

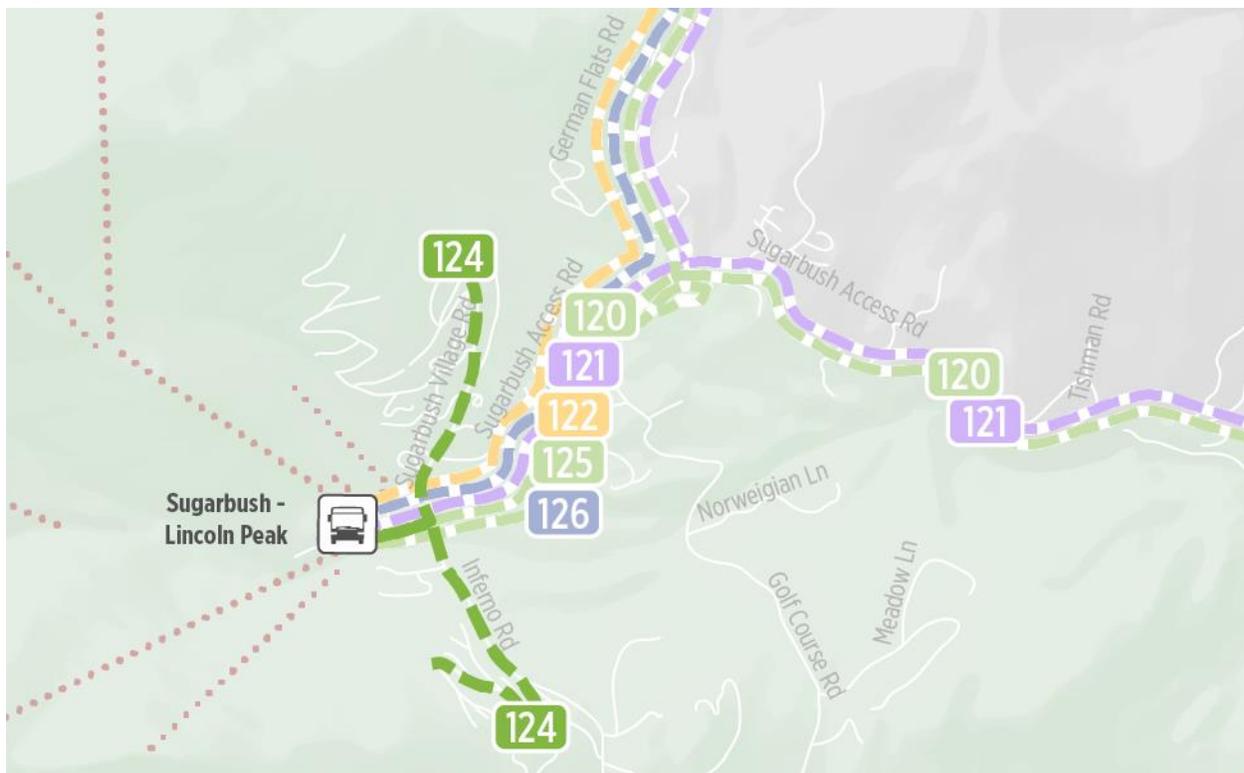
# ROUTE 124

## Mountain Condos

### ROUTE OVERVIEW

Route 124 is a seasonal route that provides a combination of fixed-route and demand-response service between Sugarbush's Lincoln Peak base area and condo complexes and other locations north and south of the base area (see Figure 1). Riders can transfer between Route 124 and other services at Sugarbush Lincoln Peak.

**Figure 1: Route Map**



Route 124 operates during the winter ski season from 8:00 AM to 5:50 PM, seven days a week. Fixed-route service operates until noon, after which time the route shifts to demand response service. AM fixed-route service operates every 40 minutes on weekdays and every 20 minutes on Saturdays and Sundays (see Table 1).

All AM fixed-route service operates along the same alignment. Trips start at Lincoln Peak, and when there are requests, begin with service to a number of request stops:

- Snow Creek and South Village, both along Inferno Road
- Buffalo Bill's Resort, which is on Triview Road
- West Hill House, just past the end of Inferno Road on West Hill Road

**Table 1: Schedule Statistics**

SERVICE DAY	SPAN OF SERVICE	FREQUENCY (MIN)	DAILY TRIPS (OUTBOUND/INBOUND)
<b>Monday -Friday</b>	8:20 AM to 11:57 AM	40/40/—	6/6
	11:45 AM – 5:50 PM	Dial-a-Ride	—
<b>Saturday</b>	8:00 AM to 11:37 AM	20/20/—	11/11
	11:45 AM – 5:50 PM	Dial-a-Ride	—
<b>Sunday</b>	8:00 AM to 11:37 AM	20/20/—	11/11
	11:45 AM – 5:50 PM	Dial-a-Ride	—

*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.*

When service operates to these locations, buses then proceed back along Inferno Road to Sugarbush Village Road, and upon request, via the Sugarbush Health and Racquet Club (SHaRC). They then operate back to Sugarbush Village Road.

If service is not requested to any of the request stops, buses proceed directly to Sugarbush Village Road and then up Summit Drive to serve condos and residences along the road up to the intersection of Summit Drive and North Lynx Drive, where they turn around. Buses then returns downhill to Lincoln Peak with a stop at Sugarbush Village.

Afternoon service serves the same locations, but with all service by request and specific alignments consisting of the shortest paths between pickups and drop-offs. There are no set times for the demand response service, with the bus dispatched as soon as requests are received.

## RIDERSHIP

As on all of the Mad River Valley routes, ridership is highest on weekends and lowest on weekdays. Route 124 carries 251 passengers on Saturdays, 147 on Sundays, and 60 on weekdays. Actual ridership on any given day can be either much higher or lower depending upon snow conditions.

### Ridership by Stop

#### Weekdays

Only boarding data is available for Route 124, with boardings reported on a round trip basis. From this data it is clear that most ridership is to and from the Lincoln Peak based area. In the order that stops are served, boardings by stop are as follows (see Figure 2):

- 34 at Lincoln Peak
- Two at Snow Creek/South Village
- Zero at Buffalo Bill's Resort
- Zero at West Hill House
- Four at SHaRC
- Three at Glades Condos
- Three at Paradise Condos
- Seven at Summit Condos



- Three at North Lynx Condos
- Five at Sugarbush Village

In addition, four passengers board at various other locations.

### Saturdays

Total Saturday ridership is over four times as high as weekday ridership. However, most of the increases are to locations that are served as regular stops, while boardings at the request stops are only marginally higher (see Figure 3):

- 146 at Lincoln Peak
- Four at Snow Creek/South Village
- Zero at Buffalo Bill's Resort
- One boards at West Hill House
- Six at SHaRC
- Eight at Glades Condos
- 18 at Paradise Condos
- 40 at Summit Condos
- 21 at North Lynx Condos
- Four at Sugarbush Village

In addition, four passengers board at various other locations.

### Sundays

Sunday ridership is nearly 60% of Saturday ridership, with similar boarding patterns (see Figure 4):

- 79 at Lincoln Peak
- Two at Snow Creek/South Village
- Zero at Buffalo Bill's Resort
- One boards at West Hill House
- Four at SHaRC
- Four at Glades Condos
- Seven at Paradise Condos
- 26 at Summit Condos
- 14 at North Lynx Condos
- Three at Sugarbush Village

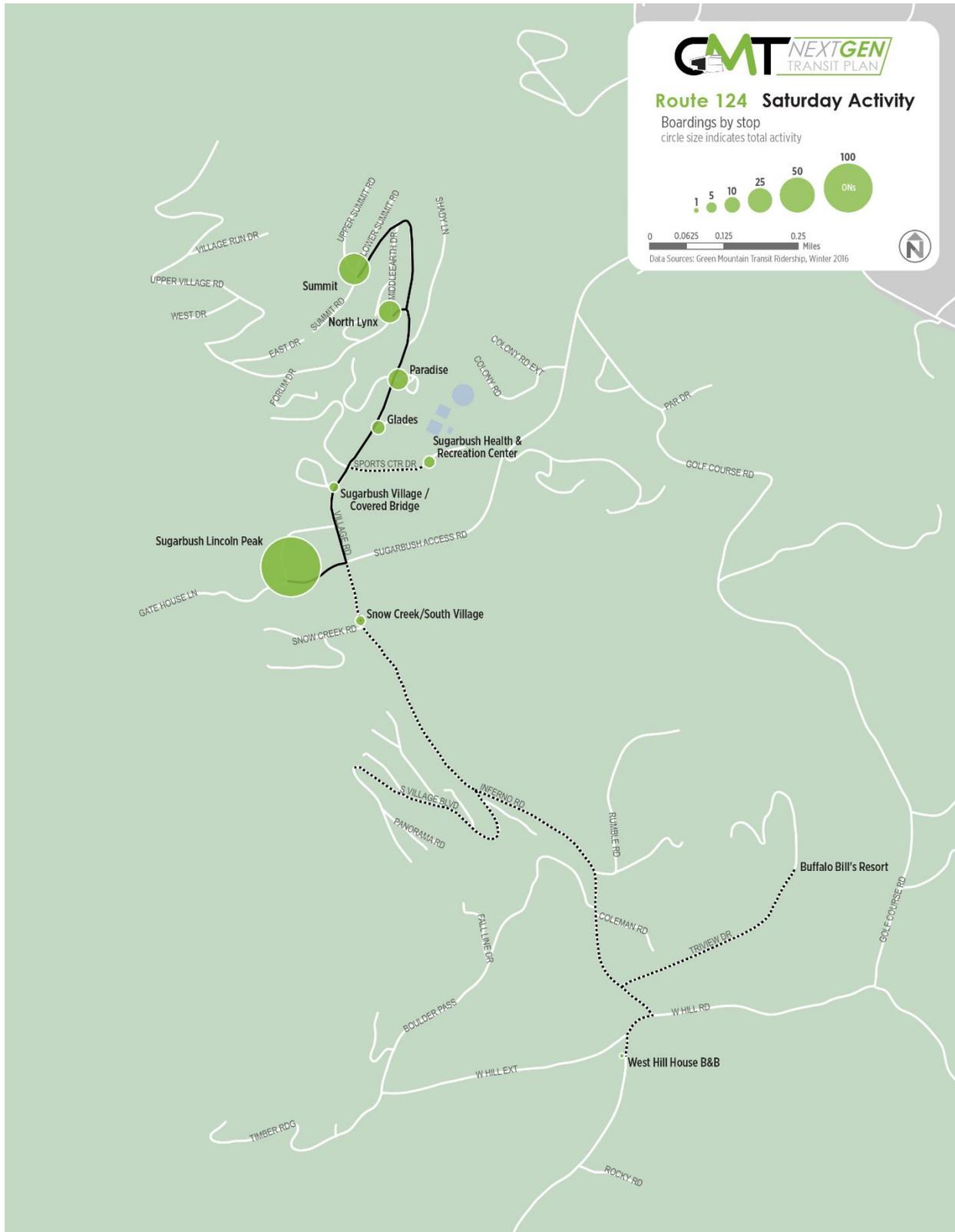
In addition, seven passengers board at various other locations.

## Ridership by Trip

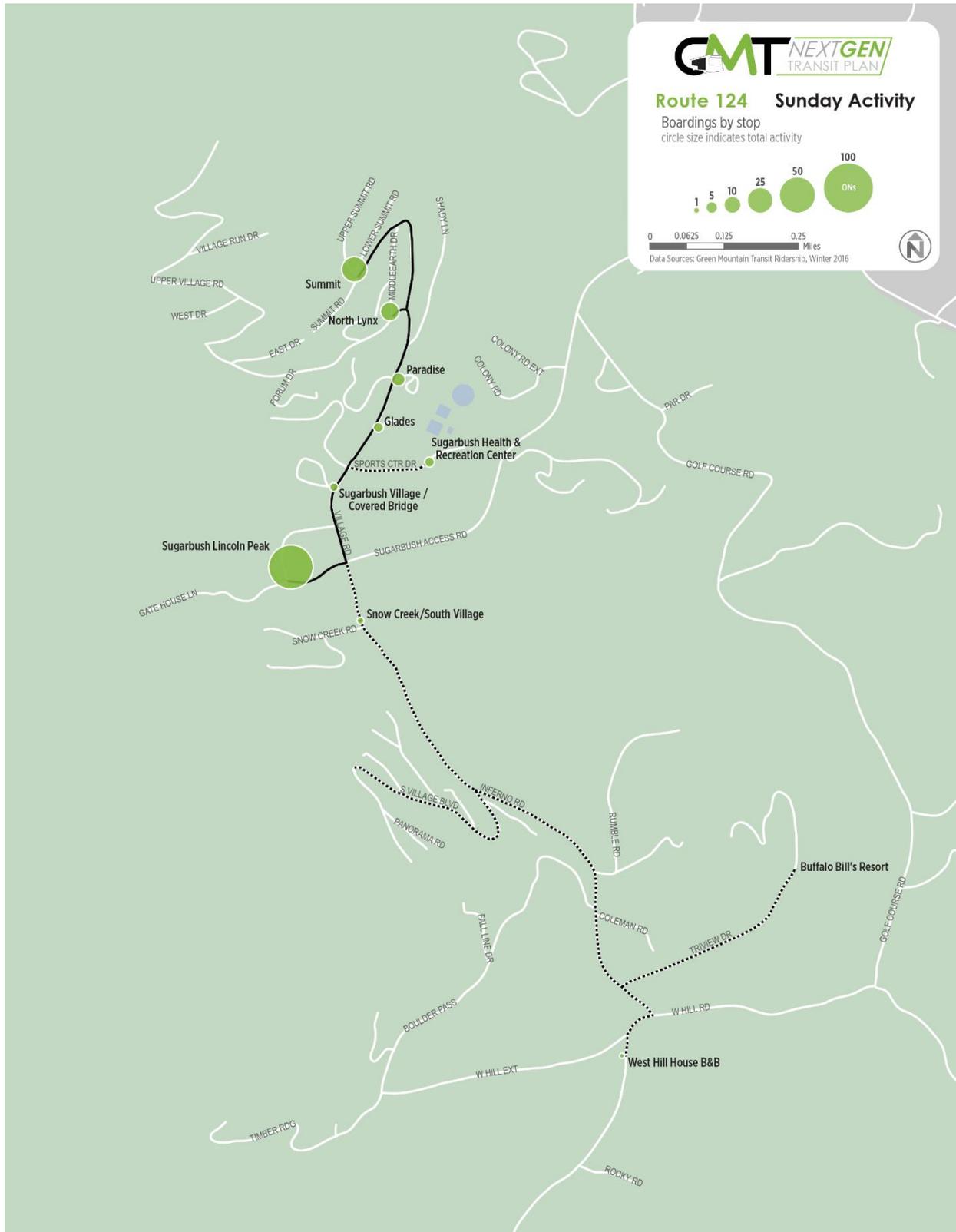
### Weekdays

Ridership by trip is low on all weekday trips, ranging from one to six passengers (see Figure 5).

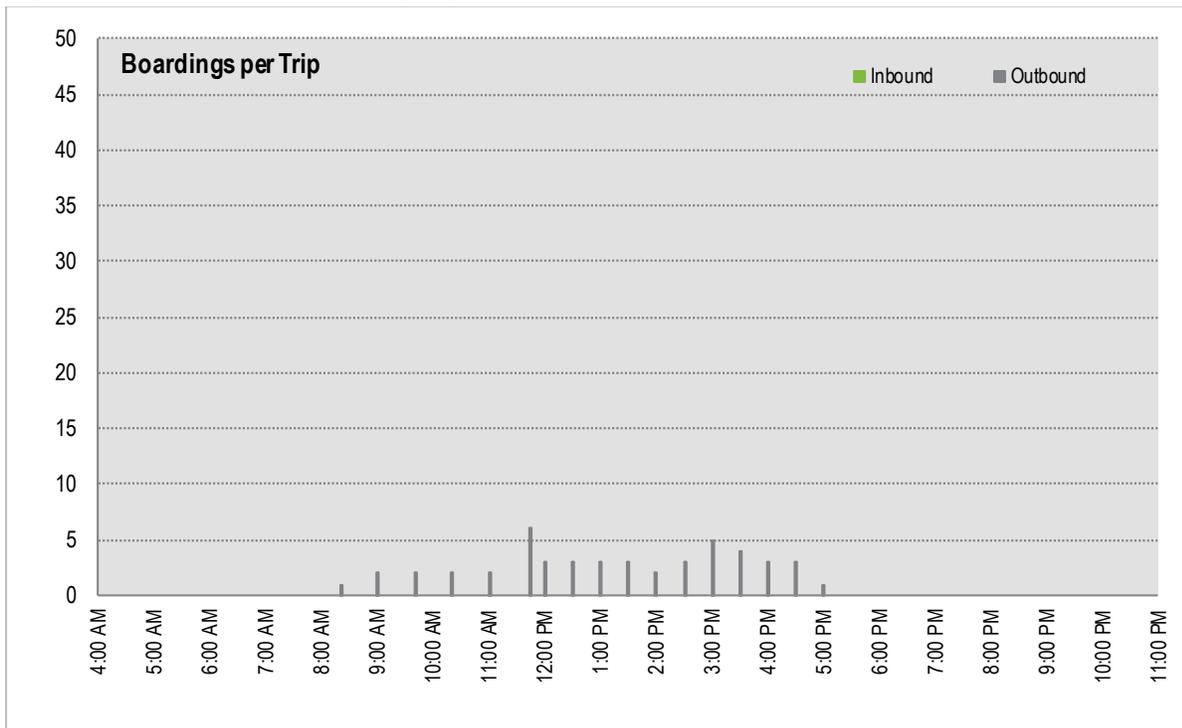
**Figure 3: Saturday Activity by Stop**



**Figure 4 Sunday Activity by Stop**



**Figure 5: Weekday Ridership by Trip**



*Note: Afternoon demand response ridership is reported by time intervals corresponding to when service would operate as fixed-route departures.*

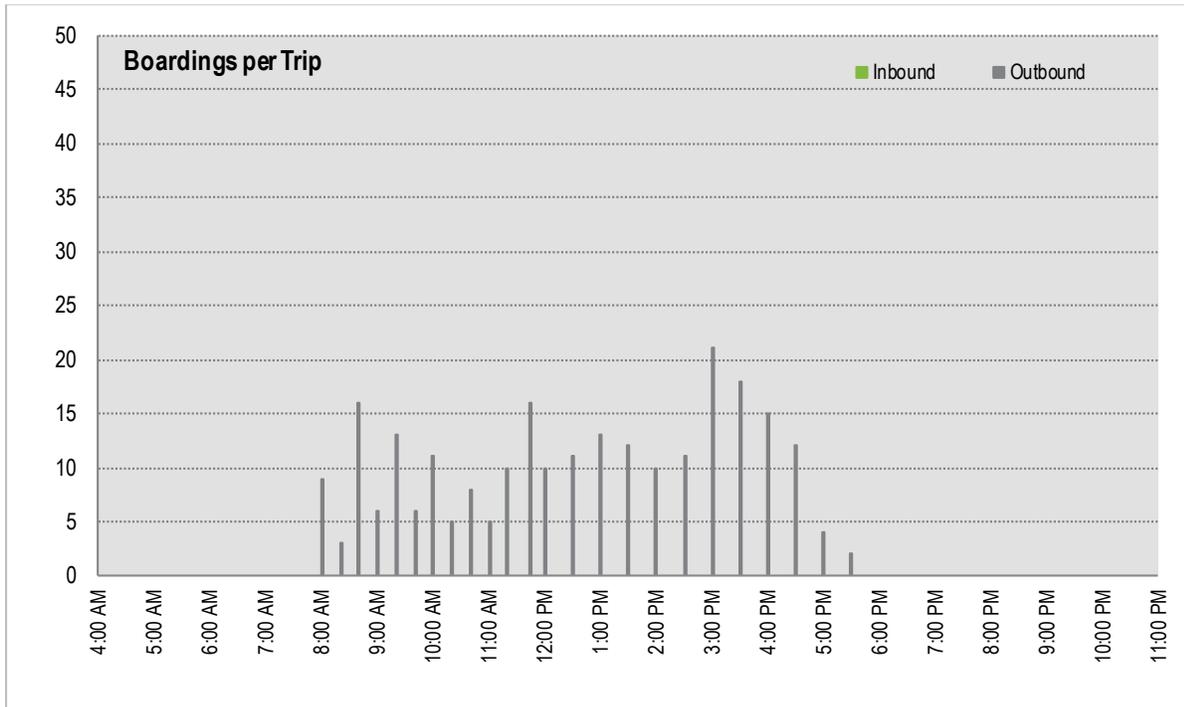
### Saturdays

Weekend ridership is more heavily peaked toward the beginning and end of the ski day. On Saturdays, ridership per trip ranges from nine to 16 passengers per trip between 8 AM and 10 AM and between 12 and 21 passengers between 3 PM and 4:40 PM (see Figure 6). Ridership during the middle of the day ranges from five to 18 passengers.

### Sundays

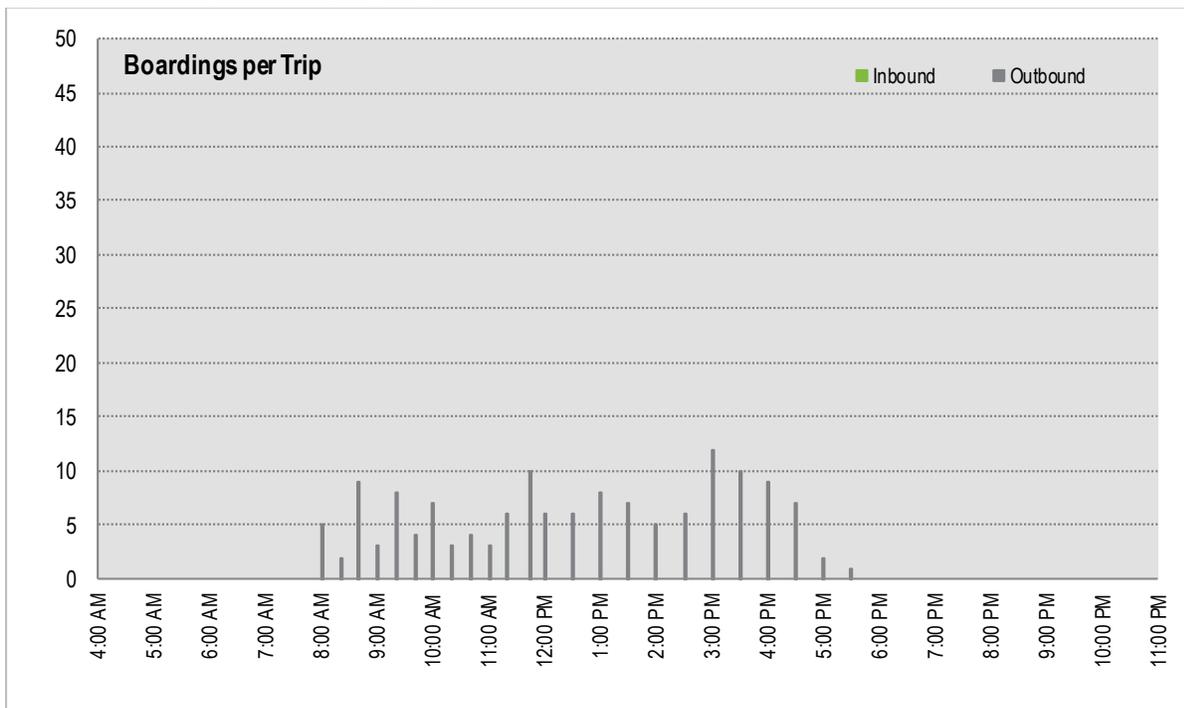
On Sundays, ridership per trip ranges from three to nine passengers per trip between 8 AM and 10:20 AM and between seven and 12 passengers between 3 PM and 4:40 PM (see Figure 6). Ridership during the middle of the day ranges from three to 10 passengers.

**Figure 6: Saturday Ridership by Trip**



Note: Afternoon demand response ridership is reported by time intervals corresponding to when service would operate as fixed-route departures.

**Figure 7: Sunday Ridership by Trip**



Note: Afternoon demand response ridership is reported by time intervals corresponding to when service would operate as fixed-route departures.

## SERVICE PRODUCTIVITY

Route 124's productivity is highest on Saturdays, when the route averages 251 total passengers and 22.0 passengers per revenue service hours at a cost of \$2.96 per passenger (see Table 2). On Sundays, the route averages 147 total passengers and 12.9 passengers per revenue service hour at a cost of \$5.05 per passenger. On weekdays, the route averages 60 total passengers and 12.2 passengers per revenue service hour at a cost of \$5.92 per passenger. The route exceeds VTrans' Successful threshold for productivity on Saturdays and the Acceptable threshold on Sundays and weekdays. The route exceeds the Successful threshold for cost-effectiveness on Saturdays and Sunday, but falls just short on weekdays.

**Table 2: Productivity Statistics**

	MONDAY-FRIDAY	SATURDAY	SUNDAY
<b>Average Daily Ridership</b>	<b>60</b>	<b>251</b>	<b>147</b>
<b>Passengers/Revenue Service Hour</b>	<b>12.2</b>	<b>22.0</b>	<b>12.9</b>
VTrans "Successful" Threshold	14.55	14.55	14.55
VTrans "Acceptable Threshold	7.27	7.27	7.27
<b>Passengers/Round Trip</b>	<b>5.0</b>	<b>20.9</b>	<b>12.3</b>
<b>Passengers/Revenue Vehicle Mile</b>	<b>1.9</b>	<b>3.3</b>	<b>1.9</b>
<b>Cost/Passenger</b>	<b>\$5.92</b>	<b>\$2.96</b>	<b>\$5.05</b>
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 124 are listed below. Some suggestions may be contradictory, as there is usually more than one approach to improving a route.

- **Provide All Service as Fixed-Route Service:** Route 124 has a very unusual operating design in that it provides fixed-route service in the morning and demand response service in the afternoon even though there are no significant differences in demand by time of day. The route's operation would be much clearer to potential riders and more convenient (since reservations would not be required) if fixed-route service were provided throughout the day
- **Break the Route in Two:** Trips currently begin with service to request stops that, when served, take passengers traveling to locations along the northern portion of the route on a long detour. If the route were split into two, with one route serving the northern leg and the other serving the request stops on the southern leg, much more convenient service could be provided to most riders.
- **Serve SHaRC as a Request Stop in Both Directions:** SHaRC is currently served only on outbound trips, which requires a large amount of out of direction travel for inbound trips. Request service in both directions would make service more convenient.
- **Serve SHaRC as a Regular Stop in Both Directions:** Alternatively, SHaRC could be served as a regular stop in both directions.

- **Serve Sugarbush Village in Both Directions:** Sugarbush Village is only served on inbound trips, which requires out of direction travel for outbound trips. Service in both directions would make service more convenient.