

GMT NextGen Transit Plan Public Hearing

Date: December 12, 2017
Time: 6:00 – 7:30 PM
Place: North Hero Community Room
Staff Present: David Armstrong, Planning Manager

Public Present: Mark Kennedy
Bill Kennedy
Ben Joseph, VT State Rep, GI County
Robin Way, CIDER
Robert Ostermeyer, FGI Community Action
Bob Buermann, GMT Board of Commissioners

Mr. Armstrong called the meeting to order at 6:05 PM and outlined the general nature and goals of the GMT NextGen Transit Plan, followed by a presentation on the Plan, outlining the work done to date, including the three improvement scenarios which have been developed for each route. These three scenarios include a cost neutral, modest (10%) cost increase, and a more extensive (20%) cost increase. Mr. Armstrong stressed that these scenarios are not set in stone, and are intended to help inform the public and the Plan study group, in order to arrive at final route/system recommendations.

Public comment:

- Bike capacity on transit buses should be expanded.
 - Mr. Armstrong: The current capacity of two bikes is industry standard. Bikes anywhere other than the front of the bus are not feasible due to safety and/or width issues. Bikes inside buses are a safety hazard.
- Public raised the lack of Champlain Island to Burlington connection via US Route 2.
 - Discussion followed, and ranged from operational expenses, fare revenue, and demonstrated demand.
 - Existing demand appears to be nearing the tipping point, where a route could make sense, however new services is outside the purview of the NextGen Plan.
- GMT could/should size buses to demand/ridership levels more appropriately.
 - GMT operates larger city buses on some lower ridership routes due to the scheduling and interlining of high-ridership routes with low-ridership routes. To-date GMT has not looked closely at smaller capacity vehicles, such as mini-vans, though is considering the prospect more thoroughly in the future.
- Potential Milton to St Albans commuter traffic suggests 96 St A Link should stop at Milton P&R northbound
- CIDER as a feeder service to GMT trunk route in islands
 - General discussion re: first mile/last mile and how to generate more local and state buy-in (support AND funding). Also explore the potential to partner with private agencies like Uber or Lyft for “feeder” services to public transit “trunk” routes

Mr. Armstrong closed the meeting at 7:30 PM

Respectfully submitted,

David Armstrong, GMT Planning Manager