

ROUTE 93

Northfield Commuter

ROUTE OVERVIEW

Route 93 is a Commuter route that operates between Northfield and downtown Montpelier. The route travels primarily along VT Route 12 (see Figure 1).

On weekdays, Route 93 provides two round trips in the AM peak, one round-trip during the midday, and two round trips in the PM peak (see Service is designed to serve work trips to both Montpelier and Norwich).

Route 93 operates with six different patterns, three inbound and three outbound (see also Table 2);

- AM Peak:** The first outbound trip starts at the Department of Labor in Montpelier, and the second trip begins at State Street/People's United Bank. The outbound trips do not serve National Life or Depot Square in Northfield. However, passengers can board outbound trips at Depot Square and ride through to inbound trips, which many do. Inbound trips begin at Norwich University and operates to Main Street in front of the Montpelier Shaw's via National Life and State Street. The Department of Labor is not served on these trips.
- Midday:** The midday round trip starts at State Street/People's United Bank and serves all stops to Northfield, including National Life. From Northfield, the route serves National Life only on request and terminates at the Montpelier Shaw's.
- PM Peak:** The first PM peak round trip operates in the same manner as the midday round trip. The second does not provide request service to National Life, but does provide request service to the Department of Labor.

Figure 1: Route Map

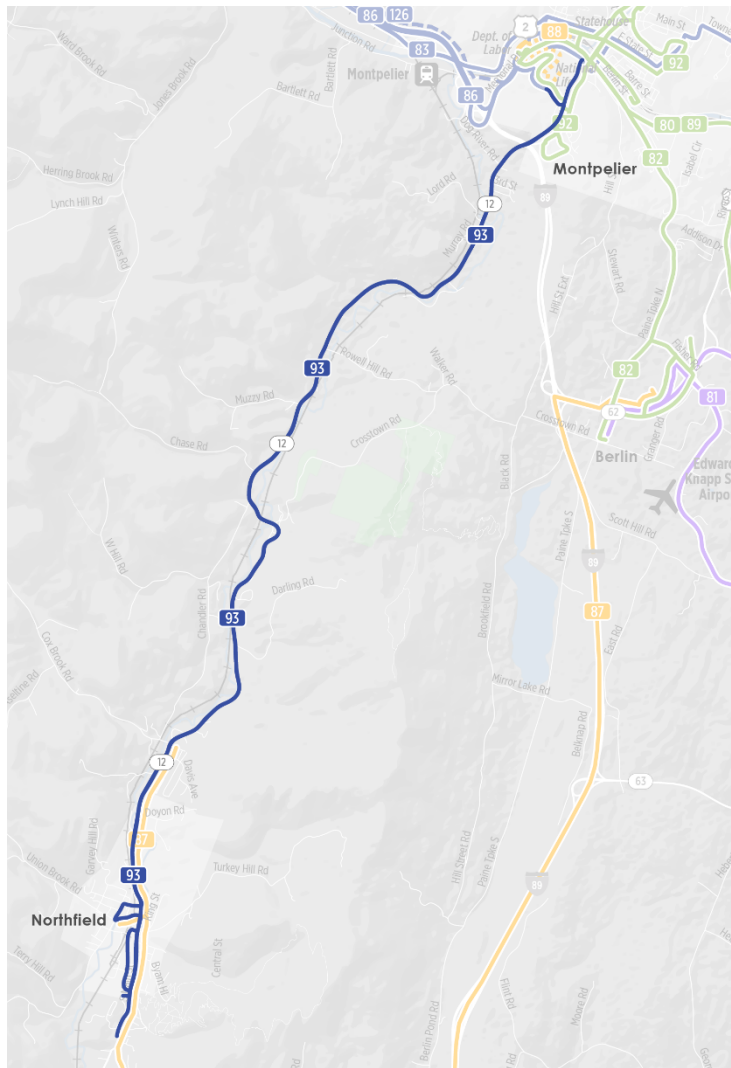


Table 1). Route 93 does not operate on weekends. Service is designed to serve work trips to both Montpelier and Norwich.

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- **AM Peak:** The first outbound trip starts at the Department of Labor in Montpelier, and the second trip begins at State Street/People's United Bank. The outbound trips do not serve National Life or Depot Square in Northfield. However, passengers can board outbound trips at Depot Square and ride through to inbound trips, which many do. Inbound trips begin at Norwich University and operates to Main Street in front of the Montpelier Shaw's via National Life and State Street. The Department of Labor is not served on these trips.
- **Midday:** The midday round trip starts at State Street/People's United Bank and serves all stops to Northfield, including National Life. From Northfield, the route serves National Life only on request and terminates at the Montpelier Shaw's.
- **PM Peak:** The first PM peak round trip operates in the same manner as the midday round trip. The second does not provide request service to National Life, but does provide request service to the Department of Labor.

Table 1: Schedule Statistics

SERVICE DAY	SPAN OF SERVICE	FREQUENCY (MIN)	DAILY TRIPS (OUTBOUND/INBOUND)
Monday-Friday	6:20 AM to 8:30 AM	60/1 trip/—	5/5
	12:05 PM to 1:10 PM		
	4:30 PM to 6:35 PM		
Saturday	—	—/—	—/—
Sunday	—	—/—	—/—

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.

Table 2: Service Variants

VARIANT	ORIGIN	DESTINATION	UNIQUE FEATURE	TRIPS PER DAY		
				WKD	SAT	SUN
OUTBOUND				5	—	—
93-1	State St./ People's United Bank	Norwich University/Park Avenue		3	—	—
93-3	Department of Labor	Norwich University/Park Avenue	Skips National Life and Depot Square	1	—	—
93-4	State St./ People's United Bank	Norwich University/Park Avenue	Skips National Life and Depot Square	1	—	—
INBOUND				5	—	—
93-2	Norwich University/Park Avenue	Montpelier Shaw's		2	—	—
93-5	Norwich University/Park Avenue	Montpelier Shaw's	Skips Depot Square; National Life is drop- off by on-board request	2	—	—
93-6	Norwich University/Park Avenue	Montpelier Shaw's	Skips Depot Square and National Life; Department of Labor is drop-off by on- board request	1	—	—

RIDERSHIP

Route 93 carries 25 passengers per weekday, and 2.5 passengers per one-way trip.

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 in Northfield are Norwich University, Depot Square, Norwich University, and Central Street and Main Street. The highest ridership stops in Montpelier at the stop in front of Shaw's, and State Street at People's United Bank.

From Northfield, there are two boardings at the beginning of the route at Norwich University, five at Depot Square (some of which show as outbound boardings due to passengers riding outbound to continue onto inbound trips), and two at Central Street and Main Street at South Street (see Figure 2 on the following pages). From Montpelier, there are three boardings at State Street/People's United Bank, and eight boardings in front of the Montpelier Shaw's. All other stops have one or zero boardings.

Ridership by Trip

Weekday ridership per trip data is somewhat misleading because some inbound passengers board at the end of outbound trips and are thus recorded as outbound riders (see Figure 2). When this is taken into consideration, all AM boardings are actually inbound boardings.

On this basis, the two AM peak inbound trips carry eight and five passengers, respectively. The midday round trip carries three passengers on the outbound leg, and only one on the inbound leg. The two PM peak trips carry seven and two passengers.

Figure 2: Weekday Ridership by Trip Chart

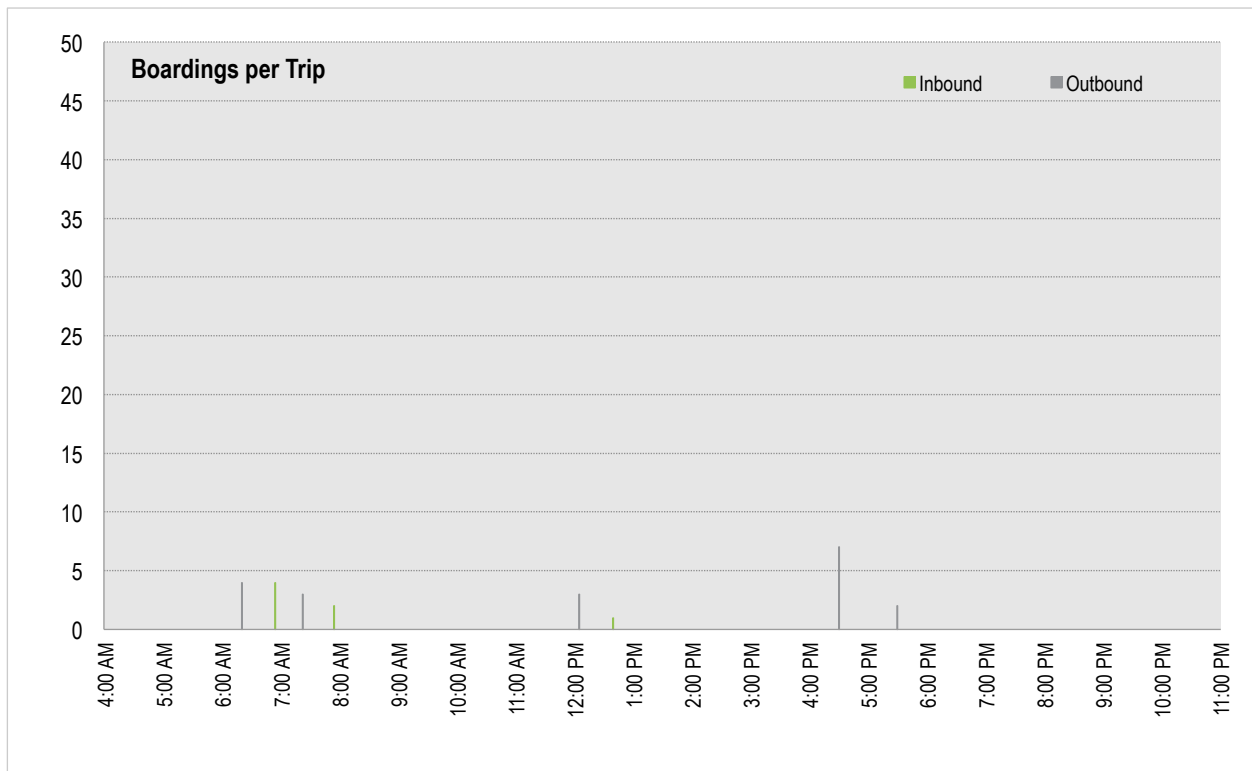


Figure 3: Weekday Inbound Ridership by Stop

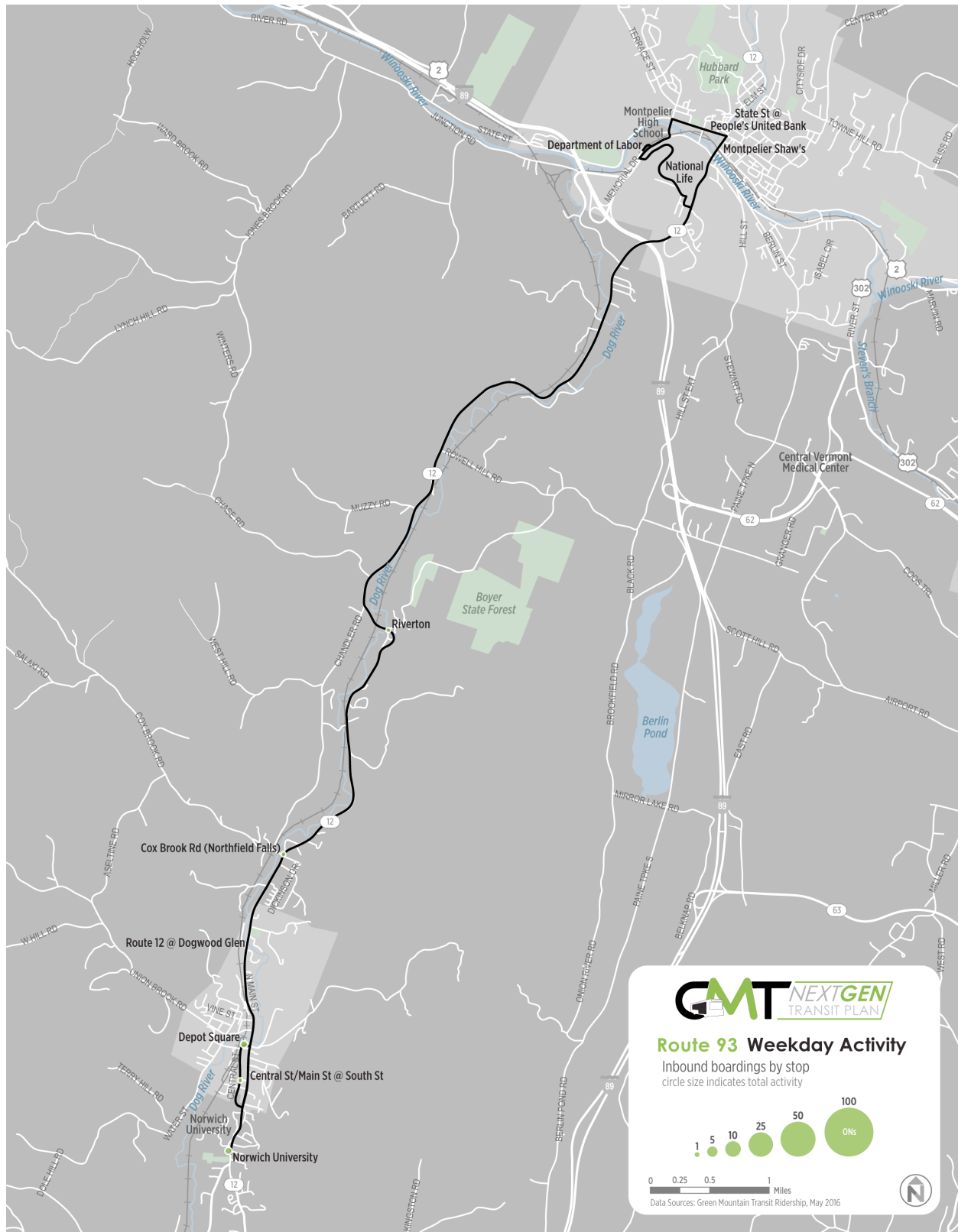
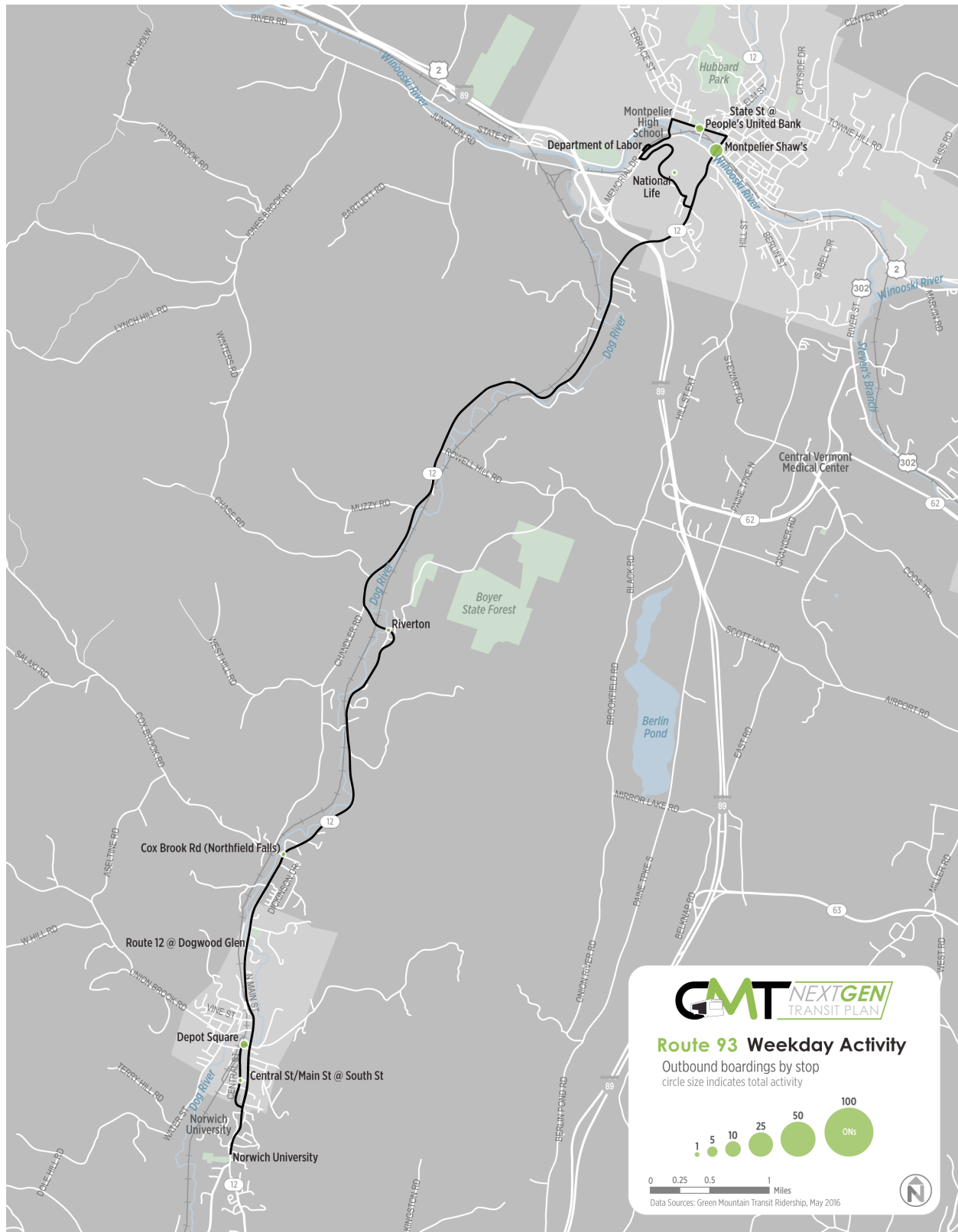


Figure 4: Weekday Outbound Ridership by Stop



SERVICE PRODUCTIVITY

Route 93 ranks 13th of the 15 commuter routes in the study area in terms of weekday ridership and 13th of 15 in terms of ridership per revenue hour (see Table 3). On weekdays, the route carries an average of 25 passengers per day and 4.7 passengers per revenue hour at a cost of \$18.64 per passenger. Route 93 does not meet the VTrans thresholds for productivity and effectiveness, although cost per passenger is only slightly high.

Table 3: Productivity Statistics

	MONDAY-FRIDAY	SATURDAY	SUNDAY
Average Daily Ridership	25	—	—
Pax/Revenue Service Hour	4.7	—	—
VTrans Productivity Threshold	5.93	5.93	5.93
Pax/One-Way Trip	2.5	—	—
Commuter Average	7.3	—	—
Pax/Revenue Mile	0.2	—	—
Commuter Average	0.4	—	—
Cost/Passenger	\$18.64	—	—
VTrans Effectiveness Threshold	\$18.06	\$18.06	\$18.06

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

SERVICE IMPROVEMENT OPTIONS

Route 93 carries only 25 passengers per day. This is because the total transit commuter market between Northfield and Montpelier is small (only 46 people per day). When this is considered, it is clear that the route attracts a large share of that market, and because of this, opportunities for growth are limited.

Opportunities that do exist include:

- **Limit Peak Period Service to AM Inbound and PM Outbound Only:** No commuters use Route 93 to commute to and from Northfield. As a result, AM peak outbound and PM peak inbound trips could deadhead to and from the garage for those trips rather than beginning and ending in Montpelier.
- **Adjust Schedule Times to Better Match Montpelier Commuter Times:** Without the need to try to serve Northfield-oriented commuter times, AM Montpelier arrival times and PM departure times could be compressed to better match work schedules, with both AM arrivals between 7:00 and 8:00 AM and departures between 4:00 and slightly after 5:00 PM.
- **Discontinue Midday Service:** Ridership on the midday round trip is low, and could be discontinued to provide resources for service improvements where demand is higher.