

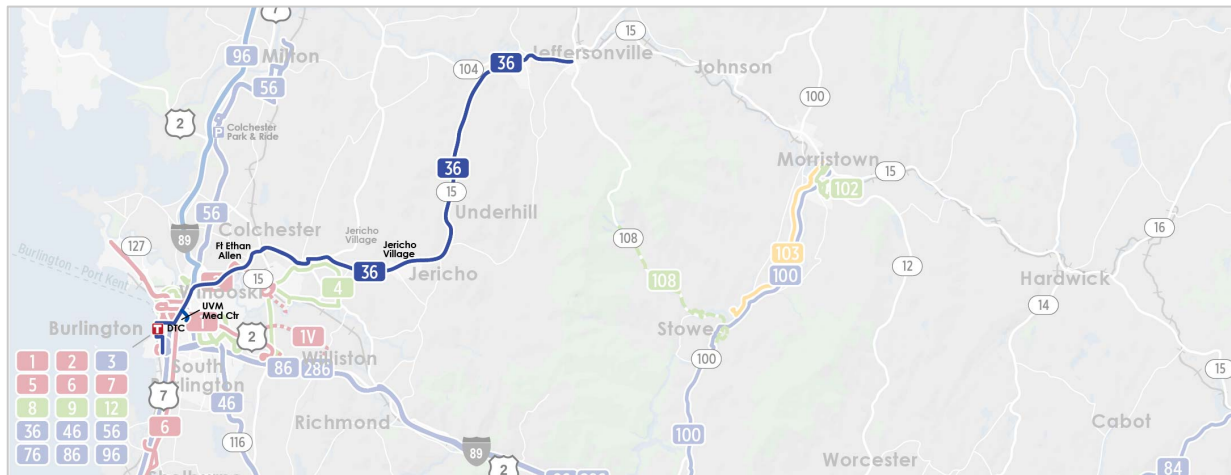
ROUTE 36

Jefferson Commuter

ROUTE OVERVIEW

Route 36 is a Commuter route that operates between Jefferson and Burlington. The route travels primarily along VT Route 289 and VT Route 15 (see Figure 1). Route 36 provides service to the Jefferson Village Post Office, Underhill Flats, the Essex Outlets, the University of Vermont Medical Center, the Downtown Transit Center (DTC), and the GMT Administration Office.

Figure 1: Route Map



Route 36 provides weekday peak period commuter service, with two round trips during each peak period (see Table 1). AM service arrives at Burlington's DTC at 7:45 and 8:15 AM and PM service departs at 4:30 and 5:10 PM.¹ Reverse direction trips are provided largely to position buses for the AM peak inbound and PM peak outbound trips. No weekend service is provided.

Table 1: Schedule Statistics

SERVICE DAY	SPAN OF SERVICE	FREQUENCY (MIN)	DAILY TRIPS (OUTBOUND/INBOUND)
Monday-Friday	5:25 AM to 7:30 PM	30-40/—/—	4/4
Saturday	—	—	—
Sunday	—	—	—

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.

¹ The trips also serve Pine Street south of downtown, with later AM arrival times at the outer end of the route, and with earlier PM outbound times.

Route 36 operates with four service patterns:

Peak Direction Service

- AM peak inbound service only serves Winooski Falls/Champlain Mills by request.
- PM peak outbound service serves Winooski Falls/Champlain Mill as a standard stop.

Reverse Direction Service

- AM peak outbound service begins at the DTC and does not serve the UVM Medical Center
- PM peak inbound service serves Winooski Falls, Champlain Mills, the UVM Medical Center, and Pine Street upon request.

Table 2: Service Variants

VARIANT	ORIGIN	DESTINATION	UNIQUE FEATURE	TRIPS PER DAY		
				WKD	SAT	SUN
INBOUND				4	—	—
36-3	Jeffersonville	GMT Admin Office	AM service. Winooski Falls/Champlain Mill by request	2	—	—
36-4	Jeffersonville	DTC	PM service. Winooski Falls/ Champlain Mill, UVM Medical Center, and Pine Street by request	2	—	—
OUTBOUND				4	—	—
36-1	GMT Admin Office	Jeffersonville	PM service	2	—	—
36-2	DTC	Jeffersonville	AM service. Skips UVM Medical Center	2	—	—

RIDERSHIP

Route 36 carries 42 passengers per weekday. By weekday ridership, it ranks 8th out of 15 among GMT's Commuter routes.

Ridership by Stop²

Only limited ridership information is available for Route 36 (boardings but not alightings). However, an examination of both inbound and outbound boardings indicates that two to five riders board at many stops, and that they passengers largely travel to the UVM Medical Center and downtown Burlington (see Figures 2 and 3 and Tables 3 and 4).

² Route 36 data was collected for scheduled timepoints only and therefore does not show boardings on several stops located in downtown Burlington. Additionally, only boarding data was collected for these stops.

Figure 2: Weekday Inbound Ridership by Stop

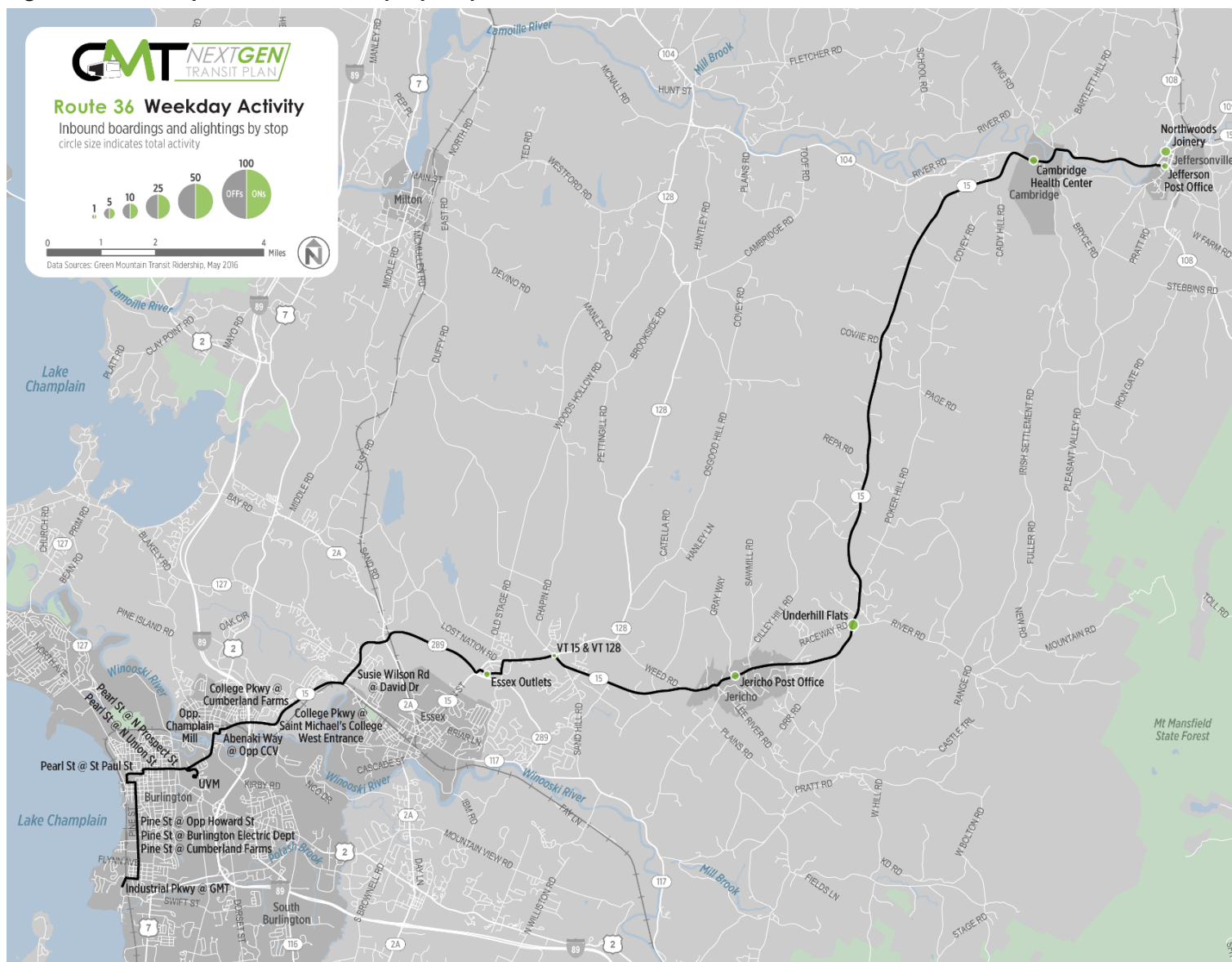




Table 3 | Inbound Boardings

Stop	Inbound Boardings
Jefferson Post Office	2
Northwoods Joinery	4
Cambridge Health Center	3
Underhill Flats	5
Jericho Post Office	3
VT 15 & VT 128	1
Essex Outlets	2

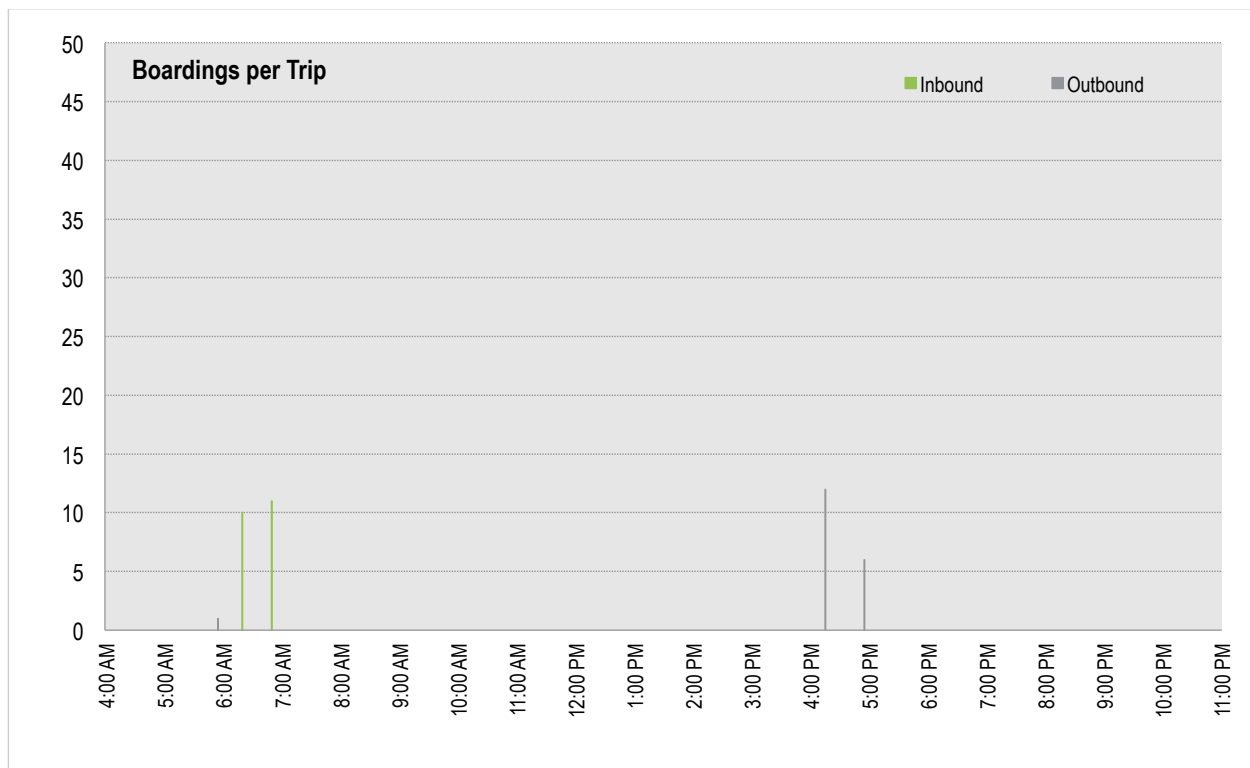
Table 4 | Outbound Alightings

Stop	Outbound Alightings
Industrial Pkwy @ Rhino Foods	1
DTC	5
UVM Medical Center	8
Champlain Mill	1
Abenaki Way @ CCV	1
SMC/Fanny Allen	1
Essex Outlets	1

Ridership by Trip

Virtually all ridership (except one passenger) is inbound in the AM peak and outbound in the PM peak (see Figure 4). The two AM inbound trips carry 10 and 11 passengers, respectively, and the two PM outbound trips carry 12 and six passengers.

Figure 4: Weekday Ridership by Trip



SERVICE PRODUCTIVITY

On weekdays, the route carries an average of 42 passengers per day, or 4.2 passengers per revenue hour. The route ranks 8 out of 14 Commuter routes in terms of weekday ridership and

last in terms of ridership per vehicle revenue hour (see Table 5). The low productivity is largely a function of the route's long length and relatively low ridership.

Route 36 fails to meet VTrans' thresholds for productivity and effectiveness by a wide margin.

Table 5: Productivity Statistics

	MONDAY-FRIDAY	SATURDAY	SUNDAY
Average Daily Ridership	42	—	—
Pax/Revenue Service Hour	4.2	—	—
Commuter Average	8.8	—	—
Pax/One-Way Trip	5.3	—	—
VTrans Productivity Threshold	17.35	17.35	17.35
Pax/Revenue Mile	0.2	—	—
Commuter Average	0.4	—	—
Cost/Passenger	\$21.35	—	—
VTrans Effectiveness Threshold	\$10.59	\$10.59	\$10.59

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

SERVICE IMPROVEMENT OPTIONS

Opportunities to strengthen Route 36 are listed below. Some suggestions may be contradictory, as there is usually more than one approach to improving a route.

- **Extend Service to Morrisville:** Stakeholders in Morrisville suggested service to Burlington via VT Route 15, which could be provided by extending Route 36 service eastward via Cambridge.
- **Discontinue Route 36:** Because Route 36 is long (approximately 30 miles), ridership is relatively low, and deadhead times are long, Route 36's productivity and cost-effectiveness are very low. The route could be discontinued to shift resources to other areas with greater demand.