

Notes from the 2/19/19 Statewide Strategic Transit Assessment Study (SSTA) Stakeholder Meeting

Attendees: Patrick H., Van, Fred R., Lucy St. John, Deirdre Nash, Fred B., Camille, Nate, Scott

During the presentation, there were various questions that arose, such as:

- What would be an appropriate span of service for a new shuttle in Conway? Is more service needed during traditional commuting hours, or should it be oriented toward shift workers at shops, restaurants and hotels?
 - Answer: The service has not yet been specified in detail, and like all other routes proposed in this phase, would need to be planned more thoroughly in consultation with local businesses to determine the most effective schedule.
- Is there an existing shuttle in Plymouth operated by Plymouth State University and how would that interact with a new proposed shuttle?
 - Answer: yes there is, but it is only open to PSU students, not the general public. It apparently runs once per hour, all day on weekdays, afternoons on weekends and Sunday night. It does not run when school is not in session.
- Would there be any ADA paratransit implications of the proposed commuter routes?
 - Answer: For the types of routes we are discussing, no. See quoted ADA regulations at the end of the notes
- Nate noted the presence of several areas in need along the 101 corridor (Raymond, Exeter, Hampton) and the fact that there are two separate commuting markets—to Portsmouth and to Manchester—which meet in the middle (Epping).
- Camille noted long running time of proposed Salem-Nashua-Milford route.
- Nate Miller and Scott Bogle noted that the Salem-Manchester route should serve the two large new developments planned for the area: Tuscan Village in Salem and Woodmont Commons in Londonderry. The route as laid out comes very close to both of those developments. Nate suggested that the route serve every exit on I-93 from Exit 1 through Exit 5. The current proposal would serve only exits 2 and 4.
- Upper Valley-Concord route was also noted to have two distinct commuting markets that meet in the middle (New London).
- For the Claremont-Upper Valley route, Nate said that extending the route to DHMC and Hanover made the most sense rather than terminating in Lebanon or going to WRJ.
- Ensure the plan includes the reality of funding constraints and emphasizes the fact that the expansion priorities are for consideration only at this point
- In whatever survey we send out, Camille asked for questions about funding.
 - Ex: Should state funding be used?
- For technology, suggestions include:
 - Pax information systems (real-time bus arrival info)
 - Pax announcement systems (on board buses)
 - AVL (possibly inventory GPS separately if only used in-house?)

- Transit signal priority
- Tying in with TNCs
- Cross-ticketing platforms; regional fare integration
- Brief mention of autonomous vehicles
- Safety equipment for buses, e.g., automatic braking
- Cameras on vehicles as well as backup cameras
- Next meeting is tentatively set for Fri, April 12th at 9am

From ADA code

Sec. 37.3 Definitions.

Commuter bus service means fixed route bus service, characterized by service predominantly in one direction during peak periods, limited stops, use of multi-ride tickets, and routes of extended length, usually between the central business district and outlying suburbs. Commuter bus service may also include other service, characterized by a limited route structure, limited stops, and a coordinated relationship to another mode of transportation.

Sec. 37.121 Requirement for comparable complementary paratransit service.

(a) Except as provided in paragraph

(c) of this section, each public entity operating a fixed route system shall provide paratransit or other special service to individuals with disabilities that is comparable to the level of service provided to individuals without disabilities who use the fixed route system.

(b) To be deemed comparable to fixed route service, a complementary paratransit system shall meet the requirements of Sec. Sec. 37.123- 37.133 of this subpart. The requirement to comply with Sec. 37.131 may be modified in accordance with the provisions of this subpart relating to undue financial burden.

(c) **Requirements for complementary paratransit do not apply to commuter bus**, commuter rail, or intercity rail systems.