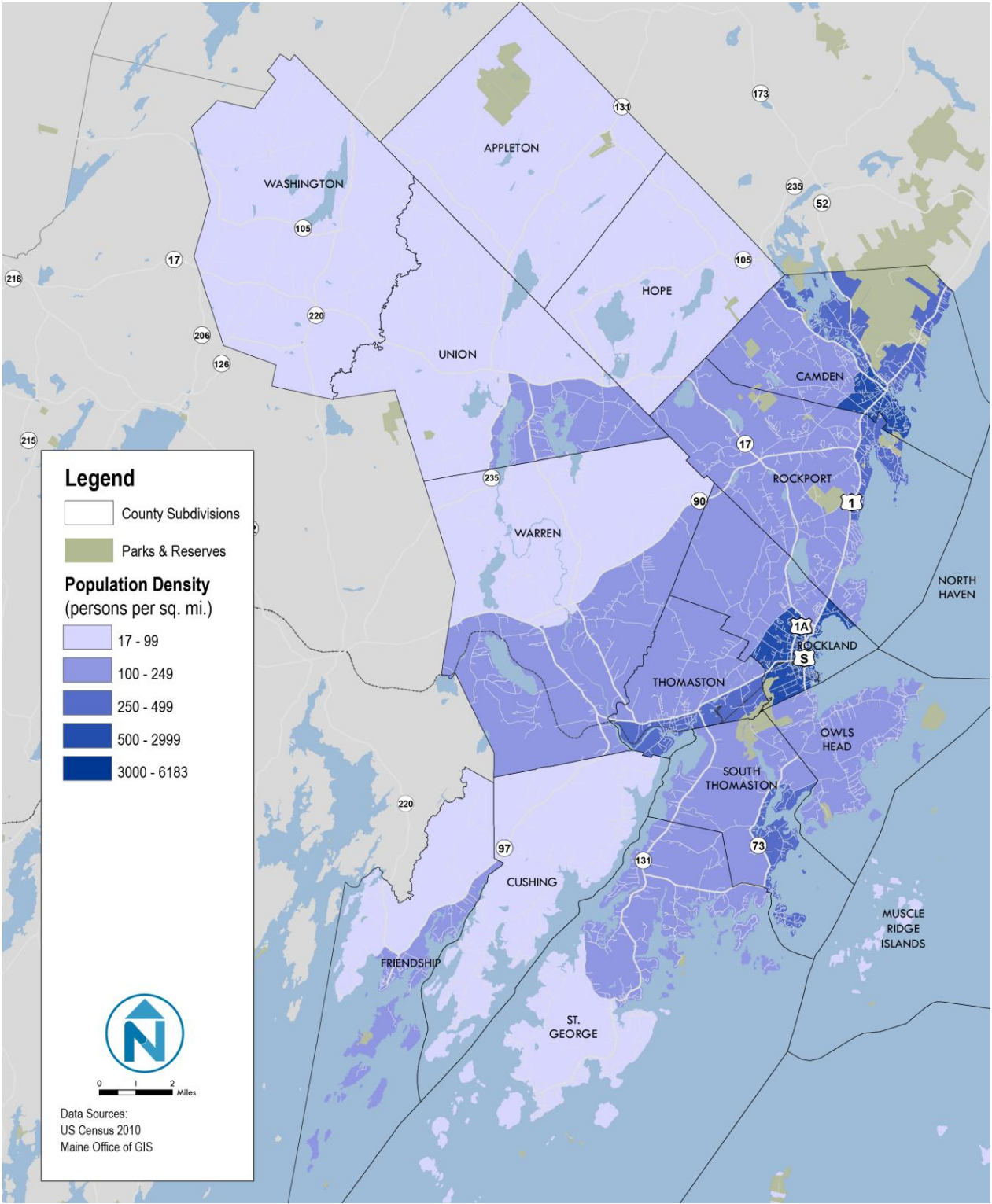
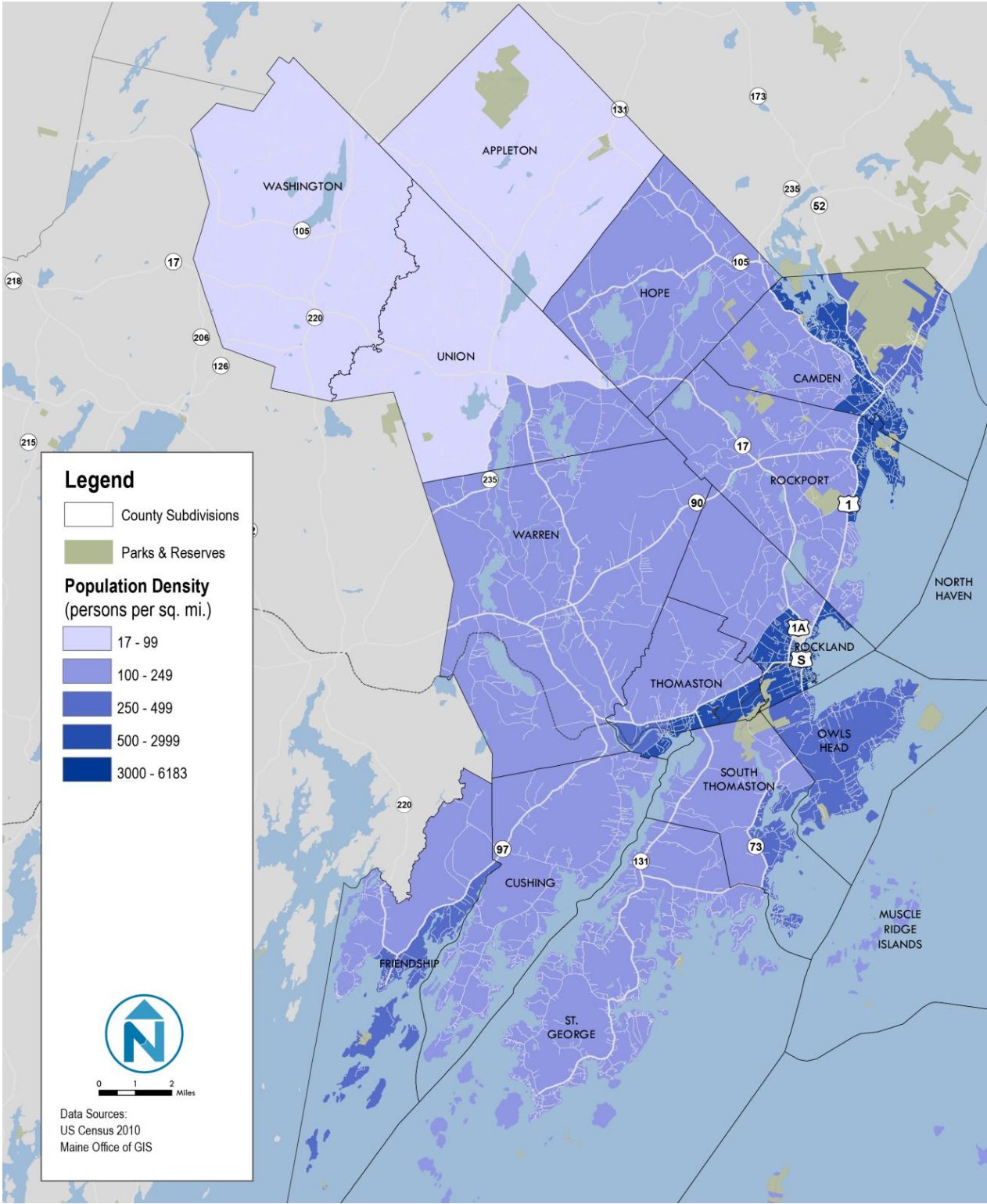


Figure 2-3 Knox County Peak-Season Population Density



## TRANSIT PROPENSITY ANALYSIS

Certain demographic groups have a higher need for public transit or a greater willingness to try local bus service. Other population groups tend to be more receptive to express service to employment hubs. The following sections analyze the spatial distribution of people who are more likely to take transit as well as the location of activity centers and destinations that are likely to generate transit ridership. In general the two key markets for public transportation services are:

- "Transit Dependent" riders who do not always have access to an alternative transportation mode. This grouping includes individuals who may not be physically (or legally) able to operate a vehicle, or those who may not be able to afford to own a vehicle.
- "Choice" riders are those who usually or always have an alternate means of transportation (either by driving a car or getting picked up by someone) but choose to take transit because it offers them more or comparable convenience. For example, a choice rider might choose to add 10 minutes to their overall trip via bus in order to save a \$10 all-day parking charge. A commuter might choose to take a bus if they can work along the way rather than focusing on driving.

The following section details the densities of the four demographic characteristics as collected by the Census that are typically aligned with the primary markets for transit, then creates a composite needs index. Population in Knox County is heavily concentrated in its eastern half, thus transit-dependent population densities follow closely the overall population density picture. The individual markets highlighted include older adults, persons with disabilities, persons with low income, and households without a vehicle. These markets are defined as follows:

- **Older Adults** - Over age 65
- **Persons with Disabilities** - Any person over the age of 5 with a disability as determined by the Census questionnaire in 2000
- **Persons with Low Income** - Defined as a 150% of the poverty line based on household size. This is computed by the Census. Background data can be found at <http://aspe.hhs.gov/poverty/11poverty.shtml>
- **Households without a vehicle** - Households reporting zero vehicles available according to the US Census.

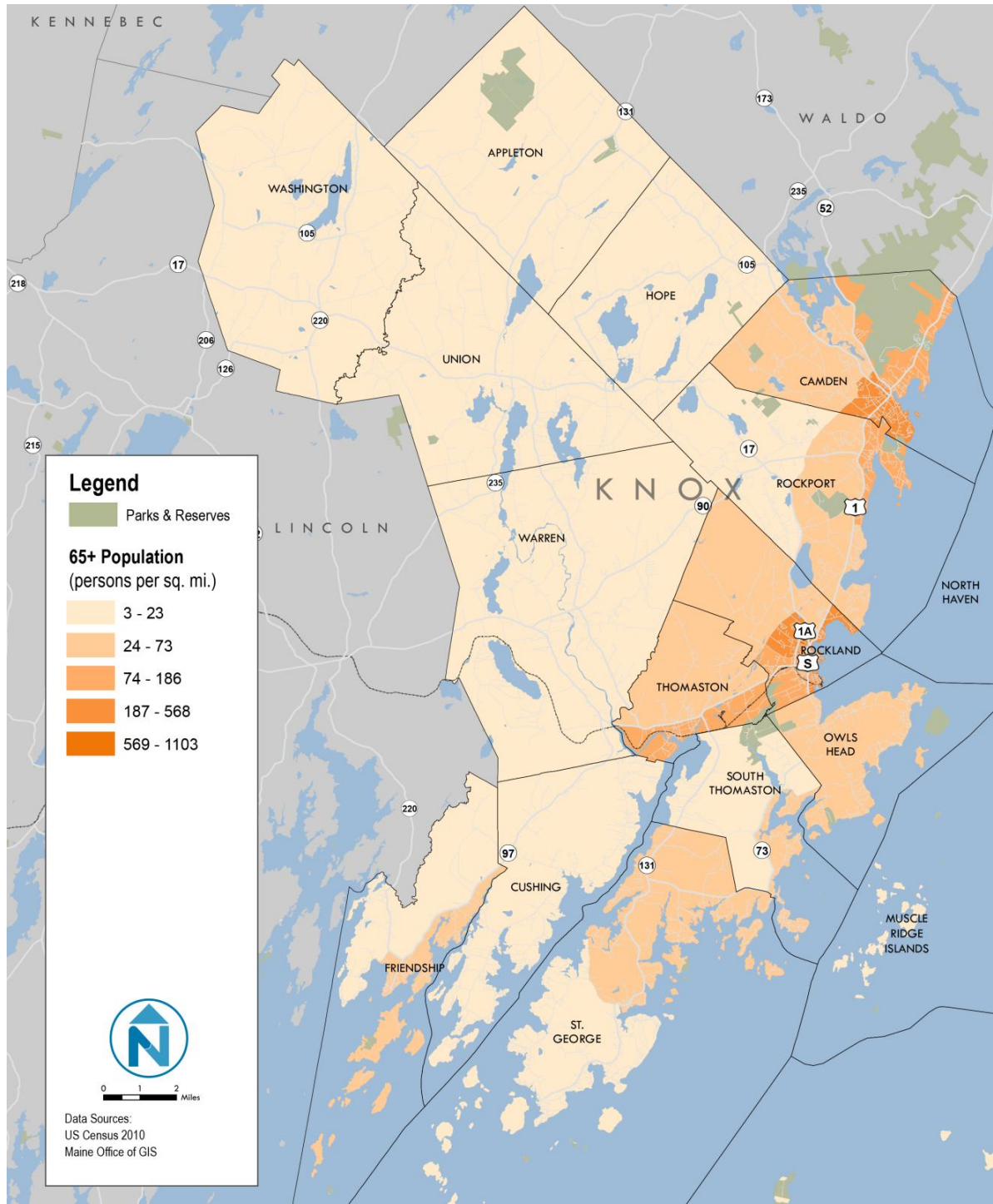
The following map series (Figures 2-4 through 2-11) shows the density of transit-dependent populations by block group.



## Older Adults

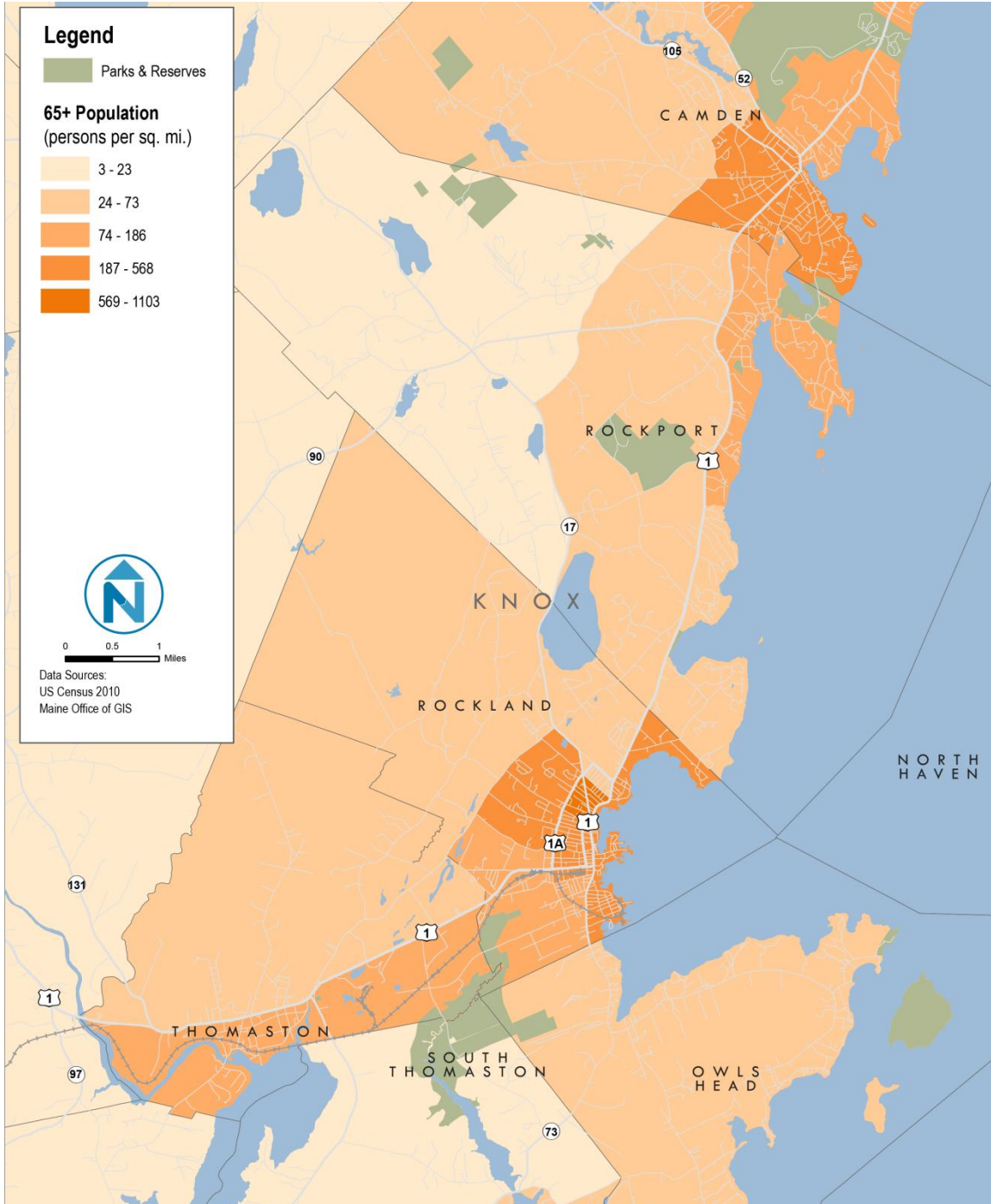
The vast majority of older adults live along the coast in Thomaston, Rockland, Rockport and Camden. In general, these residents are clustered along Route 1. This trend follows general population density trends.

Figure 2-4 Knox County Senior Population Density



Looking more closely at the four towns, one can see that the densities are truly concentrated along the coast and Route 1. These are locations that are most affected by traffic along Route 1. They are also areas where amenities may be within shorter distances. The densest concentration of older adults is in a northern block group of Rockland, between Cedar Street, Rankin Street, Broadway and Route 1. The second highest concentration is in the southern half of Camden, south of Route 1.

**Figure 2-5 Study Area Senior Population Density**



## Persons with Disabilities

The density of persons with disabilities generally tracks with overall density as well as that of older adults, with the top three densest block groups located in the northern half of Rockland north of Limerock Street and the south eastern portion of Rockland east of Route 73.

Figure 2-6 Knox County Population Density of Persons with Disabilities

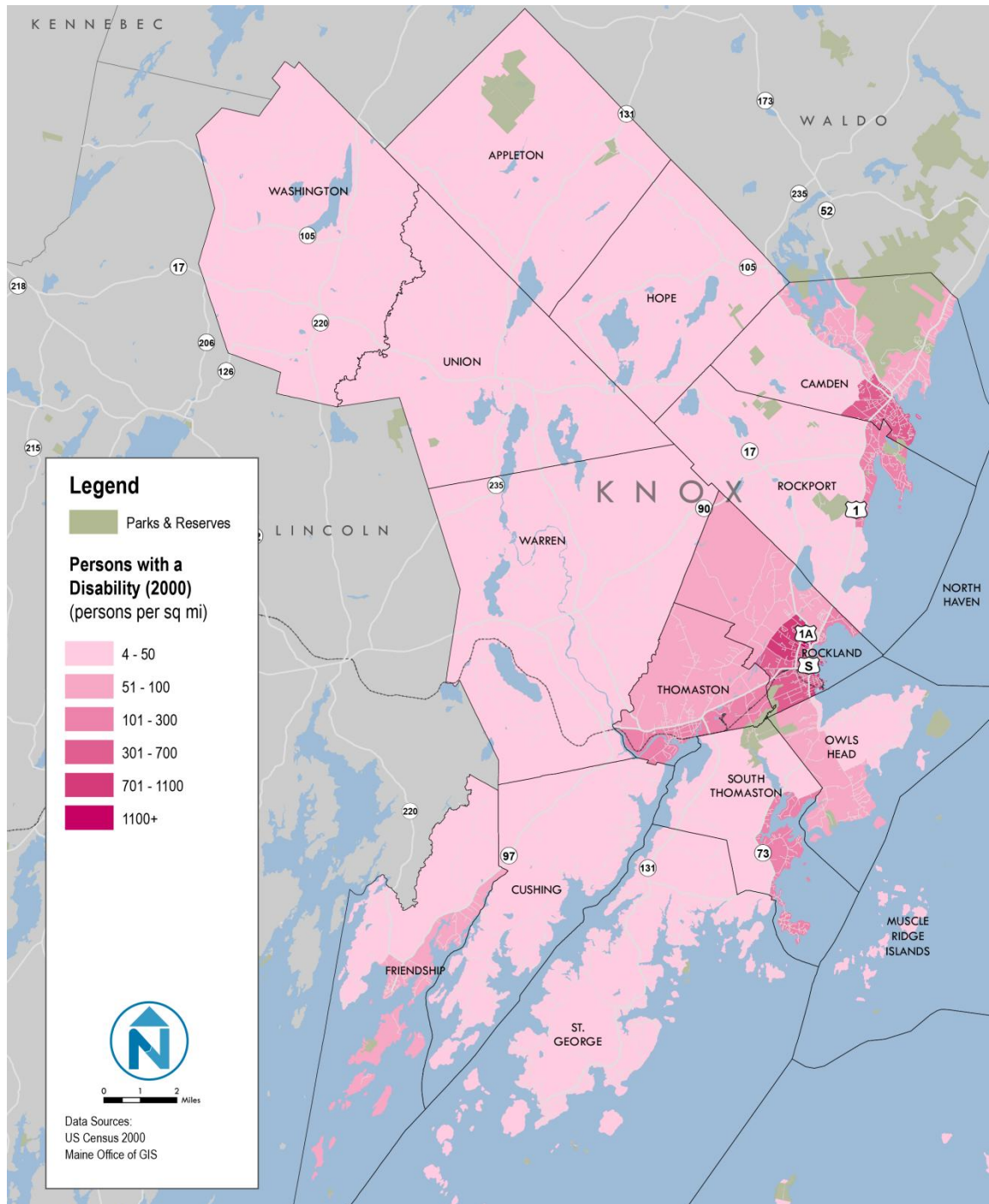
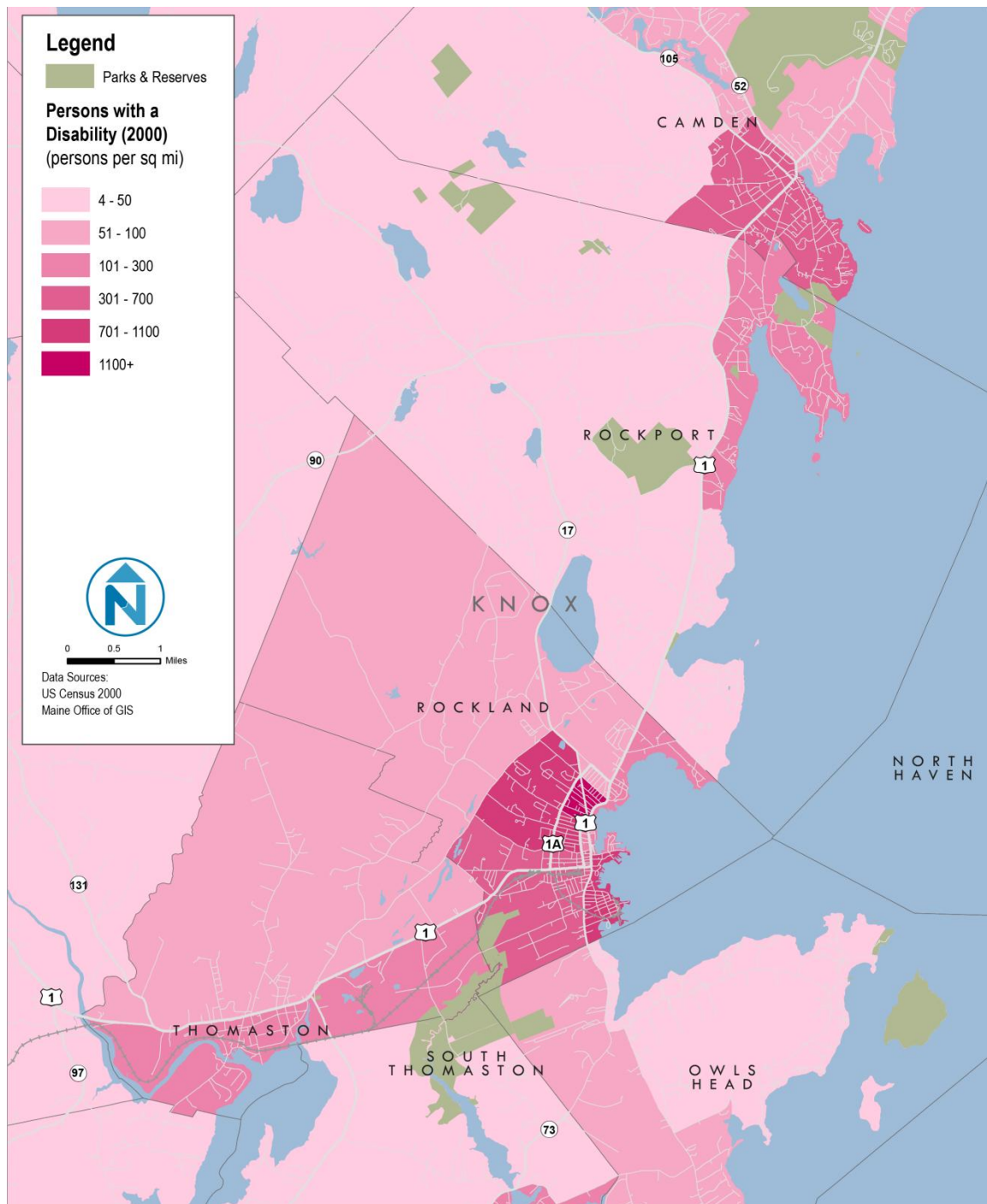




Figure 2-7 Study Area Population Density of Persons with Disabilities



The most recent disability data available from the US Census at a level finer than state-wide is from the year 2000.

## Persons with Low Income

The highest density of those living at or below 150% of the poverty line is in Rockland, in the same area as the highest density of disabled individuals and older adults. The second highest density of this population is in the most southeastern block group in Rockland, east of Route 73 that is also a relatively dense area of persons with disabilities.

Figure 2-8 Knox County Population Density of Low Income Residents

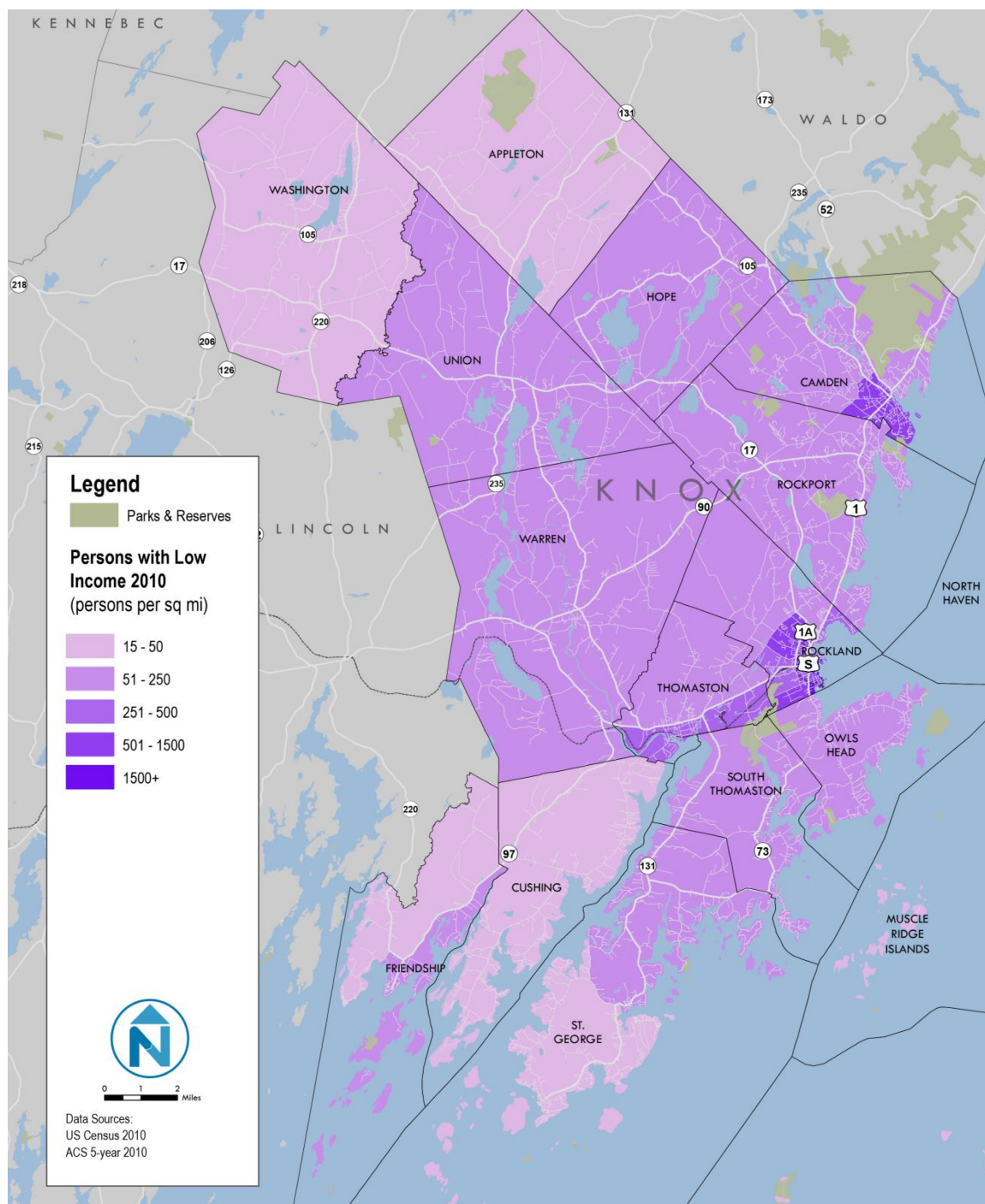
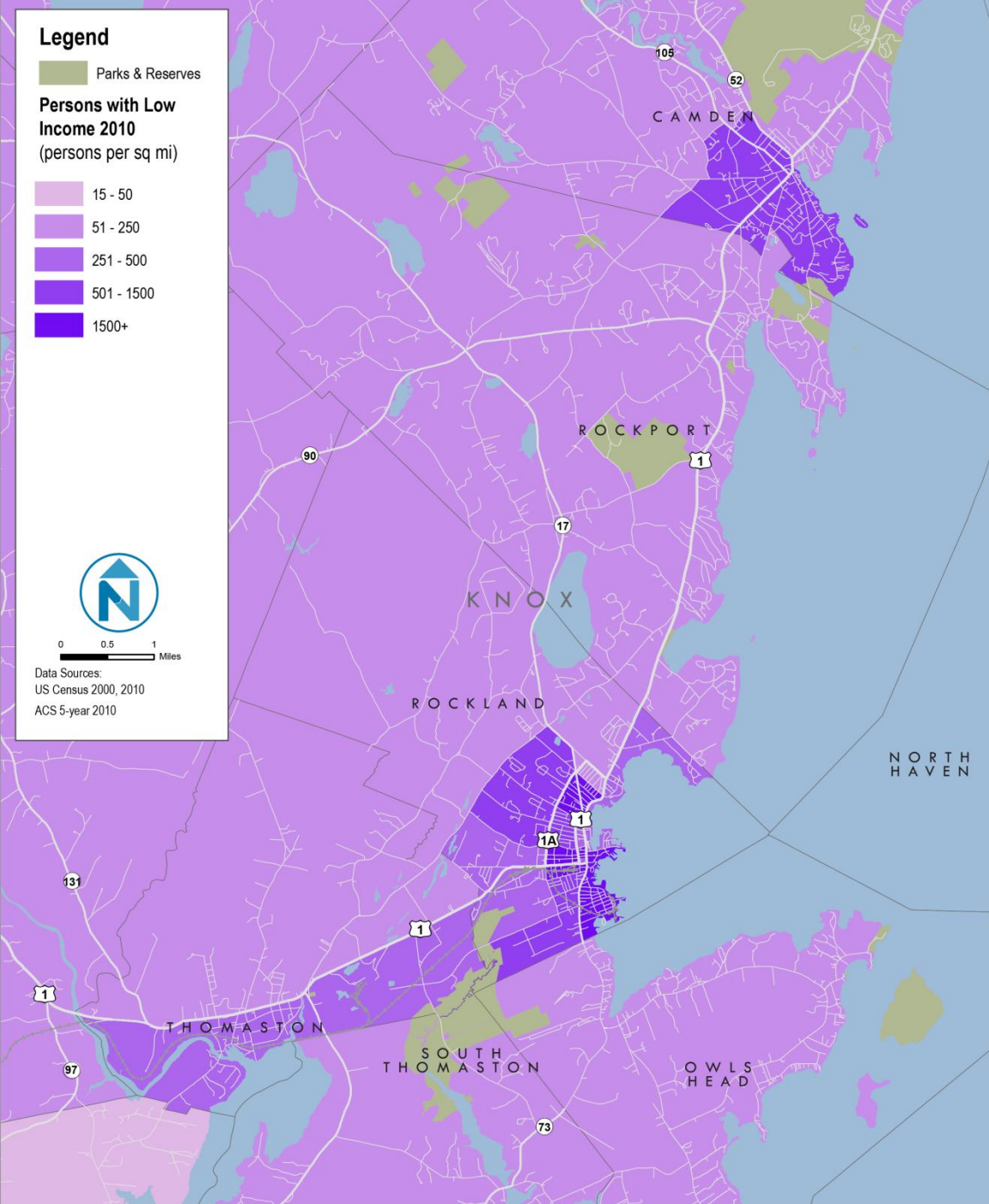


Figure 2-9 Study Area Population Density of Low Income Residents





## Households Without an Automobile

Despite the car-oriented nature of the area, a number of households do not have access to an automobile. Four of the five block groups with the highest density of households without access to an automobile are located in Rockland, with the fifth in the easternmost part of Camden. The densest concentration of these households is in the same block group as that of the other categories in Rockland. However, the second most dense group of households with zero automobiles is a different block group from some of the other metrics, although also in Rockland. Pleasant Street, Route 1, Route 1A and Limerock Street bound this block group. This is interesting in that while the density of people living below the poverty line to the southeast of this block group is greater, relatively more of those households have access to an automobile.

**Figure 2-10 Knox County Density of Households without an Automobile**

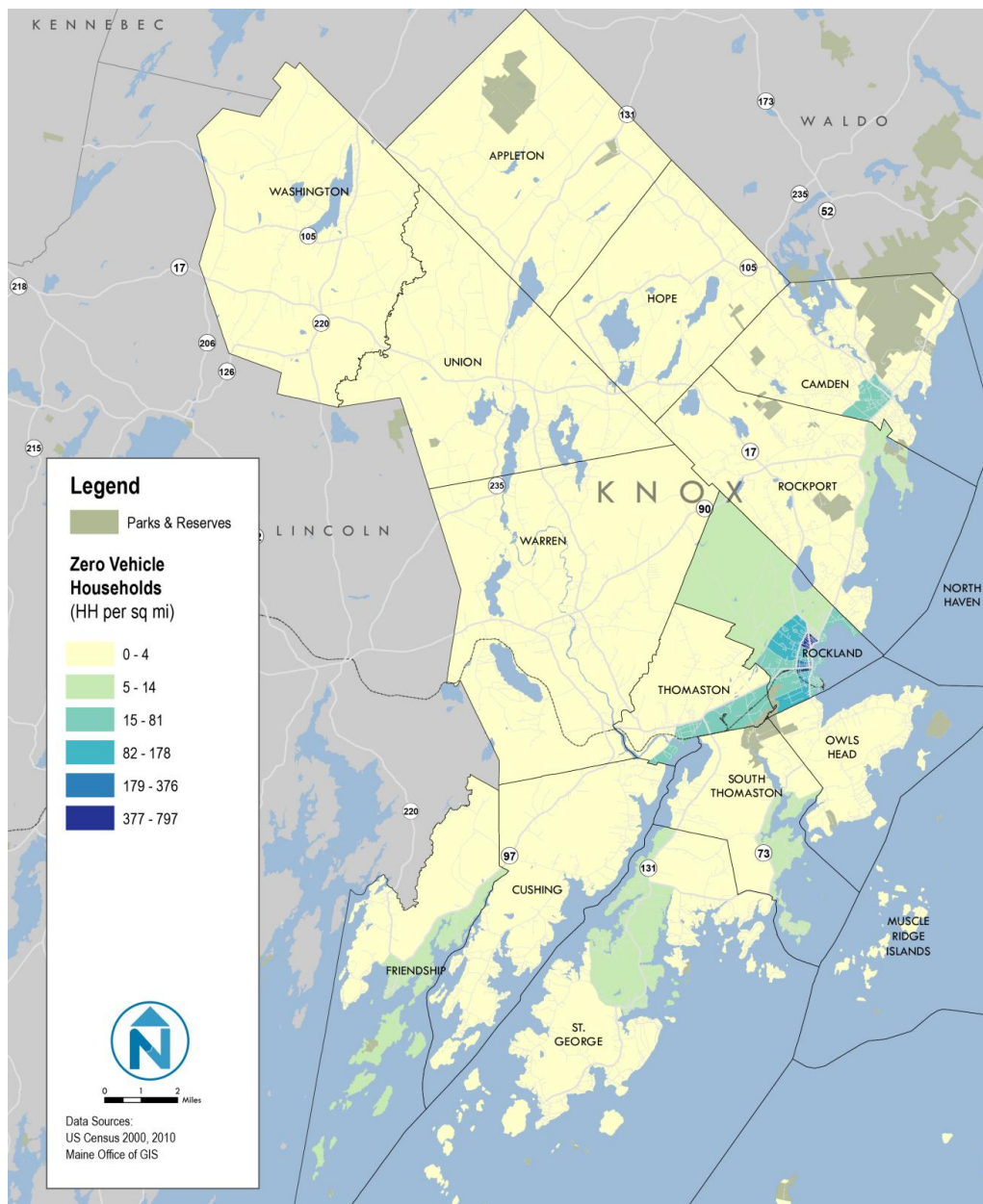
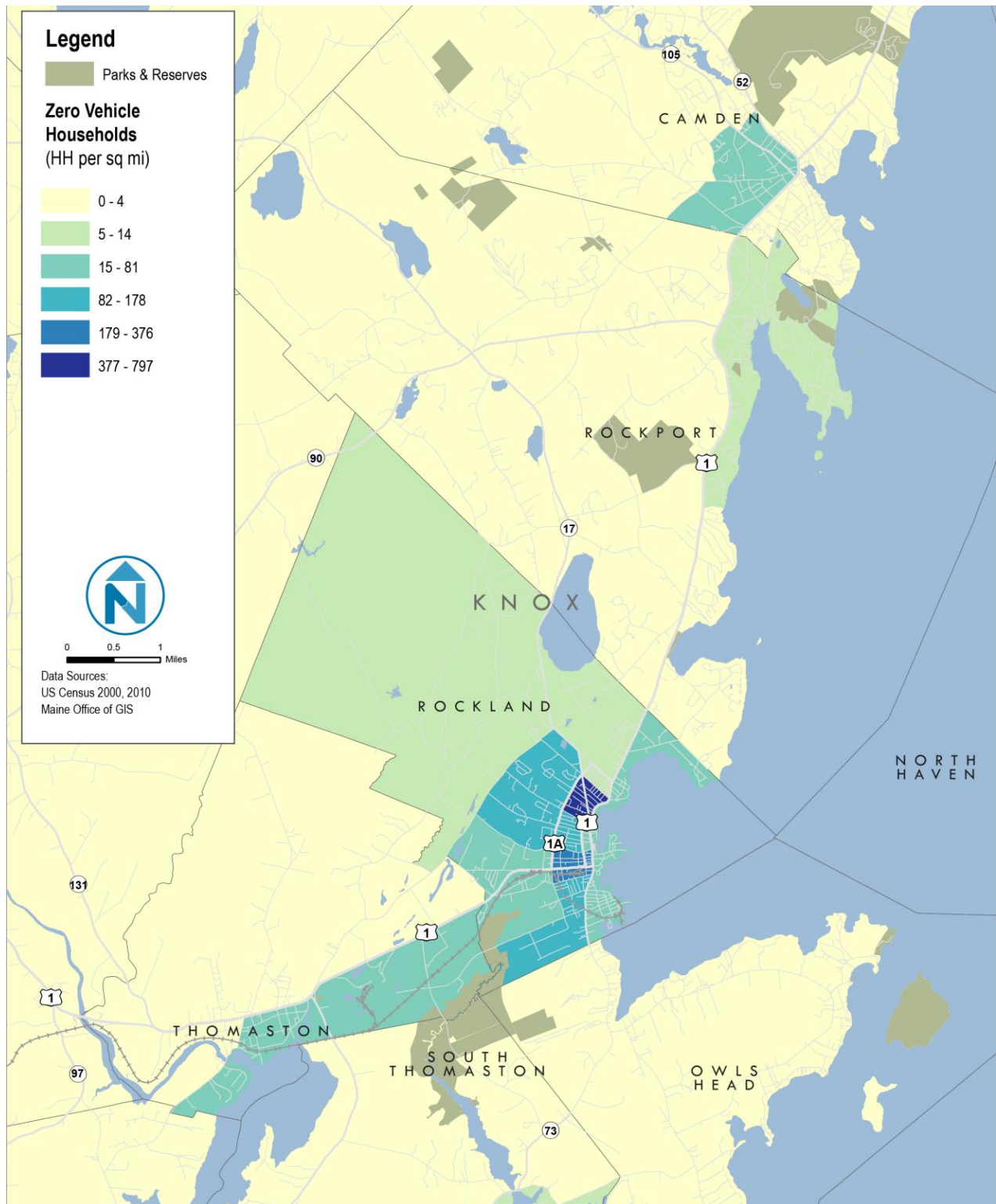


Figure 2-11 Study Area Density of Households without an Automobile



## Transit Needs Index

The transit needs index represents the concentration of transit need based on the densities of the four population sub-groups discussed above. Each block group was given a score of 1-5 for each population sub-group. These scores were totaled to calculate an overall transit needs index. Since there are four population subgroups, the highest needs index score possible is 20.

**Figure 2-12 Study Area Density of Households without an Automobile**

Target Population per Square Mile	Transit Need	Score
0-199	Low	1
200-430	Medium-Low	2
431-999	Medium	3
1,000-1,999	Medium-High	4
2,000 and Higher	High	5

This is just one level of analysis used for service planning, and will be supplemented with further investigation of potential transit destinations and activity centers. The map below shows the transit needs index for Knox County.

Figure 2-13 Transit Needs Index for Knox County

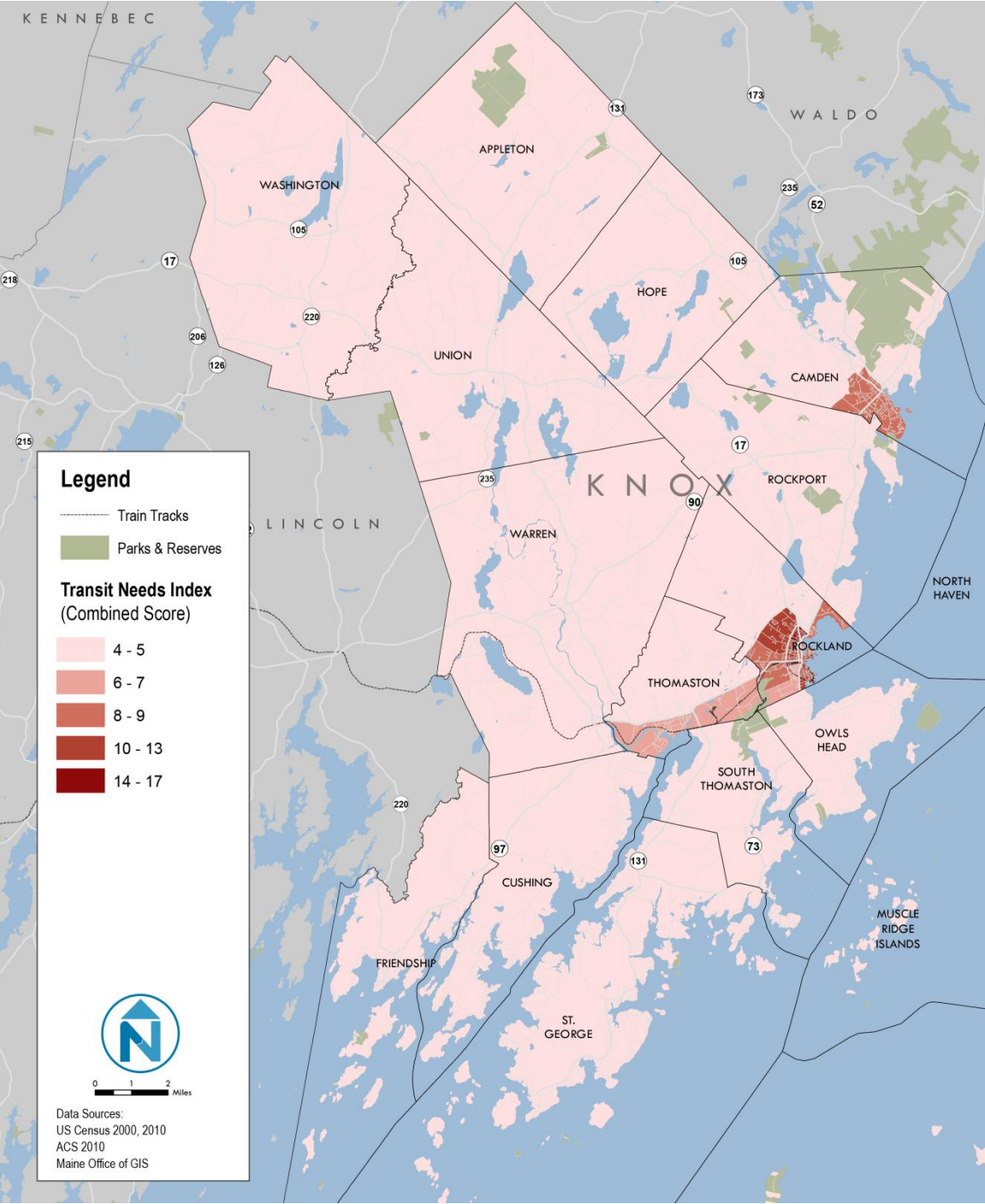
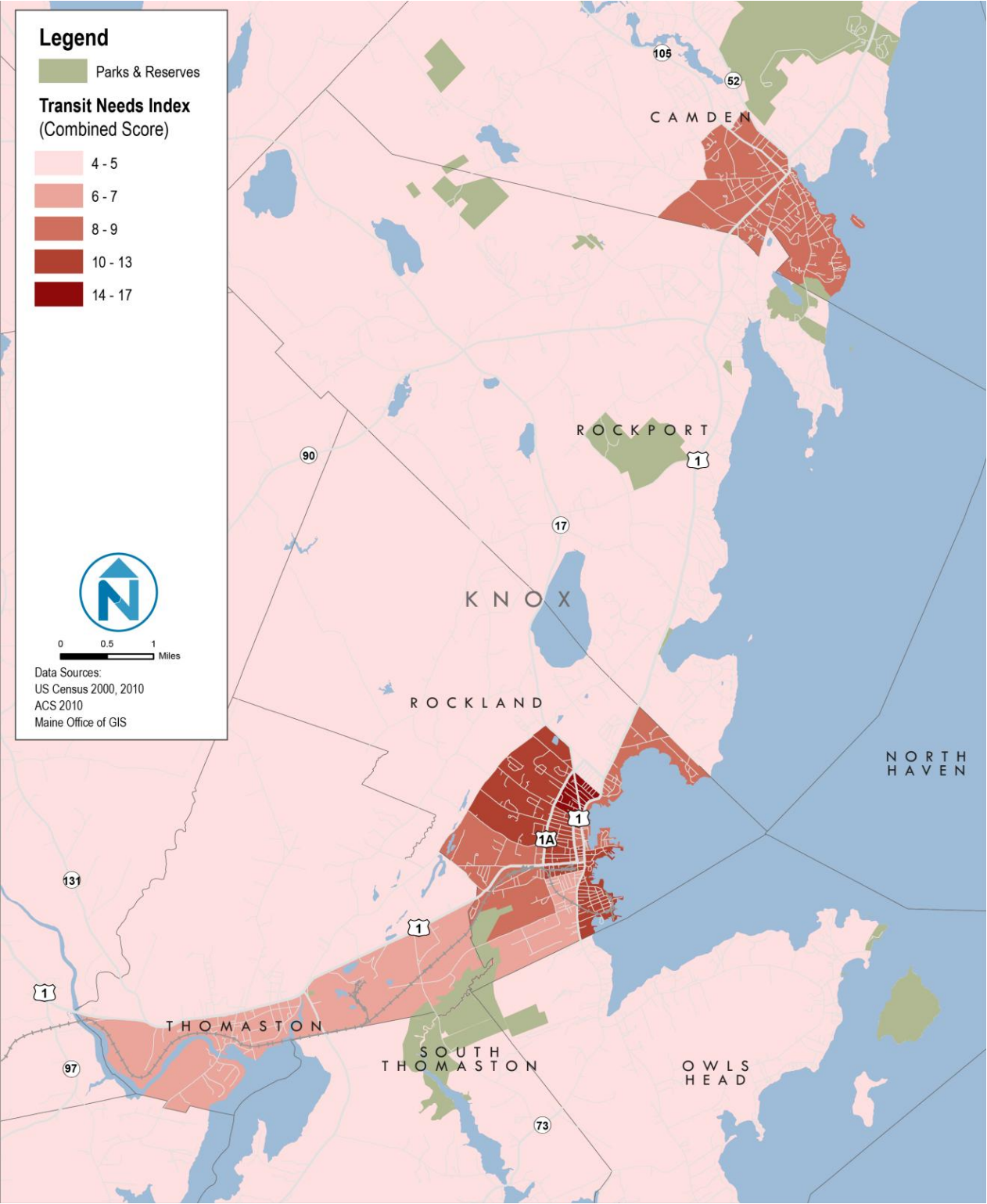




Figure 2-14 Transit Needs Index for Study Area



The top ten scoring block groups are all located in or very proximate to Rockland or Camden.

## EMPLOYMENT PATTERNS

The maps in Figures 2-16 and 2-17 show job concentrations in Knox County as recorded for the 2010 Census. Jobs are clustered along the coast and concentrated in the towns of Camden, Rockland and Thomaston, particularly along major roadways, such as Route 1, Route 90, and Route 17 out to the more rural areas of the county. Besides these major corridors, there are notable concentrations of jobs in the most coastal regions of Friendship, Cushing, St. George, South Thomaston, and Owls Head.

The Maine State Government lists the top 25 employers for each county in a quarterly publication. For Knox County, these include grocery outlets such as Hannaford, Shaw's and Wal-Mart, as well as other "big box" stores such as Lowes and Home Depot. In addition, healthcare institutions like Quarry Hill, Kno-Wal-Lin, Coastal Opportunities and Windward Gardens are among the largest 25 private employers for Knox County. Figure 2-15 shows the top 10 private employers in Knox County as of the third quarter 2012.

**Figure 2-15 Top 10 Knox County Employers<sup>2</sup>**

Rank	Name	Employment Range	Business Description
1	Penobscot Bay Medical Center	1,000 – 1,500	General medical and surgical hospitals
2	Samorock LLC	1 – 500	Hotels and motels, except casino hotels
3	Hannaford Bros Co	1 – 500	Supermarkets and other grocery stores
4	O'Hara Corporation	1 – 500	Finfish fishing
5	Fischer Engineering	1 – 500	Construction machinery manufacturing
6	Boston Financial Data Services Inc	1 - 500	Telemarketing and other contact centers
7	Quarry Hill	1 - 500	Nursing care facilities, skilled nursing
8	Camden National Corporation	1 – 500	Commercial banking
9	Wal-Mart/Sam's Club	1 – 500	Discount department stores
10	F M C Corporation	1 – 500	All other miscellaneous food manufacturing

Note that these large employers may have multiple employment sites within the county, thus dispersing the spatial concentration of the jobs listed in Figure 2-16.

<sup>2</sup> Maine Center for Workforce Research and Information, "Top 25 Employers in Maine by County, 3<sup>rd</sup> Quarter 2012," March 20, 2013. Accessed May 14, 2013.

<http://www.maine.gov/labor/cwri/publications/pdf/MaineCountyTop25Employers.pdf>

Figure 2-16 Knox County Employers

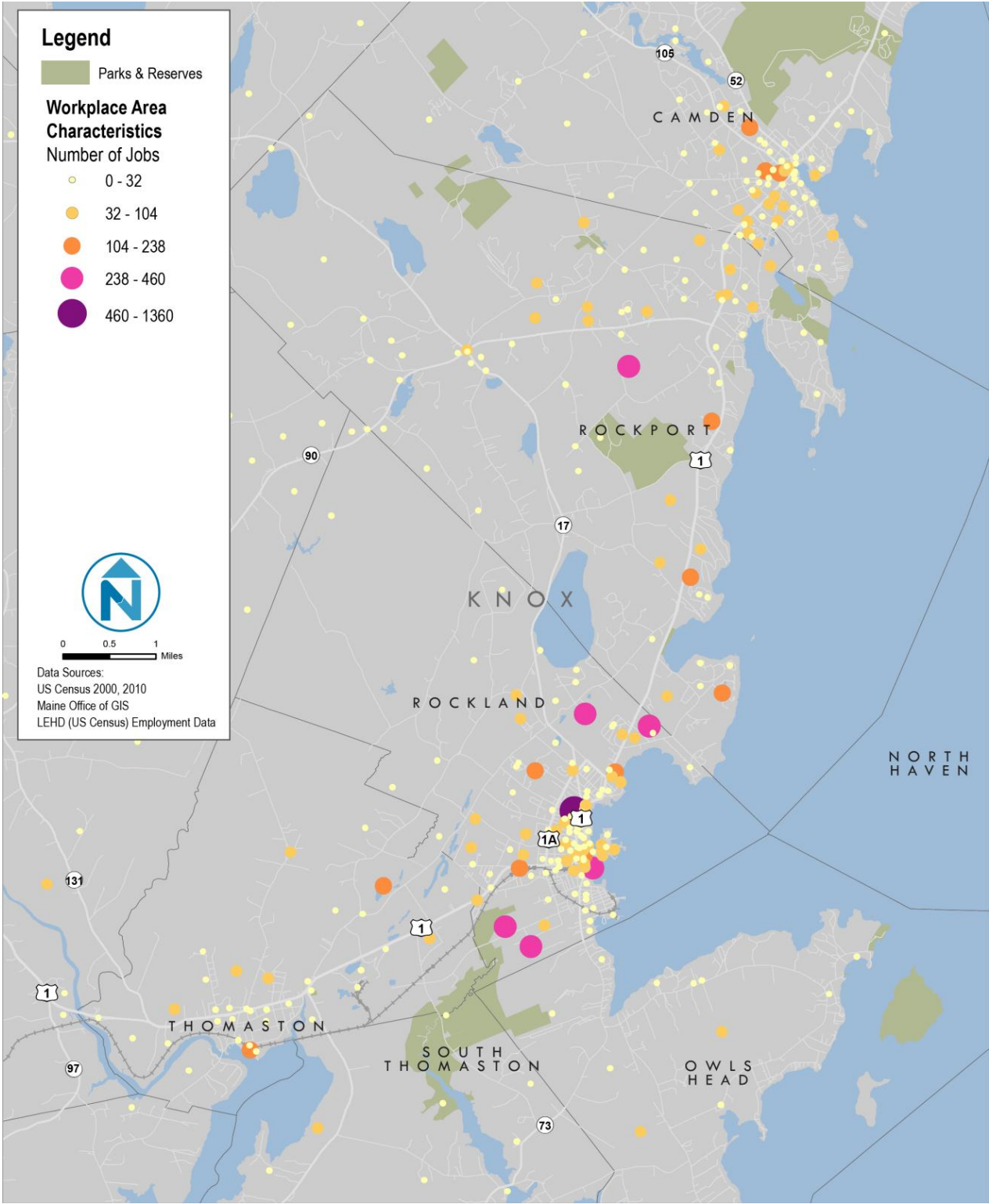
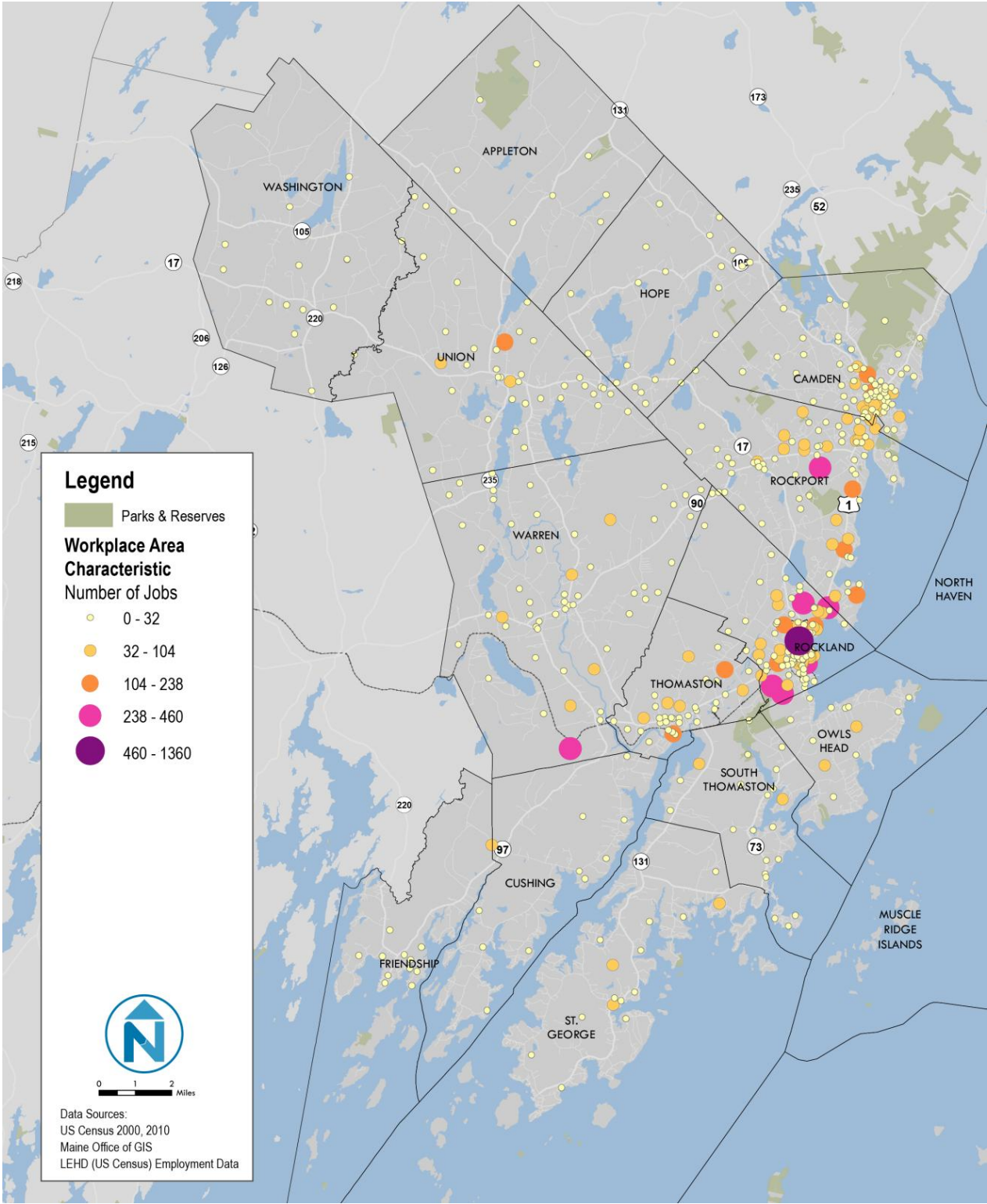




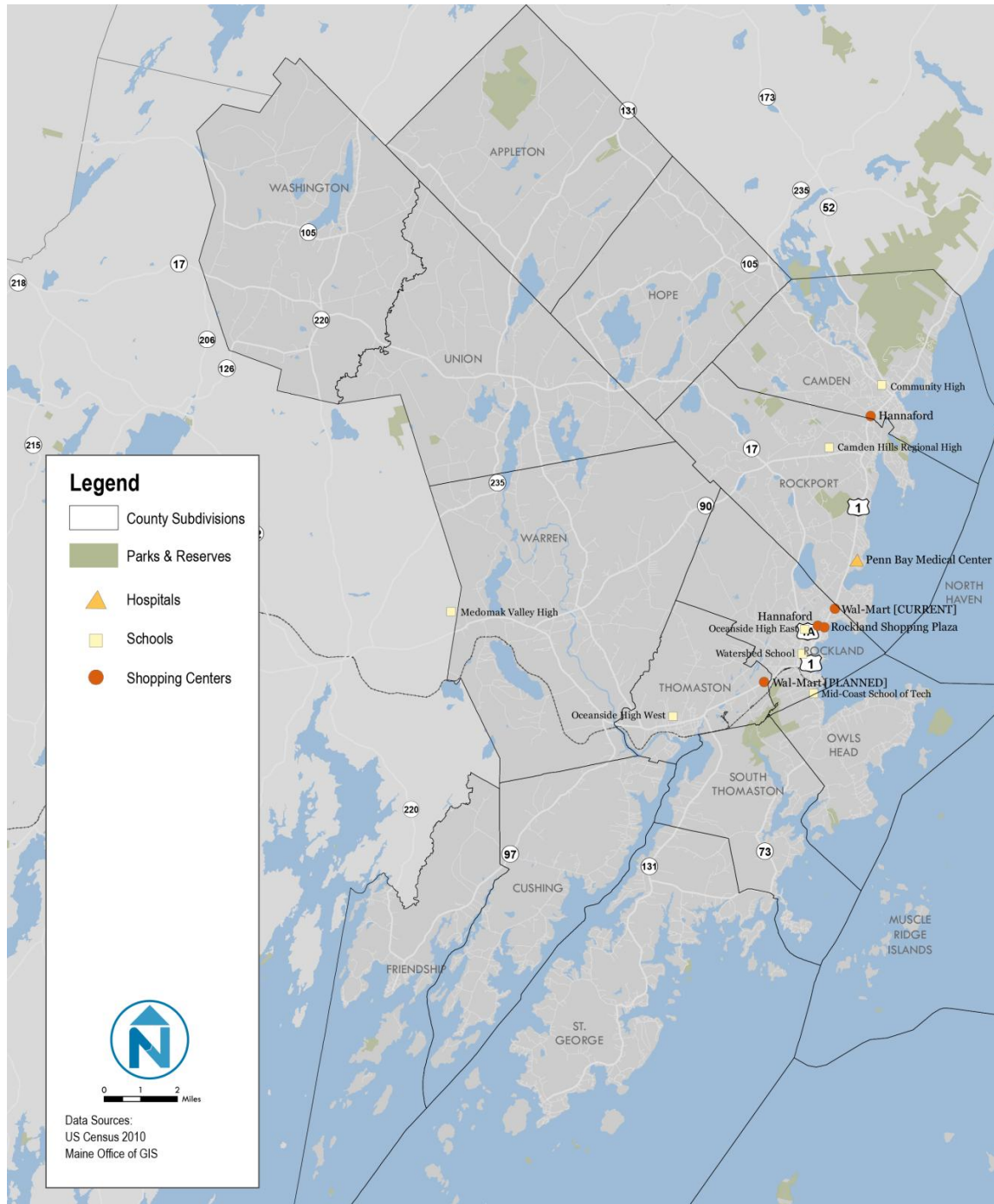
Figure 2-17 Study Area Employers



## LAND USES AND MAJOR DESTINATIONS

Transportation infrastructure is almost always closely aligned with trip generators such as employment, shopping, and service centers. Areas with higher populations and employment densities are more easily served by public transportation, in part because high density areas have a larger market for travel. In rural areas, public transportation can also be successful by providing connections between village and town centers and employment or service sites, such as hospitals and shopping malls.

**Figure 2-18 Knox County Points of Interest**



Hospitals, schools (especially high schools), and shopping centers tend to be the top destinations of transit users. Within the study area, these points of interest are primarily located along the Route 1 corridor; with the highest concentrations of major destinations found in the town of Rockland.

Of particular interest to this study is the relocation of Wal-Mart from Rockland to Thomaston. Scheduled to open in the fall of 2013, the new store will likely shift travel demand slightly from Rockland to Thomaston on Route 1.<sup>3</sup>

## **TRANSPORTATION INFRASTRUCTURE**

Route 1 is the primary thoroughfare connecting the four towns of Camden, Rockport, Rockland and Thomaston as well as points to the south and north of Knox County. Although parts of the road to the south of Knox County are limited-access, the majority of Route 1 in Knox County is a major arterial with relatively frequent signals. In the summer, the influx of tourist traffic can cause significant congestion on Route 1. Route 1A (Broadway), which runs for a little less than 1.5 miles in Rockland, is a bypass for Route 1 through residential neighborhoods of the city.

Another important arterial in the county is Route 90, which runs southwest-northeast inland from Route 1, providing a more direct connection from the southern half of the county to the town of Rockport. Route 90 is mostly a two-lane arterial with few signalized intersections.

Route 17/Heald Highway provides east-west access within Knox County to the more rural areas of Appleton, Washington, Union and Hope. Route 17 is a two-lane arterial with few signalized intersections.

Although not a state highway, Old County Road is an important thoroughfare as well. The subject of an ongoing planning “Micro-Corridor” study, Old County Road runs between Thomaston and Penn Bay Medical Center for 5.9 miles just north of Rockland and slightly inland from Route 1. The road has two lanes without sidewalks or significant shoulders, and the pavement is significantly degraded. Old County road experiences some congestion, including trucks, intermittently. The goal of the Micro-Corridor study is to create a management plan for investments to improve the roadway.<sup>4</sup>

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<sup>3</sup> “Super-Walmart to Open Mid-October,” *The Free Press*, January 31, 2013, <http://freepressonline.com/main.asp?SectionID=52&SubSectionID=78&ArticleID=24304>. Accessed May 20, 2013.

<sup>4</sup> Old County Road Micro-Corridor Management Plan, DRAFT, March 7, 2013.

## 3 EXISTING TRANSIT SERVICES

Transportation without a personal car is challenging in the Midcoast region. However, a variety of transit types, ranging from regional inter-city bus service to local demand-responsive service, have arisen to meet the needs to the Midcoast region. The following section outlines these services to provide an overview of the current mobility options in Knox County.

### EXISTING PUBLIC TRANSIT SERVICES

For the purpose of this study, public transportation is defined as any service that can be used by any member of the public. Thus, private taxi companies or inter-city services, which may have relatively high fares, are still considered public because they are available to anyone. Using this definition, there are a handful of public transportation services currently available in the study area, including a local intra-community and regional service (Coastal Trans), one regional service (Concord Coach) ferries to Knox's island communities and a tourist-oriented rail service (Maine Eastern Railroad). Finally, several operators provide taxi and/or non-emergency medical transportation service in Knox County and to points beyond. A description of these services, including a review of peer agencies, is provided in the following sections.

#### **Coastal Trans**

Coastal Trans is a private non-profit that provides both demand-responsive curb-to-curb and fixed route service for a variety of trips – mostly medical and social. The company has 25 vehicles of a variety of types.

#### **Deviated Fixed-Route Service**

Coastal Trans operates the Brunswick Explorer Monday-Friday from 7:00 am to 7:00 pm, with about 11 runs a day. The Explorer runs hourly between Mallard Pond and Sweetser in Brunswick. Stops are mostly designated, with four locations served only by request. Upon request, the bus will also deviate up to three quarters of a mile from the designated route. Fares are \$1 per ride or \$2 for an all-day pass, and buses are wheelchair accessible and have bicycle racks. Figure 3-1 shows the Brunswick Explorer Route map.



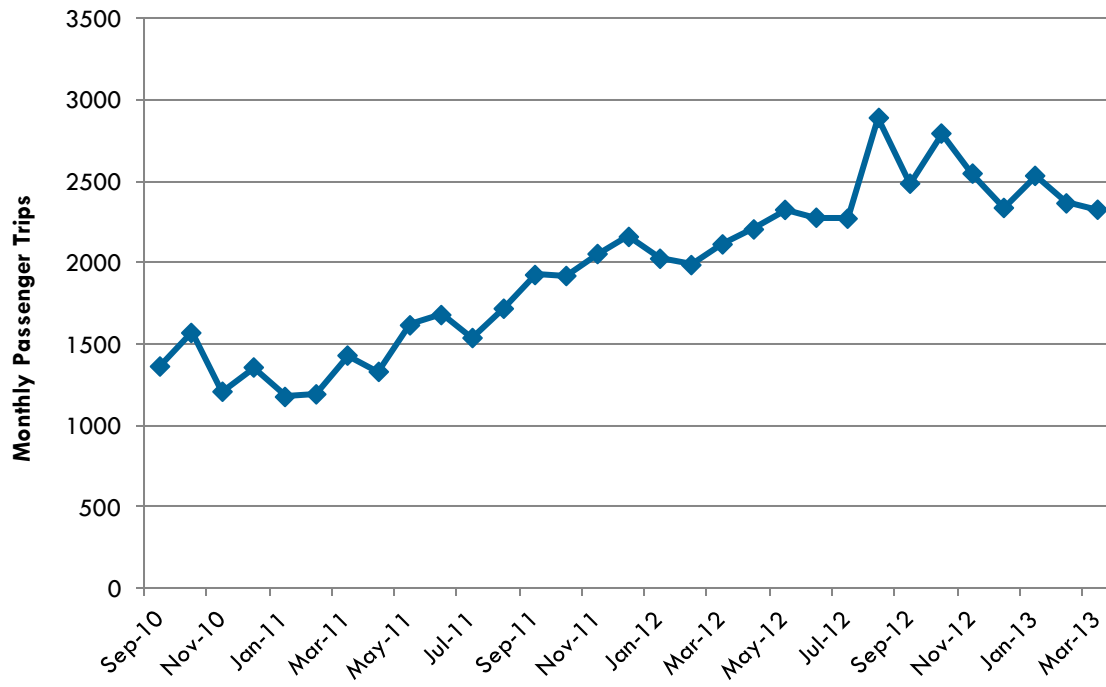
Figure 3-1 Brunswick Explorer Route Map



Source: <http://www.brunswickexplorer.org/route.html>

Brunswick Explorer ridership has more than doubled since service began in September 2010 (Figure 3-2). In March 2013, the service carried an average of 111 passengers per weekday.

Figure 3-2 Brunswick Explorer Ridership Trend



The total cost for the Brunswick Explorer was \$278,274 for FY2012, with 26,722 total annual passenger trips.<sup>5</sup> Taken together, these statistics indicate an average cost of \$10.41 per ride.

### Demand-Response Service Structure and Performance

Coastal Trans provides demand response service in Knox, Lincoln and Sagadahoc counties. Fares on Coastal Trans vary depending on the length of trip and/or day of the week. To use the demand-response service, customers must call ahead and reserve a trip.

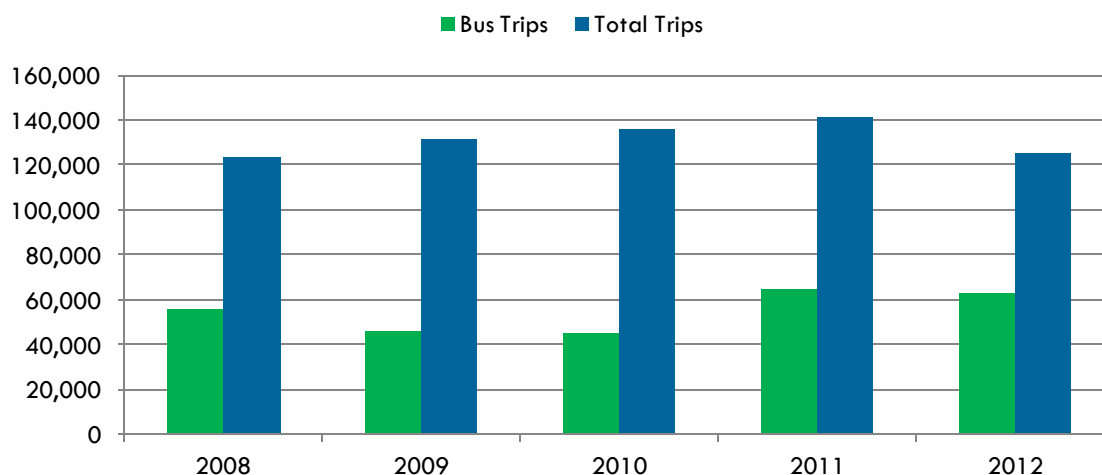
Although passengers can request a trip for any weekday, there are certain “service days” for trips from more rural towns within each county in the service area to towns that have more services. For Knox County, this is Rockland. To incentivize this, passengers pay a lower fare when using the service on the designated service day for their community. For example, it costs \$4.50 to go from Thomaston to Rockland on a regular day. However on a service day for one of those towns, the cost is \$2.50.

In addition to paid drivers, some volunteer drivers work for Coastal Trans in exchange for mileage reimbursements. However, recent declines in the availability of funding for mileage reimbursements have precipitated similar declines in the numbers of volunteer drivers.

Various subsidies are available to those using Coastal Trans, if qualified. The Department of Health and Human Services in Maine provides subsidies for transportation to low-income individuals. Coastal Trans provides transportation for MainCare members using volunteer and agency vehicles and reimburses MaineCare recipients for “self-driven” medical trips.

In FY2012, Coastal Trans provided 125,289 one-way demand response trips at a cost of \$1,871,562. Thus, the average cost per trip was about \$14.94.<sup>6</sup> In 2012, Coastal Trans demand-response bus ridership reached 50% of total passenger trips (other trips include taxis and volunteer drivers). 2012 bus ridership was also 13% higher than 2008, although the number of total trips changed by less than 2% between the two years.

Figure 3-3 Coastal Trans Ridership



<sup>5</sup> Email discussion with Lee Karker and Liz Schuh, Friday, May 10, 2013

<sup>6</sup> Email discussion with Lee Karker and Liz Schuh, Friday, May 10, 2013

## Fleet

Coastal Trans operates with 25 vehicles of a wide variety of types: sedans, non-ADA 12-passenger vans, and two 20-passenger minibuses. Many of the vehicles feature a highly recognizable bright-green wrap. To accommodate overflow, Coastal Trans uses local taxis.

## Passenger Information

Coastal Trans maintains a website at Coastal Trans.org. The website is relatively basic; it provides contact information, an overview of the service, and brief descriptions of the volunteer, self transport, and coupon programs. However, some important information, such as fares and schedules for service days, is only available by phone. This may result in the loss of potential riders who are not able to quickly identify key service information.

## Travel Patterns

Coastal Trans' demand-response ridership fluctuates widely by time of year. A two-week sample in June 2012 showed an average weekday ridership of 431 passengers. In October of 2012, average weekday ridership was only 150 passengers per day. The top destinations differ by season as well, as seen in Figure 3-4.

**Figure 3-4 Top Coastal Trans Destinations in Study Area\***

Name	Address	Town	Trips
<b>June 2012 Destinations</b>			
Coastal Opportunities	35 Limerock Street	Camden	323
Maine Vocational	1056 Commercial Street	Rockport	54
Midcoast Mental Health	12 Union Street	Rockland	44
307 Main Street	307 Main Street	Thomaston	39
Physicians Building, Pen Bay	4 Glen Cove Drive	Rockport	39
Integrated Rehab	485 Commercial Street	Rockport	37
Pen Bay Medical Center	6 Glen Cove Drive	Rockport	30
Coastal Opportunities Home	170 Rankin Street	Rockland	22
289 Meadow Street	289 Meadow Street	Rockport	18
154 Thomaston Street	154 Thomaston Street	Rockport	15
<b>October 2012 Destinations</b>			
Coastal Opportunities	35 Limerock St	Camden	55
307 Main Street	307 Main Street	Thomaston	26
Maine Vocational	1056 Commercial Street	Rockport	24
Physicians Building, Pen Bay	4 Glen Cove	Rockport	21
Integrated Rehab	485 Commercial Street	Rockport	20
Pen Bay Medical Center	6 Glen Cove Drive	Rockport	10
Residences (Section 8)	205 Rankin Street	Rockland	9
Limerock Street Assisted Living	333 Limerock Street	Rockland	9
Midcoast Mental Health	12 Union Street	Rockland	9
Pen Bay Christian School	1 Waldo Avenue	Rockland	9

\*Data for two consecutive weeks in June. October data is for 10 days.

Top destinations are generally those related to health or specialized activities like Coastal Opportunities.

In June 2012, 45% of Coastal Trans trips either began or ended in one of the four study-area cities, while 11% of trips both began and ended in the study area. In October, the study area cities accounted for 53% of origins or destinations, with 20% of trips having both an origin and destination in the study area.

The maps below show the origins of trips ending in each of the four study area communities in June and October 2012. In most cases, the greatest number of trips traveling to each of the four towns using Coastal Trans service begin outside of the respective town. For example, the greatest number of trips traveling to Rockland in June 2012 begin in Rockport rather than Rockland itself. This suggests a highly regional nature of travel in the Midcoast Region. However, in October 2012, the greatest number of trips traveling to Rockland also began in Rockland, meaning that there is a market for local circulation in Rockland as well.

Figure 3-5 Coastal Trans June Ridership – Trips Ending in Camden and Rockland

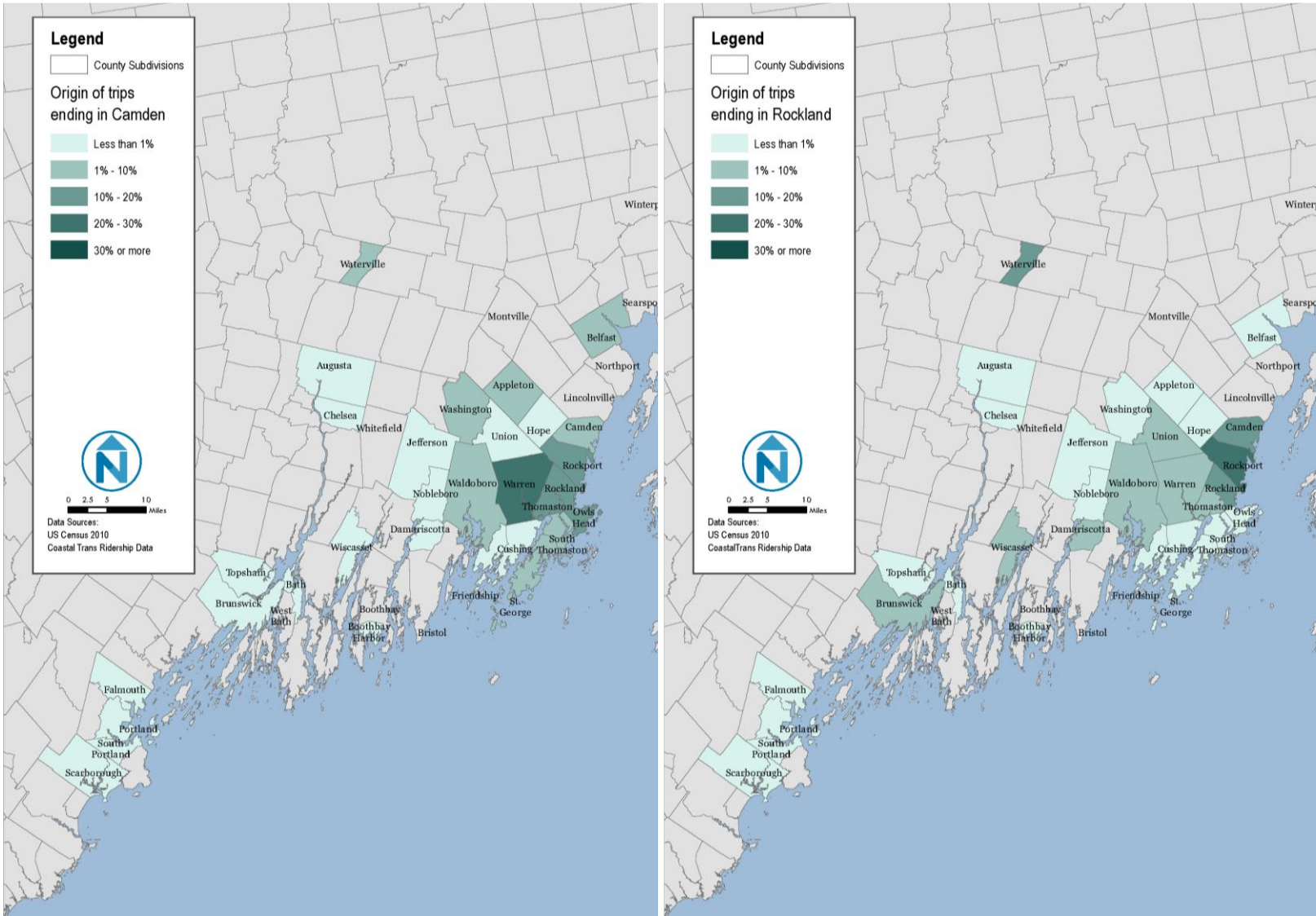


Figure 3-6 Coastal Trans June Ridership – Trips Ending in Rockport and Thomaston

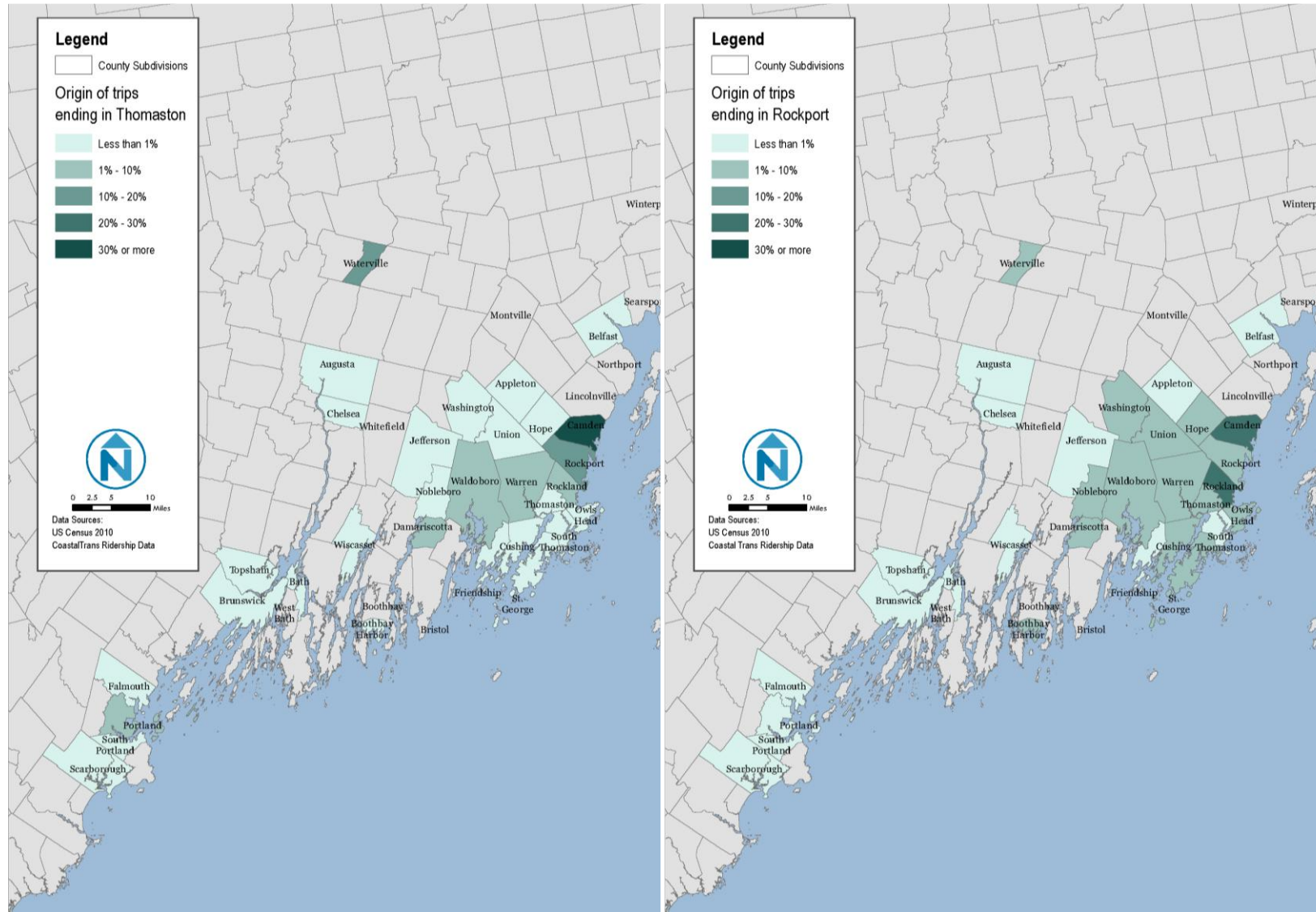




Figure 3-7 Coastal Trans October Ridership – Trips Ending in Camden and Rockland

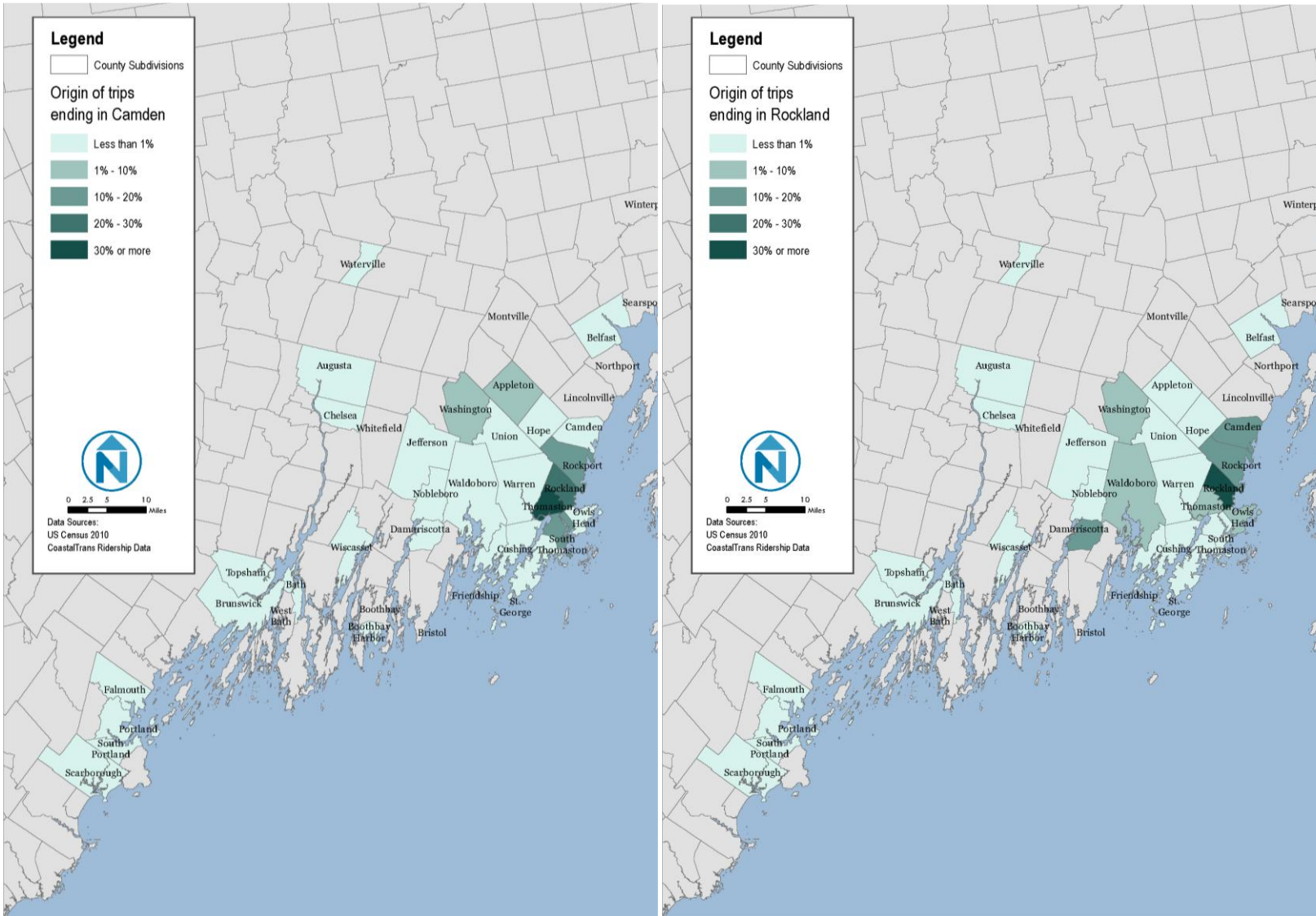
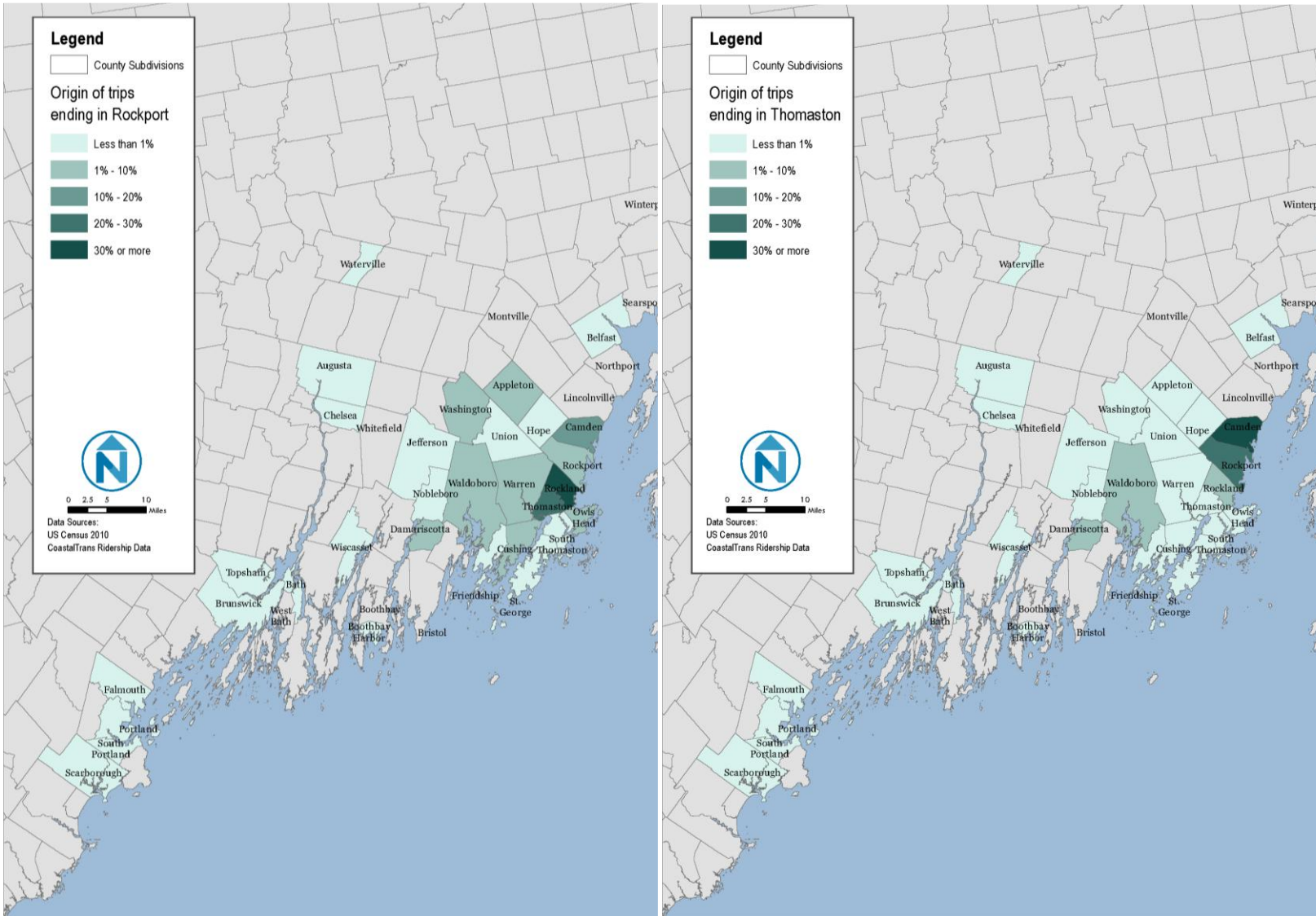




Figure 3-8 Coastal Trans October Ridership – Trips Ending in Rockport and Thomaston



## CONCORD COACH

Concord Coach provides service from New Hampshire and Maine to Logan International Airport and South Station in Boston. The Maine Coastal Route connects Knox County to destinations as far north as Bangor and as far south as Boston's Logan Airport and South Station.

During non-summer months, there are two trips on the Maine Coastal Route in each direction daily, however only one of those trips travels north of Brunswick as shown in the schedule below (stops in Knox County are highlighted). During peak summer months all trips extend as far as Bangor, serving Knox County and the Midcoast region with two daily trips per direction.

**Figure 3-9 Off-Peak Concord Coach Coastal Service**

Southbound	Bus 1	Bus 2	Northbound	Bus 1	Bus 2
Bangor	7:00 am		Boston – Logan Airport	11:35 am	3:35 pm
Searsport	7:45 am		Boston – South Station	12:01 pm	4:15 pm
Belfast	7:55 am		Portland	2:00 pm	6:10 pm
Lincolnville	8:10 am		Brunswick	2:35 pm	6:15 pm
Camden/Rockport	8:30 am		Bath	2:50 pm	6:50 pm
Rockland	8:50 am		Wiscasset	3:10	
Waldoboro	9:20 am		Damariscotta	3:30 pm	
Damariscotta	9:35 am		Waldoboro	3:45 pm	
Wiscasset	9:50 am		Rockland	4:15 pm	
Bath	10:10 am		Camden/Rockport	4:35 pm	
Brunswick	10:25 am	1:45 pm	Lincolnville	4:45 pm	
Portland	11:00-11:30 am	2:30 pm	Belfast	5:00 pm	
Boston – South Station	1:25 pm	4:25 pm	Searsport	5:10 pm	
Boston - Logan Airport	1:25 pm	4:25 pm	Bangor	6:00 pm	
			Orono	6:50 pm	

Concord Coach's expanded summer schedule gives passengers two opportunities per day (per direction) to make trips within the study area. Passengers can travel from the Maine State Ferry dock in Rockland to Maritime Farms in Rockport at 4:15 pm and 9:45 pm. Trips in the opposite direction can be made at 8:30 am or 12:30 pm. These trips are reasonably priced at \$8 one-way or \$12 round-trip, but the limited schedule (even in summer months) makes the service impractical for commuters. Even day trips for errands or other appointments are only feasible for passengers traveling south in the morning and north in the afternoon, as the first northbound trip is not until 4:14 pm.

## FERRIES

The Maine Department of transportation operates Maine State Ferry service from Rockland to Vinalhaven, North Haven, and Matinicus Island. Just north of Knox County, the State Ferry also runs from Lincolnville to Islesboro. Both services operate year-round, although with varying service levels depending on the season. A round-trip ticket with a vehicle costs between \$27 to Islesboro and \$86 to Matinicus Island.<sup>7</sup>

Additional private ferry services that are open to the public include:

- **Isle Au Haut Ferry & Taxi Boat Service** – from Isle Au Haut to North Haven and Vinalhaven
- **Penobscot Ferry & Transport** – Charter services serving islands of Penobscot Bay from Rockland
- **Equinox Island Transit** – Charter service from Rockland
- **Mantinicus Excursions** – Passenger service from Rockland to Mantinicus and Criehaven

Figure 3-10 Maine State Ferry Service Map



Source: <http://www.maine.gov/mdot/msfs/documents/pdf/Excursion2011.pdf>

## MAINE EASTERN RAILROAD

The Maine Eastern Railroad operates Wednesday - Saturday beginning in May and through “the fall foliage season” with special “holiday trains” in December. As reflected in its schedule, this is mostly a tourist attraction rather than a commuter service, although it does provide regional connections to Bath and Wiscasset between Brunswick and Rockland.

Despite the low frequency of the service, the train does attract significant ridership. The schedule for the summer of 2013 lists one daily trip per direction, with a train leaving Brunswick at 10:00 am travelling north, and another leaving Rockland at 3:00 pm travelling south.<sup>8</sup> Approximately 15,000 passengers ride the Maine Eastern Railroad

Figure 3-11 Maine Eastern Railroad Map



Source: <http://www.maineeasternrailroad.com/Pages/destinations.html>

<sup>7</sup> <http://www.maine.gov/mdot/msfs/index.htm>

<sup>8</sup> <http://www.maineeasternrailroad.com/Pages/tickets.html>

annually.<sup>9</sup> This means that each train carries about 70 passengers.<sup>10</sup>

In general, the Maine Eastern line is a freight line. Dragon Cement in Thomaston is the largest customer; others include Dicaperl Corporation (also in Thomaston) and Bath Iron Works.<sup>11</sup> The passenger service operates under agreement with the Maine Eastern line and the Maine Department of Transportation.

## AMTRAK

The closest Amtrak station to Knox County is in Brunswick, ME. There are currently two daily trips in each direction between Brunswick and Boston, with an additional trip between Brunswick and Portland, each day. All trains stop at Freeport between Brunswick and Portland, either by request or on schedule. A schedule of service to and from Brunswick is below:<sup>12</sup>

**Figure 3-12 Amtrak Schedule to/from Brunswick, ME**

Train	Weekday	Weekend
Southbound to Boston from Brunswick	<ul style="list-style-type: none"><li>• 7:05 am – 10:30 am</li><li>• 7:00 pm – 10:20 pm</li><li>• 8:30 pm – 9:20 pm*</li></ul>	<ul style="list-style-type: none"><li>• 7:05 am – 10:30 am</li><li>• 5:55 pm – 9:20 pm</li><li>• 9:10 pm – 9:55 pm*</li></ul>
Northbound from Boston to Brunswick	<ul style="list-style-type: none"><li>• 6:00 am – 6:45 am*</li><li>• 9:05 am – 12:25 pm</li><li>• 5:00 pm – 8:20 pm</li></ul>	<ul style="list-style-type: none"><li>• 6:00 am – 6:45 am*</li><li>• 9:05 am – 12:30 pm</li><li>• 5:40 pm – 9:00 pm</li></ul>

\* Service to/from Portland only.

Although both Maine Eastern and Amtrak serve Brunswick, incompatible schedules make connections between the two services impractical.

## TAXIS AND OTHER FOR-HIRE TRANSPORTATION:

### Schooner Bay

Schooner Bay Taxi Company is the largest taxi operator in and around the Midcoast Region, operating as a call service taxi. As shown in Figure 3-13, many Schooner Bay destinations are similar to those of Coastal Trans, but others reflect the more tourist-oriented nature of the service. For example, those arriving at the Ferry Terminal or by Cape Air into the Knox County airport will often use Schooner Bay taxis. At night, many use the service to go to bars and restaurants. Schooner Bay does not provide a subscription service, but will adjust fares for repetitive trips.

<sup>9</sup> Betts, Stephen, "Rockland passenger train service likely to see cutback." *Bangor Daily News*, February 4, 2013. <http://bangordailynews.com/2013/02/04/news/midcoast/rockland-passenger-train-service-likely-to-see-cutback/>  
Accessed April 22, 2013.

<sup>10</sup> Assumes 22 weeks of service, June – October.

<sup>11</sup> Betts, "Rockland passenger train."

<sup>12</sup> <http://www.amtrak.com/ccurl/160/877/Downeaster-Schedule-040113.pdf>



## Travel Patterns

Like Coastal Trans, Schooner Bay provides connections between towns in the study area. However, a larger percentage of Schooner Bay trips are internal (within a single town), particularly in Camden and Rockland (Figures 3-14 through 3-17). This is likely a reflection of distance-based pricing, which discourages longer trips. Interestingly, sampled ridership data does not show a major surge in Schooner Bay ridership in the summer tourism season. In fact, average weekday ridership during a two-week sample period in October 2012 was slightly higher than an equivalent sample period in June of the same year (150 daily passenger trips in June vs. 158 daily passenger trips in October). This may suggest a greater reliance on taxis during inclement weather.

**Figure 3-13 Top Schooner Bay Destinations in Study Area (Plus Cape Air)\***

Name	Address	Town	Trips
<b>June 2012 Destinations</b>			
Wal-Mart	265 Camden Street	Rockland	82
Penn Bay Medical Center	6 Glen Cove Drive	Rockport	65
Ferry Terminal	527 Main Street	Rockland	56
Cape Air	23 Terminal Lane	Owls Head	40
Hannaford	75 Maverick Street	Rockland	36
Shaws	235 Camden Street	Rockland	35
Stella Maris	148 Broadway	Rockland	26
Circle K	3 Camden Street	Rockland	26
Bartlett Woods	20 Bartlett Drive	Rockland	23
Time Out Pub	275 South Main Street	Rockland	21
<b>October 2012 Destinations</b>			
Wal-Mart	265 Camden Street	Rockland	85
Penn Bay Medical Center	6 Glen Cove Drive	Rockport	60
Shaws	235 Camden Street	Rockland	47
Hannaford	75 Maverick Street	Rockland	46
Ferry Terminal	527 Main Street	Rockland	44
Samoset Inn	Samoset Inn Road	Rockland	35
Cruise Terminal	Harbor Park	Rockland	34
Cape Air	23 Terminal Lane	Owls Head	32
Circle K	3 Camden Street	Rockland	27
Primos	2 South Main Street	Rockland	26
*Data from two consecutive weeks in June and October.			

Figure 3-14 Schooner Bay June Ridership – Trips Ending in Camden and Rockland

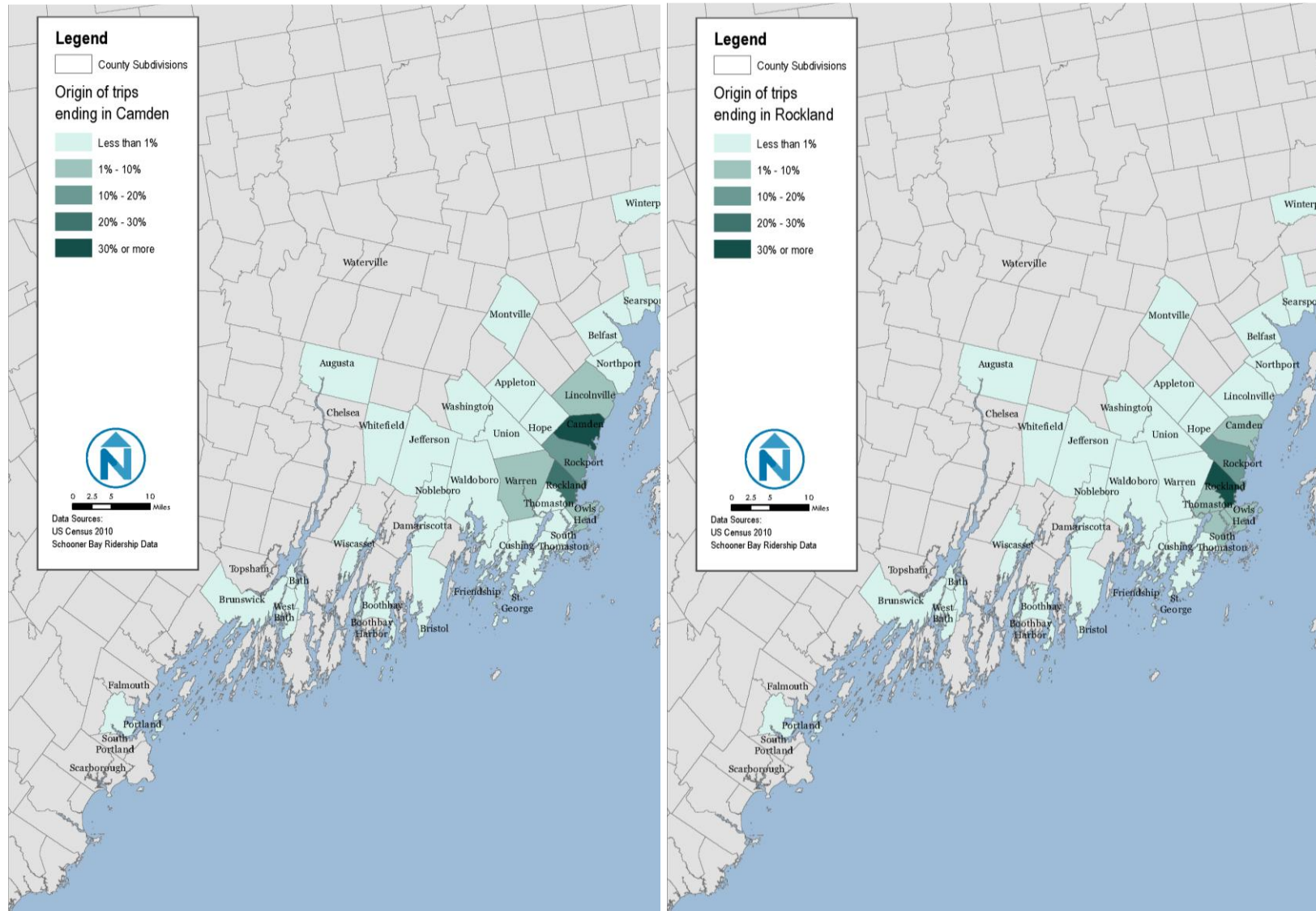


Figure 3-15 Schooner Bay June Ridership – Trips Ending in Rockport and Thomaston

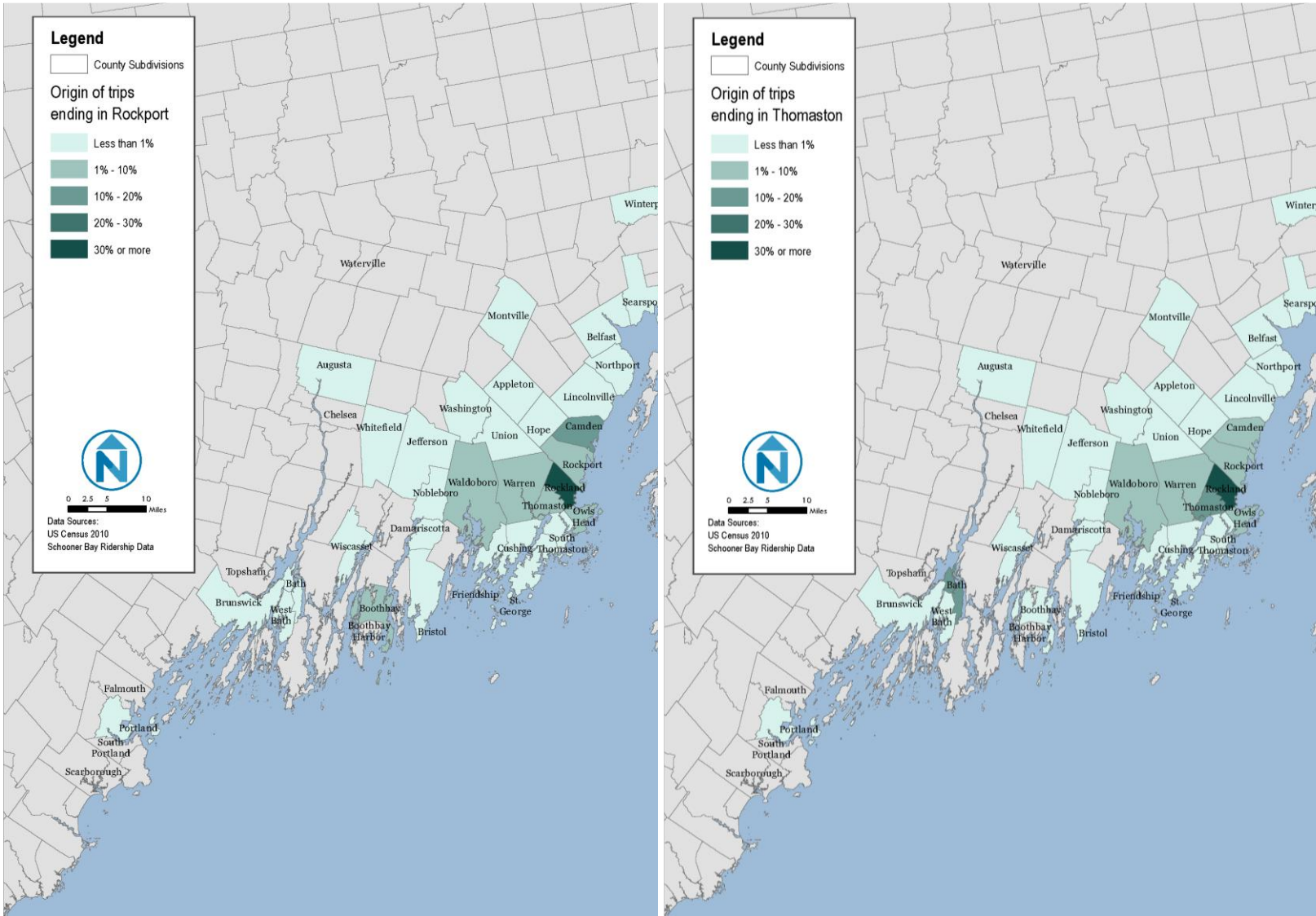




Figure 3-16 Schooner Bay October Ridership – Trips Ending in Camden and Rockland

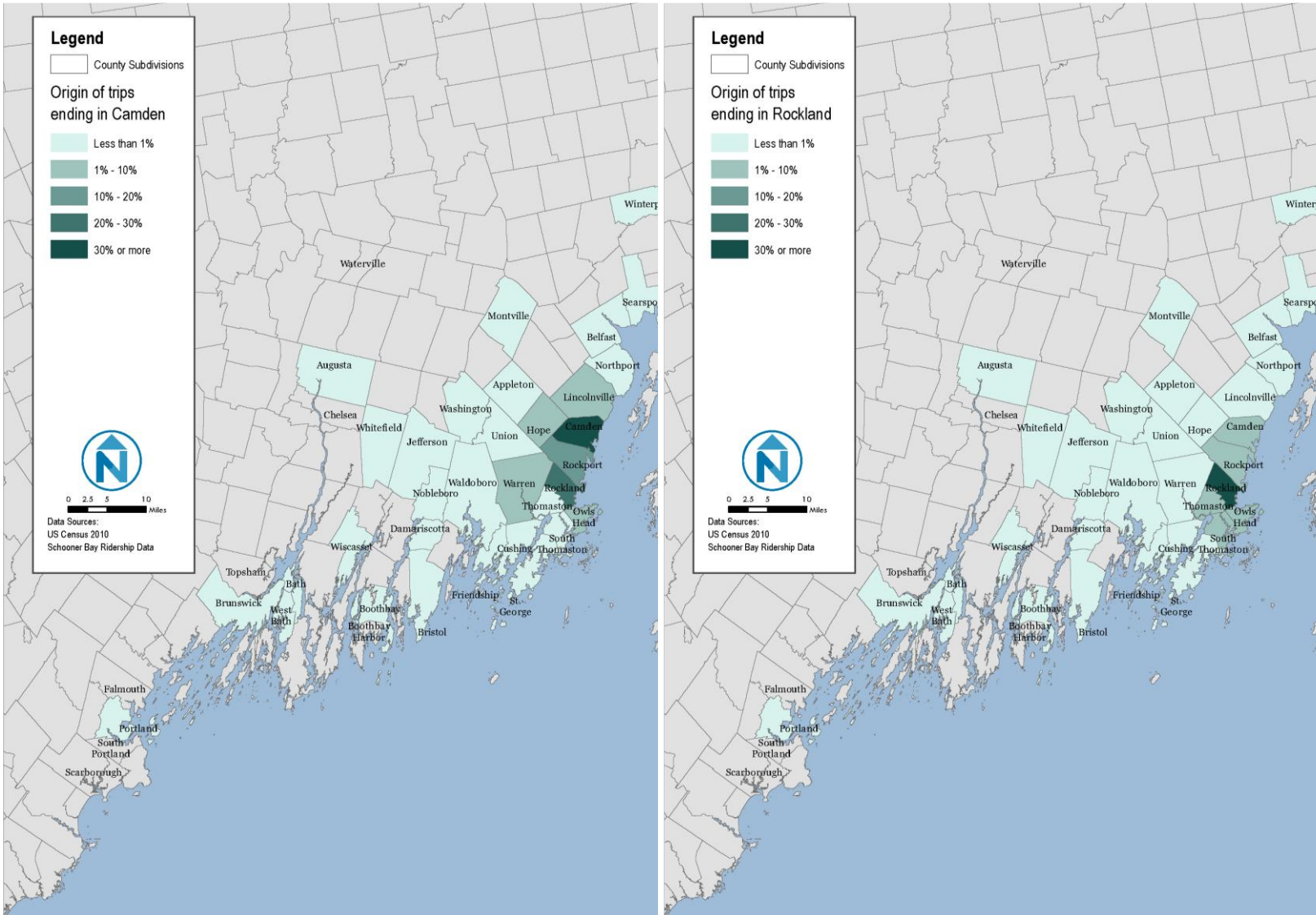
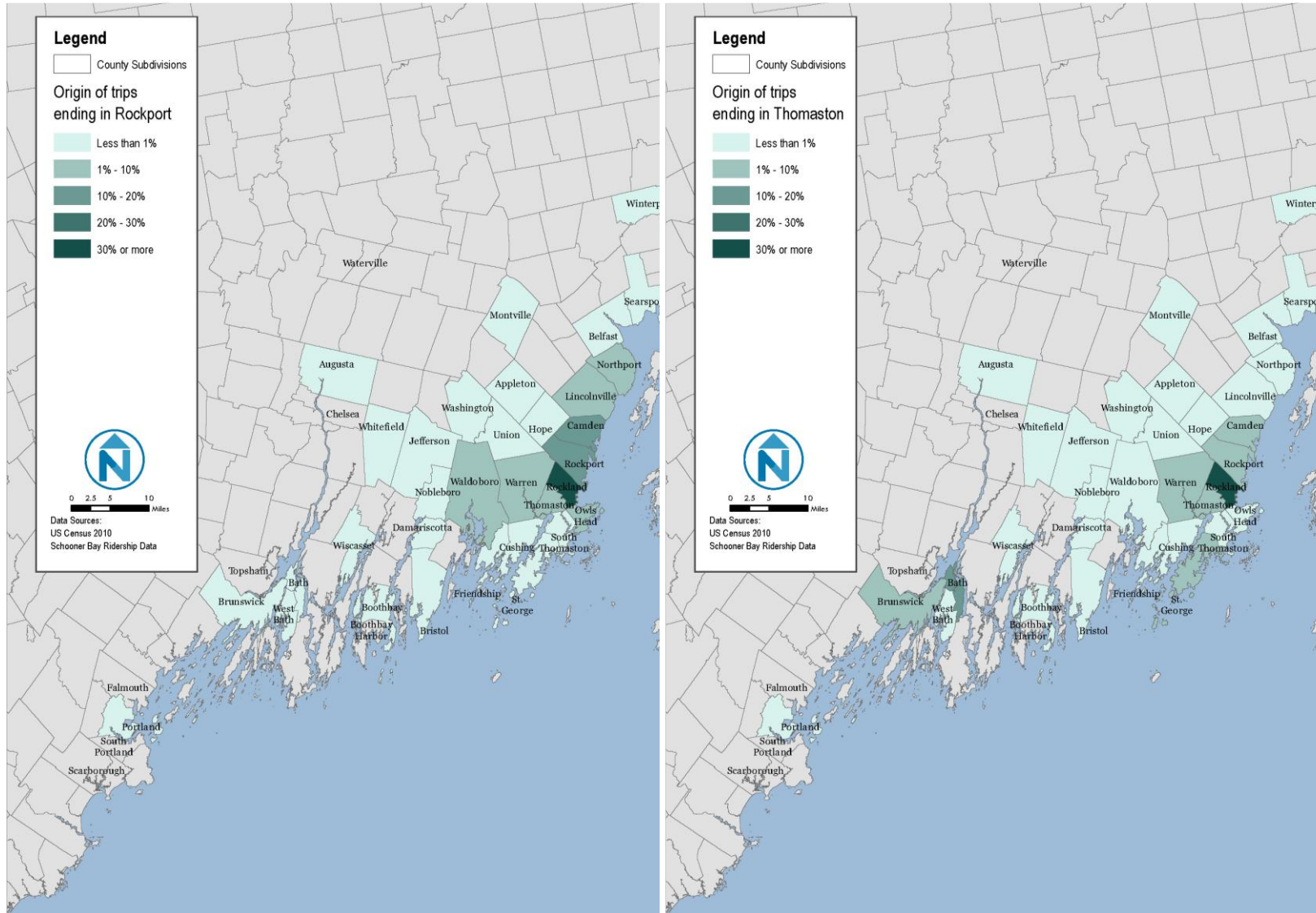




Figure 3-17 Schooner Bay October Ridership – Trips Ending in Rockport and Thomaston



## Other For-Hire Transportation Services

Several other taxi-like options exist in the Midcoast region, most of which operate year-round. Figure 3-18 provides a summary of these services.

**Figure 3-18 Midcoast For-Hire Transportation Services**

Name	Type	Schedule	Hours	Service Features	Website
<b>A.L.E.x: Atlantic Limo Express</b>	On-demand taxi/limo service	Year-round		Headquartered in Rockland	<a href="http://www.atlantlimoexpress.com">http://www.atlantlimoexpress.com</a>
<b>All Aboard Trolley</b>	Livery	Year-round		Guided wine tours M-F, May-October Offers charters for weddings, etc. Trolleys, Limos and a 15 passengervan	<a href="http://www.meetthefleet.com/">http://www.meetthefleet.com/</a>
<b>Camden First Aid Association</b>	Emergency & non-emergency ambulance transportation	Year-round	24/7	Ambulance and inter-facility travel	<a href="http://www.camdenfirstaid.org/">http://www.camdenfirstaid.org/</a>
<b>Hit the Road</b>	On-demand taxi service				
<b>Kno Wal Lin</b>	Transportation for shopping, errands, medical appointments, socialization	User-scheduled		Offered as part of Help at Home Program, through Penn Bay	<a href="http://www.penbayhealthcare.org/knowallin/service/Help_At_Home_Program/">http://www.penbayhealthcare.org/knowallin/service/Help_At_Home_Program/</a>
<b>Luce Transportation/ Safe Care</b>		Year-round		Headquartered in Union	<a href="http://www.lucetrans.biz">http://www.lucetrans.biz</a>
<b>Midcoast Limo</b>	Group "shuttle" to Portland Jetport, train and bus stations	Year-round		Group rides, can call up to noon the day before travel	<a href="http://www.midcoastlimo.com">http://www.midcoastlimo.com</a>
<b>Myrtle Street Taxi</b>	Single car taxi	Year-round	24/7	Based in Rockland, rates listed on website	<a href="http://www.myrtlestreettaxi.com">http://www.myrtlestreettaxi.com</a>
<b>Needful Things and Services</b>	On-demand taxi service	Year-round			<a href="http://www.needfulthingsandservices.com">http://www.needfulthingsandservices.com</a>
<b>North East Mobile Health Services</b>	Medical transportation services	Year-round	24/7	Offers a wide variety of medical transportation	<a href="http://www.maineambulance.com">http://www.maineambulance.com</a>
<b>Sterling Ambulance Service</b>	Emergency and non-emergency medical transport, including vans and ambulances	Year-round	24-7	Service available state-wide and in New England.	<a href="http://www.sterlingambulance.com/">http://www.sterlingambulance.com/</a>

## SPECIALIZED TRANSPORTATION SERVICES

Several other site or user group-specific transportation services operate in Knox County. These services are primarily designed to complement or facilitate the missions of various social service providers. A brief summary of these transportation services is below:

- **Quarry Hill Senior Shuttle** – Quarry Hill, an assisted and independent residential community in Camden, has a fleet of shuttles for seniors.
- **Coastal Opportunities** – Coastal Opportunities is a day and residential center for adults with developmental disabilities. Coastal Opportunities operates a fleet of shuttles to get participants to and from its activities.
- **SafeKids** – Child Development Services uses SafeKids for their transportation.
- **Windward Gardens** – A facility that tends to attract higher income seniors, Windward Gardens operates its own shuttle service.
- **Bartlett Woods Retirement Community** – Offering apartment, assisted and “cottage” living, Bartlett Woods owns a fleet of vehicles for transportation to medical appointments and elsewhere.
- **First Baptist Church of Rockland** – Located on Limerock Street, this church has its own fleet of vehicles for trips.





## 4 PEER REVIEW

### OVERVIEW

As part of our service design, the study team broadly examined the type, range and costs of services provided in other communities with similar or relevant characteristics to Knox County and Midcoast Maine. This peer group included the following 5 operators:

- **Tri-County Community Action Program, Inc.**, New Hampshire
- **Deerfield Valley Transit Authority**, Vermont
- **Addison County Transit Resources**, Vermont
- **Kennebec Valley Community Action Program Transportation Services**, Maine
- **Western Maine Transportation Services**, Maine

### TRI-COUNTY COMMUNITY ACTION PROGRAM, INC.

The Tri-County Community Action Program is a private non-profit that operates North Country Transit (NCT), providing transportation services to New Hampshire's northern tier.

NCT consists of two fixed-route services: the Tri-Town Bus that operates between the towns of Littleton, Lancaster, and Whitefield (in Coos and Grafton counties) and the Trolley that serves the Berlin-Gorham area in Coos County. The system also includes Dial-A-Ride services in Berlin, Gorham, Lancaster, Whitefield and Groveton. These services are available for older adults, persons with disabilities, and the general public.

NCT fixed-route services operate Monday through Saturday. The Tri-Town Bus runs from 6:00 AM and 4:45 PM on weekdays only, while the Trolley operates from 7:00 AM to 4:40 PM on weekdays and from 9:00 AM to 4:25 PM on weekends. Both routes have a fixed schedule with specified stops, but riders may flag down the vehicle at safe locations. The Trolley and the Tri-Town Bus are also both allowed to deviate from their routes to serve those who cannot travel to/from the scheduled stops.

The Dial-A-Ride Services operate Monday through Friday, excluding holidays, from 8:00 AM to 4:00 PM. Passengers are requested to schedule a ride at least 24 hours in advance by calling a local or toll free number. Same-day service requests are allowed, but not guaranteed. Members of the general public pay a fare of \$3.00 for a one-way trip, while passengers aged 65 or older and/or who have a disability are not charged a fare; however, a donation of \$2 per trip is requested.

NCT also has a Long Distance Non-Emergency Medical Transportation program to bring Coos County residents who are disabled or 60 and older to medical appointments and services that are beyond the bounds of the service area. To schedule, riders call a local or toll free number, and volunteers drive patients to appointments.

In fiscal year 2012, North Country provided 55,776 rides. The 2012 budget was \$936,282, making the average overall cost per ride approximately \$16.79. The program receives funding from the Federal Transit Administration (FTA), the New Hampshire Department of Transportation (NHDOT), New

Hampshire Department of Elderly and Adult Services, Coos County, local municipalities, and the United Way.<sup>13</sup>

In 2007, the Tri-County Community Action Program, Inc., began work to create a transit system to serve residents of Carroll County, just south of Coos County. The system, called Carroll County Transit, was designed to have three routes – two all day flex routes connecting West Ossipee to North Conway and Wolfeboro, and one commuter-focused flex route between Laconia and West Ossipee. However, due to lack of funding and ridership, only the Laconia to West Ossipee commuter service remains in operation today.

## **DEERFIELD VALLEY TRANSIT ASSOCIATION (MOOVER)**

The Deerfield Valley Transit Association (DVTA) manages the MOOver, a local transit system operating in southern Vermont and serving the communities of Dover, Mount Snow, Wilmington, Bennington, Marlboro, Brattleboro, Jacksonville, Whitingham, and Readsboro. DVTA operates a combination of deviated fixed-route and demand response services. Fixed-routes include five year-round services plus eight seasonal shuttle routes that operate during the winter season only. To request a pickup at a location within one quarter mile of a route, passengers call the DVTA one day in advance.

Year-round service connects major destinations and communities in the service area, including the Wilmington Health Center, local schools, and major employment sites. The seasonal services are focused around the Mount Snow ski area and provide connections between the base lodge and area accommodations, shopping and restaurants.

The DVTA is also the regional broker for transportation services available for older adults and persons with disabilities. Services include some volunteer drivers and demand response routes. As the broker, DVTA contracts with two local organizations, the Council on Aging and the Gathering Place, an adult day care center, to provide transportation to/from key services.

DVTA had an operating budget of \$1,732,085 and carried 290,867 riders in 2012. The average cost per trip was therefore \$5.95. Of those rides, 7,158 were demand-response, at an overall cost of \$71,564 or an average cost of \$9.99 per ride. In contrast, fixed route services cost about \$5.5 per ride. Funding for the service comes from a combination of federal, state and local sources, including contributions from the Mount Snow ski area.<sup>14,15</sup>

## **ADDISON COUNTY TRANSIT RESOURCES (ACTR)**

ACTR provides service in and beyond Addison County, Vermont, connecting Middlebury with Burlington, Rutland and the Middlebury Snow Bowl. ACTR operates fixed routes, classified as three “In-County” routes and three “Out-of-County” routes. ACTR also operates Dial-A-Ride demand-response service..

In-County routes consist of the Middlebury, Tri-Town and Snow Bowl shuttle buses. There are five Middlebury routes, two Tri-Town routes, and one Snow Bowl shuttle bus, for a total of eight In-County routes. While fares are free on the Middlebury routes, a one-way trip is \$1 on the Tri-Town and Snow Bowl buses. Weekday service generally spans from 6:00 am to 7:00 pm, hourly or every half hour. Snow bowl service operates Thursday, Friday and Saturday with increased service in the winter months.

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<sup>13</sup> Phone discussion with Brenda Gagne, Operations Manager (5/14/2013 and 5/20/13)

<sup>14</sup> MOOver “Facts and Figures,” <http://www.moover.com/moover-news-info/facts> Accessed May 14, 2013

<sup>15</sup> Boos, Jeanette, “MOOver adds new route,” Deerfield Valley news, June 2012. [http://www.deerfieldvalleynews.com/view/full\\_story\\_obits/18985973/article-MOOver-adds-new-route?instance=special\\_coverage\\_bullets\\_right\\_column](http://www.deerfieldvalleynews.com/view/full_story_obits/18985973/article-MOOver-adds-new-route?instance=special_coverage_bullets_right_column) Accessed May 14, 2013

Out-of-County routes include the Rutland Connector, 116 Commuter, and Burlington LINK. ACTR operates the Burlington LINK commuter route in conjunction with the Chittenden County Transportation Authority (CCTA); ACTR provides the Saturday service while CCTA covers weekdays. Fares on Out-of-County routes are generally \$2 one way, although there are some exceptions. Most routes have about four buses per day, covering the morning and evening peak. Only the Burlington LINK operates on Saturdays.<sup>16</sup>

ACTR provided 155,920 rides in FY 2011, 32% (49,578) of which were demand-response rides. Cost per ride overall ranged between \$14.34 for rural routes and \$5.76-\$11.52 for Middlebury local routes to \$14.38-\$28.76 for demand-response routes.<sup>17</sup> The overall budget for ACTR was \$1,929,013. The bulk of funding for the service comes from state and federal sources, while about 10% comes from other sources such as partners, municipal funds, donations and fares.

## **KENNEBEC VALLEY COMMUNITY ACTION PROGRAM (KVCAP) TRANSPORTATION SERVICES**

KVCAP is a non-profit community action program that provides a wide variety of services, including transportation to Kennebec and Somerset counties in Maine. KVCAP's transportation services include the Kennebec/Somerset Explorer, the KV Van, and Move More Kids.

The Kennebec and Somerset Explorers are flex-route public bus systems. The Kennebec Explorer has seven routes with a range of frequencies and availability. These routes generally begin in Augusta and continue to points beyond. The Somerset Explorer is available Monday, Wednesday and Friday from 7:30 am to 4:00 pm and operates with two routes. Each route has service in the morning, midday and early afternoon. In 2012, KVCAP's fixed-route services carried 65,000 riders, including 8,000 passengers with disabilities.<sup>18</sup>

KVCAP's KV Van service offers door-to-door service for those eligible under certain social service organization guidelines, generally the elderly and disabled. The service operates using 18 vans and over 100 volunteer drivers. This service also includes a reimbursement program for low-income or MaineCare recipients. MaineCare, the Department of Health and Human Services, Child Development Services, the United Way and other community service programs contribute to the funding of the KV Van. In 2011, KV Van provided 90,319 trips.<sup>19</sup>

The third type of service that KVCAP has provided is "Move More Kids." Operating in the summer of 2012, the service provided 2,908 rides at a cost of \$15,000 for an average cost of \$5.16 per rider. Despite the title, the service was open to the public. The design of the routes was meant to provide access to locations offering healthy activities for kids. Move More Kids was funded by the New Balance Foundation.

KVCAP's transportation expenses for October 2012-September 2013 were \$5,971,783. Of this, \$542,424 was for KV Transit, \$5,414,359 for the KV Van, and \$15,000 for Move More Kids.<sup>20</sup>

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<sup>16</sup> ACTR Bus Maps and Schedules, October 1 2012, [http://actr-vt.org/assets/ACTR\\_ScheduleBrochure.pdf](http://actr-vt.org/assets/ACTR_ScheduleBrochure.pdf) Accessed May 14, 2013.

<sup>17</sup> ACTR Annual Report FY2011, [http://actr-vt.org/assets/ACTR\\_AnnualReport\\_FY2011Final1.pdf](http://actr-vt.org/assets/ACTR_AnnualReport_FY2011Final1.pdf) Accessed May 14, 2013.

<sup>18</sup> KVCAP Annual Report, 2012, p.11 [http://www.kvcap.org/document\\_upload/KVCAP%202012%20Annual%20Report.pdf](http://www.kvcap.org/document_upload/KVCAP%202012%20Annual%20Report.pdf) Accessed May 14, 2013

<sup>19</sup> American Public Transportation Association data, 2011, "Modal Transit Providers – Service Supplied and Consumed," <http://www.apta.com/resources/statistics/Pages/NTDDatatables.aspx>

<sup>20</sup> KVCAP 2013 Plan and Budget, [http://www.kvcap.org/document\\_upload/2013%20Plan%20and%20Budget.pdf](http://www.kvcap.org/document_upload/2013%20Plan%20and%20Budget.pdf) Accessed May 14, 2013

## YORK COUNTY COMMUNITY ACTION TRANSPORTATION (YCCAC)

YCCAC provides service in York County, Maine, connecting residents to Sanford, Biddeford, Wells and intermediate destinations. YCCAC operates fixed routes, flex routes and door-to-door pickups.

YCCAC operates three flex route type programs, “The Bus,” “My Bus”, and “WAVE.” “The Bus Program” is a flex-route service that has a one-time application for riders. Certain towns have “service days” on which The Bus will pick residents up at their homes for designated purposes – mostly shopping and medical. Trips must fit into the regularly scheduled routes. YCCAC also operates Sanford Transit “My Bus,” a flex-route system available to anyone for a \$1 fare. Service runs between Springvale and Sanford and stops at hospitals and shopping centers. “My Bus” operates between 8:00 a.m. and 3:00 p.m.

WAVE service is specific to training and job sites, as well as transporting children to daycare. Riders must arrange trips in advance, but service operates seven days a week. The WAVE is a flex route bus that runs on two routes – from Wells or Biddeford to Sanford and back. In-town fares are \$2, \$3 if the rider crosses town lines. WAVE service is available from 6 a.m. until 10 p.m.

YCCAC also operates four lines as a part of the Shoreline Explorer network. The Explorer network has seven lines and provides service to the beach towns of Ogunquit, York, Wells and Kennebunkport, as well as Sanford and connections to Amtrak. Most routes run only in July and August, however the YCCAC-operated Orange Line operates year-round and provides service between Sanford and Wells. Fares on YCCAC services are \$1, and service operates from **Error! Reference source not found.** below shows a route map; YCCAC operates 2-Purple, 4-Blue, 5-Orange and 7-Aqua. Service is generally available from 9:00 a.m. – 10:00 p.m., although the Orange Route has more traditional commuter hours.

Finally, YCCAC also facilitates reimbursement for various driving programs. Through MaineCare, YCCAC reimburses those who drive themselves or a friend/family member to eligible medical appointments. Volunteer drivers transport those with medical needs, elderly persons, and those who need child protective services.



# MIDCOAST TRANSIT STUDY | EXISTING CONDITIONS

Midcoast Transit Committee

Figure 4-1 Peer Profiles

Operator	Coastal Trans	Tri-County Community Action Program, Inc.	Deerfield Valley Transit Authority (DVTA)	Addison County Transit Resources (ACTR)	KVCAP Transportation Services	York County Community Action Transportation (YCCAC)
<b>Systems</b>	<ul style="list-style-type: none"> <li>▪ Brunswick Explorer</li> <li>▪ Coastal Trans</li> </ul>	<ul style="list-style-type: none"> <li>▪ North Country Transit</li> <li>▪ Carrol County Transit</li> </ul>	<ul style="list-style-type: none"> <li>▪ MOOver</li> </ul>	<ul style="list-style-type: none"> <li>▪ ACTR</li> </ul>	<ul style="list-style-type: none"> <li>▪ KVCAP Transportation Services</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Bus</li> <li>▪ Sanford Transit “My Bus”</li> <li>▪ WAVE</li> <li>▪ Shoreline Explorer routes</li> <li>▪ Demand-response</li> </ul>
<b>Communities Served</b>	Midcoast Maine, including Knox, Lincoln and Sagadahoc Counties, Brunswick and Harpswell	Located in Northern New Hampshire. Serves two counties, including the larger cities of Berlin, Lancaster and Gorham	Located in Southern Vermont. Windham County, including 8 towns and seasonal service at Mount Snow	Located in Midwest Vermont. Addison County, Middlebury town center, and commuter routes	Kennebec and Somerset County, centered on Augusta	York County
<b>Service Area Population 2010 (approximate)</b>	110,000	80,000	44,000	37,000	175,000	199,000
<b>Number of Routes and Service Type</b>	<ul style="list-style-type: none"> <li>▪ 1 fixed route</li> <li>▪ Demand response with service days</li> </ul>	<ul style="list-style-type: none"> <li>▪ 3 deviated fixed route</li> <li>▪ Demand response</li> <li>▪ Long-distance medical transportation</li> </ul>	<ul style="list-style-type: none"> <li>▪ 14 fixed route in winter</li> <li>▪ 5 fixed route in summer</li> <li>▪ Demand response</li> </ul>	<ul style="list-style-type: none"> <li>▪ 8 shuttle buses</li> <li>▪ 3 commuter routes, including joint operation of Burlington LINK with CCTA</li> <li>▪ Demand response</li> </ul>	<ul style="list-style-type: none"> <li>▪ 7 flex routes for shopping and commuting</li> <li>▪ Door-to-door</li> <li>▪ Special shuttle</li> </ul>	<ul style="list-style-type: none"> <li>▪ 3 flex route</li> <li>▪ 4 fixed route</li> <li>▪ Demand response</li> </ul>

# MIDCOAST TRANSIT STUDY | EXISTING CONDITIONS

Midcoast Transit Committee

Operator	Coastal Trans	Tri-County Community Action Program, Inc.	Deerfield Valley Transit Authority (DVTA)	Addison County Transit Resources (ACTR)	KVCAP Transportation Services	York County Community Action Transportation (YCCAC)
<b>Service Schedule</b>	<ul style="list-style-type: none"> <li>Fixed route: M-F, 7:00 am- 7:00 pm</li> <li>Demand response 7:00 am – 4:00 pm</li> </ul>	<ul style="list-style-type: none"> <li>Fixed Route: M-F, roughly 6:00 am – 5:00 pm, one route provides Saturday service</li> <li>Demand response weekdays 8:00 am – 4:00 pm</li> </ul>	<ul style="list-style-type: none"> <li>Fixed Route: M-F, roughly 7:30 am – 5:00 pm</li> <li>Some seasonal service on weekends and holidays</li> <li>Demand response 8:00 am – 5:00 pm</li> </ul>	<ul style="list-style-type: none"> <li>Fixed Route: M-F, 6:00 am – 7:00 pm</li> <li>Some seasonal service on weekends</li> <li>Saturday service to Burlington</li> <li>Dial-a-ride: Available 24hrs daily.</li> </ul>	<ul style="list-style-type: none"> <li>Fixed Route: M-F, roughly 9:00 am – 5:00 pm</li> <li>Somerset Explorer: M, W, F 7:30 am – 4:00 pm</li> <li>KV Van 5:00 am – 6:00 pm</li> <li>Move More Kids: Summer service, 7:30 am – 5:00 pm</li> </ul>	<ul style="list-style-type: none"> <li>Flex route: M-F, roughly 6:00 am – 10 pm</li> <li>Fixed route: 7 days/week, roughly 9:00 am – 10:00 pm</li> </ul>
<b>Fares</b>	<ul style="list-style-type: none"> <li>Fixed route: \$1</li> <li>Demand response: Discount on “service days” between certain towns</li> </ul>	<ul style="list-style-type: none"> <li>\$3.00 fixed route</li> <li>\$2.00 donation requested for Seniors and Disabled</li> </ul>	Free	<ul style="list-style-type: none"> <li>Middlebury local: Free</li> <li>In-County: \$1</li> <li>Out-of-county: \$2</li> <li>Some fare exceptions</li> </ul>	<ul style="list-style-type: none"> <li>Local travel: \$1</li> <li>Inter-town: \$1.25</li> <li>Waterville-Augusta: \$3</li> <li>Downtown shuttle - \$0.50</li> </ul>	<ul style="list-style-type: none"> <li>Fixed route: \$1</li> <li>Flex route: \$2</li> </ul>
<b>FY2012 Ridership</b>	<b>152,011</b>	<b>55,776</b>	<b>290,867</b>	<b>172,401</b>	<b>552,573</b>	<b>440,915</b>
<i>Demand Response</i>	125,289	27,081	7,158	49,609	485,336	287,202
<i>Fixed Route</i>	26,722	28,050	283,709	122,792	64,329	153,713
<b>FY2012 Operating Costs</b>	<b>\$2,149,836</b>	<b>\$936,282</b>	<b>\$1,732,085</b>	<b>\$2,064,670</b>	<b>\$5,971,783</b>	<b>\$5,894,129</b>
<i>Demand Response</i>	\$1,871,562	\$586,841	\$71,564	\$1,140,450	\$5,438,313	\$4,247,109
<i>Fixed Route</i>	\$278,274	\$314,011	\$1,660,521	\$924,220	\$542,425	\$1,647,020
<b>Average Cost/Passenger</b>	<b>\$14.14</b>	<b>\$16.79</b>	<b>\$5.95</b>	<b>\$11.97</b>	<b>\$10.81</b>	<b>\$13.37</b>
<i>Demand Response</i>	\$14.94	\$21.67	\$9.99	\$22.99	\$11.21	\$14.79
<i>Fixed/Flex Route</i>	\$10.41	\$11.19	\$5.50	\$7.52	\$8.43	\$10.71

## MIDCOAST TRANSIT STUDY | EXISTING CONDITIONS

Midcoast Transit Committee

Operator	Coastal Trans	Tri-County Community Action Program, Inc.	Deerfield Valley Transit Authority (DVTa)	Addison County Transit Resources (ACTR)	KVCAP Transportation Services	York County Community Action Transportation (YCCAC)
<b>Sources of Funding</b>	Primary: State MaineCare Fees, State MaineCare, Brunswick Explorer Fares Secondary: Coastal Trans fares, BCFS State Contract, Federal 5311 General Public Funding, Donations, misc.	Federal Transit Administration (FTA), the New Hampshire Department of Transportation (NHDOT), New Hampshire Department of Elderly and Adult Services, Coos County, local municipalities, and the United Way. <sup>21</sup>	Federal, state, local, contributions from Mount Snow ski area	State and federal sources. Some contributions from partners, municipal funds, donations and fares.	FTA, MEDOT, ME DHHS, Local Municipalities (37), CDS, various local health and business organizations	United Way of Oxford County, United Way of the Tri-Valley Area, SeniorsPlus, ME DHHS, MEDOT, FTA, local municipalities

\*American Public Transportation Association's National Transit Database, calendar year 2011

<sup>21</sup> Phone discussion with Brenda Gagne, Operations Manager (5/14/2013)