

Appendix G
'Response' Land Use Analysis

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| | | Population Growth | | | | Employment Growth | | | |
|--------------|------------------|-------------------|------------|----------|---------|-------------------|------------|----------|---------|
| | Town | Base '25 | Interstate | Arterial | Transit | Base '25 | Interstate | Arterial | Transit |
| | Portland | 8,944 | 4,727 | 4,727 | 11,030 | 13,806 | 6,764 | 10,146 | 14,655 |
| | South Portland | 5,110 | 2,701 | 2,701 | 6,302 | 6,055 | 3,076 | 4,614 | 6,665 |
| | Westbrook | 4,687 | 2,477 | 2,477 | 5,780 | 6,317 | 3,110 | 4,666 | 6,739 |
| Urban | | 18,741 | 9,905 | 9,905 | 23,113 | 26,178 | 12,950 | 19,426 | 28,059 |
| | Percent of Total | 28% | 15% | 15% | 35% | 61% | 30% | 45% | 65% |
| | Falmouth | 5,019 | 5,134 | 6,601 | 5,868 | 1,908 | 3,194 | 2,795 | 1,996 |
| | Gorham | 6,384 | 6,531 | 8,396 | 7,463 | 2,257 | 3,869 | 3,385 | 2,418 |
| | Scarborough | 8,832 | 9,035 | 11,616 | 10,325 | 5,799 | 9,597 | 8,397 | 5,998 |
| | Cape Elizabeth | 2,359 | 2,413 | 3,103 | 2,758 | 362 | 608 | 532 | 380 |
| Inner Suburb | | 22,594 | 23,113 | 29,716 | 26,414 | 10,326 | 17,267 | 15,109 | 10,792 |
| | Percent of Total | 34% | 35% | 45% | 40% | 24% | 40% | 35% | 25% |
| | Yarmouth | 2,859 | 3,822 | 3,057 | 1,911 | 1,271 | 2,528 | 1,686 | 843 |
| | Cumberland | 3,659 | 4,891 | 3,913 | 2,446 | 979 | 1,905 | 1,270 | 635 |
| | Windham | 7,683 | 10,270 | 8,216 | 5,135 | 2,865 | 5,565 | 3,710 | 1,855 |
| | Standish | 4,668 | 6,240 | 4,992 | 3,120 | 776 | 1,500 | 1,000 | 500 |
| | Buxton | 3,767 | 5,035 | 4,028 | 2,518 | 471 | 893 | 596 | 298 |
| | Hollis | 2,065 | 2,760 | 2,208 | 1,380 | 302 | 559 | 372 | 186 |
| Outer Suburb | | 24,701 | 33,018 | 26,414 | 16,509 | 6,664 | 12,950 | 8,634 | 4,317 |
| | Percent of Total | 37% | 50% | 40% | 25% | 15% | 30% | 20% | 10% |
| | Total | 66,036 | 66,036 | 66,036 | 66,036 | 43,168 | 43,168 | 43,168 | 43,168 |

Source: WSA, PACTS travel demand model