

GMT NextGen Transit Plan Public Hearing

Date: December 11, 2017
Time: 4:00 – 6:00 PM
Place: St Albans City Hall
Staff Present: David Armstrong, Planning Manager
Geoff Slater, Nelson Nygaard

Public Present: Timothy Strout
Karen Brown
Elisabeth Nance
Suzanne Strout
Bob Buermann, GMT Board of Commissioners
Catherine Dimitruk, NRPC & GMT Board of Commissioners
Amy Brewer
Leah Soderquist, United Way of NW VT
Kathy Lavoie
Robert Ostermeyer, FGI Community Action

Mr. Armstrong called the meeting to order at 4:05 PM and outlined the general nature and goals of the GMT NextGen Transit Plan. Mr. Slater gave 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:

- Ridership on Lemnah Drive in St Albans and the Food Shelf there was questioned. Also suggested that time of month/season may impact ridership.
 - GMT is taking a closer look at ridership here and will present findings at future meetings
- Public raised the lack of Alburgh to Burlington connection
 - GMT and the NextGen Plan is working to make this connection more viable, particularly in the PM when it does not (currently) exist.
- Eliminating service to the Georgia industrial parks (Arrowhead and Dairy) would make commuting by bus to these places very difficult, as there are no pedestrian amenities along Route 7 between P&R and Industrial Parks
- Improved public information
 - Increase lead time between new guide release and effective date
 - Ensure on-bus notices are current
 - Improved guide format
- Weekend service between Swanton and Burlington (I 89 corridor)
- Install a passenger shelter at Collins Perley P&R
- Link buses should berth under cover at actual Burlington Downtown Transit Center platform, rather than Pearl St.
- Higher fares on Richford Commuter would be okay
- 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
- Who is the NextGen Transit Plan “aimed” at?
 - Mr. Armstrong: The Plan is intended to improve the GMT system for all current and future passengers and all potential trip types, (commuting, leisure, medical, educational, shopping, etc.).

Mr. Armstrong closed the meeting at 6:10 PM

Respectfully submitted,

David Armstrong, GMT Planning Manager