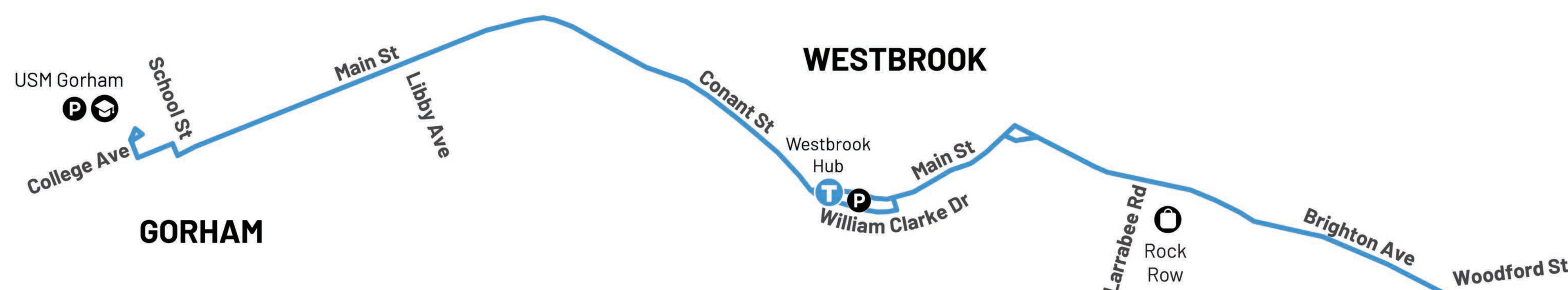
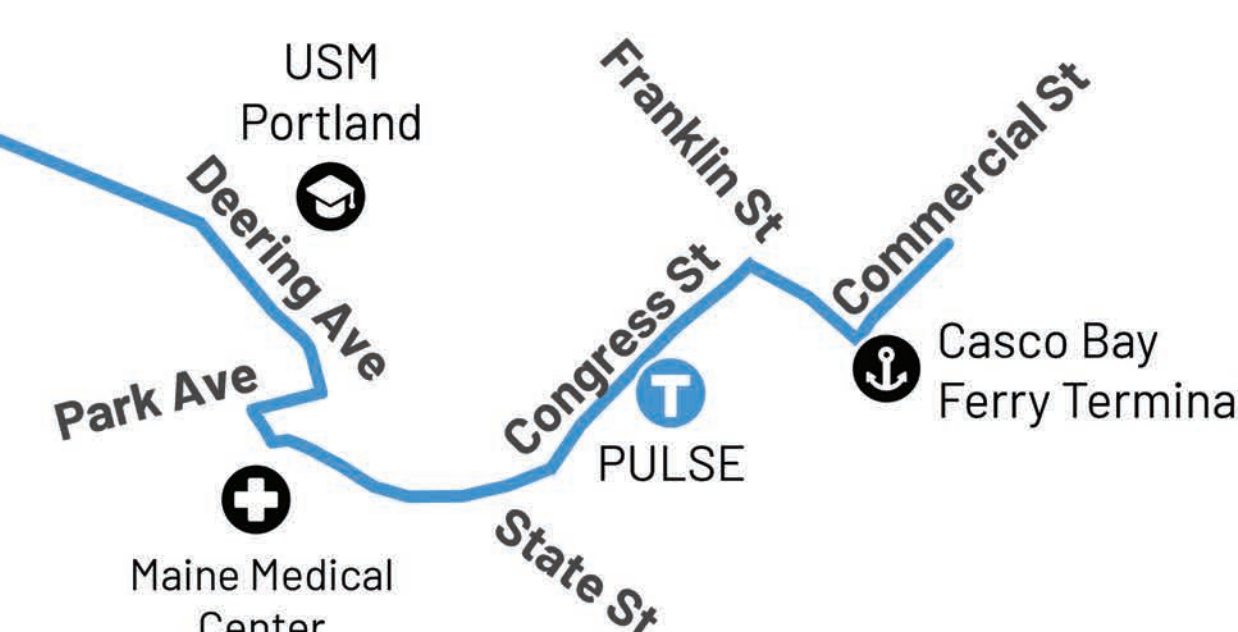


# Better Transit for Our Region



## Planned Alignment

- T** Major Transfer Point
- P** Potential Parking Location



## PORTLAND

## What is this project?

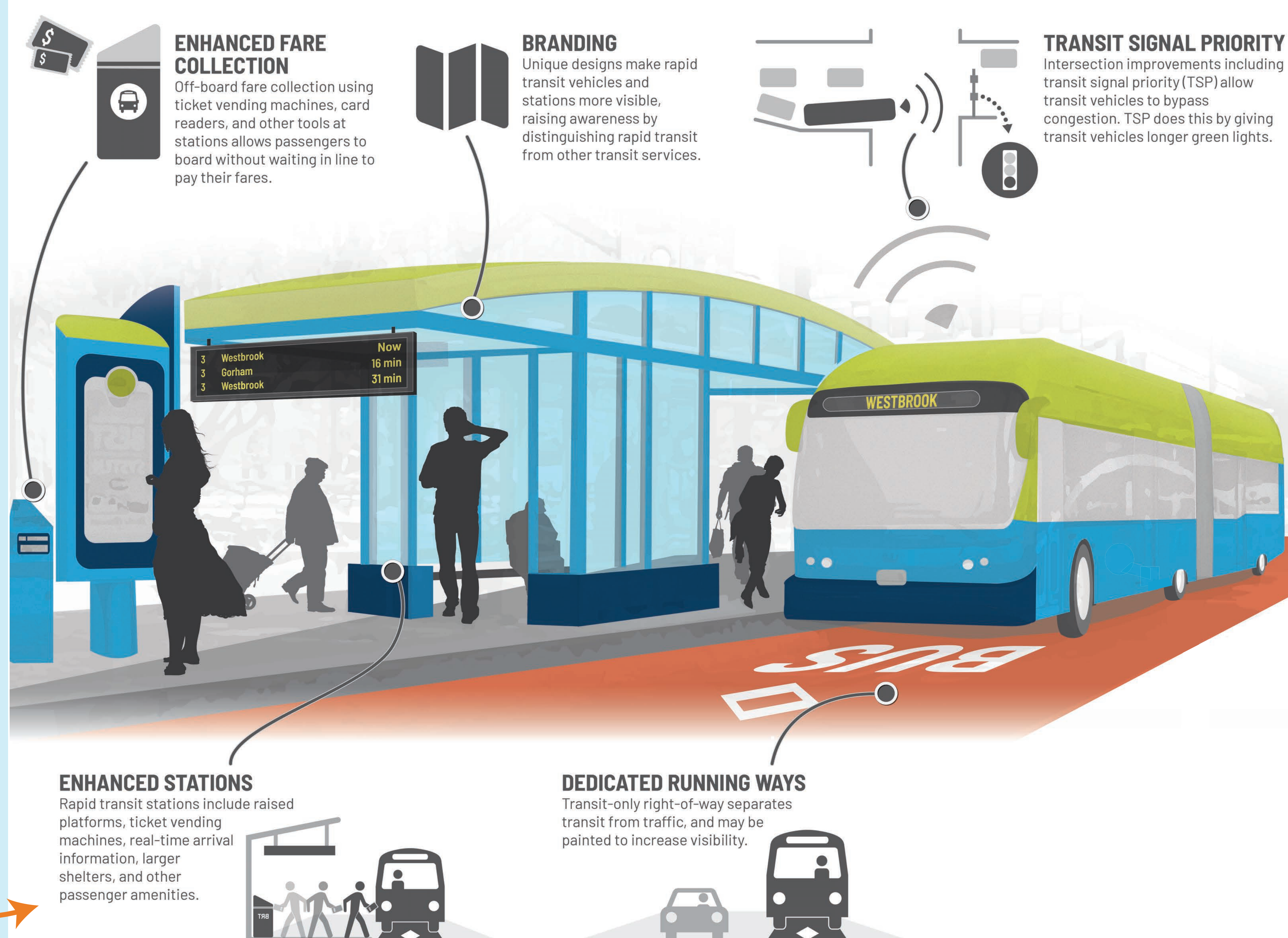
Greater Portland Metro is in the conceptual design stage of the future Gorham-Westbrook-Portland bus rapid transit (BRT), which will be the Greater Portland Region's first BRT line. 'Conceptual design' means designers are identifying where stations, lanes, and other infrastructure will be located in Gorham, Westbrook, and Portland.

The project will connect Gorham to Westbrook and Portland via the planned alignment shown above. The refinement of this alignment is the focus of our current study.

This rapid transit line is planned to operate every 10 minutes between Westbrook and Portland on weekdays (and every 20 minutes between Gorham and Portland), carrying 4,600 average daily passenger trips, and serving 51,000 jobs and 47,000 residents. The service is planned to operate seven days a week, starting as early as 5:00 a.m. and ending as late as 11:30 p.m.

## What is Bus Rapid Transit?

Bus rapid transit, or BRT is a form of public transportation with features that significantly improve the speed, reliability, and quality of service. The graphic on the right shows typical features of a rapid transit system.





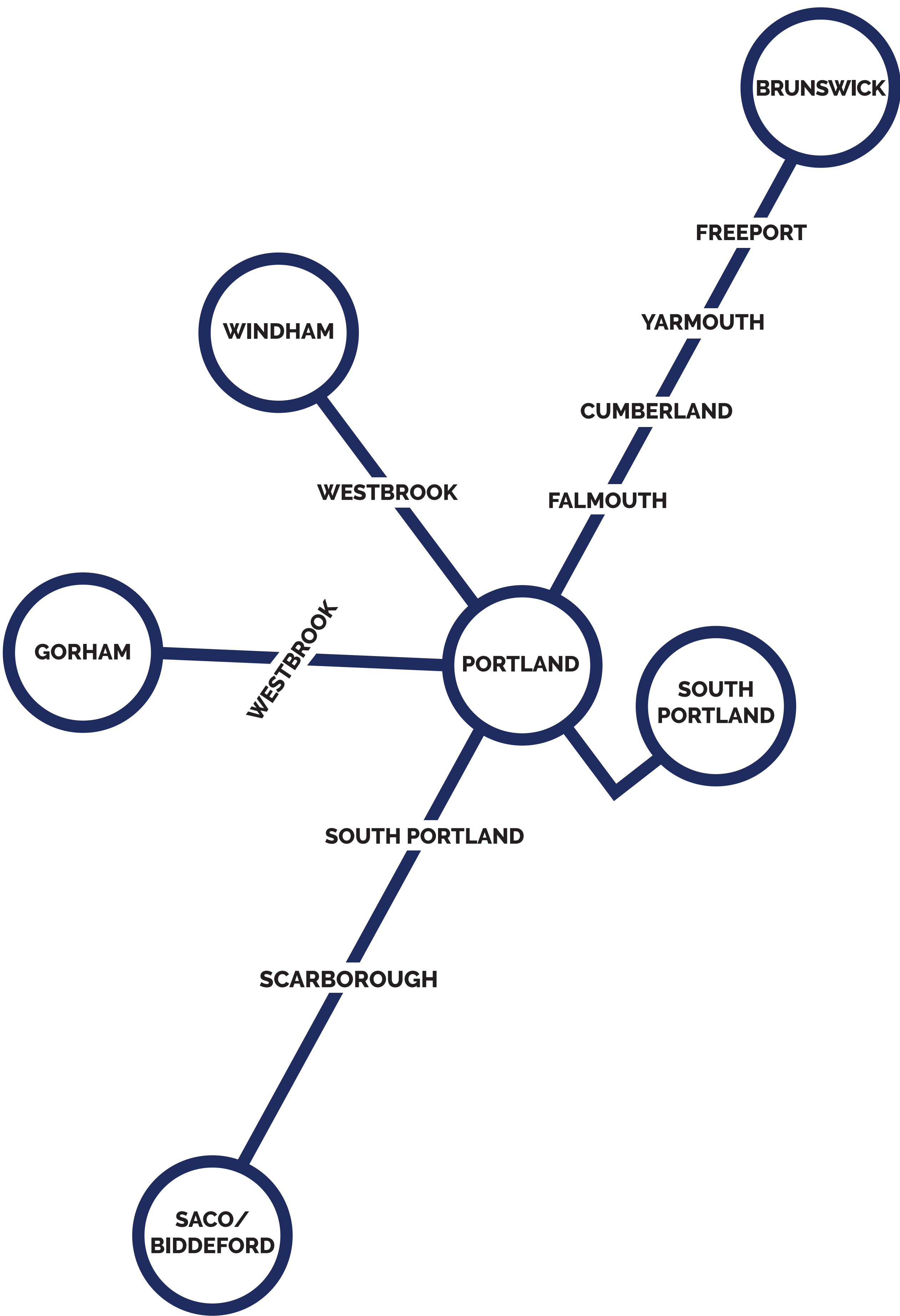
# Project Origins and Timeline

## Where did this project come from?

This project originates in our region's long-range transit plan, *Transit Tomorrow*, which calls for a rapid-transit network that meets our growing transportation needs without relying on major new roads to be built, or producing more traffic congestion.

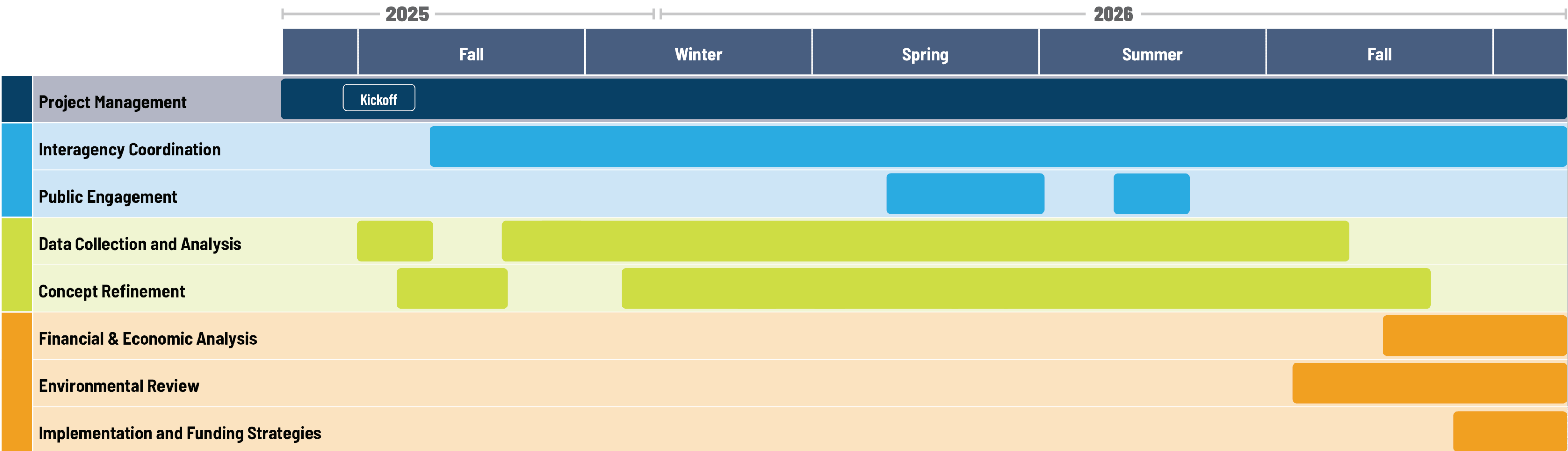
After *Transit Tomorrow*, the Greater Portland Council of Governments, Greater Portland Metro, Gorham, Westbrook, and Portland collaborated on the Gorham-Westbrook-Portland Rapid Transit Study, which led to this project. Recommendations were approved by the Portland Area Comprehensive Transportation System's Policy Board in January 2024.

The Gorham-Westbrook-Portland corridor is the first of four planned rapid-transit corridors, all of which would serve the Portland Peninsula.



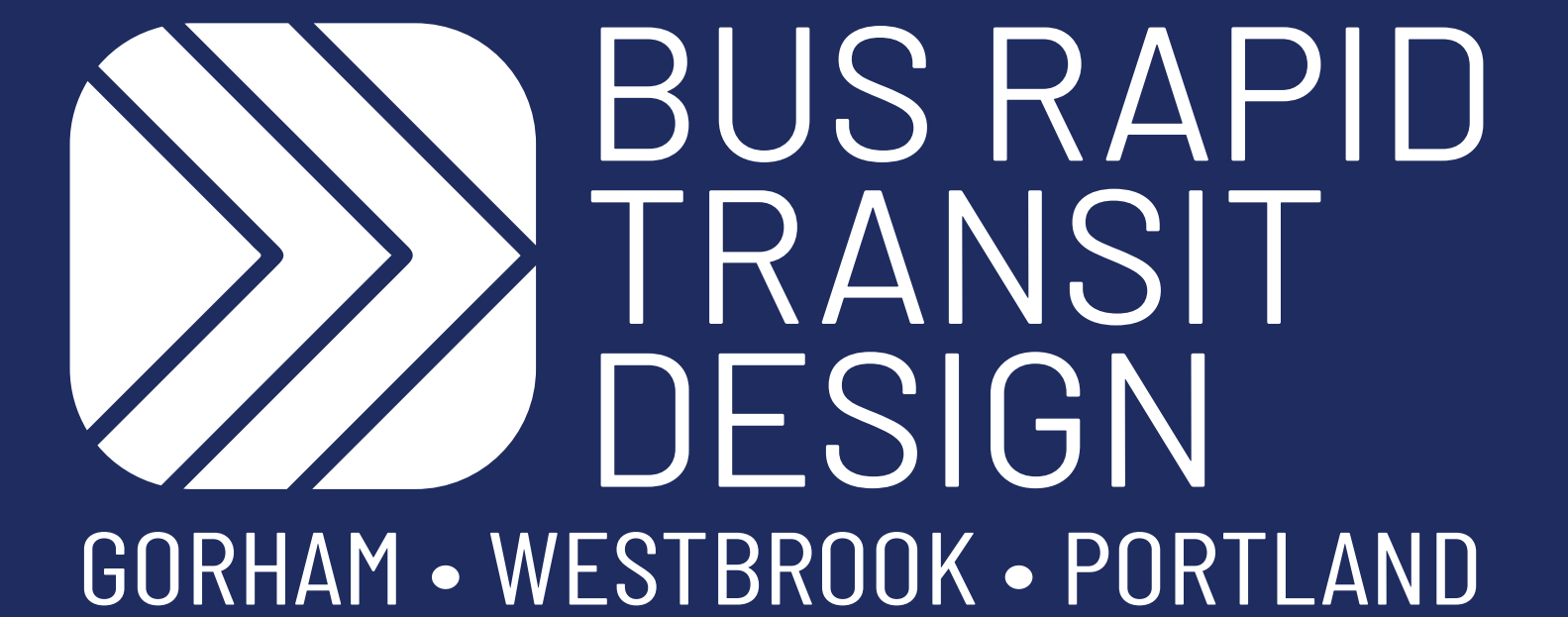
## What is the project timeline?

Your input will be used to revise our design, which will be finalized and shared before the end of the year. The project will then move into more advanced levels of design and then construction.

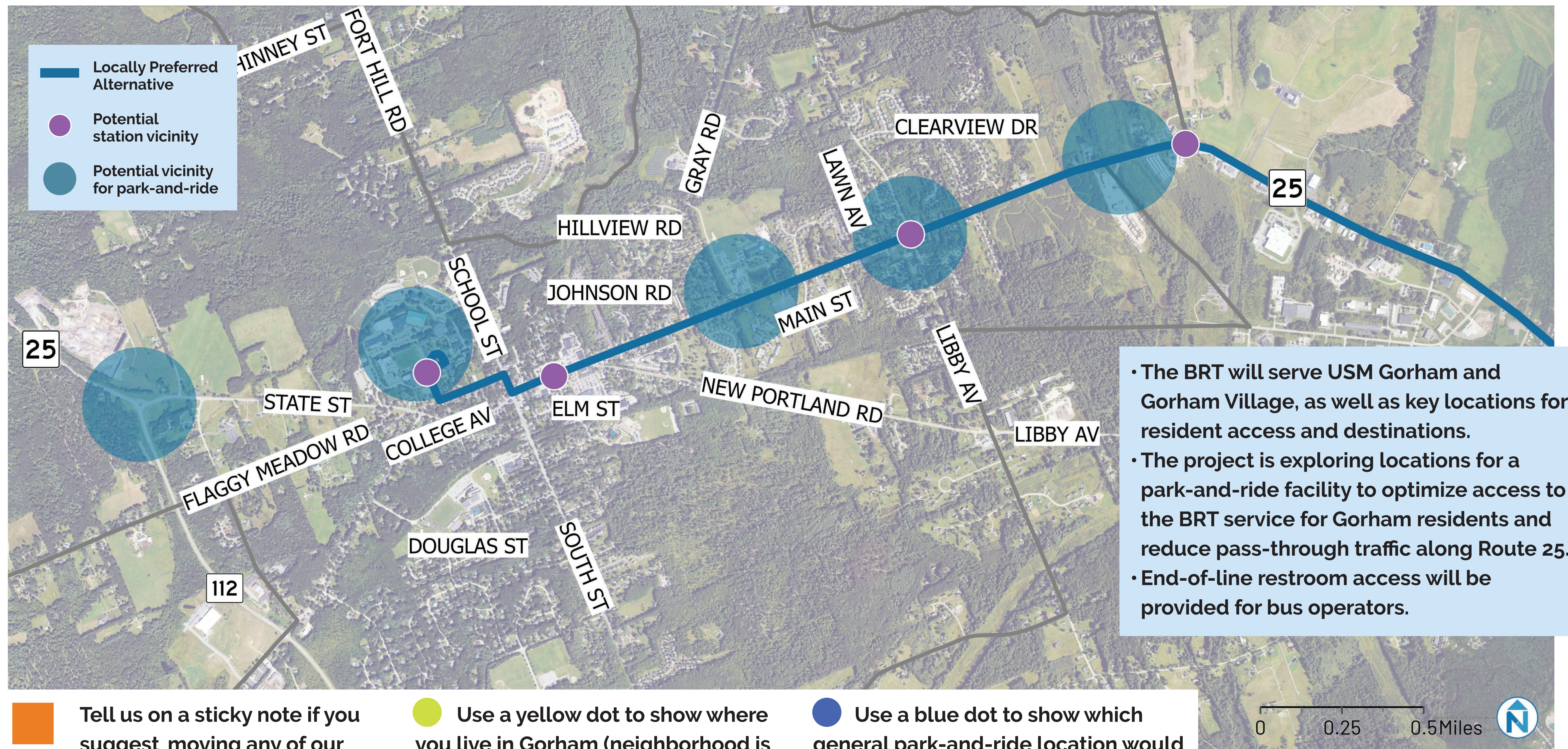




# Gorham Service and Potential Park-and-Ride Locations



USM Gorham will be the western anchor for BRT, and Gorham Village is home to several key destinations. We evaluated several options for a park-and-ride in Gorham, as well as turnaround routing.



 Tell us on a sticky note if you suggest moving any of our station locations. Which ones would you move and where would you move them to?

 Use a yellow dot to show where you live in Gorham (neighborhood is okay). If you live outside of Gorham, use the dot to show us which road(s) you use to come into town.

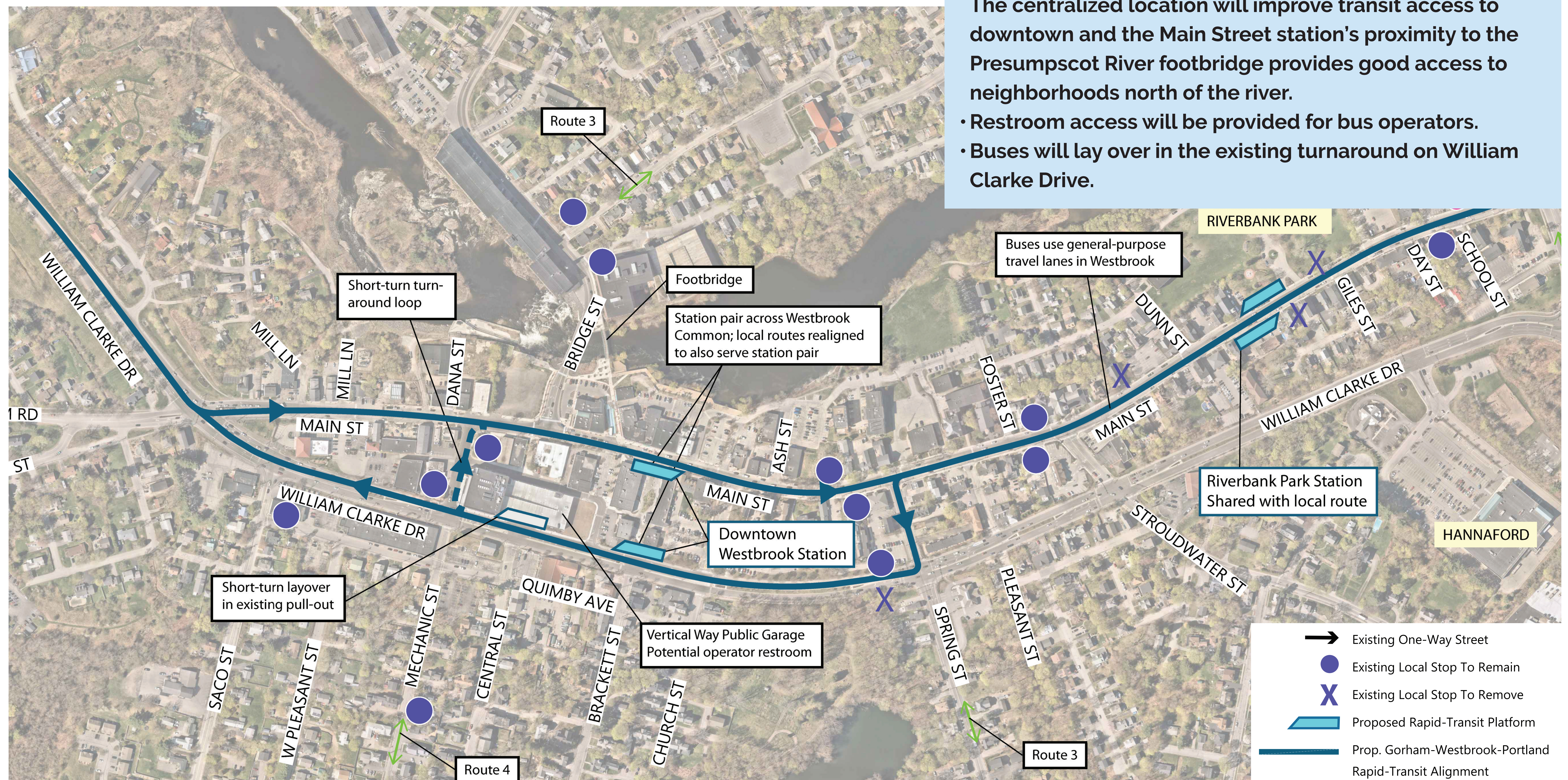
 Use a blue dot to show which general park-and-ride location would be most useful to you. If you don't support park-and-ride, or wouldn't use one, place your dot here. 



# Downtown Westbrook

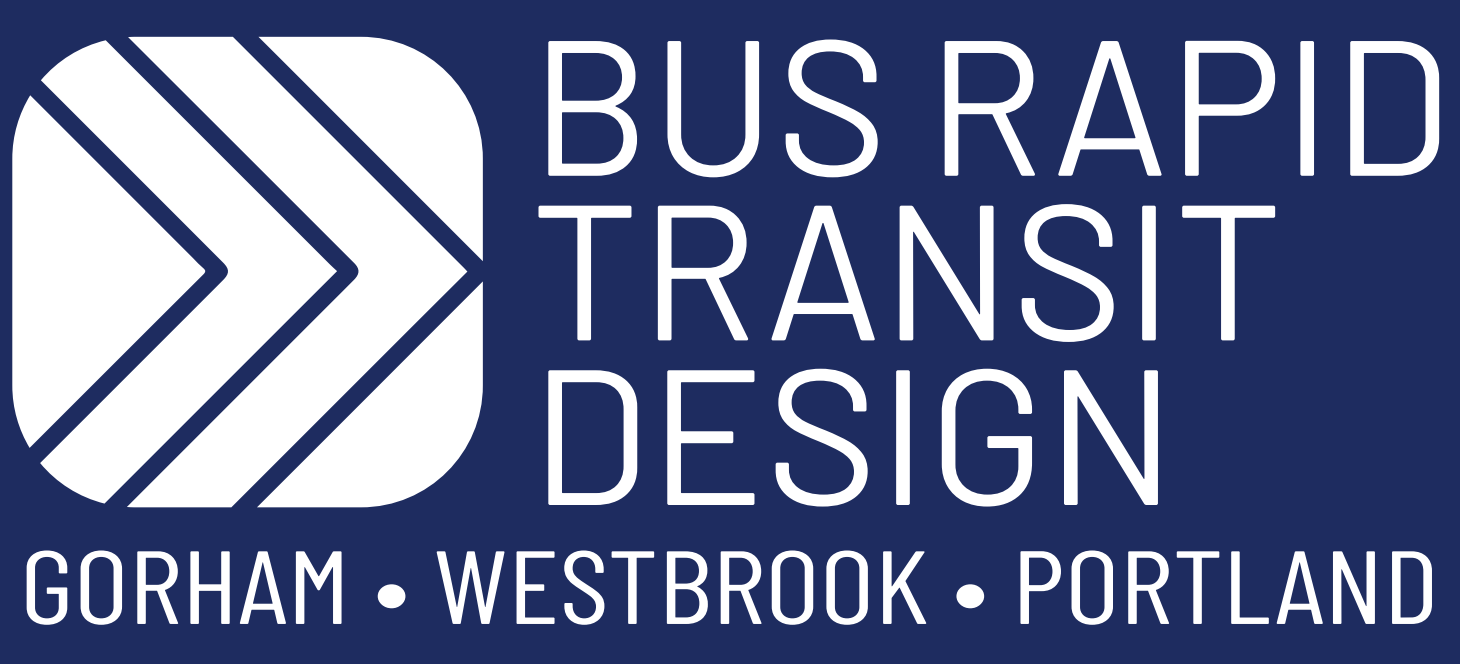
Downtown Westbrook is an important hub for future BRT service. As Maine's 8th-largest city, Westbrook is a draw and destination itself. It also will serve as the turnaround and layover point for half of all BRT vehicles, and facilitate connections between BRT and local Metro routes 3 and 4.

- Service is split into a 'couplet' between New Gorham Road and Spring Street, with eastbound buses operating on Main Street and westbound buses on William Clarke Drive.
- Stations will be on either side of Westbrook Common. The centralized location will improve transit access to downtown and the Main Street station's proximity to the Presumpscot River footbridge provides good access to neighborhoods north of the river.
- Restroom access will be provided for bus operators.
- Buses will lay over in the existing turnaround on William Clarke Drive.



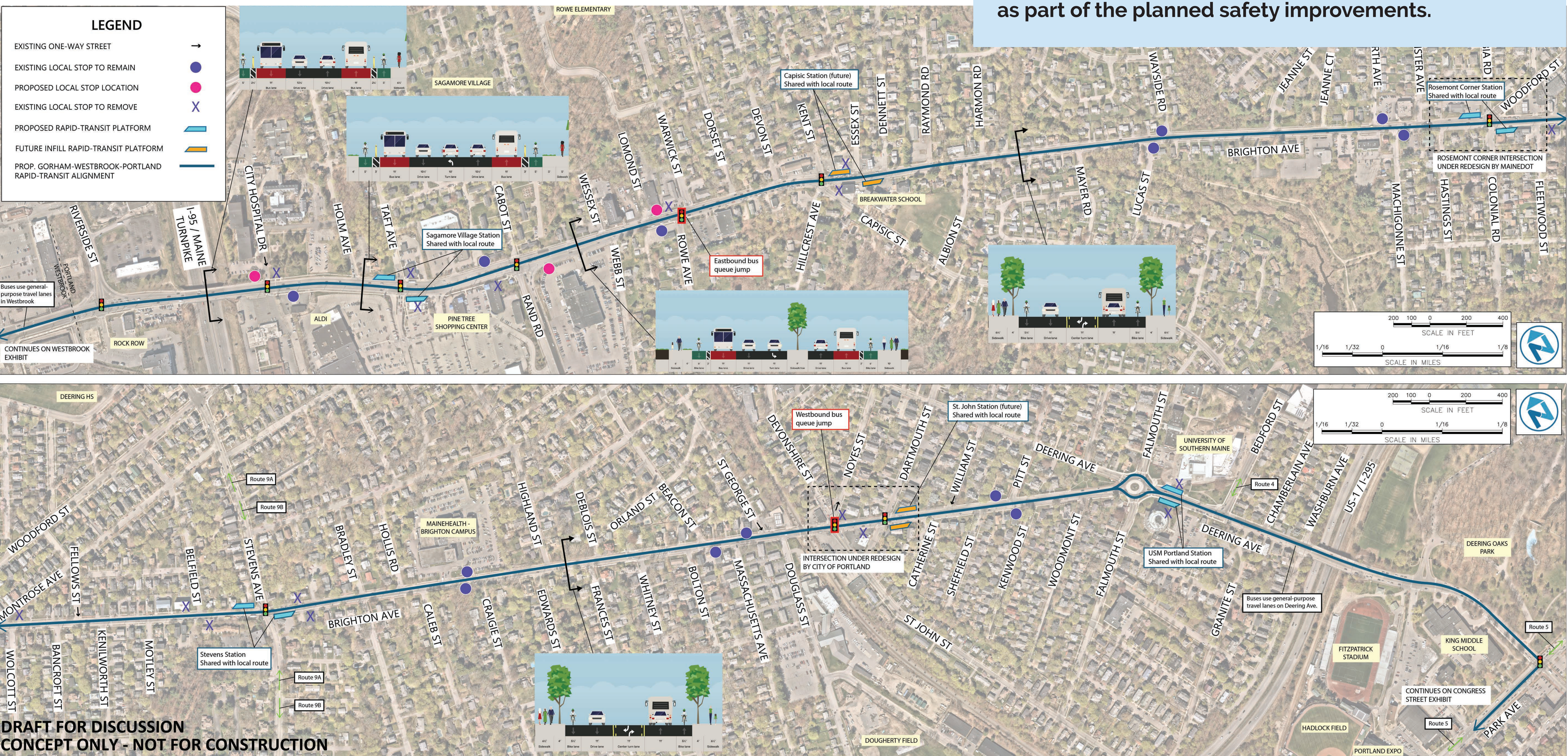


# Brighton Avenue



Brighton Avenue is one of the most constrained (i.e., narrow) parts of the BRT route, which means limited space for adding things like bus and bike lanes. We are working closely with the City of Portland and MaineDOT to develop a bus-priority project that also includes improved bicycle and pedestrian infrastructure on Brighton Avenue from the Westbrook city line to Deering Avenue.

- Bus lanes at the east and west 'entrances' to Brighton Avenue will let buses get ahead of traffic and drive quickly and reliably through the corridor.
- Separated bicycle facilities are expected to be included on most of the corridor.
- Transit signal priority will help buses travel through the corridor more quickly.
- MaineDOT and the City of Portland are developing plans for improvements to Rosemont Corner. We hope to incorporate bus priority as part of these improvements.
- The City of Portland received federal funding for safety improvements near the Pine Tree Shopping Center, to be piloted in 2027. We hope to incorporate bus priority as part of the planned safety improvements.

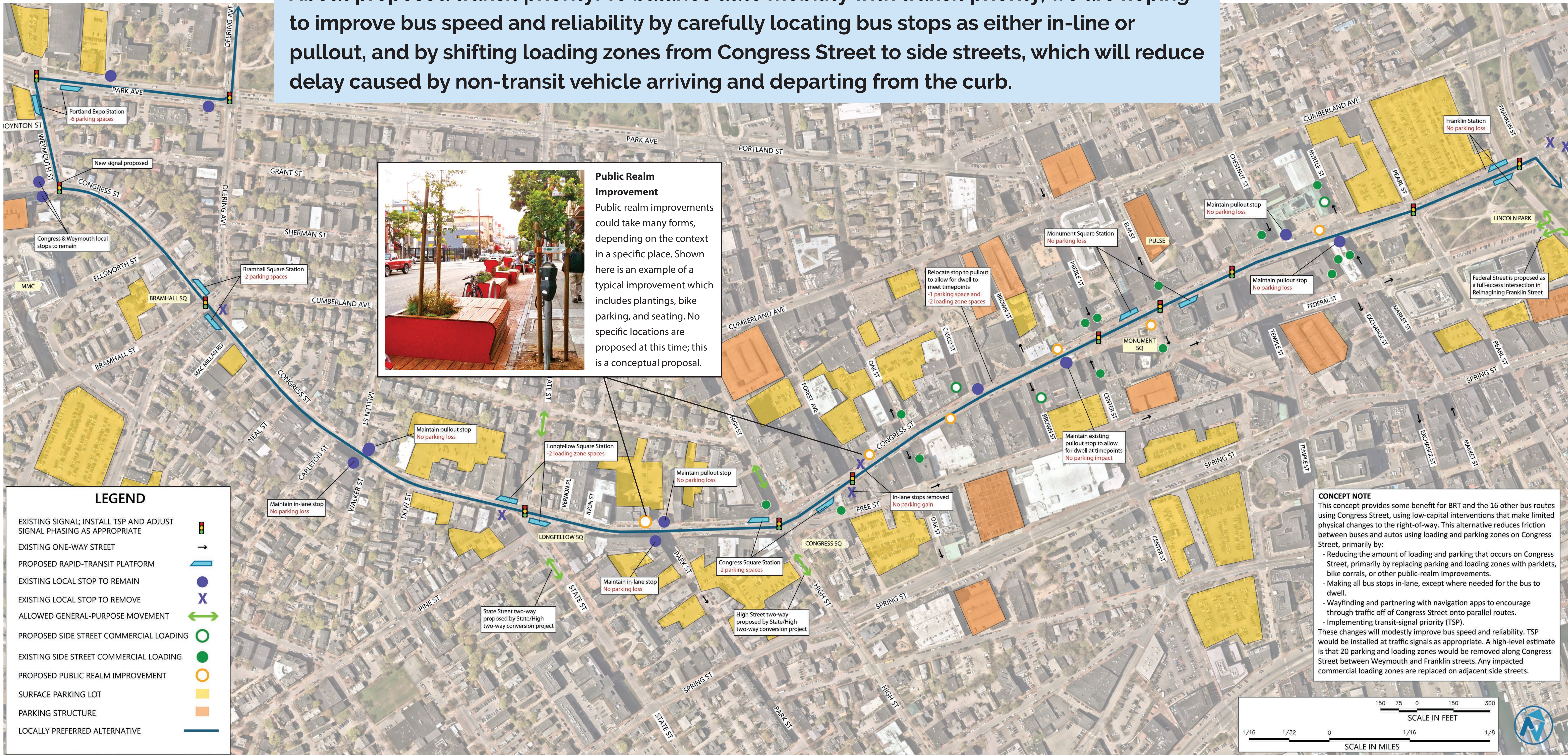




# Congress Street

Congress Street is the region’s public-transportation spine, with over 15 different bus routes traveling on the corridor on a given day. Making Congress Street work well for transit will benefit thousands of bus riders every day, including those from as far as Lewiston, Bath, Biddeford-Saco, and Windham. Congress Street is also likely to be a part of all four of the region’s future rapid transit lines, meaning investments in transit priority will continue to pay off as the region grows and expands transit service.

About proposed transit priority: To balance auto mobility with transit priority, we are hoping to improve bus speed and reliability by carefully locating bus stops as either in-line or pullout, and by shifting loading zones from Congress Street to side streets, which will reduce delay caused by non-transit vehicle arriving and departing from the curb.

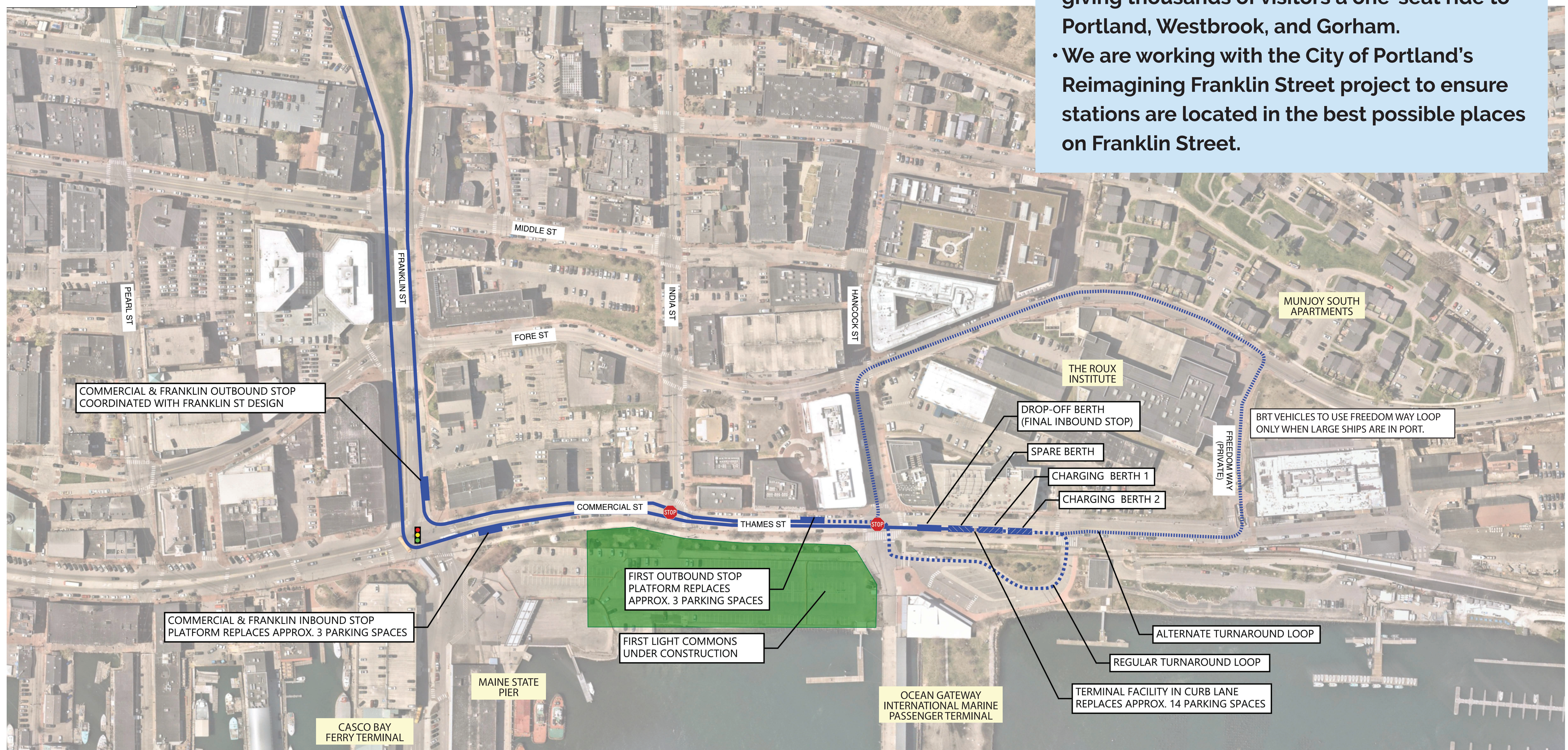




# Eastern Waterfront

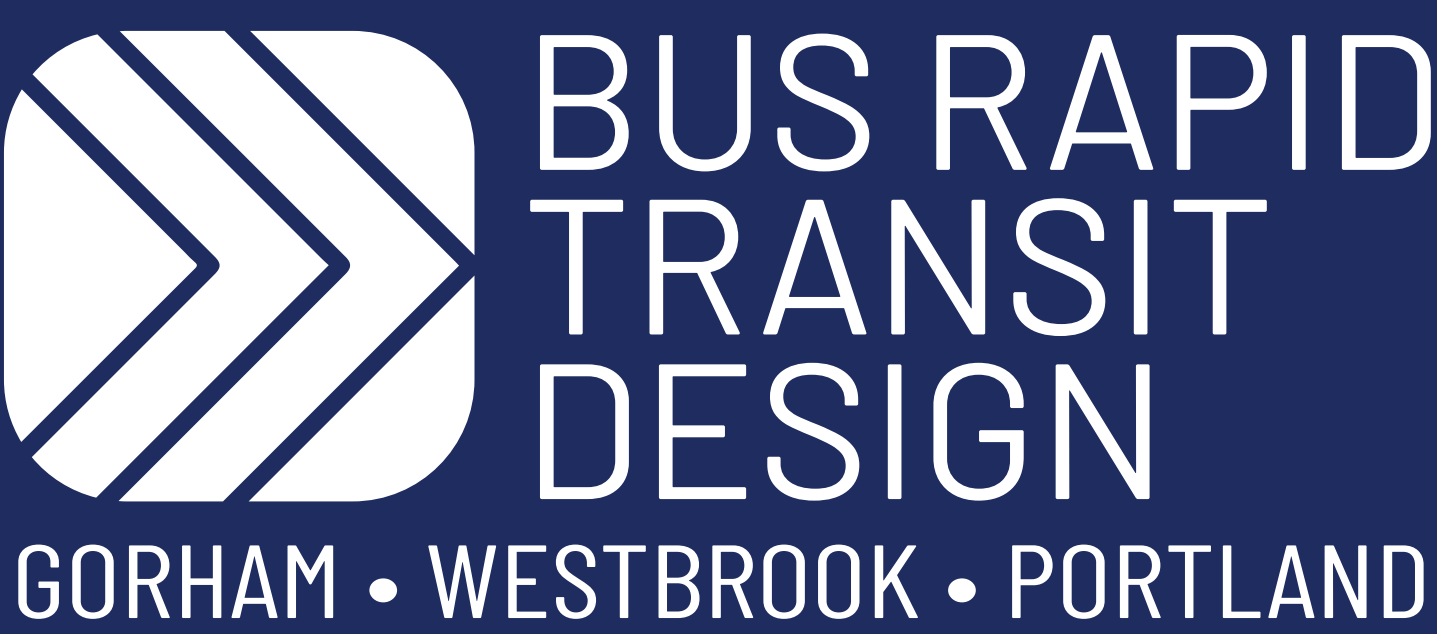
Portland's Eastern Waterfront continues to grow and change, with new jobs, residents, and recreational destinations appearing each year. Connecting BRT to this area will ensure people living to the west will have a non-auto travel option to the Eastern Waterfront, and will connect island residents and cruise travelers to Portland, Westbrook, and Gorham.

- Locating a station near the Casco Bay Ferry Terminal will provide workers, island residents, tourists, and others an easy connection to land-side transportation.
- A station by the Ocean Gateway cruise terminal will provide a direct connection to cruise ships, giving thousands of visitors a one-seat ride to Portland, Westbrook, and Gorham.
- We are working with the City of Portland's Reimagining Franklin Street project to ensure stations are located in the best possible places on Franklin Street.



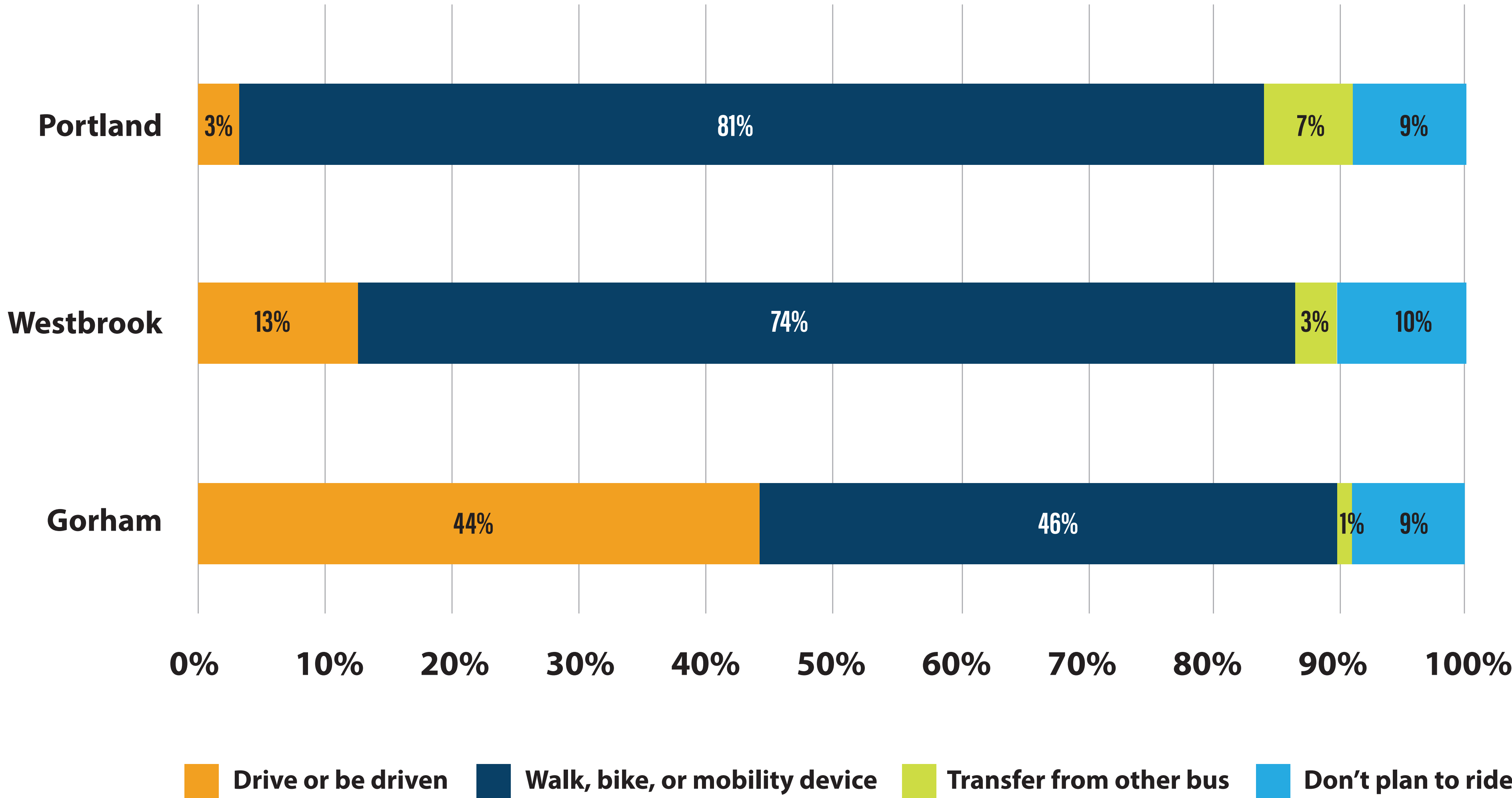


# What We've Heard From You So Far



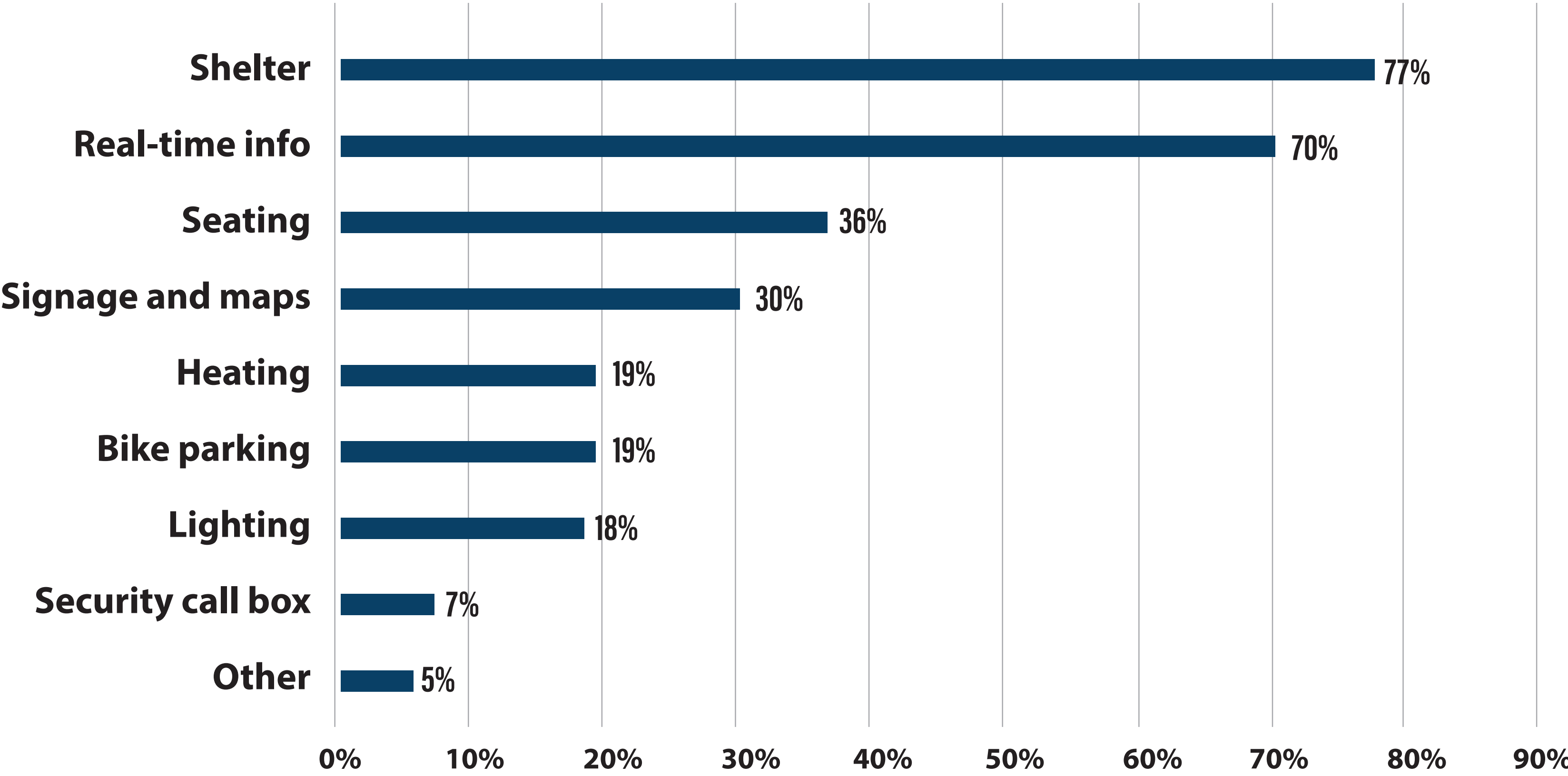
In April and May of 2026, we conducted an online and in-person survey where we asked people about their preferences for station locations, station amenities, and other BRT elements. We received over 700 responses, 90% of which were from Gorham, Westbrook, and Portland residents.

About 15% of respondents plan to drive to access BRT, highlighting the importance of having at least some park-and-ride capacity. Respondents living in more rural areas west of Westbrook (Gorham and beyond) were more likely to drive.



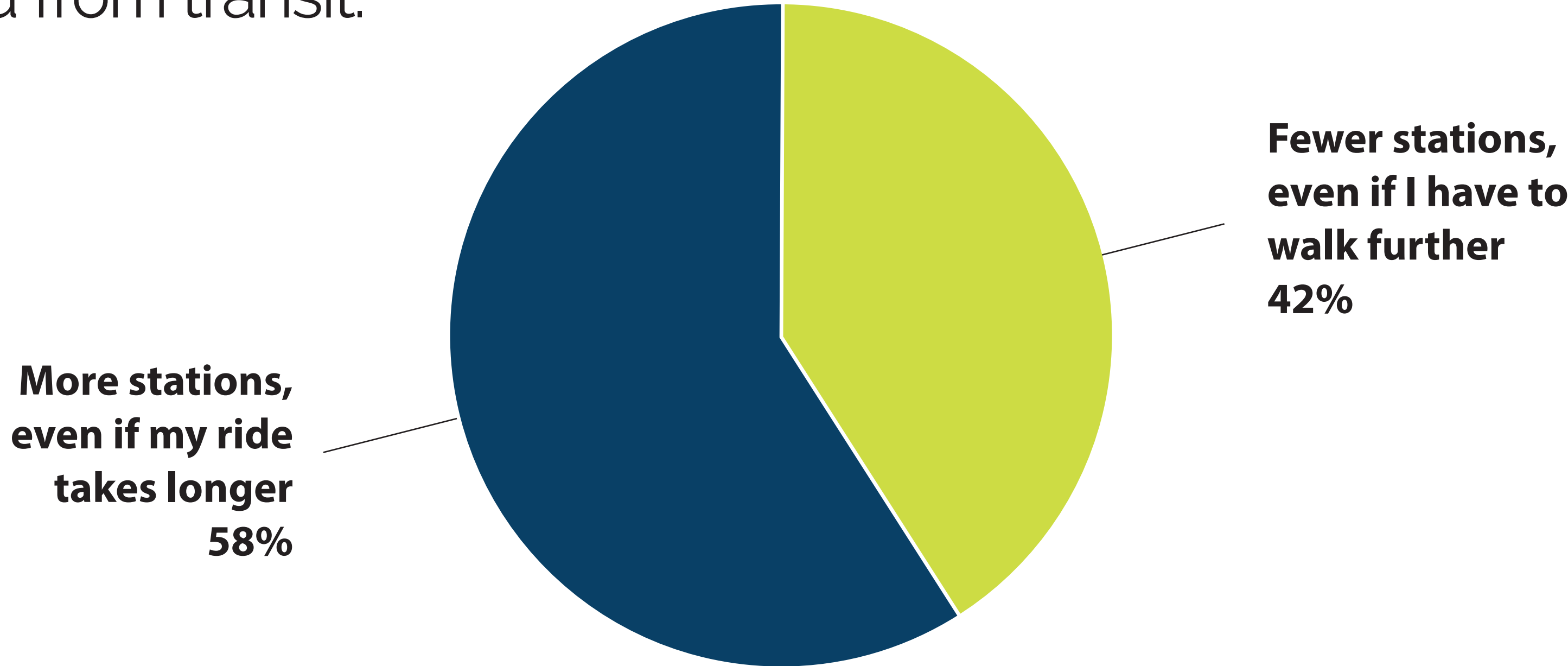
## Preference: Shelters and Real-Time Information

The two most frequently preferred amenities by survey respondents were shelters and real-time information.



## Preference: More Stations/Less Walking

Respondents were close to a 50/50 split on more stations vs. fewer stations. Some valued fewer stations and faster trips times, while others valued more stations and shorter walks to and from transit.





# Share Your Feedback



This project strives to provide priority for transit vehicles wherever possible, while also providing safe facilities for people walking, biking, and driving. Please let us know what you think of the draft ideas for each project area.

|                                        | I Like It | Neutral / Not Sure | I Don't Like It |
|----------------------------------------|-----------|--------------------|-----------------|
| USM and Gorham Village                 |           |                    |                 |
| Downtown Westbrook                     |           |                    |                 |
| Brighton Avenue                        |           |                    |                 |
| Hadlock Field/<br>Maine Medical Center |           |                    |                 |
| Congress Street                        |           |                    |                 |
| Eastern Waterfront                     |           |                    |                 |



Investing in high-quality transit such as the Gorham-Westbrook-Portland BRT line helps everyone, even if you don't ride the service.

BRT investments:



**Improve air quality**

Cleaner transit vehicles carry more people and reduce the number of cars on the road.



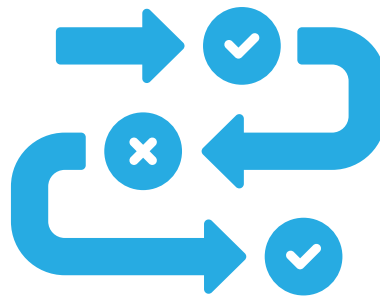
**Improve safety**

Transit projects are public works investments that add sidewalks and bicycle access, making travel safer for everyone.



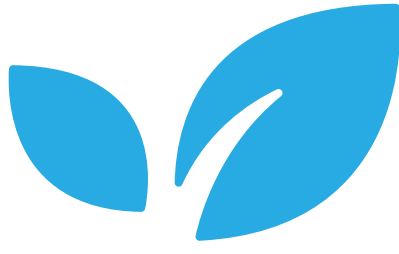
**Reduce congestion**

BRT can carry 50 or more people in one vehicle. When fewer people are driving, this reduces traffic congestion.



**Improve corridor performance**

Signals designed for transit help make traffic flow more efficiently for everyone – even cars.



**Keep Maine green**

Cleaner air (and water) and more compact land use patterns help Maine retain its natural beauty.



**Support businesses**

BRT is a visible transit connection that helps businesses attract and retain workers, and increases customer visibility.

We want to hear from you! Please take a moment to let us know your preferences on the following:

What would encourage you to regularly ride BRT? Put a  dot next to all that apply.

- If BRT travel time was the same as driving
- If BRT travel time was faster than driving
- If parking in Portland became more expensive
- If parking at a Gorham park-and-ride was free
- If buses came every 10 minutes
- If buses had wi-fi
- If I could work while riding
- If winter service was reliable
- If buses ran late into the evenings, including on weekends
- If my employer subsidized the fare
- If I knew parking would always be available
- I would never use BRT regularly

What would you most like to see at a park-and-ride? Put a  dot next to your top three choices.

- Electric vehicle charging
- An indoor waiting area
- Restrooms
- Security cameras
- Secure, covered bike storage
- Real-time arrival signs
- Guaranteed parking space

How far would you drive to reach a park-and-ride? Put a  dot next to your choice.

- Fewer than five minutes
- Five to 10 minutes
- 10 to 15 minutes
- 15 to 20 minutes
- More than 20 minutes