



Connie Reed <connie.reed@bactsmmpo.org>

Re: BACTS Draft Bus Stop Policy

1 message

Connie Reed <connie.reed@bactsmmpo.org>

Wed, May 19, 2021 at 12:53 PM

To: "JDS Weather First, Brewer, Maine News & Events" <jj884174@gmail.com>

Thank you for your comment, James.

We understand your concerns regarding snow removal. It is a challenge many northern climate regions face. Page 17 of the draft document briefly discusses the implementation of an Adopt a Stop program. Once the initial designated bus stop plan has been completed, the Advisory Group will revisit and finalize the policies related to maintenance and management of bus stops.

On Fri, Mar 19, 2021 at 3:29 PM JDS Weather First, Brewer, Maine News & Events <jj884174@gmail.com> wrote:

Dear Connie Reed as a former bus rider I say former because I now have my Maine Drivers License I'm a member of Food And Medicine and Transportation For All I'm a Transit Advocate through TFA although I no longer ride the bus I'll continue to advocate & support changes to The Community Connector Transit System I'm emailing you to let you know my comment is as follows I'm all for doing away with The Flag Stop currently in use and moving to a dedicated Stop system but I'm concerned with snow removal when it comes to people in wheelchairs I've noticed some Municipalities like Brewer for example can't keep crosswalks cleared maybe we could implement something like adopt a highway but instead it'll be adopt a bus shelter area those who adopt a bus shelter would be responsible for general maintenance like snow removal, salting & sanding as well as trash pickup & emptying trash cans but each Municipality would be responsible for maintenance to the actual bus shelter, signs, pavement markings, benches etc just my comment thanks Connie Reed & BACTS.

Sincerely
James Johnson

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Connie Reed

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Connie Reed <connie.reed@bactsmo.org>

Re:

1 message

Connie Reed <connie.reed@bactsmo.org>
To: michael garvey <garveymichael8181@gmail.com>

Wed, May 19, 2021 at 1:00 PM

Thank you for your comment.

The steps that will be used in determining bus stop locations are listed on pages 26-28 and bus stop types and passenger amenities definitions are listed on pages 39-43 of the draft document.

On Thu, Apr 1, 2021 at 9:47 PM michael garvey <garveymichael8181@gmail.com> wrote:

| There really needs to be a designated stop with shelter and heating at the corner of finson and deer isle

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Connie Reed <connie.reed@bactsmo.org>

Re: Public Comment on Bus Stop Policy and Design Guidelines

1 message

Connie Reed <connie.reed@bactsmo.org>
To: Per Garder <garder@maine.edu>

Wed, May 19, 2021 at 1:03 PM

Thank you for your comments, Per.

Discussion of curb extensions, also known as bus bulbs, is included on page 32 of the draft document and Table 5 on page 34 discusses the advantages and disadvantages of curb extensions (bus bulbs) and pull outs (bus bays).

On Sun, Apr 11, 2021 at 5:11 PM Per Garder <garder@maine.edu> wrote:

Connie,

I think the draft guidelines are well thought out and well presented. I only have one real comment and that is that there are two bus-stop types discussed, in-line and off-line, in the report I think a third type of stop should be added. We can call it the bulb-out stop. That is the opposite of the off-line stop discussed in the report. They would primarily be used on 2-lane streets (one lane in each direction) with high traffic volumes such as Main Street in Orono. The bulb-out stop is a type of in-line stop where the sidewalk is widened (so a roughly 10 ft space is left in the travel direction of the street), and a long refuge island is built in the middle of the street making it impossible for automobile drivers to pass the bus. Today, when the bus stops, several cars often pass it and if there are high traffic volumes, the bus will soon catch up with those cars now being stopped at the next traffic signal or other location with capacity issues. By keeping cars behind the bus, the bus will shorten its travel time. It will also be safer for pedestrians to cross to and from the stopped bus if traffic in one direction is stopped, and there is a median island right there. A few of these bulb-out stops were built in Stockholm, Sweden already back when I lived there, before I moved to Maine in 1992. And, more than a decade ago, they were built in New York City on streets with high traffic volumes. There is nothing that prohibits them from being built in smaller communities even if we don't have as high traffic volumes as in such cities.

Thanks for your attention, -Per

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Associated Faculties of the Universities of Maine

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Re: Bus Stop Draft Document

1 message

Connie Reed <connie.reed@bactsmo.org>
To: Dennis Andre <dennisandre07@yahoo.com>

Wed, May 19, 2021 at 1:04 PM

Thank you for your comments, Dennis.

Although it does not directly address the placement of bus shelters in proximity to emergency service access to fire hydrants, the U.S. DOT ADA Standards require a path of travel through and around the bus stop, waiting area, and loading area clear of obstructions which can reduce the available space for bus patrons to maneuver (including utility poles, street furniture, and fire hydrants). These requirements are discussed in Section 3 Curbside Design on pages 36 - 38 of the draft document.

The identification of a designated bus stop does not necessarily mean there will be a "structure" associated with the stop. There is a difference between identifying the location of a bus stop and the amenities which are to be provided at bus stops. Designating a bus stop requires only the "structures" of a "Basic Stop" to be erected.

Many bus stops located in residential areas with lower daily boarding activity will be "Basic Stops," consisting of a bus stop sign and post with an ADA compliant landing area. Only the stops with the highest level of daily boarding activity and/or in locations in close proximity to high transit dependency will have shelters. The bus stop types and amenities are described on page 39 - 42 of the draft document.

On Tue, Apr 27, 2021 at 11:17 AM Dennis Andre <dennisandre07@yahoo.com> wrote:

Hi Connie,

Please consider the following for draft bus stop proposal recommendations

- 1) There needs to be considerations added for limits on the building of structures near emergency service access such as fire hydrants (e.g. structures will not be built within 25ft of fire hydrants).
- 2) The number of proposed structures within a residential area needs to be limited. The 4 per mile example drawing would be excessive for a residential area. Both riders and homeowners need to be considered.
- 3) More restrictive guidelines need to be included that protect the value of homes while still serving the needs of riders.

We have been negatively impacted by short-sighted city work. A tree was taken down in front of our house for cross walk visibility without anyone talking to us. The cross walk could have been relocated under a street light 20 ft down the road providing better visibility and an unobstructed view. Progress is good, but residents need to be considered.

This along with zoning changes that fail to adequately consider the character of the neighborhood will cause Bangor and Little City to lose its charming character.

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Connie Reed <connie.reed@bactsmo.org>

Re: Bangor bus transportation policy feedback

1 message

Connie Reed <connie.reed@bactsmo.org>
To: Judith Rosenbaum-Andre <rosenbaumjudith@gmail.com>

Wed, May 19, 2021 at 1:05 PM

Thank you for your comments, Judith.

There are three types of bus stops defined. All designated bus stops will be required to have a bus stop sign and post and an ADA compliant landing area. Only the stops with the highest level of daily boarding activity and/or in locations in close proximity to high transit dependency will have shelters. The bus stop types and amenities are described on page 39 - 42 of the draft document.

As noted on page 6 of the draft document, once the initial bus stop designation plan has been completed, the policies related to the maintenance and management of the stops will be revisited by the workgroup.

Bus stop locations will be determined following the "Steps in Determining Bus Stop Locations" outlined on pages 26-28 of the draft document.

The number of stops per mile will be dependent on many factors. The spacing guidelines outlined on page 26 are intended to provide a target number of stops per mile by environment type (high, moderate, and low population and activity density) and a number of stops that should not be exceeded per mile. These numbers are based on a balance of the distance which passengers are willing and able to travel between stops and the number of stops which a bus should not exceed in order to maintain acceptable performance standards.

You can find information about the Bus Stop Policy and Design Guidelines project on the project webpage <https://bactsmo.org/bangor-comprehensive-transportation-system-programs/bangor-transportation-studies/bangor-transportation-bus-stop-policy/>

Once the designation plan has been completed, the workgroup will be revisiting the policies related to the maintenance and management of the bus stops. This is where updates on this project will be posted.

The project webpage for the Bus Stop Designation Plan is <https://bactsmo.org/bangor-comprehensive-transportation-system-programs/bangor-transportation-studies/bangor-transportation-bus-stop-designation-plan/>

As information is available, it will be posted here.

On Tue, Apr 27, 2021 at 12:15 PM Judith Rosenbaum-Andre <rosenbaumjudith@gmail.com> wrote:

Hello,

I am writing to provide feedback on the Bangor bus transportation policy proposal. I live on Center Street, and as such will be directly impacted by any shelters or stops you decide to build.

1. When building stops, I would prefer to see stops rather than shelters. Shelters invite loitering, which can lead to other problematic activities, and can create a serious burden on the residents in the area. A bus stop can be marked by a simple sign, without a need for a shelter. This will prevent any issues with people hanging around in the area. We have seen what happened in Pickering Square, and having that kind of activity spread across the city is not desirable for anyone.
2. If there are going to be stops, these will need to be cleaned more than the proposed monthly cleaning process. At the moment, we have trash in our yard on a daily basis, and this just is from people waiting to flag down the bus. Without proper weekly pickups, these places will become hotspots for trash which will invite in rodents, with all the risks and hazards associated with that.

3. Stops need to be built as far away from residential properties as possible. If at all possible, stops should be near public buildings, stores, or vacant lots. These kinds of stops will create nuisances for the people living near them in terms of noise, loitering, and trash, and this should be minimized as much as possible. In addition, with the possible nuisance they can cause, these stops could devalue people's homes, and frankly, this is not desirable for either the city or its residents.

4. We do not need four stops per mile. I moved here from Europe, where I lived in three countries known for their excellent public transportation systems: Germany, France, and the Netherlands. Nowhere did they have four stops per mile. Even Amsterdam has maybe two stops per mile on its tramlines, and the Bangor bus system does not have that kind of demand. Again, this will only disrupt traffic, street looks, and again, affect property values.

Thank you for your attention to my concerns.

I would love it if you could keep me abreast of any developments in this process.

Thank you,
Judith Rosenbaum-Andre
374 Center Street

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Connie Reed <connie.reed@bactsmo.org>

Re: Little City Bus Stop

1 message

Connie Reed <connie.reed@bactsmo.org>
To: mdvx777@gmail.com

Wed, May 19, 2021 at 1:04 PM

Thank you for your comment, Matthieu.

On Tue, Apr 27, 2021 at 12:14 PM <mdvx777@gmail.com> wrote:

I am a resident of Little City. I support the bust stop proposal or Little City. When it a "signal the driver" stop, it is often difficult for some people with disabilities to signal the bus in time. I support a regularly scheduled stop.

Thank you.

Matthieu Devaux
127 Fountain St.
Bangor, ME 04401
(207)538-5935

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Connie Reed <connie.reed@bactsmmpo.org>

Re: Bus -- Bangor -- Access

1 message

Connie Reed <connie.reed@bactsmmpo.org>
To: Paula Matlins <pmatlins@icloud.com>

Wed, May 19, 2021 at 1:07 PM

Thank you for your comments, Paula.

Section 3 Curbside Design on page 36 of the draft document discusses that bus stops should be designed with the seven principles of universal design in mind.

Curb ramp requirements are addressed throughout the document, but specifically in Table C on page 8, in the U.S. DOT ADA guidelines on pages 47-48 and the specifications are illustrated in Appendix 5-7 on page 55 of the draft document.

It is our understanding that concurrently with the bus stop designation plan, Community Connector will be working on implementing a system of identifying routes by color, shape, number, or other identifier.

The project webpage for the Bus Stop Designation Plan is

<https://bactsmmpo.org/bangor-comprehensive-transportation-system-programs/bangor-transportation-studies/bangor-transportation-bus-stop-designation-plan/>

As information is available, it will be posted here.

On Tue, Apr 27, 2021 at 8:03 PM Paula Matlins <pmatlins@icloud.com> wrote:

Please consider having manageable bus routes. I am absolutely not willing to take the bus because it is not dependable enough — it doesn't travel often enough for me to rely on it.

What if my children need me to pick them up from school last minute? I have used the bus in NY, MA and Toronto — here... not since the early 90's — and, that was less than ideal so I used it less than 10 times. When you are thinking about access — please consider universal design, stops where there are curb cuts, shapes that show people the bus is going to the mall — things that will help people who don't use English or those who don't read.

There is sooo much to do — Little City neighbors would very much like to help you plan. We are already getting overwhelmed with traffic, speeding, a zone change and thefts.

If you would like help from a disability standpoint, I am the director of non-traditional communication/Deaf services at Mobius and am happy to lend my experience.

Thank you,
Paula Matlins
15 Poplar Street
Bangor

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Connie Reed <connie.reed@bactsmo.org>

Re: Bus stop comments

1 message

Connie Reed <connie.reed@bactsmo.org>
To: William Ratchford <pbuilds@icloud.com>

Wed, May 19, 2021 at 1:06 PM

Thank you for your comments, William.

On Tue, Apr 27, 2021 at 7:36 PM William Ratchford <pbuilds@icloud.com> wrote:

Hello,

I am writing in support of transitioning from a flagging bus system to a system with designated stops.

I think it is a safety and traffic congestion issue for riders to hail a bus. Too many unexpected stops, too many stops to maintain a reliable and dependable schedule.

I feel the bus system is under utilized because of confusion over how to ride. Hailing or flagging systems are pretty rare.

I think Husson students are reluctant to use the bus system extensively because there are so few designated stops. I have personal direct experience with the Husson Students reluctance to utilize the bus.

Having shelters for bad weather and windy days will be an improvement.

It is very challenging for older persons and persons with limited mobility and limited intellectual development to navigate the current system.

Thank you for all you do for the community.

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Connie Reed <connie.reed@bactsmo.org>

Re: Hey about the bat

1 message

Connie Reed <connie.reed@bactsmo.org>
To: Eryn bun-ker <bunkereryn35@gmail.com>

Wed, May 19, 2021 at 1:07 PM

Thank you for your comment, Eryn.

On Wed, Apr 28, 2021 at 9:10 PM Eryn bun-ker <bunkereryn35@gmail.com> wrote:
| So I live in orono, so I would have to travel to a desnated spots in the community,

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Connie Reed <connie.reed@bactsmo.org>

Re: Public Bathrooms at Bus Stops

1 message

Connie Reed <connie.reed@bactsmo.org>
To: Brian Pitman <bpitman329@gmail.com>

Wed, May 19, 2021 at 1:08 PM

Thank you for your comment, Brian.

The defined bus stop types and amenities are described on page 39 - 42 of the draft document.

On Thu, Apr 29, 2021 at 9:19 AM Brian Pitman <bpitman329@gmail.com> wrote:

Hi Connie,

My name is Brian Pitman and I live at 93 Grant St in Bangor. My public comment on the Draft Bus Stop Policy and Design Guidelines is below:

I would like to see consideration for having public bathrooms, at minimum, present at the stops that receive the most traffic, and at best, at all public stops. Public bathrooms are an issue of accessibility. In order to ensure that all can/will ride the bus the present of public bathrooms is vitally important, especially for those who have conditions that require them to use the bathroom frequently, those who menstruate, and others. While this will be something that costs additional money, bathrooms are essential to ensuring that the bus system is accessible.

Please let me know if you have any further questions for me. Thank you for taking my public comment. Take care.

Brian

--

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Re: designated stops comments

1 message

Connie Reed <connie.reed@bactsmo.org>
To: Darcy Cooke <darcy@foodandmedicine.org>

Wed, May 19, 2021 at 1:09 PM

Thank you for your comments, Darcy.

Bus drivers are part of the transit agency and included in the first bullet listed under stakeholders on page 5 of the draft document. We will edit the last bullet on page 5 of the draft document to state "Passengers and Advocacy/Neighborhood Groups."

The spacing guidelines outlined on page 26 are intended to provide a target number of stops per mile by environment type (high, moderate, and low population and activity density) in the greater Bangor area and a number of stops that should not be exceeded per mile in order to maintain an adequate balance of service efficiency and walking distance for passengers. The table referenced in the Stantec study comes from a Transit Cooperative Research Program (TRCP) report. The values presented represent a composite of ranges and typical spacing of prevailing practices, service types, and environment types nationwide.

The stop spacing range should be used as a guide, but there are other factors that need to be considered prior to looking at spacing. Bus stop locations will be determined using the "Steps in Determining Bus Stop Locations" outlined on pages 26-28 of the draft document.

We are aware the transition from flag to designated stops will be a significant change for riders. The next phase of this project, development of the designated bus stop plan, will include a large amount of public outreach and education. We are hopeful that implementation of designated bus stops will allow for better customer service including better legibility of the bus service with greater access and the implementation of technologies that will allow riders to have access to real-time information about where the bus is and when to expect the next bus, making it easier to plan trips ahead of time.

On Fri, Apr 30, 2021 at 4:54 PM Darcy Cooke <darcy@foodandmedicine.org> wrote:

Hi Connie!

A little after 4 I realize but I hope this will still be accepted! I have 2 comments after reviewing the draft stop policy guide:

1. It would be good if under stakeholders, bus drivers and riders are explicitly listed as groups that must be included. No one knows the bus routes better than us!
2. I saw that the planned distance in densely populated areas is 4 stops per mile, possibly up to 6. This seems low. If I'm remembering correctly, the recommendations in the Stantec report for densely populated areas were nearly 1 stop every 1/10th mile, or 10 stops per mile. Many of our riders are elderly and/or disabled, so I would like to ask that we err on the side of more, not less stops in more populated areas.

That's all from me. Thank you for your great work!

--

E. Darcy Cooke
She/Her
Community Organizer for Food AND Medicine
darcy@foodandmedicine.org
cell: 615-390-5626

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