



DRAFT SERVICE IMPROVEMENT RECOMMENDATIONS

JUNE 2018

TABLE OF CONTENTS

1. INTRODUCTION	1
Goals and Objectives.....	2
Service Guidelines.....	3
Background and Differences Between Prior TDPs and NextGen Plan	3
Service Improvement Focus Areas.....	5
Simplify Service.....	5
Improve Schedules.....	7
Change Service Types to Provide More Convenient Service	8
Improve Branding & Public Information.....	9
2. RECOMMENDATIONS	13
Chittenden County.....	13
Focus Areas.....	13
1 Williston/1V Williston Village.....	14
2 Essex Junction	18
3 Lakeside Commuter.....	20
4 Essex Center	20
5 Pine Street	21
6 Shelburne Road	22
7 North Avenue	23
8 City Loop	23
9 Riverside/Winooski.....	24
10 Williston-Essex.....	25
11 College Street Shuttle.....	25
12 UMall/Airport	27
18 Sunday Service	27
36 Jeffersonville Commuter.....	27
46 Route 116 Commuter	27
56 Milton Commuter	28
76 Middlebury LINK Express.....	28
86 Montpelier LINK Express.....	28
286 Burlington - Waterbury LINK Express.....	29
Capital District	29
Focus Areas.....	29

80 City Route Mid-Day	30
81 Barre Hospital Hill	32
82 Montpelier Hospital Hill	33
83 Waterbury Commuter	33
84 US 2 Commuter	34
85 Hannaford Shopping Shuttle.....	34
86 Montpelier LINK Express.....	34
87 Northfield Community Shuttle.....	34
88 Capital Shuttle	35
89 City Commuter	36
91 Barre Hospital Hill Demand Response	36
92 Montpelier Circulator.....	37
93 Northfield Commuter.....	39
286 Burlington - Waterbury LINK Express.....	39
Lamoille County	40
Focus Areas.....	40
100 Route 100 Commuter	40
102 Morrisville Loop.....	40
103 Morrisville Shopping Shuttle	43
108 Mountain Road Shuttle	43
Franklin & Grand Isle Counties	44
Focus Areas.....	44
96 St. Albans LINK Express.....	45
109 Price Chopper Shopping Shuttle	45
110 St. Albans Downtown Shuttle	47
115 Alburgh/Georgia Commuter.....	48
116 Richford/St. Albans Commuter	48
Mad River Valley	49
Focus Areas.....	49
120 Valley Floor Loop	49
121 Valley Evening Service	53
122 Mount Ellen	53
124 Mountain Condos	54
125 Access Road	55
Commuter Routes.....	56
Focus Areas.....	56
3 Lakeside Commuter.....	57
36 Jeffersonville Commuter	59

46 Route 116 Commuter	59
56 Milton Commuter	60
76 Middlebury LINK Express.....	61
83 Waterbury Commuter	62
84 US 2 Commuter	63
86 Montpelier LINK Express.....	64
89 City Commuter	65
93 Northfield Commuter.....	65
96 St. Albans LINK Express.....	66
100 Route 100 Commuter	67
115 Alburgh/Georgia Commuter.....	68
116 Richford/St. Albans Commuter	70
286 Burlington - Waterbury LINK Express.....	71
3. OTHER DESIRABLE IMPROVEMENTS	73
Chittenden County	73
More Frequent Service	73
Additional Sunday Service	74
Capital District	74
Longer Service Hours.....	74
Add Sunday Service.....	74
New Service	74
Lamoille County	75
Longer Service Hours.....	75
Franklin and Grand Isle Counties.....	75
Better Commuter Service	75
Mad River Valley	75
Longer Service Hours.....	75
Commuter Routes.....	76
Additional Service	76
4. OTHER POTENTIAL IMPROVEMENTS.....	77
APPENDIX 1 SUMMARY OF CHANGES	85

1. INTRODUCTION

Over the last 15 years, Green Mountain Transit (GMT) has grown rapidly as a result of both consolidation of smaller agencies and demand for new services. Today, the agency operates 50 routes serving communities across five counties in northwestern Vermont and operates a wider range of services than many systems that serve larger urban areas. GMT services include traditional urban fixed routes, long distance commuter services, rural services, seasonal routes oriented towards winter sports tourism, shopper shuttles, and other specialized services.

The GMT NextGen Transit Plan represents the first comprehensive evaluation of the complete GMT system as it exists today. This effort included analysis of existing services, market demand for transit, and feedback from stakeholders, riders, and members of the greater community. To identify issues and opportunities for improvement, the GMT NextGen process included the following tasks:

- **Detailed Route Evaluations**, which included in-depth analysis of ridership patterns, service design, operating performance, and potential opportunities for improvement.
- A **Market Analysis**, which identified areas with high underlying demand for transit service based on concentrations of population and jobs, regional travel flows, and major activity centers that may generate high levels of ridership.
- **Stakeholder Outreach** including interviews and meetings with community stakeholders to identify service needs, transportation challenges, and opportunities across the GMT service area.
- **Online Discussion Forum and Surveys** where riders and members of the public could share feedback and ideas, ask questions of GMT staff, and follow the project's progress.
- **Public Meetings and Presentations** across the GMT service area to provide progress updates, share key findings, and solicit feedback on technical analysis and service scenarios from stakeholders and members of the community.

Together, these components served as the basis for the development of service scenarios and, ultimately, the draft recommendations that are presented in this document. The recommendations fall under a few key focus areas for improving service, listed below. Recommendations for each service area are described in the following chapters, including key focus areas for service issues and improvements within each service area, maps of the recommendations, and detailed summaries of recommendations for each route. Ultimately, these recommendations are designed to make GMT services easier to use and understand, more convenient, better aligned with customer needs, and better connected across the region.

GOALS AND OBJECTIVES

Transit is important to many people for many reasons. The NextGen recommendations are designed to make transit convenient and more attractive to a broader cross-section of central and northern Vermont's residents, workers, and visitors. They are based on the following goals and objectives, all of which seek to make GMT's services a more integral component of the region's transportation system.

GOAL 1

ENHANCE

Make service more convenient

Objectives:

- Provide convenient alternatives to travel by personal automobiles
- Simplify service to make it easier to understand
- Adjust route alignments and schedules to provide faster and more direct service
- Provide more frequent service throughout the day and on weekends on high ridership routes
- Expand service to new areas with transit-supportive origins/destinations
- Improve passenger comfort at stops and on-board vehicles

GOAL 2

CONNECT

Connect people to life's activities

Objectives:

- Connect people with jobs and services that are part of daily life
- Connect people with medical facilities and social services
- Provide service that helps people live independently
- Emphasize services that will benefit the largest numbers of people
- Coordinate with other transportation providers and transportation-related organizations to develop comprehensive transportation strategies

GOAL 3

THRIVE

Improve the region's quality of life

Objectives:

- Improve economic opportunities for disadvantaged residents
- Provide services that will help the GMT service area retain and attract younger residents
- Provide services that help people age in place
- Provide services that help new residents adapt to life in Vermont

GOAL 4

SUSTAIN

Provide financially and environmentally sustainable service

Objectives:

- Effectively match services with demand
- Provide services that meet GMT's service guidelines
- Provide services that meet VTrans' productivity and cost-effectiveness guidelines
- Develop partnership and prioritize services where private and public partners provide funding and/or other transit-related assistance
- Provide services that will reduce single occupancy vehicle miles travelled

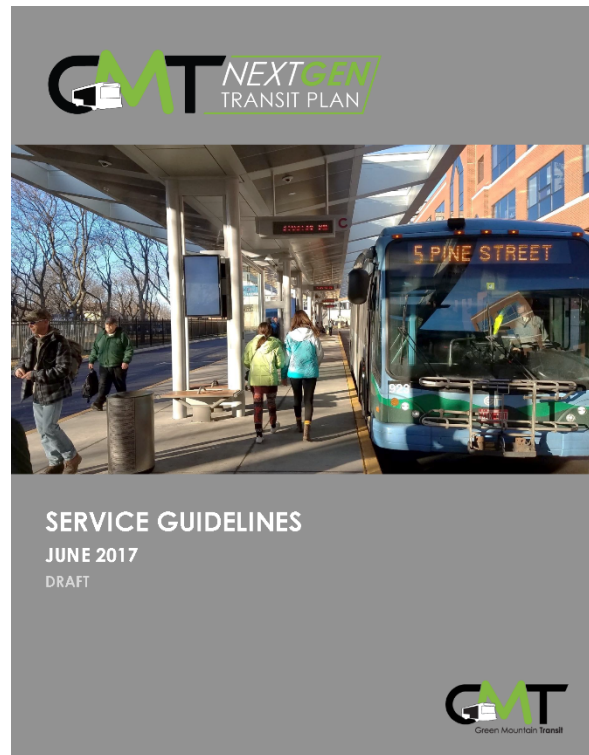
SERVICE GUIDELINES

Green Mountain Transit (GMT) strives to provide quality transit service in a cost-effective manner that is consistent and equitable. To do so, GMT must make a number of competing decisions on where demand is greatest, on which types of service would work best and be most appropriate, and where limited resources can and should be used. To articulate how these decisions should be made, one of the early products of the NextGen project was the development of GMT's first ever Service Guidelines. These guidelines define how GMT will:

- Determine where service should be provided
- Design service
- Determine appropriate service levels
- Ensure that service is productive

The Service Guidelines were designed to bring clarity and consistency to the process of adjusting and improving transit services to meet varied and changing customer needs, and was a key foundation for the development of the recommendations (and is presented in Appendix 2). In most cases, the service guidelines define minimum thresholds that must be met, and most services would exceed the minimum thresholds. However, the guidelines are also designed to—within limits—provide flexibility to respond to varied customer needs and community expectations in an accountable, equitable, and efficient manner.

Finally, it should be noted that adherence to these service guidelines is dependent upon resource availability, and in particular, funding availability. In the event of constrained resources, GMT will meet these guidelines as closely as possible and will work to achieve consistency as resources permit.



BACKGROUND AND DIFFERENCES BETWEEN PRIOR TDPS AND NEXTGEN PLAN

GMT is a transit system like few others. It is a medium-sized system whose core services are focused on a small city and urban area, but one that has also grown rapidly over the past 15 years to provide service throughout much of northern and central Vermont. Its services now extend to Alburgh in the north, Middlebury in the south, and Montpelier and St. Johnsbury to the east. By bus, some of these communities are over 100 miles apart.

As GMT has grown, its services have become very diverse, and now include traditional urban fixed routes, long distance commuter services, wintertime skier-oriented services, rural services,

and a variety of specialized services. Although GMT, by most traditional measures, is not a large transit system, it provides a very large range of services.

GMT's growth has been a combination of rapid change and evolution. In the case of Montpelier and Mad River Valley service, GMT stepped in nearly overnight to restore services that abruptly ceased when the previous operator shut down due to financial problems. Other services such as St. Albans and Stowe were assumed through a much more managed approach.

As GMT has grown, there has been a very heavy focus on expanding service to new areas. In 2010, GMT (then operating as CCTA in Chittenden County) developed a Transit Development Plan (TDP) that recommended many new routes within Chittenden County, upgrading a number of existing routes to Bus Rapid Transit (BRT), increasing service frequencies on most urban routes to every 15 minutes, and implementing new commuter routes from rural areas. Implementing all of these improvements would have increased operating costs by 265%, from \$8.5 million per year to \$31.0 million. Most of these recommended improvements reflected stakeholder requests more than demonstrated market demand. In order to create a roadmap of opportunities the TDP presented an unconstrained, or "optimistic" ridership scenario that assumed "that gasoline will retail for \$10 per gallon in 2020 (more than triple the current price), that there will be an increase in parking fees of \$5 per day at all locations that are within CCTA's service area, and that land use decisions are made to focus new development in transit priority corridors, and that the new development is designed in a way consistent with TOD/POD principles."

Subsequently, in 2012, GMT (then operating as GMTA in rural areas) developed a TDP for the expansion of rural services. The rural TDP also focused most heavily on developing new commuter routes and providing more service on existing routes. Like the Chittenden County TDP, the improvements in the rural TDP would have significantly increased operating costs by 222%, from \$2.7 million per year to \$8.7 million. The rural TDP also produced very optimistic ridership forecasts that were not entirely documented, but that assumed that ridership on existing services would grow by 5% per year.

Of the recommended improvements in the TDP, the new services that have been implemented have largely focused on expanding geographic coverage and include:

- Route 36 Jeffersonville Commuter
- Route 46 116 Commuter
- Addition of a midday round trip on Route 84 Route 2 Commuter
- Route 93 Northfield Commuter
- Extension of Route 110 St. Albans Downtown Shuttle to Walmart
- Route 286 Waterbury-Burlington LINK

There are some very significant differences between this NextGen Plan and the prior TDPs. Most importantly, the NextGen plan focused on the development of improvements that could be implemented within GMT's existing operating budget. As such, it does not include most of the TDP improvements that would have more than tripled operating costs. Second, it focuses very heavily on matching service with demand, improving service in areas that are underserved while at the same time reducing or discontinuing service in areas where demand has not materialized. Third, the NextGen plan places a much higher emphasis on ridership, productivity, and cost-effectiveness to ensure the best use of GMT's limited resources.

SERVICE IMPROVEMENT FOCUS AREAS

Over the course of the NextGen process, a number of common themes emerged on how to enhance service throughout the region. These themes fall into four categories:

Service Design

- Simplify service
 - Make service faster and more direct
 - Operate service consistently/eliminate low ridership variants

Improve Schedules

- Revise service frequencies and spans to better match demand
- Operate service with regular/clockface headways
- Adjust service frequencies
- Adjust service spans

Change Service Types to Provide More Convenient Service

- Provide complementary ADA paratransit in rural counties
- Convert some Flex/Demand Response services to fixed-route

Improve Branding & Public Information

- Renumber and rename routes to improve legibility and avoid confusion
- Improve schedule brochures and maps

Simplify Service

GMT's service is relatively complex, with too many routes trying to do too many things. A major focal point of the recommendations is to make service simpler.

This is important because for people to use transit, they must be able to understand it, and simple route structures are easier to understand than complex route structures. As stated in TCRP's "Traveler Response to Transportation System Changes" report,¹ "a readily transparent service design can to some extent market itself insofar as user information needs are concerned," while "a highly complex operation places heavy demand on the provision of information and the rider's ability to interpret and absorb it."

The end result will be service that will attract more riders than a complex system. Potential new riders will be more willing try the system, and once they do, the simpler route structure will help ensure that they get where they want to go when they want to go without experiencing problems. A simple service structure will also attract more occasional riders who otherwise would not take the time to figure out a complicated system.

The recommendations are based on the following design principles:

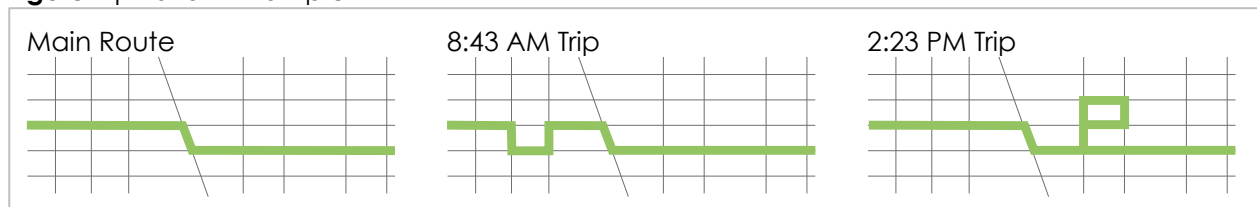
¹ Transit Cooperative Research Program, Transportation Research Board, Chapter 11, 2003.

- **Routes Should Operate Along a Direct Path.** Transit riders prefer faster, more direct transit services. In all cases, routes should be designed to operate as directly as possible unless there is a compelling reason to do otherwise.
- **Route Deviations/Variants Should be Minimized.** One of the biggest reasons that existing GMT service is sometimes complicated is that selected trips on many routes detour to off-route locations. These “variant” services have been added over the years largely in response to requests from users and their advocates, and often make service worse rather than better. Most serve very few riders (some none), and make service slower for most riders, make service complex, and create inconvenient gaps in schedules.
- **Major Transit Routes Should Operate Along Arterials.** Riders and potential transit users typically have a general knowledge of an area's arterial road system and use that knowledge for geographic points of reference. The operation of bus service along arterials makes transit service faster and easier for riders to understand and use.
- **Routes Should be Symmetrical.** Routes should operate along the same alignment in both directions to make it easy for riders to know how to return to their trip origin location. Exceptions can be made in cases where such operation is not possible due to one-way streets or turn restrictions. In those cases, routes should be designed so that the opposite directions parallel each other as closely as possible.
- **Routes Should Serve Well-Defined Markets.** To make service easy to understand and to eliminate service duplication, service should be developed to serve well-defined markets.

For GMT, the elimination of variants is important. These have been added to the system one by one over many years. Most carry very few riders and are the primary cause of GMT's sometimes irregular schedules. As shown in the example in Figure 1, variant services, in effect, are detours off of the main route to provide front door service to locations that have requested the special service. All require additional time, and this results in gaps in service on the rest of the route after the detour. It also means that the next trip departs later, which creates a break in the regular schedule.

In most cases, GMT has provided variant services to be responsive to community desires, and not based on actual demand. They also make service difficult to understand, and the “specialized” services often drive away more potential riders than they serve.

Figure 1 | Variant Example



The general approach used in this plan was that if there is significant demand at variant locations, then all service should operate there; otherwise, service should operate along the main route. The discontinuation of the variant services will provide better service to nearly all riders on the affected routes and trips and attract new riders.

Improve Schedules

Most routes would be rescheduled to operate much more consistently, and to improve coordination between routes and along corridors where multiple routes operate, with these changes based on the following principles:

- **Service Levels Should be Set Based on Service Guidelines.** GMT's new Service Guidelines were designed to ensure that the appropriate amount of service is provided on each route. To the extent possible within GMT's current budget, service frequencies and spans of service would be set based on those guidelines.
- **Service and Schedules Should be Based on Repeating Patterns.** People can easily remember repeating patterns but have difficulty remembering irregular sequences. For this reason, routes that operate along consistent alignments and at regular headways are more attractive than those that do not. To achieve this, most routes would be rescheduled to operate every 10, 15, 20, 30 or 60 minutes.

Operate Service with Regular/Clockface Headways

As stated above, people can remember repeating patterns much better than irregular patterns. For example, they can remember that service operates every 15 minutes better than they can remember that service operates four times an hour with trips spaced 15, 8, 22, and 35 minutes apart one hour and something different the next hour (see Table 1). In addition, with bus schedules, people can also remember schedules that repeat at the same time every hour (clockface headways) rather than those that fall at different times every hour. For example, they can remember that service operates at 10, 25, 40, and 55 minutes past the hour every hour better than a schedule that operates four times an hour but at irregular times.

Table 1 | Schedule Examples (Based on Four Trips per Hour)

Departure Time		
BAD (Non-Repeating Pattern)	BETTER (Repeating Pattern)	BEST (Repeating Pattern + Clockface Times)
7:00	7:00	7:00
7:12	7:14	7:15
7:35	7:28	7:30
7:50	7:42	7:45
8:05	7:56	8:00
8:15	8:10	8:15
8:30	8:24	8:30
8:40	8:38	8:45

At present, many GMT routes operate with schedules that are very irregular. This is primarily due to variant services. As described above, the operation of each variant takes more or less time than regular service, and thus most variant trips create a gap in the schedule. Most routes should be rescheduled to operate a consistent schedule with regular clockface headways.

Adjust Service Frequencies

On some routes, based on current and projected ridership levels, too much service is provided, while on others, too little service is provided (particularly in Chittenden County). Throughout the system, service frequencies would be adjusted to better match service levels with demand by time of day.

Adjust Service Spans

In a similar manner as with service frequencies, based on demand, some routes begin service too early or too late, and/or end service too early or too late. To better match service levels with demand, the start and end times of routes would be adjusted based on GMT's Service Guidelines. However, in many cases, due to financial constraints, service spans could not always be lengthened to the extent desired.

Change Service Types to Provide More Convenient Service

Provide Complementary ADA Paratransit in Rural Counties

The Americans with Disabilities Act (ADA) requires transit systems to provide service to people with disabilities who are traveling to locations within three quarters of a mile of all-day fixed-route services (in effect, all routes except commuter routes) during the hours that those services operate. The typical way to provide this service is through "Complementary ADA Paratransit," which is accessible van service that complements fixed-route service.

GMT provides ADA complementary paratransit service in Chittenden County through the Special Services Transportation Agency (SSTA). However, in the rural counties, GMT provides the required ADA service by deviating regular routes up to three-quarters of a mile from the main route for qualifying passengers.² This practice makes schedules unpredictable, and inconveniences other riders. Instead, and as is the dominant industry practice, GMT should discontinue off-route deviations and instead provide dedicated complementary paratransit to serve those trips. In some cases, GMT should provide this service on its own, and in others, GMT should provide the service by expanding the partnerships that it already has with other providers who provide similar types of transportation:

- **Franklin County:** GMT currently provides non-ADA Elderly and Disabled (E&D) and Medicaid transportation services, and these services should have enough capacity to also provide ADA complementary paratransit service.
- **Grand Isle County:** GMT currently partners with Champlain Islanders Developing Essential Resources (CIDER) to provide non-ADA Elderly and Disabled (E&D) transportation services. This partnership could be expanded to provide the required services at minimal cost.
- **Lamoille County:** GMT currently partners with Rural Community Transportation (RCT) to provide non-ADA Elderly and Disabled (E&D) transportation services in Lamoille County. This partnership could be expanded to provide the required services at minimal cost.

² One exception is along Stowe's Mountain Road, where GMT contract with Rural Community Transportation (RCT) to provide complementary ADA paratransit service.

- **Washington County (including Mad River Valley):** GMT already provides non-ADA Elderly and Disabled (E&D) and Medicaid services, as well as general public demand response services, and should use these services to also provide complementary ADA service.

Convert Demand-Response Services to Fixed-Route

Two seasonal routes in the Mad River Valley provide fixed-route service in the morning and demand-response in the afternoon. This service configuration is confusing for riders, and demand-response services typically carry far fewer riders than fixed-route services (for example, four of GMT's five Flex/Demand Response routes carry fewer than 10 passengers per day). These routes should be converted to all day fixed-route service to provide service that is easier to understand and use.

Improve Branding & Public Information

For people to be able to use transit, they must first know that it is there and be able to understand how to use it. This means that it is extremely important for transit systems to provide clear and concise information on their available services. Furthermore, transit typically serves a very broad cross-section of an area's residents, workers, and visitors. Because different people access, use, and process information in different ways, transit systems must deliver information in a number of different ways. For example, some individuals may not be web-literate or may have limited internet access, and thus the provision of information via the web will not reach many of them. For this reason, telephone and printed information must be provided. However, telephone and printed information may not reach many younger riders, who rely primarily on the internet to access information and are more likely to use mobile devices to identify their transportation options. For transit systems to reach the people that they are there to serve, it is essential that they provide effective information in a variety of ways that will reach all potential riders.

Proposed improvements include renumbering and naming some routes to provide greater clarity on where they go, improving schedule brochures, and producing a system map.

Renumber and Rename Routes to Improve Legibility

GMT's current route numbering system is unintuitive, and many names are not informative. For example:

- Many commuter routes use a random number but are named for the highway route that they operate on. The Richford/St. Albans Commuter operates on VT Route 178 but is numbered Route 116. The 116 Commuter operates on VT Route 116 but is numbered Route 46.
- Some commuter routes are named "LINK" and others "Commuter," with no specific differences in the type of service they each provide.
- Some shopping shuttles have route numbers and names, and others have only a name.
- Route names often provide no indication of where the route begins and ends. Examples include the US 2 Commuter and Route 100 Commuter, both of which operate on highways that run the length of the state and for long distances within GMT's service area.

To make route numbers and names more helpful to passengers, GMT should:

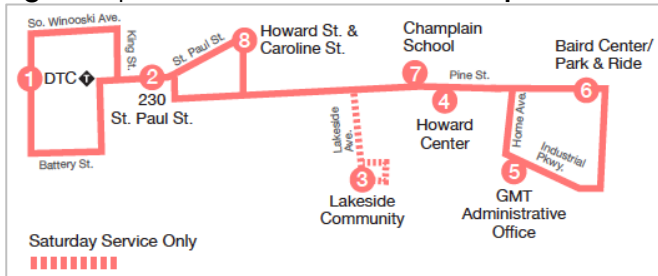
- Renumber and name routes in a consistent manner.
- Use a naming convention that includes each route's two endpoints, and where applicable, a major intermediate location (for example, Downtown Burlington).
- Use consistent naming terminologies within route types (for example, "Express" for limited stop commuter routes).

Improve Schedule Brochures and Maps

GMT produces schedule brochures for each of its service districts that include general rider information, schedule for each route, and maps for most but not all routes. These brochures are generally well presented, but have two major deficiencies:

- The route maps are overly stylized in a manner that makes them difficult to interpret (see Figure 2). They are also often oriented so that north is not up, but there is no north arrow to orient readers.

Figure 2 | Route 5 Pine Street Route Map

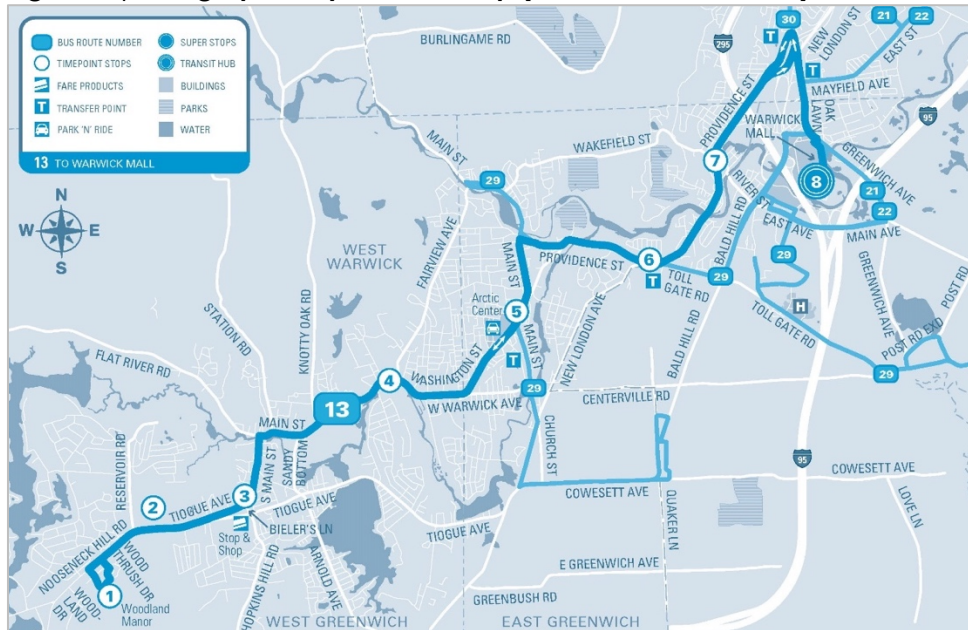


- Routes are presented in a seemingly random order, which makes individual routes difficult to find.

To address these issues, GMT should:

- Develop maps that present each route in a geographically-correct manner and with additional contextual information, such as other major roads, major transfer points, and landmarks, in a similar manner as shown below in Figure 3). The maps created as part of this project can be used as a starting point for the development of the new route maps.
- Present routes in the schedule brochures in numerical order based on route numbers.

Figure 3 | Geographically Correct Map (RIPTA, Providence, RI)

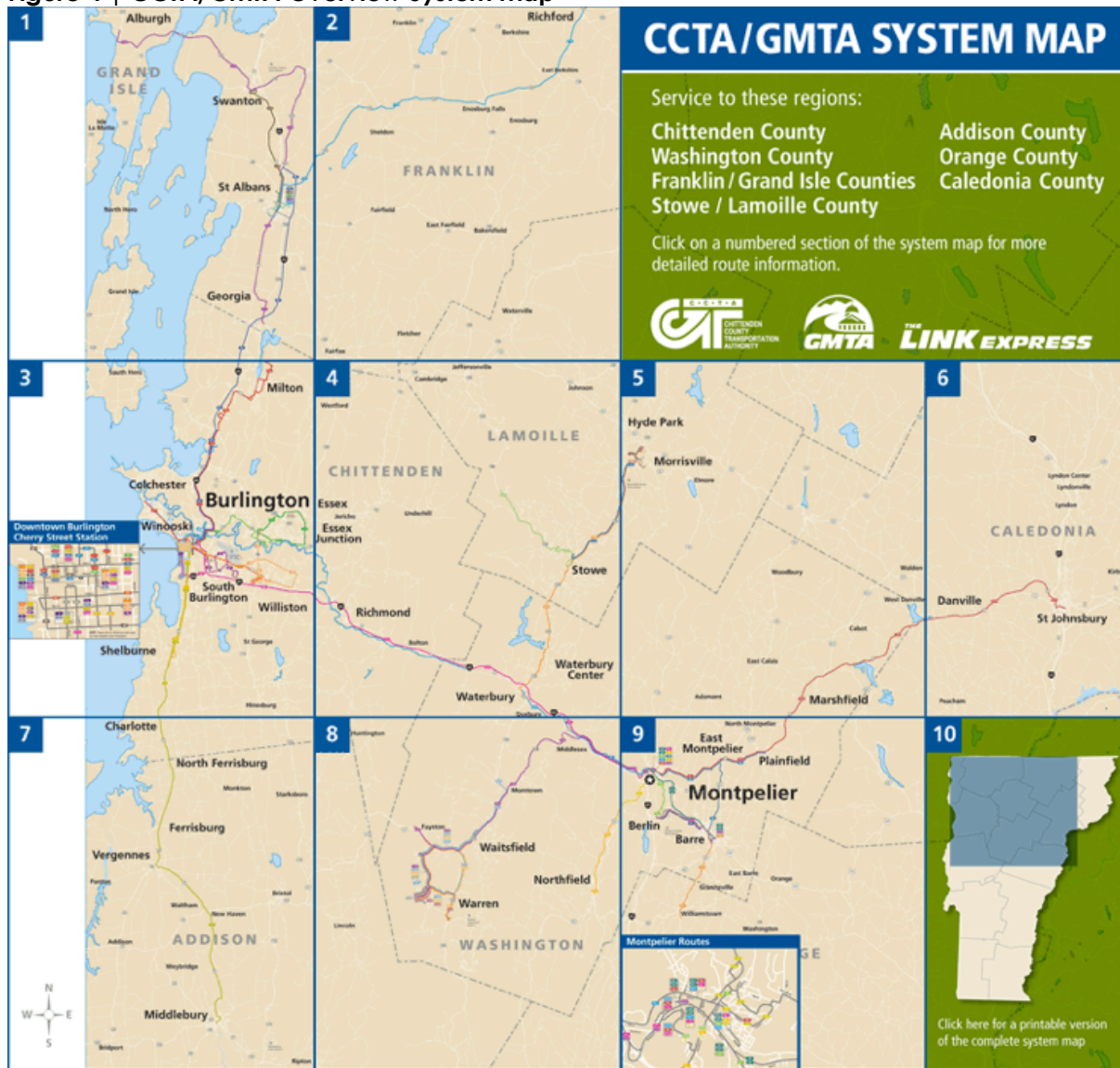


Develop System Map

For many riders, the starting point for determining whether service is available is a system map. Effective system maps display the services that are available with enough detail to allow the user to determine origins, destinations, major attractions, and routes.

In the past, GMT produced system maps, but no longer does. The lack of a system map, combined with individual route maps that are difficult to interpret, makes it too difficult for riders to understand where they can travel using transit. The system maps that GMT used to provide were effective, and GMT should resume production of similar maps (see Figure 4).

Figure 4 | CCTA/GMTA Overview System Map



2. RECOMMENDATIONS

CHITTENDEN COUNTY

Focus Areas

Chittenden County is, by far, the largest market for transit in Vermont. GMT's Major Urban Local routes have very high ridership, and most other routes also perform well. Although GMT provides more service in Chittenden County than anywhere else, Chittenden County is also the area that is most underserved relative to demand. Recommended improvements are largely directed at addressing these deficiencies:

- **Develop a Core Network of Major Local Routes.** Routes serving the major corridors in Burlington and Chittenden County are the “backbone” of GMT's Chittenden County services. At present, there are four routes that operate to and from Burlington. These should be combined into two routes that operate through Burlington (see Figure 6):
 - Route 1 Williston and Route 7 North Avenue should be combined as Route 1 New North End-Williston via Downtown Burlington.
 - Route 3 Essex Junction should be combined with Route 6 Shelburne Road as Route 2 Essex-Shelburne via Downtown Burlington.
- **Provide Better Weekday Daytime Service.** Major Local routes currently operate every 15 minutes during peak periods and every 30 minutes during the midday. However, demand is relatively balanced throughout the daytime hours and these frequencies should be revised to every 20 minutes for both peak periods and during the midday.
- **Provide More Weekday Evening Service.** Evening service is relatively sparse, especially on the Major Urban Local routes, which only operate every 70 to 80 minutes in spite of strong demand. Major Local routes should operate every 30 to 60 minutes until 11 PM. Route 9 Riverside/Winooski should run until 11 PM, and a redesigned Route 11 should provide service between downtown Burlington and the airport until 10 PM on weekdays.
- **Provide Better Weekend Service.** Weekend service is also very sparse and should be improved. Major Local routes should operate on every 30 minutes during the day and every 60 minutes at night on both Saturdays and Sundays.
- **Operate Service at Least Every 60 Minutes.** Many routes now operate every 70 or 80 minutes during weekday evenings and on weekends, which is too infrequent and

inconvenient for all but the most transit dependent riders. During all periods that service operates, it should operate at least every 60 minutes.

- **Reduce Number of Variant Services to Improve Schedules.** Many trips on many routes deviate from the routes' primary alignments to provide front door service to off-route locations. These "variant" services typically inconvenience most riders and create gaps in service that disrupt schedules. Most variant service should be either discontinued or incorporated into the main alignment to enable the provision of service at regular intervals (for example, every 15, 20, 30, or 60 minutes).
- **Provide Direct Service Between Downtown Burlington and the Airport.** Extend Route 11 College Street to Burlington International Airport to provide direct, one-seat ride service between downtown Burlington and the airport throughout the day, seven days a week.
- **Discontinue Very Poorly Utilized Services.** To provide the resources required for the above improvements, some very poorly utilized services should be discontinued. These include Route 1V Williston Village service, Route 10 Williston/Essex service beyond the Essex Outlets, and less frequent service on Route 11 College Street Shuttle.

A map of the proposed changes is presented in Figure 5, and a summary of route-by-route changes is presented in Appendix 1.

1 Williston/1V Williston Village

Route 1 Williston is a Major Urban Local route that operates between downtown Burlington and Williston, primarily serving Main Street and Williston Road/US Route 2. A variant of Route 1, Route 1V Williston Village, provides extended service through Williston Village on some weekday trips. Route 1 is GMT's second highest ridership route and carries over 1,400 passengers per weekday. The following changes are recommended:

- Combine with Route 7 North Avenue.
- Streamline alignment.
- Discontinue Route 1V Williston Village variant service.
- On weekdays, operate service every 20 minutes during the day and every 30 to 60 minutes at night.
- On weekends, operate service every 30 to 60 minutes.

Route Alignment

As part of a strategy to provide new service through downtown Burlington on major routes, Route 1 should be combined with Route 7 North Avenue to create a new Route 1 New North End-Williston via Downtown Burlington route. North of downtown Burlington, the route would continue to serve largely the same alignment as Route 7 does today, providing service along North Avenue. East of downtown, the route would continue to operate largely along Williston Road and VT Route 2A. In addition, the following changes should be made to streamline service and enable the provision of service with consistent schedules:

- Discontinue the northbound deviation into Heineburg Housing, which is directly on the route on North Avenue.

- Discontinue deviations into Burlington High School, which is a very short walk from North Avenue.

Figure 5 | Chittenden County Local Routes with Proposed Changes



Figure 6 | Proposed Major Urban Routes



- Discontinue the evening deviation into Burlington International Airport which would be instead be served by the new Route 10 South Burlington-Downtown via College Street.
- Discontinue Variant Route IV Williston Village service that carries only four passengers per weekday.

Service Levels

On weekdays, service should operate every 20 minutes throughout the day and every 30 to 60 minutes in the evening (see Table 2). This would represent slightly less peak period service on the current Route 1 portion of the route than at present (20 minutes versus 15 minutes) but significantly more on the Route 7 portion of the route and at night.

Table 2 | Route 1 New North End-Williston via DTC Service Levels

	EXISTING		PROPOSED
	1 Williston/ 1V Williston Village	7 North Avenue	1 New North End- Williston via Downtown
Span of Service			
Weekday	6:15 AM-12 AM	5:30 AM-10:15 PM	5:30 AM-11 PM
Saturday	6:15 AM-12 AM	6:15 AM-12 AM	6:30 AM-10 PM
Sunday	8 AM-7 PM	No service	8 AM-7 PM
Headways			
Weekday			
AM Peak	15	30	20
Midday	30	30	20
PM Peak	15	30	20
Evening	70-80	60-75	30-60
Saturday	30-80	30-60	30
Sunday	75	No service	60

On Saturdays, service should operate every 30 minutes, and on Sundays, it should operate every 60 minutes. This would represent a significant amount of new service, and the addition of Sunday service on what is now Route 7.

2 Essex Junction

Route 2 Essex Junction is a Major Urban Local route that operates between Essex Junction and downtown Burlington, primarily along Colchester Avenue and VT Route 15. Route 2 is GMT's highest ridership route and carries over 1,700 passengers per weekday.

The following changes are recommended:

- Combine with Route 6 Shelburne Road.
- Streamline alignment.
- Serve Fort Ethan Allen and UVM Medical Center on all trips.
- Discontinue variant service to Global Foundries.
- Discontinue variant service to the Waldorf School off of Shelburne Road.

- On weekdays, operate service every 20 minutes during the day and every 30 to 60 minutes at night.
- On weekends, operate service every 30 to 60 minutes.

Route Alignment

As part of the strategy to provide new service through downtown Burlington on major routes, Route 2 should be combined with Route 6 Shelburne Road to create a new Route 2 Essex-Shelburne via Downtown Burlington route. From Shelburne, the new route would continue to mostly serve the same areas as the existing Route 2 Essex Junction, providing direct service from downtown Burlington along Colchester Avenue and VT Highway 15. In addition, the following changes should be made to streamline service and enable the provision of service with consistent schedules:

- Eliminate variant service to Global Foundries, which serves only 17 trips per weekday.
- Serve Fort Ethan Allen and UVM Medical Center, which are now skipped on many trips, on all trips.
- Discontinue service to the Waldorf School off of Shelburne Road, which is used by very few riders (zero on some days) to eliminate the gaps in the schedule that this service creates.

Service Levels

On weekdays, service should operate every 20 minutes throughout the day and every 30 to 60 minutes in the evening (see Table 3). This would represent slightly less peak period service on the current Route 2 portion of the route than at present (20 minutes versus 15 minutes) but significantly more service on the Route 6 portion of the route and at night.

Table 3 | Route 2 Essex-Shelburne via DTC Service Levels

	EXISTING		PROPOSED
	2 Essex Junction	6 Shelburne Road	2 Essex-Shelburne via Downtown
Span of Service			
Weekday	5:45 AM-12 AM	6 AM-11:20 PM	5:30 AM-11 PM
Saturday	6 AM-12 AM	6:15 AM-8:20 PM	6:30 AM-10 PM
Sunday	8 AM-9:15 PM	No service	8 AM-7 PM
Headways (mins)			
Weekday			
AM Peak	15	30	20
Midday	30	30	20
PM Peak	15	30	20
Evening	30-80	60-75	30-60
Saturday	30-75	60	30
Sunday	75	No service	60

On Saturdays, service should operate every 30 minutes, and on Sundays, it should operate every 60 minutes. This would represent a significant amount of new service, and the addition of Sunday service on what is now Route 6.

3 Lakeside Commuter

Route 3 Lakeside Commuter provides three inbound trips in the AM peak between Burlington's Lakeside neighborhood and downtown Burlington. There is no Route 3 outbound service, and outbound riders use Route 5 Pine Street and walk from Pine Street. Route 3 carries only seven passengers per weekday. Given the route's very low ridership and that all are within walking distance of Route 5 Pine Street service on Pine Street, Route 3 should be discontinued to provide resources for other improvements.

4 Essex Center

Route 4 currently operates as a clockwise loop that serves Essex Junction (including Amtrak), Essex Center, and Sand Hill. The route is GMT's second lowest ridership fixed-route urban service. It carries 90 passengers per day, all but 15 of whom board and alight between Essex Junction and Essex Outlets.

The following changes are recommended to build the route's ridership:

- Combine the Essex Outlets to Essex Junction portion of the route with Route 10 Williston-Essex to create a route that operates between Essex Outlets and Walmart in Williston.
- Discontinue service on the low ridership outer and southern portion of Route 4.
- Eliminate the midday gap in Route 4 service.
- Adjust service frequencies.
- Add Saturday service on the Essex Outlets-Essex Junction segment of the route.

Route Alignment

Route 4's large loop requires relatively long travel times for short trips, which discourages ridership. To provide more attractive service, Route 4 should be combined with Route 10 Williston-Essex into a single route that would operate between Essex Outlets and Walmart in Williston via VT Route 15, VT Route 2, and Maple Tree Place. Service along the existing portion of Route 4 beyond Essex Outlets along VT Route 15, Sand Hill Road, and River Road should be discontinued due to very low ridership (15 passengers per day) and to eliminate the large amount of out-of-direction travel that it imposes on most of the route's riders. The combination of Routes 4 and 10 would provide better service between residential areas in Essex and shopping opportunities in Williston.

Service Levels

The new Route 10 would operate every 60 minutes from 7 AM to 7 PM on weekdays and Saturdays (see Table 4). These new service levels would:

- Provide less frequent service on the Route 4 portion of the route but fill in the midday gap in service and add new Saturday service.
- Maintain existing service levels on the Route 10 Williston-Essex portion of the route.

Table 4 | Route 4 Essex Outlets-Williston Service Levels

	EXISTING		PROPOSED
	4 Essex Center	10 Williston - Essex	4 Essex Outlets - Williston
Span of Service			
Weekday	6 AM-9:50 AM 1 PM-6:15 PM	7 AM-7:20 PM	7 AM-7 PM
Saturday	No service	7 AM-7:20 PM	7 AM-7 PM
Sunday	No service	No service	No service
Headways (mins)			
Weekday			
AM Peak	30-45	60	60
Midday	30	60	60
PM Peak	30-45	60	60
Evening	No service	60	60
Saturday	No service	60	60
Sunday	75	No service	No service

5 Pine Street

Route 5 Pine Street provides service between Burlington's South End and downtown Burlington mostly along Pine Street, and serves 450 passengers per weekday. The following changes are recommended:

- Eliminate Saturday variant services into and out of Lakeside.
- Streamline the route's alignment at its southern end.

Route Alignment

The Saturday deviation to Lakeside should be discontinued, as ridership is very low, and this neighborhood is within walking distance of the main alignment. This would make service faster for through riders and eliminate gaps in service.

The southern end of the route should be streamlined so that inbound buses would depart GMT and travel east on Home Avenue, then turn left directly onto Pine Street heading north towards downtown. Outbound buses would follow the same alignment in reverse, traveling south on Pine Street and turning west on Home Avenue, terminating at GMT.

Service Levels

Weekday service should operate every 30 minutes during the day and every 60 minutes at night (see Table 5). These service frequencies would be consistent, and would represent less service at some times, the same amount of service at most times, and more service at other times.

Table 5 | Route 5 Pine Street Service Levels

	EXISTING	PROPOSED
	5 Pine Street	5 Pine Street
Span of Service		
Weekday	6:15 AM-12:15 AM*	6 AM-7 PM
Saturday	6:15 AM-12:15 AM*	7 AM-7 PM
Sunday	No service	No service
Headways (mins)		
Weekday		
AM Peak	15-30	30
Midday	30	30
PM Peak	15-30	30
Evening	30-95	30
Saturday	30-80	60
Sunday	No service	No service

* - Starting at 6:30 PM, existing trips operate from DTC to GMT only with no inbound service, using out-of-service buses that are returning to the GMT garage and are signed with "Pine St. to Garage." These trips do not occur at consistent frequencies during the evening.

Saturday service should operate hourly, which would be an improvement most of the day when service now operates every 80 minutes.

6 Shelburne Road

Route 6 Shelburne Road is a Major Urban Local that operates between Shelburne and downtown Burlington largely along Shelburne Road. It is GMT's fourth highest ridership route and carries 850 passengers per weekday.

The following changes are recommended:

- Combine with Route 2 Essex Junction.
- Streamline alignment.
- Discontinue variant service to the Waldorf School off of Shelburne Road.
- On weekdays, operate service every 20 minutes during the day and every 30 to 60 minutes at night.
- On weekends, operate service every 30 to 60 minutes.

To reflect community desires, it is recommended that service be maintained to Vermont Teddy Bear. However, to eliminate the gap in service that the extended service now creates, with the exception of the first outbound trips, this service should be provided in addition to regular service. In the AM, this should be done through use of vehicles used for commuter routes before and after they go into service on those routes.

Additional details on the Route 2 Essex Junction/Route 6 Shelburne Road combination are presented above in the Route 2 section.

7 North Avenue

Route 7 North Avenue is a Major Urban Local route that operates between Burlington's New North End and downtown, primarily along North Avenue. Route 7 is GMT's third highest ridership route and carries over 900 passengers per weekday.

The following changes are recommended:

- Combine with Route 1 Williston.
- Discontinue deviations into Heineburg Housing and Burlington High School.
- On weekdays, operate service every 20 minutes during the day and every 30 to 60 minutes at night.
- On weekends, operate service every 30 to 60 minutes.

Additional details on the Route 1 Williston/Route 7 North Avenue combination are presented above in the Route 1 section.

8 City Loop

Route 8 operates in a one-way loop serving the Downtown Transit Center (DTC), McAuley Square, the Waterman Building, and Champlain College. The route travels primarily along North Street, North Prospect Street, Maple Street, and Battery Street, and carries 260 passengers per weekday.

The following changes are recommended:

- Streamline alignment.
- Provide less frequent Saturday service but extend service until 9:00 PM.
- Add Sunday service.

Route Alignment

Route 8 would continue to operate largely along its existing alignment, but with some changes to streamline its alignment to provide faster service:

- Outbound from the DTC, service should operate north to North Street via North Champlain Street instead of North Avenue.
- The southern out and back segment south on Prospect Street to Cliff Street and then north on Williams Street to Maple Street should be discontinued, and service should operate directly from Prospect Street to Maple Street.

With these changes, all existing riders would still be within a five minute walk of the route.

Service Levels

Weekday service would continue to operate every 30 minutes, but starting and ending slightly earlier (see Table 6). Saturday service would only run hourly. New Sunday service would also be added.

Table 6 | Route 8 City Loop Service Levels

	EXISTING	PROPOSED
	8 City Loop	8 City Loop
Span of Service		
Weekday	6:45 AM-7:40 PM	6 AM-7 PM
Saturday	6:45 AM-6:40 PM	7 AM-7 PM
Sunday	No service	8:30 AM-7 PM
Headways (mins)		
Weekday		
AM Peak	30	30
Midday	30	30
PM Peak	30	30
Evening	30	30
Saturday	30	60
Sunday	No service	60

9 Riverside/Winooski

Route 9 provides service between Winooski and downtown Burlington. It circulates through Winooski along local streets and then along Riverside Avenue and Elmwood Avenue in Burlington. The route carries 510 passengers per weekday.

The following changes are recommended:

- Reduce variants to provide more consistent service in Winooski.
- Replace the single late night round trip with hourly service until 9:00 PM.

Route Alignment

Route 9 is complex and has seven service variants, all of which operate on weekdays and five of which operate on Saturdays. These consist of different versions that run all or part of the route, irregularly serve two apartment complexes, and that run the late night round trips.

Route 9 should be significantly simplified so that all trips operate the full length of the route (see Figure 5 on page 15). Also, whereas current trips serve either the Courtyard or 83 Barlow apartments on an inconsistent basis, all trips should consistently alternate between the two.

Service Levels

Weekday service should be improved to operate every 30 minutes throughout the day, and then with hourly service until 11 PM (see Table 7). Saturday service should run hourly all day and operate later into the evening until 9:00 PM.

Table 7 | Route 9 Riverside/Winooski Service Levels

	EXISTING	PROPOSED
	9 Winooski	9 Winooski
Span of Service		
Weekday	6:45 AM-7 PM 11:25 PM-11:52 PM	6 AM-11 PM
Saturday	6:15 AM-7 PM	7 AM-9 PM
Sunday	No service	No service
Headways (mins)		
Weekday		
AM Peak	30	30
Midday	60	60
PM Peak	30	30
Evening	1 round trip	60
Saturday	60	60
Sunday	No service	No service

10 Williston-Essex

Route 10 operates between Essex Junction and Walmart in Williston via VT Route 2A/Essex Road and Maple Tree Place. The route travels primarily along the Essex Road. The route is GMT's lowest ridership urban fixed-route service, carrying 80 passengers per weekday.

To build the route's ridership, it is recommended that Route 10 be combined with the Essex Outlets to Essex Junction portion of Route 4 Essex Center to create a route that operates between Essex Outlets and Walmart in Williston. These changes are presented above in the Route 4 Essex Center section.

11 College Street Shuttle

Route 11 operates between UVM and Burlington's Waterfront Park via College Street. The route averages 600 passengers per weekday. Within the context of Chittenden County, this ridership is moderate, however considering that this route is fare-free, provides frequent service, and that it serves Burlington's core, it is less impressive. The moderate ridership is attributable to competition from Routes 1 Williston and 2 Essex Junction, both of which operate within two blocks of Route 11 and are more convenient for many riders. In most respects, Route 11 duplicates Routes 1 and 2 more than it complements them. Route 11 also provides more service in the summer than during the rest of the year, even though one of the route's major markets is UVM, which means that summer demand is lower than during the rest of the year.

To improve service to and from the airport and create more of a unique role for Route 11, it should be combined with Route 12 UMall/Airport to provide direct service between Downtown Burlington and the Burlington International Airport. In addition, service levels should be significantly adjusted to better match service levels with demand and provide year-round, seven-days-a-week service.

Route Alignment

The new Route 11 UMass-Downtown Burlington via Airport would combine the current Route 11 and 12 alignments in a manner that emphasizes direct service between the airport and downtown (see Figure 5 on page 15). Outbound, the route would begin service at Burlington's Waterfront Park, then travel east and serve College Street, UVM Medical Center, Main Street, Williston Road, White Street, and Burlington International Airport. Buses would then turn south and serve Kennedy Drive and Dorset Street before terminating at University Mall. Inbound trips would follow the same alignment in reverse.

Existing deviations to Community Drive and Country Park that are currently served by Route 12 today should be discontinued due to very low ridership.

Service Levels

The new Route 11 should provide seven-days-a-week service throughout the year and should operate for the same spans and frequencies year-round (see Table 8). On weekdays, service should operate from 6:00 AM until 10:00 PM, every 30 minutes during the day and every 45 minutes in the evening. On Saturdays, service should operate from 6:30 AM until 10:00 PM, every 30 minutes during the day and hourly in the evening. On Sundays, service should run from 8:00 AM until 7:00 PM, hourly all day. These spans are generally better than at present on both Routes 11 and 12, except on Sundays. The service frequencies are lower than at present on Route 11 but better than on Route 12. The changes reflect a balance that considers that the route is currently underutilized but that service to the airport could increase demand.

Table 8 | Route 11 UMass-Downtown Burlington via Airport Service Levels

	EXISTING		PROPOSED
	11 College Street Shuttle	12 UMass/Airport	11 UMass-Downtown Burlington via Airport
Span of Service			
<i>Summer</i>			
Weekdays	6:15 AM-9 PM	6:25 AM-10 PM	6 AM-10 PM
Saturdays	8:45 AM-9 PM	6:30 AM-10 PM	6:30 AM-10 PM
Sundays	8:45 AM-9 PM	8:45 AM-7:30 PM	8 AM-7 PM
<i>Rest of Year</i>			
Weekdays	6:15 AM-7:15 PM	6:25 AM-10 PM	6 AM-10 PM
Saturdays	No service	6:30 AM-10 PM	6:30 AM-10 PM
Sundays	No service	8:45 AM-7:30 PM	8 AM-7 PM
Headways			
<i>Weekday</i>			
AM Peak	15-30	30-45	30
Midday	15	30	30
PM Peak	15-30	30-45	30
Evening	30	60-70	45
<i>Saturday</i>	15-30	50-60	30-60
<i>Sunday</i>	15-30	75	60

12 UMass/Airport

Route 12 operates between Burlington International Airport and University Mall during the day on weekdays and Saturdays, and between downtown the airport and Burlington on weekday and Saturday evenings and all day on Sundays. The route carries 250 passengers per weekday, which is the third lowest among Chittenden County routes. One of the major deficiencies of the route is that although it serves the airport, it takes people only as far as the UMass, and requires a transfer for continuing service to downtown Burlington. For passengers traveling beyond downtown Burlington, a second transfer is required at the DTC, which deters most airport passengers from using the bus.

To provide more attractive service between the airport and downtown Burlington and points beyond, and to build Route 12 ridership, the route should be combined with Route 11 College Street Shuttle. This combination is described above in the Route 11 section.

18 Sunday Service

Route 18 provides Sunday-only service to areas north and south of downtown Burlington along North Avenue, Shelburne Road, Pine Street, Pearl Street, Riverside Avenue, and through downtown. In effect, it is designed to provide Sunday service in lieu of Route 5 Pine Street, Route 6 Shelburne Road, Route 7 North Avenue, and Route 8 City Loop. Service is long and circuitous, and the route carries only 115 passengers per Sunday. With the proposed provision of Sunday service on the new Route 1 New North End-Williston via Downtown Burlington, Route 2 Essex - Shelburne via Downtown Burlington, and Route 8 City Loop, this service would become redundant and should be eliminated.

Table 9 | Route 18 Sunday Service Service Levels

	EXISTING	PROPOSED
	18 Sunday Service	<i>Discontinued</i>
Span of Service		
Weekday	No service	No service
Saturday	No service	No service
Sunday	8:25 AM-5:33 PM	No service
Headways (mins)		
Weekday	No service	No service
Saturday	No service	No service
Sunday	30-110	No service

36 Jeffersonville Commuter

Route 36 provides commuter service between Jeffersonville and Burlington, primarily along VT Route 289 and VT Route 15. Route 36 provides service to the Jeffersonville Village Post Office, Underhill Flats, the Essex Outlets, the University of Vermont Medical Center, the Downtown Transit Center (DTC), and the GMT Administration Office, and carries 42 passengers per weekday.

- Adjust schedule times to better match commuter work schedules.
- Improve Park and Ride conditions along the route.

46 Route 116 Commuter

Route 46 Route 116 Commuter provides commuter service between Middlebury and Burlington primarily via VT Route 116. The route is operated through a partnership between GMT and Addison County Transit Resources (ACTR), with GMT operating one AM inbound trip and one PM outbound trip between Hinesburg and Burlington and ACTR operating one AM inbound trip and one PM outbound trip between Middlebury and Burlington. GMT's Route 46 trips carry only 16 passengers per weekday.

Recommended changes include:

- Adjust schedule times to better match commuter work schedules.
- Discontinue low/no ridership deviations.

These changes are described in more detail in the Commuter Routes section.

56 Milton Commuter

Route 56 provides commuter service between Milton and Burlington along US Route 7 via Colchester and Winooski. The route carries 70 passengers per weekday.

Recommendations include:

- Reduce the number of different operating patterns to simplify service
- Discontinue the very low ridership late night trip.
- Adjust AM and PM schedule times.

These changes are described in more detail in the Commuter Routes section.

76 Middlebury LINK Express

Route 76 provides commuter service between Middlebury and Burlington, primarily along US Route 7. The route operates on weekdays and Saturdays, with GMT providing the weekday service and ACTR providing the Saturday service. Route 76 carries 76 passengers per weekday.

Recommended changes include:

- Discontinue low ridership deviations to make service more attractive to Middlebury – Burlington riders.
- Adjust schedule times to better match commuter work schedules.

These changes are described in more detail in the Commuter Routes section.

86 Montpelier LINK Express

Route 86 Montpelier LINK Express provides commuter service between Montpelier and Burlington via I-89. It is, by far, GMT's most successful commuter route and serves commuters working in both Montpelier and Burlington. It averages 440 passengers per weekday – more of whom commute from Burlington to Montpelier than vice-versa –and buses are frequently overcrowded.

A number of changes are recommended for Route 86, both to improve service and address overcrowding problems:

- Discontinue service to the Waterbury Park-and-Ride Lot and serve that location instead with Route 83 Waterbury Commuter and Route 286 Burlington-Waterbury LINK.
- Adjust the route's schedule to better balance loads.
- Improve service to the Richmond Park-and-Ride Lot.

These changes are described in more detail in the Commuter Routes section.

286 Burlington - Waterbury LINK Express

Route 286 operates between Waterbury and Burlington via the Richmond Park-and-Ride Lot. It is one of three routes that serve the I-89 corridor, the others being Route 83 Waterbury Commuter between Montpelier and Waterbury and Route 86 Montpelier LINK Express, which operates between Burlington and Montpelier. Route 286 carries 82 passengers per weekday.

Recommended changes include:

- Revise schedule times to better match employee work times at the Waterbury State Office Complex.
- Improve service to the Richmond Park-and-Ride Lot.

These changes are described in more detail in Commuter Routes section.

CAPITAL DISTRICT

Focus Areas

The Capital District is the second largest market for transit in GMT's service area, although demands are much lower than in Chittenden County. Existing services still largely reflect those that GMT assumed from Wheels, which was the original Capital District service provider. Proposed changes are designed to provide robust fixed-route service that will appeal to a broader range of customers. Recommended changes include:

- **Provide Consistent All Day Service between Montpelier and Barre.** Routes 80 City Route Mid-Day and 89 City Commuter should be combined into a new single route that would provide all-day service between Barre and Montpelier. This route would serve as the "backbone" of Capital District services.
- **Improve Service to Major Locations on Hospital Hill.** Routes 81 Barre Hospital Hill and 82 Montpelier Hospital Hill should be combined into a single route that would operate between South Barre and Montpelier via Hospital Hill, serving Central Vermont Medical Center (CVMC) and the Berlin Mall/Walmart.
- **Streamline Local Service in Montpelier.** Route 92 Montpelier Circulator should be streamlined to provide more convenient and direct service with less out-of-direction travel, while still serving neighborhoods and local destinations. Route 92 would run every 60 minutes on weekdays, from 5:30 AM until 8:30 PM.
- **Improve Service in Barre and South Barre.** All-day service should be provided between downtown Barre along VT Route 14/S Barre Road to the Hannaford Supermarket via the redesigned Route 82 Barre-Montpelier via Hospital Hill. This route would provide more

direct service from Barre to the Berlin Mall, Central Vermont Medical Center, and Hospital Hill.

- **Better Weekday Service.** Key services should operate longer hours with more frequent and consistent service on weekdays.
- **Improve Weekend Service.** On Saturdays, both Route 80 and Route 82 would operate every 60 minutes from 7:30 AM until 6:30 PM.
- **Provide Anchored Flex Service on Hospital Hill.** Route 91 Berlin Hospital Hill Demand Response would be converted to “Anchored Flex Service”: buses would operate with defined departure and arrival times at Central Vermont Medical Center, and serve the Hospital Hill region based on customer demand without a defined path. This route would provide service to the small medical and social service facilities that would not be served by regular fixed-route service.

A map of these changes is presented in Figure 7, and a summary of route-by-route changes is presented in Appendix 1.

80 City Route Mid-Day

Route 80 City Route Mid-Day operates between Barre and Montpelier along US Route 302/Barre–Montpelier Road during the midday. The route carries 85 passengers per weekday.

During peak periods, Route 89 City Commuter operates along the same alignment, and it and Route 80 provide the same service but different times and with different names. To present the service to riders as it actually operates, the two routes should be combined into a single route. For the purposes of these recommendations, the route is called Route 80 Barre-Montpelier via Barre-Montpelier Road.

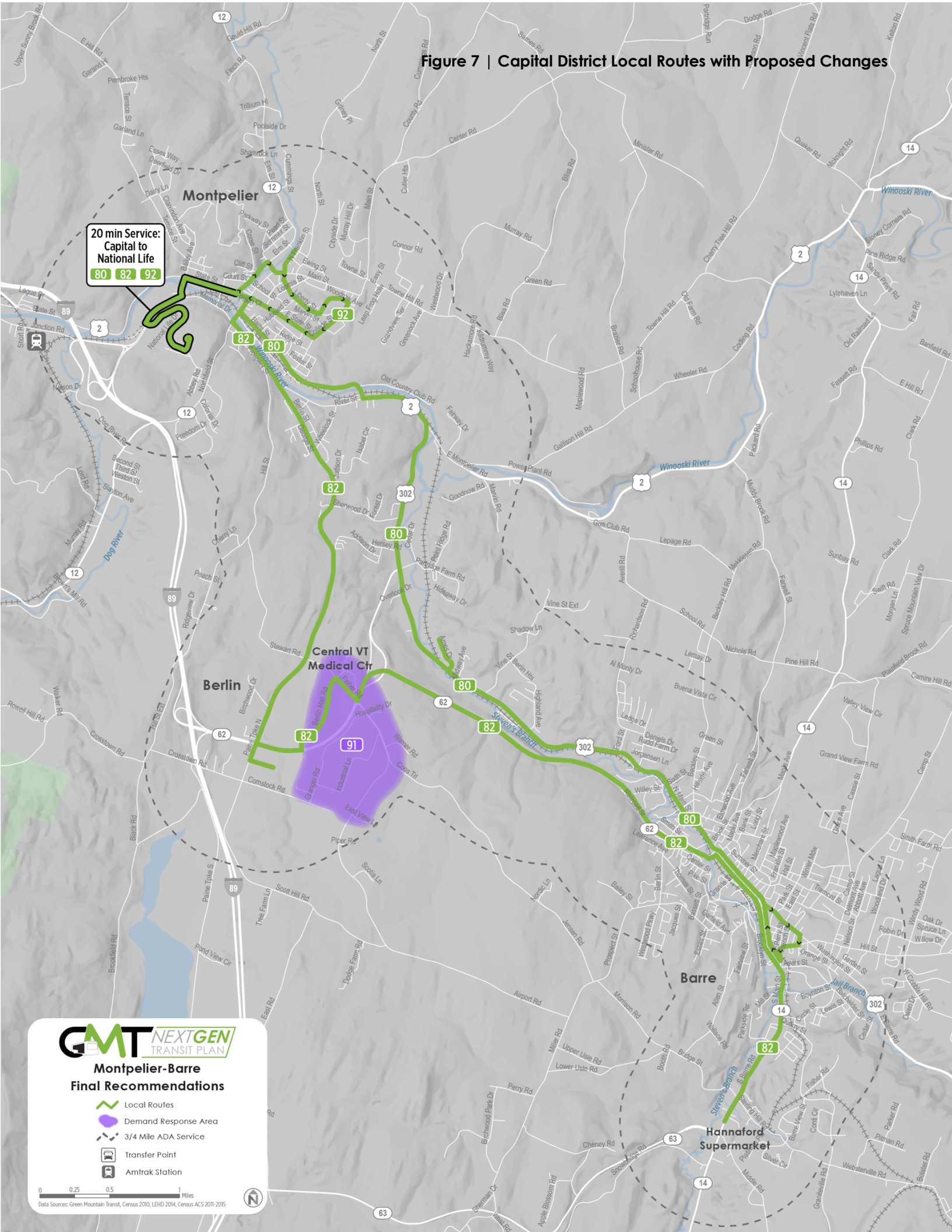
Route Alignment

The consolidated route should operate between Montpelier and Barre via Barre-Montpelier Road. In Montpelier, Route 80 would begin service at National Life, then serve downtown via Memorial Drive, Bailey Avenue, State Street, and Berlin Street. All trips would serve Price Chopper off of Route 302/ Barre-Montpelier Road. Buses would serve Barre via North Main Street. The route would terminate in Barre using the same terminal loop through downtown Barre used by Routes 80 and 89 today.

Service Levels






In a similar manner as at present, peak period service would continue to operate every 30 minutes during peak periods (see Table 10). During the midday and evening, service would be improved from every 75 minutes to every 45 minutes. Service would start later at 6:00 AM to offset some of the additional costs for the more frequent midday service.

Figure 7 | Capital District Local Routes with Proposed Changes



GMT NEXTGEN
TRANSIT PLAN

**Montpelier-Barre
Final Recommendations**

-  Local Routes
-  Demand Response Area
-  3/4 Mile ADA Service
-  Transfer Point
-  Amtrak Station

0 0.25 0.5 1 Miles

Data Sources: Green Mountain Transit, Census 2010, LEHD 2014, Census ACS 2011-2015



Table 10 | Route 80 Barre - Montpelier via Barre-Montpelier Road Service Levels

	EXISTING		PROPOSED
	80 City Route Mid-day	89 City Commuter	80 Barre-Montpelier via Barre-Montpelier Road
Span of Service			
Weekday	9:25 AM-3:40 PM	5:25 AM-9:55 AM 3:25 PM-8:25 PM	6:00 AM-8:30 PM
Saturday	9:25 AM-3:40 PM	7:55 AM-9:55 AM 3:25 PM-7:20 PM	7:30 AM-6:30 PM
Sunday	No service	No service	No service
Headways (min)			
Weekday			
AM Peak	No service	30	30
Midday	75	No service	60
PM Peak	No service	30	30
Evening	No service	No service	60
Saturday	75	30	60
Sunday	No service	No service	No service

81 Barre Hospital Hill

Route 81 operates in a large circuitous loop between Barre and Hospital Hill that provides slow and confusing service and forces riders to travel out of direction for most of their trip. The route carries 60 passengers per weekday.

Route 81's Montpelier counterpart is Route 82 Montpelier Hospital Hill, which serves similar areas on Hospital Hill but in a more direct manner.

Recommendations for Route 81 include:

- Combine Routes 81 and 82 into a new Route 82 South Barre-Montpelier via Hospital Hill that would provide more direct service.
- Extend service southward to the South Barre Hannaford Supermarket to provide new service between South Barre and Barre.

Route Alignment

The new Route 82 should originate in Montpelier at National Life, then serve downtown Montpelier via Memorial Drive, Bailey Avenue, State Street, Northfield Avenue, and Berlin Street. Buses would continue south on Berlin Street and Paine Turnpike via Hospital Hill, serving the Berlin Shaw's, Berlin Mall, and Central Vermont Medical Center. It should then continue south to downtown Barre via VT Route 62 and continue south on Main Street and S Barre Road before terminating at Hannaford Supermarket in South Barre.

Service Levels

The new Route 82 should operate for slightly longer hours – from 6:30 AM to 6:30 PM on weekdays and from 7:30 AM to 6:30 PM on Saturdays (see Table 11). Service should continue to operate every 60 minutes on both weekdays and Saturdays.

82 Montpelier Hospital Hill

Route 82 operates between Downtown Montpelier and Hospital Hill. The route carries 72 passengers per weekday.

Recommended changes include:

- Combine the route with Route 81 Barre Hospital Hill as Route 82 Barre-Montpelier via Hospital.
- Extend service to the Hannaford Supermarket in South Barre.
- Extend weekday and Saturday service hours.

These changes are described in the Route 81 Barre Hospital Hill section, above.

Table 11 | Route 82 South Barre - Montpelier via Hospital Hill Service Levels

	EXISTING		PROPOSED
	81 Barre Hospital Hill	82 Montpelier Hospital Hill	82 South Barre-Montpelier via Hospital Hill
Span of Service			
Weekday	6:55 AM-6:20 PM	7:16 AM-6:16 PM	6:30 AM-6:30 PM
Saturday	7:55 AM-5:55 PM	8:16 AM-6:16 PM	7:30 AM-6:30 PM
Sunday	No service	No service	No service
Headways (min)			
Weekday			
AM Peak	60	60	60
Midday	60	60	60
PM Peak	60	60	60
Evening	No service	No service	60
Saturday	60	60	60
Sunday	No service	No service	No service

83 Waterbury Commuter

Route 83 provides peak period commuter service between Waterbury and Montpelier via US Route 2. It carries approximately 45 passengers per weekday.

Recommended changes include:

- Shift service from US Route 2 to I-89 to provide faster service.
- Add service to the Waterbury Park-and-Ride Lot to improve service to Montpelier.

These changes are described in more detail in the Commuter Routes section.

84 US 2 Commuter

Route 84 provides commuter service between St. Johnsbury and Montpelier, primarily along US Route 2. The route carries 30 passengers per weekday.

Recommended changes include:

- Discontinue deviation service to locations with little or no ridership to make service faster for riders.
- Discontinue the underutilized midday round trip to provide resources for other improvements.

These changes are described in more detail in the Commuter Routes section.

85 Hannaford Shopping Shuttle

Route 85 is a shopping shuttle route that provides one round trip between Downtown Williamstown, the Hannaford Supermarket on Route 14, and downtown Barre on Tuesdays. The route averages 57 passengers per Tuesday.

As described in more detail in the Route 81 Barre Hospital Hill section above, Route 85 would be combined into a redesigned Route 82 Barre-Montpelier via Hospital Hill route with a southern terminus at the South Barre Hannaford. This will expand service to the Hannaford from one round trip per week to all-day service six days a week.

86 Montpelier LINK Express

Route 86 Montpelier LINK Express provides commuter service between Montpelier and Burlington via I-89. It is, by far, GMT's most successful commuter route and serves commuters working in both Montpelier and Burlington. It averages 440 passengers per weekday – more of whom commute from Burlington to Montpelier than vice-versa –and buses are frequently overcrowded.

A number of changes are recommended for Route 86, both to improve service and address overcrowding problems:

- Discontinue service to the Waterbury Park-and-Ride Lot, and serve that location instead with Route 83 Waterbury Commuter and Route 286 Burlington-Waterbury LINK Express.
- Adjust the route's schedule to better balance loads.
- Improve service to the Richmond Park-and-Ride Lot.

These changes are described in more detail in the Commuter Routes section.

87 Northfield Community Shuttle

Route 87 provides a single round trip per week (on Wednesdays) between Northfield and the Berlin Walmart that is designed to serve shopping trips. The route serves 24 passengers per Wednesday.

The single change that is recommended to Route 87 is that it also serve the Berlin Shaw's on its way to and from Walmart to provide additional grocery shopping opportunities, though passengers would have time to shop at only one of the two locations.

Route Alignment

Route 87 should continue to operate between Northfield Falls and Walmart in Berlin via Route 12 and I-89, making the same stops it does today, plus the addition of a stop at the Berlin Shaw's.

Service Levels

Route 87 should continue to provide one trip on Wednesdays, beginning at 8:45 AM and ending at approximately 11:15 AM (see Table 12).

Table 12 | Route 87 Northfield Community Shuttle Service Levels

	EXISTING	PROPOSED
	87 Northfield Community Shuttle	87 Northfield Community Shuttle
Span of Service		
Wednesdays	8:45 AM-11:15 AM	8:45 AM-11:15 AM
Other Weekdays	No service	No service
Saturday	No service	No service
Sunday	No service	No service
Headways (mins)		
Weekday		
AM Peak	No service	No service
Midday	1 round trip	1 round trip
PM Peak	No service	No service
Evening	No service	No service
Saturday	No service	No service
Sunday	No service	No service

88 Capital Shuttle

Route 88 Capital Shuttle provides frequent service between National Life and the Vermont State House. Until late 2017, it only operated during the Legislative Session, but has since been expanded to year-round service. When ridership counts were conducted during the Legislative Session, the route averaged 64 passengers per weekday.

In conjunction with the other route changes described in this chapter, Route 88 service should instead be provided by a combination of Route 80 Barre-Montpelier via Barre-Montpelier Road, Route 82 Barre-Montpelier via Hospital Hill, and Route 92 Montpelier Circulator. Each of these routes would operate every 60 minutes but with schedules coordinated so that service between National Life and Downtown Montpelier would continue to operate every 20 minutes as it does today.

Route Alignment

As shown in Figure 7 on page 30, Routes 80, 82, and 92 would all operate between National Life and Downtown Montpelier via National Life Drive to Memorial Drive to Bailey Avenue to State Street.

Service Levels

Schedule times on the three routes would be coordinated so that service between National Life and downtown Montpelier would operate every 20 minutes (see Table 13). This would provide the same level of service as Route 88 does today, but in a much less specialized manner that will broaden the market for service and improve connectivity.

Table 13 | Route 88 Capital Shuttle Service Levels

	EXISTING	PROPOSED
	88 Capital Shuttle	Combined Service on Routes 80, 82 & 92
Span of Service		
Weekday	7:20 AM-5:20 PM	6:30 AM-7:30 PM
Saturday	No service	7:30 AM-6:30 PM
Sunday	No service	No service
Headways (mins)		
Weekday		
AM Peak	20	20
Midday	20	20
PM Peak	20	20
Evening	No service	20-30
Saturday	No service	30
Sunday	No service	No service

89 City Commuter

Route 89 is billed as a peak period commuter route that operates between Barre and Montpelier via the Barre-Montpelier Road and carries 120 passengers per weekday. However, it is more the peak period counterpart to Route 80 City Route Mid-Day that provides midday service along the same alignment, rather than a unique route. To present the service to riders as it actually operates, the two routes should be combined into a single route. This combination is described in the Route 80 City Route Mid-Day section, above.

91 Barre Hospital Hill Demand Response

Route 91 provides Flex/Demand Response service on Hospital Hill. It is designed to provide service to and from the many small medical offices scattered around Hospital Hill. To a significant extent it duplicates Route 81 Barre Hospital Hill and is one of GMT's lowest ridership routes, carrying only nine passengers per weekday.

Recommended changes include:

- Convert the route to an "anchored flex route" that would operate with scheduled departures and arrivals from the Central Vermont Medical Center (CVMC) designed to provide connections with the new Route 82 South Barre-Montpelier via Hospital Hill route. Reservations would not be required for scheduled departures from CVMC but would be for pick-ups at other locations. This change is designed to eliminate the current duplication with Route 81 Barre Hospital Hill and to better serve Montpelier riders.

- Discontinue service between Barre and Hospital Hill, which would instead be provided by the new Route 82 South Barre-Montpelier via Hospital Hill route.

Service Area

Route 91's service area would remain the same, except that service would operate to and from Central Vermont Medical Center instead of to and from Berlin.

Service Levels

Route 91 would continue to operate Tuesday through Thursday, from 9 AM to 2 PM, with departures and arrivals from Central Vermont Medical Center every 60 minutes.

Table 14 | Route 91 Barre Hospital Hill Flex Service Levels

	EXISTING	PROPOSED
	91 Barre Hospital Hill Demand Response	91 Hospital Hill Flex
Span of Service		
Tuesdays & Thursdays	9:00 AM-2:00 PM	9:00 AM-2:00 PM
Other Weekdays	No service	No service
Saturday	No service	No service
Sunday	No service	No service
Headways (mins)		
Weekday		
AM Peak	No service	No service
Midday	By request	30
PM Peak	No service	No service
Evening	No service	No service
Saturday	No service	No service
Sunday	No service	No service

92 Montpelier Circulator

Route 92 provides circulator service in Montpelier in a very circuitous and complicated manner that consists of two loops (see Figure 8). The route carries 66 passengers per weekday.

Recommended improvements include:

- Provide simpler and more direct service.
- Discontinue long deviations to low ridership locations.
- Eliminate the 80-minute gap in midday service.
- Coordinate the route's schedule with those of reconfigured Routes 80 Barre-Montpelier via Barre-Montpelier Road and 82 South Barre-Montpelier via Hospital Hill to provide service every 20 minutes between National Life and downtown Montpelier.

Montpelier Circulator

FREE!

Loop 1

**One bus runs both loops.
Board the correct one!**

Stops 1 – 8 leave Shaw's at
:50 past the hour.

Stops 9 – 12 leave Shaw's
at :30 past the hour.

Please ask the driver if you
are unsure which bus is best
for you.

A blue line map showing the Loop 1 route. The route starts at Stop 1 (Shaw's) with a north arrow pointing up. It proceeds clockwise through stops 2 (Elm St. / Spring St.), 3 (Pool & Rec. Field / CCV), 4 (Summer St. / Winter St.), 5 (WCMH / Heaton Woods), 6 (College Green), 7 (Hungar Mtn. Co-op), and 8 (Senior Center). It returns to Stop 1 via Stop 9 (Dartmouth College).

Loop 2

A blue line map showing the Loop 2 route. The route starts at Stop 1 (Shaw's) with a north arrow pointing up. It proceeds clockwise through stops 2 (State Street / People's United Bank), 3 (Prospect), 4 (National Life), 5 (Freedom Drive), 6 (12), 7 (11), and 8 (Montpelier High School). It returns to Stop 1 via Stop 9 (3 Prospect).

This route offers
on-board and
same day call in
deviation requests
up to 1/2 mile.
Request a drop-off
from the driver or
call 802-223-7287.

92

Route 92's alignment would be modified to provide simpler and more direct service through Montpelier (see Figure 7 on page 30). Trips would originate at National Life and serve downtown via Memorial Drive, Bailey Avenue, and State Street. Buses would then travel serve local streets along a clockwise loop, including Elm Street, Spring Street (deviating to serve Franklin Street), Liberty Street, and College Street before turning back west onto State Street. Buses would then continue west and return to National Life along the same alignment through downtown.

Weekday service hours would begin at 6:30 AM and run until 6:30 PM. Service should continue to run hourly throughout the day, without the 80 minute gap in midday service.

Table 15 | Route 92 Montpelier Circulator Service Levels

	EXISTING	PROPOSED
	92 Montpelier Circulator	92 Montpelier Circulator
Span of Service		
Weekday	6:50 AM-5:50 PM	6:30 AM-6:30 PM
Saturday	No service	No service
Sunday	No service	No service
Headways (mins)		
Weekday		
AM Peak	60	60
Midday	60-80	60
PM Peak	60	60
Evening	No service	60
Saturday	No service	No service
Sunday	No service	No service

93 Northfield Commuter

Route 93 provides commuter service between Northfield and downtown Montpelier, primarily along VT Route 12. The route carries 25 passengers per weekday.

Recommended changes include:

- Discontinue the low ridership midday round trip.
- Adjust schedule times to better match commuter work times.
- Run the first AM outbound and last PM inbound trips as out-of-service trips to and from the Berlin garage to reduce vehicle hours and miles, which will provide a small reduction in operating costs.

These changes are described in more detail in the Commuter Routes section.

286 Burlington - Waterbury LINK Express

Route 286 operates between Waterbury and Montpelier via the Richmond Park-and-Ride Lot. It is one of three routes that serve the I-89 corridor, the others being Route 83 Waterbury Commuter between Montpelier and Waterbury and Route 86 Montpelier LINK Express, which operates between Burlington and Montpelier. Route 286 carries 82 passengers per weekday.

Recommended changes include:

- Revise schedule times to better match employee work times at the Waterbury State Office Complex.
- Improve service to the Richmond Park-and-Ride Lot.

These changes are described in more detail in the Commuter Routes section.

LAMOILLE COUNTY

Focus Areas

Lamoille County service is relatively limited and consists of two limited-service local routes: one commuter route to Waterbury, and wintertime service on the Stowe Mountain Road.

Recommended improvements focus on the following improvements:

- **Provide Streamlined and Consistent Local Service in Morrisville.** Local service within Morrisville would be streamlined to provide more convenient and direct service to local destinations with less out-of-direction travel. Routes 102 Morrisville Loop and 103 Morrisville Shopping Shuttle should be combined into a new Route 103 Stowe-Morrisville that would provide streamlined local service within Morrisville as well as a one-seat ride between Stowe and the shopping and services available in Morrisville.
- **Provide Faster, More Direct Service on Mountain Road.** Mountain Road is served with high levels of service on Route 108 Mountain Road Shuttle, but the route makes several deviations on different trips, providing inconsistent service and travel times. A streamlined Route 108 would make service faster and consistent for riders and would help make service more reliable in the midst of increasing traffic congestion on the busy Mountain Road corridor during the winter season.
- **Provide More Direct Service to and from Waterbury.** Route 100 Commuter would have a more direct alignment within Morrisville and along VT Route 100, providing faster and more consistent service for commuters with fewer request-only deviations.

A map of these changes is presented in Figure 9, and a summary of route-by-route changes is presented in Appendix 1.

100 Route 100 Commuter

Route 100 provides peak period commuter service between Morrisville and Waterbury via Stowe, traveling primarily along VT Route 100. The route carries 48 passengers per weekday.

Recommended changes include:

- Streamline the route's alignment in Morrisville.
- Discontinue deviations to low/no ridership locations.

These changes are described in more detail in the Commuter Routes section.

102 Morrisville Loop

Route 102 Morrisville Loop provides local service within Morrisville to shopping, housing, and Copley Hospital for limited hours in the morning and afternoon. The route operates for only limited hours (8:00 AM-10:20 AM and 1:10 PM-2:55 PM) and carries only 20 passengers per day.

Morrisville is also served by Route 103 Morrisville Shopping Shuttle, which is another very limited service route that serves many of the same locations in Morrisville plus service to Stowe and the Mountain Road.

To provide simpler and more consistent service in Morrisville, and to provide additional service to Stowe, Routes 102 and 103 should be combined into a new Route 103 Morrisville- Stowe route.

Due to financial limitations, this new route would still provide midday only service, but better service than is provided individually by current Routes 102 and 103.

Route Alignment

The consolidated Route 103 should operate between Morrisville and Stowe, with southbound trips starting at Copley Hospital in Morrisville. Service would then travel north along Washington Highway, Maple Street, Upper Main Street, and Historic VT-100 to serve Price Chopper and Morrisville Plaza/Big Lots, and then south back along Historic VT-100 to VT Route 100 to Stowe's Mountain Road. Service would then operate along the Stowe Mountain Road to Stowe Family Practice near the intersection of Mountain Road and Luce Road. This would bring year-round service to the most densely developed areas of Stowe.

Route 102's deviation to Lamoille View Apartments should be discontinued, since it is located very close to the route's main alignment on Upper Main Street in an area with very good pedestrian conditions.

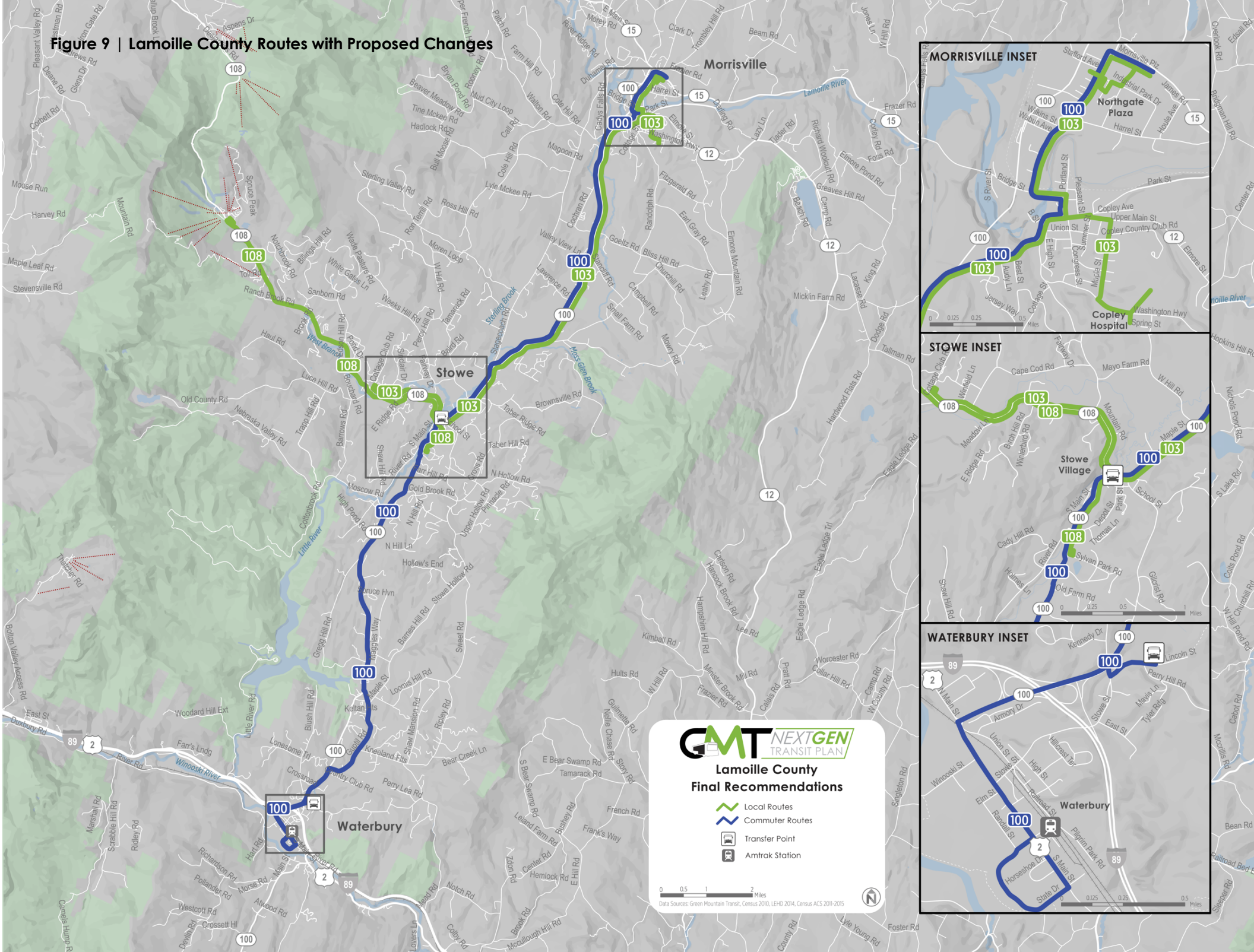
Service Levels

Today, both Route 102 Morrisville Loop and 103 Morrisville Shopping Shuttle provide limited service (see Table 16):

- Route 102 provides service every 35 minutes, but only during the hours of 8 AM-10:20 AM and 1:10 PM-2:55 PM.
- Route 103 provides only three one-way trips per weekday (one northbound and two southbound).

The new Route 103 should operate between 9 AM and 3 PM, every 45 minutes.

Figure 9 | Lamoille County Routes with Proposed Changes



103 Morrisville Shopping Shuttle

Route 103 provides limited weekday midday service between Morrisville and Stowe and along the Stowe Mountain Road. The route serves 24 passengers per weekday.

As described in the Route 102 Morrisville Loop section above, it is recommended that Routes 102 and 103 be consolidated into a single route that provides improved service within Morrisville and to and from Stowe.

Table 16 | Route 102 and 103 Service Levels

	EXISTING		PROPOSED
	102 Morrisville Loop	103 Morrisville Shopping Shuttle	103 Morrisville - Stowe
Span of Service			
Weekday	8:00 AM-10:20 AM 1:10 PM-2:55 PM	10:20 AM-3:45 PM	9:00 AM-3:00 PM
Saturday	No service	No service	No service
Sunday	No service	No service	No service
Headways (min)			
Weekday			
AM Peak	35	No service	No service
Midday	35	1 NB trip/2 SB trips	45
PM Peak	No service	No service	No service
Evening	No service	No service	No service
Saturday	No service	No service	No service
Sunday	No service	No service	No service

108 Mountain Road Shuttle

Route 108 provides service between downtown Stowe and the Stowe Mountain Resort along VT Route 108/Mountain Road. The route operates only during the winter, when it provides frequent service throughout the day, seven days a week, and averages 480 passengers on weekdays, 800 on Saturdays, and 540 on Sundays.

Overall, service performs very well, and recommended changes are limited to streamlining service through Stowe Village and keeping service on the Mountain Road rather than operating in and out of parking lots along the route.

Route Alignment

Route 108 should continue to operate between Stowe Mountain Resort and Commodores Inn south of Stowe Village, primarily via the Mountain Road and VT Route 100/Main Street, but with the following changes (see Figure 9 | at the beginning of this chapter):

- The route's eastern alignment should be reconfigured so that downhill buses would turn left onto VT Route 100/Main Street, right onto Depot Street, and down Thomas Lane to rejoin Main Street to Commodores Inn. Uphill from Commodores Inn, buses would operate north on Main Street, turn right onto Thomas Lane and continue onto Depot

Street, then turn right onto Pond Street, left onto School Street, left onto Main Street, and right onto Mountain Road.

- Route 108 should operate directly along Mountain Road and would no longer deviate into the Town & Country parking lot, Golden Eagle parking lot, or Village Green. These locations would instead be served by stops on the Mountain Road.

Service Levels

Route 108 should continue to operate seven days a week, every 15 to 30 minutes between 6:40 AM and 9:55 PM, and only during the winter ski season (see Table 17).

Table 17 | Route 108 Mountain Road Shuttle Service Levels

	EXISTING	PROPOSED
	108 Mountain Road Shuttle	108 Mountain Road Shuttle
Span of Service		
Weekday	6:40 AM-9:55 PM	6:40 AM-9:55 PM
Saturday	6:40 AM-9:55 PM	6:40 AM-9:55 PM
Sunday	6:40 AM-9:55 PM	6:40 AM-9:55 PM
Headways (mins)		
Weekday		
AM Peak	15	15
Midday	15-30	15-30
PM Peak	15	15
Evening	30	30
Saturday	15-30	15-30
Sunday	15-30	15-30

FRANKLIN & GRAND ISLE COUNTIES

Focus Areas

Franklin and Grand Isle Counties are served by three commuter routes, one local circulator route, and a one day a week shopping shuttle. Recommended changes are designed to provide more streamlined service, change to service spans to better match service to demand, and provide better connections from Alburgh and Swanton to Burlington:

- **Streamlined Local Service in St. Albans.** Route 110 St. Albans Downtown Shuttle should be reconfigured to provide more direct and clearer service.
- **Provide More Saturday Service in St. Albans.** Route 110 should also operate longer hours on Saturday, beginning at 8:45 AM and running until 5:45 PM.
- **Provide Additional Service on Route 115 Alburgh Commuter, and 116 Richford Commuter.** A second PM trip should be added that would connecting service to and from Burlington.

A map of these changes is presented in Figure 10, and a summary of route-by-route changes is presented in Appendix 1.

96 St. Albans LINK Express

Route 96 provides weekday peak period commuter service between St. Albans and Burlington, primarily along I-89. The route carries 65 passengers per weekday.

Service improvement recommendations include:

- Simplify service by reducing the number of variant services.
- Reschedule PM peak service to better match Burlington work schedules.
- Operate non-peak direction service as out-of-service trips to reduce operating costs.

These changes are described in more detail in the Commuter Routes section.

109 Price Chopper Shopping Shuttle

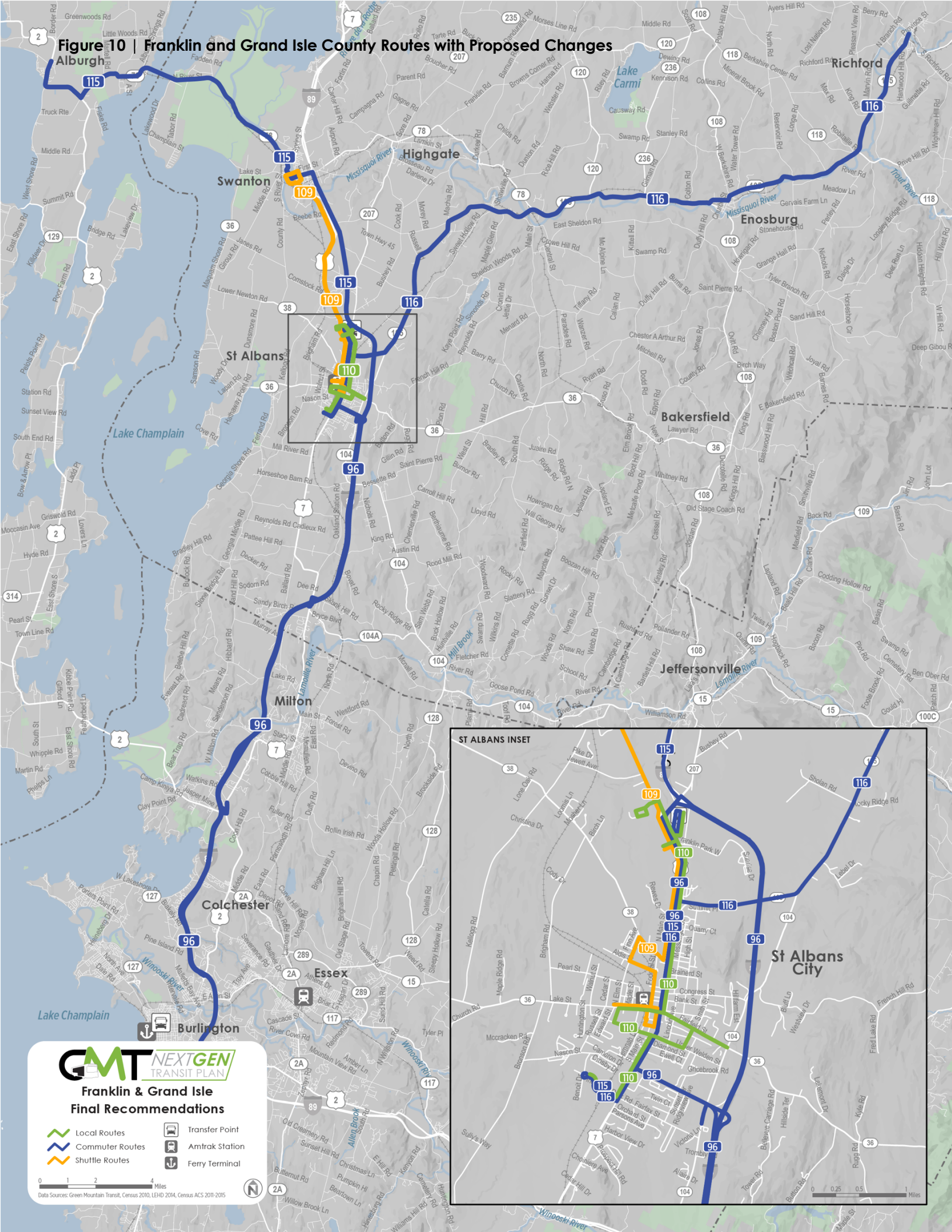
Route 109 provides a single round trip between Swanton and parts of St. Albans to the St. Albans Price Chopper (see Table 18). The route serves an average of 18 passengers per Tuesday.

No changes are recommended to the operation of this route.

Table 18 | Route 109 Price Chopper Shopping Shuttle Service Levels

	EXISTING	PROPOSED
	109 Price Chopper Shopping Shuttle	109 Price Chopper Shopping Shuttle
Span of Service		
Tuesday	10 AM-1:35 PM	10 AM-1:35 PM
Other Weekdays	No service	No service
Saturday	No service	No service
Sunday	No service	No service
Headways (mins)		
Weekday		
AM Peak	No service	No service
Midday	1 round trip	1 round trip
PM Peak	No service	No service
Evening	No service	No service
Saturday	No service	No service
Sunday	No service	No service

Figure 10 | Franklin and Grand Isle County Routes with Proposed Changes



110 St. Albans Downtown Shuttle

Route 110 provides circulator service in and around downtown St. Albans. The route is complex and operates as a triple figure eight with a northern leg to shopping centers north of downtown. The route averages 73 passengers per weekday.

Recommendations include:

- Streamline the route's alignment to provide less circuitous service and make the route easier to understand.
- Discontinue the last weekday round trip that does not carry any passengers.
- Provide later service on Saturdays.

Route 110 St. Albans Downtown Shuttle provides circulator service in and around downtown St. Albans. The route operates as a triple figure eight with a northern leg to shopping centers north of downtown. The circuitous alignment requires riders to travel the entire length of the route to complete a round trip. The southern portion of Route 110's alignment would be redesigned to provide more direct and convenient service to the key destinations where riders travel today, while removing deviations that have low or no ridership and take riders out of their way.

Route Alignment

Route 110 should continue to operate primarily along Main Street/US Route 7, and serve Highgate Commons/Hannaford, Walmart, and Price Chopper, but with the following changes:

- Northbound service should serve Rite Aid directly on Main Street rather than deviating into the parking lot.
- South of Lake Street, Route 110 should continue to operate via the counterclockwise loop that serves Lake Street (including Food City), Elm Street, Welden Street, Barlow Street, Northwest Medical Center, and Fairfield Street back to Main Street.
- The southern loop of the triple figure eight to Community College of Vermont (CCV) should be discontinued. The loop adds one mile to the route and serves only one passenger per day who would be within one block of service on Welden Street.
- Request service to Four Winds and deviations up to three-quarters of a mile should be discontinued and replaced by complementary ADA paratransit service for eligible riders.

Service Levels

Service should continue to operate every 60 minutes throughout the day on weekdays and Saturdays. The 6:00 PM trip should be discontinued because, on most days, it does not serve any passengers, and this would allow the bus to be used to provide an additional Route 115 outbound trip.

Saturday service should be extended until 5:45 PM.

Table 19 | Route 110 St. Albans Downtown Shuttle Service Levels

	EXISTING	PROPOSED
	110 St. Albans Downtown Shuttle	110 St. Albans Downtown Shuttle
Span of Service		
Weekday	5:45 AM-6:40 PM	6:50 AM-5:40 PM
Saturday	9:45 AM-3:30 PM	8:45 AM-5:45 PM
Sunday	No service	No service
Headways (mins)		
Weekday		
AM Peak	60	60
Midday	60	60
PM Peak	60	60
Evening	No service	No service
Saturday	60	60
Sunday	No service	No service

115 Alburgh/Georgia Commuter

Route 115 is a commuter route that operates between Alburgh and St. Albans via Georgia with stops in Swanton, Highgate, St. Albans, and Georgia, and primarily operates along VT Route 78, VT Route 207, I-89, and US Route 7. The alignment is unusual in that it operates between Alburgh and Georgia via St. Albans, and then doubles back to St. Albans. It does this to provide service between Georgia and the Bellows Free Academy. The route primarily serves employees of Peerless Clothing, and until last year, students at Bellows Free Academy. With the loss of Bellows Free Academy students, the route carries 25 to 30 passengers per weekday.

Recommended changes to the route include:

- Add a second PM trip designed to provide connections to and from Route 96 St. Albans LINK Express at St. Albans City Hall.
- Discontinue the four mile detour via Highgate that serves an average of only one passenger per day to improve service for all other riders.
- Discontinue service between Georgia and Bellows Free Academy due to the school providing their own transportation.
- Serve all other stops as regular stops.

These changes are described in more detail in the Commuter Routes section.

116 Richford/St. Albans Commuter

Route 116 is a commuter route that provides a single inbound trip in the morning and a single outbound trip in the afternoon between Richford and the St. Albans Industrial Park via Berkshire, Enosburg, and Sheldon. The route primarily serves employees of Peerless Clothing and carries 32 passengers per weekday.

Recommended changes to Route 116 include:

- Add a second PM trip.
- Shift the transfer point with Route 96 St. Albans LINK Express from Highgate Commons to St. Albans City Hall.
- Discontinue the out and back deviation to Highgate Commons since transfers with Route 96 would be shifted to St. Albans City Hall.
- Make minor schedule changes to provide timed transfers at St. Albans City Hall.

These changes are discussed in more detail in the Commuter Routes section.

MAD RIVER VALLEY

Focus Areas

Mad River Valley service operates only during the ski season from December to late March or early April. The services are designed largely to support the Valley's winter economy. Recommended changes include:

- **Reconfigure Route 120 Valley Floor to Focus on Its Most Important Markets.** Route 120 Valley Floor currently operates as a large one-way loop, forcing riders to travel the entire length of the route to complete a trip. The route should be redesigned as a bidirectional route, providing more direct and convenient service that is more attractive to riders.
- **Convert Routes 124 Mountain Condos and 125 Access Road to All Fixed-Route Service.** These two routes now provide fixed-route service in the morning and Flex/Demand Response service in the afternoon. To make the routes easier to understand and use, both should provide fixed-route service throughout the day.
- **Extend Service Hours to Better Serve Activities at Sugarbush.** Saturday service on Route 122 Mount Ellen would be extended to 6:30 PM to better serve Sugarbush's operating hours and après-ski activities.

A map of these changes is presented in Figure 11, and a summary of route-by-route changes is presented in Appendix 1.

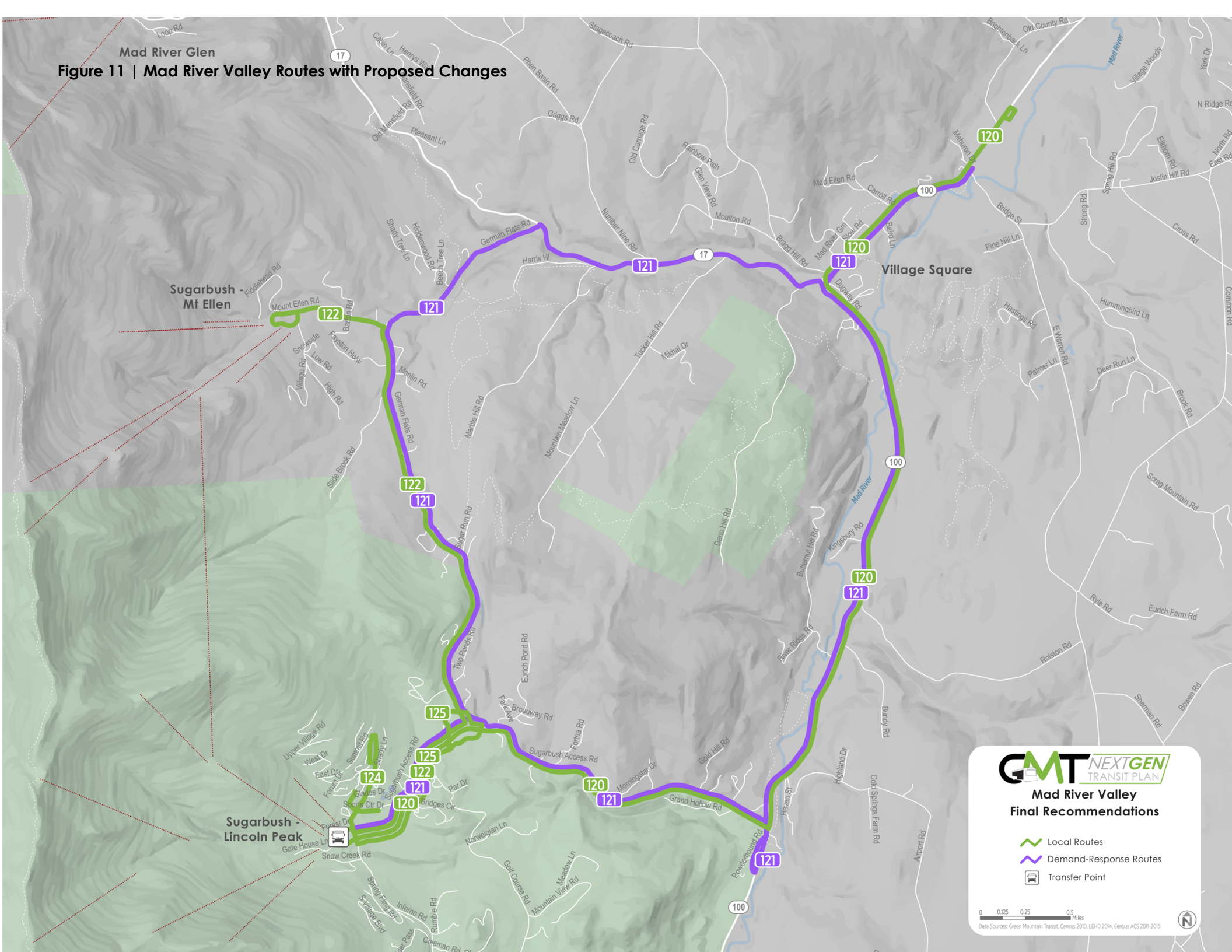
120 Valley Floor Loop

Route 120 is a seasonal route that operates in a loop starting and ending at Sugarbush's Lincoln Peak base area. Most trips operate counter-clockwise via the Sugarbush Access Road, VT Route 100, out and back to Irasville, which is Mad River Valley's main commercial district, and Waitsfield Village, VT Route 17, German Flats Road and Sugarbush's Mount Ellen base area, and back up the Sugarbush Access Road. New for the 2017-18 ski season, the first three AM trips operate from Waitsfield directly to Lincoln Peak via Route 100 and the Sugarbush Access Road. The route carries 62 passengers on Saturdays, 44 on Sundays, and 30 passengers on weekdays,

For the 2018-19 ski season, it is recommended that Route 120 be converted to a bidirectional route that operates between Waitsfield Village and Sugarbush's Lincoln Peak base area via VT Route 100 and the Sugarbush Access Road. This would discontinue service along VT Route 17 and German Flats Road, but ridership along these roads is very low except to Sugarbush's Mount


Ellen base area (four passengers per day on Saturdays), and Mount Ellen would still be served via connections with Route 122 Mount Ellen at Lincoln Peak.

Figure 11 | Mad River Valley Routes with Proposed Changes



GMT NEXTGEN
TRANSIT PLAN

**Mad River Valley
Final Recommendations**

- Local Routes
- Demand-Response Routes
-  Transfer Point

0 0.125 0.25 0.5 Miles

Data Sources: Green Mountain Transit, Census 2010, LEHD 2014, Census ACS 2011-2015



Route Alignment

Route 120 should operate between Waitsfield Village and Sugarbush's Lincoln Peak base area in both directions via VT Route 100 and the Sugarbush Access Road, with a short deviation in both directions to Hostel Tevere near the bottom of the Access Road.

Service Levels

Route 120 should continue to operate the same spans of service and frequencies as in the 2017-18 ski season (see Table 20).

Table 20 | Route 120 Valley Floor Loop Service Levels (Ski Season Only)

	EXISTING	PROPOSED
	120 Valley Floor	120 Valley Floor
Span of Service		
Weekday	7:00 AM-6:00 PM	7:00 AM-6:00 PM
Saturday	7:00 AM-6:00 PM	7:00 AM-6:00 PM
Sunday	7:00 AM-6:00 PM	7:00 AM-6:00 PM
Headways (mins)		
Weekday	60	60
Saturday	60	60
Sunday	60	60

121 Valley Evening Service

Route 121 is a seasonal Flex/Demand Response route that provides service on Saturday nights and on Sunday nights on major three day weekends during the ski season. The route is publicized as operating along an alignment that is similar to Route 120 Valley Floor, but the map really represents areas that are served, as the actual paths along which buses operate are based on pickup and dropoff points rather than along a specific route. Passengers can also request to be picked up at other locations close to the route, with no fixed definition of boundaries. That said, the major places that are served are the Sugarbush and Mad River Glen base areas and the Mad River Valley's hotels, condo complexes, bars, and restaurants. The route carries 108 passengers per Saturday and 22 passengers per Sunday.

No changes are recommended to the operation of this route.

122 Mount Ellen

Route 122 operates between Sugarbush's Lincoln Peak and Mount Ellen during the ski season via the Sugarbush Access Road, German Flats Road, and the Mount Ellen Access Road. The route is the Mad River Valley's highest ridership route and averages 458 passengers on Saturdays, 314 on Sundays, and 89 on weekdays. Actual ridership on any given day can be either much higher or lower depending upon snow conditions.

Table 21 | Route 121 Valley Evening Service Levels (Ski Season Only)

	EXISTING	PROPOSED
	121 Valley Evening Service	121 Valley Evening Service
Span of Service		
Weekday	No service	No service
Saturday	6:00 PM-2:00 AM	7:00 AM-6:00 PM
Sunday	6:00 PM-2:00 AM*	7:00 AM-6:00 PM*
Headways (mins)		
Weekday	No service	No service
Saturday	By request	By request
Sunday	By request	By request

*Only on three day weekends.

Route 122 should continue to operate along its existing alignment, but with Saturday service extended from 5:00 PM to 6:30 PM to better serve après-ski activities at Sugarbush's two base areas (see Table 22).

Table 22 | Route 122 Mount Ellen Service Levels (Ski Season Only)

	EXISTING	PROPOSED
	122 Mount Ellen	122 Mount Ellen
Span of Service		
Weekday	8:00 AM-5:00 PM	8:00 AM-5:00 PM
Saturday	8:00 AM-5:00 PM	8:00 AM-6:30 PM
Sunday	8:00 AM-5:00 PM	8:00 AM-5:00 PM
Headways (mins)		
Weekday	30	30
Saturday	30	30
Sunday	30	30

124 Mountain Condos

Route 124 is a seasonal route that provides a combination of fixed-route and Flex/Demand Response service – fixed-route service in the morning and Flex/Demand Response service in the afternoon – between Sugarbush's Lincoln Peak base area and condo complexes and other locations north and south of the base area. The route carries 251 passengers on Saturdays, 147 on Sundays, and 60 on weekdays. Actual ridership on any given day can be either much higher or lower depending upon snow conditions.

Recommended changes include:

- Operate all service as fixed-route service without off-route deviations.
- Discontinue service south of the Access Road.

Route Alignment

To make service easier for passengers to use and understand, all service should operate as fixed-route service as it does in the morning today. In addition, nearly all passengers use Route 124 to travel between Sugarbush's Lincoln Peak Base Area and locations north of the Access Road. Only five passengers travel to request stops south of the Access Road, and service to these passengers takes other passengers out of their way for long distances. To provide better service to the route's core market, service to the request stops should be discontinued, and all service should operate between Sugarbush's Lincoln Peak and Summit Condos via Gate House Lane, Sugarbush Village Road, and Summit Road. The route should also serve Sugarbush Village and the Sugarbush Health and Racquet Club (SHaRC) in both directions.

Service Levels

Service should continue to operate on weekdays from 8:20 AM to 5:50 PM on weekdays and from 8:00 AM to 5:50 PM on weekends (see Table 23). Service should operate every 40 minutes on weekdays and every 20 minutes on weekends.

Table 23 | Route 124 Mountain Condos Service Levels (Ski Season Only)

	EXISTING	PROPOSED
	124 Mountain Condos	124 Mountain Condos
Span of Service		
Weekday	8:20 AM-5:50 PM	8:20 AM-5:50 PM
Saturday	8:00 AM-5:50 PM	8:00 AM-5:50 PM
Sunday	8:00 AM-5:50 PM	8:00 AM-5:50 PM
Headways (mins)		
Weekday		
Morning	40	40
Afternoon	By request	40
Saturday		
Morning	20	20
Afternoon	By request	20
Sunday		
Morning	20	20
Afternoon	By request	20

125 Access Road

Route 125 is a seasonal local route that provides a combination of fixed-route and demand-response service between Sugarbush's Lincoln Peak base area and the Sugarbush Inn at the intersection of the Sugarbush Access Road and German Flats Road. The route carries 237 passengers on Saturdays, 150 on Sundays, and 60 on weekdays.

Recommended changes are limited to operating all service as fixed-route service without off-route deviations.

Route Alignment

As with Route 124 Mountain Condos, to make service easier for passengers to use and understand, all service should operate as fixed-route service. The route should continue to operate between Lincoln Peak and German Flats Road via Access Road. Eastbound buses would serve Lower Club, Sugarbush Inn, and Upper Club Sugarbush before returning back west towards Lincoln Peak. Route 125 should serve The Bridges in the uphill direction on AM trips and in the downhill direction on PM trips.

Service Levels

Service should continue to operate on all days from 8:00 AM to 5:50 PM (see Table 24). Service should operate every 40 minutes on weekdays and every 20 minutes on weekends.

Table 24 | Route 125 Access Road Service Levels (Ski Season Only)

	EXISTING	PROPOSED
	125 Access Road	125 Access Road
Span of Service		
Weekday	8:00 AM-5:50 PM	8:00 AM-5:50 PM
Saturday	8:00 AM-5:50 PM	8:00 AM-5:50 PM
Sunday	8:00 AM-5:50 PM	8:00 AM-5:50 PM
Headways (mins)		
Weekday		
Morning	40	40
Afternoon	By request	40
Saturday		
Morning	20	20
Afternoon	By request	20
Sunday		
Morning	20	20
Afternoon	By request	20

COMMUTER ROUTES

Focus Areas

GMT operates 15 commuter routes. Most of these operate to and from Downtown Burlington, while others operate to Montpelier, St. Albans, and Waterbury. Recommended changes are primarily designed to:

- **Provide Faster Service.** Many of GMT's commuter routes travel very long distances, and the addition of several stops along the way, especially irregular deviations or request-only stops, can add a significant amount of travel time as well as make travel times unpredictable. Both of these factors make service inconvenient for riders and can make transit a less attractive option for prospective riders. A variety of changes should be made to make service faster.

- **Better Match Commuter Services with Work Schedules.** In a number of cases, commuter route schedules should be adjusted to provide better matches with work schedules.
- **Revise I-89 Burlington-Montpelier Services to Reduce Overcrowding on Route 86 Burlington-Montpelier LINK Express.** Three routes operate in the I-89 corridor between Burlington and Montpelier (Route 83 Waterbury Commuter, Route 86 Burlington-Montpelier LINK Express, and Route 286 Waterbury-Burlington LINK Express). Changes to all three routes will provide better service and relieve overcrowding on Route 86.
- **Provide Commuter Connections between Alburgh, Richford, Swanton, and Burlington.** This would be done through the addition of a second PM on Route 115 Alburgh/Swanton Commuter and Route 116 Richford/St. Albans with timed connections with Route 96 St. Albans LINK Express in St. Albans.
- **Better Match Service Levels with Demand.** Some commuter routes provide midday round trip that are very lightly utilized. Most would be discontinued to provide the resources needed to make improvements where demand is higher.

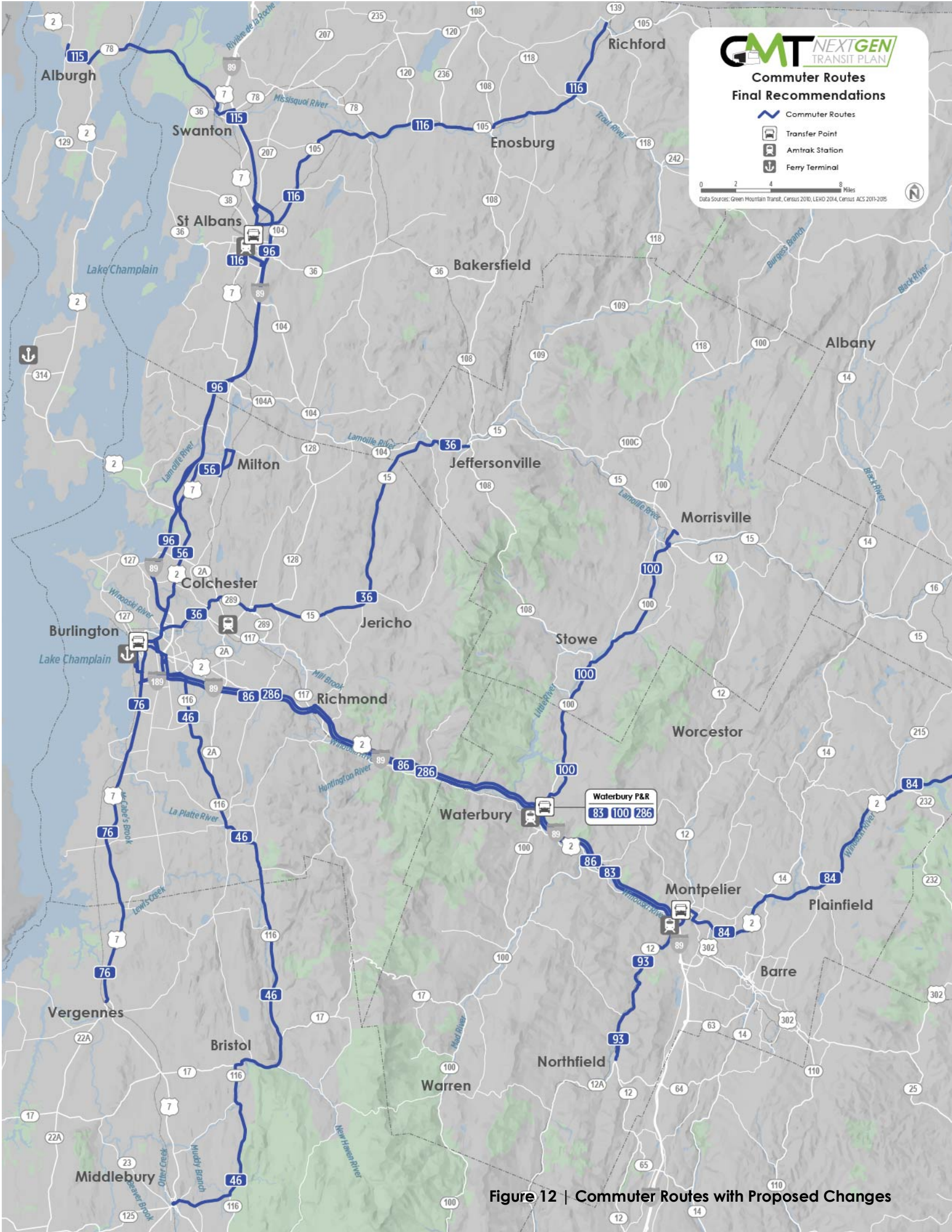
A map of these changes is presented in Figure 12, and a summary of route-by-route changes is presented in Appendix 1.

3 Lakeside Commuter

Route 3 Lakeside Commuter provides three inbound trips in the AM peak between Burlington's Lakeside neighborhood and downtown Burlington. There is no Route 3 outbound service, and outbound riders use Route 5 Pine Street and walk from Pine Street. Route 3 carries only seven passengers per weekday. Given the route's very low ridership and that all are within walking distance of Route 5 Pine Street service on Pine Street, Route 3 should be discontinued to provide resources for other improvements.

Table 25 | Route 3 Lakeside Commuter Service Levels

	EXISTING	PROPOSED
	3 Lakeside	<i>Discontinue</i>
Span of Service		
Weekday	5:45 AM-12 AM	No service
Saturday	6 AM-12 AM	No service
Sunday	8 AM-9:15 PM	No service
Headways (mins)		
Weekday		
AM Peak	3 inbound trips	No service
Midday	No service	No service
PM Peak	No service	No service
Evening	No service	No service
Saturday	No service	No service
Sunday	No service	No service





Commuter Routes Final Recommendations

-  Commuter Routes
-  Transfer Point
-  Amtrak Station
-  Ferry Terminal

0248

Miles

Data Sources: Green Mountain Transit, Census 2010, LEHD 2014, Census ACS 2011-2015



Figure 12 | Commuter Routes with Proposed Changes

36 Jeffersonville Commuter

Route 36 provides commuter service between Jeffersonville and Burlington, primarily along VT Route 289 and VT Route 15. The route carries 42 passengers per weekday.

Recommended changes include:

- Adjust schedule times to better match commuter work schedules.
- Improve Park and Ride conditions along the route.

Table 26 | Route 36 Jeffersonville Commuter Service Levels

	EXISTING	PROPOSED
	36 Jeffersonville Commuter	36 Jeffersonville Commuter
Span of Service		
Weekday	5:25 AM-8:25 AM 4:15 PM-7:30 PM	5:25 AM-8:25 AM 4:15 PM-7:30 PM
Saturday	No service	No service
Sunday	No service	No service
Headways (mins)		
Weekday		
AM Peak	2 inbound trips	2 inbound trips
Midday	No service	No service
PM Peak	2 round trips	2 round trips
Evening	No service	No service
Saturday	No service	No service
Sunday	No service	No service

46 Route 116 Commuter

Route 46 Route 116 Commuter provides commuter service between Middlebury and Burlington primarily via VT Route 116. The route is operated through a partnership between GMT and Addison County Transit Resources (ACTR), with GMT operating one AM inbound trip and one PM outbound trip between Hinesburg and Burlington and ACTR operating one AM inbound trip and one PM outbound trip between Middlebury and Burlington. GMT's Route 46 trips carry only 16 passengers per weekday.

Recommended changes include:

- Adjust schedule times to better match commuter work schedules.
- Discontinue low/no ridership deviations.

Route Alignment

GMT's Route 46 service should continue to operate between Hinesburg and Burlington. However, the by request deviations to Ballards Corner/Hinesburg Library and Richmond Road/North Road should be discontinued as on most days they serve no riders. In addition, to make service faster, service into the parking lot of NRG in Hinesburg should also be discontinued, with the few passengers that board there instead served by stops along Route 116.

Service Levels

GMT should work with ACTR to adjust AM schedule times to better serve commuter work schedules. At present, the two AM trips arrive at Burlington's DTC at 7:45 and 8:30 AM. The second arrival is too late for most commuters, and the route could attract more riders if the two AM trips arrived closer to 7:15 and 7:45 AM.

Table 27 | Route 46 Route 116 Commuter Service Levels

	EXISTING	PROPOSED
	46 Route 116 Commuter	46 Route 116 Commuter
Span of Service		
Weekday	6:10 AM-9:15 AM 3:40 PM-6:45 PM	5:30 AM-9:15 AM 3:40 PM-6:45 PM
Saturday	No service	No service
Sunday	No service	No service
Headways (mins)		
Weekday		
AM Peak	2 inbound trips	2 inbound trips
Midday	No service	No service
PM Peak	2 round trips	2 round trips
Evening	No service	No service
Saturday	No service	No service
Sunday	No service	No service

56 Milton Commuter

Route 56 provides commuter service between Milton and Burlington along US Route 7 via Colchester and Winooski. The route carries 70 passengers per weekday.

Recommendations include:

- Reduce the number of different operating patterns to simplify service
- Discontinue the very low ridership late night trip.
- Adjust AM and PM schedule times.

Route Alignment

Route 56's 12 round trips currently operate in eight different ways with service to different locations at different times and different combinations of regular stops and by-request stops. To make service simpler and more predictable:

- Operate all service clockwise around the terminal loop in Milton.
- Discontinue the deviations to Catamount Industrial Park and Birchwood Park to make service faster and more predictable for the majority of riders.

Service Levels

Route 56 should continue to provide two round trips in the AM and PM peaks, plus the midday round trip (see Table 28). However, the late-night trip, which serves only three riders, should be discontinued to provide resources for other recommended improvements. Schedule times would be adjusted to better accommodate the work schedules of commuters, with trips beginning earlier in both the AM and PM peak periods. Finally, schedule times should be adjusted so that the two AM trips arrive at the DTC at approximately 7:15 and 7:45 PM.

Table 28 | Route 56 Milton Commuter Service Levels

	EXISTING	PROPOSED
	56 Milton Commuter	56 Milton Commuter
Span of Service		
Weekday	5:50 AM-8:35 AM 12:15 PM-2:00 PM 4:05 PM-6:12 PM 9:40 PM-11:05 PM	5:55 AM-7:40 AM 12:15 PM-2:00 PM 4 PM-6:30 PM
Saturday	No service	No service
Sunday	No service	No service
Headways (mins)		
Weekday		
AM Peak	2 inbound trips	2 inbound trips
Midday	No service	No service
PM Peak	2 round trips	2 round trips
Evening	No service	No service
Saturday	No service	No service
Sunday	No service	No service

76 Middlebury LINK Express

Route 76 provides commuter service between Middlebury and Burlington, primarily along US Route 7. The route operates on weekdays and Saturdays, with GMT providing the weekday service and ACTR providing the Saturday service. Route 76 carries 76 passengers per weekday.

Recommended changes are limited to adjusting schedule times to better match commuter work schedules.

Route Alignment

Route 76 should continue to operate along its existing alignment.

Service Levels

GMT should adjust AM schedule times to better match commuter work schedules. At present the two AM trips arrive at Burlington's DTC at 7:45 and 8:45 AM. The second arrival is too late for most commuters, and the route could attract more riders if the two AM trips arrived closer to 7:15 and 7:45 AM.

Table 29 | Route 76 Middlebury LINK Express Service Levels

	EXISTING	PROPOSED
	76 Middlebury LINK Express	76 Middlebury LINK Express
Span of Service		
Weekday	5:05 AM-8:50 AM 4:40 PM-7:50 PM	5:05 AM-8 AM 4:15 PM-7 PM
Saturday	9:45 AM-9:45 PM	9:45 AM-9:45 PM
Sunday	No service	No service
Headways (mins)		
Weekday		
AM Peak	2 round trips	2 round trips
Midday	No service	No service
PM Peak	2 round trips	2 round trips
Evening	No service	No service
Saturday	4 round trips	4 round trips
Sunday	No service	No service

83 Waterbury Commuter

Route 83 provides peak period commuter service between Waterbury and Montpelier via US Route 2. It carries approximately 45 passengers per weekday.

Recommended changes include:

- Shift Route 83 from US Route 2 to I-89 to provide faster service.
- Add service to the Waterbury Park-and-Ride Lot to improve service to Montpelier.

Route Alignment

Route 83 should be reconfigured to operate along I-89 instead of US Route 2 to provide faster and more direct service. In addition, Route 83 should serve the Waterbury Park-and-Ride to provide transfers between Route 83 and Route 100 Route 100 Commuter, and park-and-ride trips to Montpelier.

In Waterbury, buses would operate around a terminal loop serving the Waterbury State Complex, GMCR Visitor's Center/Train Station, and the Waterbury Park-and-Ride, counter-clockwise in the AM and clockwise in the PM. Service to the Red Hen Bakery in Middlesex, which has no recorded ridership, should be discontinued. Service to the Department of Labor Park-and-Ride in Montpelier, which is served by request only and has no recorded ridership, should also be discontinued.

Service Levels

Route 83 currently provides three round trips during peak periods. Service is provided using one vehicle with a cycle time of one hour, which means that trip times are spaced 60 minutes apart, with the first trip from Waterbury arriving at National Life in at 7:50 AM, and the next one not arriving until 8:50 AM, which is too late for many employees. While this is not ideal, for cost

reasons, service should continue to be provided with a single vehicle, but with schedule times adjusted to reflect the faster operation via I-89 (see Table 30).

Table 30 | Route 83 Waterbury Commuter Service Levels

	EXISTING	PROPOSED
	83 Waterbury Commuter	83 Waterbury Commuter
Span of Service		
Weekday	6:38 AM-9:45 AM 3:05 PM-6:05 PM	Similar Similar
Saturday	No service	No service
Sunday	No service	No service
Headways (mins)		
Weekday		
AM Peak	3 round trips	3 round trips
Midday	No service	No service
PM Peak	3 round trips	3 round trips
Evening	No service	No service
Saturday	No service	No service
Sunday	No service	No service

84 US 2 Commuter

Route 84 provides commuter service between St. Johnsbury and Montpelier, primarily along US Route 2. The route carries 30 passengers per weekday.

Recommended changes include:

- Discontinue deviation service to locations with little or no ridership to make service faster.
- Discontinue the underutilized midday round trip to provide resources for other improvements.

Route Alignment

Route 84's trip times are long, at 75 to 80 minutes between St. Johnsbury and Montpelier. This is, in part, due to deviations off of US Route 2 that serve few or no riders. To reduce travel times, deviation service to the Twinfield School, Goddard College, and the Department of Labor Park-and-Ride should be discontinued. On average, the Goddard College deviation serves only one passenger per day and the other two serve no passengers.

Service Levels

Peak period service should continue to operate in a similar manner as at present (see Table 31). However, the midday round trip averages only two riders in each direction and should be discontinued to provide the resources for other Capital District improvements.

Route 84 would continue to operate the same number of AM and PM trips that it does today. The midday trip would be discontinued due to very low ridership.

Table 31 | Route 84 US 2 Commuter Service Levels

	EXISTING	PROPOSED
	84 US 2 Commuter	84 US 2 Commuter
Span of Service		
Weekday	6 AM-8:50 AM 12:05 PM-1:15 PM 3:50 PM-6:40 PM	6 AM-8:50 AM 3:50 PM-6:40 PM
Saturday	No service	No service
Sunday	No service	No service
Headways (mins)		
Weekday		
AM Peak	3 inb trips/2 outb trips	3 round trips
Midday	1 round trip	No service
PM Peak	2 round trips	3 round trips
Evening	No service	No service
Saturday	No service	No service
Sunday	No service	No service

86 Montpelier LINK Express

Route 86 Montpelier LINK Express provides commuter service between Montpelier and Burlington via I-89. It is, by far, GMT's most successful commuter route and serves commuters working in both Montpelier and Burlington. It averages 440 passengers per weekday, and buses are frequently overcrowded.

A number of changes are recommended for Route 86, both to improve service and address overcrowding problems:

- Discontinue service to the Waterbury Park-and-Ride Lot, and serve that location instead with Route 83 Waterbury Commuter and 286 Burlington-Waterbury LINK Express.
- Adjust the route's schedule to better balance loads.
- Improve service to the Richmond Park-and-Ride Lot.

Route Alignment

At present, some Route 86 trips serve the Waterbury Park-and-Ride Lot while others do not. In conjunction with changes to Route 83 Waterbury Commuter and Route 286 Burlington-Waterbury LINK, all trips on those two routes should serve the Waterbury Park-and-Ride Lot to provide service to both Burlington and Montpelier. This would allow all Route 86 trips to bypass the lot, which would reduce travel times by five minutes. It would also shift riders from Route 86 to Route 83 and Route 286, which would alleviate crowding on Route 86.

In addition, to improve service to the Richmond Park-and-Ride Lot, it should be served as a regular stop on all trips instead of the current mix of regular stops and by request only.

Service Levels

Route 86 would continue to provide the same number of trips as at present. However, the departure of the first trip to Montpelier should be shifted from 6:15 AM to 6:30 AM to relieve pressure on the overcrowded 6:45 AM departure. In the PM, the 5:27 PM departure from Montpelier should be shifted to 4:32 PM to relieve pressure on the 4:02 and 5:02 PM departures.

Table 32 | Route 86 Montpelier LINK Express Service Levels

	EXISTING	PROPOSED
	86 Montpelier LINK Express	86 Montpelier LINK Express
Span of Service		
Weekday	5:42 AM-9:15 AM 12:02 PM-2:25 PM 3:53 PM-7:30 PM	5:40 AM-9:15 AM 12 PM-2:25 PM 3:50 PM-7:30 PM
Saturday	No service	No service
Sunday	No service	No service
Headways (mins)		
Weekday		
AM Peak	4 round trips	4 round trips
Midday	1 round trip	1 round trip
PM Peak	4 round trips	4 round trips
Evening	No service	No service
Saturday	No service	No service
Sunday	No service	No service

89 City Commuter

Route 89 is billed as a peak period commuter route that operates between Barre and Montpelier via the Barre-Montpelier Road and carries 120 passengers per weekday. However, it is more the peak period counterpart to Route 80 City Route Mid-Day that provides midday service along the same alignment, than a unique route. To present the service to riders as it actually operates, the two routes should be combined into a single route. This combination is described in the Route 80 City Commuter section in the Capital District section.

93 Northfield Commuter

Route 93 provides commuter service between Northfield and downtown Montpelier, primarily along VT Route 12. The route carries 25 passengers per weekday.

Recommended changes include:

- Discontinue the low ridership midday round trip.
- Adjust schedule times to better match commuter work times.
- Run the first AM outbound and last PM inbound trips as deadhead (out-of-service) trips to and from the Berlin garage to reduce vehicle hours and miles, which will provide a small reduction in operating costs.

Route Alignment

Route 93 should continue to operate along its existing alignment.

Service Levels

Route 93's AM outbound and PM inbound trips do not carry any riders. For this reason, these trips should operate as out-of-service trips from and to the Berlin garage to reduce operating costs. The times of other AM trips should also be shifted back by approximately 20 minutes to better serve Montpelier work start times (see Table 33).

Table 33 | Route 93 Northfield Commuter Service Levels

	EXISTING	PROPOSED
	93 Northfield Commuter	93 Northfield Commuter
Span of Service		
Weekday	6:20 AM-8:30 AM 12:05 PM-1:10 PM 4:30 PM-6:35 PM	6:40 AM-8:45 AM 4:30 PM-6:35 PM
Saturday	No service	No service
Sunday	No service	No service
Headways (mins)		
Weekday		
AM Peak	2 round trips	2 inb trips/1 outb trip
Midday	1 round trip	No service
PM Peak	2 round trips	1 inb trips/2 outb trips
Evening	No service	No service
Saturday	No service	No service
Sunday	No service	No service

96 St. Albans LINK Express

Route 96 provides weekday peak period commuter service between St. Albans and Burlington, primarily along I-89. The route carries 65 passengers per weekday.

Service improvement recommendations include:

- Simplify service by reducing the number of variant services.
- Reschedule PM peak service to better match Burlington work schedules.
- Operate non-peak direction service as out-of-service trips to reduce operating costs.

Route Alignment

Route 96's eight one-way trips operate in six different ways. Most peak period peak direction trips operate consistently, but a number of request stops have been added to the reverse direction trips, some of which are only for alighting passengers, and one is for boarding passengers if they call GMT the day before. These request stops do not have any regular

passengers, but make the route difficult for riders to understand. The request stops should be eliminated to simplify the route.

The four reverse direction trips (AM outbound and PM inbound) serve a total of only one passenger, and operating costs could be reduced by operating these trips to and from St. Albans as non-revenue trips via I-89.

Service Levels

Route 96 should continue to provide two round trips during both the AM and PM peaks (see Table 34). However, the first PM outbound trip that departs the DTC at 4:50 PM carries 23 passengers, but the second that departs at 5:35 PM carries fewer than 10. This indicates that the second trip departs too late and that PM service would be more convenient if the two PM outbound trips departed closer to 4:15 and 4:45 PM.

Table 34 | Route 96 St. Albans LINK Express Service Levels

	EXISTING	PROPOSED
	96 St. Albans LINK	96 St. Albans LINK
Span of Service		
Weekday	5:40 AM-8:40 AM 4:33 PM-7:20 PM	5:40 AM-8:40 AM 4:00 PM-6:50 PM
Saturday	No service	No service
Sunday	No service	No service
Headways (mins)		
Weekday		
AM Peak	2 round trips	2 round trips
Midday	No service	No service
PM Peak	2 round trips	2 round trips
Evening	No service	No service
Saturday	No service	No service
Sunday	No service	No service

100 Route 100 Commuter

Route 100 provides peak period commuter service between Morrisville and Waterbury via Stowe, traveling primarily along VT Route 100. The route carries 48 passengers per weekday.

Recommended changes include:

- Streamline the route's alignment in Morrisville.
- Discontinue deviations to low/no ridership locations.

Route Alignment

Route 100 currently has a complex alignment and operating patterns in Morrisville that includes scheduled stops and request-only deviations. It should be simplified by discontinuing the request-only deviations to Copley Hospital and the industrial park, neither of which serve any riders. Service into the Morrisville/Stowe Airport, which is served by request only in one direction and has

very low ridership, but is difficult for buses to get out of, should also be discontinued and served instead by a stop along VT Route 100.

The route's alignment in Morrisville should also be streamlined to begin service at Price Chopper and Big Lots and then southbound along Historic VT-100 through downtown via Pleasant Street and the Gazebo at Union Bank (see Figure 9 on page 41). It should continue to VT Route 100 and then operate to Waterbury as it does today.

Service Levels

Route 100 should continue to operate with the same schedule as at present (see Table 35).

Table 35 | Route 100 Commuter Service Levels

	EXISTING	PROPOSED
	100 Route 100 Commuter	100 Route 100 Commuter
Span of Service		
Weekday	6:15 AM-8 AM 3:40 PM-6:45 PM	6:15 AM-8 AM 3:40 PM-6:45 PM
Saturday	No service	No service
Sunday	No service	No service
Headways (mins)		
Weekday		
AM Peak	2 SB trips /1 NB trip	2 SB trips /1 NB trip
Midday	No service	No service
PM Peak	2 NB trips/1 SB trip	2 NB trips/1 SB trip
Evening	No service	No service
Saturday	No service	No service
Sunday	No service	No service

115 Alburgh/Georgia Commuter

Route 115 is a commuter route that operates between Alburgh and St. Albans via Georgia with stops in Swanton, Highgate, St. Albans and Georgia, primarily along VT Route 78, VT Route 207, I-89, and US Route 7. The alignment is unusual in that it operates between Alburgh and Georgia via St. Albans, and then doubles back to St. Albans. It does this to provide service between Georgia and the Bellows Free Academy. The route primarily serves employees of Peerless Clothing, and until last year, students at Bellows Free Academy. However, the school is now serving those students with its own transportation. With the loss of Bellows Free Academy students, the route carries 25 to 30 passengers per weekday.

Recommended changes to the route include:

- Add a second PM trip designed to provide connections to and from Route 96 St. Albans LINK.
- Discontinue the four mile detour via Highgate that serves an average of only one passenger per day to improve service for all other riders.

- Discontinue service between Georgia and Bellows Free Academy due to the academy providing their own transportation.
- Serve request stops as regular stops.

Route Alignment

Route 115 now operates between Swanton and St. Albans via Highgate, which is a four mile detour from the most direct route via I-89 to serve an average of one passenger per day. This detour should be discontinued to provide better service to the route's core ridership.

In addition, the route now includes a southern leg that is designed to serve students of Bellows Free Academy who are traveling to and from Georgia. With the academy now providing its own school bus service for these students, the Georgia leg of the route is unnecessary and service on that leg should be discontinued.

Schedule

Route 115's existing trips are scheduled primarily to serve work trips to and from Peerless Clothing in the St. Albans Industrial Park. These trips arrive and depart from St. Albans too early to provide convenient connections with Route 96 St. Albans LINK for connecting service to Burlington. To provide this service, a later PM outbound trip that departs from the St. Albans Industrial Park at approximately 5:40 PM (with the exact times determined to ensure timed transfers between Route 96 and Route 115). These trips could be operated with the same bus used to provide service on Route 110 St. Albans Downtown Shuttle.

The only other recommended schedule changes would be related to the discontinuation of service between Georgia and St. Albans, and the detour via Highgate. The route's core schedule between Alburgh and St. Albans would be similar to current schedules but with shorter travel times due to the more direct service.

Table 36 | Route 115 Alburgh/Georgia Commuter Service Levels

	EXISTING	PROPOSED
	115 Alburgh/ Georgia Commuter	115 Alburgh-St. Albans Commuter
Span of Service		
Weekday	5:25 AM-7:10 AM 3:15 PM-5:15 PM	5:30 AM-6:55 AM 4:10 PM-6:45 PM
Saturday	No service	No service
Sunday	No service	No service
Headways (mins)		
Weekday		
AM Peak	1 inbound trip	1 inbound trips
Midday	No service	No service
PM Peak	1 outbound trip	2 outbound trips
Evening	No service	No service
Saturday	No service	No service
Sunday	No service	No service

116 Richford/St. Albans Commuter

Route 116 is a commuter route that provides a single inbound trip in the morning and a single outbound trip in the afternoon between Richford and the St. Albans Industrial Park via Berkshire, Enosburg, and Sheldon. The route primarily serves employees of Peerless Clothing and carries 32 passengers per weekday.

Recommended changes to Route 116 include:

- Add a second PM trip designed to provide connections to and from Route 96 St. Albans LINK.
- Shift the transfer point with Route 96 St. Albans LINK Express from Highgate Commons to St. Albans City Hall.
- Discontinue the out and back deviation to Highgate Commons since transfers with Route 96 would be shifted to St. Albans City Hall.
- Make minor schedule changes to provide timed transfers at St. Albans City Hall.

Route Alignment

Route 116 should continue to operate along its existing alignment, traveling from Richford to St. Albans along VT Route 105, terminating at the St. Albans Industrial Park, but without the out and back deviation to Highgate Commons to provide transfers to and from Route 96. To make service faster for most riders, these transfers should be shifted to St. Albans City Hall.

Service Levels

Route 116 should continue to provide a single inbound trip in the morning and a single outbound trip in the afternoon. Schedule times should be adjusted slightly to facilitate transfers between Route 116 and Route 96 at St. Albans City Hall.

Table 37 | Route 116 Richford/St. Albans Commuter Service Levels

	EXISTING	PROPOSED
	116 Richford/St. Albans Commuter	116 Richford/St. Albans Commuter
Span of Service		
Weekday	5:25 AM-6:20 AM 4:15 PM-5:15 PM	6:00 AM-6:00 PM 8:45 AM-5:45 PM
Saturday	No service	No service
Sunday	No service	No service
Headways (mins)		
Weekday		
AM Peak	1 inbound trip	1 inbound trip
Midday	No service	No service
PM Peak	1 outbound trip	2 outbound trip
Evening	No service	No service
Saturday	No service	No service
Sunday	No service	No service

286 Burlington - Waterbury LINK Express

Route 286 operates between Waterbury and Burlington via the Richmond Park-and-Ride Lot. It is one of three routes that serve the I-89 corridor, the others being Route 83 Waterbury Commuter between Montpelier and Waterbury and Route 86 Montpelier LINK Express, which operates between Burlington and Montpelier. Route 286 carries 82 passengers per weekday.

Recommended changes include:

- Revise schedule times to better match employee work times at the Waterbury State Office Complex.
- Improve service to the Richmond Park-and-Ride Lot.

Route Alignment

The route should continue to operate along its existing alignment. However, to improve service to the Richmond Park-and-Ride Lot, it should be served as a regular stop on all trips instead of the current mix of regular stops and by request only.

Service Levels

To better match state employee work schedules at the Waterbury State Office Complex, schedules should be changed as follows (see Table 38):

- Change the departure of the first departure from Burlington from 6:05 AM to 6:20 AM so that buses arrive at the Waterbury State Office Complex at 7:15 AM instead of 7:00 AM
- Change the departures of PM trips from Waterbury to depart at 4:40 PM and 5:10 PM from the Waterbury State Office Complex (instead of at 4:35 PM and 5:00 PM).

Table 38 | Route 286 Burlington-Waterbury LINK Express Service Levels

	EXISTING	PROPOSED
	286 Burlington-Waterbury LINK Express	286 Burlington-Waterbury LINK Express
Span of Service		
Weekday	6:05 AM-8:50 AM 3:30 PM-5:40 PM	6:20 AM-8:50 AM 3:35 PM-5:50 PM
Saturday	No service	No service
Sunday	No service	No service
Headways (mins)		
Weekday		
AM Peak	2 round trips	2 round trips
Midday	No service	No service
PM Peak	2 round trips	2 round trips
Evening	No service	No service
Saturday	No service	No service
Sunday	No Service	No Service

3. OTHER DESIRABLE IMPROVEMENTS

The NextGen plan examined a range of improvements that would go beyond those that GMT has the financial capacity to implement in the short term. However, many would have merit from a ridership and/or coverage perspective and would likely be reasonably cost-effective and productive. These improvements, which are presented below, should be further considered as GMT identifies additional funding. These additional improvements, in total, would increase operating costs by approximately 20%.

CHITTENDEN COUNTY

In Chittenden County, it would be desirable to provide more frequent service on weekdays in the evening, and on weekends. This would make transit much more attractive for a wider variety of trips on all days.

More Frequent Service

Weekdays

The recommendations presented in Chapter 2 include the combination of Route 1 Williston and Route 7 North Avenue into a new Route 1 New North End-Williston via Downtown Burlington, and the combination of Routes 2 Essex Junction and 6 Shelburne Road into a new Route 2 Essex-Shelburne via Downtown Burlington. These two new routes would operate every 60 minutes during the evening. It would be desirable for these two routes to operate every 30 minutes in the evening.

Saturdays

The recommendations will improve Saturday service on Route 1 New North End-Williston via Downtown Burlington and Route 2 Essex-Shelburne via Downtown Burlington from every 70-80 minutes to every 60 minutes. It would be desirable to improve frequencies further to every 20 minutes throughout the day and every 30 minutes in the evening.

Sundays

As on Saturdays, Routes 1 and 2 will operate every 60 minutes on Sundays. It would be desirable to improve service further to every 30 minutes.

Additional Sunday Service

The recommendations will add Sunday service along Shelburne Road and North Avenue (as part of the combination of Routes 1 Williston and 7 North Avenue into Route 1 New North End-Williston via Downtown and the combination of Routes 2 Essex Junction and 6 Shelburne Road into a new Route 2 Essex-Shelburne via Downtown). It would also be desirable to add Sunday service to the following routes:

- Route 5 Pine Street
- Route 9 Riverside/Winooski

CAPITAL DISTRICT

A large number of improvements are recommended for Capital District services. Additional desirable improvements include later service, Sunday service, and new local service in Barre.

Longer Service Hours

Capital District service ends at approximately 6:30 PM, and with the recommended improvements, that will continue to be the case. With additional funding, it would be desirable to extend service spans as follows:

- **Weekdays**
 - From 6:30 PM to 8:30 PM on:
 - 80 Barre-Montpelier via Barre-Montpelier Road
 - 82 Barre-Montpelier via Hospital Hill
 - From 9:00 AM-2:00 PM to 8:00 AM-4:00 PM on:
 - 91 Hospital Hill Flex
- **Saturdays**
 - From 6:30 PM to 8:30 PM on:
 - 80 Barre-Montpelier via Barre-Montpelier Road
 - 82 Barre-Montpelier via Hospital Hill

Add Sunday Service

It would be desirable to add Sunday service on Routes 80 Barre-Montpelier via Barre-Montpelier Road and 82 Barre-Montpelier via Hospital Hill.

New Service

A new Barre circulator route could improve service for residents in and around downtown Barre.

LAMOILLE COUNTY

The major change in Lamoille County will be to combine Routes 102 Morrisville Loop and 103 Morrisville Shopping Shuttle to improve service between Morrisville and Stowe and to provide improved service within these communities. Longer service hours on this route would be desirable.

Longer Service Hours

As recommended, the new Route 103 Morrisville-Stowe will operate from 9:00 AM to 3:00 PM. It would be desirable to extend these hours to 8:00 AM to 8:00 PM.

FRANKLIN AND GRAND ISLE COUNTIES

Beyond the recommended improvements, further commuter-oriented improvements would provide riders with additional flexibility. These include providing two am trips to Richford, and additional Route 96 St. Albans LINK Express service.

Better Commuter Service

The recommendations include increasing the number of trips on Route 115 Alburgh /Georgia Commuter from one to two PM trips, and to provide timed transfers with Route 96 in downtown St. Albans. Additional improvements would include:

- Extend one Route 96 round trip to Alburgh that would provide one-seat AM inbound and PM outbound service between Alburgh, Swanton, and Burlington. The additional Route 96 round trip would replace one of the two Route 115 Alburgh-St. Albans round trips that would be provided under the recommended improvements.
- Add a second round trip to Route 116 Richford/St. Albans Commuter that would provide a second PM outbound trip with timed connections to and from Route 96 in downtown St. Albans.

MAD RIVER VALLEY

At present, and with the recommended improvements, most Mad River Valley services will end at approximately 6:00 PM. It would be desirable to provide later service on weekends.

Longer Service Hours

Especially on Saturdays, but also on Fridays, later service to serve evening activities would be desirable on three routes:

- 120 Valley Floor Loop
- 124 Mountain Condos
- 125 Access Road

COMMUTER ROUTES

As partially described above, it would be desirable to add service to a number of commuter routes, both to address crowding and provide commuters on routes with very limited service with additional flexibility.

Additional Service

Ridership is very high in the I-89 corridor between Burlington and Montpelier. Additional service on Routes 86 Montpelier LINK Express and/or 286 Burlington-Waterbury LINK Express would relieve crowding.

In Franklin and Grand Isle Counties, Routes 115 and 116 are the only GMT commuter routes that provide only a single AM inbound and single PM outbound trip. For greater consistency with other commuter routes and to provide riders with greater flexibility, a second PM outbound trip should be provided on these routes. Between Alburgh and St. Albans, the additional service could be provided via extended Route 96 St. Albans LINK Express service.

4. OTHER POTENTIAL IMPROVEMENTS

Prior studies – in particular the 2010 CCTA Transit Development Plan (TDP) and the 2012 GMTA TDP – proposed very ambitious expansion programs that would more than triple the amount of urban and rural services. The NextGen Advisory Committee and others also expressed interest in the expansion of service, particularly to areas that are currently unserved.

As described in the introduction, the focus of the NextGen plan was to develop short-term service improvements that GMT can implement within its current financial capabilities – changes that GMT will be able to implement to make service more convenient for existing riders and that will attract new riders. That focus placed many of the high cost TDP recommendations beyond consideration as part of this effort.

However, a high level review was conducted of the prior TDP recommendations and all new ideas brought forward as part of this effort. A summary of that review is presented in Table 39. As noted, many of the more affordable proposals and concepts were incorporated into the NextGen recommendations. For the more ambitious and higher cost proposals, confirmation of the preliminary conclusions and further project development would require significantly more detailed evaluation.

Table 39 | Summary of Changes Considered

	Counties Served				Source of Idea				Impacts						Included in NextGen Recommendations?
	Chittenden	Washington	Lamoille	Franklin/Grand Isle	NextGen	CCTA TDP	GMTA TDP	Other	Sufficient Market Size?	Provides / Would Provide Unique Service?	Better than Other Existing Transit Options?	Potential for Increased Ridership?	Improves Convenience for Existing Riders?	Leaves Existing Riders Unserved?	
URBAN LOCAL SERVICES															
Improvements to Existing Routes															
1 Williston															
20 minute all-day service	√				√				Yes	NA	Yes	Medium	Yes	No	Yes
More frequent evening service	√				√				Yes	NA	Yes	High	Yes	No	Yes
More frequent Sunday service	√				√				Yes	NA	Yes	High	Yes	No	Yes
Upgrade to BRT	√					√			Maybe	NA	Yes	High	Yes	No	No
Discontinue lower ridership 1V loop	√				√				NA	Yes	Yes	NA	No	4	Yes
2 Essex Junction															
20 minute all-day service	√				√				Yes	NA	Yes	Medium	Yes	No	Yes
More frequent evening service	√					√			Yes	NA	Yes	High	Yes	No	Yes
More frequent Sunday service	√					√			Yes	NA	Yes	High	Yes	No	Yes
Upgrade to BRT	√					√			Maybe	No	Yes	High	Yes	No	No
Operate all service via Fort Ethen Allen	√				√				Yes	No	Yes	Low	Yes	No	Yes
Discontinue deviations to Global Foundries	√				√				NA	Yes	Yes	NA	No	17	Yes
4 Essex Center															
Combine with Route 10 Williston	√					√			Yes	Yes	Yes	Low	Yes	No	Yes
Operate between Essex Outlets & Walmart	√				√				Yes	Yes	Yes	Low	Yes	15	Yes
Improve service to Essex Way	√					√			Yes	Yes	Yes	Low	Yes	No	Yes
Essex Outlets to Essex Junction freqimps	√					√			No	No	NA	Low	Yes	No	Partial
5 Pine Street															
15 minute peak service	√					√			No	NA	Yes	Medium	Yes	No	No
Sunday service	√					√			Yes	NA	Yes	Medium	Yes	No	Yes
Provide connection with Rt 6 Shelburne Rd	√				√				Probably	Yes	Yes	Low	No	No	No
Discontinue Lakeside deviation	√				√				NA	No	Minor	NA	Yes	No	Yes
6 Shelburne Road															
15 minute peak service	√					√			Yes	NA	Yes	High	Yes	No	No
20 minute all-day service	√				√				Yes	NA	Yes	Medium	Yes	No	Yes
More frequent evening service	√					√			Yes	NA	Yes	High	Yes	No	Yes
Add Sunday service	√					√			Yes	NA	Yes	High	Yes	No	Yes
Discontinue deviation to VT Teddy Bear	√				√				NA	Yes	Yes	NA	Yes	<10	No
Discontinue deviation to Waldorf School	√				√				NA	Yes	Yes	NA	Yes	<10	Yes

	Counties Served				Source of Idea		Impacts						Included in NextGen Recommendations?		
	Chittenden	Washington	Lamoille	Franklin/Grand Isle	NextGen	CCTA TDP	GMTA TDP	Other	Sufficient Market Size?	Provides/ Would Provide Unique Service?	Better than Other Existing Transit Options?	Potential for Increased Ridership?		Improves Convenience for Existing Riders?	Leaves Existing Riders Unserved?
7 North Ave															
15 minute peak service	√					√			Yes	NA	Yes	High	Yes	No	No
20 minute all-day service	√				√				Yes	NA	Yes	Medium	Yes	No	Yes
More frequent evening service	√					√			Yes	NA	Yes	High	Yes	No	Yes
Add Sunday service	√					√			Yes	NA	Yes	High	Yes	No	Yes
Discontinue deviation to Heineberg	√				√				NA	Yes	NA	NA	Yes	No	Yes
Discontinue deviation to High School	√				√				NA	Yes	NA	NA	Yes	No	Yes
8 City Loop															
Combine with Rt 11 College Street Shuttle	√				√				Yes	Mostly	Maybe	Low	Maybe	No	No
Reconfigure loop	√				√				Yes	Mostly	Maybe	Low	Maybe	No	Yes
Later evening service	√				√				Yes	Mostly	Maybe	Medium	Yes	No	Yes
Add Sunday service	√					√			Yes	Mostly	Maybe	Medium	Yes	No	Yes
9 Riverside/Winooski															
Operate all service full length of the route	√				√				Yes	Yes	Yes	Low	Yes	No	Yes
Add evening service	√					√			Yes	Yes	Yes	Medium	Yes	No	Yes
Add Sunday service	√					√			Yes	Yes	Yes	Medium	Yes	No	No
10 Williston															
Combine with Route 4 Essex	√					√			Yes	Yes	Yes	Low	Yes	No	Yes
Extend to UMall via Marshall Ave	√					√			Unlikely	Yes	Yes	Low	Yes	NA	No
11 College Street Shuttle															
Add Sunday service	√					√			Yes	No	Minor	Medium	Yes	No	Yes
Combine with 8 City Loop	√				√				Yes	No	Minor	Low	Yes	No	No
Operate evening service later (fall- spring)	√				√				Yes	No	Minor	Low	Yes	No	Yes
12 UMall															
Extend to UVM Medical Center	√				√				Possible	No	Yes	Low	Maybe	No	Yes
Extend southward along VT Route 116	√				√				No	Yes	Yes	Low	No	NA	No
18 Sunday Service															
Replace with Sunday service on other rts	√				√				Yes	Yes	Yes	High	Yes	No	Yes
Tilley Drive Shuttle															
Expand Tilley Drive Shuttle	√					√			No	NA	Yes	Very Low	Yes	No	No
Discontinue Tilley Drive Shuttle	√				√				NA	Yes	Yes	NA	No	2	No

	Counties Served	Source of Idea	Impacts							Included in NextGen Recommendations?
	Chittenden Washington Lamoille Franklin/Grand Isle	NextGen CCTA TDP G/MTA TDP Other	Sufficient Market Size?	Provides/ Would Provide Unique Service?	Better than Other Existing Transit Options?	Potential for Increased Ridership?	Improves Convenience for Existing Riders?	Leaves Existing Riders Unserved?		
Frequencies upgrades on all trunk routes										
10-minute peak service	√		√	Maybe	NA	Yes	High	Yes	No	No
15-minute midday service	√		√	Maybe	NA	Yes	High	Yes	No	No
20-minute midday service		√		See note	NA	Yes	High	Yes	No	Yes
30-minute evening service	√		√	See note	NA	Yes	High	Yes	No	No
15-minute daytime service on Saturdays	√		√	No	NA	Yes	High	Yes	No	No
30-minute Saturday and Sunday service	√		√	See note	NA	Yes	High	Yes	No	No
60-minute Sunday service	√		√	See note	NA	Yes	Medium	Yes	No	Yes
Future span of service upgrades										
Begin service at 5 AM on weekdays	√		√	See note	NA	Yes	Low	Yes	No	No
Begin service at 5:30 AM on weekdays	√	√		See note	NA	Yes	Low	Yes	No	No
Begin service at 6 AM on weekends	√		√	Yes	NA	Yes	Low	Yes	No	Yes
Operate until midnight on weekdays	√		√	See note	NA	Yes	Low	Yes	No	No
Operate until 2 AM on Fri and Sat	√		√	Maybe	NA	Yes	Low	Yes	No	No
Operate until 10 PM on Sunday	√		√	See note	NA	Yes	Low	Yes	No	No
New Urban Local Routes										
Service to Lime Kiln Road in South Burlington	√		√	No	Yes	Yes	Very Low	NA	NA	No
Shelburne Rd - UMass via I-189/ Dorset St	√		√	Possible	No	No	Low	NA		No
Colchester Village - Winooski	√		√	No	Yes	NA	Very Low	NA		No
Malletts Bay - Colchester Village	√		√	No	Yes	NA	Very Low	NA		No
Essex Demand response service	√		√	No	Yes	NA	Very Low	NA		No
RURAL LOCAL ROUTES										
Changes to Existing Routes										
80 City Route Midday										
Provide all day service	√		√	Yes	Yes	Yes	Medium	Yes	No	Yes
Consolidate with Route 89 City Commuter	√		√	Yes	Yes	Yes	Medium	Yes	No	Yes
Improve service to every 60 mins	√		√	Yes	Yes	Yes	Medium	Yes	No	Yes
Extend service to National Life	√		√	Yes	Yes	Yes	Medium	Yes	No	Yes
Extend service to South Barre	√			Yes	Yes	Yes	Medium	Yes	No	Yes
Replace deviations with paratransit	√		√	Yes	Yes	For most	Low	Yes	No	Yes
81 Barre Hospital Hill										
Consolidate with 82 Hospital Hill	√		√	Yes	Yes	Yes	Medium	Yes	No	Yes
Replace deviation service with paratransit	√		√	Yes	Yes	For most	Low	Yes	No	Yes

	Counties Served				Source of Idea				Impacts					Included in NextGen Recommendations?	
	Chittenden	Washington	Lamoille	Franklin/Grand Isle	NextGen	CCTA TDP	GMTA TDP	Other	Sufficient Market Size?	Provides / Would Provide Unique Service?	Better than Other Existing Transit Options?	Potential for Increased Ridership?	Improves Convenience for Existing Riders?		Leaves Existing Riders Unserved?
82 Montpelier Hospital Hill Consolidate with 81 Barre Hospital Hill Consolidate to fixed-route service Increase service to five days a week Replace deviation service with paratransit		√ √ √ √			√ √ √ √				Yes Yes Yes Yes	Yes Yes Yes Yes	Yes Yes Yes For most	Medium Medium Medium Low	Yes Yes Yes Yes	No No No No	Yes Yes Yes
88 Capital Shuttle Operate all year Streamline alignment Consolidate with 80, 89, and 92 Discontinue low ridership deviation to DOL Replace deviation service with paratransit		√ √ √ √ √				√ √ √ √ √		√	Possibly Yes Yes NA Yes	Mostly Mostly Yes Mostly Yes	Yes Yes Yes NA For most	Medium Medium Medium Low Low	Yes Yes Yes Yes Yes	No No No 16 No	Yes Yes Yes Yes Yes
89 City Commuter Provide all day service Consolidate with 89 City Commuter Improve service to every 60 minutes Extend service to National Life Extend service to South Barre Replace deviation service with paratransit		√ √ √ √ √			√ √ √ √ √			√	Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes Yes	Yes Yes Yes Yes Yes For most	Medium Medium Medium Medium Medium Low	Yes Yes Yes Yes Yes Yes	No No No No No No	Yes Yes Yes Yes Yes Yes
91 Barre Hospital Hill Demand Response Increase service to five days a week		√			√				Yes	Yes	Maybe	Low	Yes	No	No
92 Montpelier Circulator Consolidate with 88 Capital Shuttle Streamline alignment (major changes)		√ √			√ √				Yes Yes	Yes Yes	Yes Yes	Medium Medium	Yes Yes	<10 <10	Yes Yes
102 Morrisville Loop Consolidate with 103 Shopping Shuttle Year-round service on Mountain Road Service between Morrisville and Stowe Disc deviation to Lamoille View Apts Disc segment to Copley Terrace Apts			√ √ √ √ √		√ √ √ √ √		√		Yes Yes Yes NA NA	Yes Yes Yes Minor Yes	Yes Yes Yes Minor Yes	Medium Medium Low Low Low	Yes Yes Yes Yes Yes	No No No No No	Yes Yes Yes Yes No
103 Morrisville Shopping Shuttle Provide all day service Consolidate with 102 Morrisville Loop		√ √				√		√	Yes Yes	Yes Yes	Yes Yes	Medium Medium	Yes Yes	No No	Yes Yes

	Counties Served	Source of Idea	Impacts							Included in NextGen Recommendations?
	Chittenden Washington Lamoille Franklin/Grand Isle	NextGen CCTA TDP GMTA TDP Other	Sufficient Market Size?	Provides/ Would Provide Unique Service?	Better than Other Existing Transit Options?	Potential for Increased Ridership?	Improves Convenience for Existing Riders?	Leaves Existing Riders Unserved?		
110 St. Albans Downtown Shuttle Provide service every 30 minutes Add Sunday service Imp connections with 96 St. Albans LINK Discontinue last trip due to lack of ridership	 √	 √	No Possibly Possibly Possibly	NA Yes Yes Yes	Yes Yes Yes Yes	Medium Medium Low NA	Yes Yes Yes NA	No No No <1	No No Yes No	
New Rural Local Routes										
Barre City Circulator	√	√	Yes	Yes	Yes	Medium	Yes	No	No	
Service to East Barre/Websterville	√	√	No	Yes	Yes	Very Low	NA	NA	No	
Johnson - Morrisville via Hyde Park	√	√	Yes	Yes	Yes	Very Low	NA	NA	No	
Feeder services outlying towns	√	√	No	Yes	NA	Very Low	Maybe	NA	No	
COMMUTER ROUTES										
Improvements to Existing Services										
46 Route 116 Commuter Operate Middlebury-Burlington Discontinue service to Ballard's Corner Discontinue service into NRG parking lot Adjust trip times to better serve work times	√ √ √ √	√ √ √ √	Yes NA NA Yes	Yes NA NA Yes	Probably NA NA Yes	Low Low Low Low	Probably Yes Yes Yes	None <1 No Depends	No Yes Yes Yes	
56 Milton Commuter Discontinue Catamount Ind Park deviation Discontinue Birchwood Park deviationk Discontinue late night round trip	√ √ √	√ √ √	NA NA No	NA NA Yes	NA NA Yes	Low Low No	Yes Yes Yes	TBD TBD 4	Yes Yes Yes	
76 Middlebury LINK Operate Vergennes-Burlington Adjust trip times to better serve work times	√ √	√ √	NA Yes	Yes Yes	Maybe Yes	Low Low	Maybe Yes	No Depends	Yes Yes	
83 Waterbury Commuter Operate via I-89 instead of US Rt 2 Adjust trip times to better serve work times	√ √	√ √	NA Yes	NA Yes	NA Yes	Low Low	Yes Yes	No Depends	Yes Yes	
84 US 2 Commuter Discontinue deviation into Twinfield School Discontinue deviation to Goddard College Discontinue deviation to DOL Operate service via US Rt 2 in Montpelier Streamline alignment within Montpelier	√ √ √ √ √	√ √ √ √ √	NA NA NA NA NA	NA NA NA NA NA	NA NA NA NA NA	Low Low Low Low Low	Yes Yes Yes Yes Yes	No 1 No No No	Yes Yes Yes No No	

	Counties Served				Source of Idea				Impacts						Included in NextGen Recommendations?
	Chittenden	Washington	Lamoille	Franklin/Grand Isle	NextGen	CCTA TDP	GMTA TDP	Other	Sufficient Market Size?	Provides/ Would Provide Unique Service?	Better than Other Existing Transit Options?	Potential for Increased Ridership?	Improves Convenience for Existing Riders?	Leaves Existing Riders Unserved?	
86 Waterbury-Montpelier LINK Add service to reduce crowding Adjust schedule to relieve overcrowding Discontinue service to Waterbury P&R lot Add Saturday service	√ √ √ √	√ √ √ √			√ √ √ √				Yes Yes Yes Likely	Yes Yes Yes Yes	Yes Yes Yes Yes	Medium Low Low Low	Yes Yes Yes Yes	No No No No	No Yes Yes No
93 Northfield Commuter Adjust trip times to better serve work times Discontinue midday round trip		√ √			√ √				Yes No	Yes NA	Yes NA	Low Low	Yes No	Depends 4	Yes Yes
96 St. Albans LINK Add third round trip Extend some service to Alburgh Extend service to Swanton				√ √ √	√ √ √		√		Probably Yes Possibly	Yes Yes No	Yes Yes Yes	Medium Low Low	Yes Yes Yes	No No No	No No No
100 Commuter Discontinue deviation to Copley Hospital Discontinue deviation to Industrial Park Discontinue deviation into Airport			√ √ √		√ √ √				NA NA NA	Marginally Marginally Marginally	Marginally Marginally Marginally	Medium Medium Medium	Yes Yes Yes	0 0 1	Yes Yes Yes
115 Alburgh/Georgia Commuter Replace with 96 St. Albans LINK to Alburgh Discontinue service south of St. Albans Add second round trip				√ √ √	√ √ √		√		Probably NA Probably	Yes Yes Yes	Yes Yes Yes	Low None Low	Yes No Yes	No Minimal No	No Yes Yes
Route 116 Richford/St. Albans Commuter Add second round trip Time-transfers with 96 St. Albans Commuter				√ √		√			Probably Yes	Yes Yes	Yes Yes	Low Low	Yes Yes	No No	No Yes
286 Waterbury - Burlington LINK Add third round trip Adjust trip times to better serve work times	√ √	√ √			√ √				Probably Yes	Yes Yes	Yes Yes	Medium Low	Yes Yes	No Depends	No Yes
New Commuter Routes															
Mallets Bay to Burlington	√					√			No	Yes	NA	Low	Very Few	NA	No
Richmond to Burlington	√					√			No	Yes	NA	Medium	Very Few	NA	No
Cambridge to Burlington	√					√			No	Yes	NA	Very Low	Very Few	NA	No
Route 14 Corridor to Montpelier & Waterbury		√					√		No	Yes	NA	Very Low	Very Few	NA	No
US 302 Corridor to Barre, Berlin, & Montpelier		√					√		No	Yes	NA	Very Low	Very Few	NA	No
Mad River Valley to Waterbury		√					√		No	Yes	NA	Very Low	Very Few	NA	No

	Counties Served				Source of Idea		Impacts						Included in NextGen Recommendations?		
	Chittenden	Washington	Lamoille	Franklin/Grand Isle	NextGen	CCTA TDP	GMTA TDP	Other	Sufficient Market Size?	Provides/ Would Provide Unique Service?	Better than Other Existing Transit Options?	Potential for Increased Ridership?		Improves Convenience for Existing Riders?	Leaves Existing Riders Unserved?
Mad River Valley to Montpelier	√						√		No	Yes	NA	Very Low	Very Few	NA	No
Jeffersonville to Morrisville via VT 15			√				√		No	Yes	NA	Very Low	Very Few	NA	No
Jeffersonville to Smugglers Notch via VT 108			√				√		No	Yes	NA	Very Low	Very Few	NA	No
Jeffersonville to Newport via Jay Peak			√				√		No	Yes	NA	Very Low	Very Few	NA	No
Morrisville to St. Johnsbury via Hardwick			√				√		No	Yes	NA	Very Low	Very Few	NA	No
Extension of Rt 116 to Jay Peak Resort				√			√		No	Yes	NA	Very Low	Very Few	NA	No
St. A to Jeffersonville via Georgia & Fairfax							√		No	Yes	NA	Very Low	Very Few	NA	No
Grand Isle to Burlington						√			No	Yes	NA	Very Low	Very Few	NA	No
Park and Ride Shuttles															
Exit 12 to BTV	√					√			No	Yes	Yes	Very Low	Very Few	NA	No
Exit 14 to BTV	√					√			No	Yes	Yes	Very Low	Very Few	NA	No
Exit 14 to UVMC and downtown Burlington	√					√			No	Yes	Yes	Very Low	Very Few	NA	No
Exit 16 to UVMC and downtown Burlington	√					√			Unlikely	Yes	Yes	Very Low	Very Few	NA	No
University Mall to UVMC	√					√			Possible	No	No	Very Low	Very Few	NA	Yes
ADA COMPLEMENTARY PARATRANSIT															
New Service		√				√			Yes	No	Yes	Low	Yes	NA	Yes
Improved Service		√	√	√					Yes	No	Yes	Low	Yes	No	Yes
INTERMODAL CONNECTIONS															
Burlington to Rutland Amtrak	√					√			Unlikely	Yes	NA	Very Low	No	NA	No
Burlington Bennington	√					√			Unlikely	Yes	NA	Very Low	No	NA	No
Burlington to	√					√			Unlikely	Yes	NA	Very Low	No	NA	No
Grand Isle to Burlington						√			Unlikely	Yes	NA	Very Low	No	NA	No

APPENDIX 1

SUMMARY OF CHANGES

Table 40 | Service Improvement Recommendations

OVERVIEW OF RECOMMENDED CHANGES		FREQUENCY AND SPAN CHANGES	
ROUTE		EXISTING	RECOMMENDED
Major Urban Local			
1 Williston/ Williston Village	<ul style="list-style-type: none">Combine with Route 7 to create new service between Williston and Burlington's New North End via downtown BurlingtonDiscontinue Route 1V Provide service every 20 minutes during the day on weekdaysImprove evening and weekend service	<ul style="list-style-type: none">Weekday: 6:15 AM-12 AM 15 peak/30 midday/60-80 eveningSaturday: 6:15 AM-12 AM 30 day/70-80 eveningSunday: 8 AM-7 PM 75 all day	<ul style="list-style-type: none">Weekday: 5:30 AM-11 PM 20 peak/20 midday/30 evening/60 late nightSaturday: 6:30 AM-10 PM 30 all daySunday: 8 AM-7 PM 60 all day
2 Essex Junction	<ul style="list-style-type: none">Combine with Route 6 to provide new service between Essex Junction and Shelburne via Downtown BurlingtonServe UVM Medical Center and Ethan Allen on all tripsDiscontinue service to Global FoundriesProvide service every 20 minutes during the day on weekdaysImprove evening and weekend service	<ul style="list-style-type: none">Weekday: 5:45 AM-12 AM 15 peak/30 midday/30-70 eveningSaturday: 6 AM-12 AM 30-60 day/30-75 eveningSunday: 8 AM-9:15 PM 75 all day	<ul style="list-style-type: none">Weekday: 5:30 AM-11 PM 20 peak/20 midday/30 evening/60 late nightSaturday: 6:30 AM-10 PM 30 all daySunday: 8 AM-7 PM 60 all day
6 Shelburne Road	<ul style="list-style-type: none">Discontinue deviation to Waldorf SchoolConsolidate with Route 2 to operate one route serving Shelburne Road and Essex/VT 15 via DTC	<ul style="list-style-type: none">Weekday: 6 AM-11:20 PM 30 peak/30 midday/60-75 eveningSaturday: 6:15 AM-8:20 PM 60 all daySunday: no service	<ul style="list-style-type: none">Weekday: 5:30 AM-11 PM 20 peak/20 midday/30 evening/60 late nightSaturday: 6:30 AM-10 PM 30 all daySunday: 8 AM-7 PM 60 all day

ROUTE	OVERVIEW OF RECOMMENDED CHANGES	FREQUENCY AND SPAN CHANGES	
		EXISTING	RECOMMENDED
7 North Avenue	<ul style="list-style-type: none"> Combine with Route 1 to create new service between Williston and Burlington's New North End via downtown Burlington Provide service every 20 minutes during the day on weekdays Improve evening and weekend service Discontinue deviation to Heineburg Housing and high school Discontinue deviation to Heineburg 	<ul style="list-style-type: none"> Weekday: 5:30 AM-10:15 PM 30 peak/30 midday/60-75 evening Saturday: 6:15 AM-8 PM 30-60 all day Sunday: no service 	<ul style="list-style-type: none"> Weekday: 5:30 AM-11 PM 20 peak/20 midday/30 evening/60 late night Saturday: 6:30 AM-10 PM 30 all day Sunday: 8 AM-7 PM 60 all day
Urban Local			
4 Essex Center	<ul style="list-style-type: none"> Consolidate with Route 10 to create new Route 10 to provide direct service between Williston and Essex Terminate at Essex Outlets, service discontinued on Center Road, Sand Hill Road, and Maple Street 	<ul style="list-style-type: none"> Weekday: 6 AM-9:50 AM, 1 PM-6:15 PM 30 peak/30 midday/45 evening Saturday: no service Sunday: no service 	<ul style="list-style-type: none"> Weekday: 7 AM-7 PM 60 all day Saturday: 7 AM-7 PM 60 all day Sunday: no service
5 Pine Street	<ul style="list-style-type: none"> Discontinue deviation to Lakeside Streamline southern alignment Provide more consistent service 	<ul style="list-style-type: none"> Weekday: 6:15 AM-12:15 AM 15-30 peak/30 midday/30-95 evening (outbound only) Saturday: 6:15 AM-12:15 AM 30 day/30-80 evening Sunday: no service 	<ul style="list-style-type: none"> Weekday: 6 AM-7 PM 30 peak/30 midday/60 evening Saturday: 7 AM-7 PM 60 all day Sunday: no service
8 City Loop	<ul style="list-style-type: none"> Discontinue leg to and from Cliff Street Reduce Saturday service frequencies Add Sunday service 	<ul style="list-style-type: none"> Weekday: 6:45 AM-7:40 PM 30 all day Saturday: 6:45 AM-6:40 PM 30 all day Sunday: no service 	<ul style="list-style-type: none"> Weekday: 6 AM-7 PM 30 all day Saturday: 7 AM-7 PM 60 all day Sunday: 8:30 AM-7 PM 60 all day
9 Riverside/Winooski	<ul style="list-style-type: none"> Serve full alignment on all trips Serve Courtyard and Barlow on alternate trips Provide more consistent evening service 	<ul style="list-style-type: none"> Weekday: 6:45 AM-7 PM 30 peak/60 midday (plus 1 truncated late night round trip) Saturday: 6:15 AM-7 PM 60 all day Sunday: no service 	<ul style="list-style-type: none"> Weekday: 6 AM-11 PM 30 peak/30 midday/60 evening/60 late night Saturday: 7 AM-9 PM 60 all day Sunday: no service

ROUTE	OVERVIEW OF RECOMMENDED CHANGES	FREQUENCY AND SPAN CHANGES	
		EXISTING	RECOMMENDED
10 Williston/Essex	<ul style="list-style-type: none"> Consolidate with Route 4 to create new Route 10, to provide direct service between Williston and Essex Terminate at Essex Outlets and discontinue service on Center Road, Sand Hill Road, and Maple Street Eliminate gap in midday service 	<ul style="list-style-type: none"> Weekday: 7 AM-7:20 PM 60 all day Saturday: 7 AM-7:20 PM 60 all day Sunday: no service 	<ul style="list-style-type: none"> Weekday: 7 AM-7 PM 60 all day Saturday: 7 AM-7 PM 60 all day Sunday: no service
11 College Street Shuttle	<ul style="list-style-type: none"> Consolidate with Route 12 to provide direct service between downtown Burlington and Airport, with continuing service to UMass Provide later service on weekdays and Saturdays End service slightly earlier 	<p><i>Summer Season</i></p> <ul style="list-style-type: none"> Weekday: 6:15-9 PM 15-30 peak/15 midday/30 evening Saturday: 8:45 AM-9 PM 15-30 day/30 evening Sunday: 8:45 AM-9 PM 15-30 day/30 evening <p><i>Rest of Year</i></p> <ul style="list-style-type: none"> Weekday: 6:15-7:15 PM 15-30 peak/15 midday/30 evening Saturday: no service Sunday: no service 	<ul style="list-style-type: none"> Weekday: 6 AM-10 PM 30 peak/30 midday/45 evening/45 late night Saturday: 6:30 AM-10 PM 30 day/45 evening Sunday: 8 AM-7 PM 45 all day
12 UMass/Airport	<ul style="list-style-type: none"> Consolidate with Route 11 to provide direct service between downtown Burlington and Airport, with continuing service to UMass Discontinue deviations to Community Drive and Country Park 	<ul style="list-style-type: none"> Weekday: 6:25 AM-10 PM 30-45 peak/30 midday/60-70 evening Saturday: 6:30 AM-10 PM 30 day/50-60 evening Sunday: 8:45 AM-7:30 PM 75 all day 	<ul style="list-style-type: none"> Weekday: 6 AM-10 PM 30 peak/30 midday/45 evening/45 late night Saturday: 6:30 AM-10 PM 30 day/45 evening Sunday: 8 AM-7 PM 45 all day
18 Sunday Service	<ul style="list-style-type: none"> Discontinue Route 18 and provide Sunday service with new Routes 1 and 2 	<ul style="list-style-type: none"> Weekday: no service Saturday: no service Sunday: 8:25 AM-5:30 PM 30-110 	<ul style="list-style-type: none"> Replace with Sunday service on new Routes 1 and 2.
Rural Local			
80 City Route Mid-Day	<ul style="list-style-type: none"> Consolidate with Route 89 City Commuter to provide consistent service through the day Operate service between Montpelier (National Life and downtown Barre 	<ul style="list-style-type: none"> Weekday: 9:20 AM-3:40 PM 75 midday Saturday: 9:20 AM-3:40 PM 75 midday Sunday: no service 	<ul style="list-style-type: none"> Weekday: 5:30 AM-6:30 PM 30 peak/45 midday/45 evening Saturday: 7:30 AM-6:30 PM 60 all day Sunday: no service Weekday schedule coordinated with Route 82 and Route 92 to provide 20-minute service frequency between National Life and State Street

ROUTE	OVERVIEW OF RECOMMENDED CHANGES	FREQUENCY AND SPAN CHANGES	
		EXISTING	RECOMMENDED
81 Barre Hospital Hill	<ul style="list-style-type: none"> Combine with Route 81 Barre Hospital Hill to create new South Barre-Montpelier via Hospital Hill route Simplified alignment through Hospital Hill Montpelier terminus at National Life Barre terminus at Hannaford Supermarket 	<ul style="list-style-type: none"> Weekday: 6:55 AM-6:20 PM 60 all day Saturday: 7:55 AM-5:55 PM 60 all day Sunday: no service 	<ul style="list-style-type: none"> Weekday: 5:30 AM-6:30 PM 60 all day Saturday: 7:30 AM-6:30 PM 60 all day Sunday: no service Coordinate weekday schedule with Routes 82 and 92 to provide 20-minute service frequency between National Life and State Street
82 Montpelier Hospital Hill	<ul style="list-style-type: none"> Combined with Route 81 Barre Hospital Hill to create new South Barre-Montpelier via Hospital Hill route Simplified alignment through Hospital Hill Montpelier terminus at National Life Barre terminus at Hannaford Supermarket 	<ul style="list-style-type: none"> Weekday: 7:16 AM-6:16 PM 60 all day Saturday: 8:16 AM-6:16 PM 60 all day Sunday: no service 	<ul style="list-style-type: none"> Weekday: 5:30 AM-6:30 PM 60 all day Saturday: 7:30 AM-6:30 PM 60 all day Sunday: no service Coordinate weekday schedule with Routes 81 and 2 to provide 20-minute service frequency between National Life and State Street
92 Montpelier Circulator	<ul style="list-style-type: none"> Reconfigure to provide bidirectional service between National Life and downtown via State Street, and a simplified loop through downtown neighborhoods 	<ul style="list-style-type: none"> Weekday: 6:50 AM-5:50 PM 60 all day Saturday: no service Sunday: no service 	<ul style="list-style-type: none"> Weekday: 5:30 AM-8:30 PM 60 all day Saturday: no service Sunday: no service Coordinate weekday schedule with Routes 81 and 822 to provide 20-minute service frequency between National Life and State Street
102 Morrisville Loop	<ul style="list-style-type: none"> Consolidate with Route 103 to improve service between Morrisville and Stowe Streamline alignment within Morrisville Provide less frequent service but eliminate gap in midday service 	<ul style="list-style-type: none"> Weekday: 8 AM-10:20 AM, 1:10 PM-2:55 PM 35 AM peak and midday Saturday: no service Sunday: no service 	<ul style="list-style-type: none"> Weekday: 9 AM-3 PM 45 all day Saturday: no service Sunday: no service
110 St. Albans Downtown Shuttle	<ul style="list-style-type: none"> Simplify alignment Shorten weekend span of service but operate service longer on Saturdays 	<ul style="list-style-type: none"> Weekday: 5:45 AM –6:40 PM 60 all day Saturday: 9:45 AM-3:30 PM 60 all day Sunday: no service 	<ul style="list-style-type: none"> Weekday: 6 AM –6 PM 60 all day Saturday: 8:45 AM-5:45 PM 60 all day Sunday: no service

ROUTE	OVERVIEW OF RECOMMENDED CHANGES	FREQUENCY AND SPAN CHANGES	
		EXISTING	RECOMMENDED
Shopping Shuttle			
85 Hannaford Shopping Shuttle	<ul style="list-style-type: none">Replace with new Route 82 service	<ul style="list-style-type: none">Tuesday: One tripSaturday: no serviceSunday: no service	<ul style="list-style-type: none">Replace with Route 82 Barre-Montpelier via Hospital Hill
87 Northfield Community Shuttle	<ul style="list-style-type: none">Continue to operate as at present	<ul style="list-style-type: none">Wednesday: One tripSaturday: no serviceSunday: no service	<ul style="list-style-type: none">Wednesday: One tripSaturday: no serviceSunday: no service
103 Morrisville Shopping Shuttle	<ul style="list-style-type: none">Consolidate with Route 103 to improve service between Morrisville and StoweProvide additional service	<ul style="list-style-type: none">Weekday: 10:20 AM-3:45 PM 3 tripsSaturday: no serviceSunday: no service	<ul style="list-style-type: none">Weekday: 9 AM-3 PM 45 all daySaturday: no serviceSunday: no service
109 Price Chopper Shopping Shuttle	<ul style="list-style-type: none">Continue to operate as at present	<ul style="list-style-type: none">Weekday10 AM-1:35 PM 4 tripsSaturday: no serviceSunday: no service	<ul style="list-style-type: none">Weekday10 AM-1:35 PM 4 tripsSaturday: no serviceSunday: no service
Flex/Demand Response			
79 CVMC Barre Health Shuttle	<ul style="list-style-type: none">Continue to operate as at present	<ul style="list-style-type: none">Weekdays: 9 AM-3 PM Demand ResponseSaturday: no serviceSunday: no service	<ul style="list-style-type: none">Weekdays: 9 AM-3 PM Demand ResponseSaturday: no serviceSunday: no service
90 Plainfield Health Center Shuttle	<ul style="list-style-type: none">Continue to operate as at present	<ul style="list-style-type: none">Tuesday: 10 AM-2 PM; Wednesday, 8 AM-12PM; Thursday, 10 AM-2 PM Demand ResponseSaturday: no serviceSunday: no service	<ul style="list-style-type: none">Tuesday: 10 AM-2 PM; Wednesday, 8 AM-12PM; Thursday, 10 AM-2 PM Demand ResponseSaturday: no serviceSunday: no service
91 Barre Hospital Hill Demand Response	<ul style="list-style-type: none">Convert to anchored flex service limited to the Hospital Hill area, with timed connections at Central Vermont Medical Center with Route 82 Barre-Montpelier via Hospital Hill	<ul style="list-style-type: none">Tuesday-Thursday: 9AM-2 PM Demand ResponseSaturday: no serviceSunday: no service	<ul style="list-style-type: none">Tuesday-Thursday: 9AM-2 PM Demand ResponseSaturday: no serviceSunday: no service

ROUTE	OVERVIEW OF RECOMMENDED CHANGES	FREQUENCY AND SPAN CHANGES	
		EXISTING	RECOMMENDED
Seasonal Local			
88 Capital Shuttle	<ul style="list-style-type: none">Replace with year-round local service on Routes 80, 82, and 92	<ul style="list-style-type: none">Weekday: 7:20 AM-5:20 PM 20 all daySaturday: no serviceSunday: no serviceShuttle that serves National Life, the Department of Labor building, and the Vermont State House	<ul style="list-style-type: none">Replace with year-round local service on Routes 80, 82, and 92
108 Mountain Road Shuttle	<ul style="list-style-type: none">Discontinue deviations to Town & Country, Golden Eagle, Village GreenOperate on Depot Street/Thomas Lane in both directions instead of southbound via VT-100/Main Street	<ul style="list-style-type: none">Weekday: 6:40 AM-9:55 PM 15-30/15-30/30Saturday: 6:40 AM-9:55 PM 15-30/15-30/30Sunday: 6:40 AM-9:55 PM 15-30/15-30/30	<ul style="list-style-type: none">Weekday: 6:40 AM-9:55 PM 15-30/15-30/30Saturday: 6:40 AM-9:55 PM 15-30/15-30/30Sunday: 6:40 AM-9:55 PM 15-30/15-30/30
120 Valley Floor Loop	<ul style="list-style-type: none">Operate as bidirectional route instead of one-way loop	<ul style="list-style-type: none">Weekday: 7 AM-6 PM 60 all daySaturday: 7 AM-6 PM 60 all daySunday: 7 AM-6 PM 60 all day	<ul style="list-style-type: none">Weekday: 7 AM-6 PM 60 all daySaturday: 7 AM-6 PM 60 all daySunday: 7 AM-6 PM 60 all day
122 Mount Ellen	<ul style="list-style-type: none">Extend Saturday evening service to 6:30 PM	<ul style="list-style-type: none">Weekday: 8 AM-5 PM 30 all daySaturday: 8 AM-5 PM 30 all daySunday: 8 AM-5 PM 30 all day	<ul style="list-style-type: none">Weekday: 8 AM-5 PM 30 all daySaturday: 8 AM-6:30 PM 30 all daySunday: 8 AM-5 PM 30 all day
124 Mountain Condos	<ul style="list-style-type: none">Operate all service as fixed-route serviceDiscontinue deviation service south of Access RoadServe Sugarbush Village and SHaRC in both directions	<ul style="list-style-type: none">Weekday: 8:20 AM-11:45 AM 40 AM 11:45 AM-5:50 PM Dial-a-rideSaturday: 8 AM-11:45 AM 20 AM 11:45 AM-5:50 PM Dial-a-rideSunday: 8 AM-11:45 AM 20 AM 11:45 AM-5:50 PM Dial-a-ride	<ul style="list-style-type: none">Weekday: 8 AM-5:50 PM 40 all daySaturday: 7:20 AM-5:50 PM 20 all daySunday: 7:20 AM-5:50 PM 20 all day
125 Access Road	<ul style="list-style-type: none">Operate all service as fixed-route serviceServe the Bridges served on uphill trips during AM and downhill trips during PM	<ul style="list-style-type: none">Weekday: 8 AM-11:45 AM 40 AM 11:45 AM-6 PM Dial-a-rideSaturday: 8 AM-11:45 AM 20 AM 11:45 AM-6 PM Dial-a-rideSunday: 8 AM-11:45 AM 20 AM 11:45 AM-6 PM Dial-a-ride	<ul style="list-style-type: none">Weekday: 8 AM-6:30 PM 40 all daySaturday: 7:20 AM-6:30 PM 20 all daySunday: 7:20 AM-6:30 PM 20 all day

ROUTE	OVERVIEW OF RECOMMENDED CHANGES	FREQUENCY AND SPAN CHANGES	
		EXISTING	RECOMMENDED
Seasonal Flex/Demand Response			
121 Valley Evening Service	<ul style="list-style-type: none">Continue to operate as at present	<ul style="list-style-type: none">Weekday: no serviceSaturday: 6 PM-2 AM By requestHoliday Weekend Sundays: 6 PM-2 AM By request	<ul style="list-style-type: none">Weekday: no serviceSaturday: 6 PM-2 AM By requestHoliday Weekend Sundays: 6 PM-2 AM By request
Commuter			
3 Lakeside Commuter	<ul style="list-style-type: none">Discontinue Route 3 with the area still served by Route 5 Pine Street	<ul style="list-style-type: none">Weekday: 6:05 AM-7:15 AM 3 outbound tripsSaturday: no serviceSunday: no service	<ul style="list-style-type: none">Discontinue route
36 Jeffersonville Commuter	<ul style="list-style-type: none">Adjust schedule times to better match commuter work schedulesImprove Park and Ride conditions along the route	<ul style="list-style-type: none">Weekday AM: 5:25 AM-8:25 AM 2 round tripsWeekday PM: 4:15 PM-7:30 PM 2 round tripsSaturday: no serviceSunday: no service	<ul style="list-style-type: none">Weekday AM: 5:25 AM-7:55 AM 2 round tripsWeekday PM: 4 PM-7:05 PM 2 round tripsSaturday: no serviceSunday: no service
46 Route 116 Commuter	<ul style="list-style-type: none">Discontinue deviations to Ballards Corner/Hinesburg Library, Richmond Road/North Road, and NRGAdjust AM schedule times to better match work schedules	<ul style="list-style-type: none">Weekday AM: 6:15 AM-8 AM 2 round tripsWeekday PM: 3:40 PM-6:45 PM 2 round tripsSaturday: no serviceSunday: no service	<ul style="list-style-type: none">Weekday AM: 5:30 AM-9:15 AM 2 round tripsWeekday PM: 3:40 PM-6:45 PM 2 round tripsSaturday: no serviceSunday: no service
56 Milton Commuter	<ul style="list-style-type: none">Discontinue deviations to Catamount Industrial Park and Birchwood ParkAdjust AM schedule times to better match work schedules	<ul style="list-style-type: none">Weekday AM: 5:50 AM-8:35 AM 2 round tripsWeekday Mid: 12:15 PM-2 PM 1 round tripWeekday PM: 4:05 PM-6:12 PM 2 round tripsWeekday Eve: 9:40 PM-11:05 PM 1 round tripSaturday: no serviceSunday: no service	<ul style="list-style-type: none">Weekday AM: 5:55 AM-7:40 AM 2 round tripsWeekday PM: 4 PM-6:30 PM 2 round tripsSaturday: no serviceSunday: no service
76 Middlebury LINK Express	<ul style="list-style-type: none">Adjust AM scheduled time to better match employee schedules	<ul style="list-style-type: none">Weekday AM: 5:05 AM-8:50 AM 2 round tripsWeekday PM: 4:40 PM-7:50 PM 2 round tripsSaturday: 9:45 AM-9:45 PM 4 round tripsSunday: no service	<ul style="list-style-type: none">Weekday AM: 5:05 AM-8 AM 2 round tripsWeekday PM: 4:15 PM-7 PM 2 round tripsSaturday: 9:45 AM-9:45 PM 4 round tripsSunday: no service
83 Waterbury Commuter	<ul style="list-style-type: none">Operate along I-89 instead of US-2Serve Waterbury Park-and-RideDiscontinue service in MiddlesexDiscontinue service to Department of Labor P&R	<ul style="list-style-type: none">Weekday AM: 6:38 AM-9:45 AM 3 round tripsWeekday PM: 3:05 PM-6:05 PM 3 round tripsSaturday: no serviceSunday: no service	<ul style="list-style-type: none">Weekday AM: 6:15 AM-8:30 AM 3 round tripsWeekday PM: 3:05 PM-6:05 PM 3 round tripsSaturday: no serviceSunday: no service

ROUTE	OVERVIEW OF RECOMMENDED CHANGES	FREQUENCY AND SPAN CHANGES	
		EXISTING	RECOMMENDED
84 US 2 Commuter	<ul style="list-style-type: none"> Discontinue deviations to Department of Labor P&R, Goddard College, Twinfield School 	<ul style="list-style-type: none"> Weekday AM: 6 AM-8:50 AM 3 inbound trips, 2 outbound trips Weekday Mid: 12:05 PM-1:15 PM 1 round trip Weekday PM: 3:40 PM-6:40 PM 2 round trips Saturday: no service Sunday: no service 	<ul style="list-style-type: none"> Weekday AM: 6 AM-8:50 AM 3 inbound trips, 2 outbound trips Weekday PM: 3:40 PM-6:40 PM 2 round trips Saturday: no service Sunday: no service
86 Montpelier LINK Express	<ul style="list-style-type: none"> Express from Montpelier to Burlington via Richmond P&R; discontinue service in Waterbury Adjust schedule times to alleviate overcrowding 	<ul style="list-style-type: none"> Weekday AM: 5:40 AM-9:15 AM 4 round trips Weekday Mid: 12 PM-2:25 PM 1 round trip Weekday PM: 3:50 PM-7:30 PM 4 round trips Saturday: no service Sunday: no service 	<ul style="list-style-type: none"> Weekday AM: 5:40 AM-9:15 AM 4 round trips Weekday Mid: 12 PM-2:25 PM 1 round trip Weekday PM: 3:50 PM-7:30 PM 4 round trips Saturday: no service Sunday: no service
89 City Commuter	<ul style="list-style-type: none"> Consolidate with Route 89 City Commuter to provide consistent service through the day Operate service between Montpelier (National Life and downtown Barre 	<ul style="list-style-type: none"> Weekday: 5:25 AM-9:55 AM, 3:25 PM-8:25 PM 30 peak Saturday: 7:55 AM-9:55 AM, 3:25 PM-7:20 PM 30 peak Sunday: no service 	<ul style="list-style-type: none"> Consolidate with Route 80
93 Northfield Commuter	<ul style="list-style-type: none"> Adjust scheduled times to better match riders' work schedules 	<ul style="list-style-type: none"> Weekday AM: 6:20 AM-8:30 AM 2 round trips Weekday Mid: 12:05 PM-1:10 PM 1 round trip Weekday PM: 4:30 PM-6:35 PM 2 round trips Saturday: no service Sunday: no service 	<ul style="list-style-type: none"> Weekday AM: 6:40 AM-8:45 AM 2 round trips Weekday PM: 4:30 PM-6:35 PM 2 round trips Saturday: no service Sunday: no service
96 St. Albans LINK	<ul style="list-style-type: none"> Discontinue deviation to Chimney Corners Park-and-Ride Provide timed transfers with Route 116 Richford/St. Albans Commuter 	<ul style="list-style-type: none"> Weekday AM: 5:40 AM-8:40 AM 2 round trips Weekday PM: 4:30 PM-7:20 PM 4 trips Saturday: no service Sunday: no service 	<ul style="list-style-type: none"> Weekday AM: 5:25 AM-8:40 AM 3 inbound trips, 2 outbound trips Weekday PM: 3:05 PM-6:50 PM 2 inbound trips, 3 outbound trips One peak period trip in each direction to/from Alburgh, the others travel between Burlington and St. Albans only Saturday: no service Sunday: no service

ROUTE	OVERVIEW OF RECOMMENDED CHANGES	FREQUENCY AND SPAN CHANGES	
		EXISTING	RECOMMENDED
100 Route 100 Commuter	<ul style="list-style-type: none"> Discontinue deviations to Industrial Park Drive and Copley Hospital, both in Morrisville Discontinue service into Morrisville/Stowe Airport 	<ul style="list-style-type: none"> Weekday AM: 6:15 AM-8 AM 2 southbound trips, 1 northbound trip Weekday PM: 3:40 PM-6:45 PM 1 southbound trip, 3 northbound trips Saturday: no service Sunday: no service 	<ul style="list-style-type: none"> Weekday AM: 6:15 AM-8 AM 2 southbound trips, 1 northbound trip Weekday PM: 3:40 PM-6:45 PM 1 southbound trip, 3 northbound trips Saturday: no service Sunday: no service
115 Alburgh/ Georgia Commuter	<ul style="list-style-type: none"> Add second PM trip with timed transfers to and from Route 96 St. Albans LINK Express as St. Albans City Hall Discontinue very low ridership service to Highgate and operate between St. Albans and Swanton via I-89 	<ul style="list-style-type: none"> Weekday AM: 5:25 AM-7:10 AM 1 inbound trip Weekday PM: 3:15 PM-5:15 PM 1 outbound trip Saturday: no service Sunday: no service 	<ul style="list-style-type: none"> Weekday AM: 5:25 AM-8:40 AM 2 inbound trips Weekday PM: 3:05 PM-6:50 PM 2 outbound trips Saturday: no service Sunday: no service
116 Richford/St. Albans Commuter	<ul style="list-style-type: none"> Shift transfer point with Route 96 St. Albans LINK Express from Highgate Commons to St. Albans City Hall. Discontinue out and back deviation to Highgate Commons Adjust schedule for time-transfers with Route 96 at St. Albans City Hall Add second PM trip 	<ul style="list-style-type: none"> Weekday AM: 5:25 AM-6:22 AM 1 inbound trip Weekday PM: 4:15 PM-5:15 PM 1 outbound trip Saturday: no service Sunday: no service 	<ul style="list-style-type: none"> Weekday AM: 5:25 AM-6:22 AM 1 inbound trip Weekday PM: 4:15 PM-5:15 PM 1 outbound trip Saturday: no service Sunday: no service
286 Waterbury-Burlington LINK Express	<ul style="list-style-type: none"> Serve Waterbury Park-and-Ride and Waterbury State Complex on all trips Revise AM schedule times 	<ul style="list-style-type: none"> Weekday AM: 6:05 AM-8:50 AM 2 round trips Weekday PM: 3:30 PM-5:40 PM 2 round trips Saturday: no service Sunday: no service 	<ul style="list-style-type: none"> Weekday AM: 6:20 AM-8:50 AM 2 round trips Weekday PM: 3:35 PM-5:50 PM 2 round trips Saturday: no service Sunday: no service