

# SERVICE IMPROVEMENT SCENARIOS

## MAD RIVER VALLEY

Two service improvement scenarios have been developed for GMT's routes serving communities in the Mad River Valley. All scenarios include a mix of revised route alignments and schedule changes. The major themes that guided the scenario development process are described below, and the service improvements for each scenario are summarized in the following pages. A table summarizing the major service improvements for each route is presented on page 7.

### MAJOR THEMES

- **Simplified Service.** A top priority for service improvements is making service simpler and easier to use. This includes making route alignments more direct so that service is faster and more efficient, as well as simplifying schedules to make service consistent and easy to understand.
  - **Simplified Route Alignments.** Most routes would have more direct alignments, with fewer deviations and meandering paths of travel. Service would be focused on corridors and destinations where demand is higher, and many unproductive deviations would be discontinued.
  - **Consistent Schedules.** Many routes would have fewer or no variants, and would instead operate a consistent service throughout the day rather than serving different alignments on different trips. This makes service more predictable and easier for riders to plan their trip.
- **Upgrade Demand-Response to Fixed-Route Service.** Route 124 Mountain Condos and Route 125 Access Road operate during the morning as fixed routes, but then change to demand-response service in the afternoon, when ridership is higher. Operating these routes as fixed-route service throughout the day would better meet rider demand and provide more flexibility without needing to make a reservation.
- **Operate Bidirectional Service.** 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 would be redesigned as a bidirectional route, providing more direct and convenient service that is more attractive to riders.

The scenarios include improvements in level of service as well as improved route alignments, and incorporate the themes highlighted above. Key differences between the scenarios are summarized below.

### Scenario 1

Scenario 1 would provide more frequent service during weekends and reconfigured evening service:

- Route 120 Valley Floor would operate later in the evening on Saturday, and would discontinue service during the week.
- Route 122 Mount Ellen would operate 15-minute service throughout the day Friday through Sunday.

- Route 121 Valley Evening Service would operate as a fixed route instead of demand-response service.

## Scenario 2

Scenario 2 presents a more modest set of improvements, which would require fewer additional resources to implement. In general, the differences between Scenario 1 and Scenario 2 are based on levels of service (frequency and span of service):

- Route 120 Valley Floor would operate the same span of service throughout the week.
- Route 122 Mount Ellen would operate 30-minute service through the day during the week.
- Route 121 Valley Evening Service would continue to operate as a demand-response service.

## ROUTE-BY-ROUTE IMPROVEMENTS

### 120 Valley Floor Loop

Route 120 is a seasonal route that operates in a counterclockwise loop, starting and ending at Sugarbush's Lincoln Peak base area. The route travels via the Sugarbush Access Road, VT Route 100, Waitsfield Village, VT Route 17, German Flats Road, and back up the Sugarbush Access Road. Under all scenarios, Route 120 would operate as a bidirectional route instead of a loop, and would operate fixed-route service only with no deviations.

#### Route Alignment

Under all scenarios, Route 120 would operate as a bidirectional route instead of a loop, operating between Sugarbush Lincoln Peak and Waitsfield Village Square via Sugarbush Access Road and VT Route 100. Hostel Tevere would be served as a fixed stop on all trips.

#### Service Levels

**Scenario 1:** Under Scenario 1, service on Route 120 would operate on weekends only, in tandem with an increase in service frequency on Route 122 Mount Ellen. Route 120 would operate on Fridays and Saturdays, with the last trip starting at 7 PM. Service would operate hourly throughout the day.

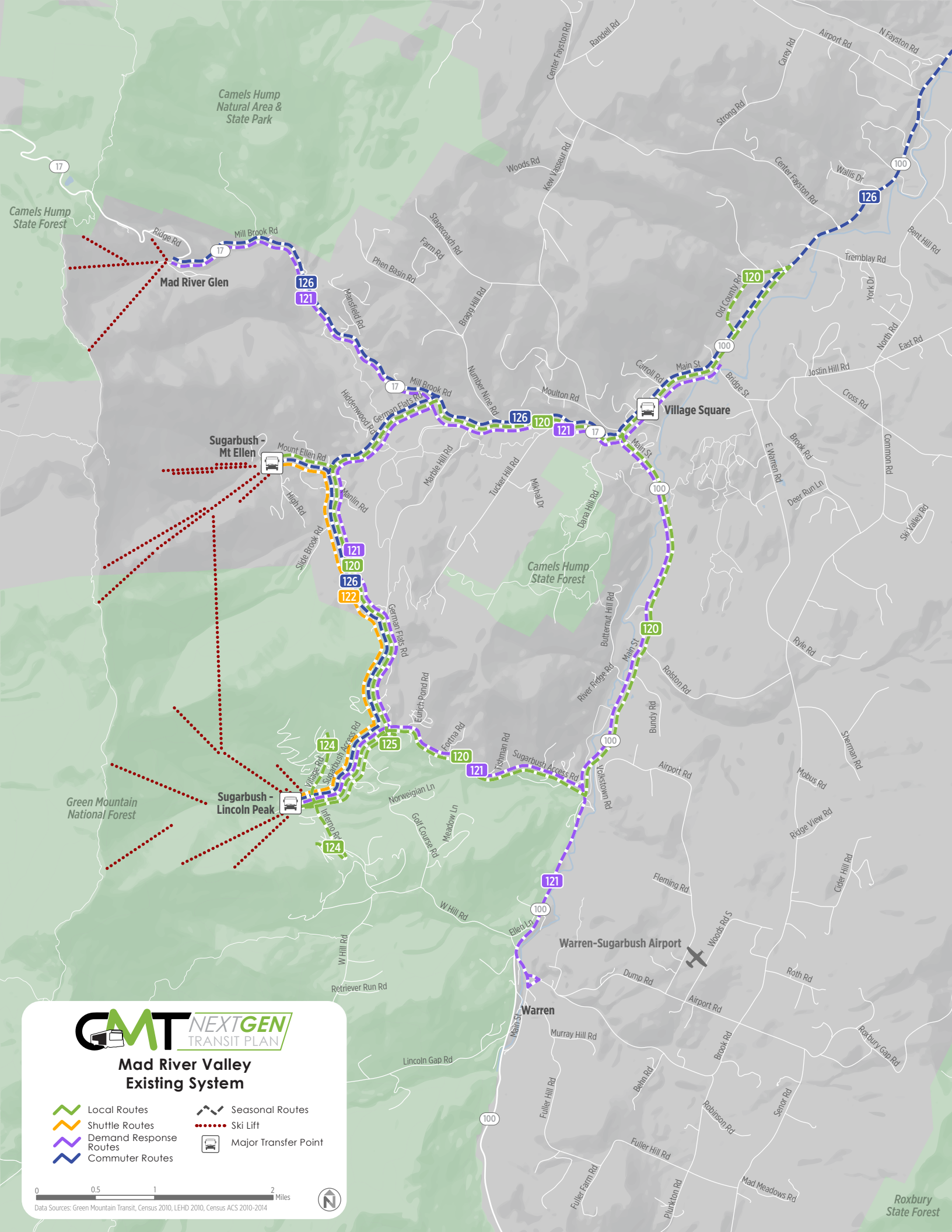
**Scenario 2:** Route 120 would continue to operate throughout the week, during the same hours as today. Service would operate hourly throughout the day.

## SUMMARY OF SERVICE IMPROVEMENT OPTIONS BY SCENARIO

Bold = Differences between scenarios

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ROUTE	CHANGES IN ALL SCENARIOS	EXISTING	SCENARIO 1	SCENARIO 2
<i>Seasonal Local</i>				
<b>120</b> Valley Floor Loop	<ul style="list-style-type: none"> <li>Operate as bidirectional route instead of one-way loop</li> </ul>	<ul style="list-style-type: none"> <li>Weekday: 7 AM – 6 PM   60 all day</li> <li>Saturday: 7 AM – 6 PM   60 all day</li> <li>Sunday: 7 AM – 6 PM   60 all day</li> </ul>	<ul style="list-style-type: none"> <li>Weekday: no service</li> <li>Friday &amp; Saturday: 7 AM – 8 PM   60 all day</li> <li>Sunday: no service</li> </ul>	<ul style="list-style-type: none"> <li>Weekday: 7 AM – 6 PM   60 all day</li> <li>Saturday: 7 AM – 6 PM   60 all day</li> <li>Sunday: 7 AM – 6 PM   60 all day</li> </ul>
<b>122</b> Mount Ellen	<ul style="list-style-type: none"> <li>Same alignment as today</li> </ul>	<ul style="list-style-type: none"> <li>Weekday: 8 AM – 5 PM   30 all day</li> <li>Saturday: 8 AM – 5 PM   30 all day</li> <li>Sunday: 8 AM – 5 PM   30 all day</li> </ul>	<ul style="list-style-type: none"> <li>Weekday (M-Th): 8 AM – 5 PM   30 all day</li> <li>Friday: 8 AM – 5 PM   <b>15 all day</b></li> <li>Saturday: <b>8 AM – 7 PM   15 all day</b></li> <li>Sunday: 8 AM – 5 PM   <b>15 all day</b></li> </ul>	<ul style="list-style-type: none"> <li>Weekday: 8 AM – 5 PM   30 all day</li> <li>Saturday: <b>8 AM – 5 PM   30 all day</b></li> <li>Sunday: 8 AM – 5 PM   <b>30 all day</b></li> </ul>
<b>124</b> Mountain Condos	<ul style="list-style-type: none"> <li>Discontinue demand-response/deviation service south of Access Road</li> <li>Serve Sugarbush Village and SHaRC in both directions on all trips</li> </ul>	<ul style="list-style-type: none"> <li>Weekday: 8:20 AM – 11:45 AM   40 AM 11:45 AM – 6 PM   Dial-a-ride</li> <li>Saturday: 8 AM – 11:45 AM   20 AM 11:45 AM – 6 PM   Dial-a-ride</li> <li>Sunday: 8 AM – 11:45 AM   20 AM 11:45 AM – 6 PM   Dial-a-ride</li> </ul>	<ul style="list-style-type: none"> <li>Weekday: 8 AM – 6:30 PM   40 all day</li> <li>Saturday: 7:20 AM – 6:30 PM   20 all day</li> <li>Sunday: 7:20 AM – 6:30 PM   20 all day</li> </ul>	<ul style="list-style-type: none"> <li>Weekday: 8 AM – 6:30 PM   40 all day</li> <li>Saturday: 7:20 AM – 6:30 PM   20 all day</li> <li>Sunday: 7:20 AM – 6:30 PM   20 all day</li> </ul>
<b>125</b> Access Road	<ul style="list-style-type: none"> <li>Modified alignment serving stops at Access Road/ German Flats Road, including terminal loop at Upper Club</li> <li>The Bridges served on uphill trips during AM and downhill trips during PM</li> </ul>	<ul style="list-style-type: none"> <li>Weekday: 8 AM – 11:45 AM   40 AM 11:45 AM – 6 PM   Dial-a-ride</li> <li>Saturday: 8 AM – 11:45 AM   20 AM 11:45 AM – 6 PM   Dial-a-ride</li> <li>Sunday: 8 AM – 11:45 AM   20 AM 11:45 AM – 6 PM   Dial-a-ride</li> </ul>	<ul style="list-style-type: none"> <li>Weekday: 8 AM – 6:30 PM   40 all day</li> <li>Saturday: 7:20 AM – 6:30 PM   20 all day</li> <li>Sunday: 7:20 AM – 6:30 PM   20 all day</li> </ul>	<ul style="list-style-type: none"> <li>Weekday: 8 AM – 6:30 PM   40 all day</li> <li>Saturday: 7:20 AM – 6:30 PM   20 all day</li> <li>Sunday: 7:20 AM – 6:30 PM   20 all day</li> </ul>
<i>Seasonal Flex/DR</i>				
<b>121</b> Valley Evening Service	<ul style="list-style-type: none"> <li>Future opportunity to operate as app-based demand-response service</li> </ul>	<ul style="list-style-type: none"> <li>Weekday: no service</li> <li>Saturday: 6 PM – 2 AM   By request</li> <li>Sunday: 6 PM – 2 AM   By request</li> </ul>	<ul style="list-style-type: none"> <li>Weekday: no service</li> <li>Saturday: 6 PM – 2 AM   60</li> <li>Sunday: 6 PM – 2 AM   60</li> <li>Operate as fixed-route service</li> <li>Discontinue service south of Hostel Tevere and north of Hyde Away Inn/German Flats</li> </ul>	<ul style="list-style-type: none"> <li>Weekday: no service</li> <li>Saturday: 6 PM – 2 AM   By request</li> <li>Sunday: 6 PM – 2 AM   By request</li> <li>Continue to operate as demand-response with same service coverage</li> </ul>



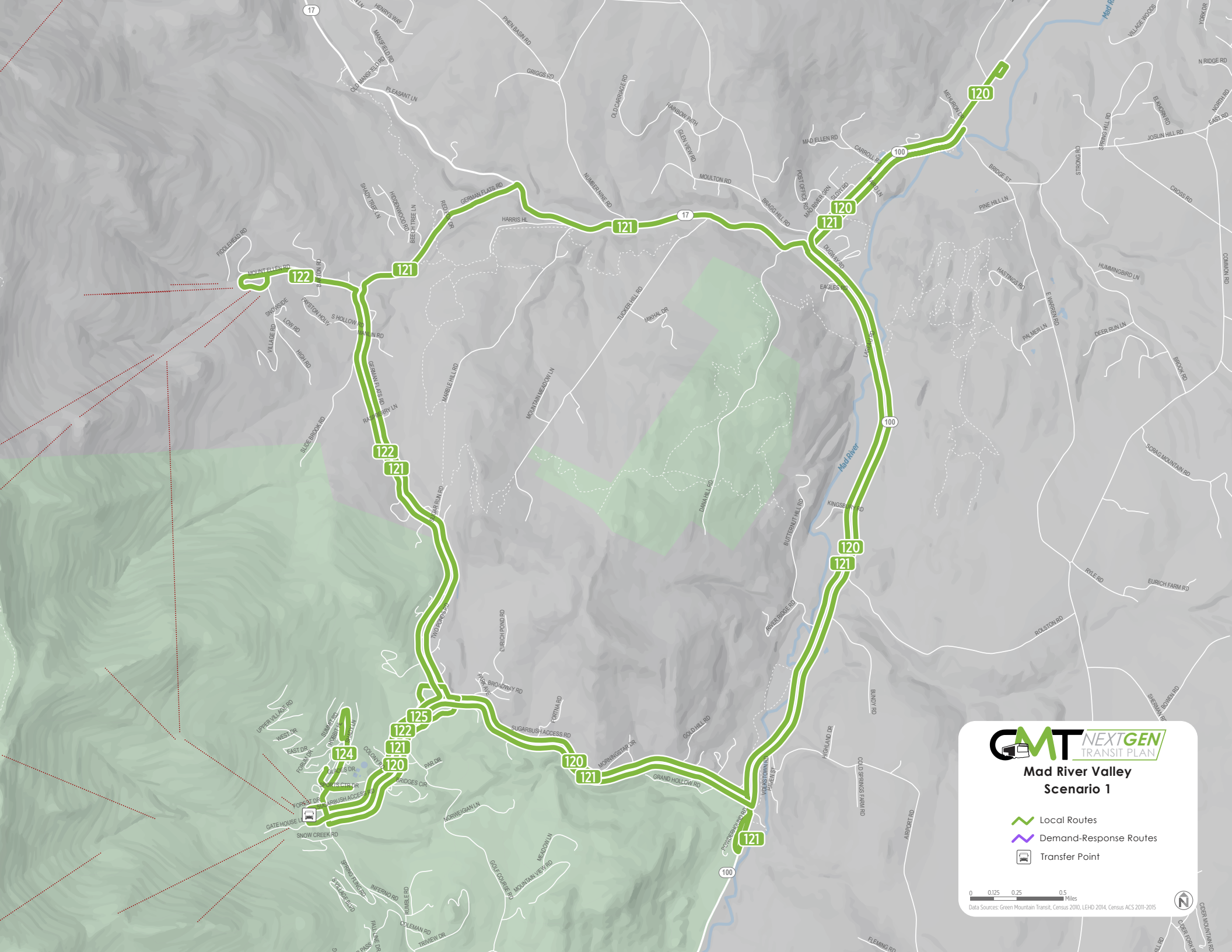
### Mad River Valley Existing System

- Local Routes
- Shuttle Routes
- Demand Response Routes
- Commuter Routes
- Seasonal Routes
- Ski Lift
- Major Transfer Point

0 0.5 1 2 Miles  
Data Sources: Green Mountain Transit, Census 2010, LEHD 2010, Census ACS 2010-2014





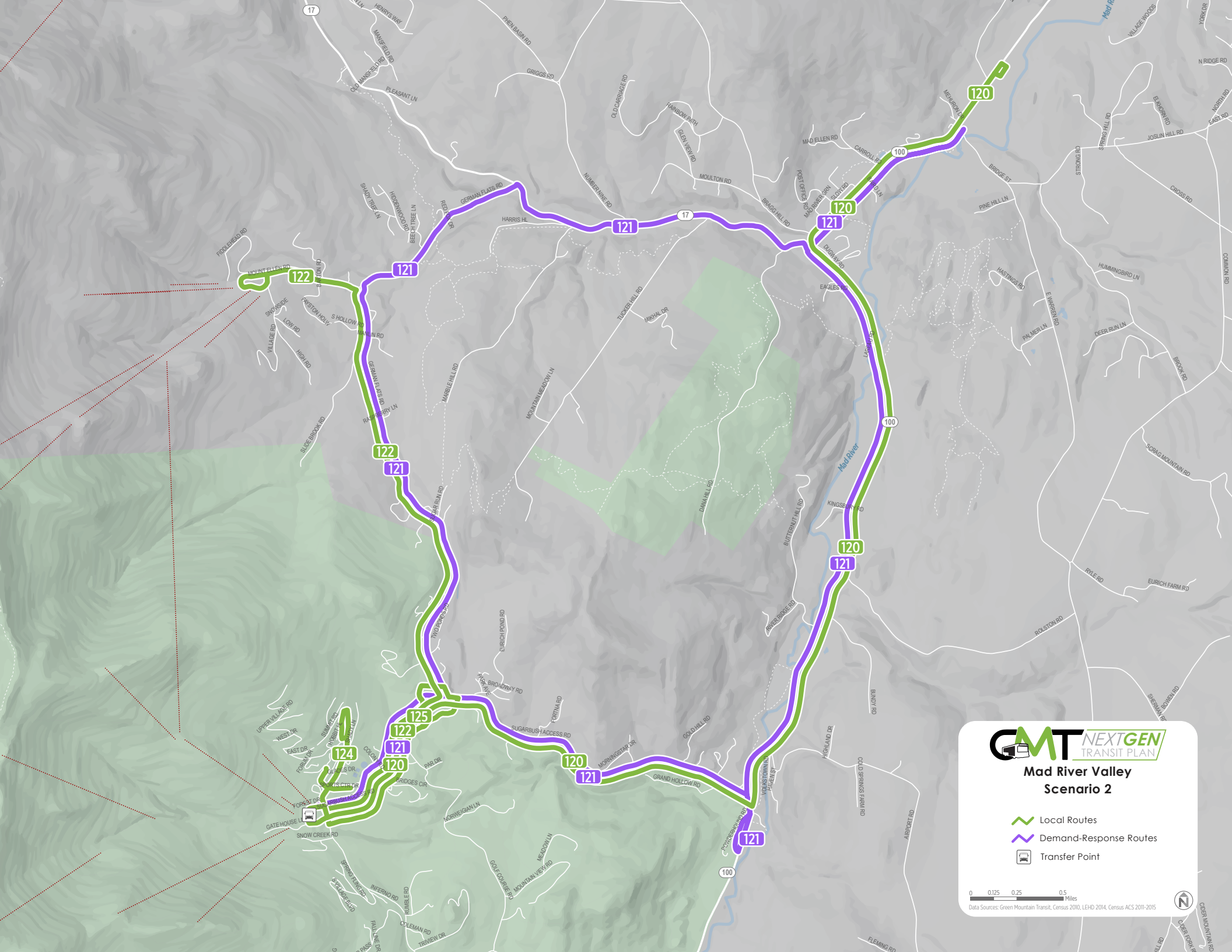


**Mad River Valley  
Scenario 1**

- 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





### Mad River Valley Scenario 2

- 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

