

Getting you where you need to go!

GMTA TDP Stakeholder Meeting #2

Date: February 10, 2011

Time: 10:30am

Place: Montpelier City Hall

Present:

CCTA/GMTA Staff and Consultants

- Meredith Birkett, CCTA (mbirkett@cctaride.org)
- David Armstrong, CCTA (darmstrong@cctaride.org)
- Tawnya Kristen, GMTA (tkristen@gmtaride.org)
- Steve Falbel, Steadman Hill Consulting (smf@steadmanhill.com)

Stakeholders

- Steve Gladczuk, Central VT Regional Planning Commission (gladczuk@cvregion.com)
- Sharon Habel, VT Dept. of Labor (sharon.habel@state.vt.us)
- Kirstin Reilly, Warren (kirstin.reilly@ahs.state.vt.us)
- Craig Kleman, E. Montpelier (eastmontadmin@comcast.net)
- Holly Brown, Stagecoach Transportation Services (hbrown@stagecoach-rides.org)
- Steve Lotspeich, Waterbury (slotspeich@waterburyvt.com)
- Kreig Pinkham, Washington County Youth Services Bureau (kpinkham@vcysb.org)
- David Ellenbogen, VT Bike & Pedestrian Coalition (pianomath@gmail.com)
- Susan S. Russell, Central VT Council on Aging (srussell@cvcoa.org)
- Mike Miller, Barre City (mmiller@barrecity.org)
- Tim Bombardier, VT Dept Public Service (tbombard@dps.state.vt.us)
- Eric Keck, NECI (eric.keck@neci.edu)
- Jennifer Livingston, NECI (jennifer.livingston@neci.edu)
- Kevin Moore, Veteran's Place, Northfield (kevintvpi@yahoo.com)
- Barbara Bendix, Health Center, Plainfield (rrrbb@aol.com)
- Chris Meehan, VT Foodbank (cmeehan@vtfoodbank.org)

Ms. Birkett began by outlining the TDP meeting schedule. The next step in the TDP process will be to hold a public hearing in late March and the next Stakeholder meeting will likely be in early April, followed by GMTA Board input. The three phases of the GMTA TDP (Washington County, Franklin/Grand Isle Counties, and Lamoille County) will all fall under one TDP, but should be considered separate from CCTA's despite the merger, due to fundamental differences in service requirements/styles ("urban" vs. "rural"). The GMTA and CCTA TDP's will be integrated, but will continue to acknowledge the differences between needs and demands of the service areas. Ms. Birkett also mentioned that Stakeholders should consider trying to involve the public through outreach by Stakeholders and their affiliations: The more input from all parties the more rounded and "inclusive" the TDP will be.



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Most Stakeholder comments are included in the PowerPoint presentation below, the few that are not are listed here:

- Bike access to bus service
 - LINK Express buses experienced lighting issues with bikes on rack
 - This issue is being addressed and should be solved soon
 - Larger capacity bike racks available?
 - Racks in the rear of the bus pose too great a safety issue
 - Racks inside buses eliminate passenger seating
- “Big picture”; bus service and how it affects area economic development
 - Serves commuters, tourists, daily necessity trips (medical, shopping, etc)
- Outreach/networking with large employers to encourage ridership
 - Incentive systems
 - State leadership given role as major employer in Washington Co.
- Ecological Economics
 - Public transit’s role in reducing environmental “repair” costs incurred by vehicular traffic
 - Fewer cars = lower environmental impact
- “Feedback loop” or evaluation system for bus service
 - Internal and external systems to track reliability/punctuality/performance/etc
 - Public comment cards on buses

Additional comments received after the meeting:

- Keeping the winter services strong and adjusting service to meet the needs of winter visitors, ski areas, businesses and employees
- Mad Bus garage, or “bus barn”

Mr. Falbel’s PowerPoint presentation, (below), discussing GMATA’s Vision and Strategies, includes comments and input from Stakeholders.



Transit Development Plan

GMTA's Guide for Future Growth

Vision and Initial Strategies

February 10, 2011

Agenda

- Vision of Future System
- Initial Strategies
 - Interregional services
 - Regional commuter services
 - Local routes
 - Seasonal routes
 - Shuttles
 - Facilities
 - Technology
 - Marketing
 - Land use coordination

Vision Statement

- Increasing ridership
 - Economic development
 - Environmental benefits/costs avoided
 - Cost effective transportation
- Serving choice and dependent riders
- Using technology to enhance convenience
- 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

Vision - Additional Elements

- Work with major employers and the state to encourage use of transit
- Communication and reliability

Characteristics of Future System

- 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 connections between popular bike routes
 - Bus stops at imp. walking and bike routes

Additional Characteristics

- Park & Rides, coordinated with bus system
- Rail with feeder bus

Components of Future System

- Span of service (Weekday, Saturday, Sunday)
- Frequency of service
- Places served
- New connections
- Vehicles
- Facilities
- Roadway treatments
- Technology

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.

Frequency of Service (Headways)

- 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

Places Served

- Cabot
- Northfield
- Waitsfield to Waterbury and Montpelier
- Maple Corner and Calais, Adamant
- South Barre
- Randolph/Royalton northbound

New Connections

- Warren to Hancock

Vehicles

- Bike accommodations
- Alternative fuel
- Maintain small size fleet
- Air conditioning

Facilities

- Passenger shelters
- Bike racks
- Vandal-proof schedule boxes at all timepoints

Roadway Treatments

Technology

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

Initial Strategies

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



Interregional Services

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



Commuter Routes

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



Local Routes

- Sunday service on local routes
- Extend City Route to South Barre and Williamstown
- Full day service to Plainfield
- Full day service to Waterbury
- Circulator service in Montpelier
- Improve frequency on Hospital Hill routes
- Extended span of service on Hospital Hill routes
- Barre City circulator summer pool access



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



Shuttles/Demand Response

- Increase demand response service in Hospital Hill area
- Increase Northfield community shuttle service



Facilities

- Park & Rides to serve commuter routes
- Montpelier Intermodal Center
- Additional passenger shelters
 - Solar lighting
 - Schedule information



Technology

- Real-time passenger information
- Wi-fi on commuter buses
- Improved operations management
- Trip planning software
- Smartcard fare payment
 - Integrated with CCTA

Ways to Make Your Voice Heard

- **Via e-mail:** info@gmtaride.org or mbirkett@cctaride.org
- **Via phone:** 802-864-CCCTA
- **Via fax:** 802-864-5564
- **Via mail:** GMTA TDP Comments
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