

Statewide Strategic Transit Assessment Study
Stakeholder Meeting
April 12, 2019

Presenters

Steve Falbel, Steadman Hill Consulting
Carol Schwieger, Schwieger Consulting

Attendees

Patrick Herlihy, NHDOT, Division of Aeronautics, Rail & Transit
Shelley Winters, NHDOT, Bureau of Rail & Transit
Fred Butler, NHDOT, Bureau of Rail & Transit
Michael Pouliot, NHDOT, Bureau of Rail & Transit
Deirdre Nash, NHDOT, Bureau of Materials & Research
Nate Miller, Southern NH Planning Commission
John Savage, Nashua Transit System
Camille Pattison, Nashua Transit System
Steve Workman, Transport NH
Van Chesnut, Advance Transit
Fred Roberge, Easter Seals STS

Comment on Potential Local Transit Services

- For the Franklin-Tilton Shuttle route, the Tilton stops are proposed at the Walmart and Market Basket. Nate M. was concerned that passengers would not be able to walk to other key locations in Tilton such as the Outlet Mall. Most attendees agreed this was a concern, though it may require greater than a 60 minute headway.

Comments on Potential Commuter Routes

- The assumptions do not include a mid-day run. Nate M. asked if a mid-day run could be considered. Steve F. responded that it can be done but would add cost. It is best to establish a commuter market then expand service. The mid-day gap could possibly be mitigated with taxi voucher or guaranteed ride home program.
- For the Claremont-Upper Valley route, Nate M. asked if there could be stops in Cornish and Meriden. Steve F. confirmed there could be.
- For the Upper Valley-Concord route, Van C. referred to another study regarding this route. If the route is implemented, it should be the route in the other study or this study, but not both.

Comments on Next Steps

- Public outreach will include an online survey. It will ask about these new services but it will make clear that these are not the only way of improving service in NH. Rather they are designed to fill specific gaps that were identified in the study where no current services exist.
- Van C. suggested other studies be referenced such as local transit development plans for existing systems.

Comments on Peer Analysis

- In NH, transit has no state funding.
- The report will include more information on how peers were chosen.
- The conclusion of the analysis leads to a central policy question about the role of public transit in New Hampshire: Will transit service in NH only be a social service, oriented toward transit-dependent people, or does the state want it to play a larger role, serving as a viable transportation option for more people? What level of state and other governmental support is necessary to make it a sustainable service, meaning that it attracts enough riders to make it worth operating and so that people see that it is worthy of support?
- There was overall agreement that the peer analysis was worthwhile and well done.

Comments on Technology

- Carol S. has information that she will share on GTFIS-Flex which is used by the Vermont Agency of Transportation.
- There was overall concern on how to project technology costs out 10 or more years, based mostly on the speed in which technology changes. Initial technology investment can be very high.
- Can NH Traffic Management Center push traffic/construction alerts out to transit agencies?