



## MEMORANDUM

**To:** Shayne Trimbell, Southeastern Regional Transit Authority (SRTA)  
**From:** Joseph Poirier and Gwen Griffin, Nelson\Nygaard Consulting Associates, Inc.  
**Date:** November 18, 2022  
**Subject:** South Coast Rail Service Plan Public Engagement

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### EXECUTIVE SUMMARY

Public engagement conducted as part of the South Coast Rail Service Plan (SCRSP) occurred in October 2022, with a separate focus on Fall River and New Bedford. The purpose of this engagement was to present three different scenarios for SRTA to connect SRTA communities to South Coast Rail (SCR) service, and receive feedback from the public on which type of SCR service they liked or did not like, and why. Key findings from engagement are:

#### Fall River Engagement:

- Support for using the existing system to connect to SCR stations, especially by operating the whole system earlier in the morning and later at night.
- Desire for connections to park-and-ride lots so suburban travelers can park for free and ride a SRTA bus to and from SCR.
- Support for direct shuttle service from the Fall River bus terminal to Fall River Depot station.
- Some concern that Somerset and Swansea residents will not have access to SCR via SRTA bus service.

#### New Bedford Engagement:

- Concerns that future rider volumes may overwhelm a demand-response system.
- Concerns regarding lack of coverage across New Bedford by proposed demand-response system and new connector routes.
- Support for additional service earlier in the morning and later at night.
- Concerns regarding routing SRTA buses on Brooklawn Avenue.
- Highlights on the importance of SCR station access for people with disabilities that ride SRTA.
- Desire for additional parking at New Bedford station.

## **PROJECT CONTEXT**

The SCRSP will identify a preferred way for SRTA to serve planned Massachusetts Bay Transportation Authority (MBTA) SCR stations in Fall River, Freetown, and New Bedford. To help identify a preferred service approach, the SCRSP team conducted public outreach in Fall River, New Bedford, and online. This outreach shared three potential fixed-route bus and microtransit scenarios, each of which showed a different way of serving SCR stations. The public provided feedback on which of these scenarios they liked or didn't like and why, and other comments regarding SCR and/or SRTA.

## **PUBLIC ENGAGEMENT**

The SCRSP used two primary public engagement tools: public meetings and an online survey. This engagement occurred in October and November of 2022. The online survey was launched prior to and remained open after the public meetings. These engagements and their outcomes are described in detail below.

### **Public Meetings**

The SCRSP team held two public meetings to gather input on SRTA's SCR service scenarios: one in Fall River and one in New Bedford. These meetings were held in public meeting rooms during the week of October 24.

Four boards were presented at each public meeting. One board included a project overview and a QR code to the online survey. The other three boards included an activity in which participants could place a red or green dot indicating if they liked or disliked a scenario.

Flyers advertising the public meetings were posted one week ahead of time in SRTA's terminals and on fixed-route buses. These flyers were translated into Haitian Creole, Spanish, and Portuguese. The meetings were also advertised on SRTA's social media accounts and website, and were shared via e-mail by SCR staff.

### **Fall River Public Meeting**

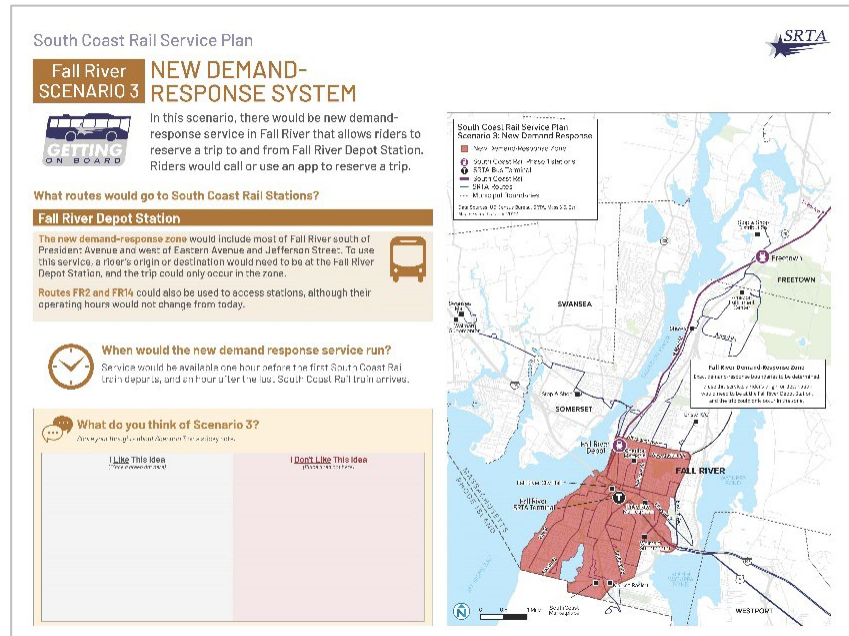
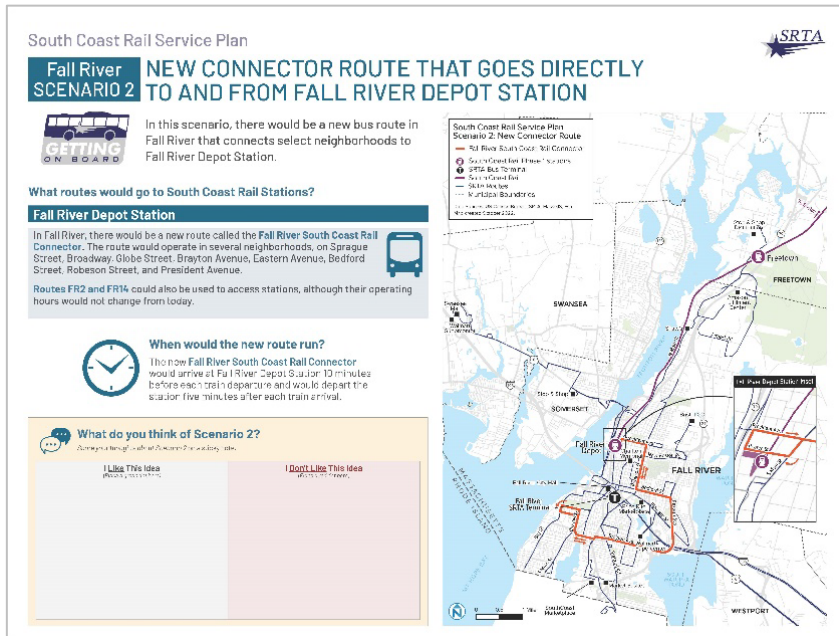
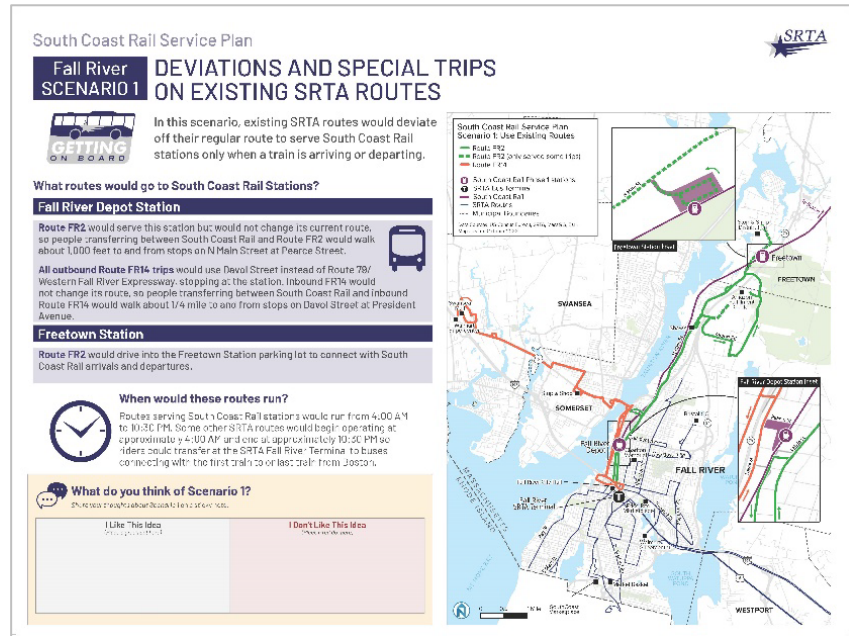
The Fall River public meeting for the SCRSP was held at the Fall River Government Center in Downtown Fall River, on Monday, October 24th at 5:00 p.m. The meeting was held in an open forum setting allowing attendees to review public meeting boards, participate in the meeting board activity, and provide direct feedback on scenarios to the consultant team and SRTA staff. Approximately ten community members attended and a Spanish-speaking SRTA staff member was present.

### **Feedback**

The boards presented at the meeting are in Figure 1 and photographs of the boards after dots were placed are in Appendix B. Dot placement indicated that most community members preferred Scenario 3, a new demand-response zone in Fall River that would connect riders to Fall River Depot Station.

# South Coast Rail Service Plan Public Engagement Memorandum Southeastern Regional Transit Authority

Figure 1 Fall River Public Meeting Boards



Project staff had several long conversations with attendees. Highlights from these conversations are below.

#### **GENERAL**

- One attendee suggested the market analysis be more inclusive and count all workers living in the SRTA service area that work within ½-mile of any train service that connects to South Station.
- There were several comments regarding SCR service times and locations, which are outside the purview of this project, as SRTA has little to no influence over SCR operations.
- There were several comments about aspects of service not directly related to the SCRSP; these comments were noted and transmitted to SRTA staff.
- One attendee wanted to know how SRTA would serve SCR stations on Sundays and how the driver shortage impacts potential SCR service.
- One attendee suggested SRTA better advertise public meetings and service changes using social media; put up flyers two weeks before public meetings on buses and at transit centers; and that more posters be used at transit centers, both inside and outside. The attendee also suggested posters be placed at public libraries and at major bus stops, and that posters be removed immediately after events.
- One attendee suggested keeping SRTA routes as-is, and only providing an express shuttle service from the SRTA Fall River Terminal to Fall River Depot Station (similar to the Downtown Middleborough Shuttle).
- There were several comments regarding the number of parking stalls at each SCR station.
- One attendee provided a draft bus schedule, train schedule recommendations, park-and-ride recommendations, and turn-by-turn directions for new bus routes that would serve SCR stations.
- There were several comments regarding building new park-and-rides in Somerset.

#### **SCENARIO 1**

- Some attendees considered this the best scenario, as it would benefit far more people than only SCR riders.
- There were concerns that the FR14 southbound stop is too far from the Fall River Depot Station, and a suggestion that the route should turn around under Route 79 to serve the station on Davol Street northbound.
- There were several comments regarding Route FR14 serving the Somerset park-and-ride on Route 103.
- One attendee was concerned that many current and future riders may not feel safe at transit stops or park-and-rides late at night or early in the morning.



- One attendee suggested having two buses running between SRTA Fall Terminal and the Fall River Depot Station.
- One attendee suggested deviating a route onto President Avenue and Robeson Street.

## **SCENARIO 2**

- Several attendees suggested the Connector route serve the SRTA Terminal.
- One attendee suggested that serving the Fall River Depot Station via Turner Street and Davol Street northbound is better than serving the station via Pearce Street. Pearce Street may be difficult for buses to navigate and some riders may not like walking up the ADA-accessible ramp to the station. In addition, turning the route around on Bradford Avenue, around Kennedy Park, may be a better option than the current concept.
- One attendee identified the importance of ensuring the naming of a route serving the SCR station be clear and easy to read on a headsign.
- One attendee recommended serving Plymouth Avenue with a new connector route, as there is a lot of pedestrian activity along this street during the day.

## **SCENARIO 3**

- One attendee appreciated this concept because it appeared to be a lower operating and capital cost than Scenario 1.
- One attendee recommended only providing demand-response to and from stations for people who meet ADA requirements.
- There were several comments from attendees concerned about large numbers of people using this service, and those volumes reducing the quality of service for people with disabilities.

## **New Bedford Public Meeting**

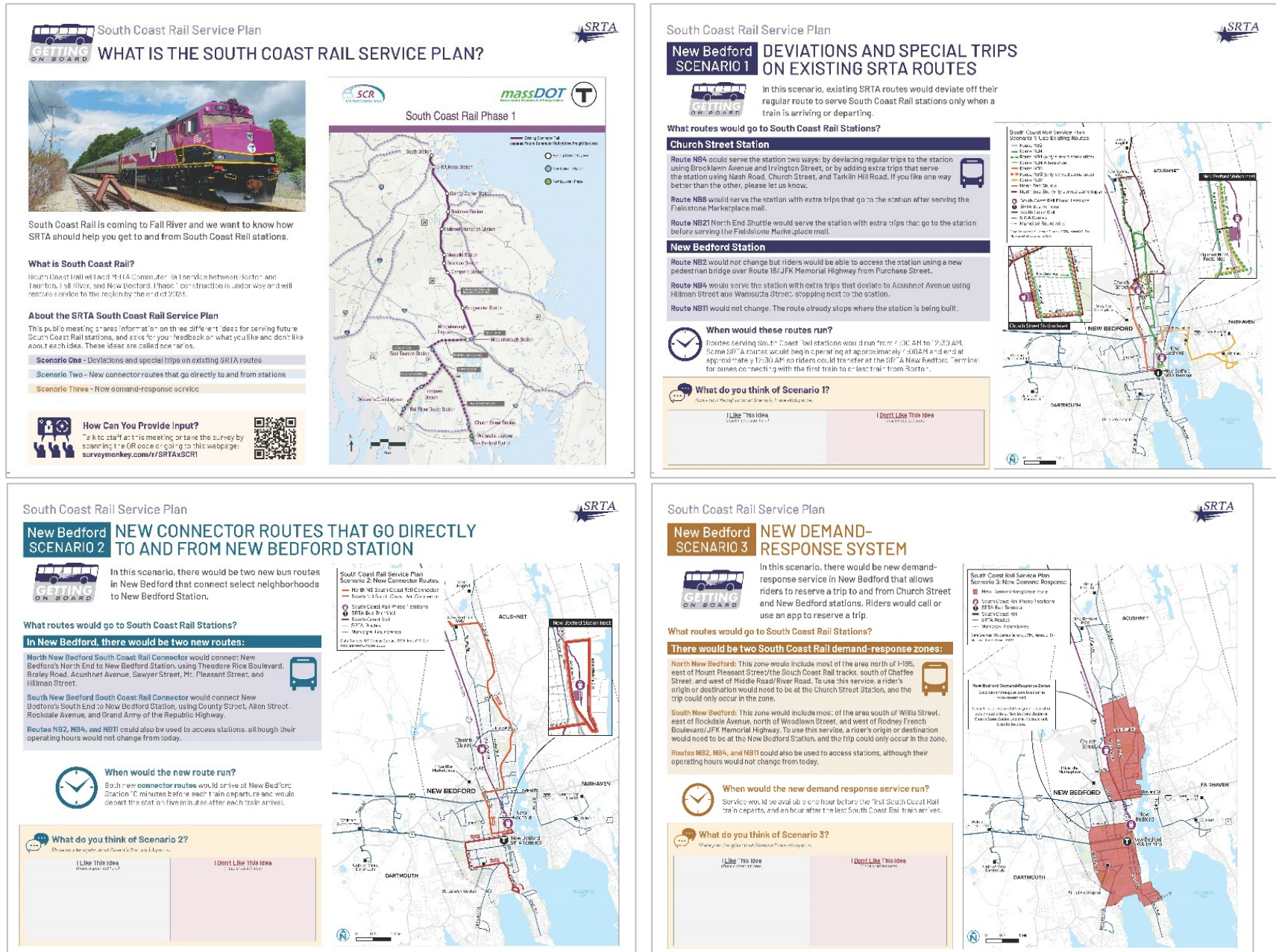
The New Bedford public meeting was held at the Wilks Branch of the New Bedford Public Library on Tuesday, October 25<sup>th</sup> at 5:00 p.m. The meeting was held in an open forum setting, allowing attendees to review public meeting boards, participate in the meeting board activity, and provide direct feedback on scenarios to the consultant team and SRTA staff. Approximately eight community members attended and a Spanish-speaking SRTA staff member was present.

## **Feedback**

The boards presented at the meeting are in Figure 2 and photographs of the boards after dots were placed are in Appendix B. Dots placed on the boards indicate most community members preferred Scenario 2, new Connector routes that go directly to and from New Bedford SCR stations.

# South Coast Rail Service Plan Public Engagement Memorandum Southeastern Regional Transit Authority

Figure 2 New Bedford Public Meeting Boards



Project staff had several long conversations with attendees. Highlights from these conversations are below.

#### **GENERAL**

- One attendee thought all buses should go directly to the platform at SCR stations, so people with limited mobility wouldn't have to walk to/from the street.
- There was general support for park-and-ride options that would allow people to avoid paying for parking at SCR stations. The DATTCO park-and-ride was suggested as an option, as were state buildings near the Registry of Motor Vehicles in the North End.
- One attendee suggested another SCR station be built north of Church Street.
- One attendee suggested commuter rail service from New Bedford to Providence.
- One attendee expressed concerns about future train cancellations. They also recommended providing bus service from New Bedford to East Taunton so New Bedford and Fall River riders could access trains from either city if a train is delayed or cancelled.
- One attendee thought there wouldn't be enough parking at New Bedford Station during summer months due to increased ferry service and riders.
- One attendee expressed concerns about local taxes increasing due SCR.
- Attendees were concerned there is not enough parking at either station.

#### **SCENARIO 1**

- Attendees were concerned that operating any buses on Brooklawn Avenue would run into school-time congestion from parents dropping off and picking up, and from school buses.
- One attendee thought it was best for buses to serve Church Street Station southbound only.
- One attendee noted that Irvington Street is a one-way westbound.
- One attendee recommended having an express shuttle from the SRTA New Bedford Terminal to New Bedford Station.
- One attendee was concerned about UMass Dartmouth students not having direct access to SCR stations.

#### **SCENARIO 2**

- One attendee suggested the northern route serve Church Street station and the southern route be extended to serve more of Brock Avenue.
- One attendee recommended expanding the north Connector further north on Acushnet Avenue.

#### **SCENARIO 3**

- Attendees were concerned about the cost and usefulness of this option.
- One attendee suggested expanding the North End zone further north.

## Online Survey

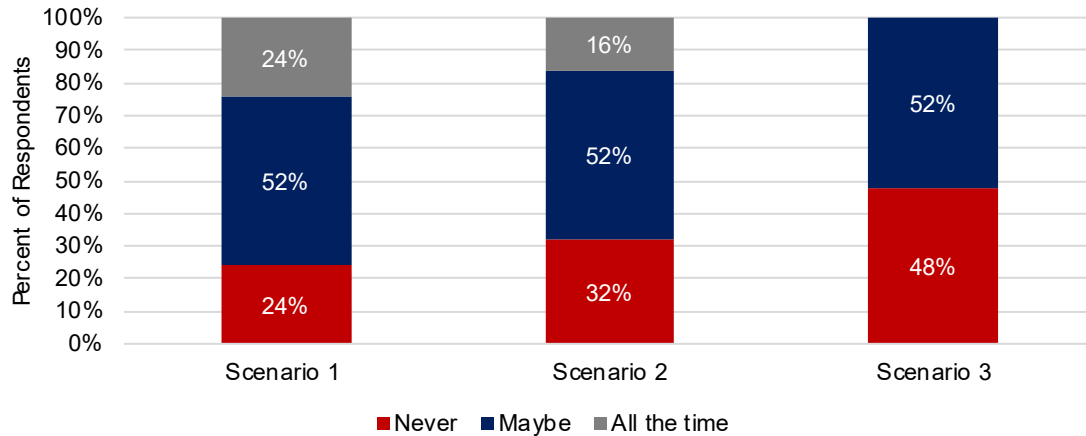
To obtain feedback from a larger group of riders and community members, an online survey was produced. The survey was built in SurveyMonkey and open to the public from October 17 through November 3, 2022. The survey was promoted via social media, public meetings, posters/flyers, and SRTA's website. Respondents could take the survey in English, Haitian Creole, Spanish, or Portuguese.

## Survey Results

The survey received 49 total responses and most surveys were taken in English.

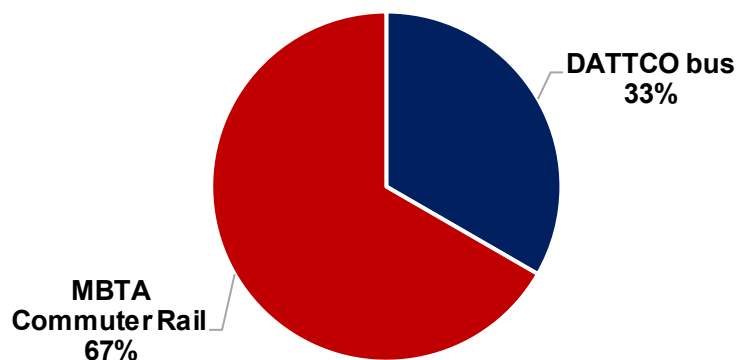
Of the three scenarios, Scenario 1 and Scenario 2 were most likely to be used “All the time” or “Maybe” by respondents (Figure 3). Scenario 3 is most likely to “Never” be used.

**Figure 3 Preferred Scenario for Travel to and from South Coast Rail Stations**



Of the 49 responses, only nine survey respondents reported they currently use existing non-SOV modes of transportation to commute to points north, with a majority of those respondents reporting they currently use MBTA Commuter Rail services (Figure 4).

**Figure 4 Existing Use of Non-SOV Mode for Travel to Points North**

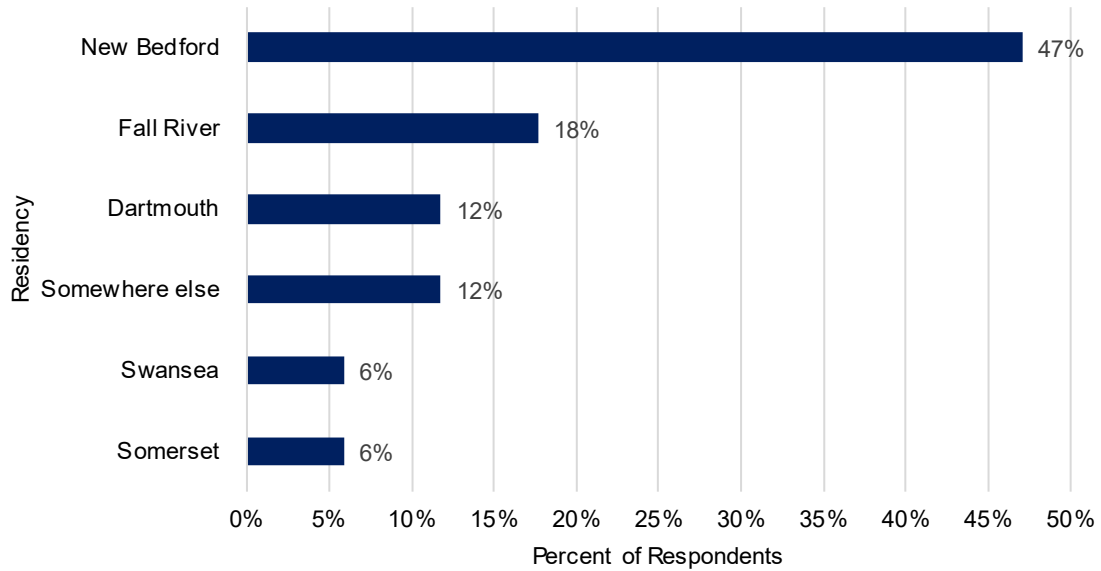




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Southeastern Regional Transit Authority

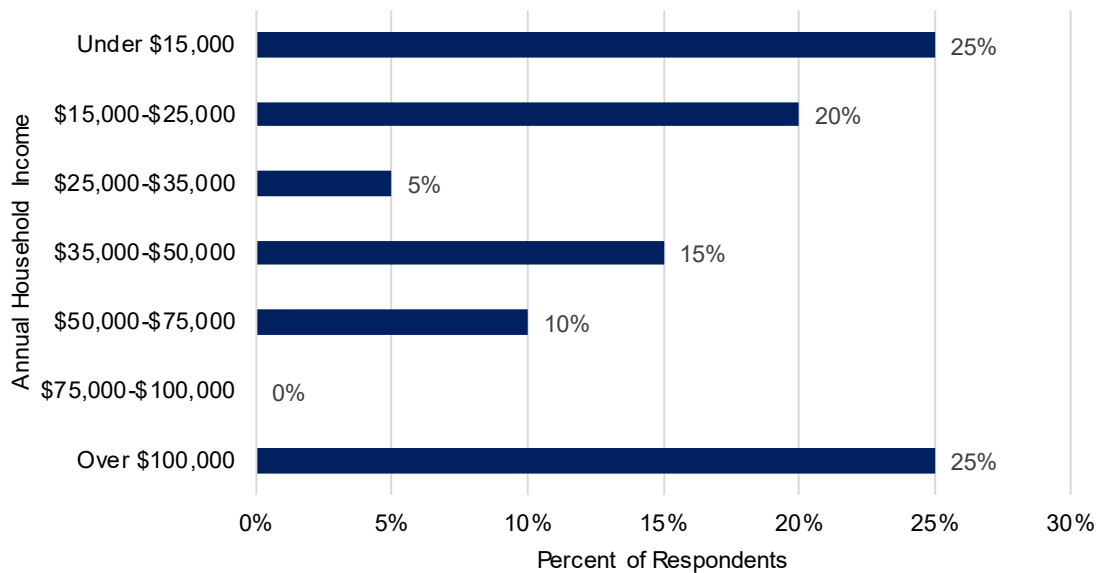
Almost half of survey respondents live in New Bedford (Figure 5). Respondents that indicated that they live “Somewhere else” live in Cambridge and Easton.

**Figure 5 Residency**



Respondents reported a range of annual household incomes, with most falling under \$50,000 per year (Figure 6).

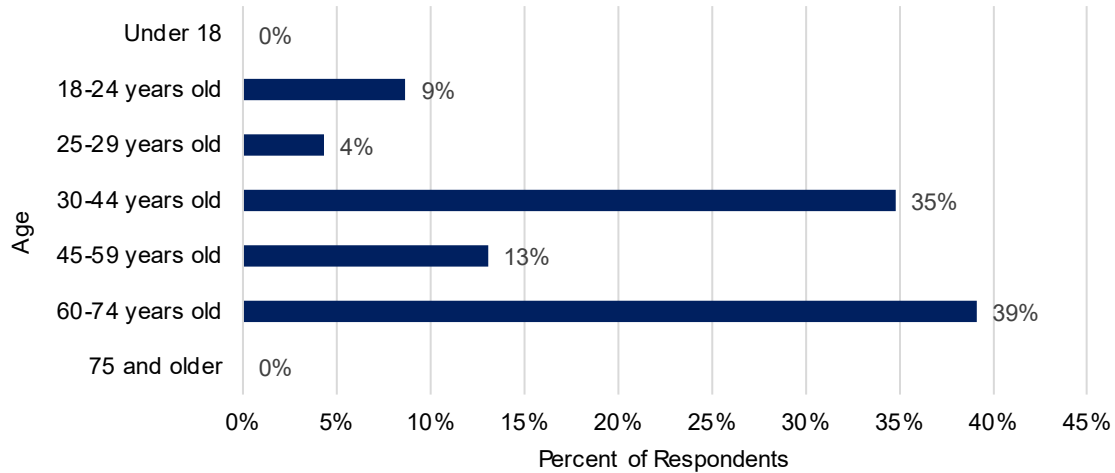
**Figure 6 Annual Household Income**



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Southeastern Regional Transit Authority

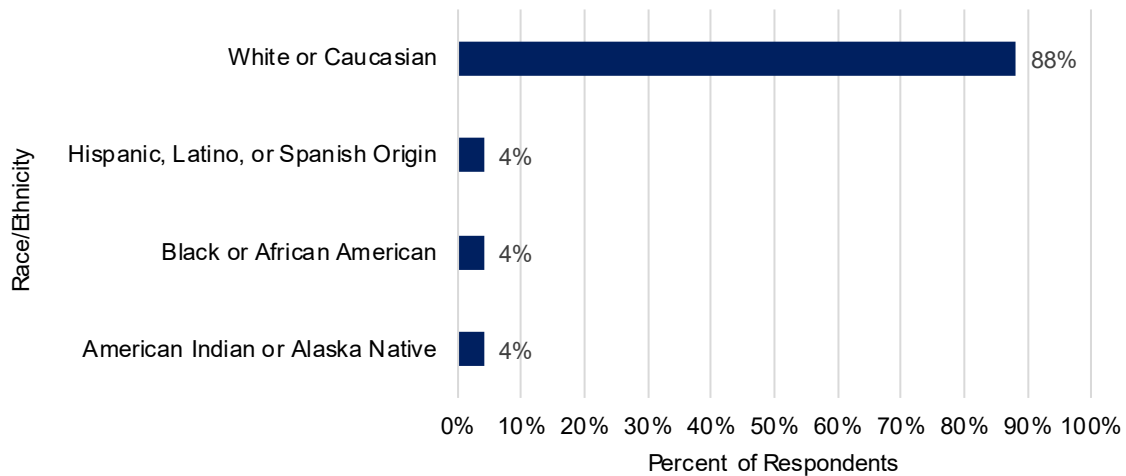
All survey respondents were between 18 and 74 years old (Figure 7).

**Figure 7    Age Group**



Most respondents identified as White or Caucasian. The remaining respondents were evenly split among Hispanic, Latino, or Spanish origin; Black or African American; and American Indian or Alaska Native groups (Figure 8).

**Figure 8    Race/Ethnicity**



Open-ended responses to survey questions from this engagement period are in Appendix E. These responses were mixed, although several themes appeared:

- Service should be well-timed with SCR trains.
- Service to SCR stations should be well-matched with the markets of riders that will be using SCR.
- Demand-response zones may not be a good way to serve large amount of people.

## APPENDIX A: PUBLIC MEETING FLYERS

### South Coast Rail is Coming to New Bedford!



We want to know how SRTA should help you get to and from South Coast Rail stations.

#### Tren nan Kòt Sid vini nan New Bedford!

Nou vle konnen ki jan SRTA ta dwe ede ou ale ak soti nan estasyon tren Kòt Sid (South Coast Rail) yo.

Join us for a public meeting where SRTA will share ideas for buses that go to and from future South Coast Rail stations.

Join nou pou yon reyinyon piblik kote SRTA pral pataje lide pou otobis ki ale ak soti nan estasyon tren Kòt Sid yo.

**Tuesday, October 25**  
**Madi 25 oktòb**  
**5 to 7 PM**

**New Bedford Public Library**  
**Bibliyotèk Piblik nan New Bedford**  
**Wilks Branch**  
**1911 Acushnet Ave**  
**New Bedford, MA**

The meeting is accessible by SRTA New Bedford Route 2.  
Reyinyon an aksesib pa SRTA nan New Bedford wout 2.

**For more information, visit our project website or take our survey:**

**Pou plis enfòmasyon, vizite paj wèb pwojè nou an oswa pran sondaj nou an:**

**[srtabus.com/south-coast-rail-service-plan](http://srtabus.com/south-coast-rail-service-plan)**

SCAN ME FOR SURVEY



### South Coast Rail is Coming to Fall River!



We want to know how SRTA should help you get to and from South Coast Rail stations.

#### Tren nan Kòt Sid vini nan Fall River!

Nou vle konnen ki jan SRTA ta dwe ede ou ale ak soti nan estasyon tren Kòt Sid (South Coast Rail) yo.

Join us for a public meeting where SRTA will share ideas for buses that go to and from future South Coast Rail stations.

Join nou pou yon reyinyon piblik kote SRTA pral pataje lide pou otobis ki ale ak soti nan estasyon tren Kòt Sid yo.

**Monday, October 24**  
**Lendi 24 oktòb**  
**5 to 7 PM**

**Government Center**  
**1st Floor Cafeteria Meeting Room**  
**Sal reyinyon kafeterya 1ye etaj**  
**1 Government Center**  
**Fall River, MA**

The meeting is walking distance from the SRTA Fall River Terminal and is served more closely by Fall River routes 1, 2, 3, 7, 14.

Reyinyon an ap mache byen lwen Tèminal nan Fall River SRTA a epi wout Fall River 1, 2, 3, 7 ak 14 la sèvi pi pre.

**For more information, visit our project website or take our survey:**

**Pou plis enfòmasyon, vizite paj wèb pwojè nou an oswa pran sondaj nou an:**

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SCAN ME FOR SURVEY



## ¡El servicio de tren de South Coast está viniendo a New Bedford!



Queremos saber cómo la SRTA debería ayudarlo a llegar y salir de las estaciones del tren de South Coast.

### A linha ferroviária. da Costa Ocidental está chegando a New Bedford!

Queremos saber como a SRTA deve ajudá-lo a chegar e sair das estações da linha ferroviária..

Únase a nosotros para una reunión pública donde SRTA compartirá ideas para los autobuses que van y vienen de las futuras estaciones del tren de South Coast.

Junte-se a nós para uma reunião pública onde a SRTA irá compartilhar ideias para autocarros que vão e voltam das futuras estações da linha ferroviária. da Costa Ocidental (South Coast Rail).

**Martes, 25 de Octubre**  
**Terça-feira, 25 de outubro**  
**5 to 7 PM**

**Biblioteca Pública de New Bedford**  
**Wilks Branch**  
**1911 Acushnet Ave**  
**New Bedford, MA**

Se puede acceder a la reunión por la ruta 2 de SRTA de New Bedford.  
A reunião é acessível pela rota 2 da SRTA de New Bedford.

**Para obtener más información, visite la página web de nuestro proyecto o responda nuestra encuesta:**

**Para mais informações, visite a página do nosso projeto ou responda nossa pesquisa:**

**[srtabus.com/south-coast-rail-service-plan](http://srtabus.com/south-coast-rail-service-plan)**

SCAN ME FOR SURVEY



## ¡El servicio de tren de South Coast está viniendo a Fall River!



Queremos saber cómo la SRTA debería ayudarlo a llegar y salir de las estaciones del tren de South Coast.

### A linha ferroviária. da Costa Ocidental está chegando a Fall River!

Queremos saber como a SRTA deve ajudá-lo a chegar e sair das estações da linha ferroviária..

Únase a nosotros para una reunión pública donde SRTA compartirá ideas para los autobuses que van y vienen de las futuras estaciones del tren de South Coast.

Junte-se a nós para uma reunião pública onde a SRTA irá compartilhar ideias para autocarros que vão e voltam das futuras estações da linha ferroviária. da Costa Ocidental (South Coast Rail).

**Lunes, 24 de Octubre**  
**Segunda-feira, 24 de outubro**  
**5 to 7 PM**  
**1 Government Center**  
**Fall River, MA**

**Centro de Gobierno**  
**Sala de reuniones de la cafetería**  
**del primer piso**  
**Government Center**  
**Sala de Reuniões Cafeteria 1º Andar**

La reunión está a poca distancia de la terminal SRTA de Fall River y está más cerca de las rutas 1, 2, 3, 7 y 14 de Fall River.

O encontro fica a uma curta distância da Terminal da SRTA de Fall River e fica mais perto pelas rotas 1, 2, 3, 7 e 14 de Fall River.

**Para obtener más información, visite la página web de nuestro proyecto o responda nuestra encuesta:**

**Para mais informações, visite a página do nosso projeto ou responda nossa pesquisa:**

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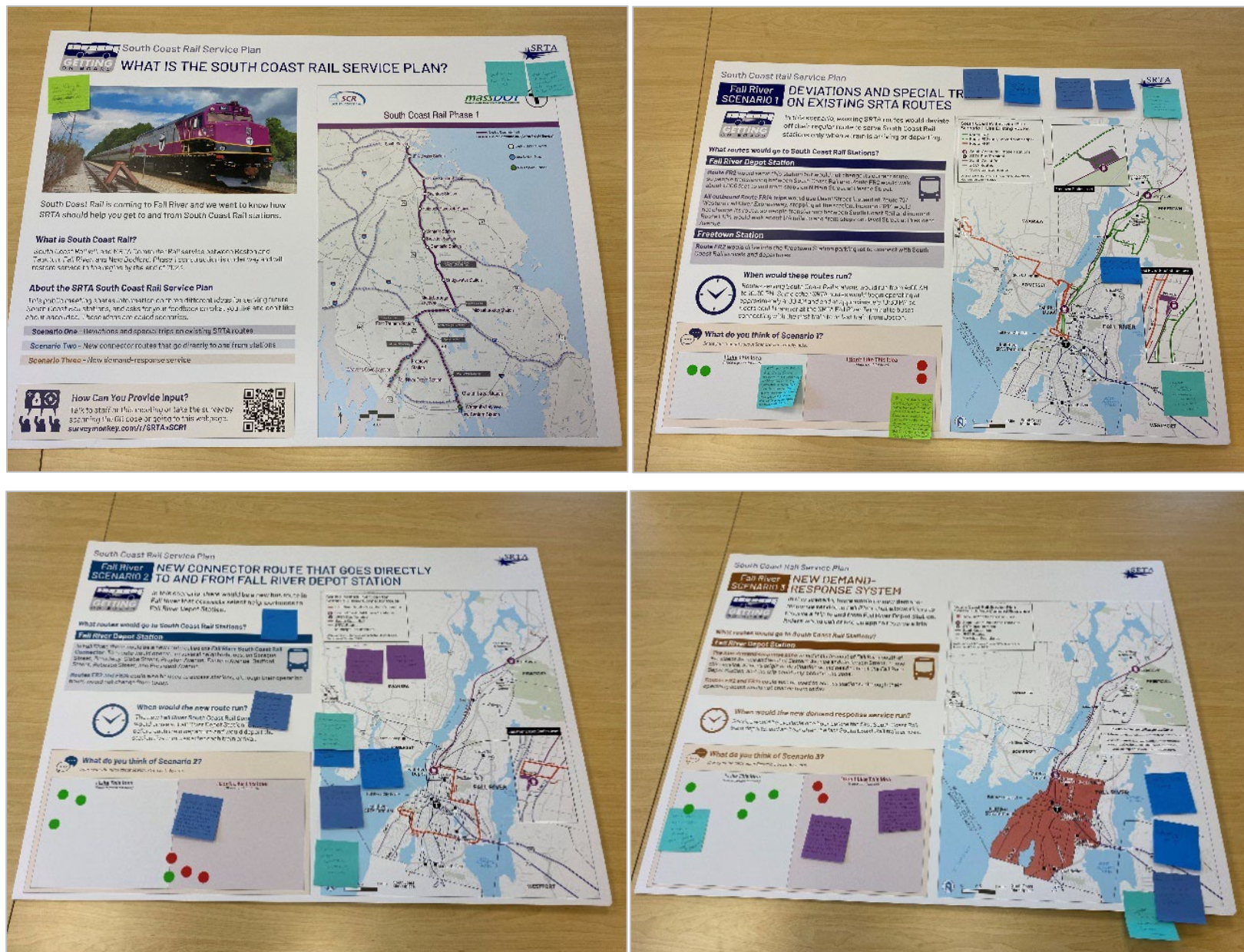
SCAN ME FOR SURVEY





**South Coast Rail Service Plan Public Engagement Memorandum**  
Southeastern Regional Transit Authority

## APPENDIX B: PUBLIC MEETING BOARDS AFTER MEETINGS





# South Coast Rail Service Plan Public Engagement Memorandum

## Southeastern Regional Transit Authority

**South Coast Rail Service Plan**

**New Bedford SCENARIO 1**

### DEVIATIONS AND SPECIAL TRIPS ON EXISTING SRTA ROUTES

In this scenario, existing SRTA routes would deviate off their regular routes to serve South Coast Rail stations only when a train is arriving or departing.

**What routes would go to South Coast Rail Stations?**

**Church Street Station**

Route NBB could serve the station by deviating regular trips to the station using Breakway Avenue and High Street, or by adding extra trips to serve the station using Main Street, Church Street, and Tenth Street. If you have any comments on these routes, please let us know.

Route NBB would serve the station with extra trips that go to the station after leaving the station on High Street.

Route NBB1 (Northbound) would serve the station with extra trips that go to the station before leaving the station on High Street.

**New Bedford Station**

Route NBB2 would serve the station by deviating regular trips to the station using Main Street, Church Street, and Tenth Street. If you have any comments on these routes, please let us know.

Route NBB3 would serve the station by deviating regular trips to the station using Main Street, Church Street, and Tenth Street. If you have any comments on these routes, please let us know.

**When would these routes run?**

Routes NBB1, NBB2, and NBB3 would run only when a train is arriving or departing the station. Routes NBB1, NBB2, and NBB3 would run only when a train is arriving or departing the station.

**What do you think of Scenario 1?**

☐ Like it a lot ☐ Like it a little ☐ Don't like it at all

**South Coast Rail Service Plan**

**New Bedford SCENARIO 2**

### NEW CONNECTOR ROUTES THAT GO DIRECTLY TO AND FROM NEW BEDFORD STATION

In this scenario, there would be two new bus routes in New Bedford that connect select neighborhoods to New Bedford Station.

**What routes would go to South Coast Rail Stations?**

**In New Bedford, there would be two new routes:**

North New Bedford South Coast Rail Connector would connect New Bedford Station to North New Bedford, using Church Street, Main Street, and Tenth Street.

South New Bedford South Coast Rail Connector would connect New Bedford Station to South New Bedford, using Church Street, Main Street, and Tenth Street.

Routes NBB2, NBB4, and NBB5 could also be used to connect to the station, but operating hours would not change from today.

**When would the new route run?**

Only new connector routes would run to and from New Bedford Station. Routes NBB2, NBB4, and NBB5 would continue to run as they are today.

**What do you think of Scenario 2?**

☐ Like it a lot ☐ Like it a little ☐ Don't like it at all

**South Coast Rail Service Plan**

**New Bedford SCENARIO 3**

### NEW DEMAND-RESPONSE SYSTEM

In this scenario, there would be a demand-response service in New Bedford that allows riders to reserve a trip to and from Church Street and New Bedford Station. Riders would call or use an app to reserve a trip.

**What routes would go to South Coast Rail Stations?**

**There would be two South Coast Rail demand-response zones:**

North New Bedford: The zone would be the area north of Church Street, from Church Street to Tenth Street, and from Church Street to Tenth Street.

South New Bedford: The zone would be the area south of Church Street, from Church Street to Tenth Street, and from Church Street to Tenth Street.

Routes NBB2, NBB4, and NBB5 could also be used to connect to the station, but operating hours would not change from today.

**When would the new demand response service run?**

Service would be available when a train is arriving or departing the station. Routes NBB2, NBB4, and NBB5 would continue to run as they are today.

**What do you think of Scenario 3?**

☐ Like it a lot ☐ Like it a little ☐ Don't like it at all

## **APPENDIX C: FALL RIVER PUBLIC MEETING COMMENTS WRITTEN ON STICKY NOTES ON BOARDS**

### **Scenario 1 - Public Meeting Comments from Boards**

Don't like to transfer to connect w train. Bus going up and down president ave. ?

Sunday Service for SCR?!

SRTA service to Park + Ride lots in Somerset starting in early morning would encourage existing commuters to switch from POV to commuter rail. Allowing these commuters to self-congregate at P+R lots is the only way to link these dispersed suburban commuters to SC Rail

Being constrained to use only existing routes will delay SRTA service at the MassDOT Park + Ride lot on Rte 103 (which serves mostly Swansea, Bristol, Warren, + Barrington RI commuters. There is not enough parking at the other Somerset P+R (Rte 6) for all the Rte 103 P+R commuters. Please serve both P+R lots.

### **Scenario 2 - Public Meeting Comments from Boards**

Name is too long!

Good hybrid – as long as buses are on schedule to meet all trains

Will transfer to fixed route be possible

Consider timed transfer to other fixed routes

Better to turnaround park – on Bradford

Needs to serv SRTA Terminal. Turner St. underpass is better

The trouble with FR14 not changing its start time (currently 9AM) is that Swansea and Somerset commuters wont be able to congregate at the MassDOT Park + Rider lot on Rte 6 and link to commuter rail. These commuters will continue to drive to Boston/

### **Scenario 3 - Public Meeting Comments from Boards**

Consider driver shortage!

Great idea

Zone is limited should cover north areas Highlands

Maybe consider Westport and other areas

The trouble with pure demand response (home-train station) is that its unnecessarily expensive. If SRTA offered small demand-response vans at existing park + ride lots in Somerset (Rte 6), Swansea/Somerset (Rte 103), and North Westport on Rte 6, service would be cheaper to provide.

Not providing early morning service on the Fr14 service would lock Swansea + Somerset commuters out of S.C. Rail. These commuters can get home from FR Depot at night, but they cant get to FR Depot in the morning/

## **APPENDIX D: NEW BEDFORD PUBLIC MEETING COMMENTS WRITTEN ON STICKY NOTES ON BOARDS**

### **Scenario 1 - Public Meeting Comments from Boards**

- Brooklawn school may have too much traffic
- Preferable to stop SB on Church St.

### **Scenario 2 - Public Meeting Comments from Boards**

Take Rt down Brock Ave further

### **Scenario 3 - Public Meeting Comments from Boards**

Buses should go in the parking lot. ADA access is important.



## APPENDIX E: SURVEY OPEN RESPONSES

9. What city or town do you live in?
Cambridge
Easton

Scenario 1: What do you think about this scenario? Please be as detailed as possible.
I'll be driving to the Church St. Station coming from Dartmouth, Hathaway Rd.
It would be nice if there were a station on the south side of Fall River near the south coast marketplace. Great shopping area with plenty local favorites.
To properly serve these stations by bus transfer, there would need to be a scheduled bus 5-10 minutes before a train departure, and another 3-5 minutes after a train arrival, with adjustments for transfer distance.
Yes, yes, yes! Wonderful ideas, would be nice if buses were timed with train arrivals and departures (and possibly hold if a train is delayed)
rte 8 and 11 seem to be the best options to service the train stations
I think it would be useful for those whod have to travel long distances
It needs a little more work.
Regarding only Fall River: Excellent FR14 plan: Commuters scattered throughout Swansea and Somerset will be able to leave their POVs at Park & Ride lots along the FR14 bus route (and there is no other economical way for SRTA to serve this dispersed suburban population except multi-modally). Tweak the existing FR14 route by looping south to serve the MassDOT Park & Ride lot on Rte 103, which serves long-distance commuters on I-195 coming from Bristol, Warren, Barrington, south Dighton, and eastern Rehoboth. While these commuters are "outside" the SRTA service area, they still contribute significantly to GHG and to Boston congestion when they drive their POVs. You should try to capture their ridership if you can do so incidentally while serving residents of Somerset and Swansea. Illogical FR2 plan: The northern stretch of FR2 serves a walkshed that is better served by the SCR station at Freetown. Why not expand an existing bus route higher up in the Highlands (e.g., FR 4 or FR8) to serve the Fall River Depot station? This would appeal to the dense population of more credentialed (i.e., more college-degreed) and better paid Highland residents who are more likely to commute to Boston, because their higher salaries will justify the expense and time of commuting. I'm disappointed that you're not proposing a 4 AM route that sweeps across the southern neighborhoods of Fall River. While the RATIO of well-educated, highly paid residents is lower in these working-class neighborhoods, the higher population density suggests that you can still harvest a respectable number of Boston commuters here. A southern 4 AM service to SCR would be racially and ethnically more inclusive, because Fall River's Hispanic, Cape Verdean, Cambodian and Haitian residents are clustered in the south and not in the homogeneously white north. Many well-educated young adults continue to live with their working-class parents: Facilitating their access to mass transit will broaden the appeal of SCR beyond white, middle-class neighborhoods and suburbs.
As a UMass Dartmouth status, my only immediate SRTA access is to the intercity route/Route 9 NB, so I would prefer to have some direct connection between this route and one of the New Bedford train stations

**South Coast Rail Service Plan Public Engagement Memorandum**  
Southeastern Regional Transit Authority

Maybe
It looks like it will help a number of people who live along those bus lines.
Because the maps do not show where the North End shuttle (for example) has stops along its route, I cannot determine if this route would ever be helpful to me or not to reach the new Church St SC Rail Station.
Absolutely...it's the most convenient
Keep the bus stops at Brooklawn and Wood Streets (intersecting with Ashley Blvd). NB8 needs to remain a fixed route...with the buses north and south bound using Brooklawn Street, Carlisle Street, or Irvington Street to access the Church Street Station.
Too much walking.
Allot of options
Makes sense

Scenario 2: What do you think about this scenario? Please be as detailed as possible.	
A bus route needs to go to the south end of the city towards Faneek's, al macs on the go, and the southcoast market place	
I like it more than scenario 1	
This would be the better scenario. Dedicated services allow for more flexible connections (assuming bus-bus transfers are free in these areas).	
While these are nice feeder routes to the stations, this route shouldn't take away from the existing routes' frequencies or service.	
I think the Fall River connector should serve the bus terminal, and should time with trains throughout the day, rather than just during rush hour	
actually i think this scenario works better. it doesn't delay any of the regular routes	
It needs to get there at least 20 minutes BEFORE the train leaves and it needs to leave at least 10 minutes AFTER the train arrives. 5 minutes is too short--sometimes it takes that long just to get to the train exit!	
Much better than scenario 1. This is so much better for elderly and disabled.	
Looks limited and inconvenient for my block on County St	

**South Coast Rail Service Plan Public Engagement Memorandum**  
Southeastern Regional Transit Authority

This is an excellent, inclusive plan, assuming that service begins at 4 AM and ends late at night after the last SCR train. Lower educated residents of these working-class neighborhoods are more likely to work awkward early-morning and late-night hours. They are less likely to own two cars per family, so eliminating the need for Kiss-and-ride drop off allows both spouses to earn an income in these low-wage households. Inclusivity is good: the connector route serves the Flint, with its concentration of Cape Verdean, Cambodian and Hispanic residents; Kennedy Park with its Haitian concentration, and the white working-class neighborhoods of Stafford Rd and Brayton Ave. However, I'm disappointed that the connector route doesn't extend further south on South Main and Bay St. The low-cost tenements in this area (particularly the west side of Cook Pond) house Hispanics and working class (intermingled with other non-workers) while the many private, market-rate and subsidized apartment complexes along southern Bay St. house white, lower income workers. Instead of looping on Sprague and Middle (so close that they are redundant) why not loop farther south via Mount Hope St, returning northward on Bay St? This would be a more inclusive route serving the new Hispanic cluster in the southwest corner of the City (upper Townsend Hill). Because adding service on South Main and Bay would lengthen the route time, shorten the route by returning to the SCR terminal at Fall River Depot by the most direct route (i.e., not retracing the same outbound route for the inbound route). There is little logical justification for retracing the same inbound and outbound routes: There will be miniscule outbound ridership in the early morning and miniscule inbound ridership in the late evening, so the connector bus as currently proposed would always travel nearly empty for half its route, and that route is unnecessarily long. If you did save time by returning inbound by the most direct route from Bay St, you could add service to the Highlands (note that northern Highland Ave, while it is close to FR2 as the crow flies, is in fact cut off from FR2 service by Route 79). Why not climb the hill further to the north and return southward on Highland Ave/Robeson to head toward south Fall River? Residents of lower President Ave can quickly and easily walk to the Train station and don't need connector service. (Please note that I'll never take this route because I don't live there.)

I would likely use this option more than the previous one, as it would allow me to directly transfer from the NB SRTA terminal to the NB train station.

Does not serve Church St. station.

I assume the direct routes would take less time.

Again, without knowing where the new routes would stop along the way to accept passengers, I cannot determine if the new route would ever be helpful to me to reach the rail station.

This scenario seems stupid. If I live in the north end, I would NOT go to downtown to take the train. I would get on the Ashley Blvd bus to get to the Church Street station because it would be closer to me.

**Scenario 3: What do you think about this scenario? Please be as detailed as possible.**

Please don't do microtransit, this is a bad idea

Not going to use a ride share

I'd rather walk.

Microtransit/Demand-responsive transit might work well for outer areas (e.g. Freetown), but not in areas already served by fixed routes running near the stations.

Stupid idea!

What the heck

**South Coast Rail Service Plan Public Engagement Memorandum**  
Southeastern Regional Transit Authority

Demand response is not mass transit and is not an economical way to serve thousands of residents in a densely populated city and surrounding suburbs. It should be used only for those handicapped people who want to commute to work (or recreate) in Boston but cannot walk to a bus station. It is also not the most economical solution for suburban commuters: these residents all own POVs (because it is impossible to live dispersed in suburban Swansea and Somerset without a POV). They can easily reach a Park & Ride lot (Somerset has two MassDOT P&R lots that are easily accessed from Route 6, Route 138, Rte 103 and I-195). Lulling commuters into a pattern of nearly free, door-to-door, demand-response service will doom SCR to failure, because the connector service offered by SRTA would be unsustainable.

I would very rarely, if ever, want to use an on-demand app service. I would much rather there be regular and frequent bus service

In New Bedford, South service should extend to I-195. U Mass Dartmouth service should be considered.

This sounds ideal, but perhaps could be combined or connected with the others to offer service to areas not already covered.

This approach sounds more convenient to me, but I would not need to use the SC rail with any regularity at this time.

Convenient

Demand Response seems confusing and expensive. I would NOT go down this route.