

Transit Development Plan

GMTA's Guide for Future Growth

Market and Needs Analysis

September 15, 2011

Background

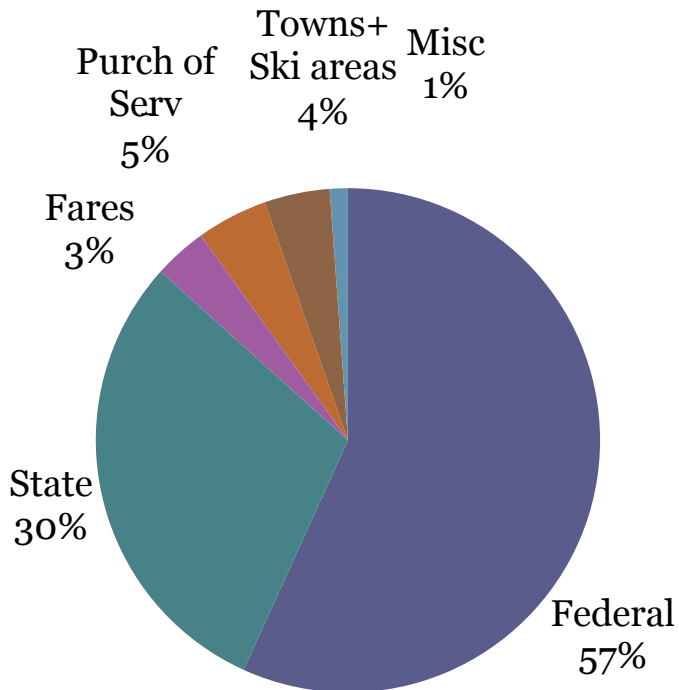
- What is a Transit Development Plan?
 - A plan for future investments for GMATA
 - Short-term elements building toward long-term vision
- Replaces and updates 2003 Short Range Public Transportation Plan
 - New SRTP process was begun in 2008 but was cancelled
- Phase II covers Lamoille County

Mission and Organization

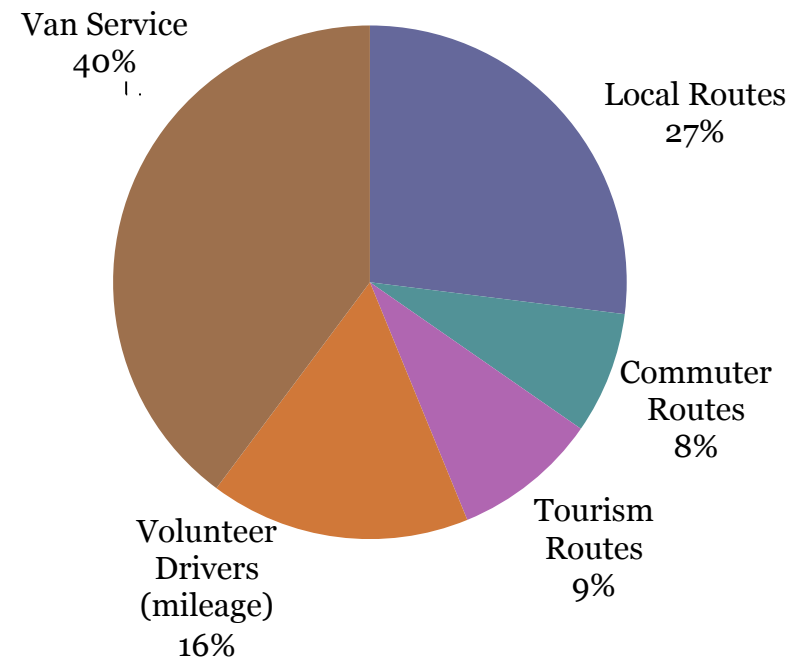
- The mission of GMTA is to enhance the quality of life in Vermont by delivering safe, convenient and more environmentally efficient transportation solutions.
- GMTA was established in 2003 under the management of CCTA and included the Stowe Trolley.
- In 2006, GMTA became a 501(c)(3) non-profit corporation with its own 11-member board.
- Since 2009, GMTA's service area has included Central Vermont, Lamoille, Franklin and Grand Isle Counties.
- As of July 1, 2011, GMTA was formally merged with CCTA
 - Lamoille County has a representative on the CCTA Board of Commissioners.

GMTA Budget (includes FGI)

- GMTA's \$5.2 million budget is funded by...

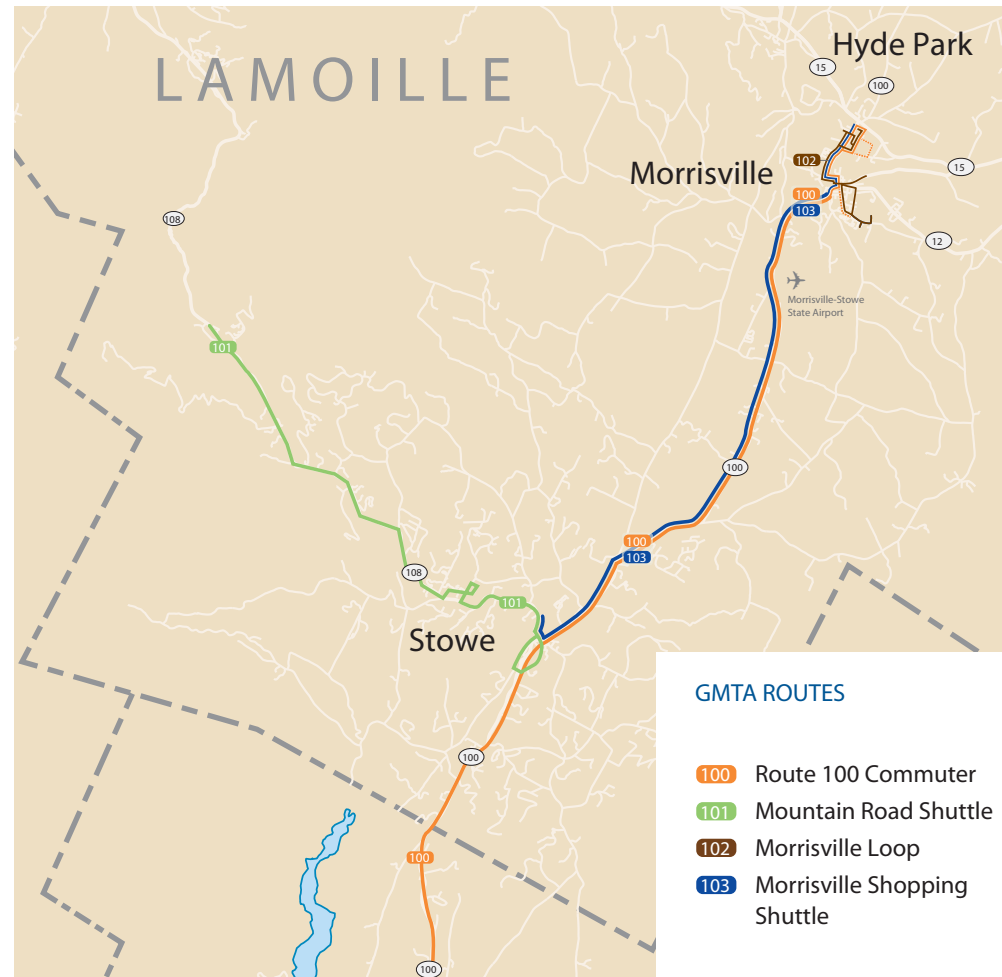


and spent on...



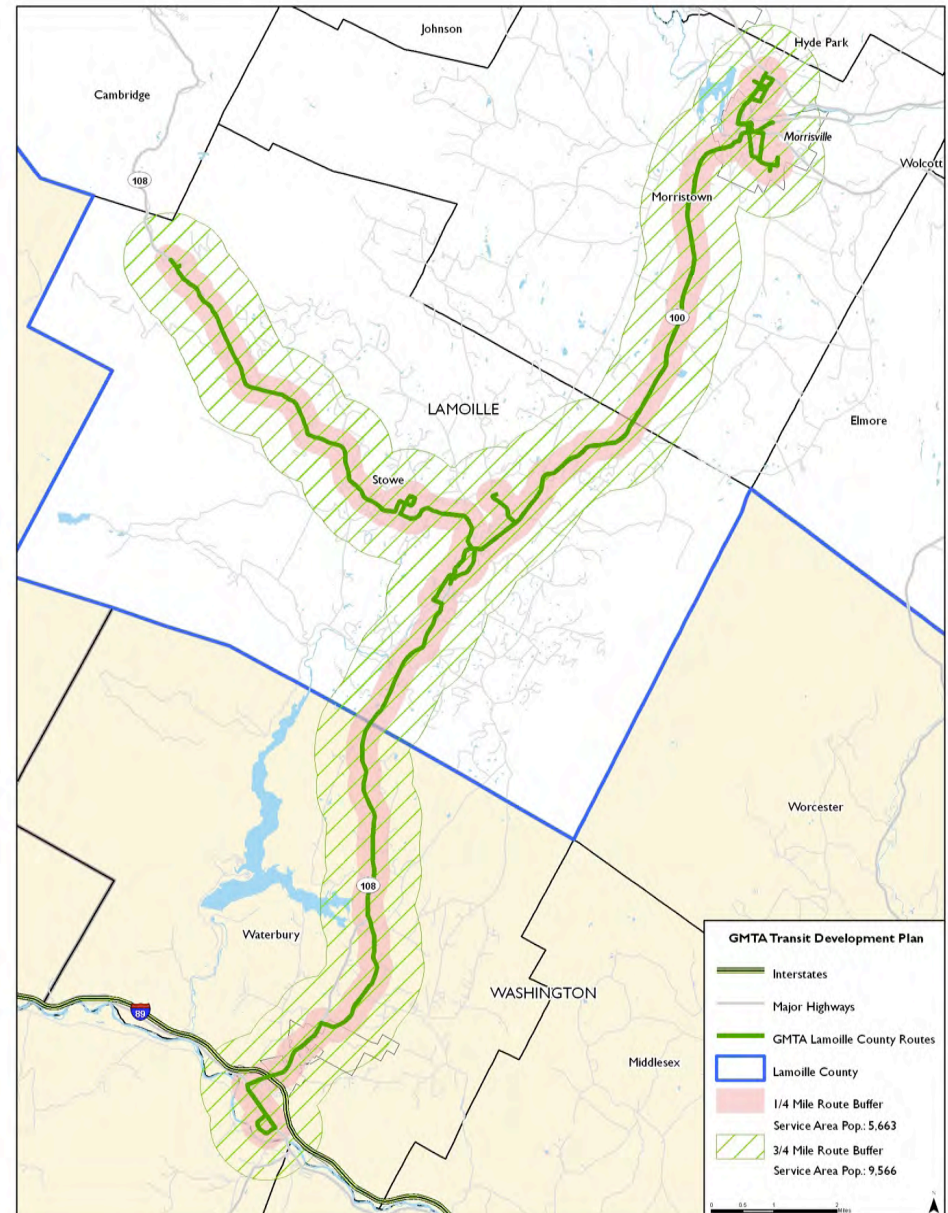
Existing Service

- In Lamoille County, GMATA operates
 - 1 year-round local route
 - 1 commuter route
 - 1 seasonal route
 - 1 shopping shuttle
- RCT operates
 - 2 shopping shuttles
 - Demand-response services



Existing Routes

- 5,700 people live within 1/4 mile of a GMTA-Lamoille route
- Another 3,900 live within 3/4 mile



Changes Since Last SRPTP (2003)

- GMATA takes over operation from Town of Stowe (July 2004)
- Transfer of Morrisville Loop (Hub route) from RCT to GMATA (2004)
- Creation of Route 100 Commuter (2004)
- Operation of Summer Mountain Rd Shuttle (2004-2005)
- Removal of fare for Mountain Rd Shuttle (2005)
- Operation of Lamoille Weekend Commuter (2007-2009)

GMTA Routes

- **Morrisville Loop**
 - Seven 35-minute round-trips on weekdays (four in the morning, three in the early afternoon)
- **Route 100 Commuter**
 - Three morning and four afternoon trips between Morrisville and Waterbury plus three short trips between Stowe/Moscow and Waterbury
- **Mountain Road Shuttle**
 - Daily frequent service between Stowe village and the mountain during ski season
- **Morrisville Shopping Shuttle**
 - Daily (Monday-Friday) 12:35 trip from West Branch Apts. to Morrisville Plaza, returning after 3:00 p.m.

Ridership - Fixed/Deviated Routes

- FY11 total of over 72,700 trips
- Provided during 7,761 revenue hours and 161,400 miles of service
 - Average of 9.4 boardings per revenue hour
 - Average of 0.5 boardings per revenue mile
- Individual routes
 - Mtn Rd: 56,880 trips | 14.4 boardings/rev-hour
 - Rt. 100: 10,499 trips | 4.3 boardings/rev-hour
 - M'ville Loop: 2,876 trips | 2.7 boardings/rev-hour
 - Shopping: 2,448 trips | 7.9 boardings/rev-hour

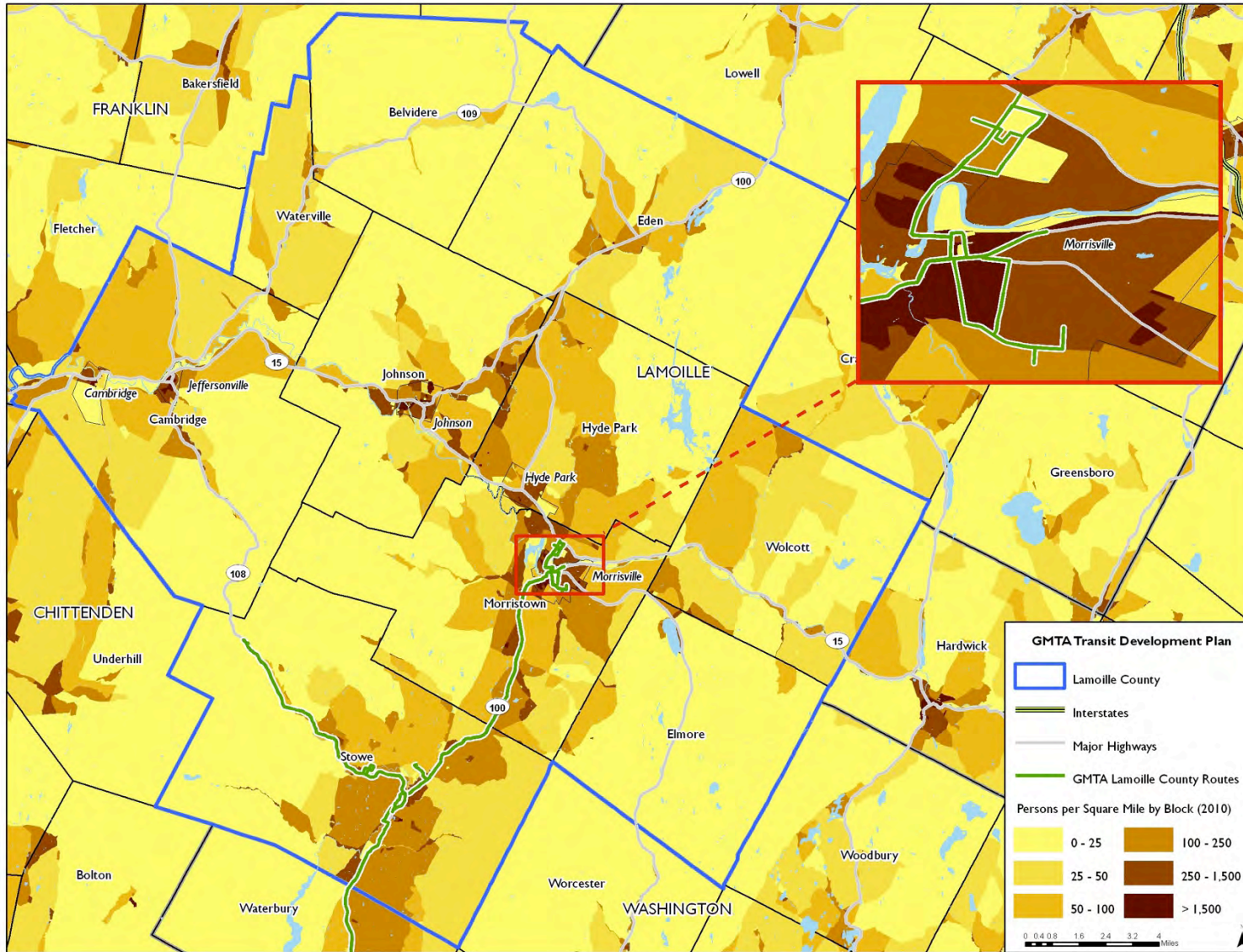
RCT Services

- Ridge Runner Shopping Shuttle
 - Craftsbury, Greensboro, Hardwick to Morrisville
 - One trip on 1st and 3rd Tuesdays of each month
- Johnson Shopping Shuttle
 - Johnson to Morrisville
 - One trip weekly on Thursdays
- Van and volunteer driver demand response service
 - Medicaid
 - Elders and Persons with Disabilities
 - CVCAC, LCMH, DAV, Out & About

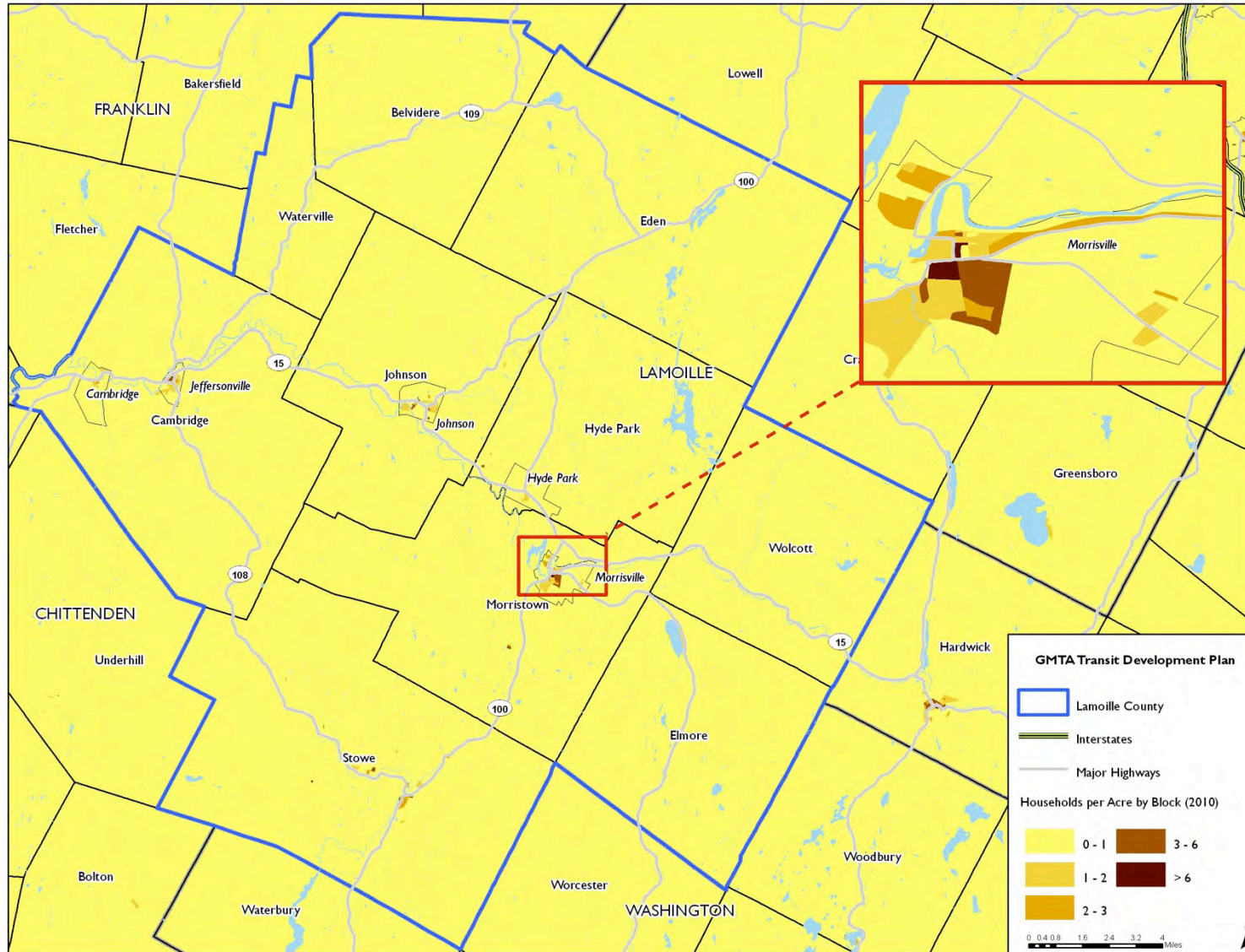
Market Analysis

- Factors considered
 - Residential density (households per acre)
 - Older adults (65+)
 - Low-income households
 - Zero-vehicle households
 - Employers
 - Trip generators
- Used newly-released data from American Community Survey (2005-2009)

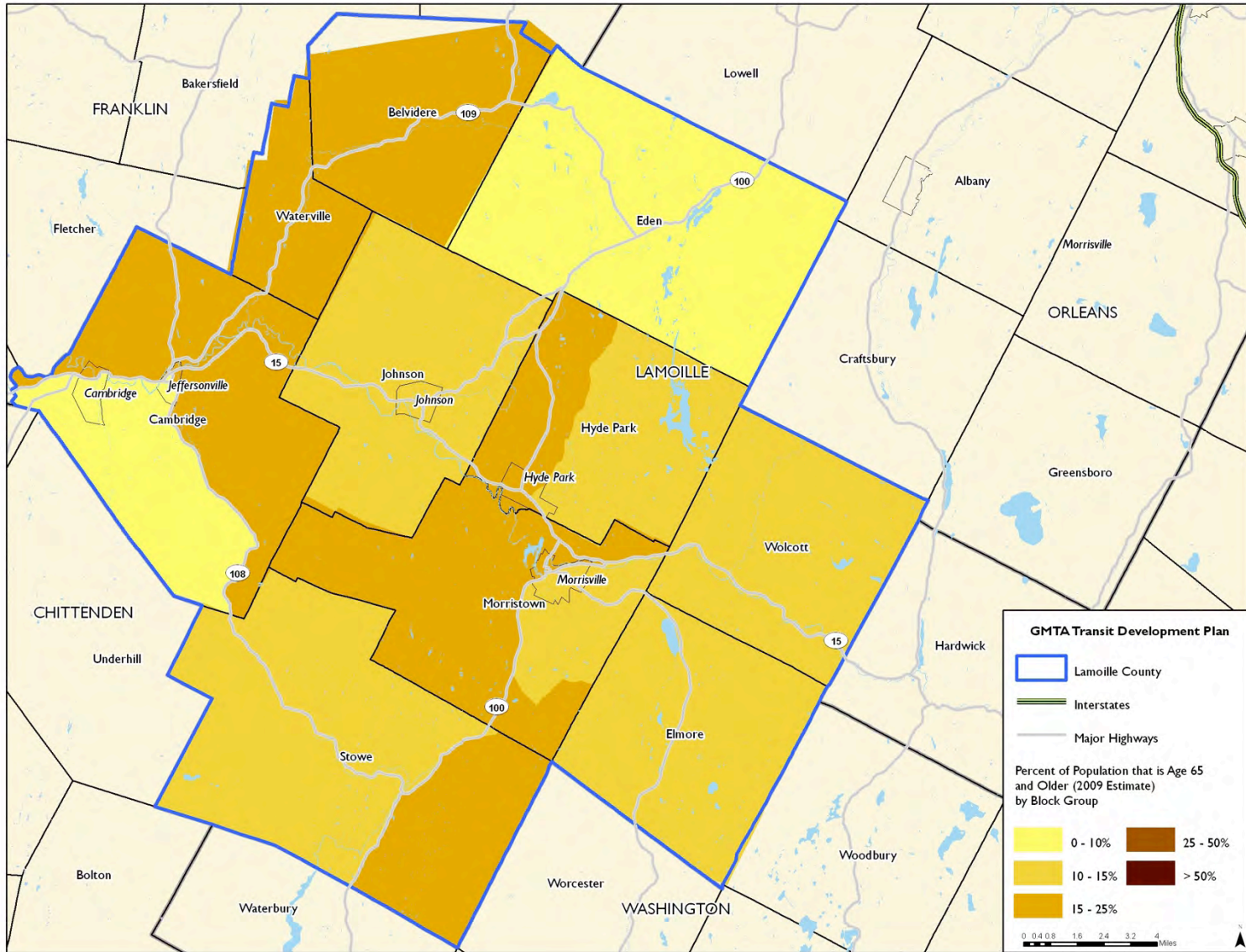
Population Density



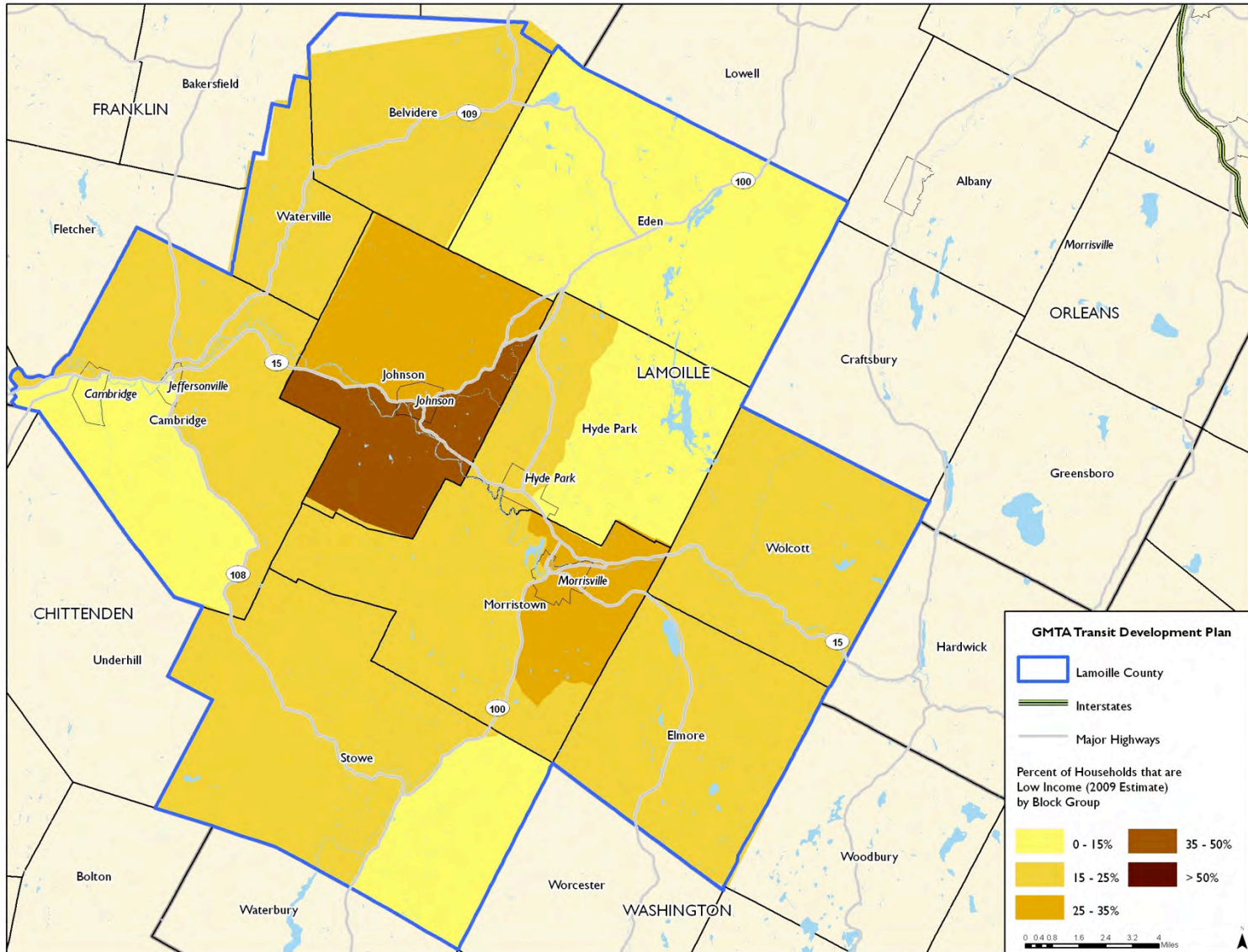
Residential Density



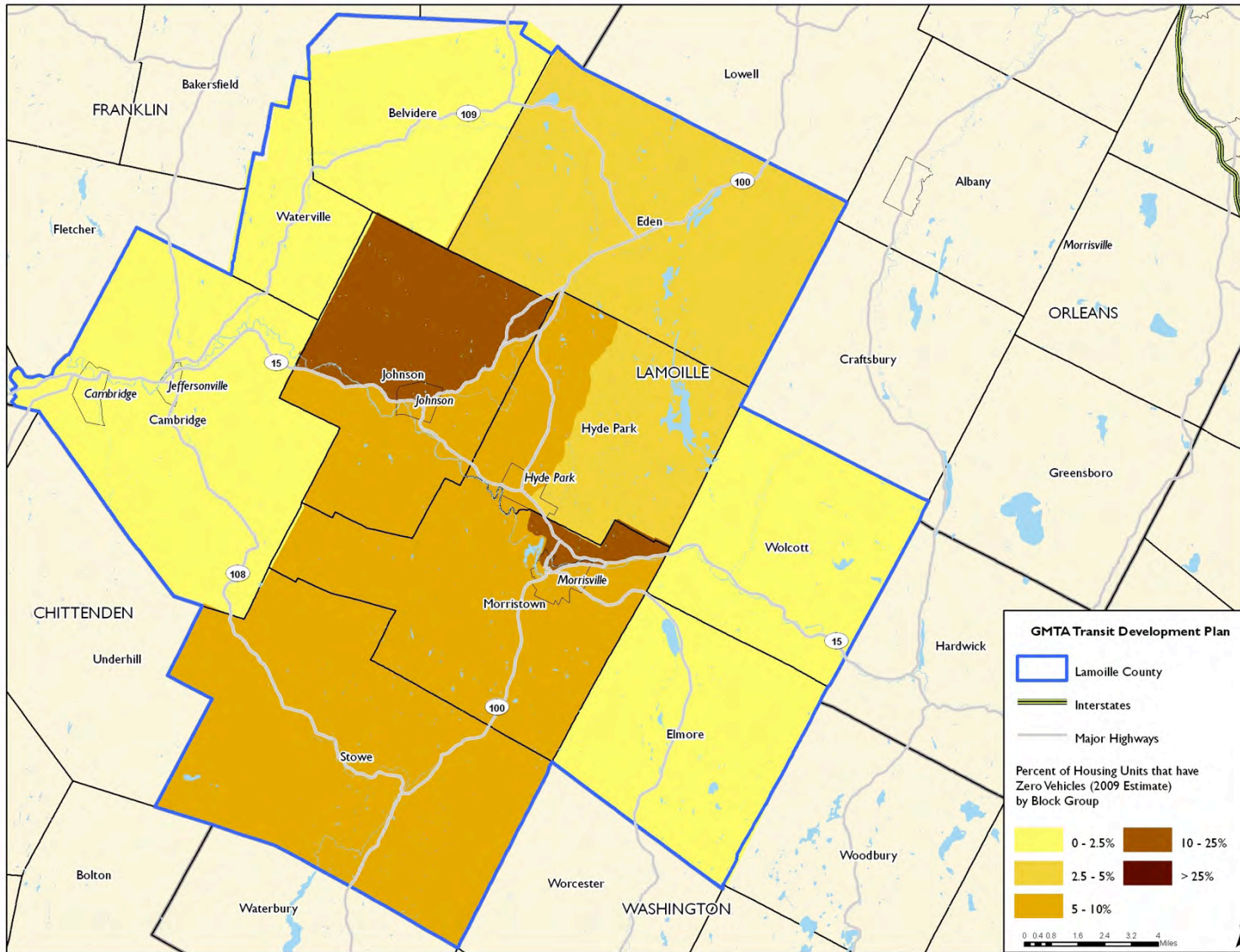
Older Adults - Percentage by Blockgroup



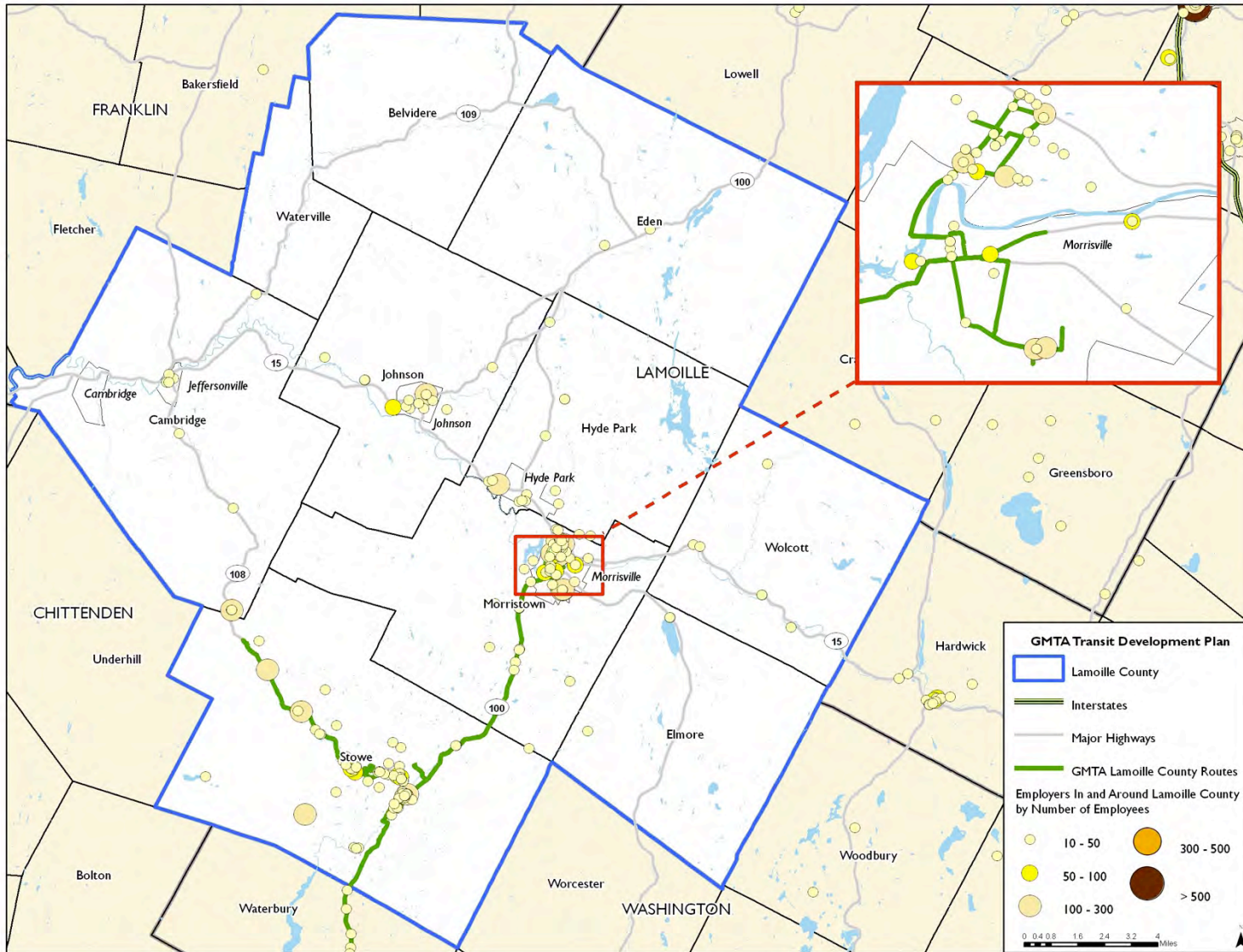
Low-income Households - Pct. by Blockgroup



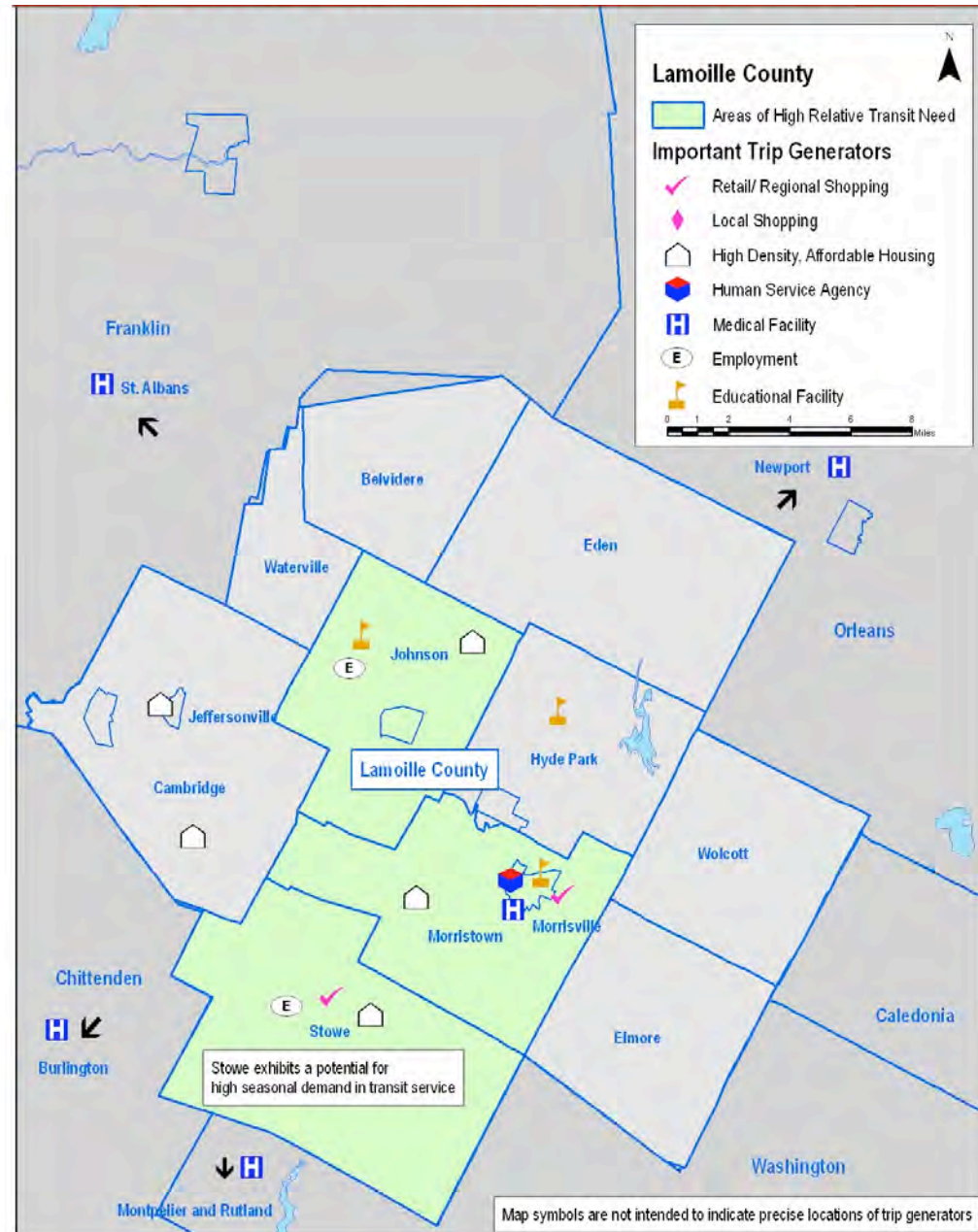
Zero-vehicle Households - Pct. by Blockgroup



Employers - Regional (2005, 10+ employees)



Important Trip Generators



Identifying Needs and Solutions

- Recent data gathering efforts
 - July 2008 Public Meetings
 - Annual Customer Service Survey
 - Regional Transportation Survey (ongoing)
- Recent studies
 - 2006 LCPC Regional Transportation Plan
 - 2007 Human Services Transportation Plan
 - 2011 Morristown North End Circulation Study

Unmet Needs

- Rural mobility in era of high gasoline prices
 - Coverage in Eden, Johnson, Hyde Park, Cambridge
 - Midday, evening and weekend mobility
- Needs of an aging population
- Connections to employment
 - Direct links to Burlington and Montpelier
 - Service into Morrisville
- More information and facilities

Possible New Service

- More service on existing routes
- More access to jobs in employment centers
 - From outlying areas to Morrisville and Stowe
 - St. Johnsbury-Hardwick-Morrisville
 - To Burlington and Montpelier
 - Cambridge-Burlington LINK in CCTA TDP
- New local service
 - Johnson-Hyde Park-Morrisville
 - Jeffersonville-Cambridge
 - Year-round Mountain Road service

Next Steps

- Develop strategies to address identified needs (Fall 2011)
- Present strategies to public for review and comment (early Winter 2012)
- Prepare TDP for adoption by GMATA Board
- Begin implementation as funding becomes available

Your Input

- What needs and gaps have we missed?
- What are your ideas for filling these gaps?
- What are the most important investments GMATA should make?

Ways to Make Your Voice Heard

- Via e-mail: info@gmtaride.org or darmstrong@cctaride.org
- Via phone: 802-864-CCTA
- Via fax: 802-864-5564
- Via mail: GMTA TDP Comments
CCTA
15 Industrial Pkwy
Burlington, VT 05401

THANK YOU!