

CCTA's Guide for Future Growth

TRANSIT DEVELOPMENT PLAN & SERVICE PLANNING PROCESS

Burlington TEUC

June 26, 2013

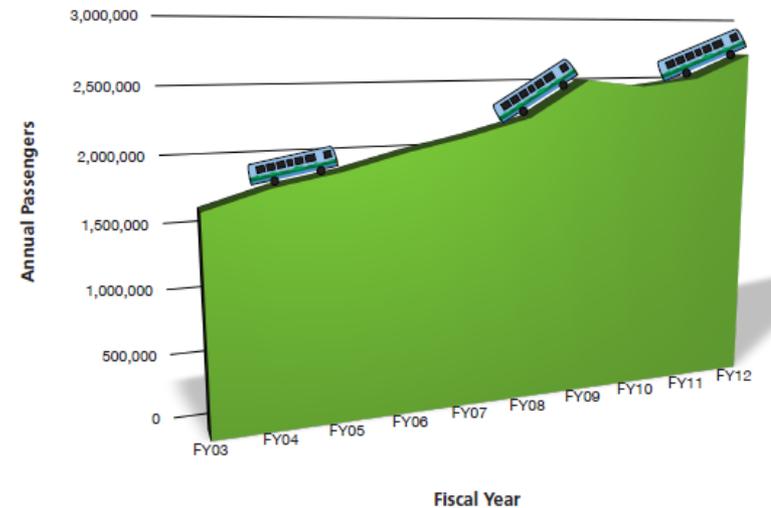
Presentation Overview

- CCTA System Highlights
- Burlington Service Summary
 - ▣ Inter-Town Routes
 - ▣ Intra-Burlington Routes: North Ave, City Loop, Pine Street, College Street Shuttle, Sunday Service and Lakeside Commuter
- Transit Development Plan (TDP) Summary
 - ▣ Purpose of TDP
 - ▣ Vision of Future System
 - ▣ Service Strategies
 - ▣ Technology
 - ▣ Land Use Connection
 - ▣ Cost Effectiveness
- New Service Development Factors

CCTA System Highlights

- State's only regional transit authority
 - CCTA – Urban
 - GMTA - Rural
- Routes: 14 local, 5 commuter, and 2 shopping shuttles
- FY12 Ridership – 2.7 million
- Growth of commuter routes +12% in FY13 YTD
- 70 Vehicles
- Downtown Transit Station

CCTA Annual Ridership: FY03 to FY12



Burlington Service Summary

- Inter-Town Routes Serving Burlington
 - Williston/Williston-Essex/Williston Village
 - Essex Junction
 - Shelburne Road
 - Riverside/Winooski
 - 116 Commuter:
 - Milton Commuter
 - Montpelier LINK Express
 - Middlebury LINK Express
 - St. Albans LINK Express



Burlington Service Summary (cont.)

□ Intra-Burlington Routes

□ North Avenue

- Weekday Span & Headways
 - 5:40 AM to 9:40 PM
 - Service every 30 minutes between 5:40 AM and 6:15 PM
- Saturday Span & Headways
 - 6:15 AM to 7:15 PM
 - Service every 30 minutes between 9:15 AM and 6:15 PM
- FY12 Ridership: 293,083

□ City Loop

- Weekday Span & Headways
 - 6:45 AM to 9:40 PM
 - Service every 30 minutes all day with 15 minute headways between 7:15 AM and 9:15 AM
- Saturday Span & Headways
 - 6:45 AM to 6:15 PM
 - Service ever 30 minutes all day
- FY12 Ridership: 97,646

□ Pine Street

- Weekday and Saturday Span & Headways
 - 6:15 AM to 6:15 PM
 - Service every 15 minutes from 6:45-8:45 AM and 3:15-6:15 PM
- Saturday Span & Headways
 - 6:45 AM to 6:15 PM
 - Service ever 30 minutes all day
- FY12 Ridership : 125,966

□ Sunday Service

- Sunday Span & Headways
 - 8:25 AM to 4:50 PM
 - Service every 70 minutes
- FY12 Ridership: 6,461

Burlington Service Summary (cont.)

▣ College Street Shuttle

■ Weekday Span & Headways (Non-Summer)

- 6:15 AM to 7:15 PM

- Service every 15 minutes between 7:30 AM and 6:00 PM

- No weekend service between October and end of May

■ Weekday Span & Headways (Summer)

- 6:15 AM to 9:00 PM

- Service every 15 minutes between 7:30 AM and 6:00 PM

■ Weekend Span & Headway (Summer)

- 8:45 AM to 9:00 PM

- Service every 15 minutes between 11:00 AM and 6:00 PM

■ FY12 Ridership: 161,080

▣ Lakeside Commuter

■ Weekday Span & Headways

- Three morning trips each weekday at 6:05, 6:35, and 7:05 AM

■ FY12 Ridership: 2,327

Purpose of TDP

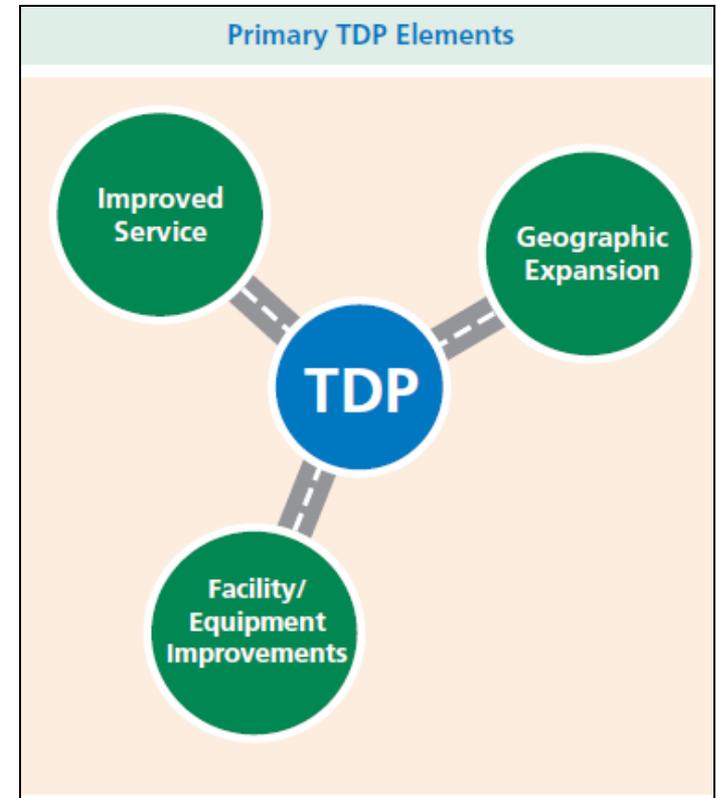
- Guide CCTA investments in service, facilities, equipment, and technology for the next 10 years and beyond
- Lay out vision for the future and concrete steps to get there
- Coordinate with state, regional (MTP) and local decisions and investments
 - ▣ Important to help shape local land use and development policy (TOD/POD)

Board Vision of Future System

- CCTA plays major role in transportation system
- Increase ridership annually
- Economic development & environmental benefits
- Serve captive riders and choice riders
- Use technology to increase convenience
- Coordinated with focused development along transit corridors with pedestrian-oriented design
- Rival primacy of SOV and be more affordable

TDP Chapters

- Executive Summary
- Chapter 1: Introduction
- Chapter 2: Existing Transit Services
- Chapter 3: Market Analysis
- Chapter 4: Needs Analysis
- Chapter 5: Service Strategies
- Chapter 6: Costs and Funding



Regional Trunk Routes

- 15-minute peak service
 - North Ave
 - Pine Street
 - Shelburne Road
- More Evening and Sunday Service
 - Above plus Essex Junction and US 2
- Elements of BRT on US 2 and VT 15
 - 10-minute peak service, 15-minute midday service
 - Enhanced shelters
 - Transit signal priority
 - Queue jumpers
 - Passenger information
- Focus of land use coordination and TOD/POD efforts

Regional Commuter Services

- Hinesburg – Burlington
- Colchester/Malletts Bay – Burlington
- Richmond – Burlington (extension of US 2 service)

Interregional Services

- Cambridge – Burlington via VT 15 
- Waterbury – Burlington via I-89
- Swanton – Burlington (extension of St. Albans LINK)
- Grand Isle – Burlington (intermodal link to Plattsburgh Ferry)

Local Fixed Routes

- Upgrade level of service on Existing Local Routes
 - 15-minute peak service
 - 20-minute midday service
 - Extend weekday evening service
 - Add Sunday service
- Additional coverage in South Burlington
 - Southeast quadrant
 - Lime Kiln Rd
 - Future City Center connection
 - Connect US 7 to Dorset St via I-189 or Swift

Local Fixed Routes continued

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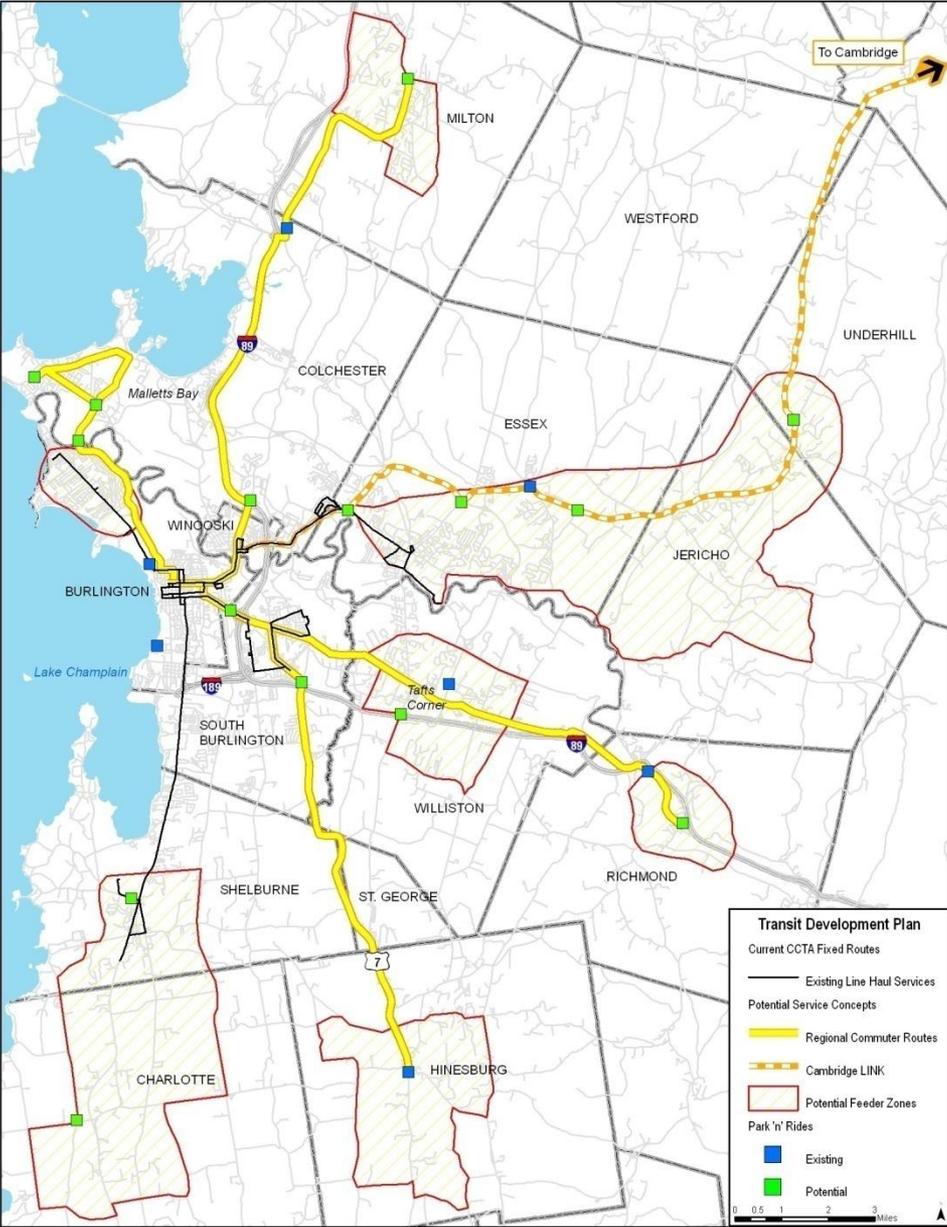
- Essex
 - ▣ Upgrade service to Essex Way
 - ▣ Connect Susie Wilson area with Essex Junction

- Colchester
 - ▣ Village/Severance Corners/Water Tower Hill
 - ▣ Malletts Bay to Colchester Village

Feeder Services

- To Trunk Routes
 - Shelburne/Charlotte
 - Essex
 - Williston
 - New North End
- To Commuter Routes
 - Milton
 - Jericho/Underhill
 - Richmond
 - Hinesburg

Feeder Services



Technology

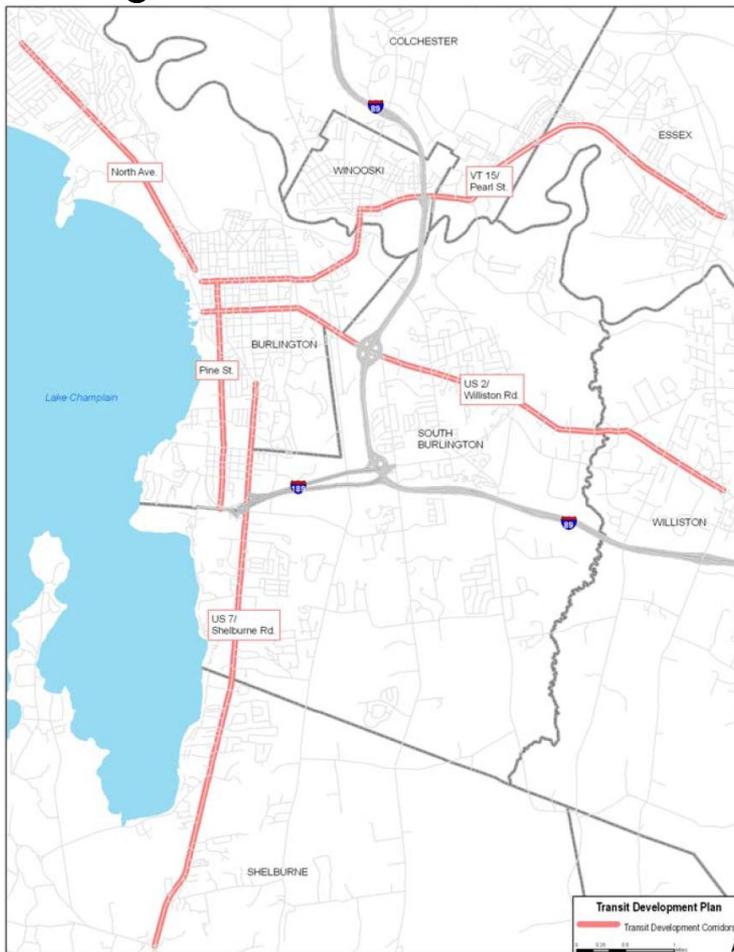
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- WiFi on commuter buses and at transit centers 
- Web-based trip planning software 
- Real-time passenger information
 - Web
 - At key stops
 - Via cell phone
- Transit signal priority
- Smartcards, better fare payment

Land Use and Transit

- Urban core: Focus development along transit corridors

- Rural Areas: Focus development in town and village centers



Cost-effectiveness

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- Investing resources in areas with highest density and greatest mobility needs likely to produce best returns in terms of ridership and revenue
 - ▣ Improvement on Essex Junction route to 15-minute peak headway resulted in 30% increase in ridership
- 15-minute service on priority corridors likely to be most cost-effective investment
- Expansion of service hours likely to be next most cost-effective
- Extensions to new locations: less cost-effective but important for CCTA and region

Service Planning Process – New Services

- Typical Process – Congestion Mitigation Air Quality
 - ▣ Annual Competitive Grant Program through VTrans
 - ▣ 80% Federal Funding/20% Local Match
 - ▣ CCTA Board determines which services to advance
 - Evidence of Ridership Demand
 - Public/Municipal Support
 - Meeting Critical Need or Closing Gap
- Other Options for New Service
 - ▣ 100% Funding from Municipality or Private Entity
 - ▣ Reallocation of Existing Resources