

From: Angie Grant <angie@vineyardtransit.com>
Sent: Wednesday, January 16, 2019 3:12 PM
To: townadministrator@chilmarkma.gov
Cc: Lenny Jason Jr.; 'Lenny Jason Jr.; June Manning; jim malkin
Subject: RE: memorandum from Chilmark BOS Chairman to VTA

Hi Tim & Jim,

I'll respond to items 2 & 3, after I'm able to review some ridership data, formats and talk to staff. Currently, route 4's ridership is part of a larger number that includes 3 other routes. We need to change that before we could commit to some of the data requested below.

In regards to item 1 - we only use 30' buses in Menemsha, nothing bigger (we have 35' & 40' buses as well). We occasionally use a minibus, those are just under 24' in length. The challenge & balance is the need for capacity - a 30' bus has about 20 seats and can stand about 10 people, and the mini bus has 12 seats and can maybe stand 4. So there are times of the day when the minibus would work, however during peak travel times that bus is not big enough, nor is the 30' bus for that matter but that it is the largest bus that we can navigate through that congested area. Route 4 generally has a 30' bus and Route 12 is served by a 30' bus and minibus fairly evenly. The decision as to which vehicle for Route 12 is primarily driven by available drivers (CDL vs non-CDL) and vehicle availability.

This is a relatively dynamic situation. There is always a plan, but vehicles breakdown and people don't come to work for one reason or another. I was approached by someone recently that asked why we just don't run all vans and minibuses, and while that would work on certain routes, some of the times - we all know after a beautiful sunset we are leaving multiple busloads of people behind, and that gets frustrating.

As I'm sure you can appreciate, hiring, training and housing drivers is an expensive venture and to be frank, we are always understaffed and could use more drivers. So why would we run two vans or minibuses, which doubles our operating cost - when we can run one 30' bus? Efficiency, is just one of our metrics we report.

In terms of circulation, the VTA would prefer to not loop around near the beach as that is where the we tend to have the most minor accidents and get stuck in traffic. I think alternatives are great and I really want Chilmark to have an area in Menemsha that supports pedestrians, bikes, cars, buses and trucks or whatever the overall vision for that area that

is best suited to the needs and desires of the Town. But I do feel like

I need to state the obvious, that the VTA is the only quantifiable traffic mitigation and congestion reduction measure to help resolve the issues in Menemsha.

I will have someone go through our incident tracking software and see if there are any incidents that jump out at us and to determine if there is a way to track incidents, by location.

Best,
Angie

-----Original Message-----

From: execsec@chilmarkma.gov [mailto:execsec@chilmarkma.gov] On Behalf Of townadministrator@chilmarkma.gov
Sent: Thursday, January 10, 2019 4:18 PM
To: Angie Grant

Cc: Lenny Jason Jr. (ljason@chilmarkma.gov); 'Lenny Jason Jr.; June Manning (junemanning152@gmail.com); jim malkin (jimmalkin@gmail.com)

Subject: memorandum from Chilmark BOS Chairman to VTA

Ms. Grant

Please find below a memorandum from the Chairman of the Chilmark Board of Selectmen.

Tim

-----Original Message-----

From: James Malkin [mailto:jimmalkin@gmail.com]

Sent: Wednesday, January 09, 2019 7:54 PM

Dear Ms Grant,

I am Jim Malkin, Chairman of the Chilmark Board of Selectmen. I have a request for you and would appreciate your analysis and response. I recognize that this is town budget season and I thank you in advance for your time.

As you are aware, the town has worked with VTA and enjoyed the support it provides to its residents as well as helping with the Menemsha crowds during the sunset traffic and congestion by running a service to our landfill parking lot. Our planning board worked with you and other groups and people and have recommended a bus turnaround to be constructed to the north of the current bathroom/pickup and drop off location. The turnaround was designed to keep your buses from having to travel to the crowded parking area at the end of Basin Road at the beach - this was viewed as a way to deal with issues of public safety and traffic congestion.

We have a number of citizens who are adamantly opposed to a turn-around in that area. They also question the need for large buses coming into Menemsha especially in the off-season and also outside of the afternoon sunset beach crowd in the summer.

We will be trying alternative parking designs in Menemsha this summer of 2019. We will evaluate these alternatives against the issues of summer public safety and congestion.

The town would like you to give serious consideration to two issues:

- 1 - the possibility of using smaller buses into Menemsha
- 2 - providing us with statistical metrics this summer so we may evaluate the impact of any alternative parking design which we may use this summer.
Specifically, if you could provide ridership details per day, per route, per trip including, if possible information relating to delays encountered in Menemsha due to congestion preventing the buses from running on schedule.
- 3 - Any information regarding specific operator/incident reports of any congestion or public safety issues which the VTA encounters in Menemsha this summer.

I would welcome any other material, information or statistics that you might suggest.

I very much appreciate your time and effort to help with this situation and would be available to meet with you at your convenience to help this process.

With thanks

JMM
jimmalkin@gmail.com

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