

ROUTE 121

Valley Evening Service

ROUTE OVERVIEW

Route 121 is a seasonal flex route that provides evening service in the Mad River Valley on winter ski season weekends. It is publicized as operating along a specific alignment, which is shown in Figure 1. However, this more accurately presents areas that are served, as the actual paths along which buses operate are based on pickup and drop-off points rather than along a specific route. Passengers can also request to be picked up at other locations close to the route, with no fixed definition of boundaries. That said, the major places that are served are the Sugarbush and Mad River Glen base areas and the Mad River Valley's hotels, condo complexes, bars, and restaurants.

Service operates on Saturdays and Sundays, from 6:00 PM to 2:00 AM (see Table 1). There is no specific schedule; instead riders must call to be picked-up at least 30 minutes in advance, and the bus will be dispatched as quickly as possible.

Figure 1: Route Map

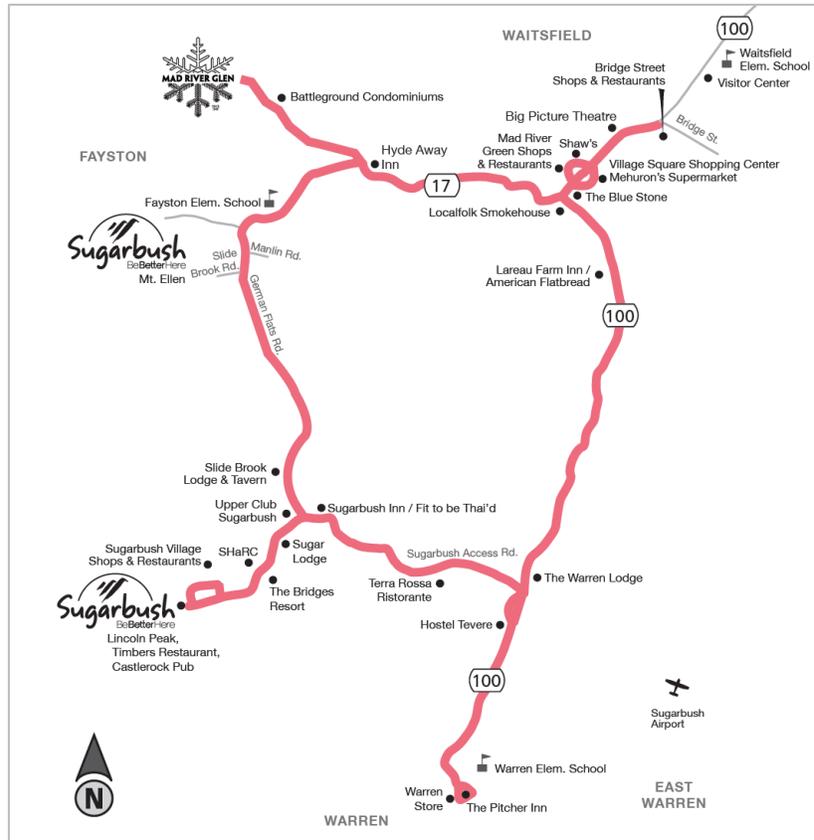


Table 1: Schedule Statistics

SERVICE DAY	SPAN OF SERVICE	FREQUENCY (MIN)	DAILY TRIPS (OUTBOUND/INBOUND)
Monday-Friday	No service	—/—/—	—/—
Saturday	6:00 PM to 2:00 AM	By Request	Varies
Sunday	6:00 PM to 2:00 AM	By Request	Varies

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.

RIDERSHIP

Route 121 carries 108 passengers per Saturday and 22 passengers per Sunday.

Ridership by Stop

Saturdays

Only boarding data is available for Route 121. On Saturdays, the highest volumes of ridership are to and from Lincoln Peak and Sugarbush Village, where there are 38 and nine boardings, respectively (see Table 2). Ridership to other locations is very dispersed.

Table 2: Boardings by Stop

LOCATION	SATURDAY	SUNDAY
Sugarbush Lincoln Peak	38	0
Sugarbush Village	9	0
Bridges Resort	2	3
Sugarbush Inn	6	2
Terra Rossa	1	0
Hostel Tevere	7	4
Warren Store/Pitcher Inn	2	0
Lareau Farm Inn/American Flatbread	1	0
Mad River Green/Shaw's	2	0
Big Picture Theater	0	0
Bridge Street	1	0
Localfolk Smokehouse	5	0
Hyde Away	5	9
Mad River Glen	0	0
Mount Ellen	0	0
Slide Brook Lodge	8	0
Other	22	4

Sundays

Sunday ridership is very low, and ridership patterns are very different than on Saturdays (see Table 2). In particular, there is no ridership from Lincoln Peak or Sugarbush Village, and the only locations with regular ridership are the Bridges Resort, Sugarbush Inn, Hostel Tevere, and the Hyde Away.

Figure 2: Saturday Ridership by Stop

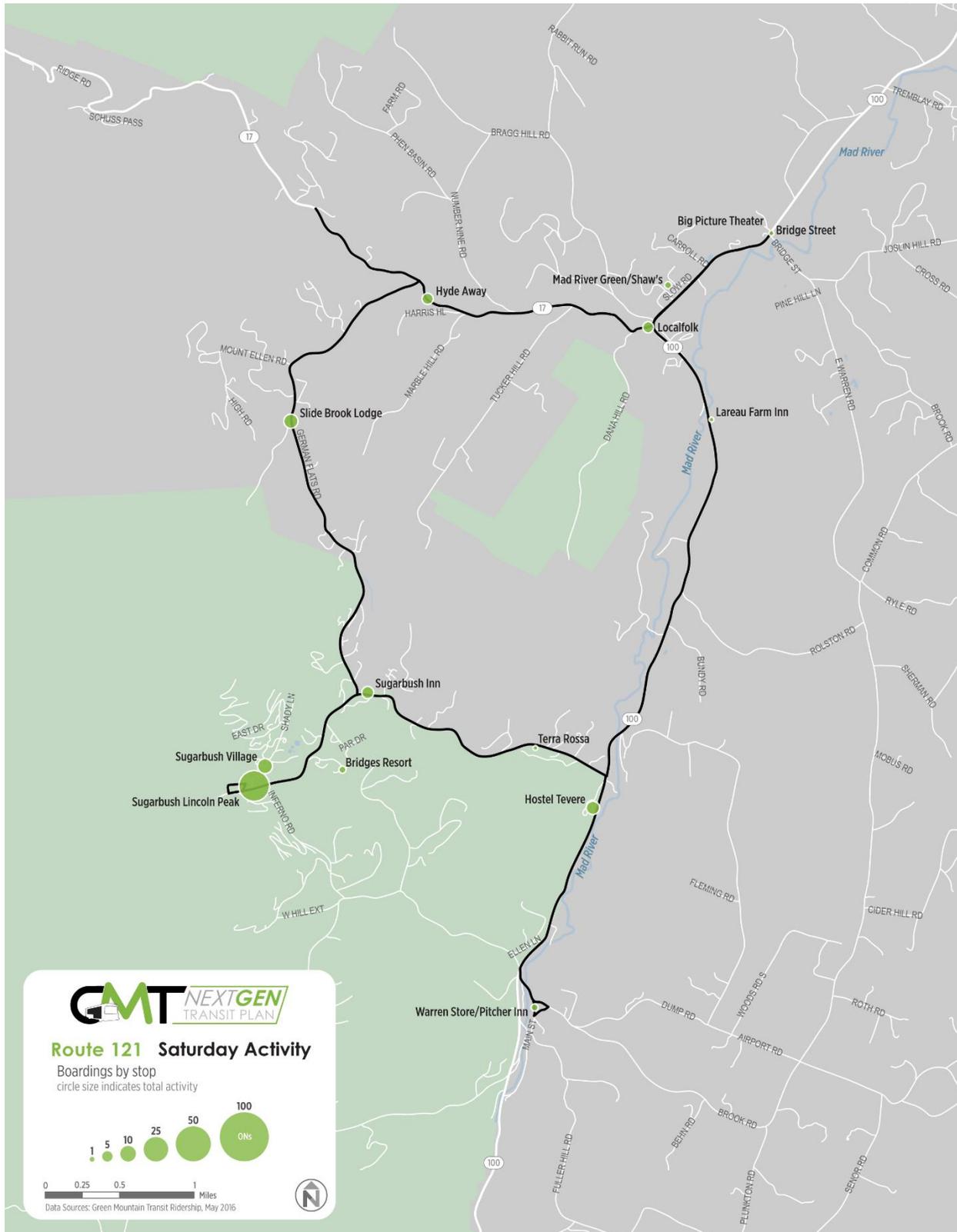
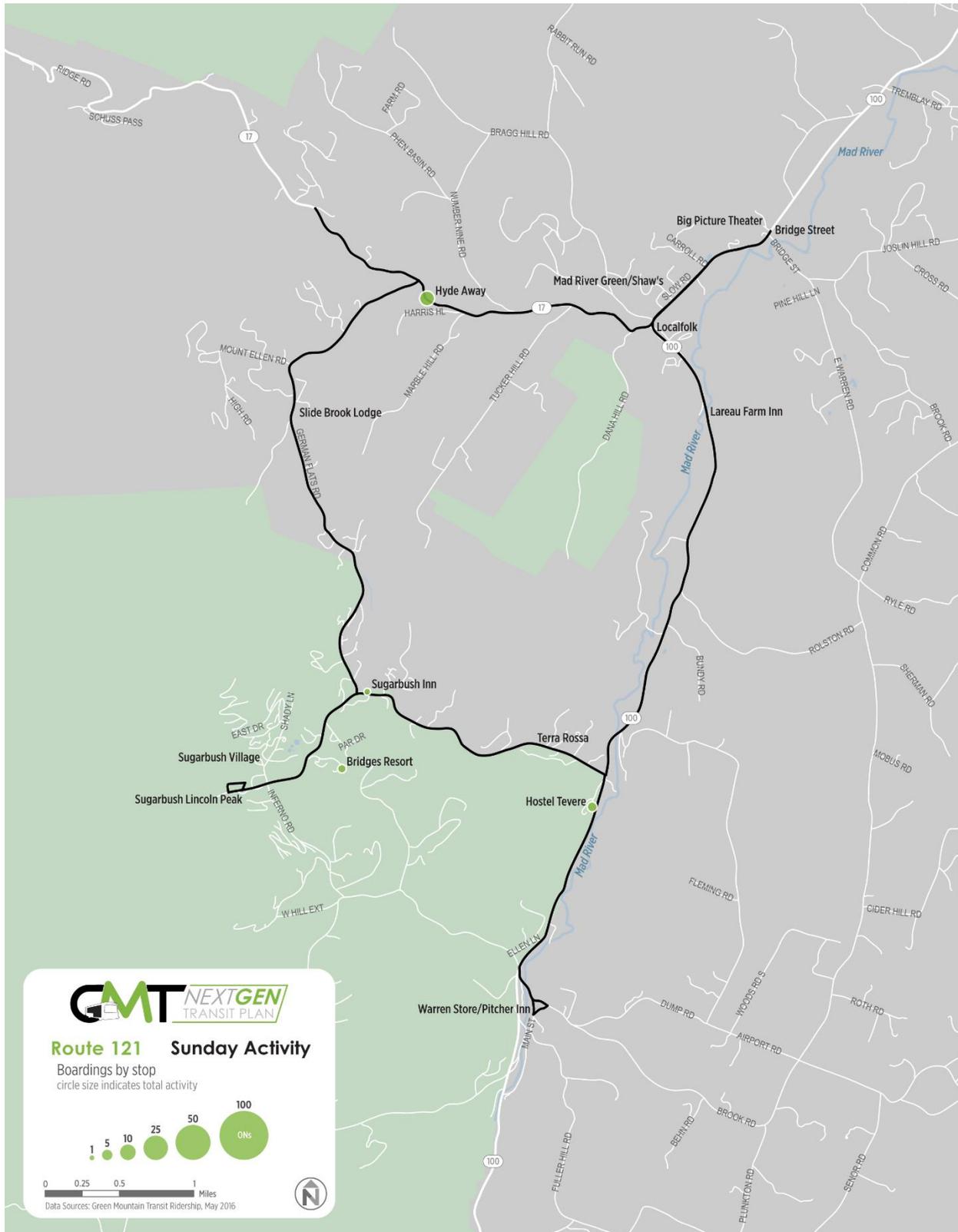


Figure 3: Sunday Ridership by Stop



SERVICE PRODUCTIVITY

Route 121 performs well on Saturday nights, but very poorly on Sunday nights (Table 3). On Saturdays, the route carries 108 total passengers and 13.5 passengers per revenue service hour at a cost of \$5.22 per passenger. The passengers per revenue service hour figure is just below VTrans' Successful threshold, and well above the Acceptable threshold. The cost per passenger figure exceeds the VTrans' cost-effectiveness threshold. On Sundays, Route 121 carries 22 total passengers and 2.75 passengers per revenue service hour at a cost of \$25.62 per passenger. Both productivity and cost-effectiveness are far below VTrans' Acceptable thresholds.

Table 3: Productivity Statistics

	MONDAY-FRIDAY	SATURDAY	SUNDAY
Average Daily Ridership	—	108	22
Passengers/Revenue Service Hour	—	13.50	2.75
VTrans "Successful" Threshold	14.55	14.55	14.55
VTrans "Acceptable" Threshold	7.27	7.27	7.27
Passengers/One-Way Trip	—	—	—
Passengers/Revenue Mile	—	.68	0.14
Cost/Passenger	—	\$5.22	\$25.62
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

Opportunities to strengthen Route 121 are listed below. Some suggestions may be contradictory, as there is usually more than one approach to improving a route.

- Convert to Fixed-Route Service:** A large majority of ridership is to and from locations directly along the route, and there is no ridership on the out and back legs to Mad River Glen and Mount Ellen and only one boarding in Warren Village. The route could be converted to fixed route service that operates in a similar manner as Route 120 Valley Floor service to provide more predictable service that would not require passengers to call for a ride.
- Shift Sunday Service to Fridays:** Most tourists arrive on Friday nights and leave late Sunday afternoon. There would likely be significantly higher demand for service on Friday nights than on Sunday nights.
- Discontinue Sunday Service:** Sunday service performs very poorly, and resources could be used to make other improvements.
- Revise Public Timetable to Better Reflect the Service Provided:** The route's map implies that the route operates along a fixed alignment but it instead serves a flex area. The map would be easier to understand if it displayed the area that is actually served.