



15 Industrial Parkway
Burlington, VT 05401

6088 VT Route 12
Berlin, VT 05602

375 Lake Road, Suite 5
St. Albans, VT 05478



Burlington:
T: 802-540-2468
F: 802-864-5564

Berlin:
T: 802-223-7287
F: 802-223-6236

St. Albans:
T: 802-527-2181
F: 802-527-5302



info@RideGMT.com
www.RideGMT.com

Advisory Committee Meeting
January 16, 2018
GMT Board Room

Present: Peter Johnke, John Mandeville, Kathy Lavoie, Dan Currier, Sandy Thibault, Michelle McCutcheon-Schour, Bill Moore, Don McDonald, Kate McCarthy Nicole Losch. Thomas – Public Transit User

Staff: Mark Sousa, Jon Moore, Michelle Daley, Jamie L. Smith, Chris Loyer

Meeting opened at 2:02pm EST.

- Opened with displayed Agenda – No changes made
- Introductions from Staff, Committee Members and Public Attendees
- GMT Next Gen PowerPoint – Presented by Jon Moore, Director of Planning and Maintenance
 - Background and History of GMT
 - Project scope
 - Project goals
 - Process and timeline
 - Analyzing existing service
 - Conduct market analysis
 - Develop priorities and objectives
 - Develop scenarios
 - Develop system wide improvement plan
 - Next Steps
 - Fare analysis
 - Stakeholder input
 - Additional technical analysis
 - Develop recommendations to Board for adoption
 - Implementation
 - Municipal outreach and funding discussions
 - Phased implementation: June 2018 – February 2019
- Questions, suggestions and inquiries
 - Are vehicle size assessed in the system analysis?
 - Not part of the study, but large buses make the most sense for an urban system as assets are purchased for peak demand.
 - CATMA reported they receive frequent inquiries regarding the same inquiry.
 - Infrastructure is built to the peak demand, not immediate demand (highways built to peak demand: at 11:00am there is minimal demand, but the 4 lanes remain as the 4 lanes are a societal need during peak demand. Another example being the power grid is built for peak demand.
 - If changes on the Waterbury Commuter are implemented; would GMT consider continuing service to the Middlesex Park & Ride

- Will increases in service be checked as thoroughly as decreases in service
 - No, ride checks will be performed for potential reductions in service but not increases.
- Shifts in the Link schedule and reduced trips to Waterbury will be positive for passengers' concerns that Link trips take 1.5 hours
- Can St Albans Downtown Shuttle continue to serve CVOEO?
 - Surveys will be conducted of CVOEO clients, food shelf clients and others to determine if there is a need for direct service to the Lemnah Drive location.
- CATMA reports 250 – 300 “hill institution” employees live in Grand Isle County.
 - Is GMT considering a route to the islands?
 - Bob Buermann represent Grand Isle County on GMT’s Board of Commissioners and has been advocating for a route to the Islands.
 - Likely to be included in GMT’s next TDP, which looks 5-10 years into the future.
 - GMT has met with Senator Mazza on the issue of implementing service on the route to the Islands.
 - Based on LEHD commuter data the distance and lack of density will make it difficult for the route to meet state standards.
 - There are roughly 13 employees to a single employer that cross the Rouses Point Bridge each morning for work purposes.
- Could discussions between VTrans and GMT begin to consider Public Transit as a potential solution to congested intersections if there are cost saving over highway infrastructure expansions.
 - Not only conversations with VTrans but with local municipalities, the planning district or MPO, and VTrans.
- Reported that Vail has a zero impact policy – Is Vail investing more into the Public Transit system?
 - Vail operates some of the best Public Transit systems in the country.
 - Vail has increased their contribution or “investment” into public transit in their first year of operation by expanding services, reducing headways, and managing demand for parking.
- Do scenarios consider flexibility for car share locations?
 - GMT will continue that conversation as the need is demonstrated but it is the hope that car share locations are located within a convenient distance to current bus routes.
- Route branding – Why does the #7 bus not travel on Route 7
 - While we recognize that we may be able to make improvements on route branding, there are some concerns to branding routes with the number of the highway designation as various routes travel various portions of a highway.
- Park & Ride Colchester – Is GMT planning to service the new property that VTrans is converting to a Park & Ride?
 - GMT currently services Mountain View Terrace which travels behind the Park & Ride, but GMT will examine the ability to service the new Park & Ride as it will likely become a trip generator.
- Multit-model use – Is there a way to indicate capacity of open bike storage?
 - We do not have the technology to produce that information in a real-time basis currently.
- Mobile ticketing – Is GMT working towards mobile ticketing solutions?
 - GMT is working toward more convenient and modern fare payment options but the cost of upgrading the fare box system is cost prohibitive to be accomplished in the short term.
- Inconsistencies with fares and fare medium
 - All GMT routes use punch passes except for the urban system.
 - Passes are easily damaged.
 - Ink is easily erased from urban system passes making them difficult to use.
- Would GMT consider installing electronic messaging, and information boards at most popular stops?
 - Yes, GMT encourages local businesses that are on the bus route to display information.
 - Ruggedized display screens are readily available and can be considered.
- Future meeting topics requested
- Meeting closed at 3:36pm EST