

Kathleen Ramsay

From: Jim Moulton <jim@actr-vt.org>
Sent: Monday, January 25, 2016 7:45 PM
To: Ken Perine
Cc: Kathleen Ramsay
Subject: [BULK] RE: ACTR Bus Stop Relocation

Importance: Low

Hi Ken,

Please see below. Thanks!

Jim

Jim Moulton

Executive Director  Please consider the environment before printing this e-mail. 

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From: Ken Perine [KPERINE@NBMT.COM]

Sent: Monday, January 25, 2016 2:27 PM

To: Jim Moulton

Cc: Kathleen Ramsay

Subject: ACTR Bus Stop Relocation

Good afternoon, Jim. I am working on completing my matrix and I have a few questions.

- 1) how late in the day do ACTR buses run? Mon-Fri, buses run as late as 7:30p. On Sat, buses run until 9:45p and on Sun until 5:00p (n winter only)
- 2) What would be the approximate times for buses to stop at any of the sites under consideration (Seymour St., S. Pleasant St. and the lower Municipal parking lot behind the Ilsley Library)? Buses start in the morning as early as 5:30a. There are at least 2 buses at the hub every 30 minutes (on the hour and half hour) and at certain times there can be 3 or 4.
- 3) VHB had indicated that the South Pleasant options they looked at would have no impact on bus schedules. Is that true? If so, is what is the status of the Seymour St. and Muni parking lot options in this regard? For South Pleasant, there could be impacts but they should be slight, especially if/when Main Street remains open. These impacts could also be mitigated by implementing a 3-way stop at the intersection of South Pleasant and Cross (which, I think, would help all traffic). Seymour makes our northbound buses easier to keep on schedule but our southbound bus schedules would be negatively impacted. The Muni/Ilsley space will have significant negative impact on bus schedules, due to the amount of extra time spent navigating the parking lots and tight quarters. In addition, all buses have to be routed into and out of the Muni/Ilsley lot via one direction only, regardless of the direction of the route. That is, all buses have to travel west on Cross to enter and all buses have to travel east to exit, regardless of where they are headed next.
- 4) In the VHB study, they allowed for 33' buses and a 16.5' space to maneuver in and out of the berth, one 16.5' space for all berths located adjacent to each other. Is this all good information? The measurements are good for all of our buses. However, they are too short for the CCTA buses and some of the Marble Valley buses.

5) If you had three adjacent berths instead of four, would bus stacking be an issue? Yes, as there are 5-6 times in the morning and another 5-6 in the evening when there are 4 buses arriving/departing at the same time.

Thanks for helping to clarify these points as I hone my observations on the different alternatives.

Ken

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