

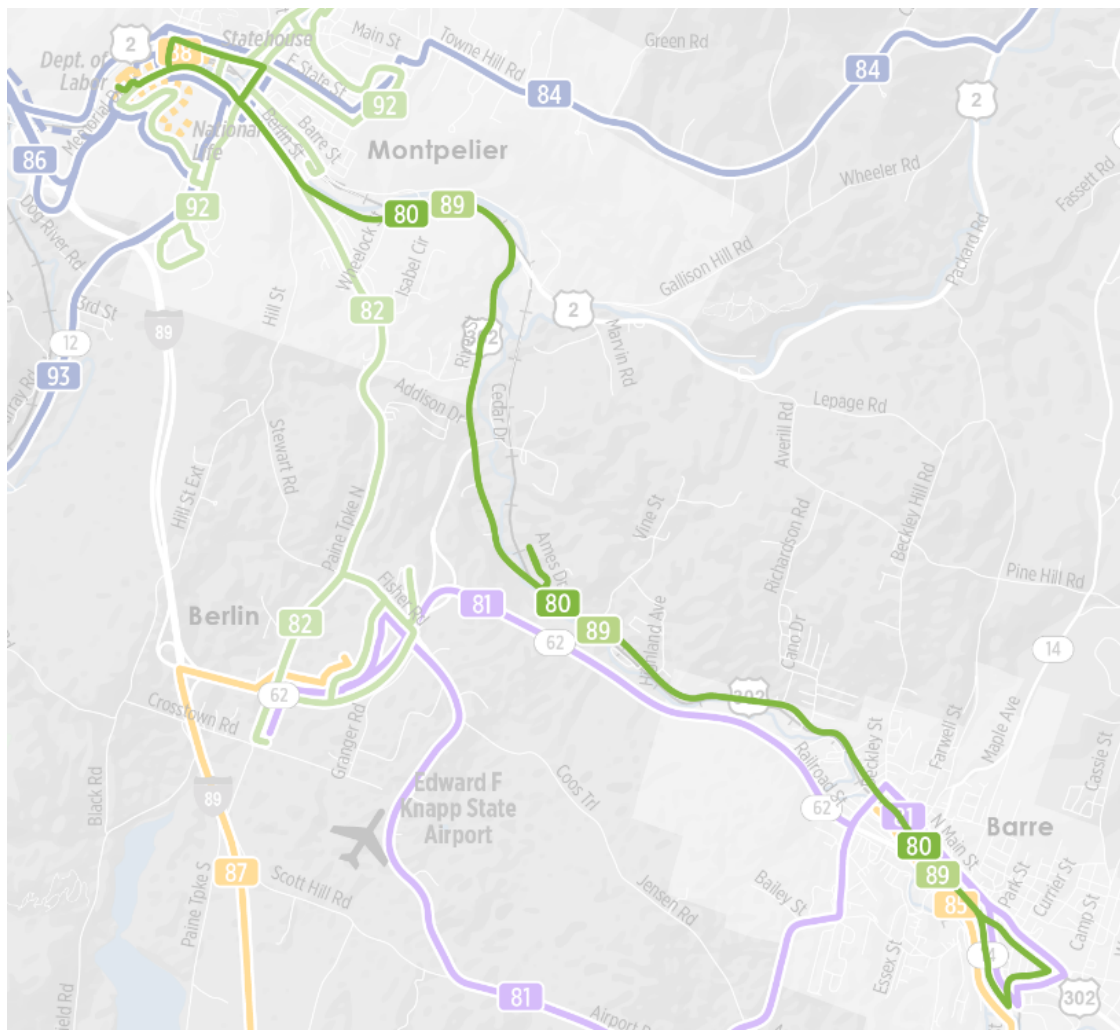
ROUTE 80

City Route Mid-Day

ROUTE OVERVIEW

Route 80 is a Rural Local route that provides midday service between Montpelier and Barre along the Barre-Montpelier Road. (see Figure 1). Route 80 is designed primarily to connect downtown Montpelier with downtown Barre, and to shopping and other services along the Barre-Montpelier Road. It supplements Route 89 City Commuter, which provides service along the same alignment during peak periods.

Figure 1: Route Map



Route 80 operates on weekdays and Saturdays. On both weekdays and Saturdays, it operates every 75 minutes between 9:25 AM and 3:40 PM (see Table 1). Earlier and later service is provided by Route 89 City Commuter.

Table 1: Schedule Statistics

SERVICE DAY	SPAN OF SERVICE	FREQUENCY (MIN)	DAILY TRIPS (OUTBOUND/INBOUND)
Monday-Friday	9:25 AM to 3:40 PM	—/75/—	5/5
Saturday	9:25 AM to 3:40 PM	—/75/—	5/5
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.

All service operates between State Street at Bailey Street in Montpelier and NAPA Auto Parts in downtown Barre with terminal loops through both downtowns (see Table 2), All trips serve all stops along the route.

Table 2: Service Variants

VARIANT	ORIGIN	DESTINATION	UNIQUE FEATURE	TRIPS PER DAY		
				WKD	SAT	SUN
OUTBOUND				5	5	—
80-1	State Street at Bailey	Napa Auto Parts	Via State Route 2 and 302	5	5	—
INBOUND				5	5	—
80-2	Napa Auto Parts	State Street at Bailey	Via State Route 2 and 302	5	5	—

RIDERSHIP

Route 80 carries 85 passengers per weekday and 52 on Saturdays. By weekday ridership, it ranks highest out of GMT's five Rural Local routes even though it operates only during the midday.

When Route 80 is considered in the context of Route 89, Barre-Montpelier Road service carries 205 passengers per weekday and 129 passengers per Saturday. The operation of the service under two names obscures how strong ridership actually is.

Ridership by Stop

Only boarding data is available for Route 80, which somewhat obscures ridership patterns. However, based on this data, it is clear that the highest ridership locations on the routes are in downtown Montpelier, Twin City Plaza, the Central Vermont Shopping Center (Price Chopper and Staples), and downtown Barre.

Weekdays

On inbound trips toward Montpelier, the highest number of boarding are in downtown Barre at the beginning of the routes in front of NAPA Auto Parts (10 passengers) and Key Bank (15 passengers (see Figure 2). On the Barre-Montpelier Road, the highest ridership stops are the Price Chopper/Staples Plaza (five passengers) and Twin City Plaza (three passengers).

On outbound trips, and as shown in Figure 3, the highest ridership stops in downtown Montpelier are State Street at Baily Street (seven passengers), Shaw's (24 passengers), and River Street at

Figure 2: Weekday Inbound Ridership by Stop

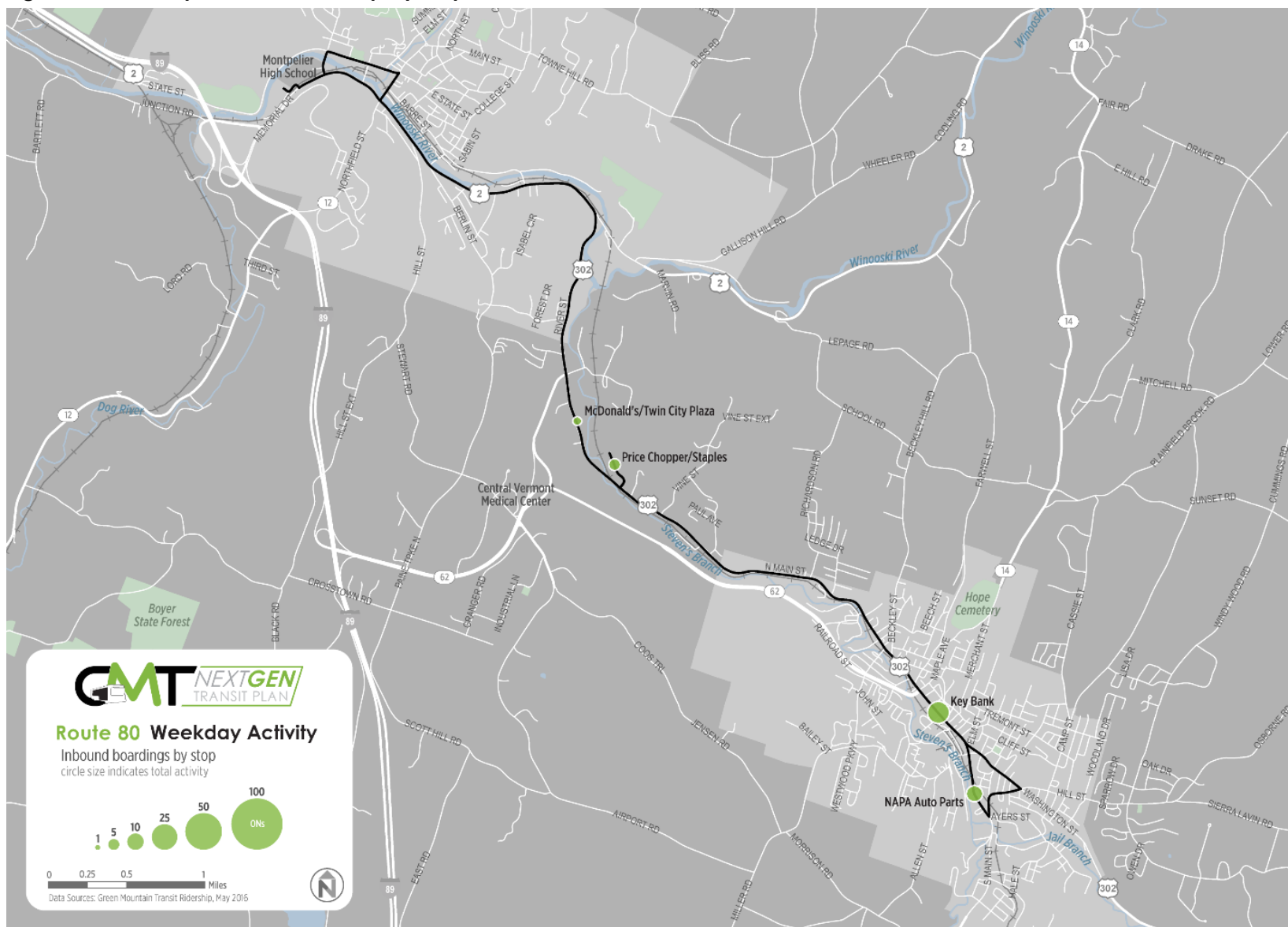


Figure 3: Weekday Outbound Ridership by Stop

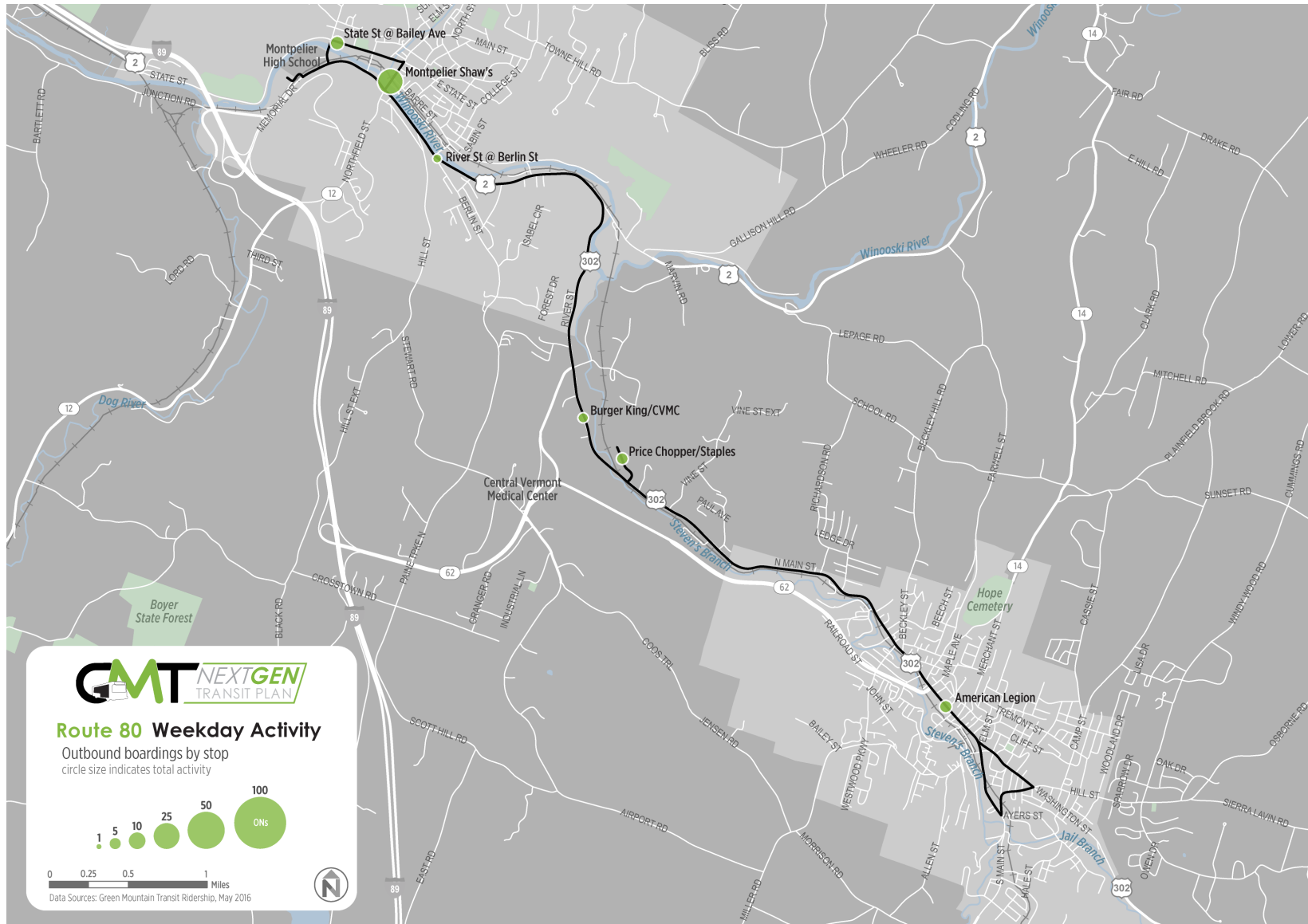


Figure 4: Saturday Inbound Ridership by Stop

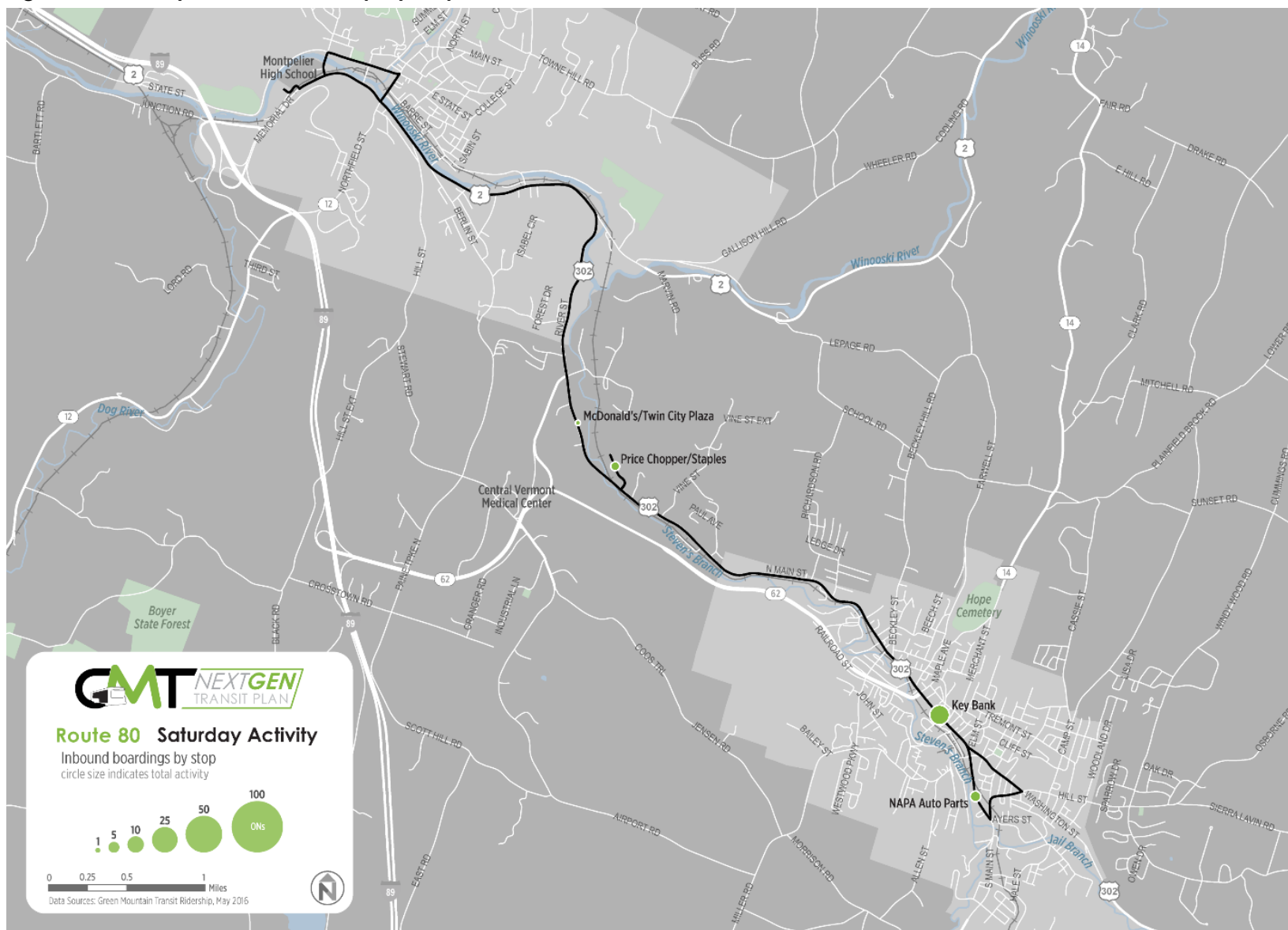
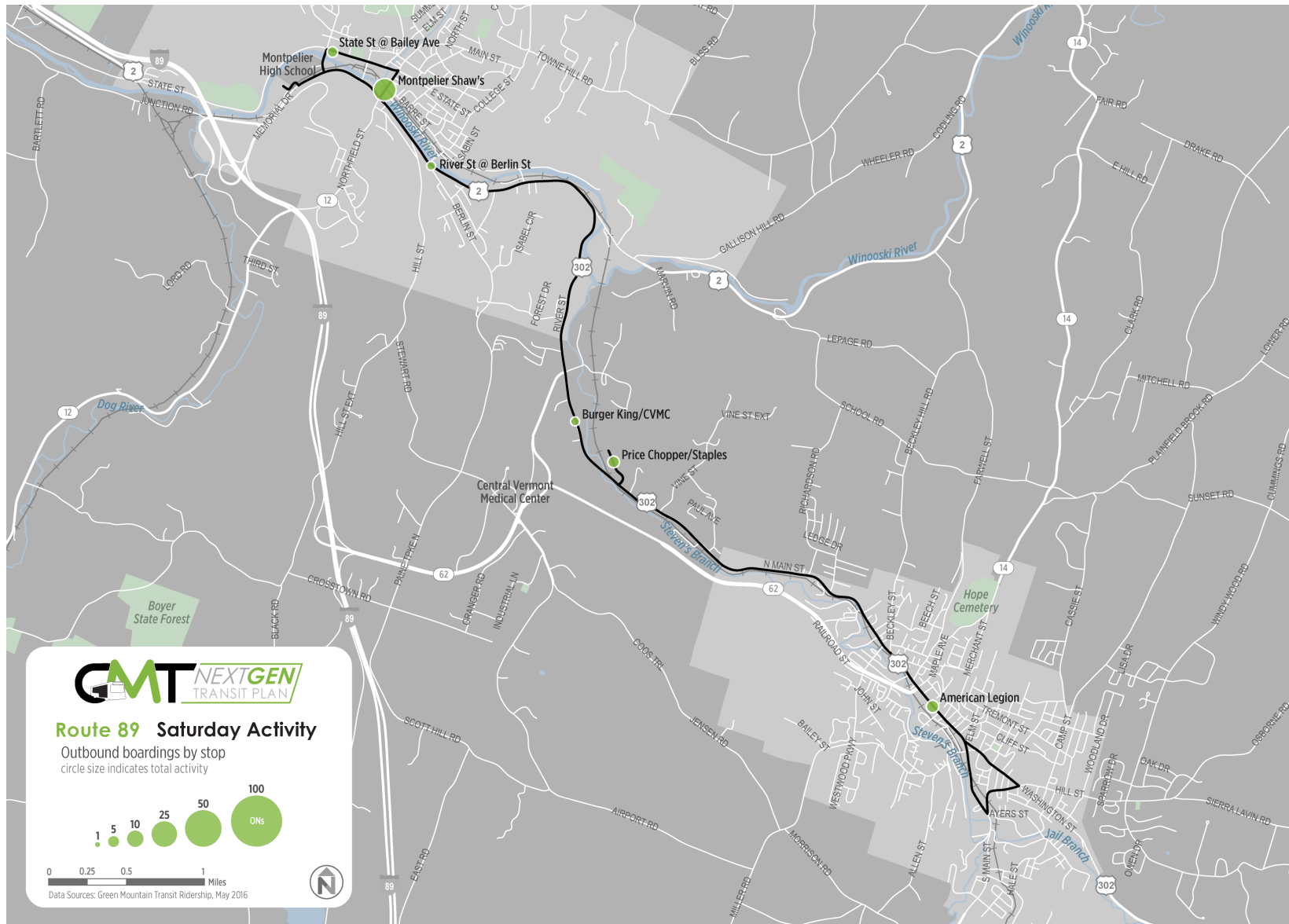


Figure 5: Saturday Outbound Ridership by Stop



Berlin Street (three passengers). On the Barre-Montpelier Road, the highest ridership stops are Twin City Plaza (four passengers) and the Price Chopper/Staple Shopping Center (five passengers). There are also six boardings in front of the American Legion in Barre.

Saturdays

Saturday ridership patterns are similar to weekday patterns, but with lower volumes (see Figure 3: Weekday Outbound Ridership by Stop

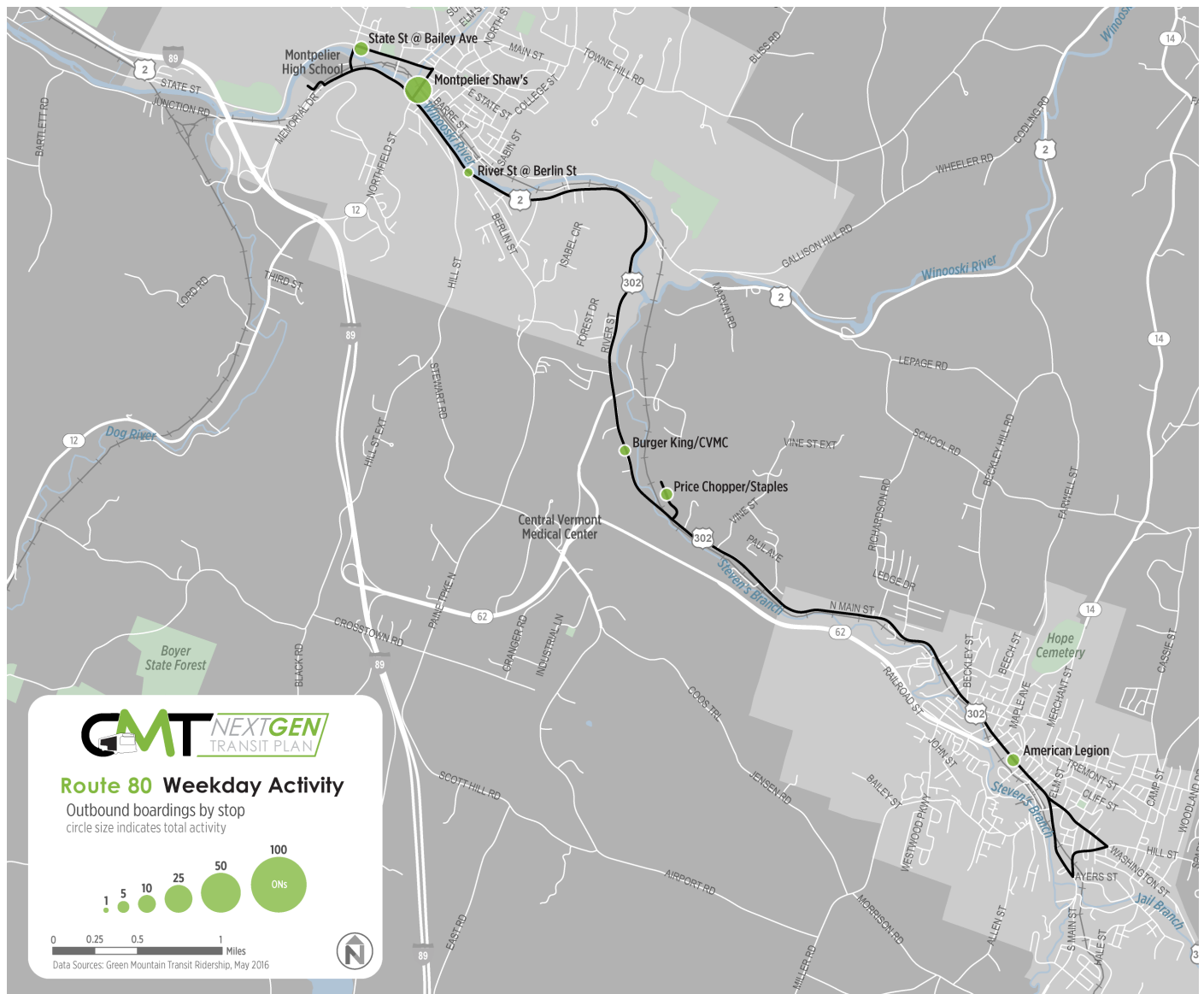


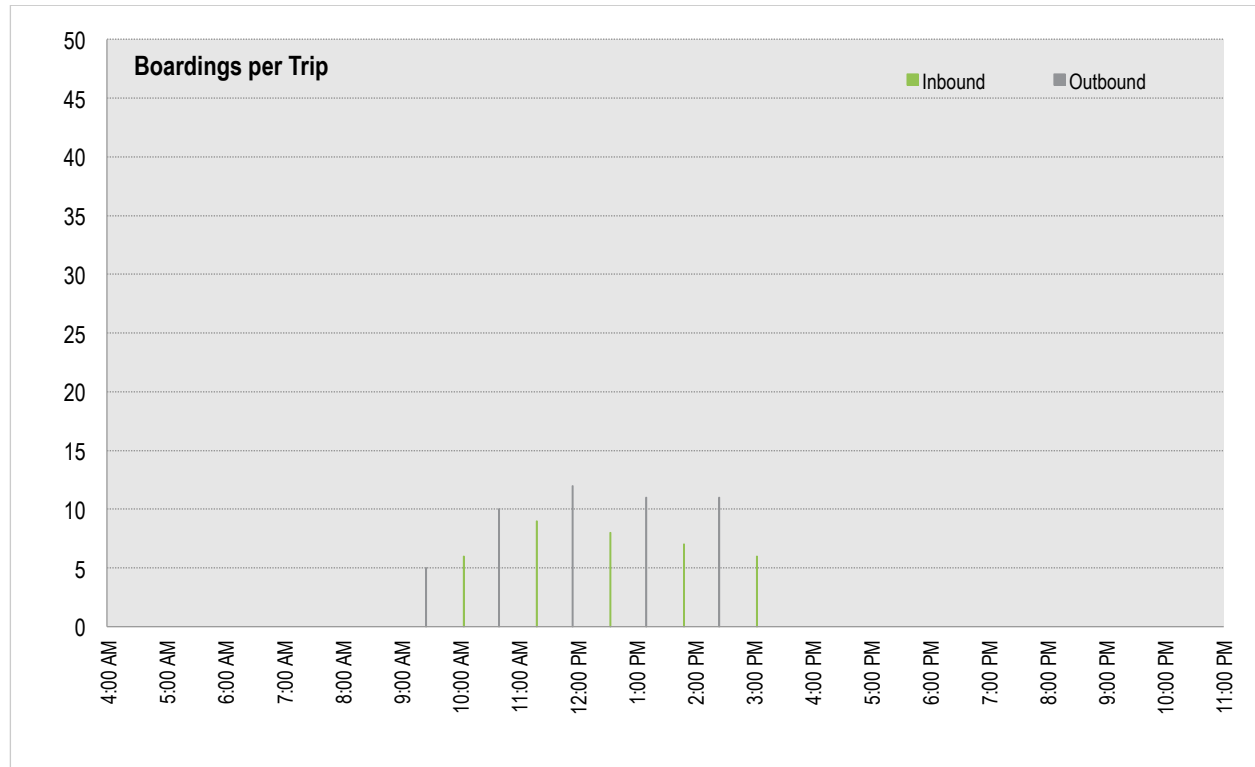
Figure 4 and Figure 5, above).

Ridership by Trip

Weekdays

On weekdays, ridership ranges from five to 12 passengers per one-way trip (see Figure 6). Ridership is highest during the middle of the day. Considering that service operates only every 75 minutes, these numbers are fairly good.

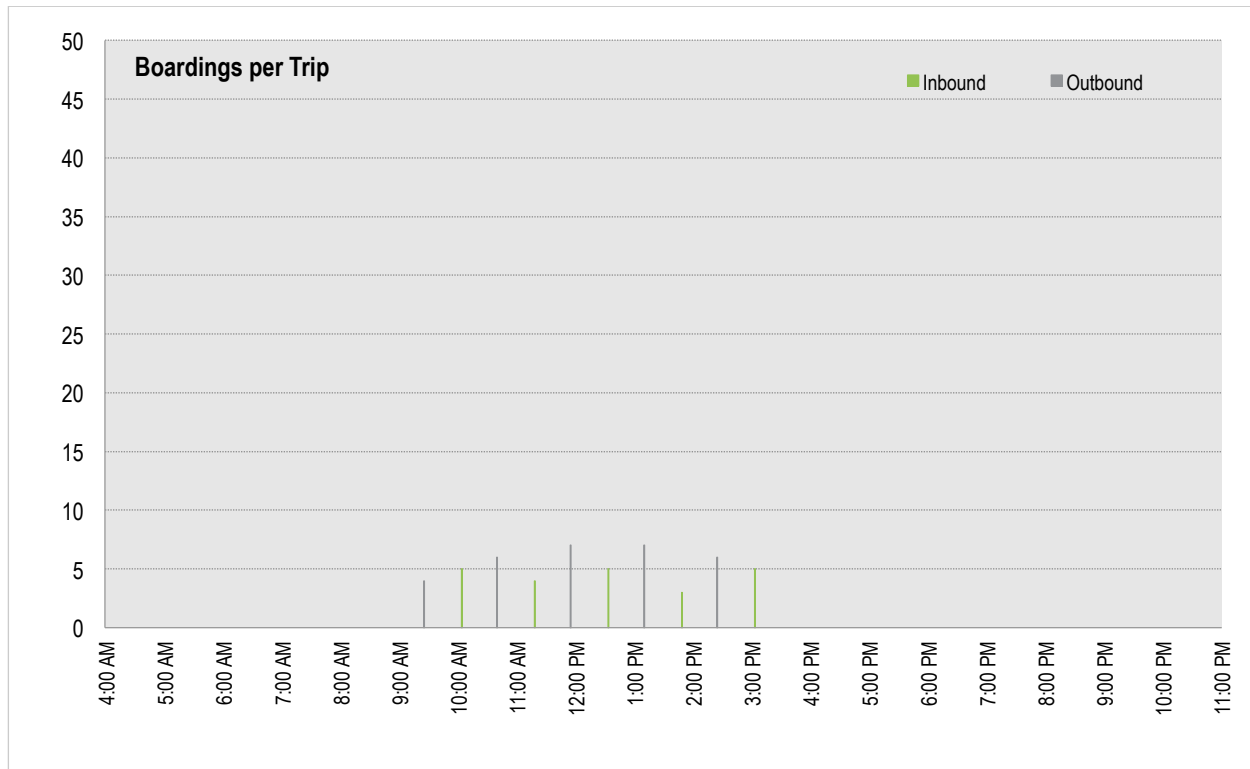
Figure 6: Weekday Ridership by Trip



Saturdays

On Saturdays, ridership ranges from four to seven passengers per trip. (see Figure 7). As on weekdays, potential ridership levels are almost certainly suppressed by the infrequent 75 minute service frequencies.

Figure 7: Saturday Ridership by Trip



SERVICE PRODUCTIVITY

On weekdays, Route 80 carries 85 passengers per weekday and 13.6 passengers per vehicle service hour at a cost of \$4.78 per passenger (see Table 3). On Saturdays, Route 80 carries 52 passengers and 8.3 passengers per vehicle service hour at a cost of \$7.81 per passenger. Weekday performance easily meets VTrans' service thresholds. However, Saturday performance falls slightly below in terms of passengers per vehicle service hour.

Table 3: Productivity Statistics

	MONDAY-FRIDAY	SATURDAY	SUNDAY
Average Daily Ridership	85	52	—
Pax/Revenue Service Hour	13.6	8.3	—
VTrans Effectiveness Threshold	9.71	9.71	9.71
Pax/One-Way Trip	8.5	5.2	—
Rural Local Average	3.8	3.6	—
Pax/Revenue Mile	1.0	0.6	—
Rural Local Average	0.6	0.6	—
Cost/Passenger	\$4.78	\$7.81	—
VTrans Effectiveness Threshold	\$8.13	\$8.13	\$8.13

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

SERVICE IMPROVEMENT OPTIONS

Route 80, when viewed in isolation, performs fairly well. When viewed in the context that it is really just midday service for Route 89 City Commuter, it performs even better. The most important improvement for the Barre-Montpelier corridor will be to consolidate Routes 80 and 89 into a single route that provides clearly understandable service and more service.

These and other opportunities to strengthen Route 80 are listed below. Some suggestions may be contradictory, as there is usually more than one approach to improving a route.

- **Consolidate Route 80 with Route 89 City Commuter:** The two routes vary in name only, and the presentation of peak period and midday service under different names is confusing, likely suppresses ridership, and provides no customer benefits.
- **Increase Service Frequencies to at Least Every 60 Minutes:** Service frequencies less frequent than every 60 will discourage most potential riders from using transit. Service frequencies should be improved to at least every 60 minutes, and potentially even more frequent.
- **Discontinue Service into Vermont Shopping Center:** On a typical day, no riders use Route 80 to travel to the Vermont Shopping Center. The elimination of this deviation would provide faster and direct service to through passengers.
- **Develop Paired Stops:** Numerous stops along Route 80 are only accessible in a single direction. Stop locations should be adjusted so that all locations have both an inbound and outbound stop. (Stops should be located in safe locations. This is particularly important on US Routes 2 and 302, where crosswalks and waiting pads are needed to accommodate pedestrian travel and waiting.)