

# Transit Development Plan

GMTA's Guide for Future Growth

Public Hearing

March 29, 2011

# Background

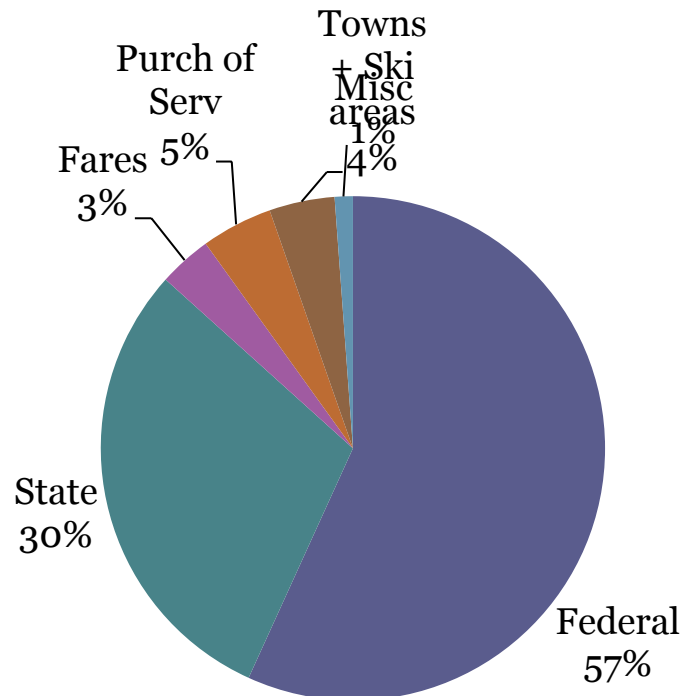
- What is a Transit Development Plan?
  - A plan for future investments for GMTA
  - Short-term elements building toward long-term vision
- Replaces and updates 2003 Short Range Public Transportation Plan
  - Published just after Wheels Transportation Services went bankrupt
  - New SRTP process was begun in 2008 but was cancelled
- Phase I covers Central Vermont (Washington County plus 3 Orange County towns) only

# Mission and Organization

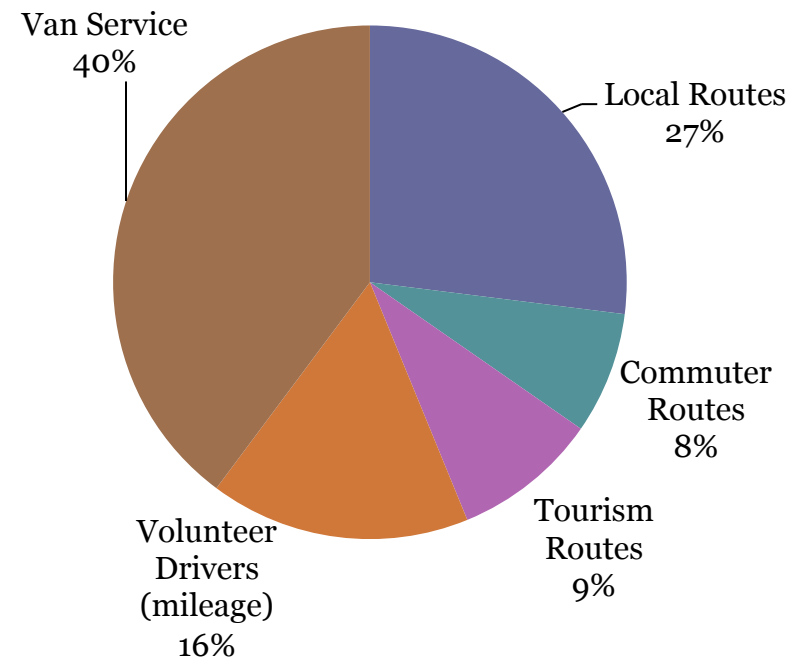
- The mission of GMTA is to enhance the quality of life in Vermont by delivering safe, convenient and more environmentally efficient transportation solutions.
- GMTA was established in 2003 under the management of CCTA.
- In 2006, GMTA became a 501(c)(3) non-profit corporation with its own 11-member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

# GMTA Budget (includes FGI)

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



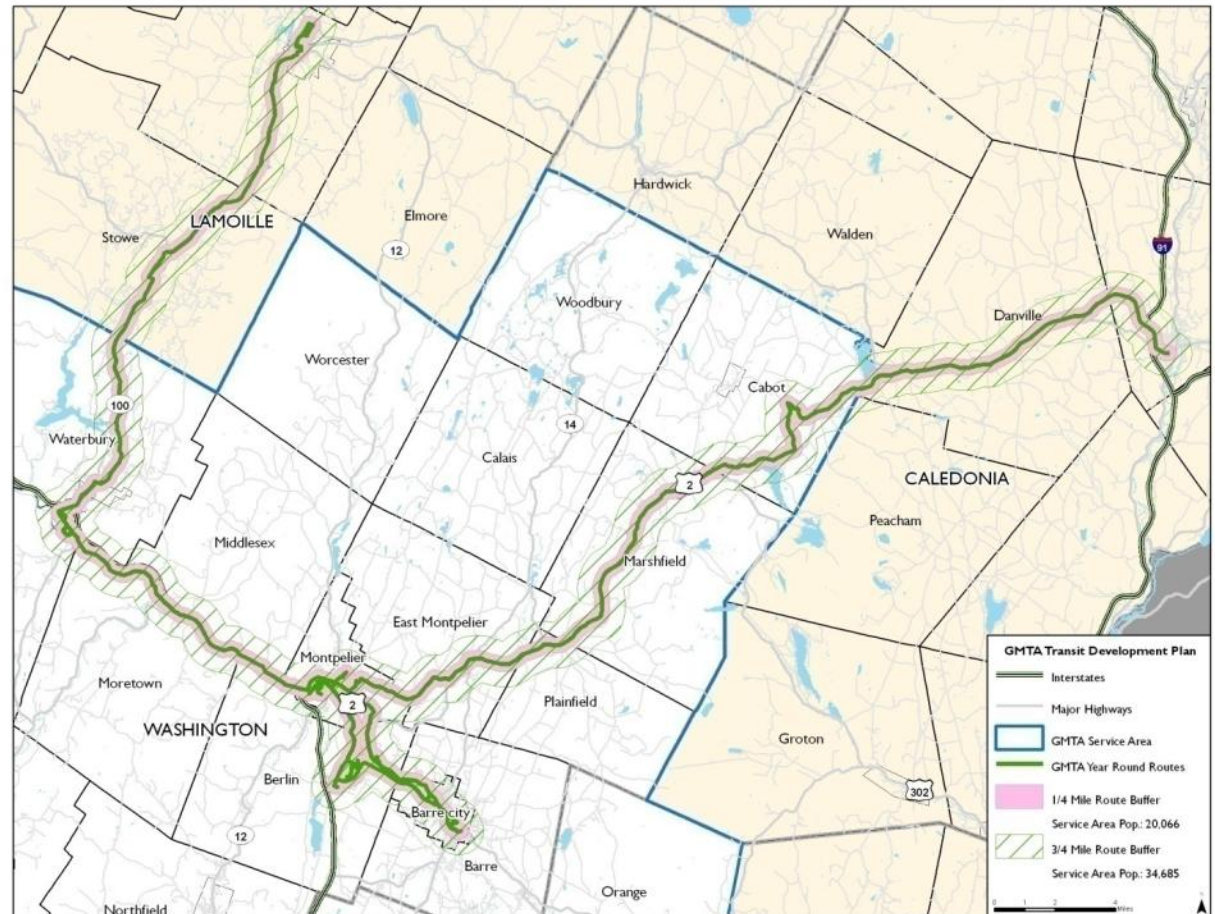
and spent on...





# Existing Routes

- 20,000 people live within 1/4 mile of a GMTA year-round local or commuter route
- Another 14,700 live within 3/4 mile



## Changes Since Last SRPTP (2003)

- Local routes converted from fixed to deviated
- Northfield Commuter route eliminated
- Montpelier-Burlington LINK established
- Route 100 Commuter established
- US 2 Commuter to St. Johnsbury established
- Northfield Community Shuttle established
- Health Center Community Shuttle established
- Hospital Hill Demand Response established

# Local Routes

- **City Commuter**
  - Every 30 minutes during peaks (5:25 a.m. to 9:25 a.m. and 3:25 p.m. to 7:30 p.m.)
- **City Midday**
  - Every 75 minutes (9:25 a.m. to 3:25 p.m.)
- **Barre Hospital Hill**
  - Hourly 6:55 a.m. to 6:00 p.m.
- **Montpelier Hospital Hill**
  - Hourly 7:16 a.m. to 6:16 p.m.
- **Local routes operate 6 days per week (Mon-Sat)**
  - Saturday service starts later in the morning

# Commuter Routes (Weekday Only)

- **Waterbury Commuter**
  - Connects Montpelier to Waterbury
  - 6 peak period round-trips per day
- **Route 100 Commuter**
  - Connects Morrisville/Stowe to Moscow and Waterbury
  - 4 round-trips to Waterbury + 2 to Moscow
- **US 2 Commuter (joint operation with RCT)**
  - Connects Montpelier to St. Johnsbury
  - 5 peak period round-trips per day
- **LINK Express (joint operation with CCTA)**
  - 8 round-trips Montpelier-Burlington + 1 from Waterbury
  - Growing service now includes a midday trip

# Seasonal Services

- Capital Shuttle operates during legislative session
- Mad River Valley services operate daily during ski season (December through March)
  - Extra service on weekends/holidays
  - Some service hourly while some routes operate every 20 or 30 minutes
  - Snowcap Commuter runs one round trip on weekends/holidays only
  - Harwood Freerider operates Mondays and Thursdays only

# Ridership - Fixed/Deviated Routes

- FY10 total of over 210,700 trips
- Provided during 25,800 revenue hours and 420,000 miles of service
  - Average of 8.2 boardings per revenue hour
  - Average of 0.5 boardings per revenue mile
- Top routes
  - City Route: 66,800 trips | 11 boardings/rev-hour
  - Montp. HH: 22,600 trips | 6.7 boardings/rev-hour
  - Barre HH: 21,400 trips | 6.4 boardings/rev-hour

# Demand Response/Shuttle Services

- Plainfield Community Shuttle (M, Tu, Th)
  - Midday service to Plainfield Health Center
- Northfield Community Shuttle (Wednesdays)
  - Connects to grocery stores, CERV/Food Shelf, medical practices, pharmacy, and senior center
- Barre Hospital Hill DR (Weds. and Thurs.)
  - Supplemental to BHH route for medical trips
- Hannaford Shopping Special (Tuesdays)
  - Connects Barre City and Williamstown to Hannaford (South Barre)

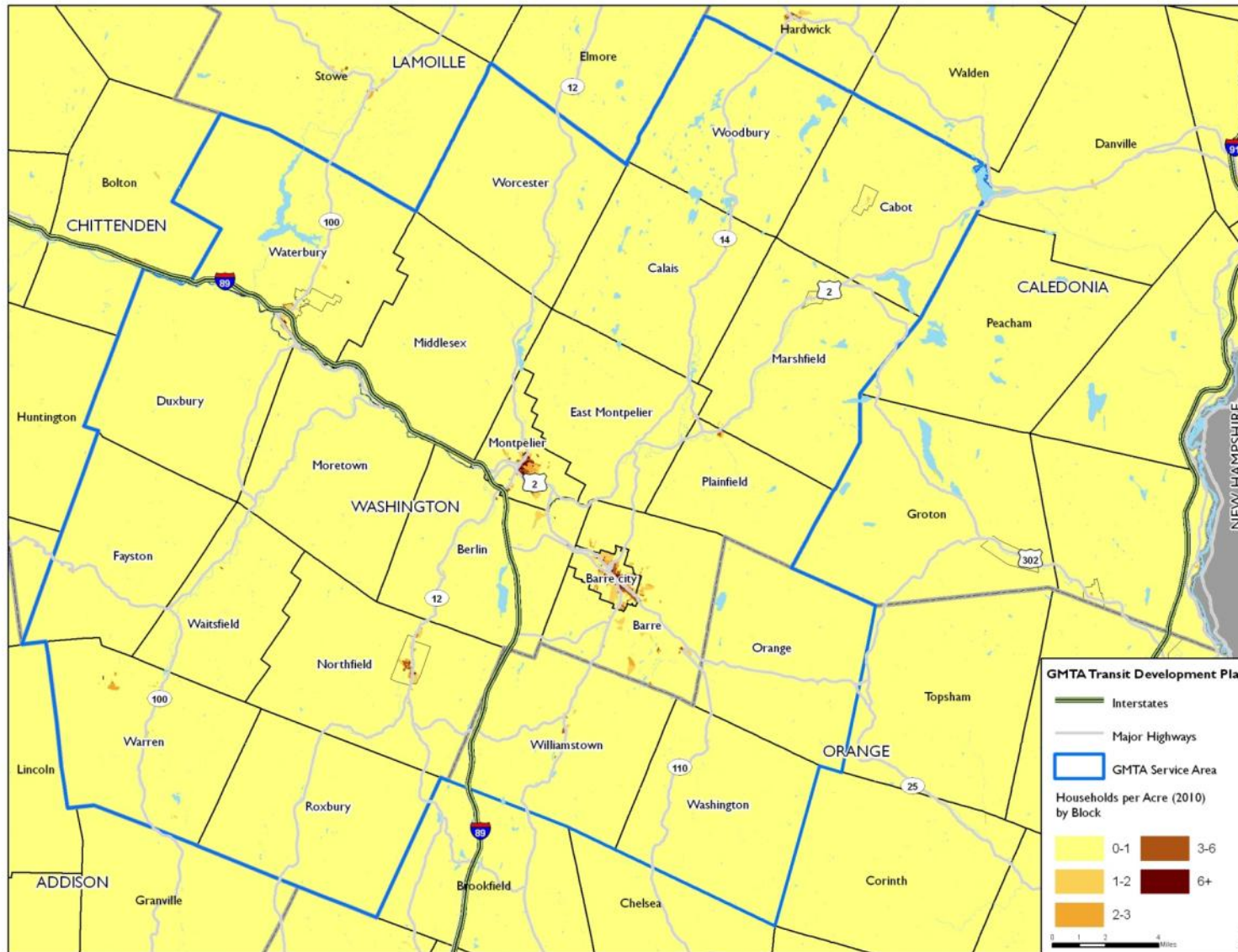
# Demand Response Service

- Van service (about 37,000 rides in FY10)
- Volunteer drivers (about 30,000 rides in FY10)
- Programs and Partner Agencies
  - Medicaid
  - Elders and Persons with Disabilities
  - Ticket to Ride (other than shopping and medical)
  - Project Independence
  - Vermont Center for Independent Living
  - Vermont Agency of Human Services
  - Central Vermont Council on Aging
  - Washington County Mental Health
  - Vocational Rehabilitation

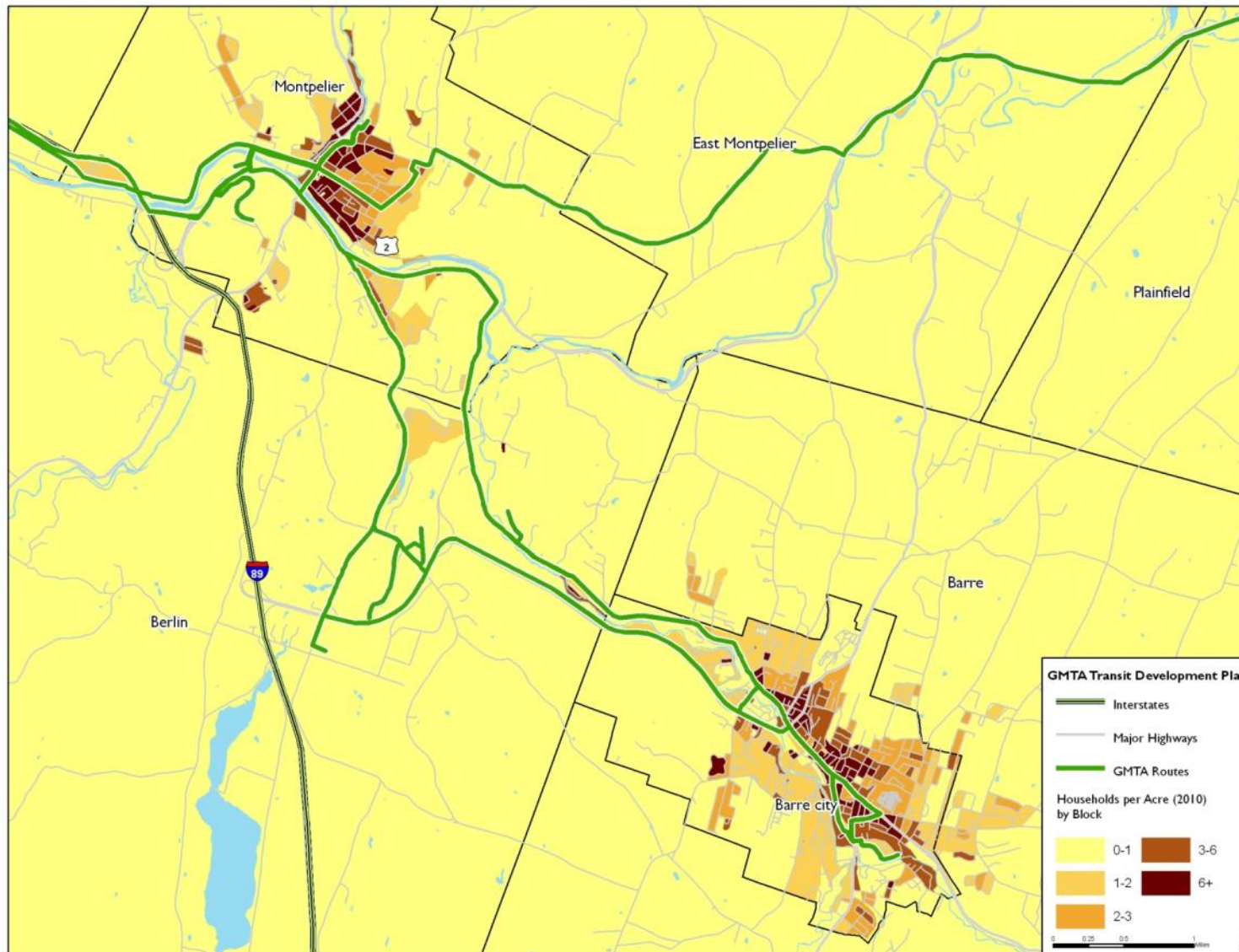
# Market Analysis

- 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)

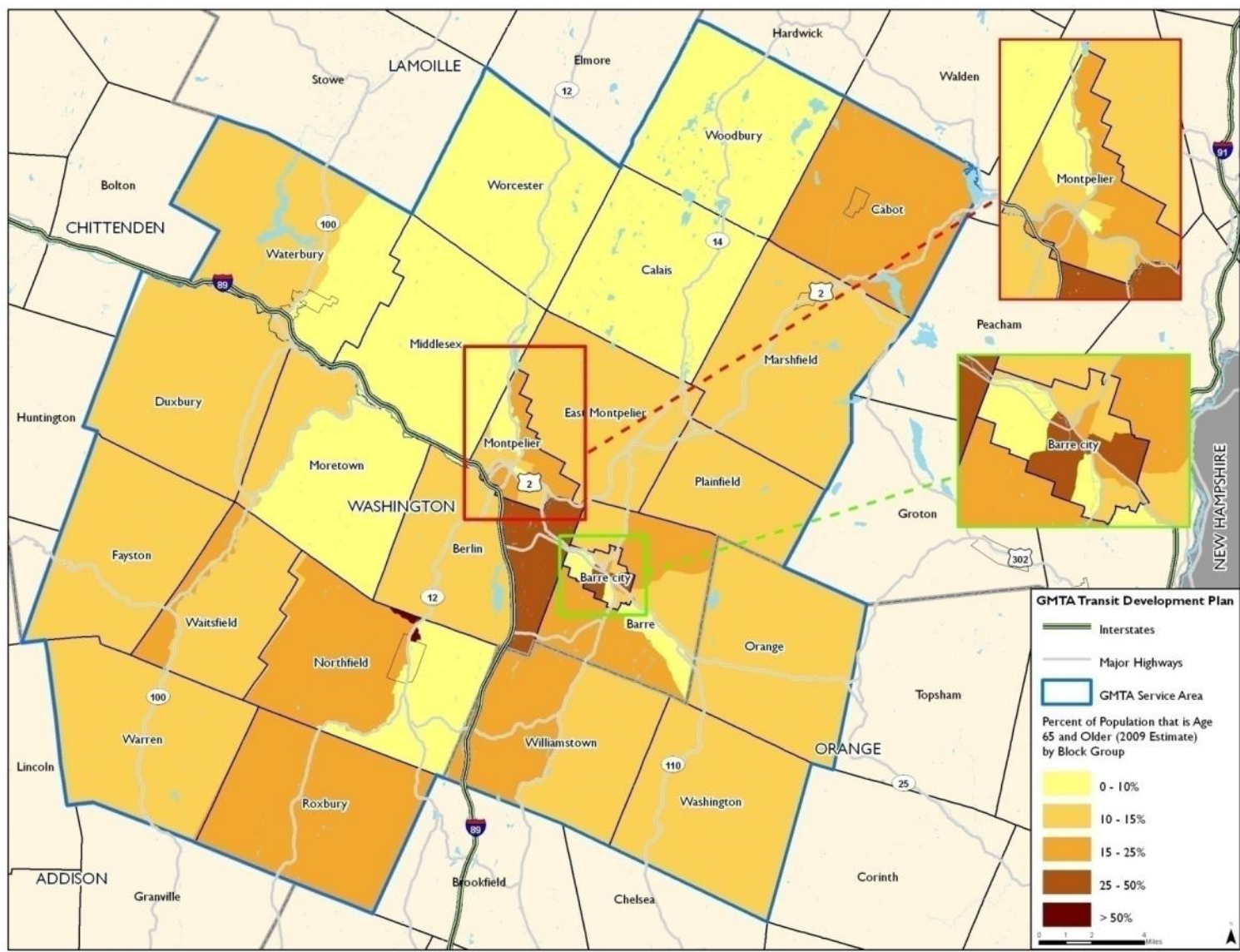
# Residential Density - Region



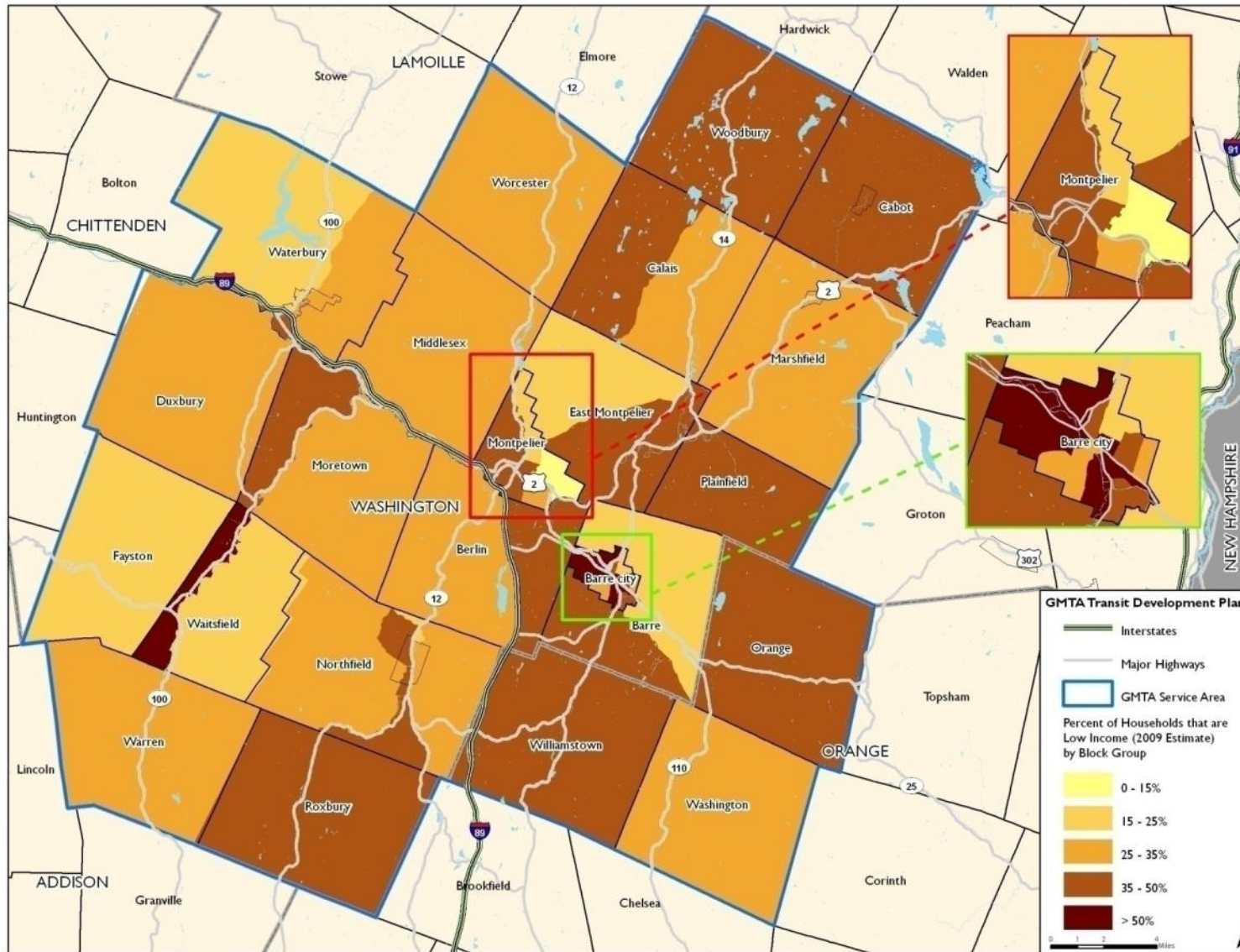
# Residential Density - Barre/Montpelier



# Older Adults - Percentage by Blockgroup

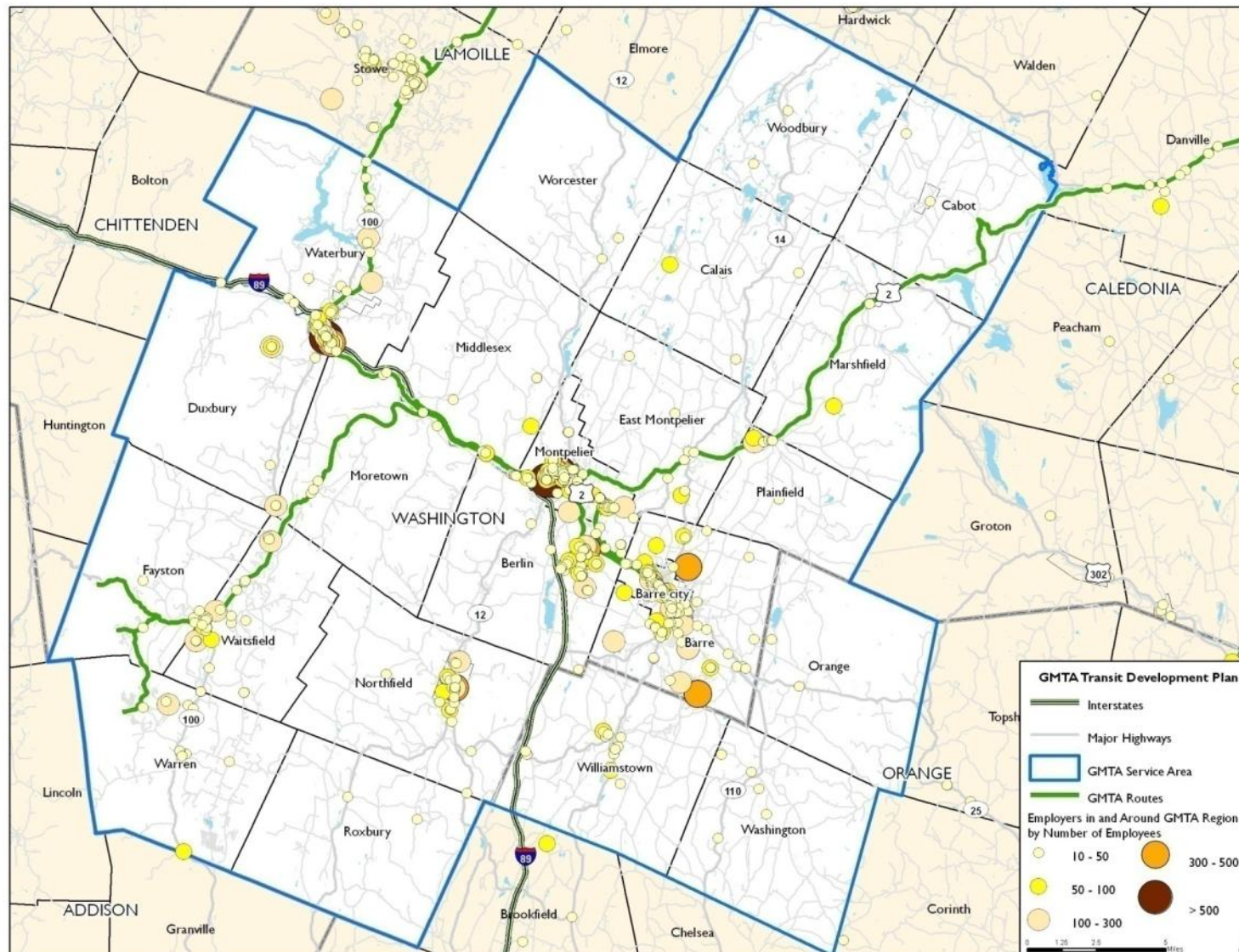


# Low-income Households - Pct. by Blockgroup

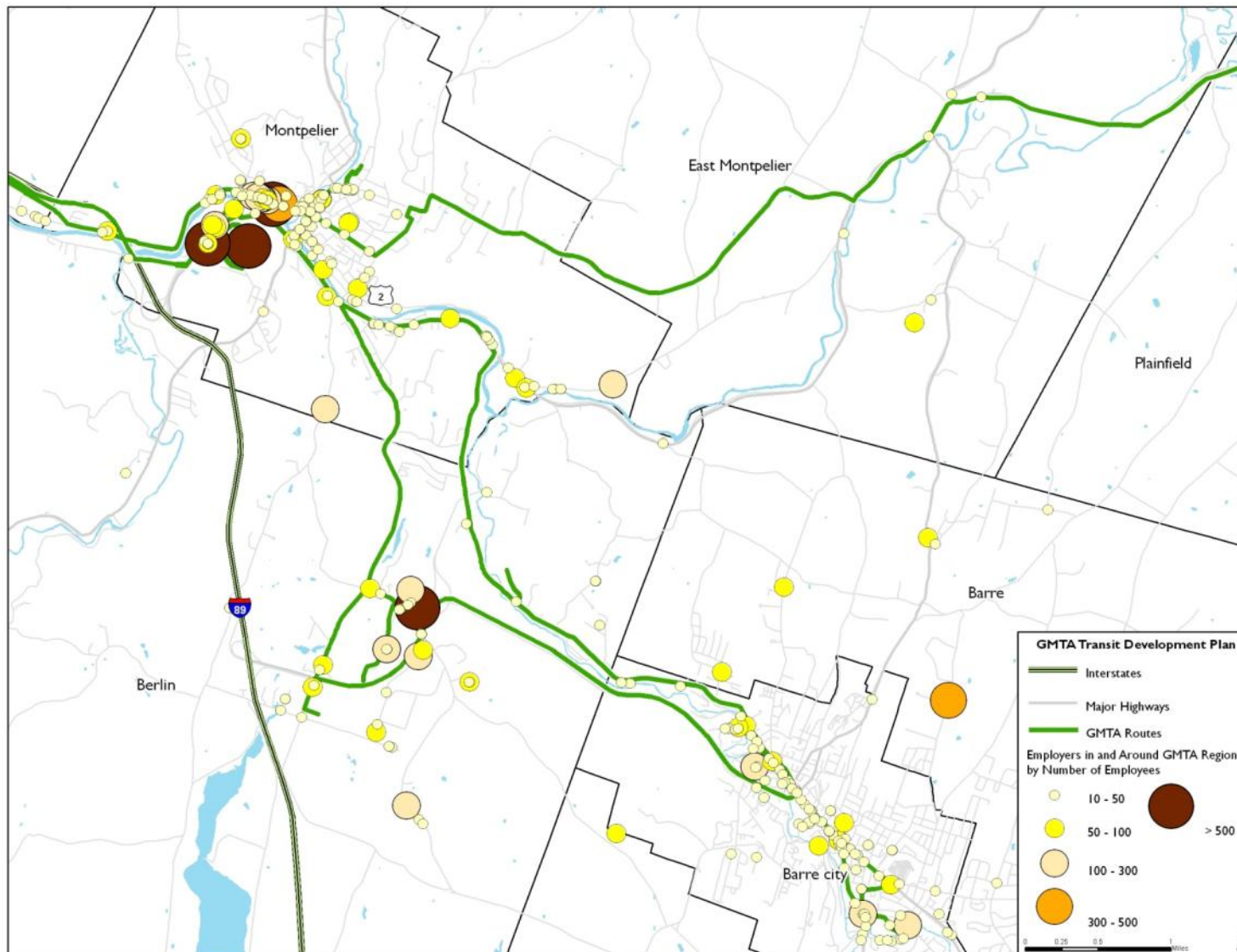




# Employers - Regional (2005, 10+ employees)



# Employers - Core Area (2005, 10+ employees)



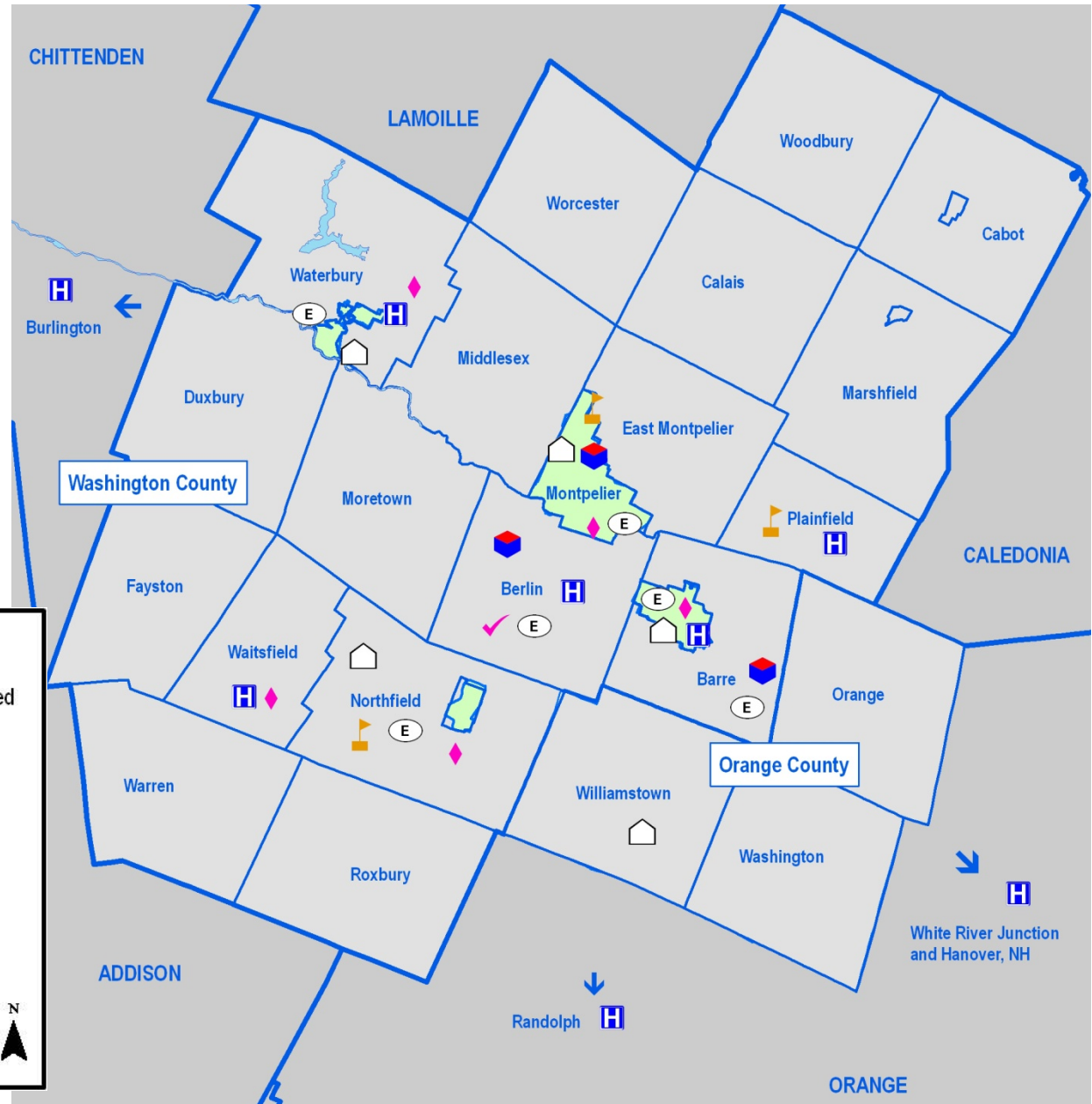
# Important Trip Generators

**Central Vermont Region**

Areas of High Relative Transit Need

**Important Trip Generators**

- Retail/ Regional Shopping
- Local Shopping
- High Density, Affordable Housing
- Human Service Agency
- Medical Facility
- Employment
- Educational Facility



# Identifying Needs and Solutions

- Recent data gathering efforts
  - July 2008 Public Meetings
  - Summer 2009 Customer Service Survey
  - Summer 2010 Telephone Survey
  - Summer 2010 Customer Service Survey
- Recent studies
  - 2007 Human Services Transportation Plan
  - 2008 CVRPC Regional Transportation Plan
  - 2010 Montpelier Master Plan
  - 2010 Analysis of Montpelier Circulator

# Most Important Improvements

- Customer service survey (current riders)
  - Later weekday evening service
  - Sunday service
  - Higher frequency
- Telephone survey (representative county-wide)
  - Faster service (more competitive with auto)
  - Higher frequency
  - More hours of service
  - Service to more places

# Vision Statement

- Increasing ridership
  - Economic development
  - Environmental benefits/costs avoided
  - Cost effective and affordable transportation
- Serving choice and dependent riders
- Working with major employers/State to encourage transit use
- Using technology to enhance convenience & reliability
- Building integrated transportation system
  - Work with bike, ped, carpool, carshare to rival cars
  - Interconnectivity and efficiency
- Shaping future development conducive to transit use
  - Work with communities to focus development in transit-served corridors and enhance ped. environment

# Characteristics of Future System

- Improved reliability
- More connections from outlying areas to core
- More flexible reservations
  - Same day
  - Two weeks in advance
- Improved accommodations for bikes
  - More rack capacity on buses
  - Covered, secure bike racks at park & ride locations
  - Bus stops at imp. walking and bike routes
- Park & Rides, coordinated with bus system

# Future Span of Service

- Weekday: 6:00 a.m. to 10:00 p.m.
- Friday until midnight
- Saturday: 6:00 a.m. to midnight
- Sunday: 8:00 a.m. to 8:00 p.m.

# Future Frequency of Service

- Peak: 30 min overall, possibly 15 min on City
- Midday trips for Commuter routes (esp. US 2)
- Midday: 30 min
- Evening: 60 min
- Saturday peak: 30 min
- Saturday base: 60 min
- Sunday peak: 30
- Sunday base: 60

# Future Technology

- Next bus arrival time
- Trip planning software
- Wifi on buses
- Online demand response scheduling
- Paratransit scheduling software
- Video cameras at stops/on buses
- Phone app for fare payment
- Smartcard fare payment
  - Integrated with CCTA

# Initial Strategies

- Interregional services
- Commuter routes
- Local routes
- Seasonal routes
- Shuttles/Demand Response



# Interregional Services

- Waterbury – Burlington
- Montpelier – Burlington weekend service
- Montpelier – Randolph/Royalton (both directions)
- Montpelier – St. Johnsbury midday service
- Montpelier – Hardwick via VT 14



# Commuter Routes

- Montpelier – Northfield via VT 12
- Montpelier – Worcester via VT 12
- Mad River Valley – Montpelier
- Mad River Valley – Waterbury (Link transfer)
- South Barre – Montpelier



# Local/Shuttle Routes

- Sunday service on local routes
- Extend City Route to South Barre and Williamstown
- Full day service to Plainfield and Waterbury
- Circulator service in Montpelier and Barre City
- More service on Hospital Hill routes
- Increase Northfield community shuttle service



# Seasonal Routes

- Extend service period for Mad Bus routes
- Year-round Stowe Mountain Road Shuttle
- Better service for employees
- Additional LINK service for seasonal employees

## Next Steps

- Develop strategies to address identified needs (Spring 2011)
- Present strategies to public for review and comment (late Spring 2011)
- Complete TDP Phases 2 & 3 (Lamoille and Franklin/Grand Isle)
- Board adoption by early 2012
- 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](mailto:info@gmtaride.org) or [darmstrong@cctaride.org](mailto: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!**