

ROUTE 110

St. Albans Downtown Shuttle

ROUTE OVERVIEW

Route 110 is a Rural Local route that provides circulator service in and around downtown St. Albans (see Figure 1). To the north, the route serves the Highgate Commons Shopping Center, Walmart, and Price Chopper. In the downtown area, it serves the St. Albans Shopping Center (Rite Aid on the route map), Food City, Welden Villa, the Northwest Medical Center, and the Community College of Vermont (CCV). The St. Albans Industrial Park is served as a regular stop on some peak period trips and by request on other trips. Four Winds is served only on Saturdays. Passengers can also request service to other locations within three-quarters of a mile of route. Passengers must make reservations 24 hours in advance for service to the off-route locations.

On weekdays, Route 110 operates every 60 minutes between 5:45 AM and 6:40 PM (see Table 1). On Saturdays, service is provided every 60 minutes between 9:45 AM and 3:26 PM. No Sunday service is provided.

Figure 1: Route Map

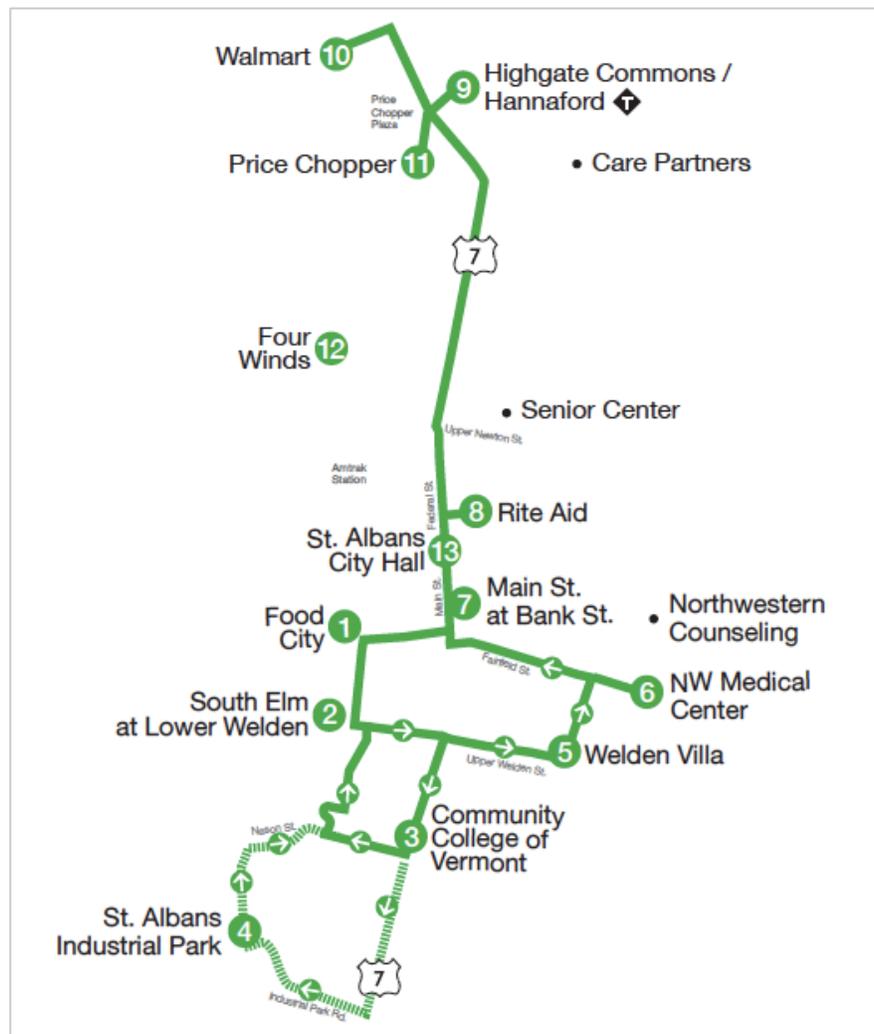


Table 1: Schedule Statistics

SERVICE DAY	SPAN OF SERVICE	FREQUENCY (MIN)	DAILY TRIPS
Monday-Friday	5:45 AM to 6:40 PM	60/60/—	13
Saturday	9:45 AM to 3:26 PM	60/—	6
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 110's alignment and service options are complex, and service operates differently on weekdays and Saturdays (see Table 2):

Table 2: Service Variants

VARIANT	ORIGIN	DESTINATION	UNIQUE FEATURE	TRIPS PER DAY		
				WKD	SAT	SUN
110-1	Food City	St. Albans City Hall	Weekday service. Serves St. Albans Industrial Park by request only. Four Winds stop is not served.	9	—	—
110-2	Food City	St. Albans City Hall	Weekday service. Serves St. Albans Industrial Park as regular stop. Four Winds stop is not served.	4	—	—
110-3	Food City	St. Albans City Hall	Saturday service. Serves Four Winds but not the St. Albans Industrial Park	—	3	—
110-4	Food City	St. Albans City Hall	Saturday Service. No service to Four Winds or St. Albans Industrial Park.	—	3	—

- On weekdays, most service effectively operates as a large one-way loop, beginning service at Food City in downtown St. Albans and then operating through downtown in a “figure eight” pattern, traveling west on Lake Street, south on Elm Street, east on Lower Welden Street, and south on Main Street to Community College of Vermont. Buses then turn west on to Nason Street and return north on Lemnah Drive to Welden Street, then take Upper Welden Street east to Welden Villa, which is a senior housing complex, north on Barlow Street to Northwestern Medical Center, and east on Fairfield Street back to Main Street. Route 110 then continues north on Main Street and US Route 7/Swanton Road, serving Highgate Commons/Hannaford, Walmart, and Price Chopper, then returns

south on Swanton Road and Main Street and terminates at St. Albans City Hall. Four trips, after serving Community College of Vermont, serve St. Albans Industrial Park.

- On Saturdays, the St. Albans Industrial Park is not served, and alternating trips make an out-and-back deviation to the Four Winds affordable housing complex.

RIDERSHIP

On weekdays, Route 110 carries 73 passengers per weekdays and an average of six passenger per trip. On Saturdays, the route carries 39 passengers and three passengers per trip. By weekday ridership, it is GMT's second highest ridership Rural Local route.

Ridership by Stop

Only boarding data is available for Route 110, and only "average daily" data is available, which represents a weighted average of weekday and Saturday ridership. In the order that stops are served, average daily boardings are as follows (see Figure 2):

- 12 passengers board at Food City
- Three passengers board at South Elm Street at Lower Welden Street, which is a short walk from an apartment complex
- One passenger boards at CCV
- Four passengers board at the St. Albans Industrial Park
- Two passengers board at Welden Villa
- Two passengers board at the Northwest Medical Center
- Four passengers board at Main Street at Bank Street in downtown St. Albans
- Five passengers board at the St. Albans Shopping Center
- Six passengers board at Northgate Commons
- Six passengers board at Walmart
- Three passengers board at Price Chopper
- One passenger boards at Four Winds
- One passenger boards at City Hall
- 10 passengers board at variety of different locations through the route's request service.

From these boarding patterns, it is clear that the large majority of riders use Route 110 for shopping. Somewhat surprisingly, only two people per day use the route to travel two and from the Northwest Medical Center.

Ridership by Trip

As with ridership by stop data, available ridership per trip data is also on an average daily basis. On this basis, ridership per trip ranges from three to nine passengers and averages six passengers per trip (see Figure 3).

Ridership is lowest on the first two trips at 5:45 and 6:45 AM, which is not surprising since the route largely serves shopping destinations that are not yet open. Once stores open, ridership ranges from six to nine passengers per trip through 3:00 PM. The 5:00 PM trip has a slight peak with seven boardings, but the last trip of the day at 6:00 PM has zero boardings.

Figure 2: Daily Ridership by Stop

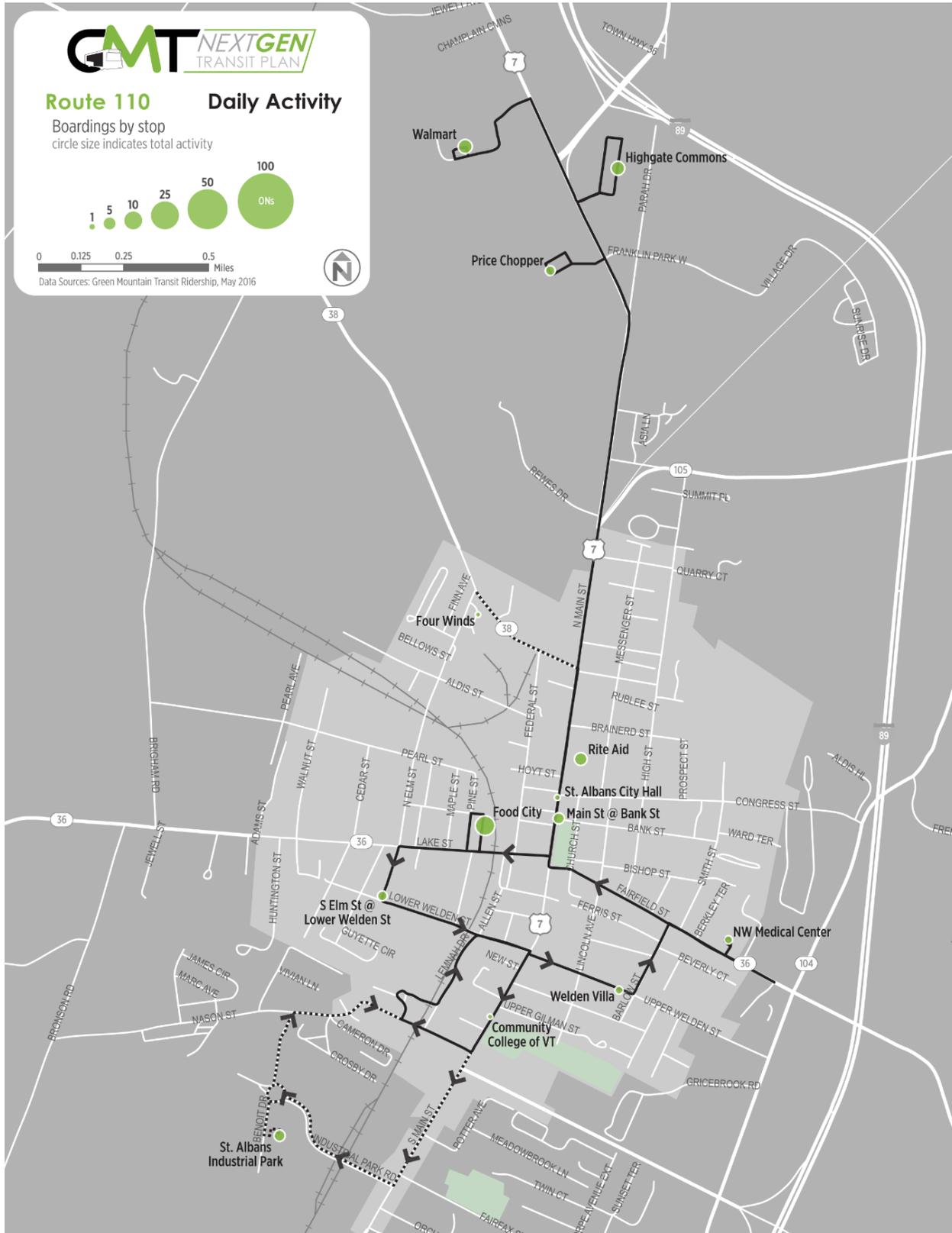
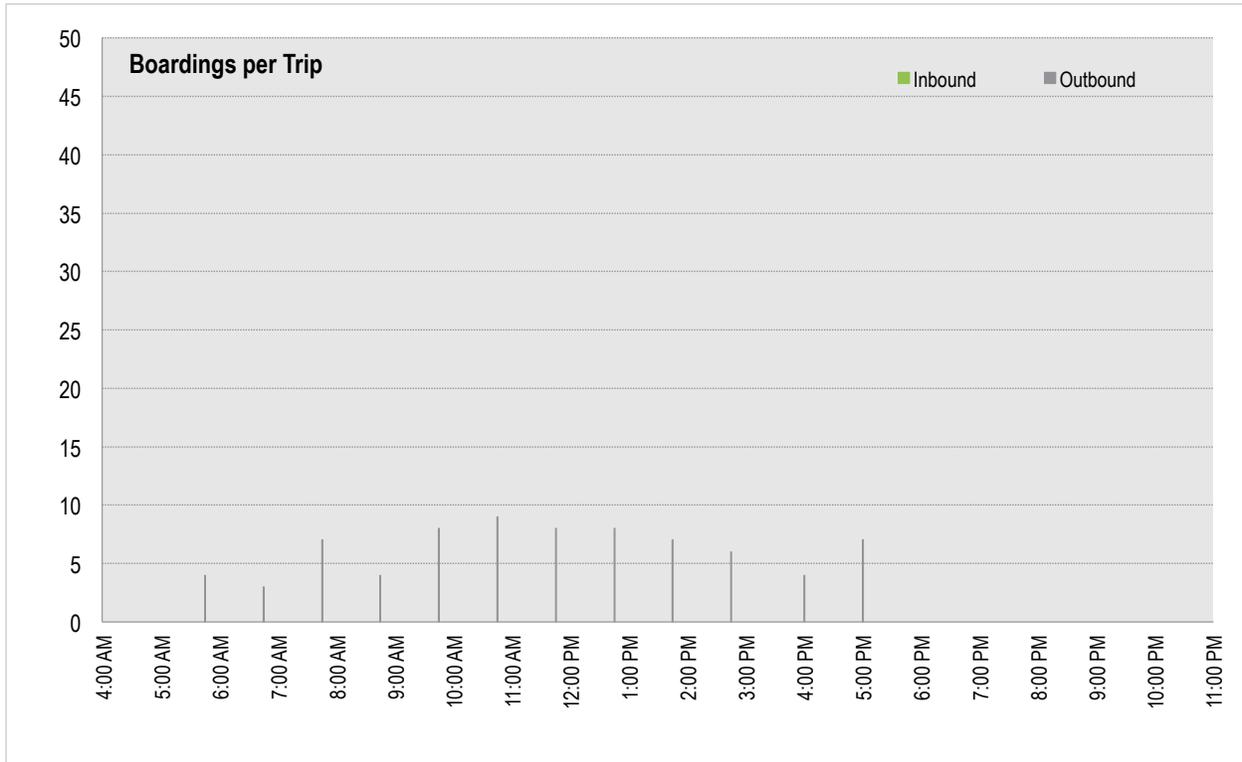


Figure 3: Daily Ridership by Trip



SERVICE PRODUCTIVITY

On weekdays, Route 110 carries an average of 73 passengers per day, or 5.7 passengers per revenue hour at a cost of \$12.91 per passenger (see Table 3). On Saturdays, the route carries 39 passengers, or 6.9 passengers per revenue hour at a cost of \$10.42 per passenger. Route 110 does not meet VTrans' thresholds for productivity or cost-effectiveness on either weekdays or Saturdays. This is because even though total ridership is fairly strong, ridership on early morning trips is low and there is no ridership on the last trip.

Table 3: Productivity Statistics

	MONDAY-FRIDAY	SATURDAY	SUNDAY
Average Daily Ridership	73	39	—
Pax/Revenue Service Hour	5.7	6.9	—
VTrans Productivity Threshold	9.71	9.71	9.71
Pax/One-Way Trip	5.6	3.3	—
Rural Local Average	3.9	3.5	—
Pax/Revenue Mile	0.6	0.7	—
Rural Local Average	0.6	0.6	—
Cost/Passenger	\$12.91	\$10.42	—
VTrans Effectiveness Threshold	\$8.13	\$8.13	\$8.13

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

SERVICE IMPROVEMENT OPTIONS

In many ways, Route 110 performs well, and it is GMT's second highest Rural Local route on weekdays. However, given the amount of service provided, ridership is not high enough to meet VTrans' productivity and cost-effectiveness requirements. The route is also very complex.

Opportunities to strengthen the route include:

- **Simplify Service:** Route 110 operates circuitously within the downtown area in a "figure eight" series of loops. This alignment is not intuitive for riders and makes it difficult to understand where and when the bus will stop. The route could be reconfigured to provide more direct bi-directional service between the Northwest Medical Center and shopping areas north of downtown via downtown. A more direct alignment would make it clearer to riders where the route travels, and reduce travel times.
- **Split the Route into Two Routes:** As currently configured, Route 110 focuses on providing service to shopping areas, plus peak period service to the St. Albans Industrial Park. The route could be split into a peak period commuter route that focused on serving job sites and a midday route that focuses on serving shopping destinations.
- **Discontinue the 6:00 PM Weekday Trip:** The 6:00 PM trip does not serve any passengers on most days. The discontinuation of this trip would move the route in the direction of meeting VTrans' productivity and cost-effectiveness requirements without impacting any regular riders.