

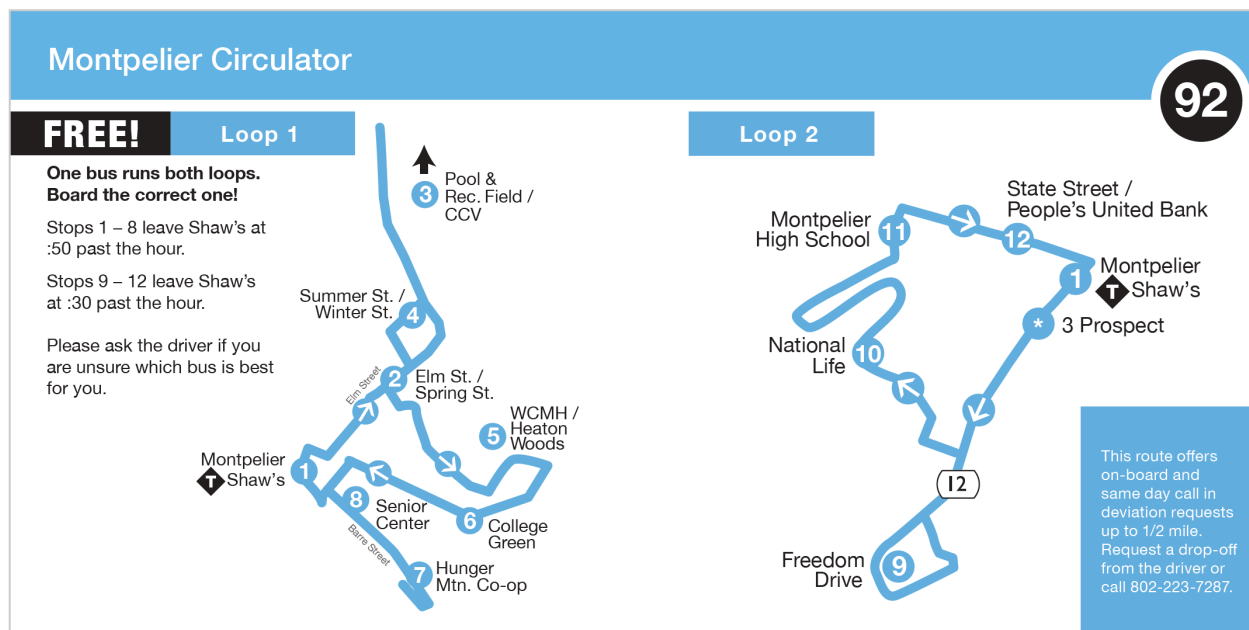
ROUTE 92

Montpelier Circulator

ROUTE OVERVIEW

Route 92 is a Rural Local route that provides circulator service in Montpelier. The route travels in two one-way loops (Loop 1 and Loop 2) that provide very circuitous service throughout the core of the city, including to downtown, State Street, Shaw’s, National Life, Hunger Mountain Food Co-op, and local neighborhoods (see Figure 1). Further complicating service is that the route will also deviate up to a half mile from the route alignment by on-board or same day call-in request.

Figure 1: Route Map



On weekdays, Route 92 operates every 60 minutes from 6:50 AM to 5:50 PM (see Table 1). No Saturday/Sunday service is provided.

Table 1: Schedule Statistics

SERVICE DAY	SPAN OF SERVICE	FREQUENCY (MIN)	DAILY TRIPS (LOOP 1/LOOP 2)
Monday-Friday	6:50 AM to 5:50 PM	60/60/—	10/9
Saturday	—	—	—
Sunday	—	—	—

Note: Peak frequencies are calculated for service between 6:00 am – 9:00 am & 3:00 pm – 6:00 pm. Midday service is from 9:00 am – 3:00 pm. Evening service is for service after 6:00 pm. Saturday and Sunday frequencies are shown as AM/PM.

Route 92 has two service variants, each that operate as a one-way loop (see Table 2). Both loops begin and end at the Montpelier Shaw's:

- Loop 1** (variant 92-1) consists of a clockwise loop with an out-and-back to the Pool and Recreation Field/CCV. This loop begins at Shaw's and north on Elm Street to Pool & Recreation Field/CCV, then back south via Summer Street and Winter Street. Buses then travel east on Liberty Street and Heaton Street via WCMH/Heaton Woods, return west along College Street and State Street via College Green, then turn south on Main Street and return east again along Barre Street, serving the senior center and Hunger Mountain Co-op. They then turn around and travel via Barre Street back to Shaw's. This loop provides 10 trips per day, every hour except for a two-hour gap between the 8:50 AM and 10:50 AM trips.
- Loop 2** (variant 92-2) also operates as a clockwise loop that starts at Shaw's and travels south on Northfield Street, deviating to serve multifamily housing on Prospect Street by call-in request. Buses then continue south on Northfield before circulating along Freedom Drive, return north on Northfield and turn west on Derby Drive and north on Mountainview Street/National Life Drive to serve the National Life complex. Buses then continue along National Life Drive and north on Memorial Drive to Montpelier High School and then turn north on Bailey Avenue into downtown and travel east on State Street to Main Street to Shaw's. This variant provides nine trips per day, with trips at 7:30 AM and 8:30 AM then every hour from 11:30 AM to 5:30 PM.

Table 2: Service Variants

VARIANT	ORIGIN	DESTINATION	UNIQUE FEATURE	TRIPS PER DAY		
				WKD	SAT	SUN
LOOP 1				10	—	—
92-1	Montpelier Shaw's	Montpelier Shaw's	North Loop via Elm St., WCMH/Heaton Woods, Hunger Mtn. Co-op	10	—	—
LOOP 2				9	—	—
92-2	Montpelier Shaw's	Montpelier Shaw's	South Loop via Northfield St., National Life, Montpelier HS	9	—	—

The combination of dual loop operation and the very circuitous alignments make the route very complex and travel times long. For example, The Shaw's in downtown Montpelier is 0.5 miles from Hunger Mountain Co-op. It takes nine minutes to walk and 27 minutes to take the Montpelier Shuttle. Overall, Loop 1 has a 40 minute round trip running times, and since all passengers much ride entirely around the loop to make a round trip, one-way running times average 20 minutes to travel very short distances.

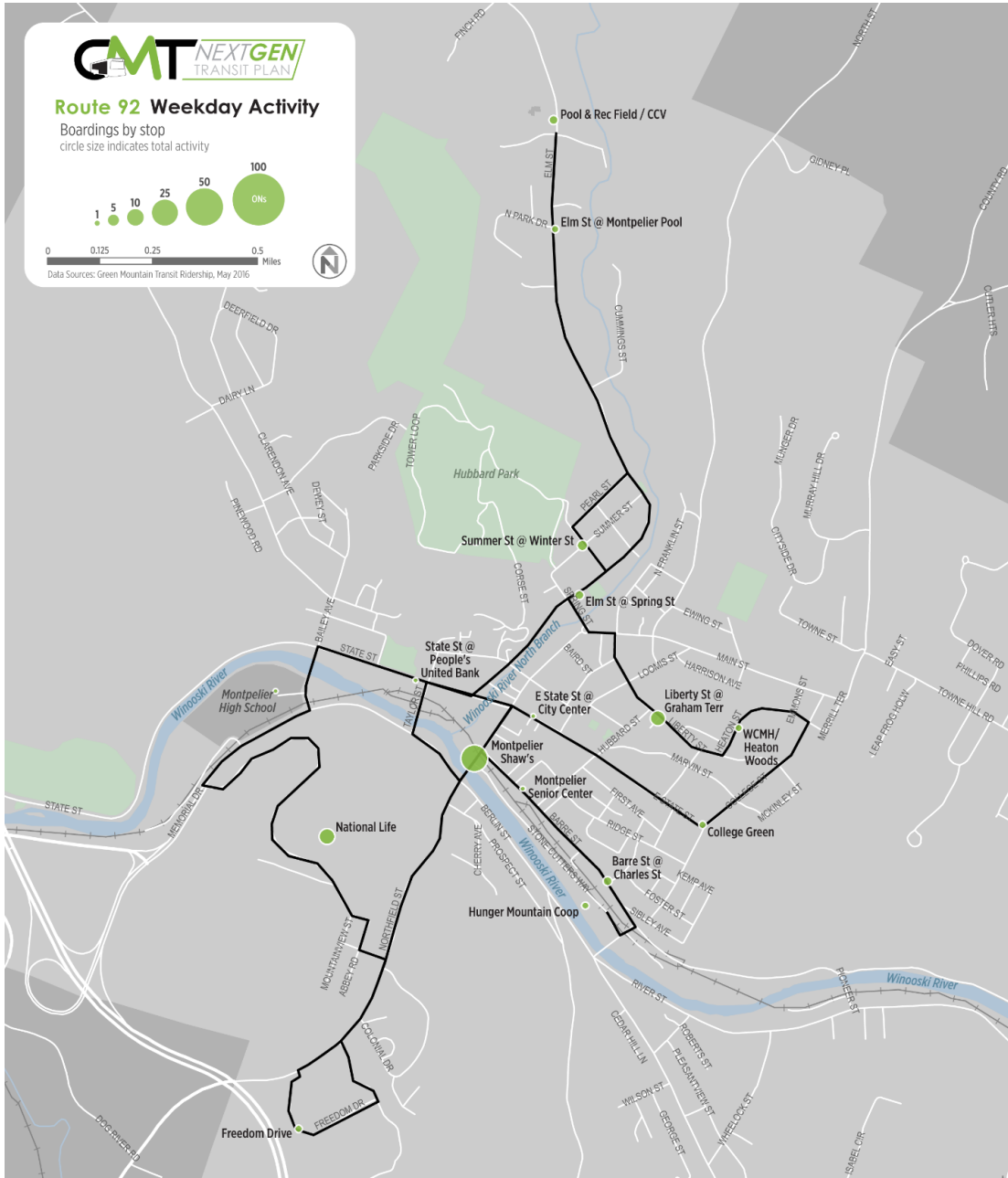
RIDERSHIP

Route 92 carries a total of 66 passengers per weekday — 38 on Loop 1 and 28 on Loop 2. Ridership per trip averages only two passengers per trip on Loop 1 and 1.5 passengers on Loop 2.

Ridership by Stop

On both loops, the highest ridership is to and from the stop at Shaw's (see Figure 2). On Loop 1, nine passengers board there, followed closely by eight passengers at Liberty Street at Hubbard Terrace, and four passengers at Summer Street at Winder Street. All other stops serve three passengers or fewer. The out-and-back to the Pool and Recreation Field/CCV carries a total of nine passengers (at three stops). Only three passengers board on State Street east of Main Street.

Figure 2: Weekday Inbound Ridership by Stop

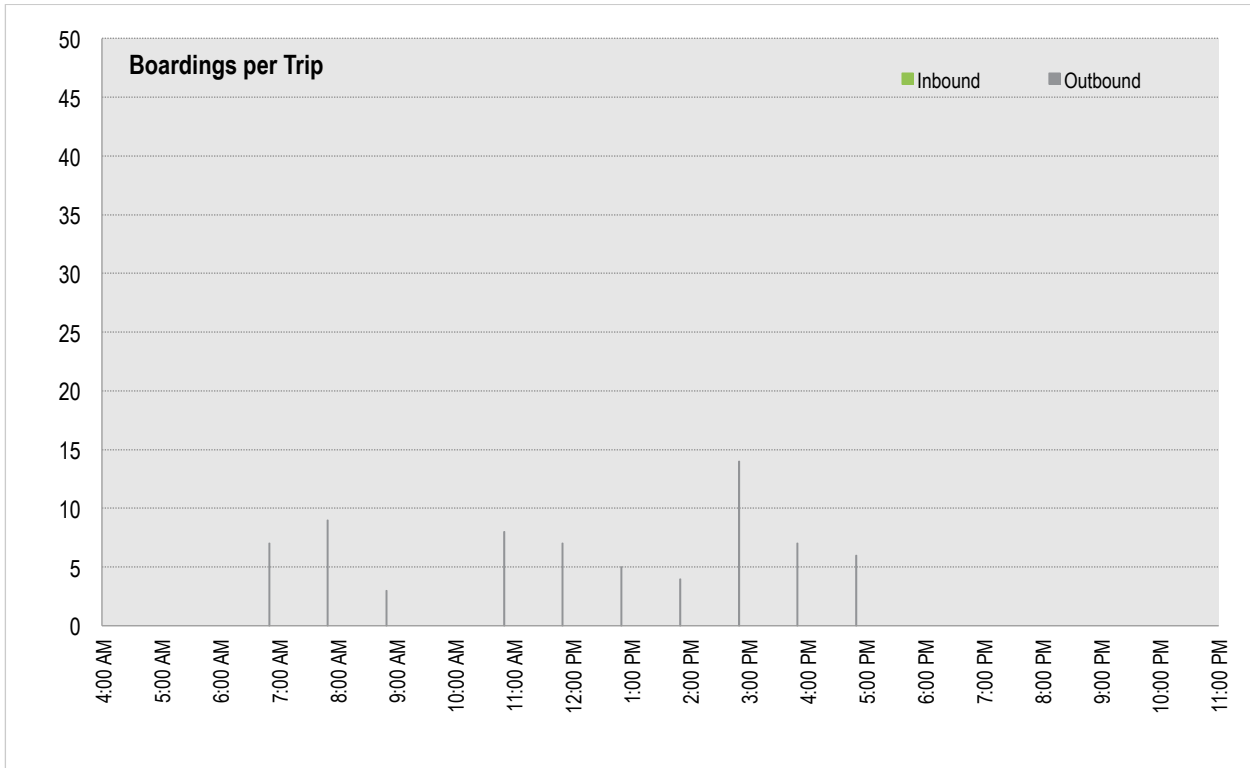


On Loop 2, 16 passengers board at Shaw's and eight board at National Life. All other stops serve two or fewer riders.

Ridership by Trip

Available data combines Loops 1 and 2, and on this basis, ridership per trip reaches 14 on one trip (at 2:50 PM). Other trips carry between three and nine passenger (see Figure 3). Based on all day totals, approximately 60% of ridership is on Loop 1 and 40% is on Loop 2.

Figure 3: Weekday Ridership by Trip



SERVICE PRODUCTIVITY

(see Table 3). Route 92 carries an average of 66 passengers per day, 3.5 passengers per trip, and 6.8 passengers per revenue service hour. Route 92 does not meet the VTrans thresholds for either productivity (6.8 passengers per vehicle service hour versus the threshold of 9.7) or cost-effectiveness (\$11.25 per passenger versus \$8.13).

SERVICE IMPROVEMENT OPTIONS

Route 92 is overly complex and circuitous. This almost certainly depresses ridership, as most people have other options and Route 92 is too inconvenient. It is an example of a route that tries to do too much and as a result accomplishes less. To make the route more successful, it will need to be redesigned to provide more direct service to the most important destinations.

Opportunities to improve Route 92 are listed below. Some suggestions may be contradictory, as there is usually more than one approach to improving a route.

Table 3: Productivity Statistics

	MONDAY-FRIDAY	SATURDAY	SUNDAY
Average Daily Ridership	66	—	—
Pax/Revenue Service Hour	6.8	—	—
VTrans Effectiveness Threshold	9.71	9.71	9.71
Pax/One-Way Trip	3.5	—	—
Rural Local Average	4.1	—	—
Pax/Revenue Mile	0.7	—	—
Rural Local Average	0.5	—	—
Cost/Passenger	\$11.25	—	—
VTrans Effectiveness Threshold	\$8.13	\$8.13	\$8.13

Source: Green Mountain Transit, May 2016; VTrans Performance Reviews (2016)

- Convert to Straighter Bi-Directional Service:** The current route is designed to minimize walk times at the expense of on-board travel times. It is almost certain that two more direct bi-directional routes would better balance walk and travel time and attract more riders.
- Discontinue Service to Very Low Ridership Locations:** Route 92 focuses more on geographical coverage than need. The discontinuation of service to areas where there is little or no demand would provide the ability to provide better service where there is more demand.
- Eliminate the Midday Gap in Service:** Route 92 currently has a one-hour gap in service on Loop 1 and a two-hour gap in service on Loop 2. Operating every 60 minutes throughout the service day would make service more consistent and reliable for riders.
- Reconfigure as Part of Major Restructuring of Montpelier-Barre Service:** Other routes serving the Barre-Montpelier area have similar issues as Route 92, and in some cases such as the Capital Shuttle, service levels are not well matched to demand. Based on the market analysis conducted for this project, existing routes do not appear to be meeting their potential in terms of serving underlying demand. Route 92 could be reconfigured extensively as part of a complete restructuring of area services.