

GMTA MONTPELIER CIRCULATOR

April 20, 2011-Public Hearing
Montpelier City Hall/Memorial Room
5:00PM

In Attendance

GMTA Representatives:

David Armstrong, CCTA/GMTA Transit Planner
Timothy Bradshaw, GMTA Regional Manager
Tawnya Kristen, GMTA Community Relations Manager

General Public:

Sandra Stone	Penny Roberts
Kenric Kite	Nancy Sherman
Michael Sherman	Janette Shaffer
Chris Brown	Bev Hill
Fred Skeels	James Dylan Ravis
Connie Brown	Margaret Archibald
Irene Badeau	Kari Bradley
Carolyn Grodinsky	Ellen Tyrrell
Louisa Rushford	Robert McIntyre
Mayor Mary Hooper	

Meeting Summary

Mr. Armstrong provided introductions of GMTA staff and thanked all those in attendance prior to beginning the power point presentation. Mr. Armstrong provided commentary in addition to the slide presentation which addressed the history of service, current planning process and the particulars of the draft schedule including factors to be considered. Directly following the presentation, the opportunity for public comment and questions was provided. The following are specific comments from the public and certain responses provided by GMTA staff.

- Residents of 3 Prospect Street along with Mayor Hooper requested that GMTA reconsider making this area a fixed stop location vs. a request or deviation option. GMTA stated they will once again carefully review this possibility in route change while taking into consideration any factors that may adversely affect determined time points. GMTA staff also encouraged residents to consider the deviation option as an opportunity to demonstrate high ridership which would support a route change in the future.
- The process of how the public can request a deviation was questioned and a thorough review of the procedure was offered by GMTA staff. It was specifically noted that deviations should be looked at as a viable option, along with on board requests. It is currently asked that passenger call at least 24 hours in advance, but due to numerous



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requests GMTA is looking at making same day deviation requests a possibility to allow for greater flexibility and appeal in service.

- There was a lengthy discussion on why a fare is not being charged. The general consensus of this particular group was that a fare would place a value on the service and that most residents of Montpelier could afford it. GMTA staff explained the small percentage that a fare typically contributes to the overall operating cost of a service (4-6%) and that we based our fare free decision on the idea of making this service as convenient and accessible as possible to encourage ridership. GMTA did agree to carefully consider placing a fare on the service. The idea of offering the opportunity to give a donation when boarding was also discussed and will be considered.
- The question was asked if the increased cost of fuel would affect the overall cost of service and the \$40,000 requested from the City of Montpelier. GMTA stated that though rising fuel cost is a concern for the agency, we do not currently see that as being a factor in what we will request from the City next fiscal year. However, it is too early to see how increased fuel costs could affect the agency as a whole and needed operating funds.
- Residents from Murray Hill specifically asked GMTA to consider making this area a fixed stop location. GMTA reviewed the option of deviating to Murray Hill and how they would facilitate service to the area. Staff also mentioned the challenges of designing the route with the limited hours of service available and that difficult choices in fixed stop locations had to be made to keep the integrity of the route. Murray Hill residents agreed that deviations may be a viable option if coordinated through the condo association to provide service to groups of people for specific use such as grocery shopping on a particular day. The condo association offered support in spreading the word about how to best use deviations and how it can lead to future fixed stop service if high demand is demonstrated.
- Specific questions were raised about connecting service options such as the LINK Express and Montpelier Hospital Hill. GMTA staff reviewed what was currently possible given the presented schedule and noted that the LINK and Montpelier Hospital Hill offered some commuter hour obstacles. However, the City Route and US 2 did match up well and could offer an option for those commuters traveling to the Montpelier. GMTA stated they will review the connection options again and see if there is any opportunity to improve connectivity to other GMTA routes through Circulator schedule revisions.
- Several members of the public offered a comment on the specified break time in service and asked that GMTA consider moving it to allow for late morning access to stores. GMTA stated they will carefully consider how best to address the break in service time and offer an alternative time if possible.
- A brief summary of how the service will be marketed was reviewed with specific mention of the direct mail piece to all residents and businesses, radio ads, schedule boxes at bus stops, enlarged schedules, the GMTA Bus Map and Guide distribution and



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local print ads. It was also mentioned that the best marketing for a local route comes from word of mouth and that GMTA will make every attempt to promote the route through direct conversation with community groups, residents and businesses.

In closing, Mr. Armstrong asked the group to offer their general opinion on the presented service. The majority of those present responded that they were pleased with the current proposal and greatly appreciated GMTA's efforts in planning the service given the obstacles of limited service hours, diverse geography and a variety of competing goals. Contact information for additional comments and questions was provided.

The public hearing concluded at 6:50PM.

Minutes respectfully submitted by:
Tawnya Kristen- GMTA Community Relations Manager

