

CCTA Public Meeting
Burlington City Hall
July 15, 2008

Krista Chadwick, VTrans and Chris Cole, General Manager of Chittenden County Transportation Authority, provided welcoming remarks. Bill Evans of Milligan & Company then stated the purpose of the meeting and provided an overview of the SRPTP process. He discussed the state's transit map, explaining that the demand response routes are not indicated on the map.

He continued with the trends in federal and state funding for operations of public transit, which shows continuous increase. He added that Vermont is among the top states providing funding for transit in the nation. He provided an overview of governance, operations, the service area and types of services provided. He then discussed fares, fleet and CCTA's administrative and bus storage facilities in South Burlington. He showed the ridership chart, indicating rise in ridership. He then discussed CCTA's operating budget, pointing out the various funding sources, including ridership fares.

Evans highlighted the next steps of the process and availability of materials on the project website. In addition, comments can be sent in through the website or in writing. He then opened the discussion to the general public.

The following is a list of questions and comments from the audience:

- Lack of volunteer driver program in Chittenden County for Medicaid & elders and persons with disabilities programs.
- Service to Route 7 is inadequate since the North Avenue route does not serve people on the north side of Ethan Allen developments and Ethan Allen Parkway.
- Disabled rider noted the need for CCTA to have better ADA handouts; would also like a paratransit card to present for proper access. Seats on the front of the vehicles should be flagged for elderly and persons with disabilities.
- Vehicles should include touch/sensory aides for disabled riders.
- New commuter utilizing the LINK Express from Waterbury to Burlington; provides very good service and the drivers are excellent. The Park & Ride lot in Waterbury needs better ice and snow removal in the winter—early AM timeframe. There should be one trip on weekends for shopping and there should be an earlier bus roundtrip from Montpelier.
- CCTA needs to plan for a larger number of older people that will need service over the next five years.
- Most of the new development is occurring in Williston rather than downtown Burlington. Bus routes should leave from other areas of Chittenden County; not only Burlington. There needs to be better service for shopping in Williston. There also needs to be evening service for shoppers and workers.
- The new plan needs to look at the effect that transit has on the state's economy. Getting people with disabilities to jobs has a positive economic impact on the

- state budget. There needs to be better evening services with schedules that provide services for second and/or third shift workers. Bus routes are a low cost way of creating economic development.
- Service is needed from Bristol to Burlington by way of Hinesburg.
 - Vermont government should review the European model/plan. Governor is not focused on public transportation. Concerned about lack of Intercity bus service in Vermont; it is almost non-existent. Existing intercity bus companies should take the entire service over.
 - South End of Burlington resident would like people who currently drive have alternative transportation options. The property tax needs to be replaced with some form of regional tax. Park & Ride lots need to be expanded and there should be covered areas for bicycles. There needs to be a change in people's mindset; highways are considered infrastructure but transit is considered a subsidy program.
 - There are many environmental benefits to transit that should be communicated better.
 - More weekend service and additional bike racks are needed on buses in the Underville area. Trains should have accommodations for bicycles. Additional park and ride lots are needed across the state.
 - Service is needed to Westford & Hinesburg and other smaller villages outlying the Burlington area.
 - More service is needed to Essex and outlying communities that will reduce congestion and save fuel.
 - More express commuter bus service is needed from Hinesburg, Jericho and Milton.
 - CCTA should take the lead on finding an alternative local funding source.
 - Towns cannot expect service if they do not help pay for it.
 - CCTA should use smaller buses.
 - Services needed in Colchester are perceived as beyond their capacity. Town Manager indicated they are undergoing an educational process before proposing to join CCTA for the 3rd time.
 - CCTA needs a volunteer program to offset the increases in fuel prices.
 - Elderly & disabled services through Special Services Transportation Agency are fantastic. These services need to be kept in place because they are a matter of life and death.
 - What is the status of the bus terminal project downtown? CCTA responded that City of Burlington is currently investigating two sites for the facility—Pearl Street (old Department of Employment & Training building) and St. Paul Street. The state should be a partner in this planning process.
 - Amtrak trains are not bicycle friendly. Amtrak should reconsider their “box your bike” policy.
 - There should be some provisions for putting skis on buses and trains.
 - Jitney type services or car share programs should operate services in rural areas.

The meeting adjourned.