

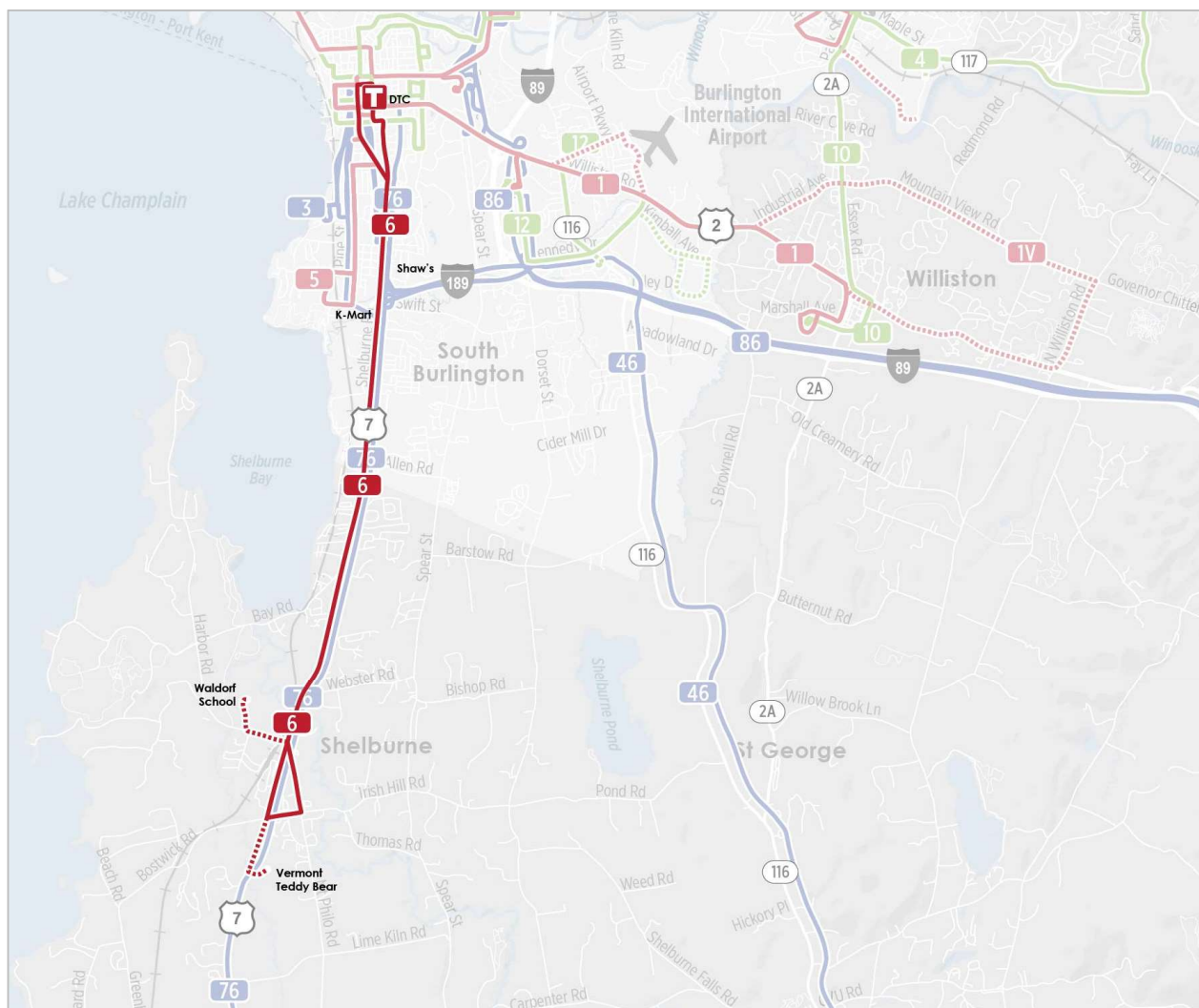
# ROUTE 6

## Shelburne Road

### ROUTE OVERVIEW

Route 6 is a Major Local route that operates between Shelburne and the Burlington Downtown Transit Center (DTC). The route travels primarily along Shelburne Rd/US Route 7 (see Figure 1).

**Figure 1: Route Map**



On weekdays, Route 7 operates from 6:05 AM to 11:23 PM, every 15 minutes during peak periods, every 30 minutes throughout most of the day, and every 60 to 75 minutes during the evening (see Table 1). On Saturdays, service operates from 6:15 AM to 8:23 PM, every 60 minutes early and late, and every 30 minutes for most of the day. No Sunday service is provided.

Service operates from 6:05 AM to 11:23 PM on weekdays, and from 6:15 AM to 8:23 PM on Saturdays.

**Table 1: Schedule Statistics**

SERVICE DAY	SPAN OF SERVICE	FREQUENCY (MIN)	DAILY TRIPS (OUTBOUND/INBOUND)
<b>Weekdays</b>	6:05 AM to 11:23 PM	30/30/60-75	29/28
<b>Saturday</b>	6:15 AM to 8:23 PM	60/60	24/23
<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 6 has eight total service variants, seven on weekdays and three on Saturdays (see Table 2). The primary alignment (6-25 outbound and 6-9 inbound) runs from the DTC to the Shelburne Museum. The alternate service patterns serve the Waldorf School, the Vermont Teddy Bear Company, or are short-turns to or from Shaws or K-Mart near the end of I-89.

**Table 2: Service Variants**

VARIANT	ORIGIN	DESTINATION	UNIQUE FEATURE	TRIPS PER DAY		
				WKD	SAT	SUN
OUTBOUND				30	24	—
6-24	DTC	Vermont Teddy Bear		5	0	—
6-25	DTC	Shelburne Museum	Regular route	25	23	—
6-20	DTC	K-Mart		0	1	—
INBOUND				33	23	—
6-9	Shelburne Museum	DTC	Regular route	24	23	—
6-XX	Shaws	DTC	Via St. Paul St.	3		—
6-21	Vermont Teddy Bear	DTC	Via Waldorf School	1	0	—
6-23	Vermont Teddy Bear	DTC		4	0	—
6-27	Shelburne Museum	DTC	Via Waldorf School	1	0	—

## RIDERSHIP

Route 6 carries an average of 759 passengers on weekdays and 472 passengers on Saturdays. In terms of weekday ridership, it ranks fourth among GMT's four Major Local routes.

### Ridership by Stop

#### Weekdays

The highest ridership on Route 6 is focused within Burlington, between the Downtown Transit Center and Baldwin Avenue (see Figure 2). Beyond the Downtown Transit Center, the highest ridership stops on Route 6 are the stop at Shaw's on Shelburne Avenue, with 73 average

Figure 2: Weekday Inbound Ridership by Stop

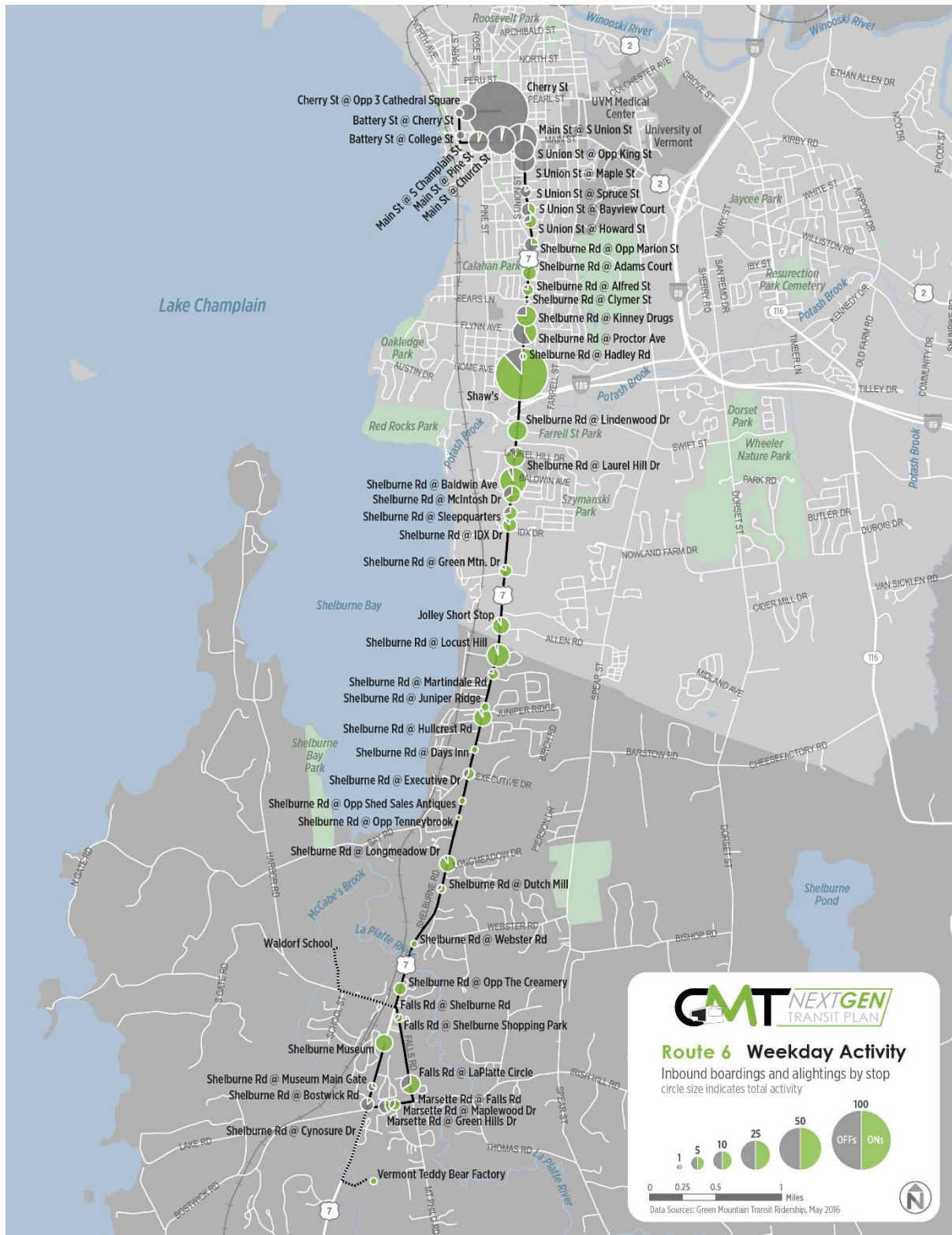
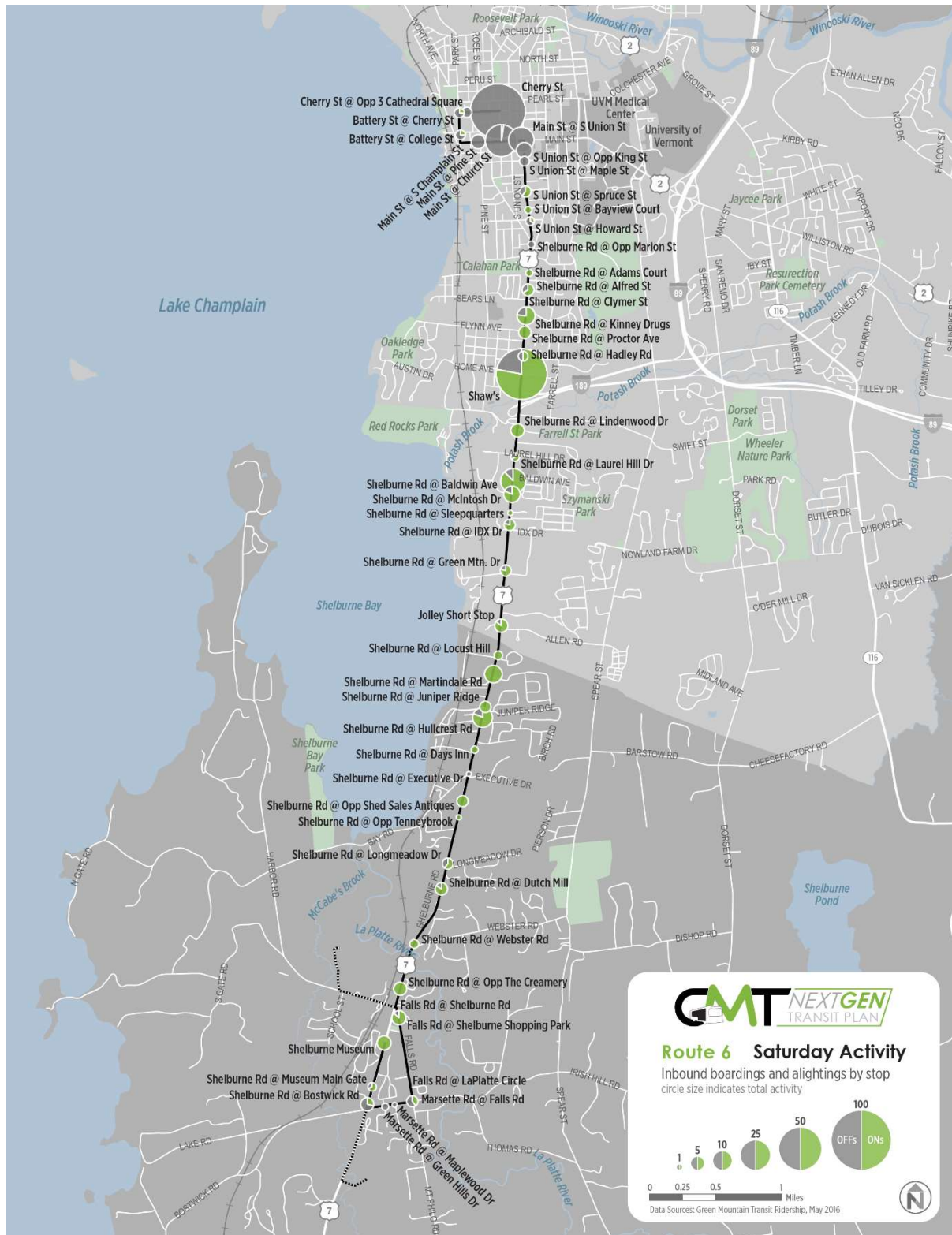




Figure 3: Saturday Inbound Ridership by Stop



weekday boardings, and the reciprocal stop across the street serving Price Chopper, with 20 weekday boardings. The four consecutive inbound stops at Shaw's, Lindenwood Drive, Laurel Hill Drive, and Baldwin Avenue have a combined 116 daily boardings, representing the highest ridership segment outside downtown. In addition, another cluster of retail and employment activity is focused around the two stops at Locust Hill and Jolley Short Stop. Along the rest of the route south of Maple Street, most stops have 10 or fewer boardings or alightings. These stops generally serve lower density residential areas and sparser commercial activity.

## Saturdays

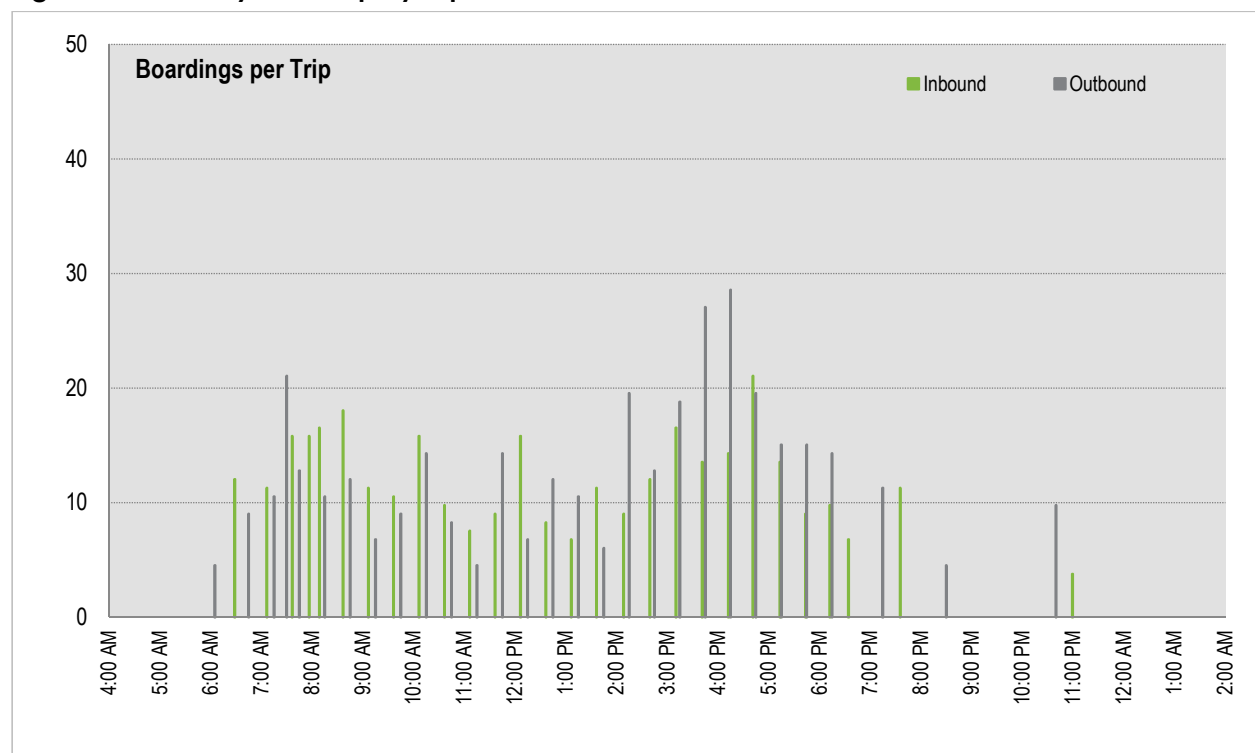
Saturday ridership patterns are similar to weekday patterns, but with significantly lower volumes along most of the route (as shown in Figure 3, above). However, Saturday ridership at the Shaw's and Baldwin Avenue stops remains comparable to weekday figures: these two stops have an average of 72 boardings and 19 boardings, respectively. Beyond these stops, most stops south of downtown have fewer than 10 daily boardings.

## Ridership by Trip

### Weekdays

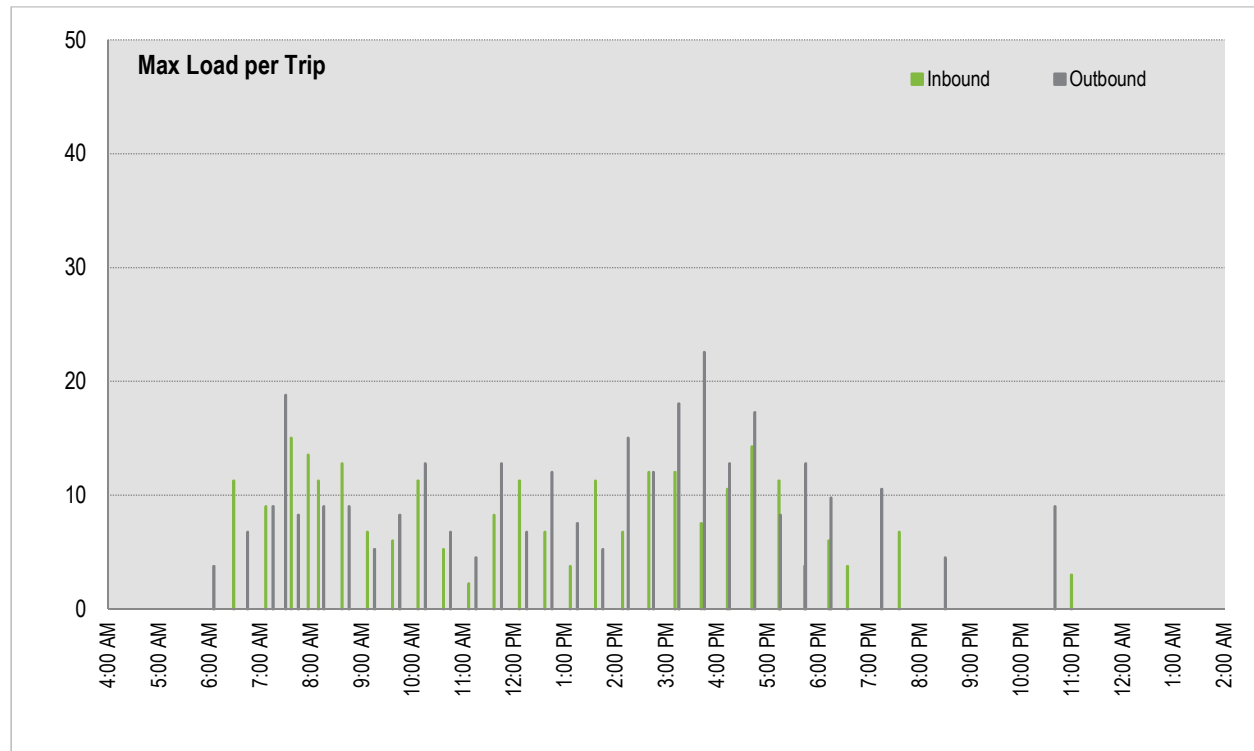
On weekdays, Route 6 ridership generally follows the traditional commuting peaks, with the highest ridership during the morning and afternoon peak hours in both directions. Most of these peak hour trips carry between 15 and 25 passengers per trip (see Figure 4). The highest ridership is between 3 PM and 5 PM outbound, with some trips exceeding 25 passengers per trip. Ridership is generally lower during the midday, with fewer than 12 riders per trip, although some trips at 10

**Figure 5: Weekday Ridership by Trip**



AM and 12 PM see a small spike in ridership reaching 16 riders per trip. No trip exceeds 30 riders per trip or a maximum load of 30 passengers (see Figure 5), indicating that no trip is over-capacity. Evening ridership is much lower, at 10 passenger per trip or fewer.

**Figure 6: Weekday Maximum Loads by Trip**



## Saturdays

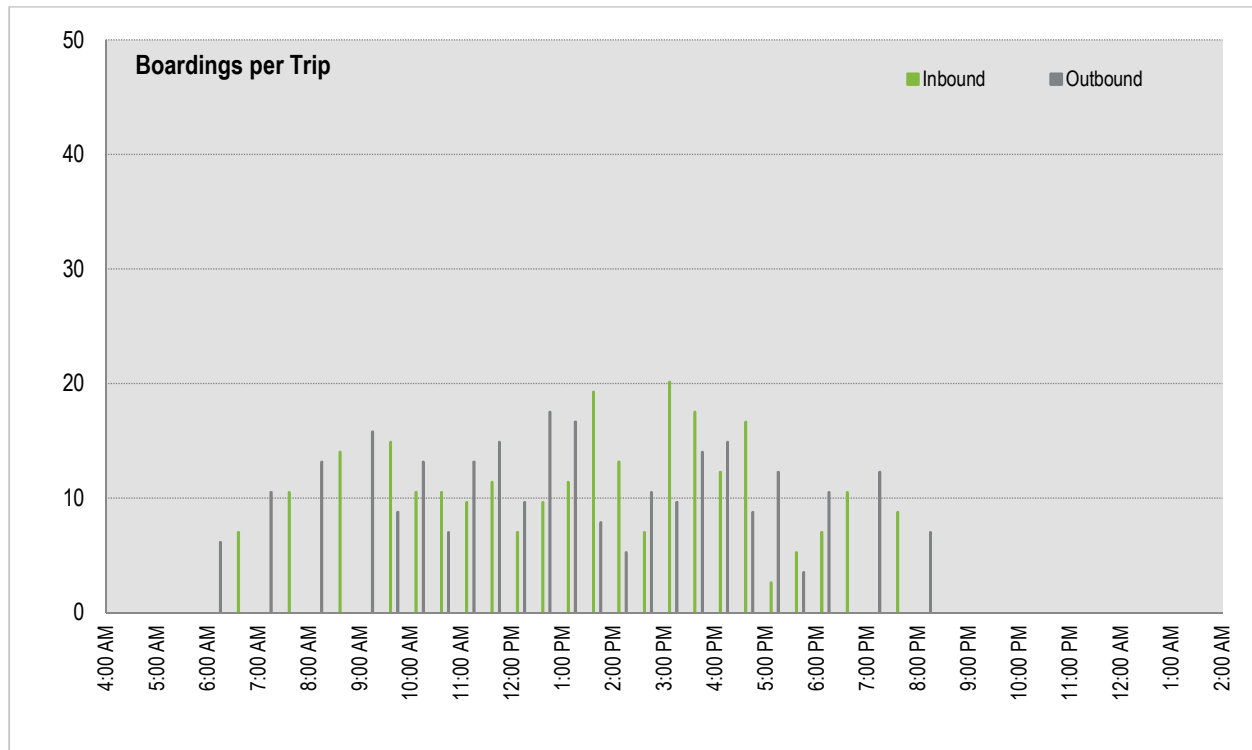
Route 6 ridership is lower on Saturdays, and more evenly distributed throughout the day, with the highest ridership between 1 PM and 5 PM in both directions (see Figure 7). The more distributed ridership throughout the day is typical for shopping trips or for workers with service job or irregular hours.

Maximum loads are 20 or below on all trips (see Figure 8)

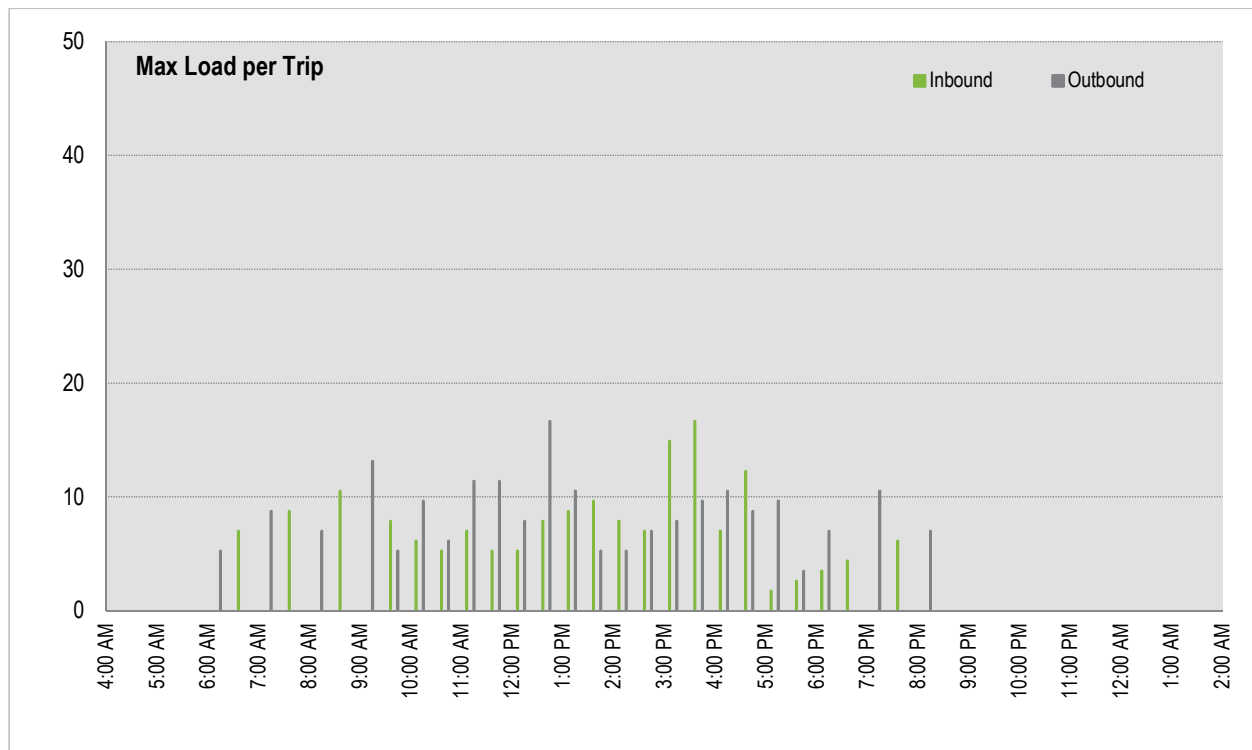
## SERVICE PRODUCTIVITY

Route 6 ranks 4<sup>th</sup> of the 4 Major Local routes in the study area in terms of weekday ridership and 3<sup>rd</sup> of 4 in terms of ridership per revenue hour (see Table 1). On weekdays, the route carries an average of 759 passengers, and 24.5 passengers per revenue hour, on Monday-Friday. On Saturdays, Route 6 carries 472 passengers, and 21.8 passengers per revenue hour.

**Figure 7: Saturday Ridership by Trip**



**Figure 8: Saturday Maximum Loads by Trip**



**Table 1: Productivity Statistics**

	WEEKDAYS	SATURDAY	SUNDAY
<b>Average Daily Ridership</b>	<b>759</b>	<b>472</b>	<b>—</b>
<b>Pax/Revenue Service Hour</b>	<b>24.5</b>	<b>21.8</b>	<b>—</b>
Major Local Average	26.2	22.2	25.1
<b>Pax/One-Way Trip</b>	<b>13.3</b>	<b>10.1</b>	<b>—</b>
Major Local Average	14.8	15.3	14.7
<b>Pax/Revenue Mile</b>	<b>2.17</b>	<b>1.39</b>	<b>—</b>
VTrans Productivity Threshold	1.95	1.95	1.95
<b>Cost/Passenger</b>	<b>\$2.84</b>	<b>\$3.71</b>	<b>—</b>
VTrans Effectiveness Threshold	\$4.37	\$4.37	\$4.37

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

Route 6 meets the VTrans thresholds for productivity on weekdays but not Saturdays, and exceeds the cost-effectiveness threshold for both weekdays and Saturdays.

## SERVICE IMPROVEMENT OPTIONS

Opportunities to strengthen Route 6 are listed below. Some suggestions may be contradictory, as there is usually more than one approach to improving a route.

- **Operate Weekday Peak Service Every 20 Minutes.** For one hour during the morning peak, frequency on Route 6 increases from every 30 minutes to every 15 minutes. Meanwhile, ridership and maximum loads per trip are much higher during the afternoon peak, when service only runs every 30 minutes. For more consistency across all peak hours and to meet demand for additional afternoon service, service could be provided at 20 minutes throughout the morning and afternoon peak periods.
- **Provide Sunday Service.** Given that Route 6 is a Major Local Route, consideration should be given to providing Sunday service.
- **Eliminate Waldorf School Variant.** Route 6 deviates to serve the Waldorf School on two outbound trips each weekday, once during the morning peak and once in the early afternoon. This deviation adds approximately 15 minutes to a trip, creates gaps in service between there and downtown, and no riders were recorded boarding or alighting at this stop. Eliminating this deviation would make service more consistent, improve travel time for riders, and improve on-time performance for Route 6 during rush hours.
- **Eliminate Vermont Teddy Bear Company Variant.** Route 6 provides extended service to Vermont Teddy Bear on five weekday trips. Ridership on this two mile extension serves an average of two passengers per trip, but creates gaps in service. For example, the 7:47 AM inbound trip, after starting at Vermont Teddy Bear and serving the Waldorf school, runs right back-to-back with the following trip. The operation of the Vermont Teddy Bear/Waldorf School trip, which requires the deployment of an extra bus, is provide just to serve those two low ridership locations.