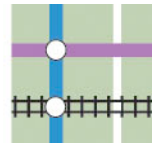


Transit Evaluation and Plan for Waterville, Augusta, and Gardiner

*Executive Summary
Prepared for
KVCAP and MDOT*

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Chapter 1: Introduction and Executive Summary

1.1 Introduction

During 2008 and 2009 Tom Crikelair Associates developed a *Transit Evaluation and Plan for Waterville, Augusta, and Gardiner*. The project addressed fixed-route transit services operated by KV Transit. This work was done for the Kennebec Valley Community Action Program, with funding from the Maine Department of Transportation. An Advisory Committee consisting of interested community members provided guidance and oversight for this planning effort.

This report presents the findings and recommendations of the study. It includes nine chapters:

Chapter 1 Introduction and Executive Summary

Chapter one presents a summary of the project report, including key recommendations and findings.

Chapter 2 Review of Past Studies

Chapter two examines recent studies that provide background information for transit planning in Augusta and Waterville. The discussion focuses on transit-related issues addressed in these earlier reports. It identifies goals, findings, and recommendations that may be relevant for KVCAP's fixed route transit program.

Chapter 3 Evaluation of Existing Year-round Services

Chapter three presents an evaluation of fixed-route transit services operated in Augusta and Waterville by KVCAP. The evaluation process included review of KV Transit ridership records, on-site inspections of KV Transit operations, and interviews with managers, bus drivers, and passengers. The chapter describes how KVT buses are currently being used, and it identifies strengths and weaknesses of the existing service design.

Chapter 4 Market Groups and Transportation Needs

Chapter four identifies market segments that might benefit from improved transportation services in Augusta, Waterville and neighboring communities. It examines travel patterns for senior citizens, people with disabilities, low-income residents, commuters, school children, college students, healthcare recipients, intercity travelers, and tourists. It identifies service features that would be required to successfully meet the transportation needs of identified user groups.

Chapter 5 Public Participation

Chapter five describes efforts to involve members of the public in the transportation study and to obtain ideas and suggestions for the future of the fixed-route transit program. The first section describes Advisory Committee meetings held throughout the course of the study project. The second section describes efforts to contact stakeholders in the region. The third presents findings from public workshops held in Waterville and Augusta to discuss the future of fixed-route transit in the region.

Chapter 6: Service Design Strategies

Chapter six discusses possible service design improvements for fixed-route transit services in Waterville and Augusta. It identifies possible adjustments to existing operations, and it discusses opportunities to add new routes and services to meet additional needs in the community.

Chapter 7: Four Service Design Scenarios

Chapter seven presents four alternate scenarios that include different combinations of the component transit services described in Chapter 6. It presents a four-bus scenario and a six-bus scenario for Augusta. And it describes a three-bus alternative and a four-bus alternative for Waterville.

Chapter 8: Marketing Strategies

Chapter eight describes marketing tools that can be used to educate the public about improved transit services in Augusta and Waterville. It begins with a brief discussion of possible goals for a marketing program. It discusses the project name, logo, and vehicle paint scheme. It then goes on to suggest six strategies – a tabloid “Riders Guide,” newspaper inserts, downtown transit hub displays, bus stop signs, Internet information, and commuter flyers.

Chapter 9: Capital and Financial Plan

Chapter nine presents a five-year capital and financial plan for fixed-route transit services in Augusta and Waterville. It addresses vehicle requirements and other capital infrastructure needs. It provides capital and operating cost projections for the period FY 20011 through FY 2015, along with estimates of revenues required to pay for proposed services.

1.2 Planning Issues and Goals

The overriding goal of this planning effort is to increase the usefulness and effectiveness of transit alternatives in Augusta, Gardiner, and Waterville by improving the quality of existing services, and by adding features that will appeal to and benefit more local residents.

- The existing transit program is designed largely to benefit senior citizens by giving them midday transportation from apartment complexes to shopping centers and medical offices. The new plan seeks to maintain these features for seniors, while introducing new services and additional benefits for low-income residents and middle-class car owners.
- The existing service plan focuses on midday shopping and medical appointments. The new plan adds early morning and late afternoon commuter services to benefit low-income families with limited auto access, and middle class commuters paying higher prices for gasoline.
- The current program offers relatively infrequent service for both in-town and outlying locations, with most routes operating hourly or once every two hours. The new plan looks for ways to add more frequent service for busy in-town corridors, providing more travel times and increased convenience for area residents.
- There is currently no local bus service between Augusta and Waterville, and only limited transit access to neighboring towns. This study looks for opportunities to expand regional links between communities.

1.3 Service Design Scenarios

The plan presents a four-bus scenario for Augusta and Gardiner, and a six-bus alternative. The plan presents a three-bus scenario for Waterville and Fairfield, and a four-bus alternative. It describes possible subscription commuter service between Waterville and Augusta, and possible hourly midday service between these two cities. Hourly service to Waterville is included as part of the six-bus Augusta scenario.

Augusta / Gardiner alternatives are summarized in Figure 1.1. Waterville / Fairfield alternatives are summarized in Figure 1.2.

Figure 1.1 *Augusta / Gardiner Scenarios*

Route	Four-bus Scenario	Six-bus Scenario
Wal-Mart / UMA	30-minute headways	30-minute headways
Maine General / Hannaford	30-minute headways	30-minute headways
Western Avenue	60-minute headways	60-minute headways
Civic Center Drive	6 trips a day	Hourly service to Waterville
Augusta-Gardiner	A.M. and P.M. commute trips, plus 2 midday trips	8 round trips a day
Augusta-Togus	3 round trips a day	3 round trips a day

Figure 1.2 *Waterville / Fairfield Scenarios*

Route	Three-bus Scenario	Four-bus Scenario
Wal-Mart / Elm Plaza	40-minute headways	40-minute headways
Thayer and Colby College	80-minute headways	40-minute headways
JFK Mall and Durbin	80-minute headways	40-minute headways
Memorial Drive	80-minute headways	80-minute headways
Fairfield / KVCC	80-minute headways	80-minute headways
Winslow	Two commuter trips	Two commuter trips

1.4 Summary of Findings and Recommendations

Review of Previous Studies

Waterville’s Comprehensive Plan cites possible reasons for reductions in KV Transit ridership since 1993. These include “too long a headway (i.e., one hour between buses),” “the availability of just one bus,” and “poor amenities (e.g., signs, bus shelters).” The plan suggests that the city should encourage KVCAP to “offer a broader range of transportation services in Waterville.”

The Capital Riverfront Improvement District Master Plan suggests that there is a need for a “coordinated shuttle system” for state employees and others who work in downtown Augusta “to minimize the transportation impacts on the community by employee commuting and inter-facility travel.” The plan suggests that the existing KV Transit system “is not convenient for commuters and is not perceived to be a ‘public’ service.” It says that KV Transit needs better funding, better routes and route maps, and a “commute timetable offering more frequent service.” It suggests that KV Transit buses should continue to serve a hub in the downtown center.

Existing Services

KV Transit serves the entire city of Waterville with just one bus. This vehicle also provides three trips a day to the town of Fairfield. In past years, the service was provided with two buses, but operations were scaled back to one vehicle due to limited funding.

KVT provides regular route service in Waterville from 8:20 a.m. until 4:00 p.m. The fare is one dollar within one town, and \$1.25 for rides between towns. KV Transit's Waterville bus currently carries about 800 regular route riders a month, for an average of about 40 riders per day.

Because the entire community is served with only one bus, service frequency is limited. This means that while people have direct access to shopping, they have limited choices for when and how long they shop.

KV Transit provides fixed-route transit service within the city of Augusta with two buses. One route operates between the downtown center and the western portion of the city. The other serves points east and north of the downtown center. KV Transit also provides a limited number of weekday trips between the downtown transit hub and Gardiner.

KV Transit transports about 2,000 riders a month in Augusta, Hallowell, and Gardiner. Average usage is about 100 riders per day. This includes about 20 boardings a day in Gardiner and Hallowell, and about 80 boardings a day in Augusta.

Schedules include enough time to allow off-route stops as needed. This arrangement offers a high level of care for individual riders, while limiting unnecessary diversions and travel time for other passengers.

KV Transit serves few regular Augusta commuters, because there is only limited service early in the morning, and because in-town routes do not operate after 4:20 p.m. While the East Augusta / North Augusta bus provides car-free access to the campus of the University of Maine, there are three problems with this service.

- Travel from downtown to the University is circuitous and time-consuming. (It takes 40 minutes to go from downtown to the campus, versus only 11 minutes for a return ride.)
- The first morning drop off at 9:10 a.m. may be too late for some students.
- The last bus of the day departs the campus at 4:10 p.m., which may be too early for some students.

Go Maine commuter vans originate in Portland, Falmouth, Yarmouth, Topsham, and Lewiston. Most van routes are designed to serve only one or two of Augusta's clustered work destinations. Different vans serve:

- Downtown Augusta – Water Street
- State House region – Sewall Street, State Street, Capital Street, and Child Street
- Civic Center region – DHS / Commerce Drive / University Drive
- AMHI complex / Maine General
- Togus VA hospital
- Edison Drive / Western Avenue

Market Groups and Transportation Needs

KV Transit's fixed-route services are designed to meet the needs of senior citizens and others who do not drive. Service design strategies should preserve existing features that benefit senior citizens. These include front-door stops at senior apartment complexes and direct links to and from nearby supermarkets.

Many disabled people rely on KV Transit for midday access to shopping and medical appointments. The transit program would operate more smoothly if KV Transit utilized low floor buses that do not require wheelchair lifts. This is particularly true in Augusta, where the number of wheelchair users is relatively high.

The Augusta area has a higher percentage of people with mental illness than other Maine communities. Augusta was home to the former Augusta Mental Health Institute. When AMHI closed, many of its former residents moved to residences in the surrounding community. Many of these individuals use KV Transit for access to services provided by Kennebec Behavioral Health.

For the most part, lower-income residents have no public transportation access to employment. Residents of lower-income neighborhoods might have expanded job opportunities if KV Transit's service hours could be expanded to include morning and evening commute times.

The state of Maine is the region's largest employer, with over 6,200 employees. By far the largest source of commuters is Augusta itself, with over 1,300 state employees. Many state workers who travel longer distances take advantage of the GO MAINE vanpool program. For the most part, state workers who live in Augusta or in communities close to Augusta have no alternatives other than private automobiles.

MaineGeneral Health is the major healthcare provider in the Kennebec Valley. MaineGeneral has a total of 3,773 employees. This includes 2,651 people who work at the three MaineGeneral medical center campuses in Augusta and Waterville.

MaineGeneral employees sometimes need to travel between facilities for meetings during the workday. A midday shuttle could offer some benefits for these employees, provided schedules offer trips that are fast and direct.

Colby College is interested in maintaining ties with downtown Waterville. A regularly scheduled daytime shuttle service could strengthen the existing link, while benefiting some students. Regular shuttle service could be especially helpful for international students and others without automobiles.

Kennebec Valley Community College is located on Center Road west of downtown Fairfield. KVCC is a commuter facility, with no on-campus student housing. Transportation presents an obstacle for prospective students without personal automobiles.

The University of Maine at Augusta is a commuter institution with no on-campus housing. Some UMA students rely on KV Transit for transportation to and from the Augusta campus. Students have suggested that KV Transit does not offer enough trips to and from the UMA campus. They want bus service to start earlier in the day and to continue later in the afternoon or evening.

There have been some suggestions that student housing could be developed in downtown Augusta. The appeal of this housing would be greatly enhanced if a fast and frequent shuttle could be instituted between downtown and the University of Maine campus.

Area residents would benefit from a greater choice of travel times to and from medical facilities in both Augusta and Waterville. Cancer patients would also benefit from a shuttle that links Augusta neighborhoods with the Harold Alfond Center for Cancer Care.

Public Participation

KVCAP invited local residents and stakeholders to serve on an Advisory Committee to oversee work on this transportation study. The Advisory Committee met at various stages during the planning effort to discuss the goals of the project, to review draft materials, and to provide guidance to the consultant on future steps.

The consultant contacted a variety of individuals with a potential interest in the future of KVCAP's public transportation program. He discussed the project with representatives of the following organizations and groups:

- Colby College
- Kennebec Valley Community College
- University of Maine at Augusta
- L.L.Bean Waterville Call Center
- Huhtamaki Food Services
- MaineGeneral Healthcare
- Harold Alfond Center for Cancer Care

- Old Fort Western
- GO MAINE Commuter Rideshare Program

Public workshops to discuss the future of KVCAP's fixed-route transit program were held on July 10, 2008 at the KVCAP office in Waterville in the morning and at MDOT headquarters in Augusta in the afternoon.

A handful of people participated in the Waterville workshop. Twenty-seven people participated in the Augusta discussion. Several participants identified themselves as "KVCAP riders." Others indicated that they represented local organizations and agencies, including:

- Maine Department of Labor
- Augusta Career Center
- Bureau of Rehab Services
- Healthy Communities Augusta Area
- Augusta State Airport
- Kennebec Valley YMCA
- City of Augusta
- Old Fort Western
- University of Maine at Augusta
- Maine Disability Rights
- Capitol Clubhouse

Workshop participants shared a wide variety of concerns and suggestions. Points raised included the following:

- Buses need to have capacity for at least two wheelchairs.
- UMA students need bus service earlier in the morning.
- The Career Center needs commuter and midday bus service. A link from Togus would help veterans who participate in Career Center programs.
- Maine people with disabilities need access to jobs, education, medical services, and recreation. KV Transit provides some help, but more service is needed.
- Expanded public transportation is needed not only because of rising fuel costs, but for environmental reasons as well.
- New buses, along with a new name and corporate identity, will be needed before most Augusta residents will consider local transit as an option that is relevant for them.

Service Design Strategies

The current Augusta service uses one bus to provide hourly service on a combined North/East Augusta route. More effective service could be provided for the busiest traffic generators on the route by using two buses and offering 30-minute service on separate North and East routes.

Changes from the existing pattern are needed to allow enough time for both routes to serve downtown Augusta, while also providing the necessary time to accommodate wheelchairs. This can be accomplished by using a separate bus to serve locations on Civic Center Drive west of Interstate 95, and a separate bus to serve locations east of Hospital Street.

The North, East, and West routes would each require the operation of one bus. A fourth bus could be used to provide more limited service to outlying Augusta locations. This bus could offer:

- Six trips a day to the new Maine General Cancer Center, the Career Center near Commerce Drive, the new Concord Coach bus terminal, and the DHS office on Anthony Avenue
- Four round trips between Augusta and Gardiner
- Three daily round trips to the VA hospital at Togus

An alternative strategy involves using two buses to link the Career Center with Augusta and Waterville throughout the day, and one bus to serve Gardiner and Togus. This approach involves serving Augusta and Gardiner with six buses.

Commuter bus service could operate on three in-town Augusta routes. Before arriving in downtown, buses would pick up passengers in three areas:

- Sand Hill neighborhood
- East Augusta neighborhoods along Hospital Street and Pearl Street
- Gardiner, Hallowell, Sewall Street, and Winthrop Street

These buses would deliver workers to three sets of work sites, in addition to downtown Augusta:

- University of Maine, Anthony Avenue, Commerce Drive, Marketplace
- State House, Edison Drive, Augusta Crossing
- Maine General Hospital, AMHI, Togus VA hospital

Proposed changes to bus service in Waterville are designed to accomplish a number of objectives:

- Add service to Waterville's North End neighborhood
- Add a shuttle link between Colby College and downtown Waterville
- Offer scheduled service to Maine General's Thayer Unit
- Give people without cars access to Central Maine Community College
- Offer more choices for Fairfield residents who travel to Waterville
- Maintain shuttle access to shopping and medical destinations along Kennedy Memorial Drive

- Increase the service frequency on all routes
- Offer access to jobs for families with limited car ownership

KV Transit currently serves Waterville with just one bus that operates from 8:20 a.m. until 3:45 p.m. The new service plan calls for using three or four buses operating from 7:00 or 7:30 a.m. until 5:30 or 6:00 p.m.

The proposed service plan uses one bus to provide service every forty minutes on a route that links downtown Waterville and the North End with Wal-Mart and Elm Plaza. A separate route would link downtown Waterville and the South End with the JFK Mall and Seton Village. With a four-bus Waterville system, this route could be served every 40 minutes. A less expensive three-bus option would result in service on this route every 80 minutes.

One bus could operate from downtown Waterville to Maine General's Thayer Unit and Colby College every forty minutes. A three-bus service plan would result in service to Maine General and Colby College every 80 minutes.

A bus that serves Shaws and Mardens on Memorial Drive would alternate trips to Fairfield and KVCC. Headways between buses would be 80 minutes, instead of the current 120-150 minutes. The bus would serve Fairfield nine times a day, in place of the current three. Fairfield service is designed to provide car-free access throughout the day to the local community college. It also provides commuter transportation for Fairfield residents who work in Waterville.

Waterville is currently developing plans to redesign vehicle and pedestrian access in and around the downtown area, in part to improve pedestrian access to new development at the former Hathaway factory. Municipal officials and private developers should look for ways to provide a new downtown hub for local transit buses. Capital funding from the Federal Transit Administration may be available for this purpose.

There appear to be enough commuters from the Waterville area to justify using two buses to provide subscription commuter service to Augusta. One bus could serve job sites near Civic Center Drive, including the Cancer Center, Commerce Drive, Anthony Avenue, and the University of Maine. The other bus could transport workers to offices near the State House, to MDOT, and to downtown Augusta.

The two buses could begin at the Concourse in downtown Waterville. The bus heading to Civic Center Drive could operate via Kennedy Memorial Drive and Interstate 95. The bus heading to downtown Augusta and the State House could operate via Route 201. To keep the service affordable, efforts should be made to avoid paying for empty deadhead trips. This can be accomplished by hiring bus drivers who have other employment in Augusta during the day.

A more ambitious plan involves using two buses to provide hourly bus service between Augusta and Waterville. This level of service is likely to be needed if Maine General Health decides to replace hospitals in Waterville and Augusta with a new medical center near the Cancer Center site. It may be necessary in future years to supplement this two-bus service with additional commuter buses during peak employee travel times.

Marketing Strategies

The shuttle project is currently known as *KV Transit*. It shares a similar logotype and vehicle paint scheme with the door-to-door *KV Van* service. Both names are closely identified with KVCAP, an agency that focuses on providing assistance to low-income people. The current identity serves as an obstacle for many middle class residents, because they assume that *KV Transit* is a program designed for people who are poor.

KVCAP and its community partners should consider changing the name of the transit program to *Kennebec Explorer*. A new identity will underscore the fact that the service has been improved and that it is aimed at a broader market. It will also show that the shuttle project is part Maine's successful effort to promote car-free travel opportunities elsewhere in the state.

KVCAP should consider promoting the shuttle program by publishing a full-color tabloid *Riders Guide*. Two separate publications would be needed, one for Augusta / Gardiner, and one for Waterville.

The tabloid format allows maps and timetables to be presented in a centerfold spread. The front cover should present feature stories designed to define the transit program's market position and to highlight the benefits the service offers to the community. Additional information about the transit program and about related transportation services can be presented on the back page.

KVCAP should consider inserting *Riders Guides* in local papers at least two times a year. Distributing the tabloid *Riders Guide* as a newspaper insert will ensure that there is wide public awareness of the transit program and the benefits it provides for the community.

Other low-cost marketing strategies include:

- Downtown transit hub displays
- Bus stop signs
- Internet map and schedule information
- One-page flyers designed for commuters

Capital and Financial Plan

The capital plan calls for the acquisition of buses to operate transit services in Augusta and Waterville, the installation of bus stop signs and outdoor displays, and the development of a new transit hub in downtown Waterville.

The plan assumes that FTA capital funding will be available to cover 80% of all capital purchases. It assumes that MDOT will cover the 20% local share cost of vehicle purchases. The plan anticipates that municipalities will pay 20% of the cost of bus stop improvements.

The financial plan assumes that beginning in FY 2011, KVCAP will operate:

- A four-bus transit system in Augusta, with limited service to Gardiner, Civic Center Drive, and Togus
- A three-bus transit system in Waterville
- Two subscription commuter round trips between Waterville and Augusta

The financial plan anticipates that this service will be expanded in FY 2014 to include:

- All-day hourly intercity bus service between Augusta and Waterville
- More frequent midday service for Gardiner
- A four-bus transit system in Waterville, with more frequent service to Colby College, Maine General, and JFK Mall
- Continued subscription commuter service from Waterville to Augusta

The financial plan assumes that sufficient FTA Section 5311 funding will be available to cover 50% of net operating deficits for Augusta and Waterville transit services. This will require \$364,141 in FY 2011. The cost model suggests that the federal share will increase to \$558,520 by FY 2015.

The plan assumes that KVCAP will receive roughly the current level of subsidy support from MDOT for local transit operations. The financial plan adds an additional \$50,000 of MDOT support for intercity bus service between Augusta and Waterville beginning in FY 2014.

The financial plan calls upon the state of Maine in its role as Augusta's largest employer to provide financial support for employee transportation. The Jackson Laboratory provides \$50,000 per year for seven daily bus trips for its workforce, or roughly \$7,000 per bus. The financial plan suggests that the state of Maine will provide \$21,000 per year for three Augusta area commuter buses and \$14,000 per year for two commuter buses transporting state workers from Waterville to Augusta.

The cost model calls upon Augusta, Gardiner, and Hallowell to contribute a combined total of \$76,500 in FY 2011. It calls upon Waterville, Fairfield, and Winslow to contribute a combined total of \$93,000 in FY 2011. The municipal share is higher in Waterville, because the plan relies on the state of Maine to provide financial support for commuter services in Augusta that are designed for state employees. The plan forecasts an increase in support from the city of Waterville, Maine General, and Colby College in FY 2014, due to the addition of a fourth bus.

The financial plan relies on the financial participation of local partners who will benefit directly from the new transit program. The list of proposed partners in Augusta includes Maine General Health Care, the University of Maine at Augusta, the Career Center, the Department of Human Services, the VA Hospital in Togus, and private retail businesses. The list of partners in Waterville includes Maine General Health Care, Colby College, Kennebec Valley Community College, and private retail businesses.

Figure 1.3 Anticipated Non-Municipal Local Support

AUGUSTA / GARDINER	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Maine General	25,000	25,750	26,523	27,318	28,138
University of Maine	7,500	7,725	7,957	8,195	8,441
Career Center	10,000	10,300	10,609	10,927	11,255
DHS: AMHI Support	35,000	36,050	37,132	38,245	39,393
Togus	3,000	3,090	3,183	3,278	3,377
Business Support	2,000	2,060	2,122	2,185	2,251
Other	0	0	0	0	0
Total local	82,500	84,975	87,524	90,150	92,854
AUGUSTA-WATERVILLE	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Maine General	0	0	0	36,000	37,080
Other	0	0	0	0	0
Total local	0	0	0	36,000	37,080
WATERVILLE	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Maine General	15,000	15,450	15,914	30,000	30,900
Colby College	15,000	15,450	15,914	30,000	30,900
KVCC	10,000	10,300	10,609	10,927	11,255
Business Support	5,000	5,150	5,305	5,464	5,628
Other	0	0	0	0	0
Total local	45,000	46,350	47,741	76,391	78,683

Anticipated non-municipal local contributions are summarized in Figure 1.3. Five-year revenue and expense projections are summarized in Figure 1.4.

Figure 1.4 Five-Year Revenue and Expense Projections

AUGUSTA / GARDINER

	<i>FY 2011</i>	<i>FY 2012</i>	<i>FY 2013</i>	<i>FY 2014</i>	<i>FY 2015</i>
Cost	458,114	471,858	486,013	506,156	521,341
Fare Box	57,375	60,244	62,539	67,410	69,216
FTA	200,370	205,807	211,737	219,373	226,062
MDOT	24,044	24,697	25,408	26,325	27,127
State of Maine	21,000	21,630	22,279	22,947	23,636
Municipal	76,500	78,795	81,159	83,594	86,101
Other Local	82,500	84,975	87,524	90,150	92,854
Other	0	0	0	0	0
Total Revenues	461,789	476,147	490,646	509,799	524,997
Net Revenues	3,675	4,290	4,633	3,643	3,657

AUGUSTA-WATERVILLE

	<i>FY 2011</i>	<i>FY 2012</i>	<i>FY 2013</i>	<i>FY 2014</i>	<i>FY 2015</i>
Cost	58,537	60,293	62,102	275,327	283,586
Fare Box	40,000	42,000	43,600	82,600	84,813
FTA	9,268	9,146	9,251	96,363	99,387
MDOT	0	0	0	50,000	51,500
State of Maine	14,000	14,420	14,853	15,298	15,757
Municipal	0	0	0	0	0
Other Local	0	0	0	36,000	37,080
Total Revenues	63,268	65,566	67,703	280,261	288,537
Net Revenues	4,732	5,274	5,602	4,935	4,950

WATERVILLE

	<i>FY 2011</i>	<i>FY 2012</i>	<i>FY 2013</i>	<i>FY 2014</i>	<i>FY 2015</i>
Cost	346,131	356,515	367,210	506,156	521,341
Fare Box	37,125	38,981	40,466	53,760	55,200
FTA	154,503	158,767	163,372	226,198	233,070
MDOT	18,540	19,052	19,605	27,144	27,958
State of Maine	0	0	0	0	0
Municipal	93,000	95,790	98,664	124,669	128,409
Other Local	45,000	46,350	47,741	76,391	78,683
Other	0	0	0	0	0
Total Revenues	348,168	358,940	369,847	508,162	523,320
Waterville: Net Revenues	2,038	2,425	2,637	2,006	1,980

Figure 6.6 Proposed Midday Augusta Transit Routes (4-Bus system)

PROPOSED MIDDAY AUGUSTA TRANSIT ROUTES (4-BUS SYSTEM)

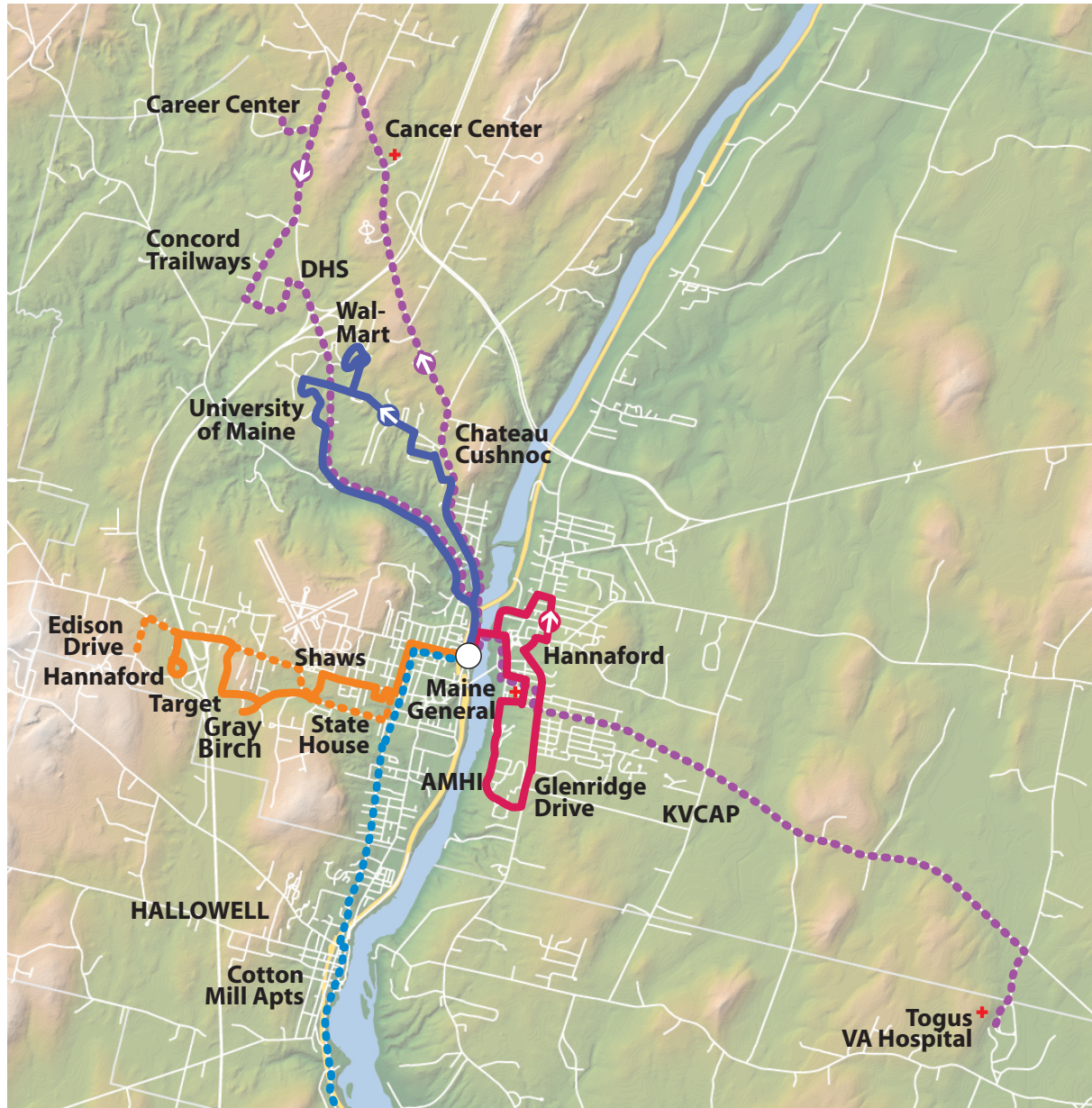


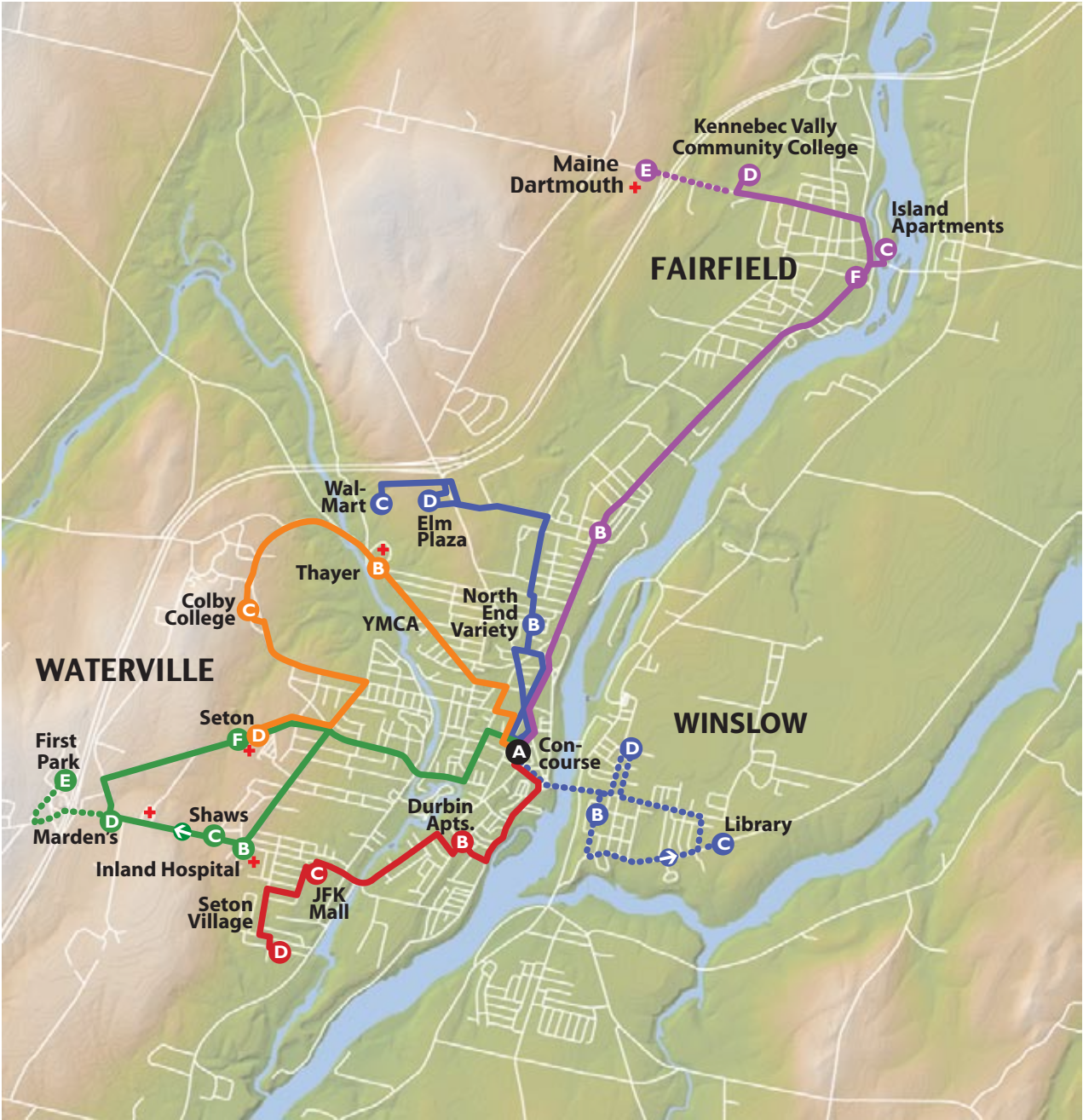
Figure 6.7 Propsed Bus Routing in Gardiner

PROPOSED BUS ROUTING IN GARDINER



Figure 6.8 Proposed Waterville Transit Routes

PROPOSED WATERVILLE TRANSIT ROUTES



kennebec explorer

Augusta North

Wal-Mart / University of Maine

A	B	C	D	E	A
Downtown Augusta	Chateau Cushman	Wal-Mart	Kohls	UMA	Downtown Augusta
8:30	8:37	8:42	R	8:45	8:52
9:00	9:07	9:12	R	9:15	9:22
9:30	9:37	9:42	R	9:45	9:52
10:00	10:07	10:12	R	10:15	10:22
10:30	10:37	10:42	R	10:45	10:52
11:00	11:07	11:12	R	11:15	11:22
11:30	11:37	11:42	R	11:45	11:52
12:00	12:07	12:12	R	12:15	12:22
12:30	12:37	12:42	R	12:45	12:52
1:00	1:07	1:12	R	1:15	1:22
1:30	1:37	1:42	R	1:45	1:52
2:00	2:07	2:12	R	2:15	2:22
2:30	2:37	2:42	R	2:45	2:52
3:00	3:07	3:12	R	3:15	3:22
3:30	3:37	3:42	R	3:45	3:52
4:00	D	-	-	-	-
4:30	-	-	-	5:00	5:10
5:10	-	5:40	-	5:45	5:55

R - Stops on request.
D - Stops on request to drop off passengers.

Augusta West

Western Avenue / Gray Birch/Hannaford

A	B	C	D	E	F	D	C	B	A
Downtown Augusta	K-Mart	Shaws	Gray Birch	Hannaford	Target	Gray Birch	Shaws	K-Mart	Downtown Augusta
8:30	8:35	8:40	8:45	8:55	9:00	9:05	9:10	9:13	9:20
9:30	9:35	9:40	9:45	9:55	10:00	10:05	10:10	10:13	10:20
10:30	10:35	10:40	10:45	10:55	11:00	11:05	11:10	11:13	11:20
11:30	11:35	11:40	11:45	11:55	12:00	12:05	12:10	12:13	12:20
12:30	12:35	12:40	12:45	12:55	1:00	1:05	1:10	1:13	1:20
1:30	1:35	1:40	1:45	1:55	2:00	2:05	2:10	2:13	2:20
2:30	2:35	2:40	2:45	2:55	3:00	3:05	3:10	3:13	3:20
3:30	3:35	3:40	3:45	3:55	4:00	4:05	4:10	4:13	4:20
4:00	-	-	D	-	-	-	-	-	-

peak hour express

Commuter buses offer transfers in downtown Augusta at 7:30a.m. and 5:10p.m.

Civic Center Drive

Morning Commuter Trips

A	B	C	D	E	A
Downtown Augusta	UMA	Wal-Mart	Anthony Drive	Career Center	Downtown Augusta
6:45	6:55	7:00	7:05	7:10	7:20
7:30	7:40	-	7:45	7:50	8:00

Afternoon Commuter Trips

A	B	C	D	E	A
Downtown Augusta	UMA	Wal-Mart	Anthony Drive	Career Center	Downtown Augusta
4:30	4:35	4:40	4:45	4:50	5:05
5:10	5:15	5:25	5:30	5:35	5:40

The bus that arrives downtown at 7:25 a.m. continues to Togus.
The bus that arrives downtown at 5:05 p.m. continues to Gardiner.

Civic Center Drive

Midday Service

A	B	C	D	E	F	G	A
Downtown Augusta	Chateau Cushman	Cancer Center	Career Center	Concord Coach	DHS Anthony Drive	UMA	Downtown Augusta
8:30	R	8:45	8:50	9:00	R	D	9:20
10:30	R	10:45	10:50	11:00	R	D	11:20
1:00	R	1:15	1:20	1:30	R	D	1:50
3:00	R	3:15	3:20	3:30	R	D	3:50

Augusta East

Maine General / Hannaford

A	B	C	D	E	A
Downtown Augusta	Maine General	AMHI	Glenridge Drive	Hannaford	Downtown Augusta
7:30	7:33	7:35	7:37	-	7:20
8:30	8:33	8:35	8:37	8:45	8:50
9:00	9:03	9:05	9:07	9:15	9:20
9:30	9:33	9:35	9:37	9:45	9:50
10:00	10:03	10:05	10:07	10:15	10:20
10:30	10:33	10:35	10:37	10:45	10:50
11:00	11:03	11:05	11:07	11:15	11:20
11:30	11:33	11:35	11:37	11:45	11:50
12:00	12:03	12:05	12:07	12:15	12:20
12:30	12:33	12:35	12:37	12:45	12:50
1:00	1:03	1:05	1:07	1:15	1:20
1:30	1:33	1:35	1:37	1:45	1:50
2:00	2:03	2:05	2:07	2:15	2:20
2:30	2:33	2:35	2:37	2:45	2:50
3:00	3:03	3:05	3:07	3:15	3:20
3:30	3:33	3:35	3:37	3:45	3:50
4:00	D	D	D	-	D
4:30	4:57	5:00	5:02	-	5:10
5:10	5:13	D	D	-	D

D - Stops on request to drop off passengers.

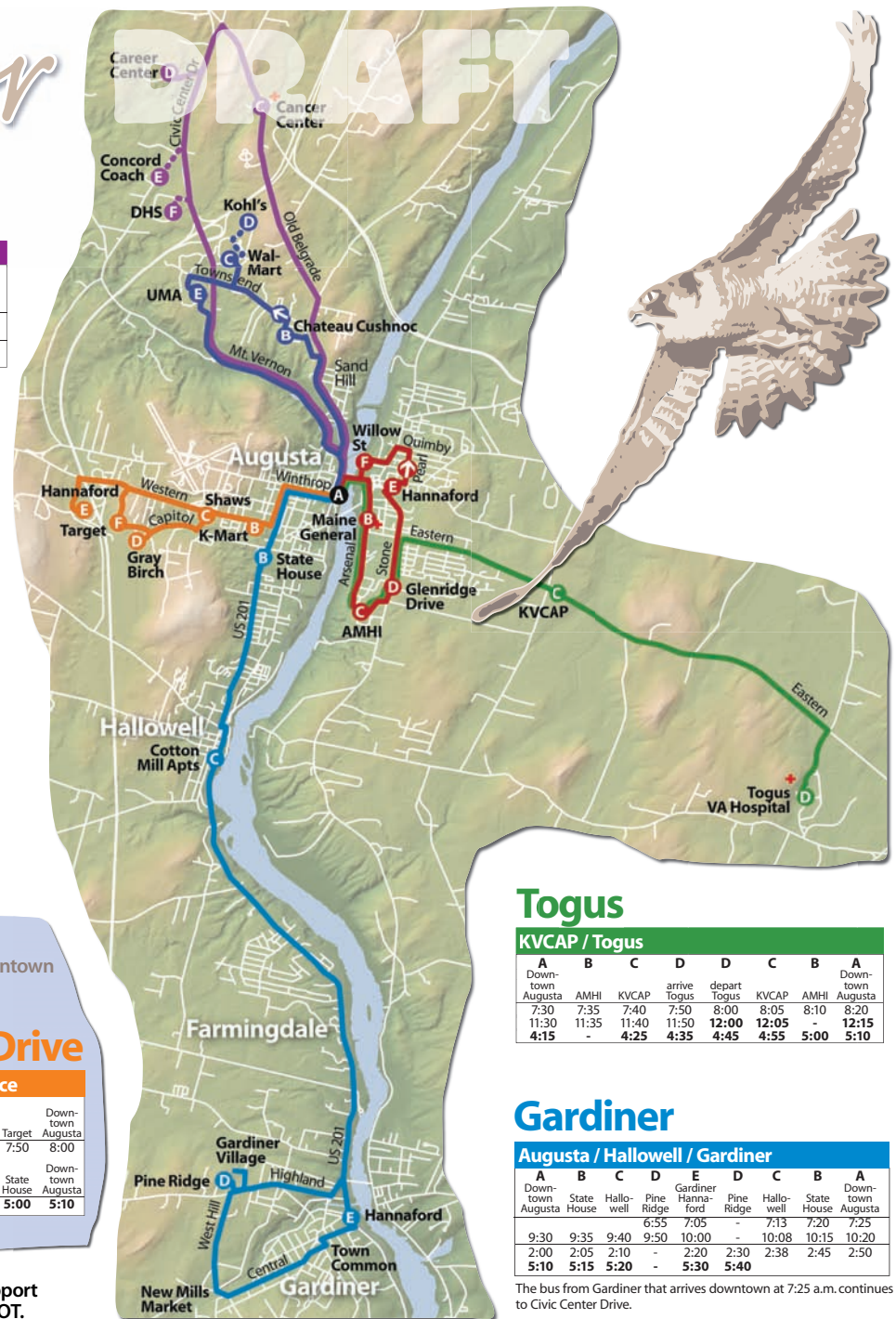
Edison Drive

Commuter Service

Down- town Augusta	State House	Edison Drive	Target	Down- town Augusta
7:30	7:35	7:45	7:50	8:00
Down- town Augusta	Edison Drive	Target	State House	Down- town Augusta
4:30	4:50	4:55	5:00	5:10

The 7:10 a.m. bus from Glenridge Drive continues to Edison Dr.

Kennebec Explorer buses are operated by KVCAP with support from municipalities, local businesses, USDOT and Maine DOT.



Togus

KVCAP / Togus

A	B	C	D	D	C	B	A
Downtown Augusta	AMHI	KVCAP	arrive Togus	depart Togus	KVCAP	AMHI	Downtown Augusta
7:30	7:35	7:40	7:50	8:00	8:05	8:10	8:20
4:15	-	4:25	4:35	4:45	4:55	5:00	5:10

Gardiner

Augusta / Hannaford / Gardiner

A	B	C	D	E	D	C	B	A
Downtown Augusta	State House	Hannaford	Pine Ridge	Gardiner	Pine Ridge	Hannaford	State House	Downtown Augusta
9:30	9:35	9:40	9:50	10:00	-	10:08	10:15	10:20
2:00	2:05	2:10	-	2:20	2:30	2:38	2:45	2:50
5:10	5:15	5:20	-	5:30	5:40	-	-	-

The bus from Gardiner that arrives downtown at 7:25 a.m. continues to Civic Center Drive.

kennebec explorer

Wal-Mart

North End / Wal-Mart							
A	B	C	D	E	F	G	A
Con-	North	arrive	depart	North	North	Con-	
course	End	Wal-	Wal-	End	End	course	
	Variety	Mart	Mart	Plaza	Variety		
7:00	7:05	7:10	7:15	7:15	7:20	7:25	
7:30	7:35	7:40	7:40	7:45	7:50	7:55	
8:00	8:05	8:10	8:15	8:20	8:25	8:30	
8:40	8:45	8:50	8:55	9:00	9:05	9:10	
9:20	9:25	9:30	9:35	9:40	9:45	9:50	
10:00	10:05	10:10	10:15	10:20	10:25	10:30	
10:40	10:45	10:50	10:55	11:00	11:05	11:10	
11:20	11:25	11:30	11:35	11:40	11:45	11:50	
12:00	12:05	12:10	12:15	12:20	12:25	12:30	
12:40	12:45	12:50	12:55	1:00	1:05	1:10	
1:20	1:25	1:30	1:35	1:40	1:45	1:50	
2:00	2:05	2:10	2:15	2:20	2:25	2:30	
2:40	2:45	2:50	2:55	3:00	3:05	3:10	
3:20	3:25	3:30	3:35	3:40	3:45	3:50	
4:00	4:05	4:10	4:15	4:20	4:25	4:30	
4:35	4:40	4:45	4:50	4:55	5:00	5:05	
5:10	5:15	5:20	5:25	5:30	5:35	5:40	
5:45	5:50	5:55					

Fairfield

Fairfield / KVCC							
A	B	C	D	E	F	G	A
Con-	Hazel-	Island	KVCC	ME	Fairfield	Hazel-	Con-
course	wood	Apts		Dart-	Street	wood	course
				mouth			
7:30	7:35	7:40	7:45	R	7:50	7:55	8:00
8:40	8:45	8:50	8:55	R	9:00	9:05	9:10
10:00	10:05	10:10	10:15	R	10:20	10:25	10:30
11:20	11:25	11:30	11:35	R	11:40	11:45	11:50
12:40	12:45	12:50	12:55	R	1:00	1:05	1:10
2:00	2:05	2:10	2:15	R	2:20	2:25	2:30
3:20	3:25	3:30	3:35	R	3:40	3:45	3:50
4:35	4:40	4:45	4:50	R	4:55	5:00	5:05

for more info,
call 877-5677

Thayer / Colby

Maine College / Colby College							
A	B	C	D	E	F	G	A
Con-	Maine	Colby	Maine	Colby	Maine	Colby	Con-
course	General	College	General	College	General	College	course
	Thayer				Thayer		
7:30	7:37	7:40	7:45	7:48	7:55		
8:40	8:47	8:50	8:55	9:00	9:03	9:10	
10:00	10:07	10:10	10:15	10:20	10:23	10:30	
11:20	11:27	11:30	11:35	11:40	11:43	11:50	
12:40	12:47	12:50	12:55	1:00	1:03	1:10	
2:00	2:07	2:10	2:15	2:20	2:23	2:30	
3:20	3:27	3:30	3:35	3:40	3:43	3:50	
4:35	4:42	4:45	4:50	4:55	4:58	5:05	
5:10	5:17	5:20	5:25	5:30	5:33	5:40	

Kennedy Drive

Shaws / Mardens							
A	B	C	D	E	F	G	A
Con-	Inland	Shaws	First	Mardens	Maine	Con-	
course	Hospital		Park		General	course	
					Seton		
8:00	R	8:07	R	8:15	8:20	8:30	
9:20	R	9:27	R	9:35	9:40	9:50	
10:40	R	10:47	R	10:55	11:00	11:10	
12:00	R	12:07	R	12:15	12:20	12:30	
1:20	R	1:27	R	1:35	1:40	1:50	
2:40	R	2:47	R	2:55	3:00	3:10	
4:00	R	4:07	-	4:15	4:20	4:30	

Winslow

Weekday Commute Trips							
A	B	C	D	E	F	G	A
Con-	Credit	Union	Library	School	Con-		
course	course			course	course		
7:05	7:09	7:15	7:18	7:25			
5:10	5:14	5:18	5:21	5:25			

JFK Mall

South End / JFK Mall / Seton Village							
A	B	C	D	E	F	G	A
Con-	Durbin	JFK	JFK	JFK	Durbin	Con-	
course	Apts	Mall	Village	Mall	Apts	course	
7:00	7:05	7:10	7:15	7:20			
8:00	8:05	8:10	8:15	8:20	8:25	8:30	
9:20	9:25	9:30	9:35	9:40	9:45	9:50	
10:40	10:45	10:50	10:55	11:00	11:05	11:10	
12:00	12:05	12:10	12:15	12:20	12:25	12:30	
1:20	1:25	1:30	1:35	1:40	1:45	1:50	
2:40	2:45	2:50	2:55	3:00	3:05	3:10	
4:00	4:05	4:10	R	4:20	4:25	4:30	
5:45	5:50						



subscription commuter
service to Augusta

I-95 to Civic Center Drive

Waterville	Cancer	Com-	Anthony	UMA
Con-	Center	merce	Ave	
course		Drive		
7:10	7:40	7:45	7:50	7:55
UMA	Anthony	Com-	Water-	
4:35	Ave	merce	ville	
	4:40	Drive	Center	
		4:45	Concourse	
		5:25		

Route 201 to State House

Waterville	Willow	Down-	State
Con-	Street	town	House
course		Augusta	
7:00	7:32	7:35	7:40
State	MDOT	City	Water-
house	4:50	Hall	ville
4:45	4:55	4:58	Concourse
			5:30

Seats on subscription buses
are available via advance
reservation for commuters
who sign up for a minimum of
four weeks.

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from municipalities, local businesses, USDOT and Maine DOT.