

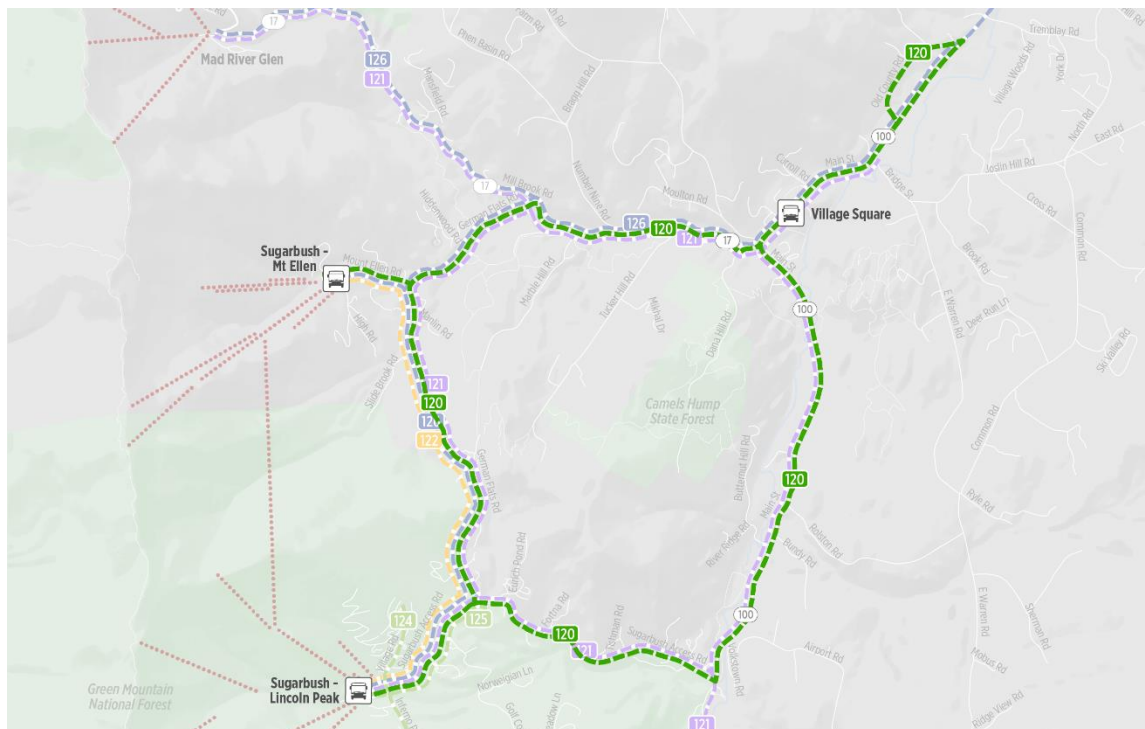
ROUTE 120

Valley Floor

ROUTE OVERVIEW

Route 120 is a seasonal route that operates in a counterclockwise loop, starting and ending at Sugarbush's Lincoln Peak base area, and travels via the Sugarbush Access Road, VT Route 100, out and back to Irasville, which is Mad River Valley's main commercial district, and Waitsfield Village, VT Route 17, German Flats Road and Sugarbush's Mount Ellen base area, and back up the Sugarbush Access Road (see Figure 1).

Figure 1: Route Map



Route 120 operates during the winter ski season. Service operates every 60 minutes from 7:00 AM until 5:00 PM, seven days a week (see Table 1).

Table 1: Schedule Statistics

SERVICE DAY	SPAN OF SERVICE	FREQUENCY (MIN)	DAILY TRIPS
Monday-Friday	7:00 AM to 5:00 PM	60/60/—	11
Saturday	7:00 AM to 5:00 PM	60/—	11
Sunday	7:00 AM to 5:00 PM	60/—	11

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

All Route 120 trips operate in the same manner, via in the counter-clockwise loop described above. There is one request stop, which is Hostel Tevere on VT Route 100 near the intersection with the Sugarbush Access Road.

RIDERSHIP

As on all Mad River Valley routes, ridership is highest on weekends and lowest on weekdays. Route 120 carries 62 passengers on Saturdays, 44 on Sundays, and 30 passengers on weekdays. Actual ridership on any given day can be either much higher or lower depending upon snow conditions.

Ridership by Stop

Ridership by stop is concentrated in a few locations, which are Sugarbush's Lincoln Peak and Mount Ellen base areas, Irasville, and Waitsfield Village. Ridership at all other locations is very low.

Weekdays

Weekday ridership is lowest, and in order of the route's alignment, boardings by stop are as follows (see Figure 2):

- Seven at Lincoln Peak
- One at the Sugarbush Inn
- Four at stops in Irasville
- Two in Waitsfield Village
- Five at Mount Ellen

In addition, six passengers board at various other locations along the route by flagging the bus.

Saturdays

Ridership on Saturdays is the highest, with boardings by stop as follows (see Figure 3):

- 14 at Lincoln Peak
- One at the Sugarbush Inn
- Two at Hostel Tevere
- Four at stops in Irasville
- One in Waitsfield Village
- 25 passengers board at Mount Ellen
- Four at the Slide Brook Lodge
- Five at Upper Club Sugarbush

In addition, five passengers board at various locations along the route by flagging the bus.

Sundays

Sunday ridership patterns are similar to Saturday, albeit lower. Boardings by stop are as follows (see Figure 4):

- 10 at Lincoln Peak
- One at the Sugarbush Inn
- Three at Hostel Tevere

Figure 2: Weekday Ridership by Stop

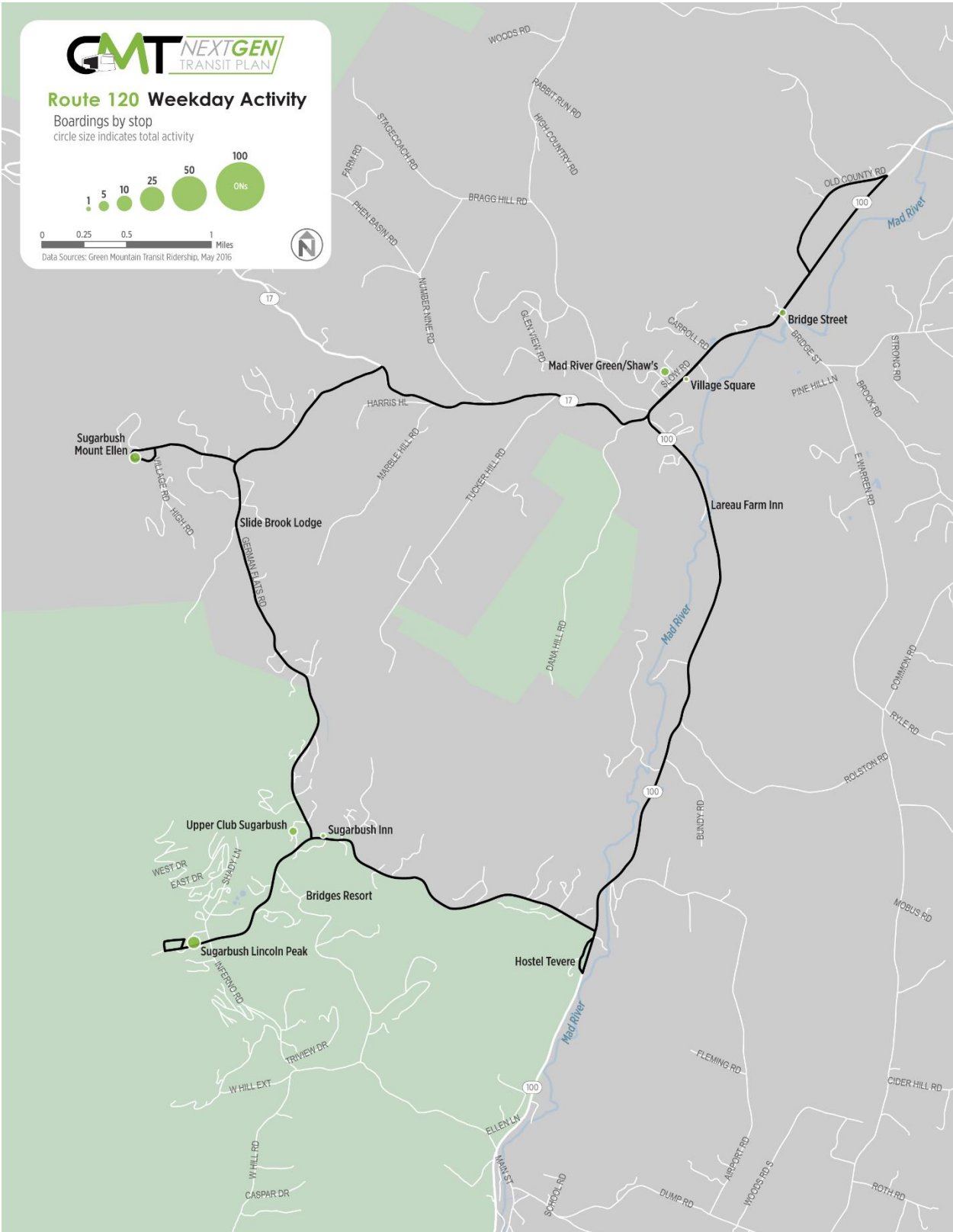


Figure 3: Saturday Ridership by Stop

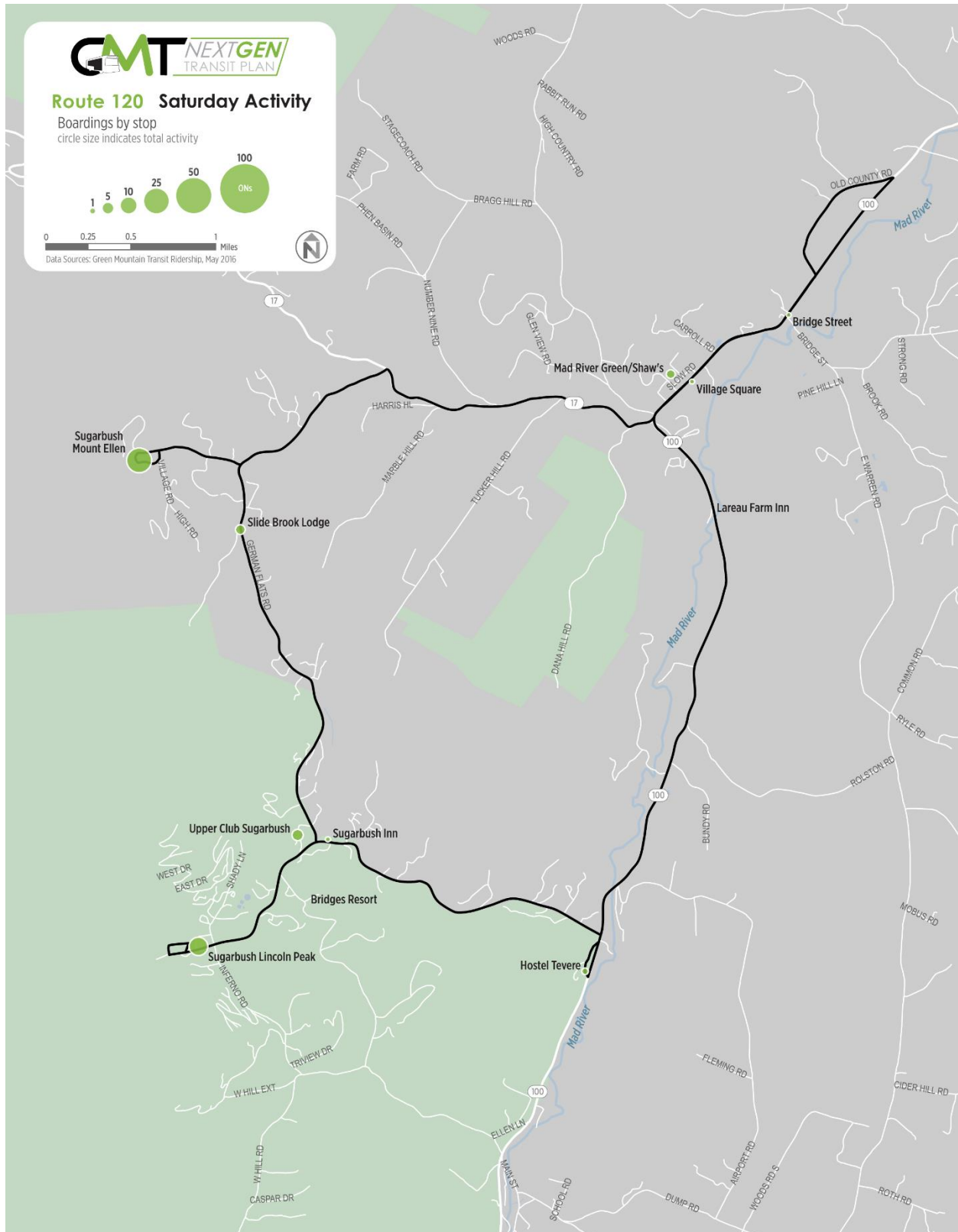
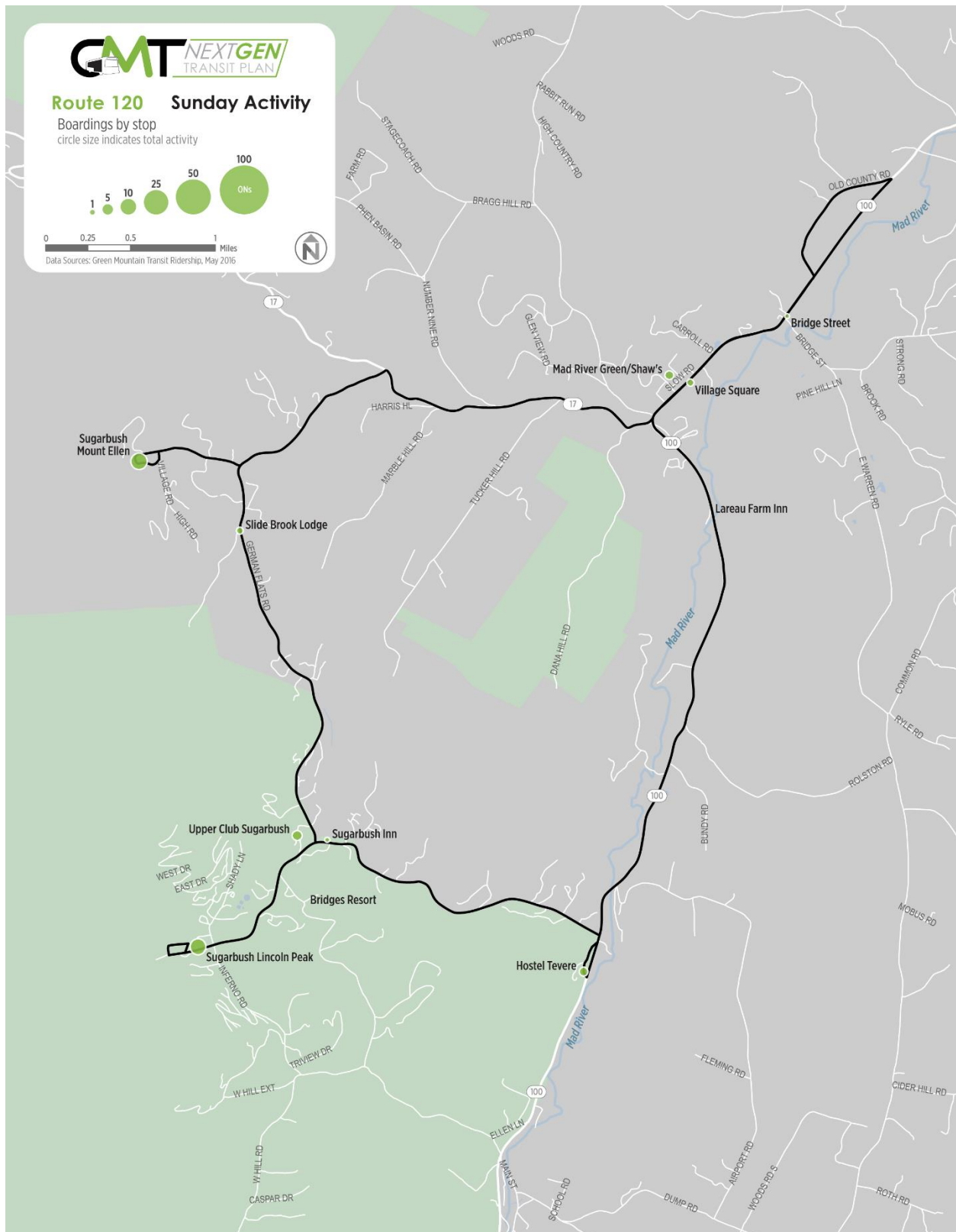


Figure 4: Sunday Ridership by Stop



- Four at stops in Irasville
- One in Waitsfield Village
- 25 passengers board at Mount Ellen
- Two at the Slide Brook Lodge
- Four at Upper Club Sugarbush

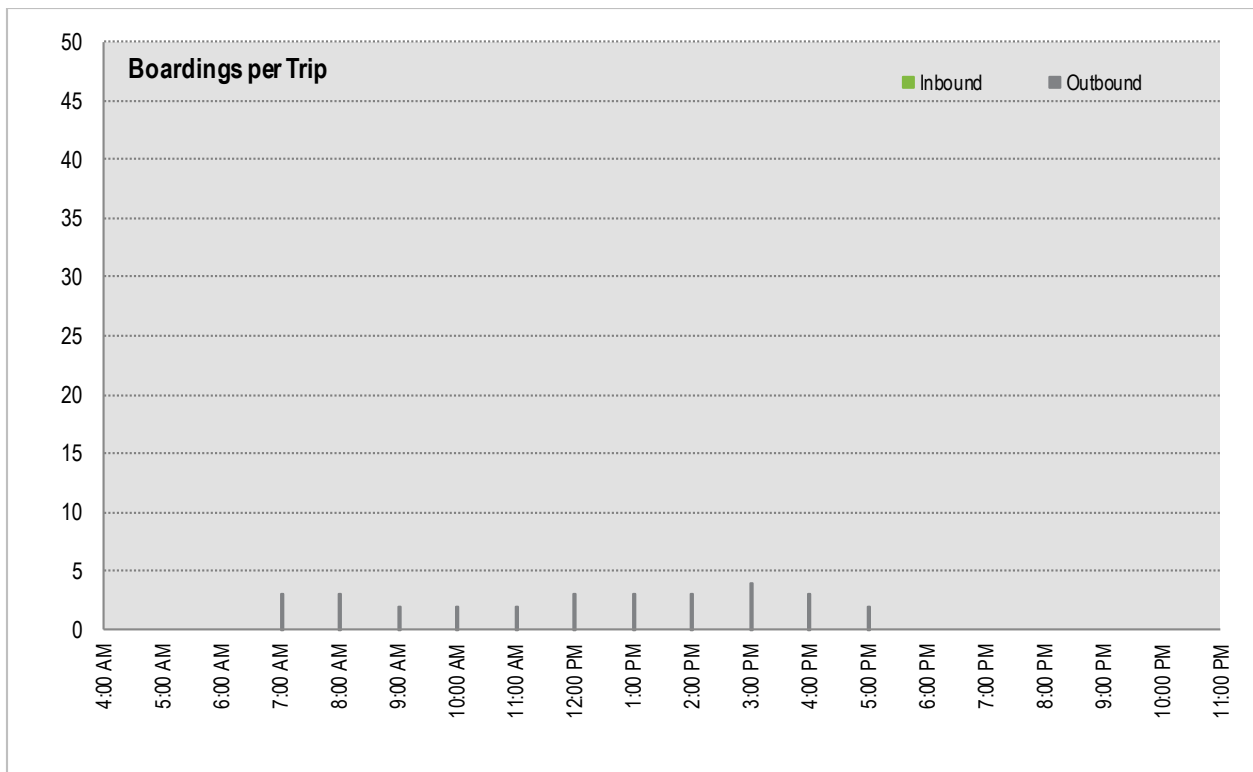
In addition, six passengers board at various locations along the route by flagging the bus.

Ridership by Trip

Weekdays

On weekdays, Route 120 ridership is consistently low throughout the service day, at two to four boardings per trip, and an average of three (see Figure 5).

Figure 5: Weekday Ridership by Trip



Saturdays

On Saturdays, ridership per trip ranges from four to 10 boardings per trip, with ridership highest on the 2:00 PM and 3:00 PM trips (see Figure 6).

Sundays

Sunday ridership per trip ranges from three to six passengers per trip. Ridership is fairly flat throughout the day, but highest in the afternoon (see Figure 7).

Figure 6: Saturday Ridership by Trip

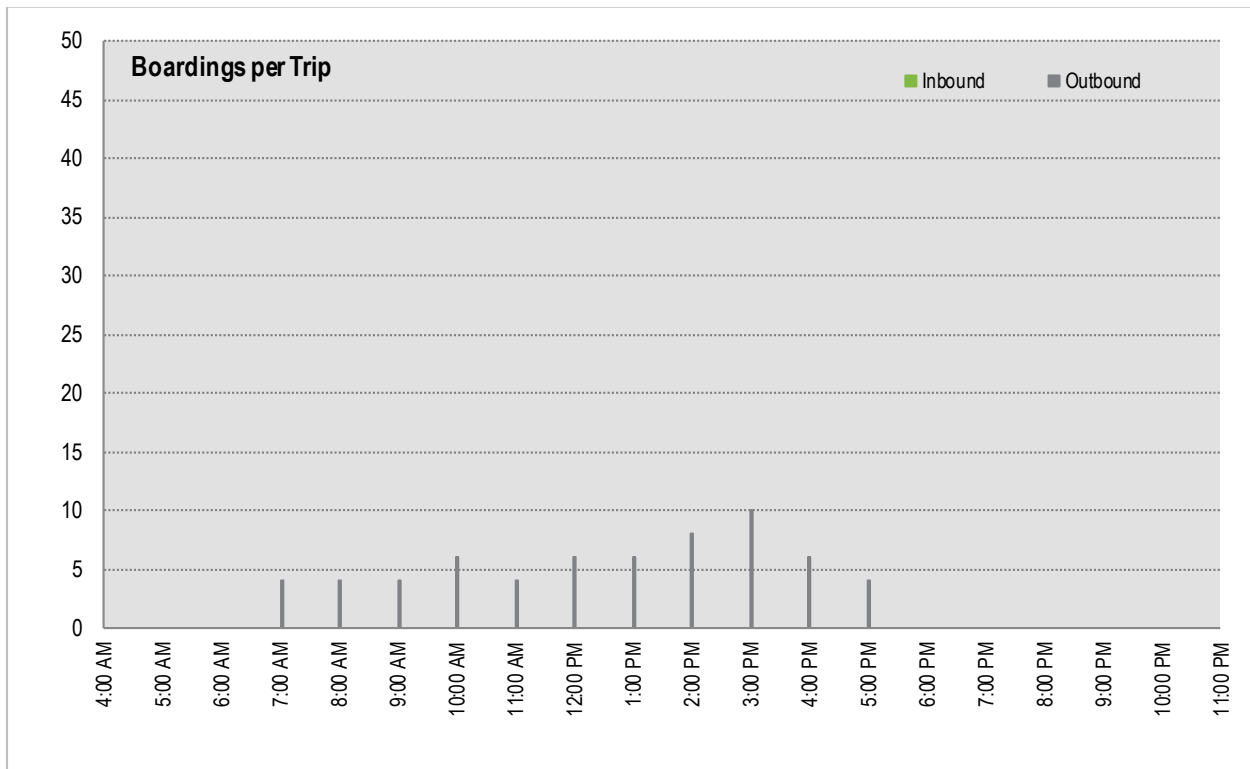
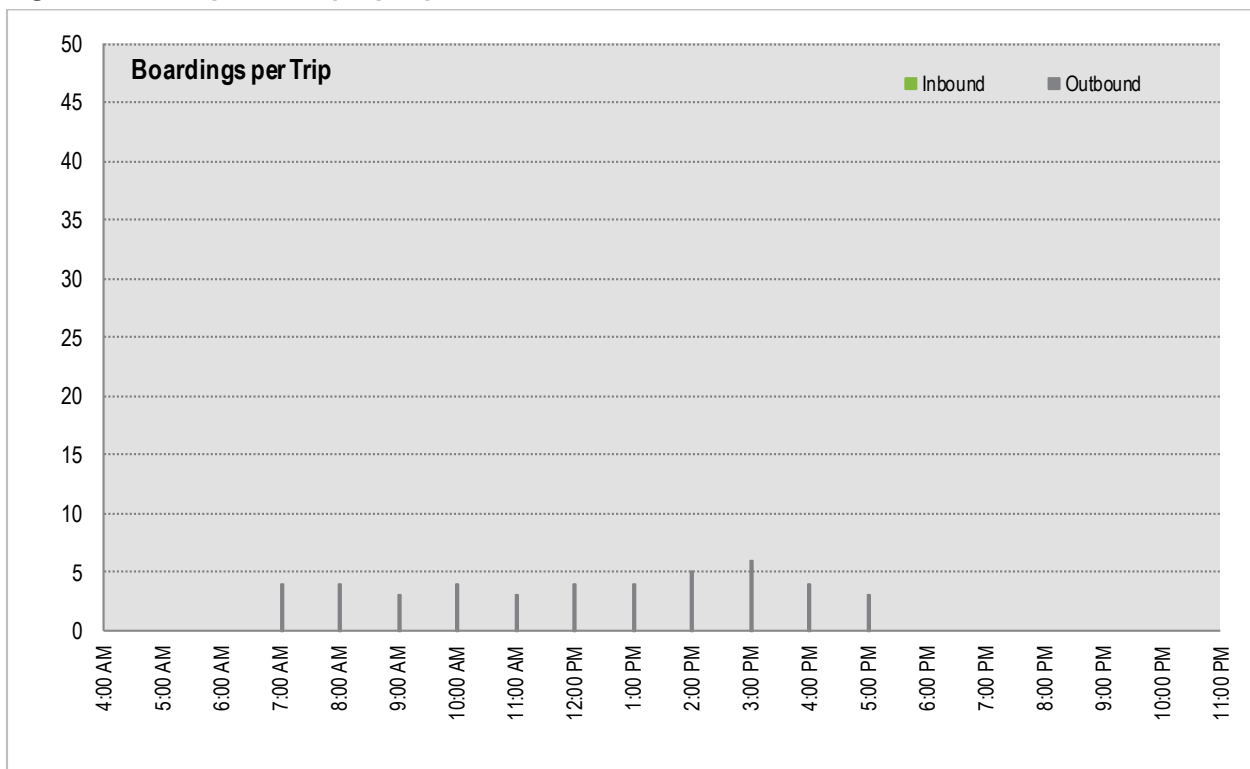


Figure 7: Sunday Ridership by Trip



SERVICE PRODUCTIVITY

Route 120's productivity is low on all days, but highest on weekends (see Table 2). On Saturdays, the route averages 61 total passengers and 5.5 passengers per revenue service hours at a cost of \$13.23 per passenger. On Sundays, the route averages 43 total passengers and 3.9 passengers per revenue service hour at a cost of \$18.86 per passenger. On weekdays, the route averages 30 total passengers and 2.7 passengers per revenue service hours at a cost of \$27.99 per passenger. The route does not meet the VTrans thresholds for Acceptable performance for either productivity or cost-effectiveness on any day, and only comes somewhat close on Saturdays.

Table 2: Productivity Statistics

	MONDAY-FRIDAY	SATURDAY	SUNDAY
Average Daily Ridership	30	61	43
Pax/Revenue Vehicle Hour	2.7	5.5	3.9
VTrans "Successful" Threshold	14.55	14.55	14.55
VTrans "Acceptable Threshold	7.27	7.27	7.27
Passengers/Round Trip	3.0	6.1	4.3
Passengers/Revenue Vehicle Mile	0.2	0.3	0.2
Cost/Passenger	\$27.99	\$13.23	\$18.86
VTrans "Successful" Threshold	\$5.82	\$5.82	\$5.82
VTrans "Acceptable Threshold	\$11.64	\$11.64	\$11.64

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

SERVICE IMPROVEMENT OPTIONS

Overall, Route 120 carries relatively few riders, Potential changes are as follows:

- **Reconfigure to Operate Bi-Directly via German Flats Road and VT Route 17:** Depending on the day, only one or two passengers board on the long segment along the Sugarbush Access Road south of German Flats Road and VT Route 100 between the Sugarbush Access Road and VT Route 17. Better service could be provided to most passengers and the route simplified by operating the route bi-directionally along German Flats Road and VT Route 17. This would focus service on transporting riders between Sugarbush's Lincoln Peak and Irasville and Waitsfield Village, and between the Lincoln Peak and Mount Ellen base areas.
- **Provide Weekend Only Service:** While weekend ridership is relatively low, weekday ridership is very low, and the route could be converted to weekend only service.