Memorandum

To: Patricia Quinn, Executive Director
Northern New England Passenger Rail Authority
75 W Commercial Street, Suite 104
Portland, Maine 04101

Date: January 29, 2026

Project #: 55095.21

Re: Evaluating TOD Benefits, Land Use, and Connectivity in Siting the Portland Station

Background

As part of the Portland Station Relocation Project, the Northern New England Passenger Rail Authority (NNEPRA) evaluated three potential sites for relocating the Portland Amtrak Downeaster station with the objectives of improving operational performance, enhancing passenger access, and supporting long-term land use and development goals. Site 1, located north of the Congress Street grade crossing, was eliminated from further consideration due to significant operational and safety constraints. Site 2 is located approximately 1,000 feet south of the Congress Street grade crossing, immediately north of the existing MaineHealth parking garage on St. John Street. Site 3 is located approximately 2,300 feet south of the Congress Street grade crossing, between St. John Street and the Mercy Hospital campus, and south of the railroad switch to the Mountain Division. In addition to considering how each site meets operational requirements, NNEPRA evaluated each site's potential to support transit-oriented development (TOD) consistent with federal guidance and the City of Portland's adopted planning policies. As documented in the Portland Train Station Relocation Planning Report (December 2024), NNEPRA identified Site 3 as the preferred alternative based on its operational feasibility, connectivity, and its capacity to catalyze coordinated, walkable, mixed-use development within the surrounding station area.

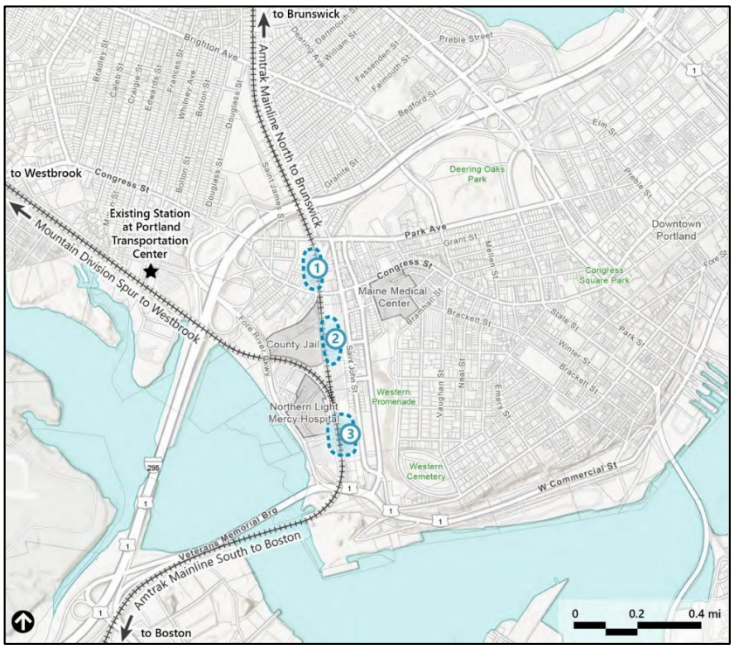

Figure 1 – Sites Considered

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This memorandum provides an expanded evaluation of the potential TOD benefits, land use implications, and connectivity considerations associated with locating a new passenger rail station at either Site 2 or Site 3. The analysis draws on federal guidance, nationally recognized planning practices, and documented case studies to give stakeholders a clear, evidence-based understanding of how station siting can advance ridership, multimodal access, economic development, and coordinated, walkable growth in the surrounding area.

Overall, the findings indicate that either site can offer a strong foundation for increasing transit ridership, enhancing multimodal connectivity, and supporting long-term land use and economic development outcomes that are consistent with local and regional goals. These conclusions are aligned with the prior analysis and findings documented in the Portland Train Station Relocation Planning Report, as well as public meeting presentations and subsequent memoranda and correspondence prepared by VHB, NNEPRA, and others in support of a station at Site 3.

Industry Standards for Station-Area Transit-Oriented Development (TOD)

Transit-oriented development (TOD) involves compact, mixed-use development at or near transit stations. TOD offers numerous benefits for communities and residents, including economic development, housing growth, and support for sustainable transportation options. TOD paired with high-quality, frequent transit service can enable people to live car-free or use their car less, relying on transit to commute to work or other destinations.

How far people are willing to walk to transit varies based on type of transit service offered. In general, people are willing to walk farther to access high-quality, frequent transit service. Planners typically use a quarter mile (5-minute) walkshed in planning for bus stops and local transit service, and a half mile (10-minute) walkshed for rail and other high-capacity transit. As an intercity rail service, a half mile walkshed is an appropriate measure for the Portland passenger rail station. When considering opportunities for TOD, it can be assumed that many train passengers and residents would choose to walk up to 10 minutes to the train station.

Federal and professional practice define TOD primarily by walkable access to transit rather than by direct physical adjacency between development and a station. The U.S. Environmental Protection Agency (EPA) identifies TOD as compact, mixed-use development within "easy walking distance (e.g., a half-mile)" of transit, intended to support vibrant, connected communities.[1] The U.S. Department of Transportation (USDOT) applies a consistent half-mile pedestrian catchment standard for determining station accessibility in TOD eligibility analyses and federal programs.[2]

The Federal Transit Administration (FTA) reinforces this standard through its TOD planning and research programs, including the TOD 206: Intercity Rail and Transit-Oriented Development guidance, which specifically explores strategies for leveraging intercity rail stations as engines of community development and connectivity.[3] FTA's pilot programs and studies emphasize planning for economic development, ridership growth, multimodal connectivity, and pedestrian-oriented environments around transit stations.[4]

National planning literature also describes the role that station location and accessibility can play in supporting TOD. The Transit Cooperative Research Program (TCRP), sponsored by FTA and the Transportation Research Board (TRB),

[1] U.S. Environmental Protection Agency (EPA), Smart Growth and Transportation: Transit-Oriented Development, https://www.epa.gov/smartgrowth/smart-growth-and-transportation
[2] U.S. Department of Transportation (USDOT), Transit-Oriented Development (TOD), Build America Bureau, https://www.transportation.gov/buildamerica/TOD/
[3] Federal Transit Administration (FTA), TOD 206: Intercity Rail and Transit-Oriented Development – Making Connections, Building Communities, https://todresources.org/resources/tod-206-intercity-rail-and-transit-oriented-development/
[4] Federal Transit Administration (FTA), Transit-Oriented Development Resources, https://www.transit.dot.gov/funding/funding-finance-resources/transit-oriented-development/transit-oriented-development-1

documents the effects of TOD on travel behavior and land use, highlighting how station-area design and accessibility influence ridership, walking, and reduced auto dependence.[5] The National Academies' research likewise identifies TOD as a strategy that can increase transit ridership and support coordinated land use when implemented with supportive local planning and infrastructure.[6]

Within this framework, development does not need to directly abut a station to achieve core TOD outcomes. Federal guidance underscores that TOD benefits such as increased transit use, reduced vehicle miles traveled, and stronger commercial activity are tied to connectivity and walkability within the walkshed rather than physical adjacency alone.[7,8] Positioning projects within a recognized TOD radius also supports alignment with federal funding and planning programs, including the Transportation Infrastructure Finance and Innovation Act (TIFIA) and Railroad Rehabilitation & Improvement Financing (RRIF) programs that explicitly factor TOD proximity into project eligibility.[9]

City of Portland Planning Goals

Table 1 compares Sites 2 and 3 in terms of alignment with the City of Portland's planning goals. In general, both sites meet many of the City's stated goals related to TOD, climate change, and transportation connectivity and safety.

Transit-Oriented Development

Portland's Plan 2030 prioritizes diverse housing, job concentration, pedestrian and transit accessibility, and infrastructure investment to support growth. Connect 2045 emphasizes reductions in automobile reliance through compact development, transit investment, safe active transportation facilities, and proximal connections between housing, jobs, and services, all of which mirror the EPA's and USDOT's smart growth and TOD principles.[10,11]

Both sites have a significant number of jobs within a half-mile walkshed, suggesting that some people could use the train to commute to work, particularly after a sixth daily trip is added. Based on a walkshed analysis by VHB, Site 3 has more jobs within a 5-minute walk, while site 2 has more jobs within a 10-minute walk. Both sites have around 9,700 jobs within a 15-minute walk.

In terms of population, 1,571 residents live within a 10-minute walk of Site 2 compared with 381 within a 10-minute walk of site 3. This difference is driven by the proximity of Site 2 to Congress Street and its adjacent residential areas. A significant number of residents live within walking distance of both sites, suggesting their ability to use the train without relying on a car to get to the station.

A new train station has the ability to catalyze development in a manner consistent with national TOD best practices. Federal and national studies emphasize that rail investments paired with coordinated land-use strategies can catalyze

[5] National Academies of Sciences, Engineering, and Medicine, Transit Cooperative Research Program Reports on TOD and Effects of TOD on Housing, Parking, and Travel, https://www.nationalacademies.org/read/23360 and https://www.nationalacademies.org/publications/14179
[6] National Academies of Sciences, Engineering, and Medicine, The Future of Commuter Rail in North America, https://www.nationalacademies.org/read/29128
[7] USDOT, Transit-Oriented Development (TOD), Build America Bureau, https://www.transportation.gov/buildamerica/TOD/
[8] FTA, TOD 206: Intercity Rail and Transit-Oriented Development – Making Connections, Building Communities, https://todresources.org/resources/tod-206-intercity-rail-and-transit-oriented-development/
[9] USDOT, Transit-Oriented Development (TOD), Build America Bureau, https://www.transportation.gov/buildamerica/TOD/
[10] EPA, Smart Growth and Transportation: Transit-Oriented Development, https://www.epa.gov/smartgrowth/smart-growth-and-transportation
[11] USDOT, Transit-Oriented Development (TOD), Build America Bureau, https://www.transportation.gov/buildamerica/TOD/

redevelopment, increase land values, and support broader community objectives.[12,13] While Site 2 has more existing adjacent commercial and residential development, Site 3 offers the City and its partners the opportunity to shape long-term urban form. A station at Site 3 could serve as a redevelopment anchor, enabling coordination of pedestrian and bicycle connections, enhancements to the street network, and adjustments to transit service patterns — approaches that align with FTA's intercity TOD guidance and national research on TOD cases.[14,15]

Alignment with Zoning

Portland's 2025 Land Use Code describes the purpose of each zoning district. One parcel of Site 2 is located in the TOD-2 (Transit Center) district, which provides for highly dense, pedestrian-scale built environment and a broad range of use. The other parcel is located in the B-2b (Community Business) district, which allows for mixed-use development and moderate to high density housing. These zoning districts would support the types of high density, mixed-use development that would facilitate TOD. One of the Site 2 parcels is also within the Maine Medical Center Institutional Overlay Zone (MMC IOZ), which ensures that any development by Maine Medical Center is consistent with the approved Institutional Development Plan.

All of the Site 3 parcels are located in the I-Mb (Medium-Impact Industrial) district, which allows for low- and moderate-impact industries and transportation-related uses. Site 3 lies approximately 1,350 feet (0.25 miles) from the TOD-2 zoning district, placing it well within the half-mile walkshed recognized in federal practice. Therefore, a station at Site 3 would not preclude, and could even encourage, higher density, mixed-use development in adjacent zoning districts.

Climate Change

Portland's One Climate Future plan sets a goal for reducing community-wide greenhouse gas emissions 80% by 2050. The plan includes a series of recommended actions related to transportation mode shift and land use, such as: "Strengthen the cities' transit-oriented development nodes to support travel by walking, biking, and public transportation."

Choosing a station location appropriate for TOD can support car-free trips, as compact, mixed-use development helps to reduce the need for driving and enables residents and employees to walk, bike, or use transit for more trips. Both Sites 2 and 3 offer the potential to reduce car trips. New residential and mixed-use development in the area could further reduce transportation-related GHG emissions.

Rail operations also contribute to GHG emissions due to diesel fuel usage. Because Site 2 is north of the switch to the Mountain Division branch that serves the Portland Layover Facility—which will continue to be used for storage and maintenance regardless of whether the station is at Site 2 or Site 3—trains using this track would need to reverse, resulting in increased fuel consumption. Site 3 is located South of the railroad switch, leading to more operational efficiency and less anticipated fuel usage.

[12] FTA, TOD 206: Intercity Rail and Transit-Oriented Development – Making Connections, Building Communities, https://todresources.org/resources/tod-206-intercity-rail-and-transit-oriented-development/

[13] National Academies of Sciences, Engineering, and Medicine, Transit Cooperative Research Program Reports on TOD and Effects of TOD on Housing, Parking, and Travel, https://www.nationalacademies.org/read/23360 and https://www.nationalacademies.org/publications/14179

[14] FTA, TOD 206: Intercity Rail and Transit-Oriented Development – Making Connections, Building Communities, https://todresources.org/resources/tod-206-intercity-rail-and-transit-oriented-development/

[15] National Academies of Sciences, Engineering, and Medicine, Transit Cooperative Research Program Reports on TOD and Effects of TOD on Housing, Parking, and Travel, https://www.nationalacademies.org/read/23360 and https://www.nationalacademies.org/publications/14179

Transportation Connectivity and Safety

Both sites are in an area of the city that is well-connected to bus, walking, and biking routes and align with FTA's description of TOD as dense, mixed-use development supported by transit and active transportation networks.[16] Site 2 is adjacent to bike lanes on Congress St. and St. John St., while Site 3 is adjacent to the St. John St. bike lanes. Sidewalks are provided throughout the area. At Site 3, an over track bridge would provide pedestrian access to the Fore River Parkway and its adjacent bike trails. The County Jail and Mountain Division tracks limit the potential for an over track bridge at Site 2, limiting pedestrian access to the Fore River Parkway.

Site 2 is better connected to area bus service, including four Metro bus stops within a 10-minute walk (7 bus lines), as well as a BSOOB bus stop within a 5-minute walk. Site 3 is also served by public transit, including the Metro Route 1 bus service within a 5-minute walk and a BSOOB bus stop within a 10-minute walk. If a station is developed at Site 3, there is the potential to coordinate with Metro about altering some bus routes to more directly serve the station.

Table 1: City of Portland Planning Goals - Comparison of Sites

Goal	**Alignment with City Plans**	**Metrics**	**Site 2**	**Site 3**
Encourage Transit-Oriented Development	Plan 2030 Connect 2045	Jobs within a 5-, 10-, and 15-minute walk	5-minute walk: 503 jobs 10-minute walk: 8,103 jobs 15-minute walk: 9,684 jobs	5-minute walk: 882 jobs 10-minute walk: 1,662 jobs 15-minute walk: 9,784 jobs
		Population within a 5-, 10-, and 15-minute walk	5-minute walk: 226 residents 10-minute walk: 1,571 residents 15-minute walk: 5,262 residents	5-minute walk: 66 residents 10-minute walk: 381 residents 15-minute walk: 2,512 residents
		Ability of train station to catalyze development	Some development potential, but significant commercial and residential development already exists.	Station has the potential to serve as a redevelopment anchor.

[16] FTA, Transit-Oriented Development Resources, https://www.transit.dot.gov/funding/funding-finance-resources/transit-oriented-development/transit-oriented-development-1

Alignment with Zoning	Plan 2030 Recode	Alignment with the purpose of the zoning district[17]	TOD-2 (Transit Center): High-intensity mixed-use, compact urban neighborhoods. Highly dense, pedestrian-scale built environment and a broad range of uses. B-2b (Community Business): Neighborhood and community retail, business and service establishments that are oriented to and built close to the street. Mixed-use development and moderate to high density housing. Maine Medical Center Institutional Overlay Zone (MMC IOZ)	I-Mb (Medium-Impact Industrial): Low- and moderate-impact industries and transportation-related uses will coexist. Adjacent to B-2b and MMC IOZ; within 1,350 ft. of TOD-2.
Climate Change	One Climate Future	Car-free trips Reductions in CO2 from rail operations	Addition of 6th round trip (morning) offers riders an opportunity to commute from station communities to nearby job base Located north of switch to Mountain Division branch and Portland Layover Facility; trains would need to reverse, leading to more fuel usage	Addition of 6th round trip (morning) offers riders an opportunity to commute from station communities to nearby job base, including Mercy Located south of switch to Mountain Division branch; more efficient rail operations leads to less fuel usage

[17] City of Portland Land Use Code, effective 12/3/2025, https://content.civicplus.com/api/assets/a5dcd1dc-4117-40b3-b3da-74a56919e14b

Transportation Connectivity and Safety	Connect 2045 Vision Zero	Bike and pedestrian routes	Bike lanes on Congress St. and St. John St.; sidewalks throughout the area. County Jail and Mountain Division tracks limit pedestrian access to Fore River Parkway.	Bike lanes on St. John St.; sidewalks throughout the area. Over track bridge would provide pedestrian access to Fore River Parkway.
		Bus routes	4 Metro bus stops within a 10-minute walk (7 bus lines). 1 BSOOB bus stop within a 5-minute walk.	1 Metro bus stop within a 5-minute walk (1 bus line), Metro would modify route adjacency and stops in accordance with demand. 1 BSOOB bus stop within a 10-minute walk.
		Rail grade-crossing safety	Adjacent to grade crossing at Congress St w/ longer gate closure times; refer to Grade Crossing Memo (1/15/2026).	No grade crossing impacts compared with existing conditions.

National Case Study Precedents

Across the country, numerous intercity and commuter rail stations that were originally located within or adjacent to industrial areas have catalyzed transformative development and delivered substantial community benefits. The four examples below demonstrate that transit-oriented development (TOD) can succeed around both intercity and commuter rail stations—even when development is not immediately adjacent to the station—and that transit investments, when paired with intentional land use policy and connectivity improvements, can create vibrant, well-connected districts consistent with federal and national best practices.

- Stamford Transportation Center (CT): Conversion of warehouse, surface parking, and rail yard land into high-intensity mixed-use development supported by Amtrak, commuter rail, and bus services.
- New Rochelle Station (NY): Adaptive reuse and high-density mixed-use development within the half-mile walkshed, enabled by station upgrades, zoning changes, and pedestrian realm improvements.
- Union Station (Denver, CO): Redevelopment of former railyards and industrial parcels into a major mixed-use hub with strong intermodal connections across rail, bus, and local transit.
- South San Francisco Station (CA): Transition of light industrial and warehouse areas into a TOD district emphasizing mixed-use development, housing affordability, and enhanced regional transit connectivity.

Refer to the attachment for visual aerial photos illustrating the locations and surrounding development patterns of these stations.

Conclusion

In summary, locating the Portland passenger rail station at either Site 2 or Site 3 is fully consistent with federal TOD standards, nationally recognized planning principles, Portland's adopted policy framework, and documented precedent. Both sites are positioned within the recognized half-mile TOD walkshed, are served by existing transit and active transportation infrastructure and provide a strong foundation for realizing increased ridership, reduced automobile dependence, and sustained economic redevelopment. Site 3 represents an optimal balance between transportation performance and place-based development, maximizing the long-term benefits of a new intercity and commuter rail station.

Attachments:

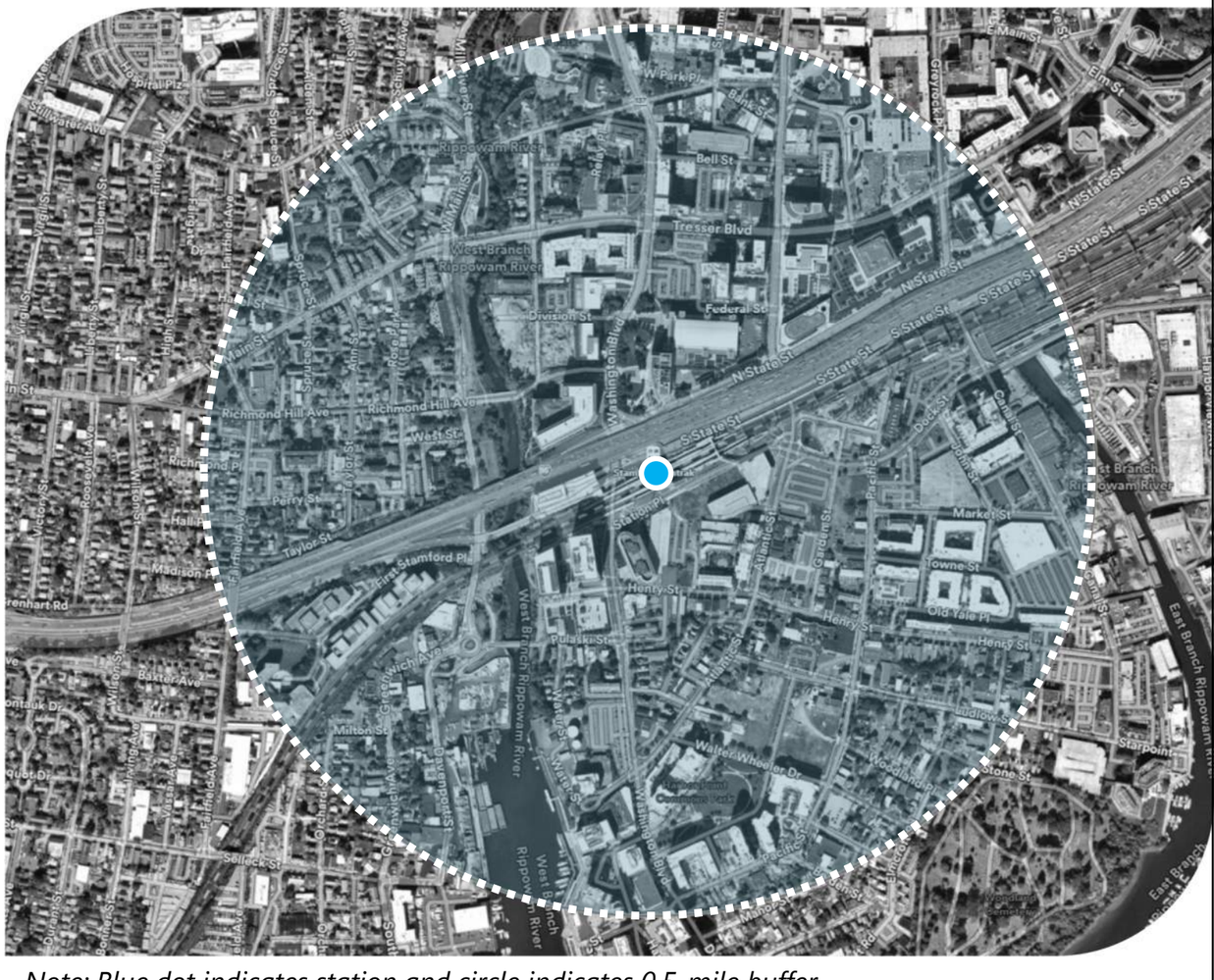
- Case Studies: Train Stations in Former Industrial Areas
- Transportation Systems Map Site 2 & 3
- Pedestrian Walking Map Site 2 & 3
- Jobs Map Site 2 & 3
- Population Map Site 2 & 3

Case Studies

Train Stations in Former Industrial Areas

Stamford Transportation Center – Stamford, CT

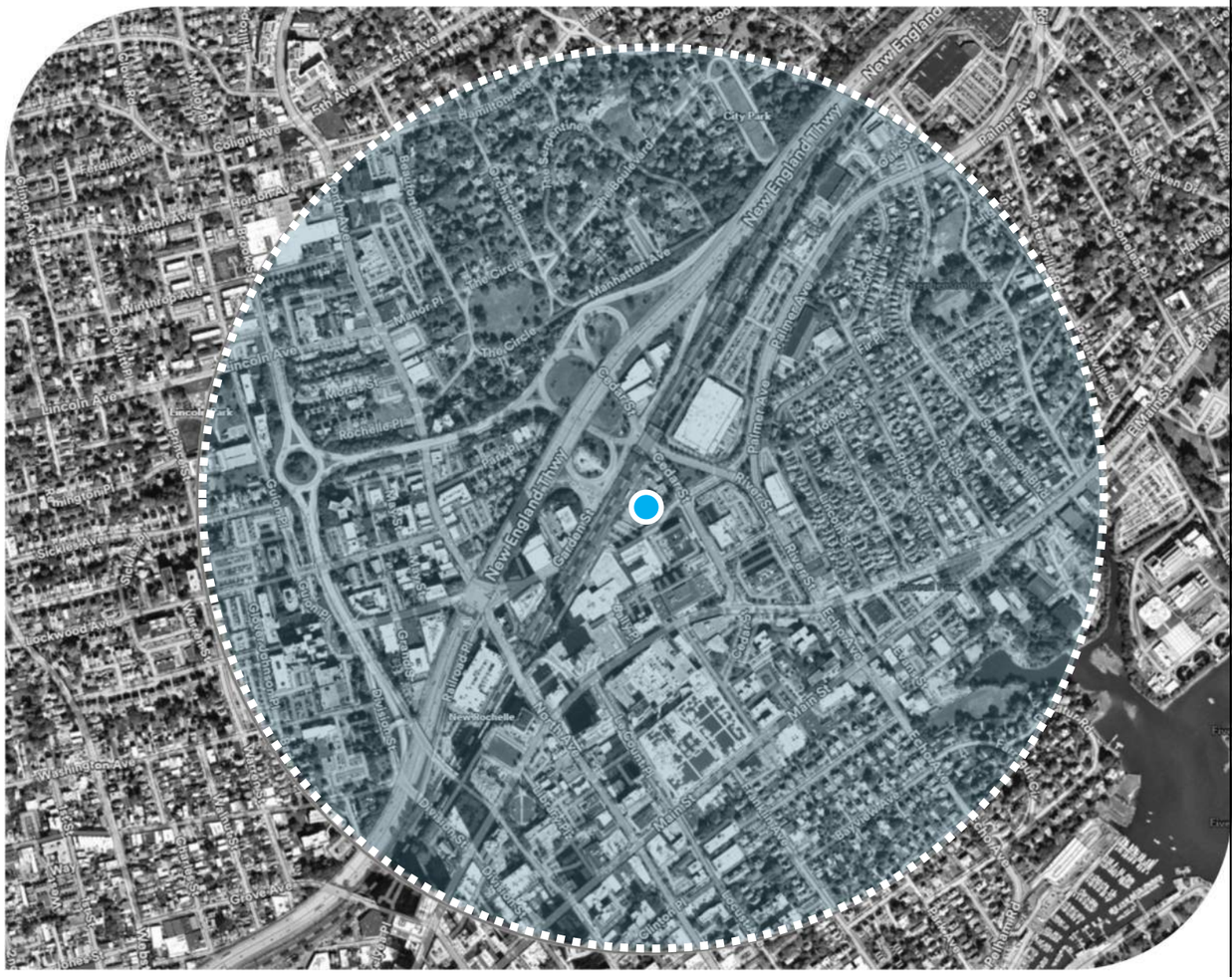
- Formerly warehouses railyards, parking, and waterfront related operations
- Served by Amtrak, Metro-North, and several bus routes
- Key TOD initiatives in the surrounding area include:
  - CTDOT owns 11 acres around the station area; current RFP out for redevelopment
  - Within 1,000 ft of several new TOD projects
  - Surrounding area is primed for redevelopment and is near the waterfront where additional TOD projects are currently underway



Note: Blue dot indicates station and circle indicates 0.5-mile buffer

New Rochelle Station – New Rochelle, NY

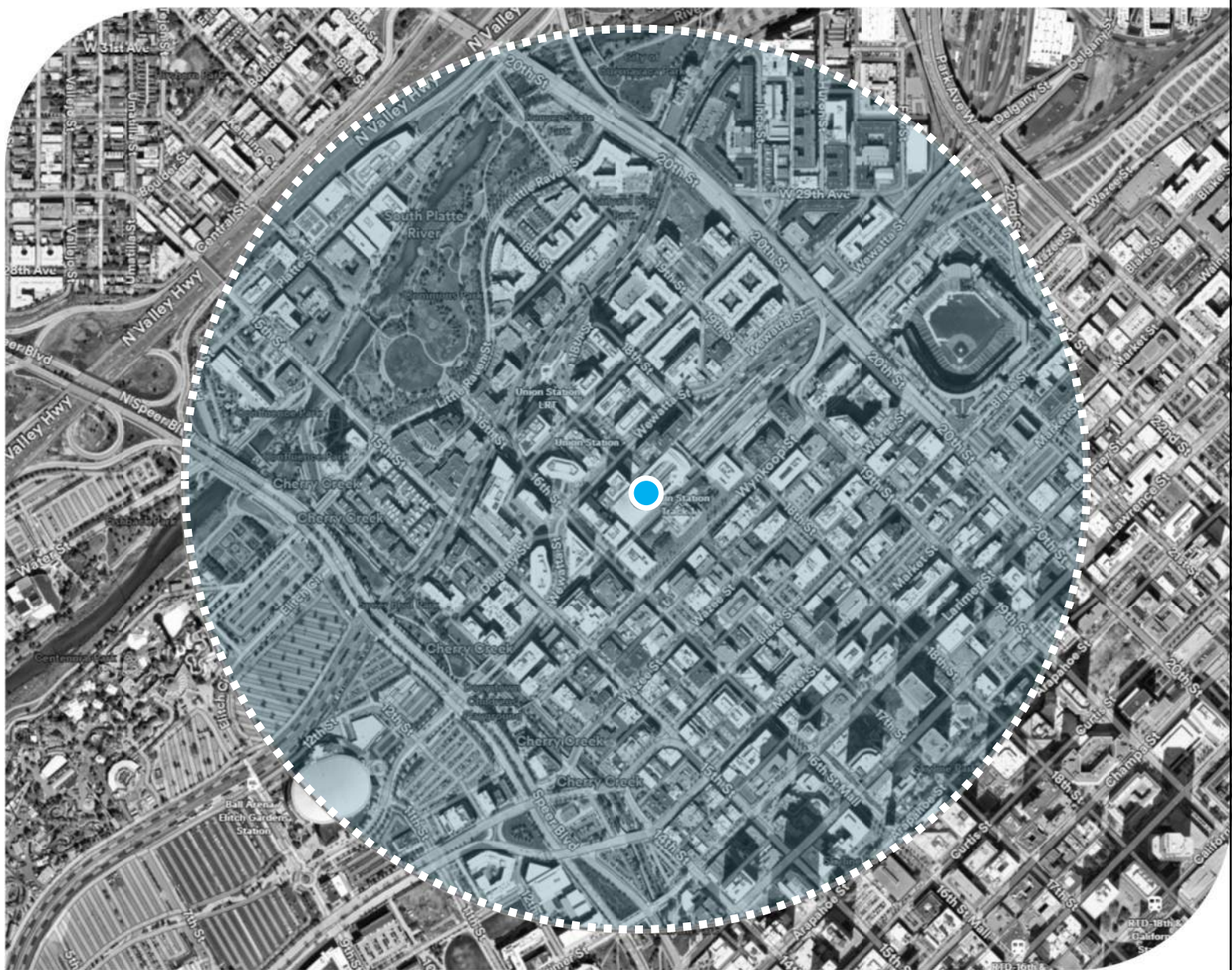
- Former uses of the area include parking lots, commercial properties, light industrial and warehousing, and underutilized land
- Served by Amtrak, commuter rail, and several bus lines
- Key TOD initiatives in the surrounding area include:
  - Adaptive reuse and infill sites
  - Mixed-use development including high rise development and commercial retail
  - Overall station upgrades for user infrastructure
  - Bike & pedestrian improvements
  - Pick-up & drop off infrastructure



Note: Blue dot indicates station and circle indicates 0.5-mile buffer

Union Station – Denver, CO

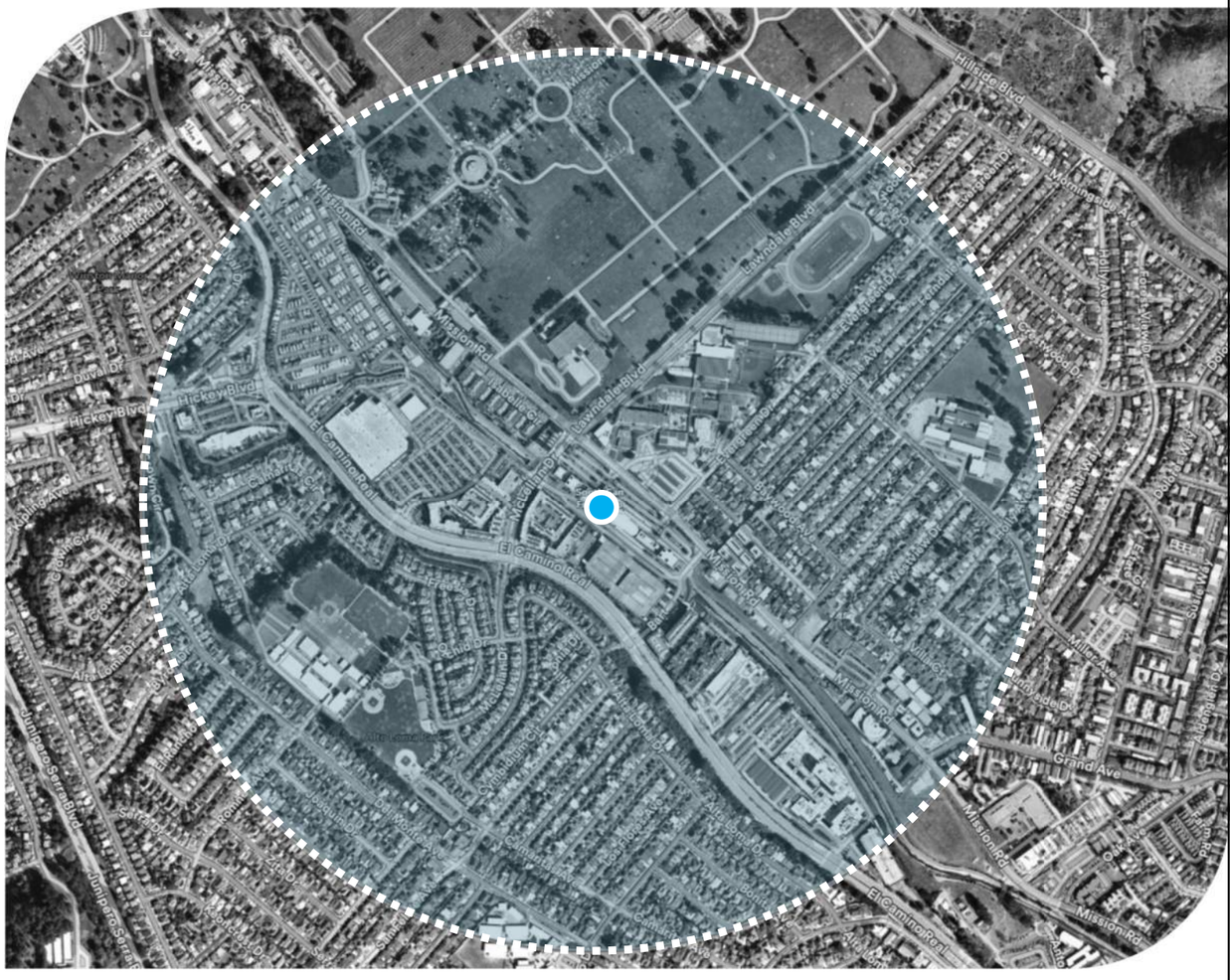
- Formerly warehouses, railyards, adjacent manufacturing, and utility services
- Served by Amtrak, commuter rail and several bus routes
- Key TOD initiatives in the surrounding area:
  - Numerous TOD and adaptive reuse efforts
  - Mixed-use and residential development in former railyards and industrial lots
  - Extension of TOD initiatives occurring along Riverfront area



Note: Blue dot indicates station and circle indicates 0.5-mile buffer

South San Francisco Station – San Francisco, CA

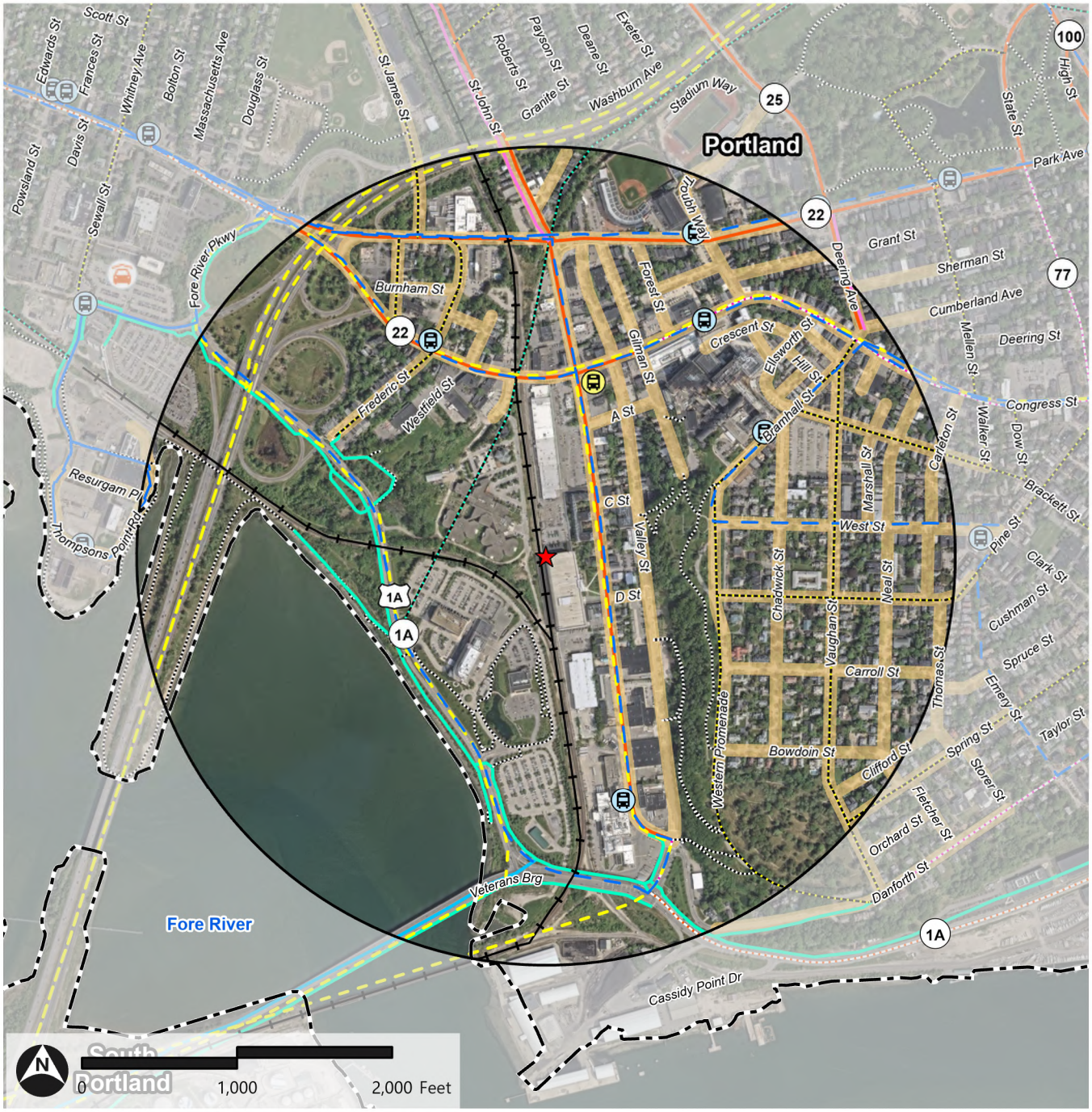
- Former uses of the station area include light industrial and warehousing, parking, and small manufacturing
- Served by the Caltrain commuter line as well as several bus lines
- Key TOD initiatives in the surrounding area:
  - Station area improvements
  - Mix-use development and adaptive reuse
  - Emphasis on affordable housing development and urban/regional connectivity



Note: Blue dot indicates station and circle indicates 0.5-mile buffer

Transportation Map

NNEPRA Portland Amtrack Station Site 2 | Portland, ME



- Proposed Site Location
- 1/2 Mile Radius from Project Site
- City Boundary

Public Transit Routes

- BSOOB Bus Stop
- Metro Bus Stops
- Park and Rides
- Amtrak Downeaster
- BSOOB Transit
- METRO Transit

Bike & Pedestrian Network

- Paved Shoulder
- Multi-Use Path
- Planned Multi-Use Path
- Bike Lane
- Planned Bike Lane
- Shared Lane
- Planned Shared Lane
- Planned Bike Boulevard
- Existing Bike & Pedestrian Trail
- Sidwalk Present

Source: ESRI, GPCOG, ME GIS, VHB

Source: ESRI, ME GIS, VHB

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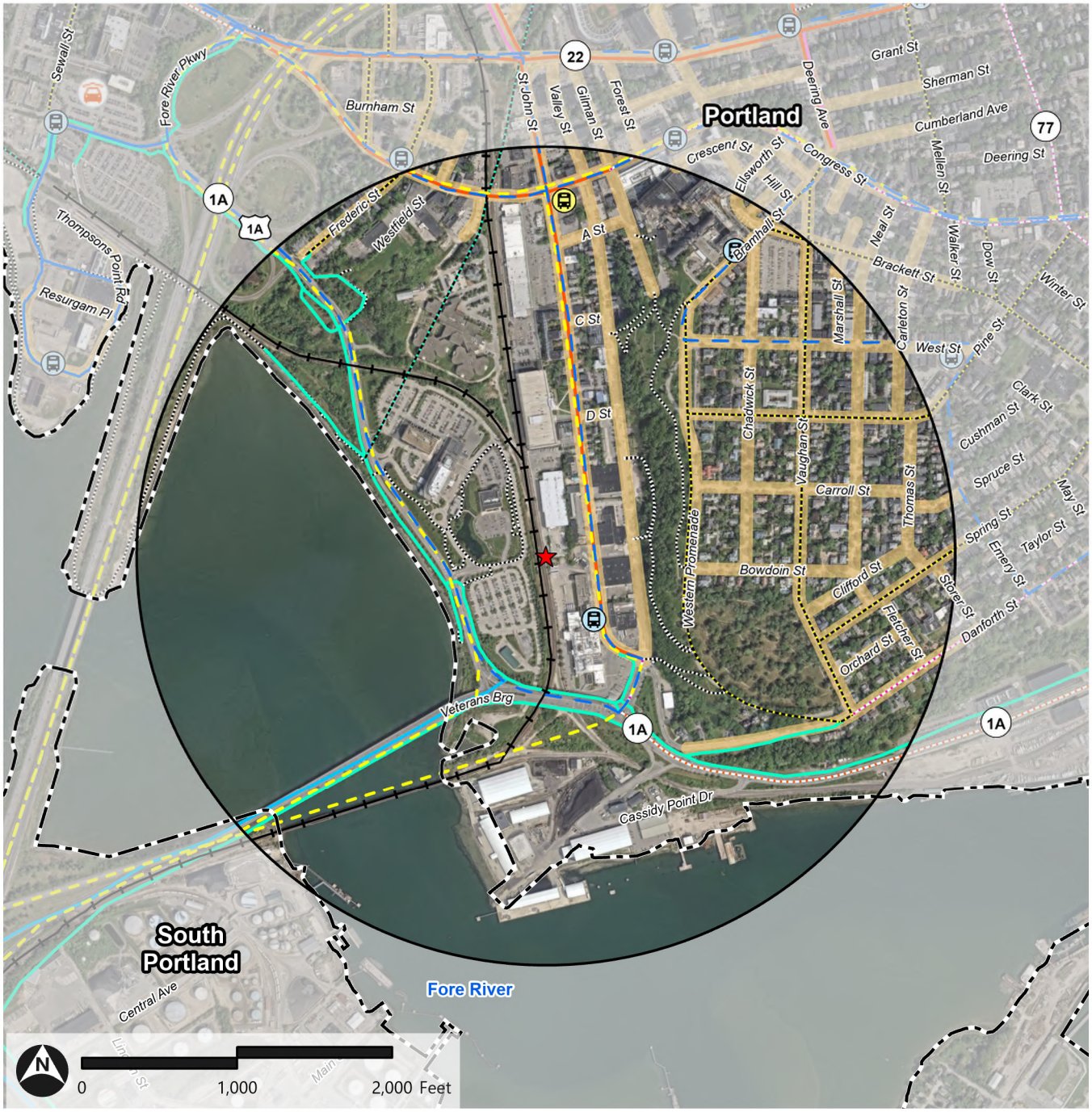
Transportation Map

NNEPRA Portland Amtrack Station Site 3 | Portland, ME



- Proposed Site Location
- 1/2 Mile Radius from Project Site
- City Boundary

Public Transit Routes

- BSOOB Bus Stop
- Metro Bus Stops
- Park and Rides
- Amtrak Downeaster
- BSOOB Transit
- METRO Transit

Bike & Pedestrian Network

- Paved Shoulder
- Multi-Use Path
- Planned Multi-Use Path
- Bike Lane
- Planned Bike Lane
- Shared Lane
- Planned Shared Lane
- Planned Bike Boulevard
- Existing Bike & Pedestrian Trail
- Sidwalk Present

Source: ESRI, GPCOG, ME GIS, VHB

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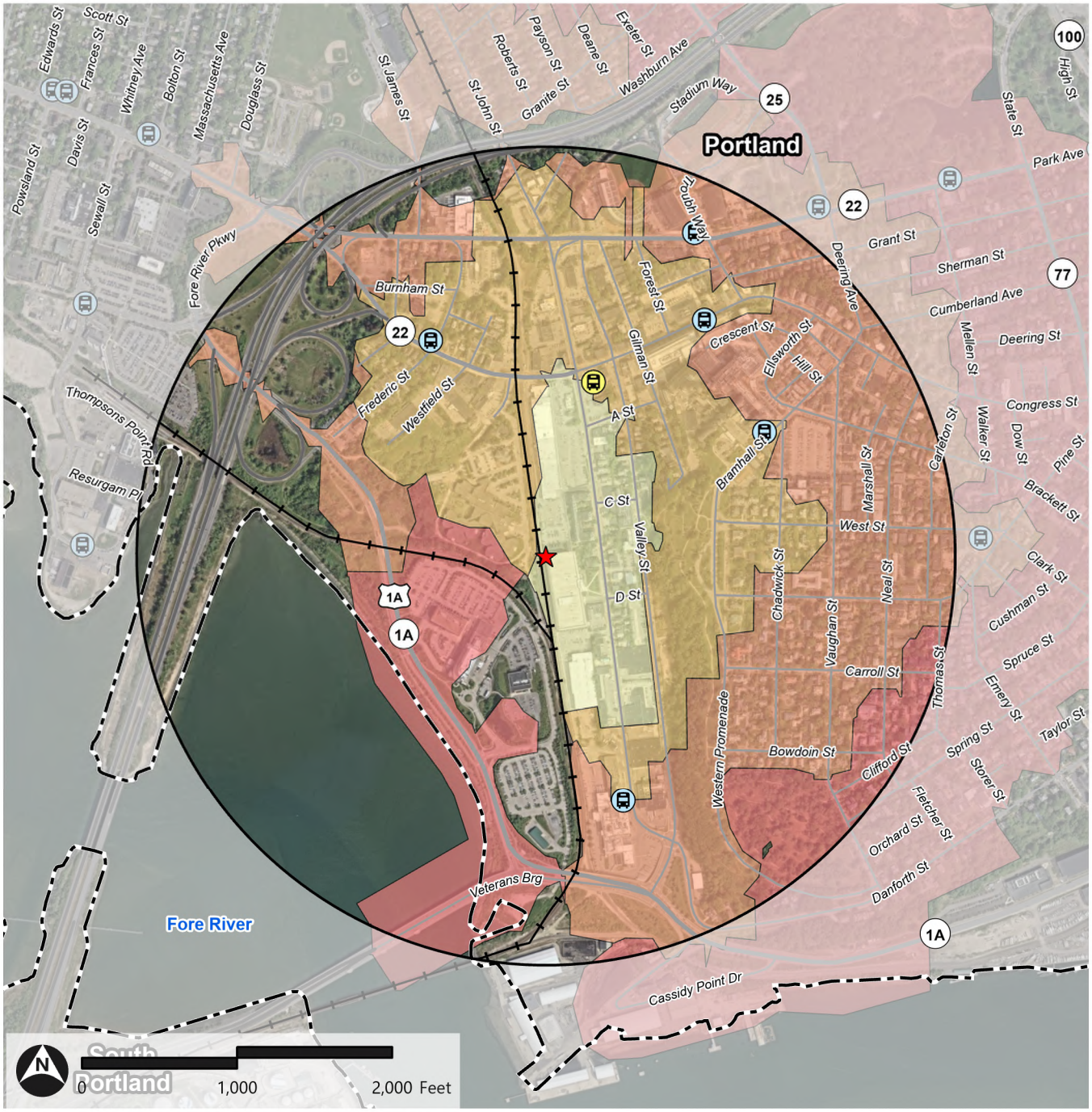
Pedestrian Walking Map

NNEPRA Portland Amtrack Station Site 2 | Portland, ME



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- Proposed Site Location
- 1/2 Mile Radius from Project Site
- BSOOB Bus Stop
- Metro Bus Stops
- Amtrak Downeaster
- Road Netwrok
- City Boundary

Pedestrian Walking Time

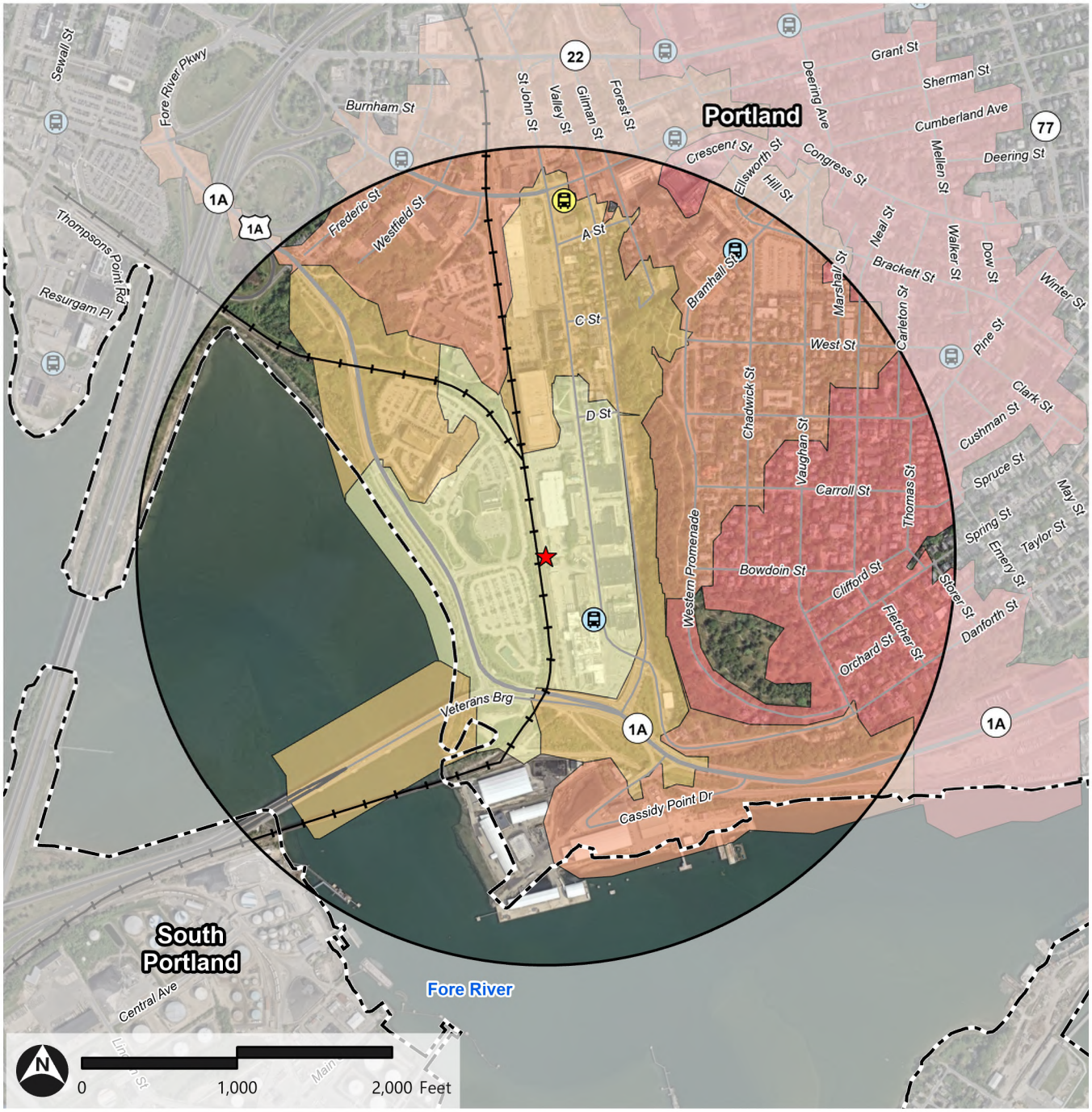
- 5-Minute Range
- 10-Minute Range
- 15-Minute Range
- 20-Minute Range

Source: ESRI, GPCOG, ME GIS, VHB

Source: ESRI, ME GIS, VHB

Pedestrian Walking Map

NNEPRA Portland Amtrack Station Site 3 | Portland, ME



- Proposed Site Location
- 1/2 Mile Radius from Project Site
- BSOOB Bus Stop
- Metro Bus Stops
- Amtrak Downeaster
- Road Netwrok
- City Boundary

Pedestrian Walking Time

- 5-Minute Range
- 10-Minute Range
- 15-Minute Range
- 20-Minute Range

Source: ESRI, GPCOG, ME GIS, VHB

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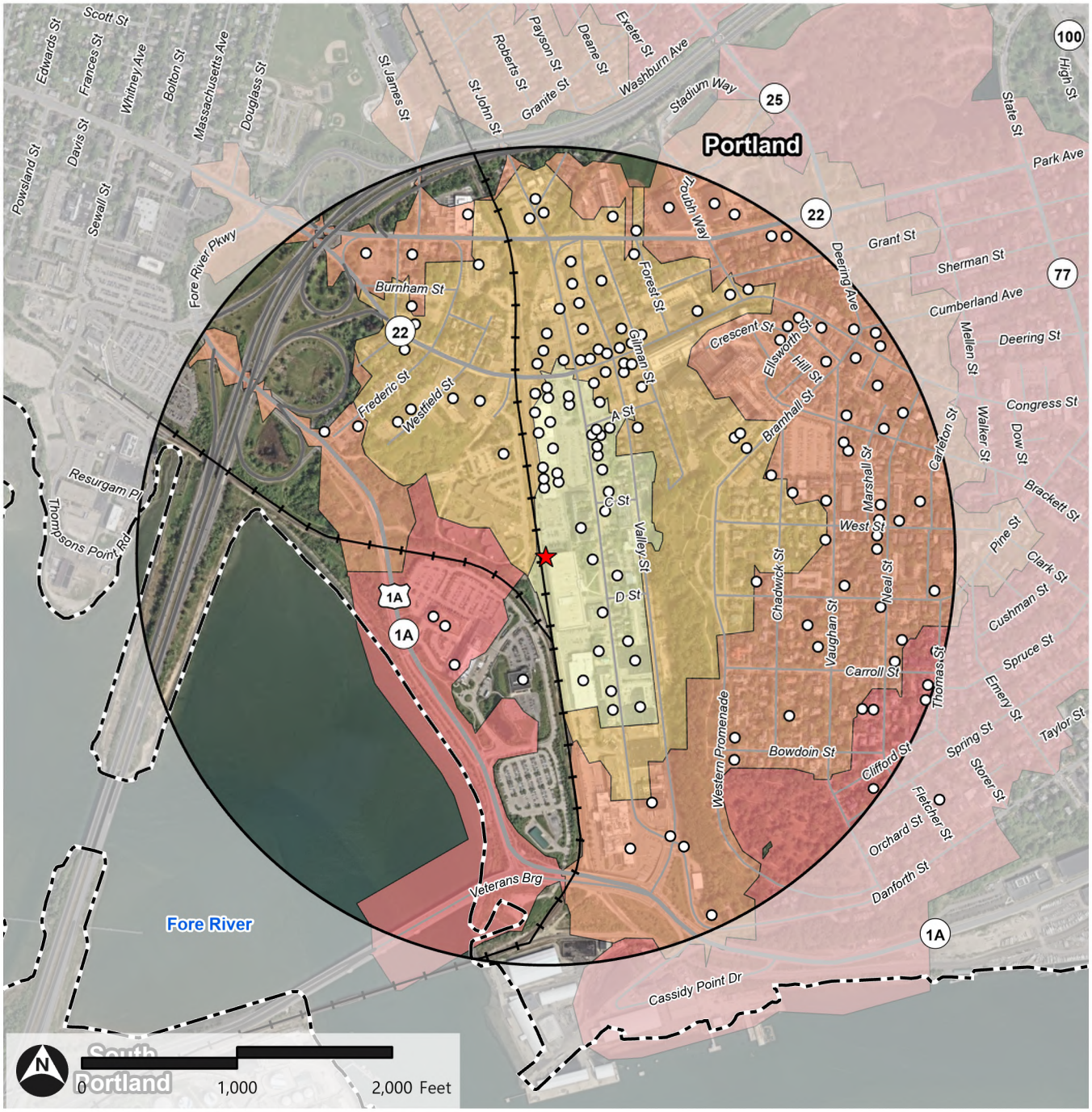
Jobs Walking Map

NNEPRA Portland Amtrack Station Site 2 | Portland, ME



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- Proposed Site Location
- 1/2 Mile Radius from Project Site
- Amtrak Downeaster
- Road Netwrok
- City Boundary
- Employment Opportunity

Pedestrian Walking Time & Total Employment

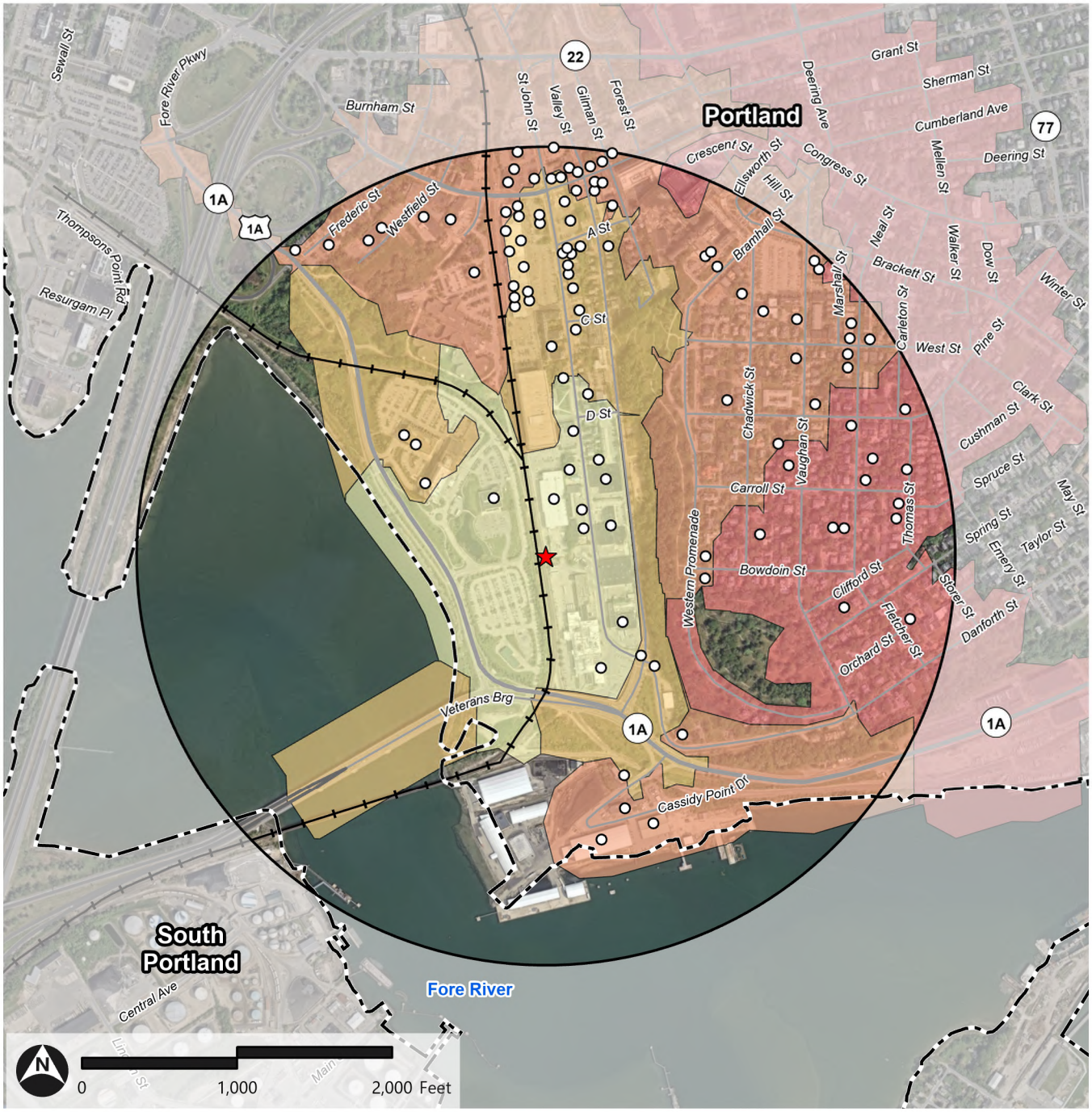
- 5-Minute Range (503 Employment Opportunities)
- 10-Minute Range (8,103 Employment Opportunities)
- 15-Minute Range (9,684 Employment Opportunities)
- 20-Minute Range (10,251 Employment Opportunities)

Source: ESRI, GPCOG, ME GIS, VHB

Source: ESRI, ME GIS, VHB

Jobs Walking Map

NNEPRA Portland Amtrack Station Site 3 | Portland, ME



- Proposed Site Location
- 1/2 Mile Radius from Project Site
- Amtrak Downeaster
- Road Netwrok
- City Boundary
- Employment Opportunity

Pedestrian Walking Time & Total Employment

- 5-Minute Range (882 Employment Opportunities)
- 10-Minute Range (1,662 Employment Opportunities)
- 15-Minute Range (9,784 Employment Opportunities)
- 20-Minute Range (10,270 Employment Opportunities)

Source: ESRI, GPCOG, ME GIS, VHB

Source: ESRI, ME GIS, VHB

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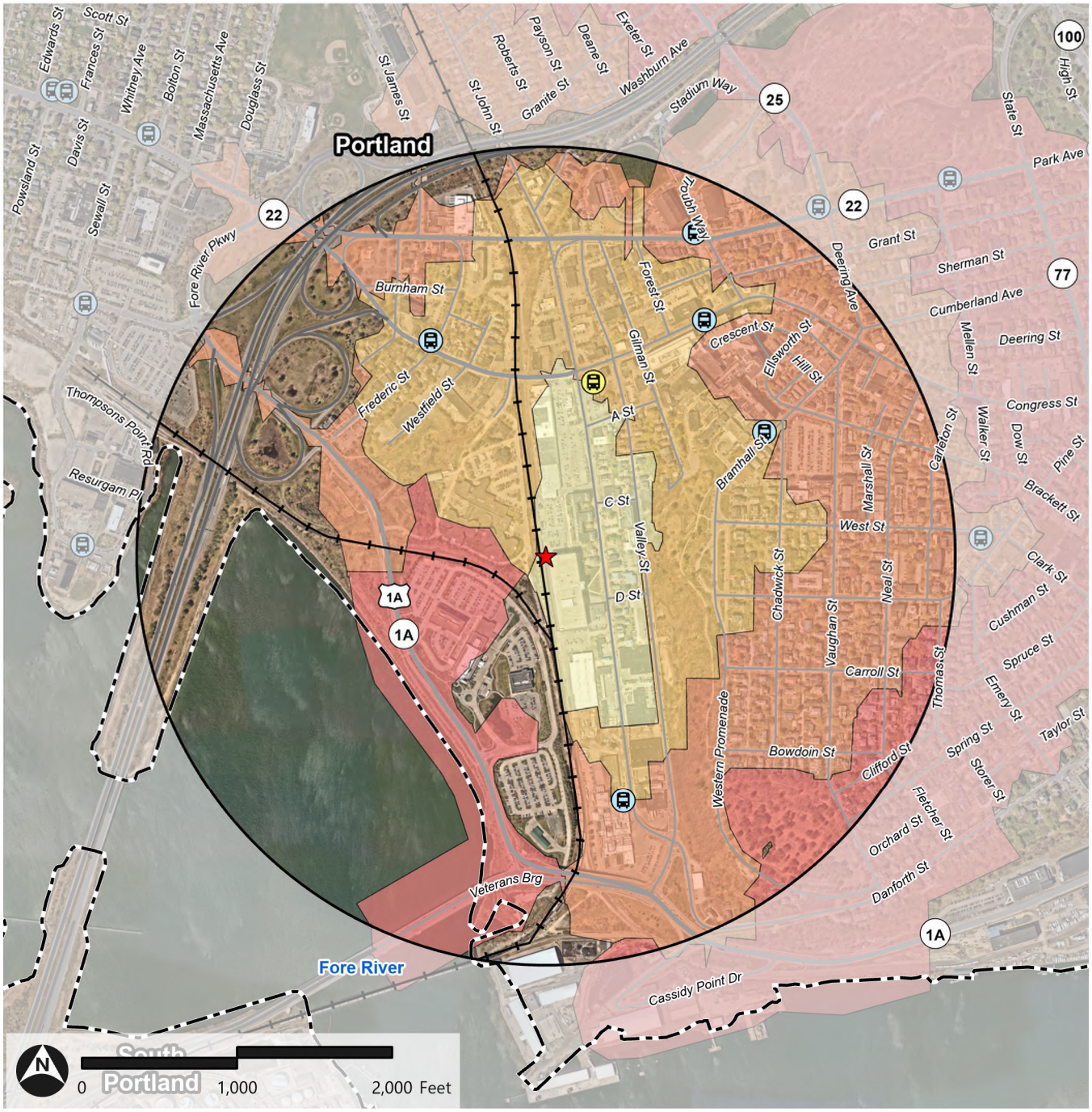
Pedestrian Walking And Population Map

NNEPRA Portland Amtrack Station Site 2 | Portland, ME



- Proposed Site Location
- 1/2 Mile Radius from Project Site
- BSOOB Bus Stop
- Metro Bus Stops
- Amtrak Downeaster
- Road Netwrok
- City Boundary

Pedestrian Walking Time (Estimated Population)

- 5-Minute Range (226 Esitmated Population)
- 10-Minute Range (1,571 Esitmated Population)
- 15-Minute Range (5,262 Esitmated Population)
- 20-Minute Range (10,651 Esitmated Population)

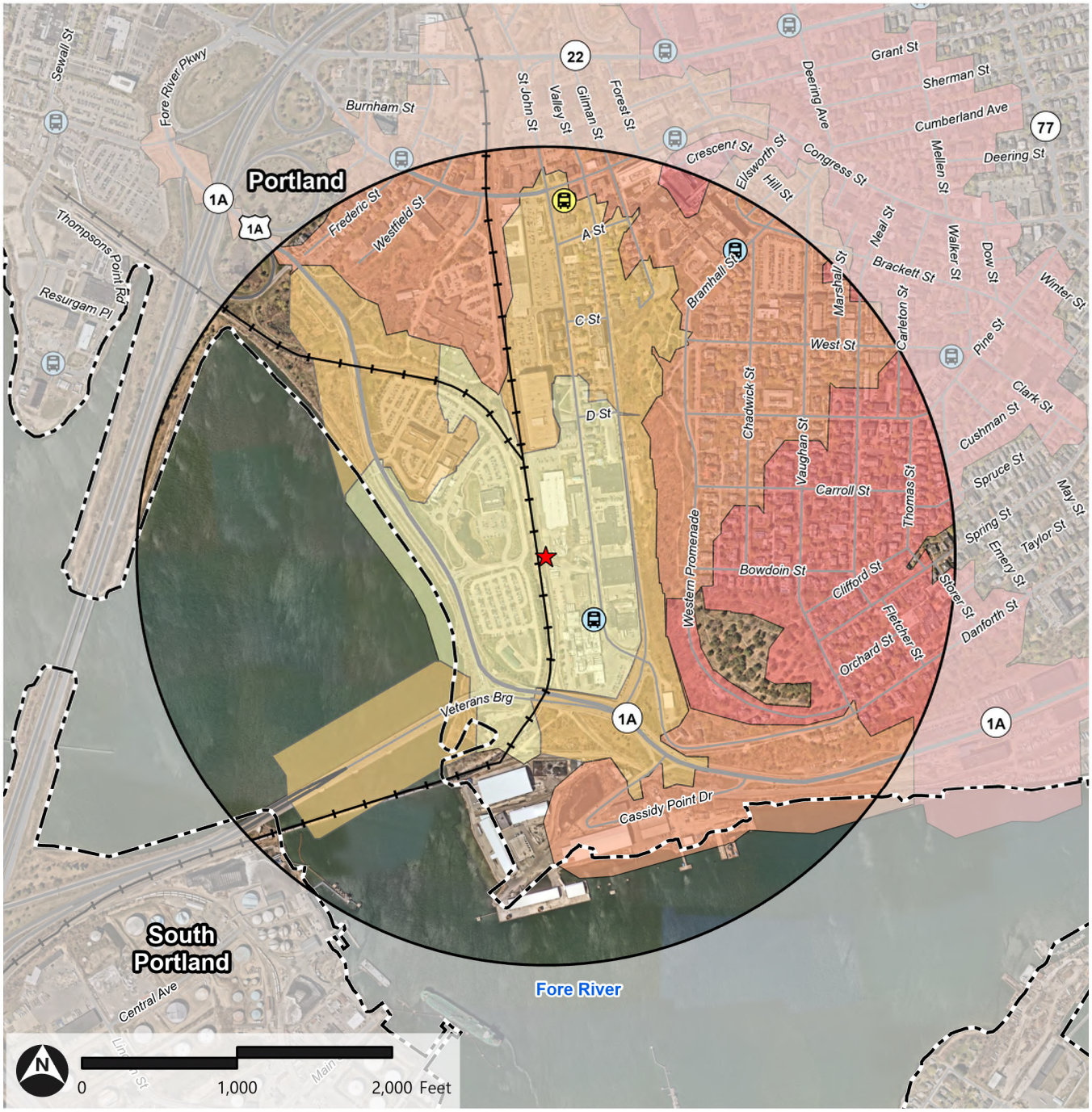
Source: ESRI, GPCOG, ME GIS, U.S. Department Of Commerce, VHB

Source: ESRI, ME GIS, VHB

Path: \\vhb.com\gis\proj\SPortland\55095.21 Portland-Falmouth Statio\Project\55095_21_Portland_Falmouth.aprx (pjacques, 1/22/2026)

Pedestrian Walking And Population Map

NNEPRA Portland Amtrack Station Site 3 | Portland, ME



Path: \\vhb.com\gis\proj\Portland\55095.21 Portland-Falmouth Station\Project\55095_21_Portland_Falmouth.aprx (pjacques, 1/22/2026)

- Proposed Site Location
- 1/2 Mile Radius from Project Site
- BSOOB Bus Stop
- Metro Bus Stops
- Amtrak Downeaster
- Road Netwrok
- City Boundary

Pedestrian Walking Time (Estimated Population)

- 5-Minute Range (66 Esitmated Population)
- 10-Minute Range (381 Esitmated Population)
- 15-Minute Range (2,512 Esitmated Population)
- 20-Minute Range (6,785 Esitmated Population)

Source: ESRI, GPCOG, ME GIS, U.S. Department Of Commerce, VHB

Source: ESRI, ME GIS, VHB