

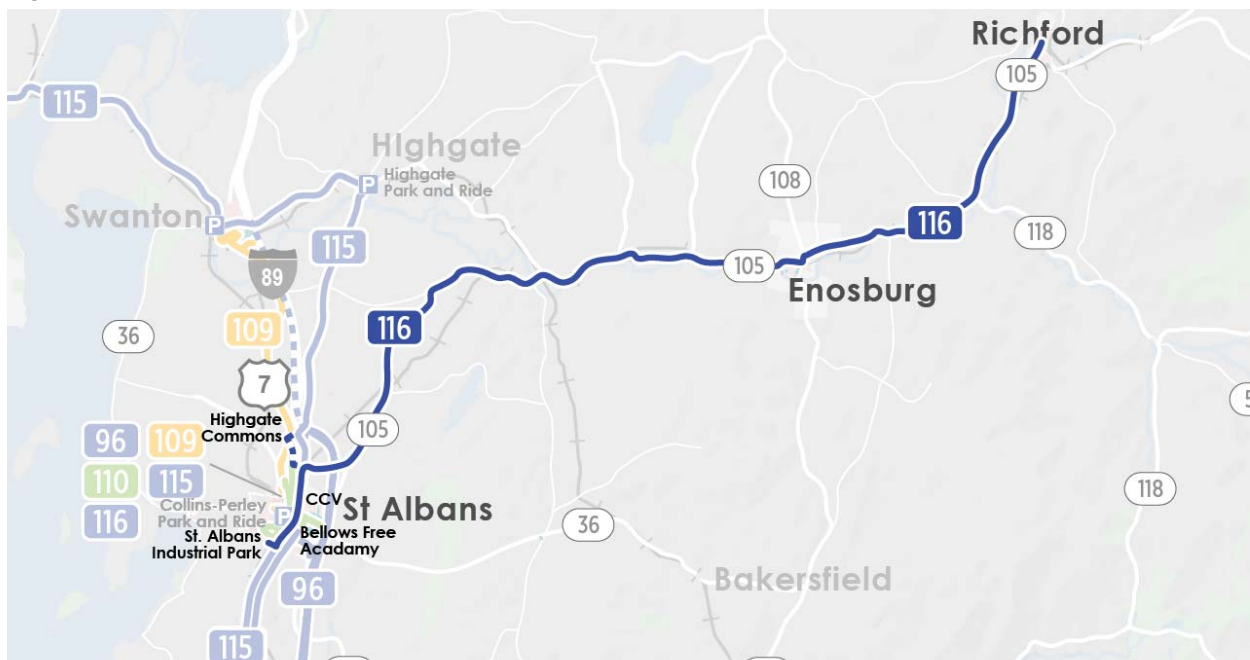
ROUTE 116

Richford/St. Albans Commuter

ROUTE OVERVIEW

Route 116 is a commuter route that operates between Richford and the St. Albans Industrial Park via Berkshire, Enosburg, Sheldon, and downtown St. Albans. The route travels primarily along VT Routes 105 and Main Street in St. Albans. (see Figure 1).

Figure 1: Route Map



Route 116 operates only on weekday and provides a single AM inbound trips and a single PM outbound trip (see Table 1). The route is scheduled to serve work trips to and from the Peerless Clothing Distribution Center in the St. Albans Industrial Park.

Table 1: Schedule Statistics

SERVICE DAY	SPAN OF SERVICE	FREQUENCY (MIN)	DAILY TRIPS (OUTBOUND/INBOUND)
Monday-Friday	5:25 AM to 6:22 AM; 4:15 PM to 5:16 PM	—/—/—	1/1
Saturday	—	—/—	—/—
Sunday	—	—/—	—/—

Peak frequencies are calculated for service between 6:00 am – 9:00 pm & 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 116 operates differently inbound and outbound. In the morning, all stops along VT 105 are served as regular stops. The AM trip will also make a one mile deviation to the Highgate Commons Shopping Center in St. Albans upon request (at approximately 6 AM). It also operates into the parking lot of the Community College of Vermont (CCV), which is located only 115 feet from Main Street.

In the afternoon, service does not operate into CCV. Also, the PM trip does not deviate to Highgate Commons, and service to stops along VT 105 is by request only.

RIDERSHIP

Route 116 carries 32 passengers per weekday, and an average of 16 passengers per trip.

Ridership by Stop

Only boarding data is available for Route 116. On inbound trips (see Figure 2):

- Ten passengers board at the Wetherby's stop in Richford
- Two passengers board at the former site of the East Berkshire Mobil Station
- Four passengers board at Jolley Short Stop in Enosburg
- One passenger boards at Pauline's Mobil in Sheldon

On outbound trips (see Figure 3):

- Ten passengers board at the St. Albans Industrial Park
- Four passengers board at Food City in St. Albans
- One passenger boards at Jolley Short Stop in Enosburg

As expected based on the schedule, most ridership is to and from the St. Albans Industrial Park, and most of these passengers reside in Richford. Since only boarding data is available, it is not known whether there is any ridership on the deviation to Highgate Commons; however given that Highgate Commons is a shopping center and that service is available only at 6 AM, it is unlikely that there is any ridership. Also, there does not appear to be any ridership to or from CCV, which is also as expected based on the times the route operates.

Ridership by Trip

Route 116's AM trips carries 17 passengers and its PM trip carries 15 (see Figure 4). Route 116 operates with a cutaway bus, which is large enough for the number of passengers on Route 116 but close to capacity.

SERVICE PRODUCTIVITY

Route 116 carries 32 passengers per weekday and 16.2 per revenue vehicle hour at a cost of \$9.55 per passenger (see Table 2). This is a specialized route that performs well, and it easily meets VTrans' productivity and cost-effectiveness thresholds.

Figure 2: Weekday Inbound Ridership by Stop

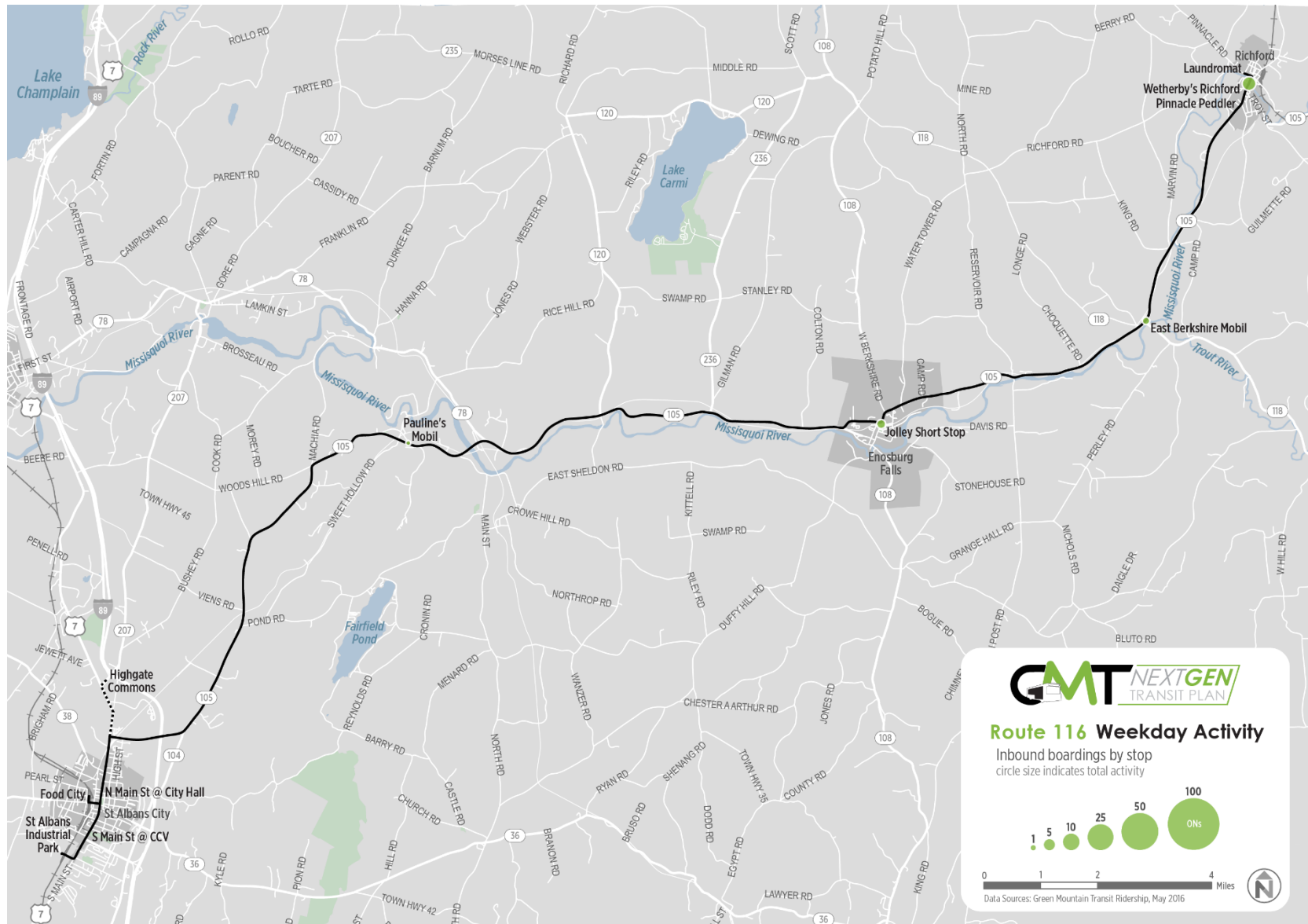


Figure 3: Weekday Outbound Ridership by Stop

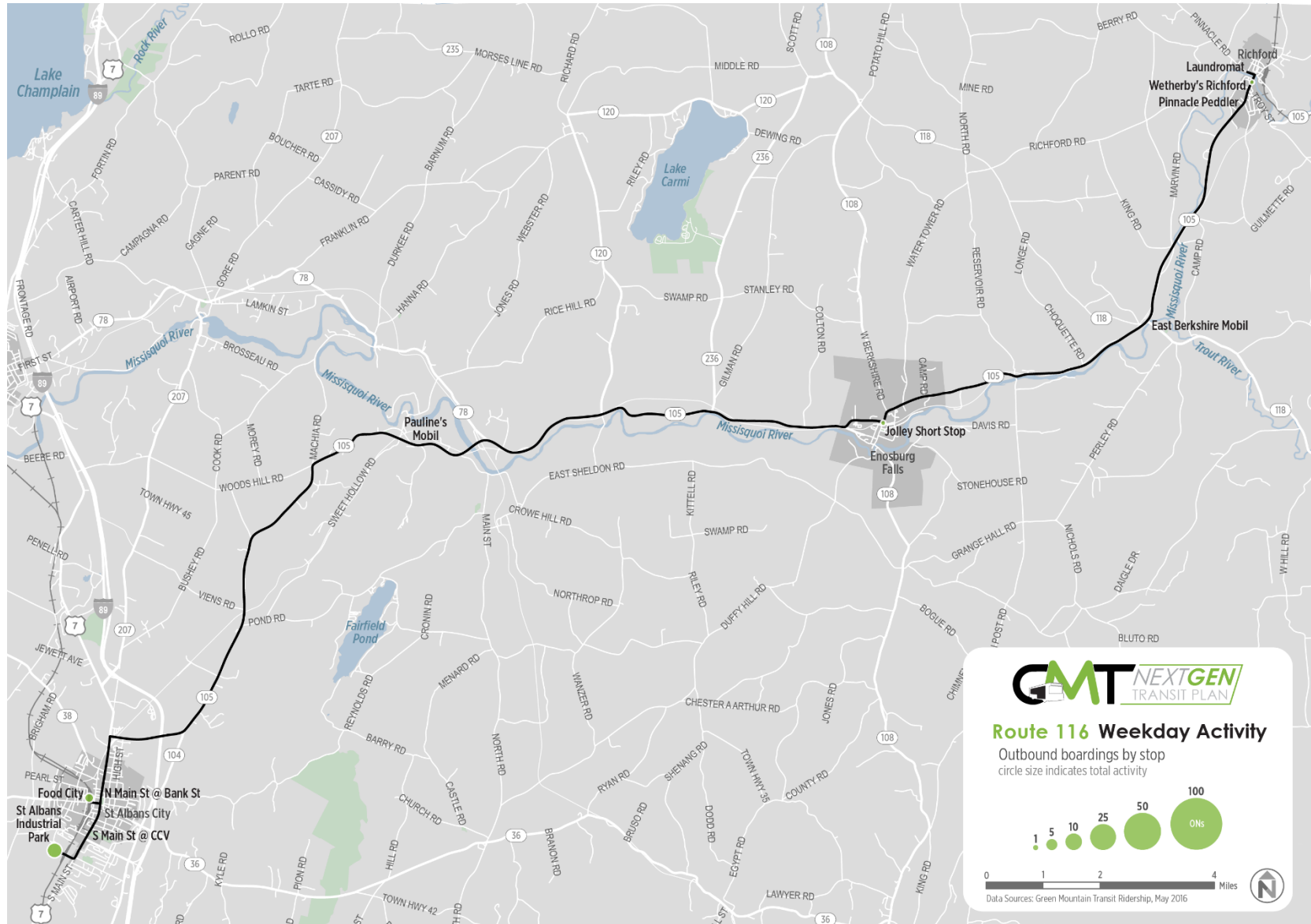


Figure 4: Weekday Ridership by Trip

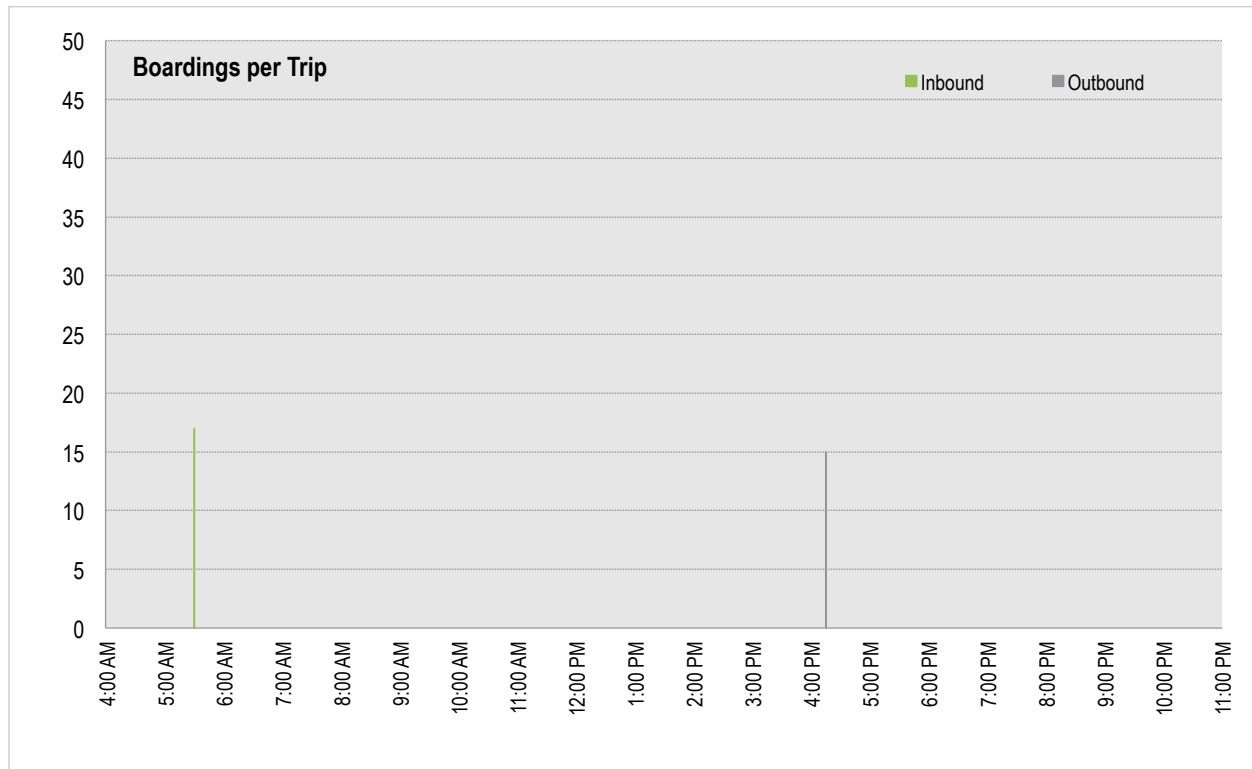


Table 2: Productivity Statistics

	MONDAY-FRIDAY	SATURDAY	SUNDAY
Average Daily Ridership	32	—	—
Pax/Revenue Service Hour	16.2	—	—
VTrans Productivity Threshold	5.93	5.93	5.93
Pax/One-Way Trip	16.0	—	—
Commuter Average	7.3	—	—
Pax/Revenue Mile	0.5	—	—
Commuter Average	0.4	—	—
Cost/Passenger	\$9.55	—	—
VTrans Effectiveness Threshold	\$18.06	\$18.06	\$18.06

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

SERVICE IMPROVEMENT OPTIONS

Opportunities to strengthen Route 116 include:

- **Serve All Stops Along VT 105 as Regular Stops:** In the afternoon, most stops along VT 105 are served by request only. However, these stops are directly along VT 105 and could be easily served as regular stops. This could attract a few new riders who may be put off by the reservation requirement. In any event, it would simplify public presentation of the route.

- **Discontinue AM service to the Highgate Commons:** On a daily basis, no passengers use the two mile deviation out and back to Highgate Commons. On the rare days that someone does, regular riders are inconvenienced. The discontinuation of this deviation would make service more consistent, more predictable, and more convenient to all other riders.
- **Discontinue Service into CCV Parking Lot:** Although CCV is only a 115 foot walk from Main Street in St. Albans, AM buses pull in and out of the parking lot. On a daily basis, no one uses the stop, and all passengers are inconvenienced.