

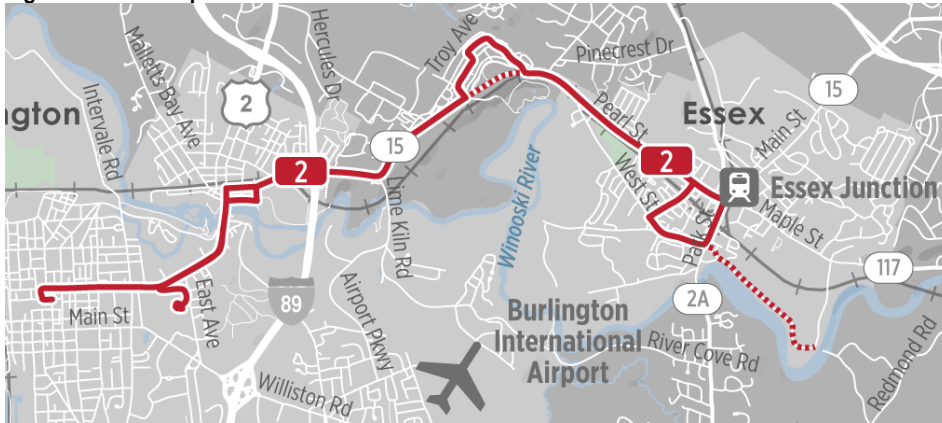
ROUTE 2

Essex Junction

SERVICE DESIGN

Route 2 is a Major Local route that operates between the Downtown Transfer Center (DTC) and the Essex Junction Amtrak station. The route travels primarily along Colchester Avenue and State Highway 15 (see Figure 1). Route 2 provides service to the UVM Medical Center, Winooski Falls, Saint Michael's College, Fort Ethan Allen, and Five Corners in Essex. Customers can transfer between Route 2 and other services at the DTC, the UVM Medical Center, Winooski Falls, and Essex Junction.

Figure 1: Route Map



On weekdays, Route 1 operates every 15 minutes during peak periods, every 30 minutes during the midday, and every 30 to 70 minutes during the evening (see Table 1: Schedule Statistics Table 1). On Saturdays, service operates every 30 minutes during most the day and every 60 to 75 minutes early and at night. On Sundays, service operates every 75 minutes throughout the day. Service spans are long on weekdays and Saturdays, and fairly long on Sundays.

Table 1: Schedule Statistics

SERVICE DAY	SPAN OF SERVICE	FREQUENCY (MIN)	DAILY TRIPS (OUTBOUND/INBOUND)
Weekday	5:45 a.m. to 12:10 a.m.	15/30/30-70	48/48
Saturday	6:10 a.m. to 12:10 a.m.	30-60/30-75	27/27
Sunday	8:00 a.m. to 9:15 p.m.	75/75	10/10

Note: Frequencies shown are lowest frequencies during Peak/Midday/Evening service times for weekdays. 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 2 is a complicated route that has 15 service variants, nine outbound and six inbound (see Table 2). The primary alignment on weekdays (2-53 outbound & 2-38 inbound) runs between the DTC and the

Essex Junction Amtrak station. Most of the alternate patterns for Route 2 either add or skip select stops on the route. This includes Global Foundries, UVM Medical Center, 83 Barlow St, and Fort Ethan Allen. The other patterns begin or end at different locations such as Fort Ethan Allen or Shaw's.

Table 2: Service Variants

Patterns	ORIGIN	DESTINATION	UNIQUE FEATURE	TRIPS PER DAY		
				WKD	SAT	SUN
OUTBOUND				48	27	10
2-53	DTC	Essex Junction Amtrak		28	16	0
2-52	DTC	Essex Junction Amtrak	Via Global Foundries	14	2	0
2-47	Shaw's	Essex Junction Amtrak	Via Global Foundries	2	0	0
2-17	S Summit St @ West St	Essex Junction Amtrak		2	0	0
2-54	DTC	Fort Ethan Allen		2	3	0
2-42	DTC	Essex Junction Amtrak	Via 83 Barlow St & Global Foundries	0	1	0
2-50	DTC	Essex Junction Amtrak	Via Global Foundries & skips UVM Medical Center	0	2	0
2-55	DTC	Essex Junction Amtrak	Skips UVM Medical Center	0	2	0
2-59	DTC	Essex Junction Amtrak	Skips S Summit St – Park St Loop	0	1	10
INBOUND				48	27	10
2-38	Essex Junction Amtrak	DTC		43	18	0
2-39	Essex Junction Amtrak	DTC	Skips Fort Ethan Allen	1	1	0
2-57	Essex Junction Amtrak	DTC	Skips Fort Ethan Allen & UVM Medical Center	1	0	0
2-49	Essex Junction Amtrak	DTC	Skips UVM Medical Center	1	4	0
2-48	Fort Ethan Allen	DTC		2	3	0
2-58	Essex Junction Amtrak	DTC		0	1	10

RIDERSHIP

Route 2 carries 1,551 passengers per weekday, 736 on Saturdays, and 248 on Sundays. By weekday ridership, it is GMT's highest ridership route.

Ridership by Stop

Weekdays

The Downtown Transfer Center has the most passenger activity on Route 2. Other high activity stops on Route 2 are located at Champlain Mill and the UVM Medical Center. The Champlain Mills/Winooski Falls stop has over 450 boardings and alightings per weekday, while the UVM Medical Center stop (FAHC) has over 400 boardings and alightings. Other areas with high ridership activity per weekday include: the Essex Junction Amtrak, the Essex Junction Shopping Center, Fort Ethan Allen, and the stops at St Michael's College (see Figure 2). With 17 boardings per weekday Global Foundries has low ridership compared to other major destinations.

Weekends

Weekend ridership patterns are similar to weekday patterns, but with significantly lower volumes. On Saturday, ridership near retail areas and St Michael's College have slightly lower ridership levels, while the rest of the route near residential areas and the UVM Medical Center have much lower ridership volumes (see Figure 3). Weekend ridership near colleges and universities often remains productive as students utilize service for shopping or leisure trips. Sunday ridership is much lower across the entire route (see Figure 4).

Ridership by Trip

Weekdays

On weekdays, Route 2 ridership is highest during the morning commute for the inbound direction and during the afternoon commute for the outbound direction (see Figure 5). During these periods, most trips have 20 to 30 boardings. However, the highest number of boardings per trip, 31 boardings, happens during midday when the frequency of service is reduced to every 30 minutes. Maximum loads across the service day are about 80% of the total boardings per trip. No trip has a maximum load that exceeds 25 passengers.

Weekends

On Saturdays, Route 2 ridership is similar to weekday service, with the highest ridership during the morning in the inbound and during the evening in the outbound direction (see Figure 7). While peak ridership levels are similar to weekdays, Saturday trips have lower total boardings (see Figure 7). About half of all Saturday trips have less than 20 total boardings. Sunday trips have highest ridership in the afternoon for both directions (see Figure 9).

Maximum loads are well below seated capacity on all trips on all days (see Figure 6, Figure 8, and Figure 10).