

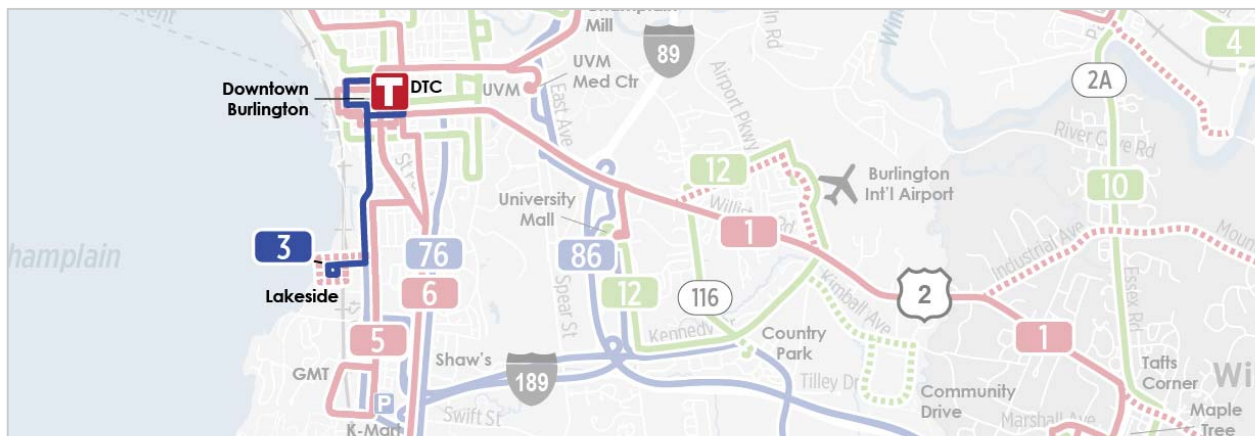
# ROUTE 3

## Lakeside Commuter

### ROUTE OVERVIEW

Route 3 is a Commuter route that operates between Lakeside and downtown Burlington. The route begins in Lakeside on Central Avenue and travels primarily along Pine Street to the Downtown Transit Center (DTC) (see Figure 1).

**Figure 1: Route Map**



Route 3's service is unusual in that it only operates inbound in the AM peak. During the rest of the day on weekdays, passengers traveling to and from Lakeside must walk to Pine Street and are served by Route 5 Pine Street.<sup>1</sup> The uniqueness of the route is due to the use of deadhead trips (buses that would otherwise be empty traveling from GMT's garage to the DTC to begin service on other routes) to provide the service. Three trips depart Lakeside at 6:05 AM, 6:35 AM, and 7:05 AM (see Table 1).

**Table 1: Schedule Statistics**

SERVICE DAY	SPAN OF SERVICE	FREQUENCY (MIN)	DAILY TRIPS (INBOUND)
<b>Monday-Friday</b>	6:05 a.m. to 7:15 a.m.	30/—/—	3
<b>Saturday</b>	—	—/—	—
<b>Sunday</b>	—	—/—	—

*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.*

Route 3 operates with a single alignment, which runs inbound from Lakeside Community to the DTC via Pine Street (see Table 2). As described above, there is no outbound service on Route 3.

<sup>1</sup> On Saturdays, some Route 5 Pine Street trips serve Lakeside.

**Table 2: Service Variants**

VARIANT	ORIGIN	DESTINATION	UNIQUE FEATURE	TRIPS PER DAY		
				WKD	SAT	SUN
INBOUND				3	—	—
3-4	Lakeside Community	DTC	—	3	—	—

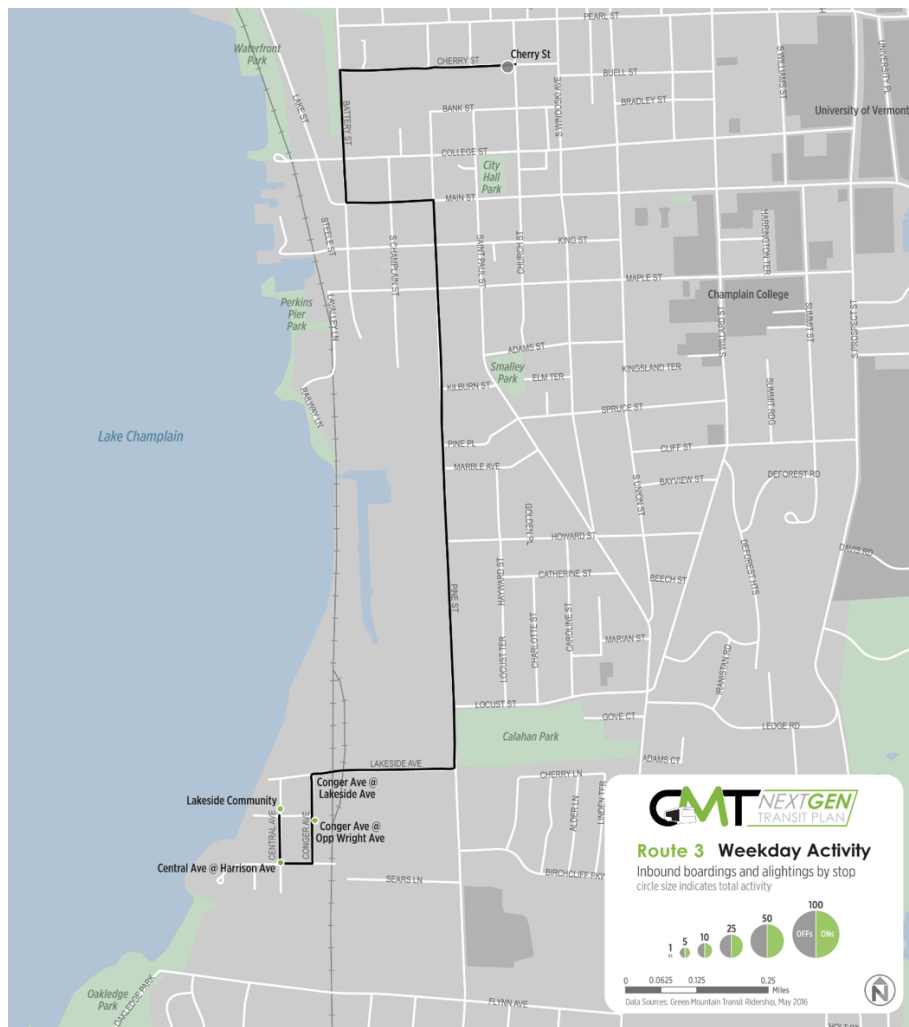
## RIDERSHIP

Route 3 carries only seven passengers per weekday, or an average of only slightly over two per trip. It is GMT's lowest ridership Commuter route.

### Ridership by Stop

Ridership is split between three stops in Lakeside (Lakeside Community, Central Avenue at Harrison Avenue, and Conger Avenue at Wright Avenue), and all passengers travel to the DTC (see Figure 2).

**Figure 2: Weekday Inbound Ridership by Stop**



## Ridership by Trip

Route 3 carries an average of two passengers on each of the three trips.

## SERVICE PRODUCTIVITY

By traditional measures, Route 3 productivity and cost-effectiveness is very low (see Table 3). However, because the service is operated with deadhead trips, the actual cost of the route is limited to the service within Lakeside west of Pine Street, which is very low. On this basis, the cost per passenger is also low.

Because the route is so short, its productivity in terms of passengers per revenue vehicle hour, in spite of its low ridership, is above average at 14.0. Productivity in terms of passengers per trip and per vehicle mile are well below average at 2.3 and 1.1 respectively. Route 3 does not meet the VTrans thresholds for productivity and effectiveness.

**Table 3: Productivity Statistics**

	MONDAY-FRIDAY	SATURDAY	SUNDAY
<b>Average Daily Ridership</b>	<b>7</b>	—	—
<b>Pax/Revenue Vehicle Hour</b>	<b>14.0</b>	—	—
Commuter Average	8.8	0.0	—
<b>Pax/One-Way Trip</b>	<b>2.3</b>	—	—
Commuter Average	7.5	0.0	—
<b>Pax/Revenue Vehicle Mile</b>	<b>1.1</b>	—	—
VTrans Productivity Threshold	1.95	1.95	—
<b>Cost/Passenger</b>	<b>\$17.37</b>	—	—
VTrans Effectiveness Threshold	\$4.37	\$4.37	—

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

## SERVICE IMPROVEMENT OPTIONS

Route 3 provides very limited service and serves very few riders. There is for three primary reasons: (1) the Lakeside market is small, and (2) service operates in only one direction, and (3) public information on the route is very limited. Potential changes include:

- **Provide PM Peak Outbound Service:** In the same manner as in the AM peak, it may be possible to provide outbound service with deadhead trips back to the garage.
- **Discontinue Route 3 Service:** Lakeside residents are within walking distance of Pine Street which is served by Route 5 Pine Street (and which must be used for outbound trips). The deadhead trips that are used to provide Route 3 service could instead be used to provide more frequent service on Route 5, which could provide better options to Lakeside residents and improve service for Route 5 riders.
- **Improve Public Information:** Public information on Route 3 is limited to departure and arrival times, and GMT does not provide a route map. While the market is too small to expect that better information would make the route successful, it could attract a few more riders.