



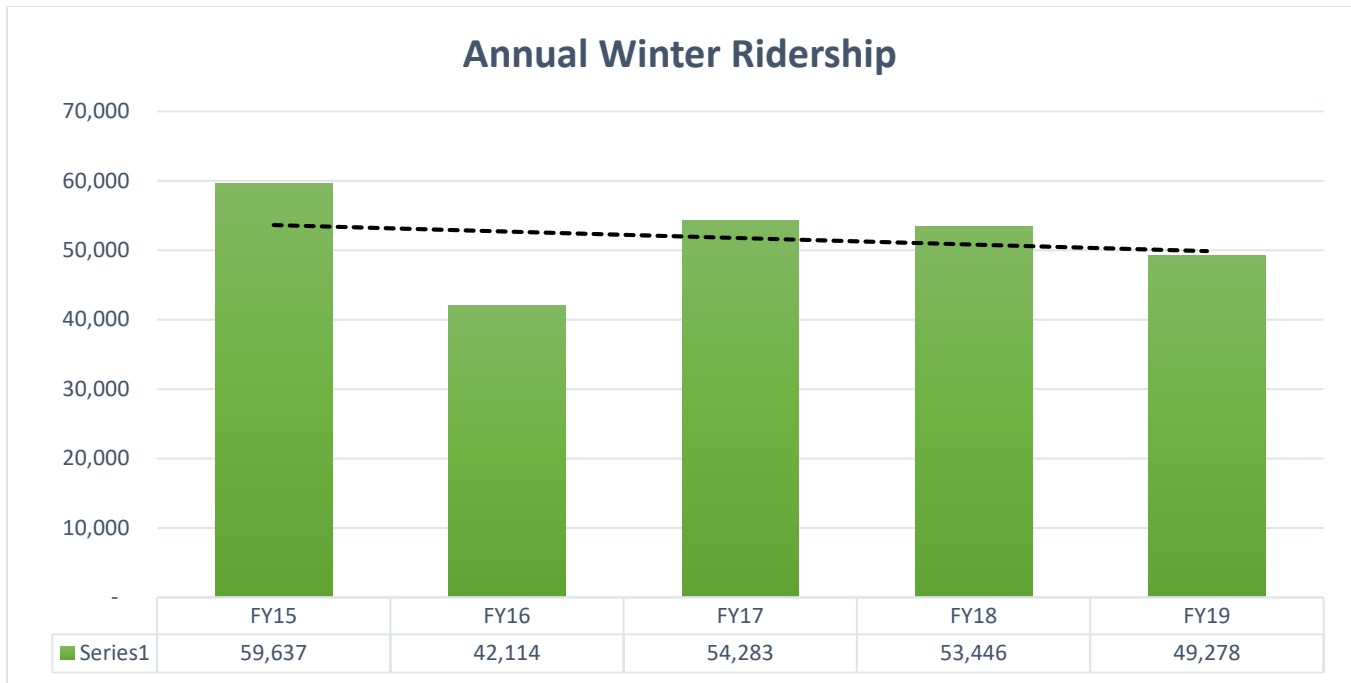
Mad River Valley Ridership Trends

Fiscal Year 19

Planning Department -
Green Mountain Transit

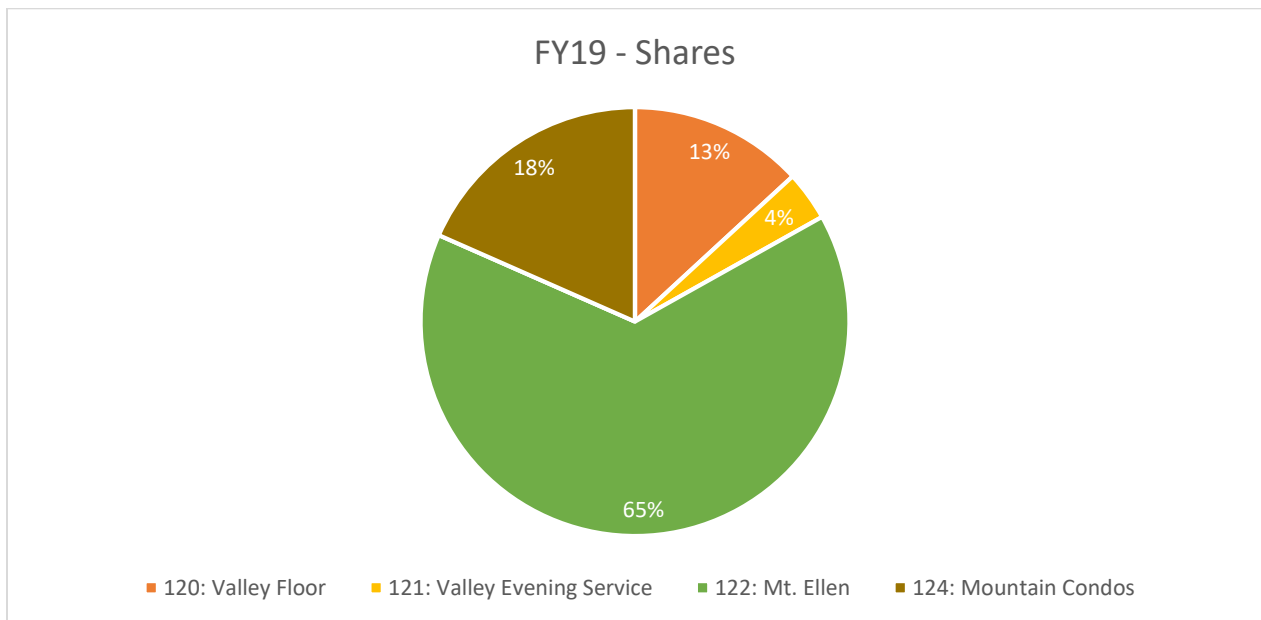
Summary: Ridership FY 15- FY 19

Since Fiscal Year 2015, ridership in the Mad River Valley has seen some fluctuation in ridership, but annual ridership has declined by roughly seventeen percent (17%), from 59,637 in Fiscal Year 2015 to 49,278 for Fiscal Year 2019.

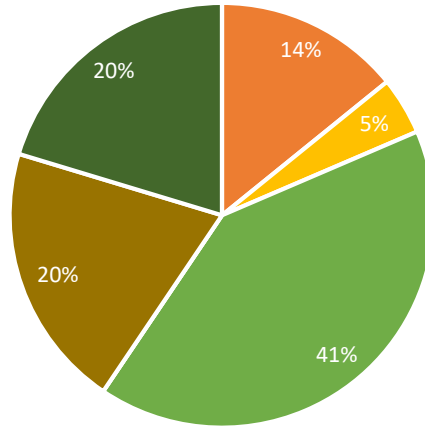


FY 19 Route Share by Year

In Fiscal Year 2019, service between Lincoln Peak and Mt. Ellen on Route 122 was the most popular route by ridership.

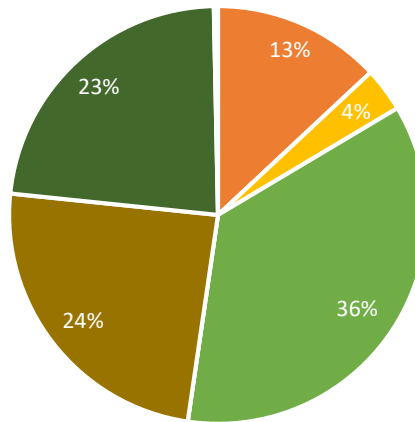


FY18 - Shares



120: Valley Floor 121: Valley Evening Service 122: Mt. Ellen 124: Mountain Condos 125: Access Road

FY17 - Shares



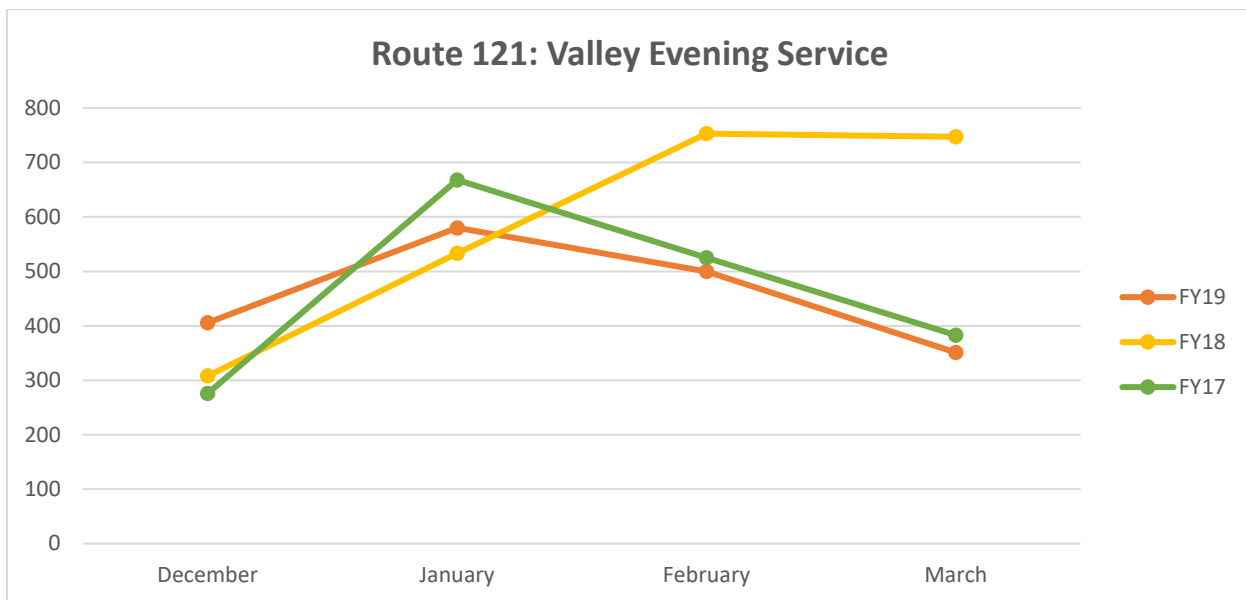
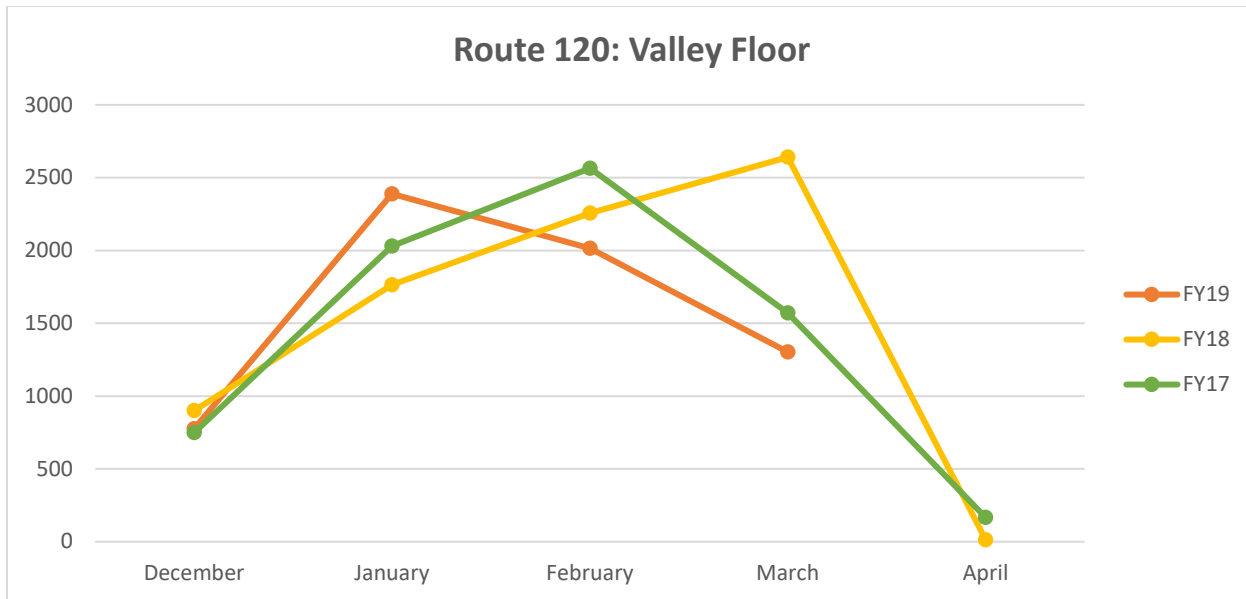
120: Valley Floor 121: Valley Evening Service 122: Mt. Ellen
124: Mountain Condos 125: Access Road 126: Snowcap Commuter

FY19 Route Ridership Total

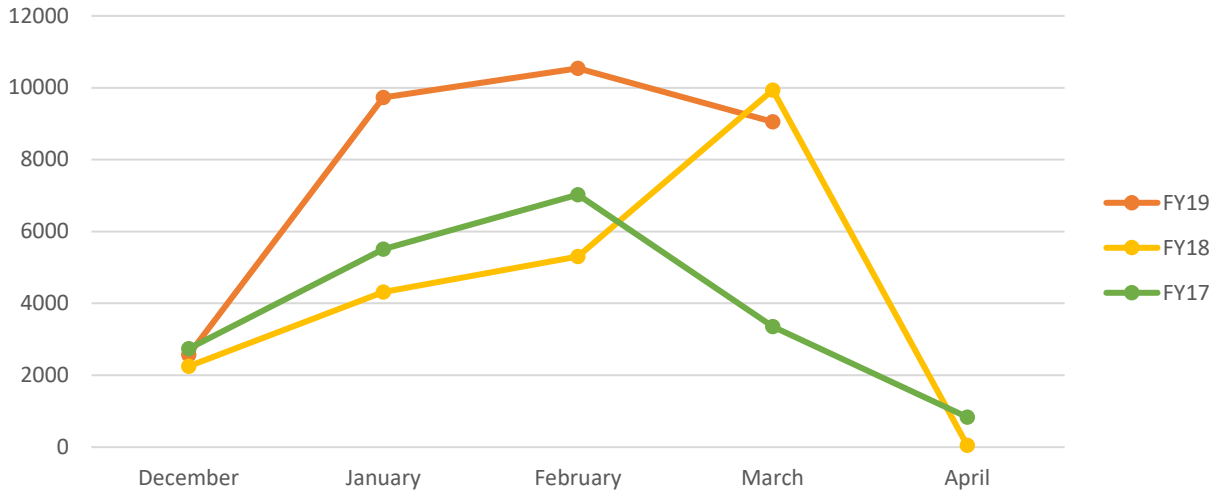
#	Route Name	Total
120	Valley Floor	6,481
121	Valley Evening Service	1,837
122	Mount Ellen	31,896
124	Mountain Condos	9,064

Monthly Totals by Route by Year

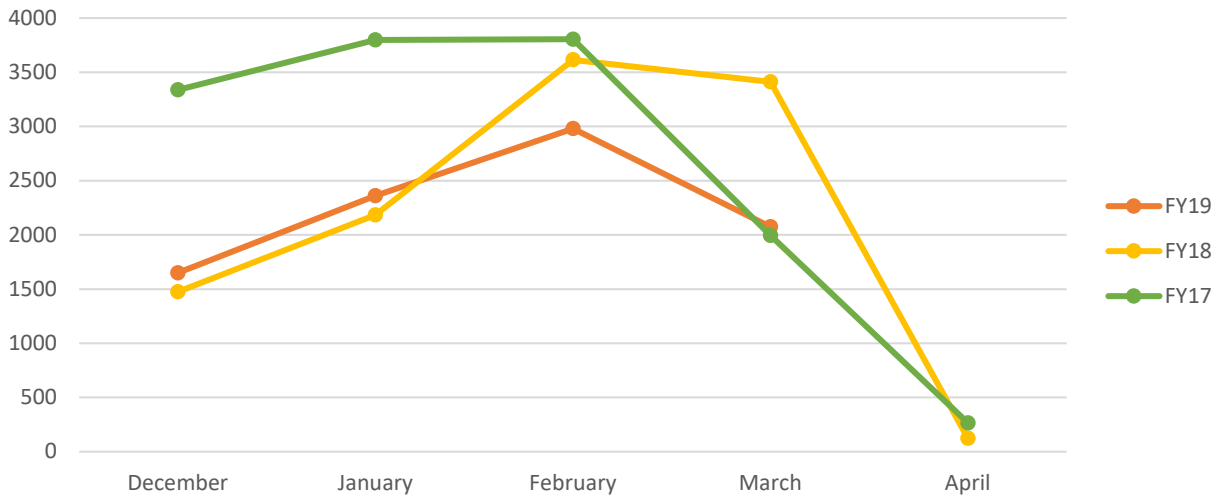
On most routes, ridership tends to be lowest in December and highest in February. On years when service operates into April, ridership is generally low as service is only operational for a few days of the month.



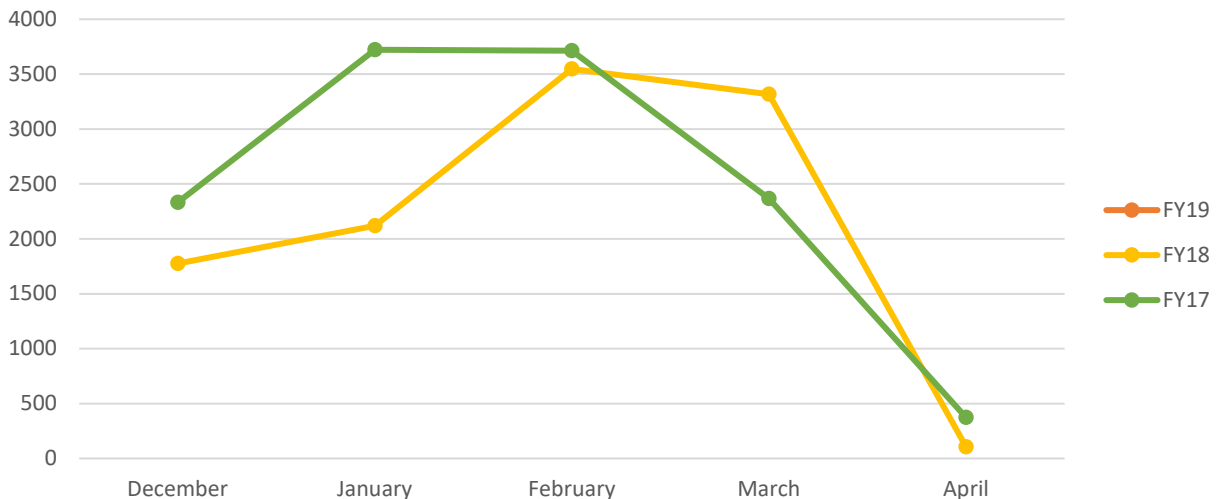
Route 122: Mt. Ellen



Route 124: Mountain Condos

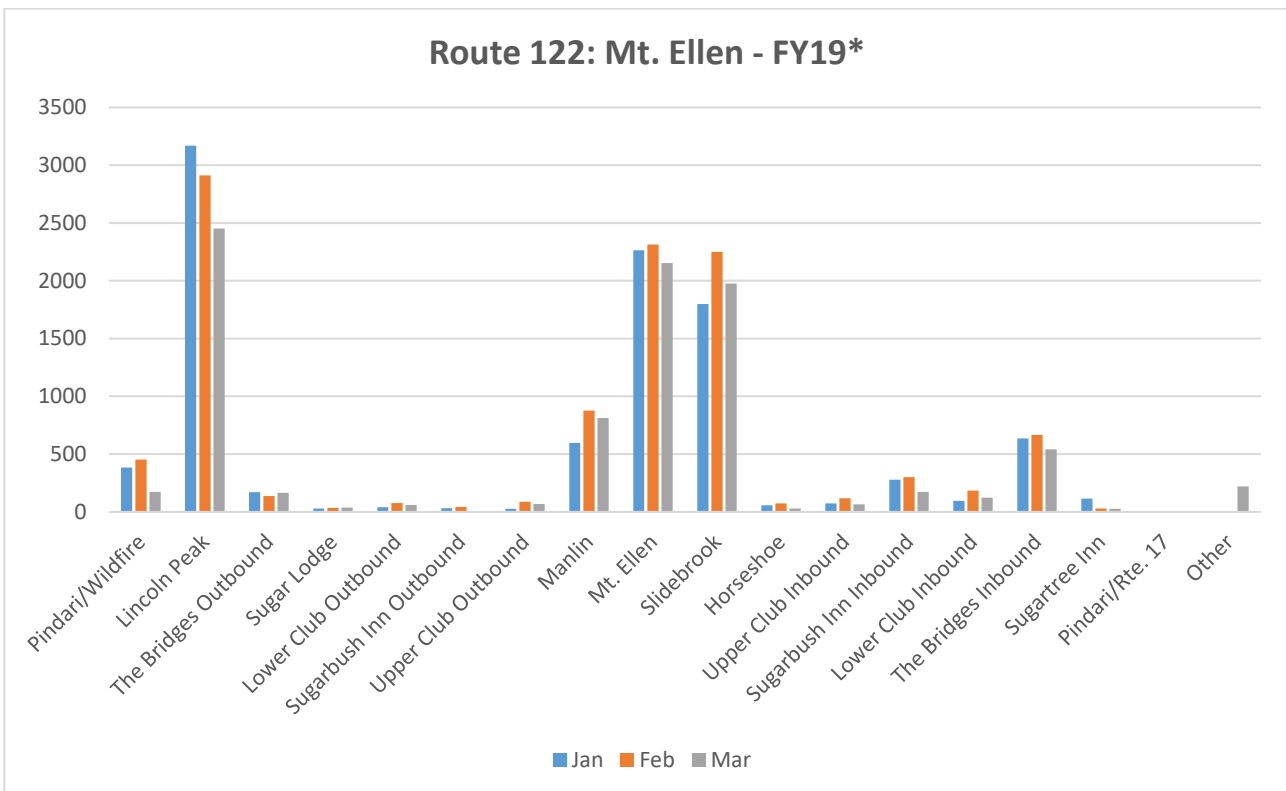
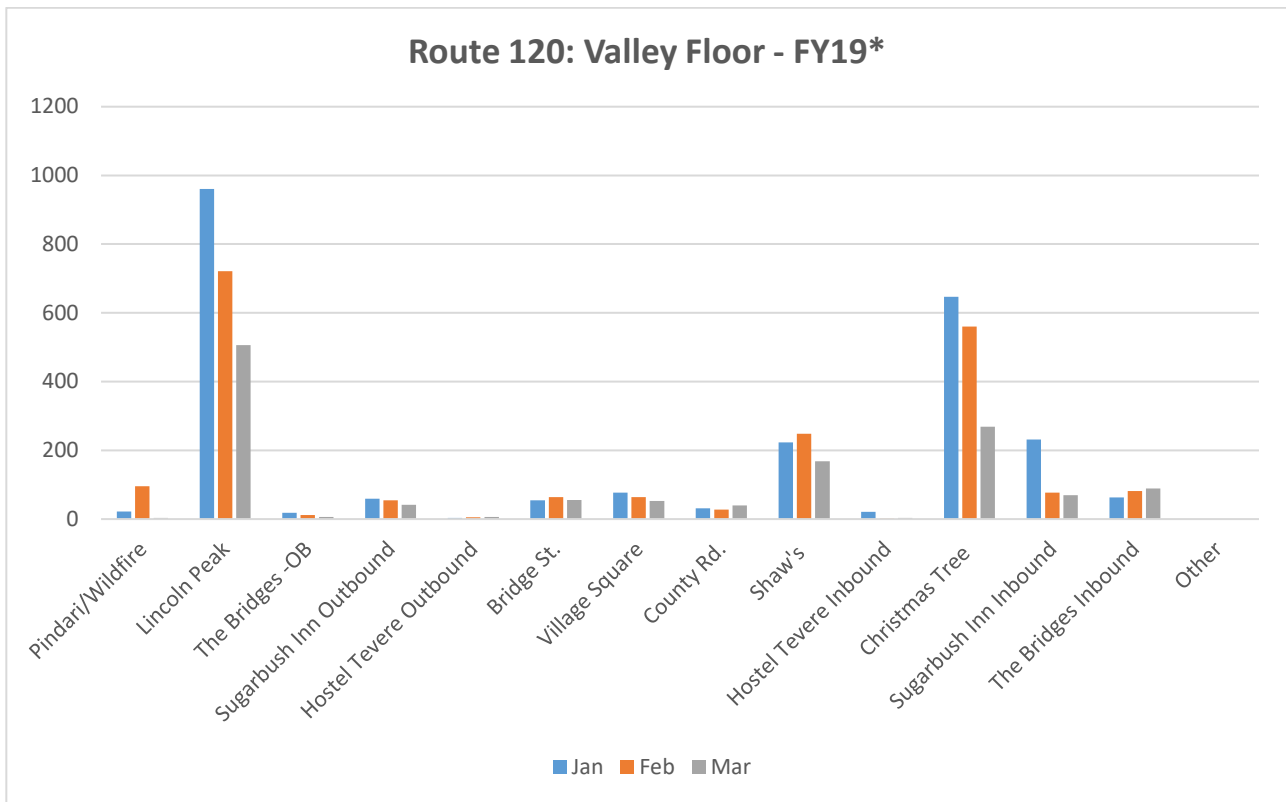


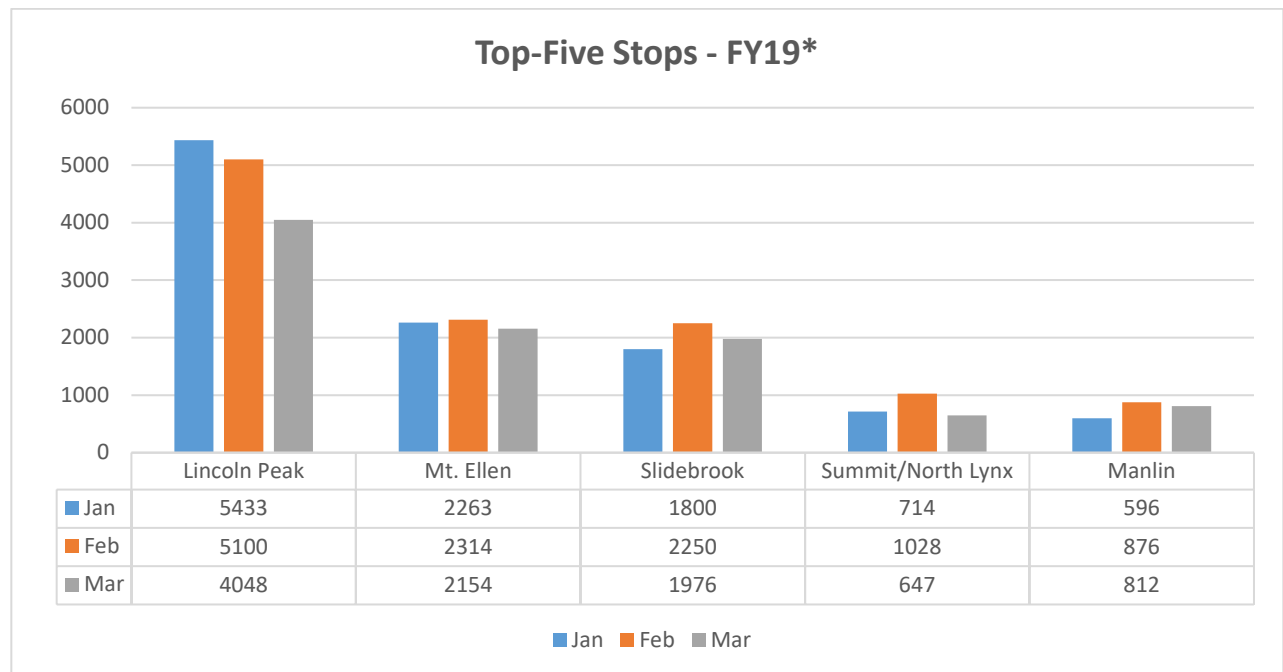
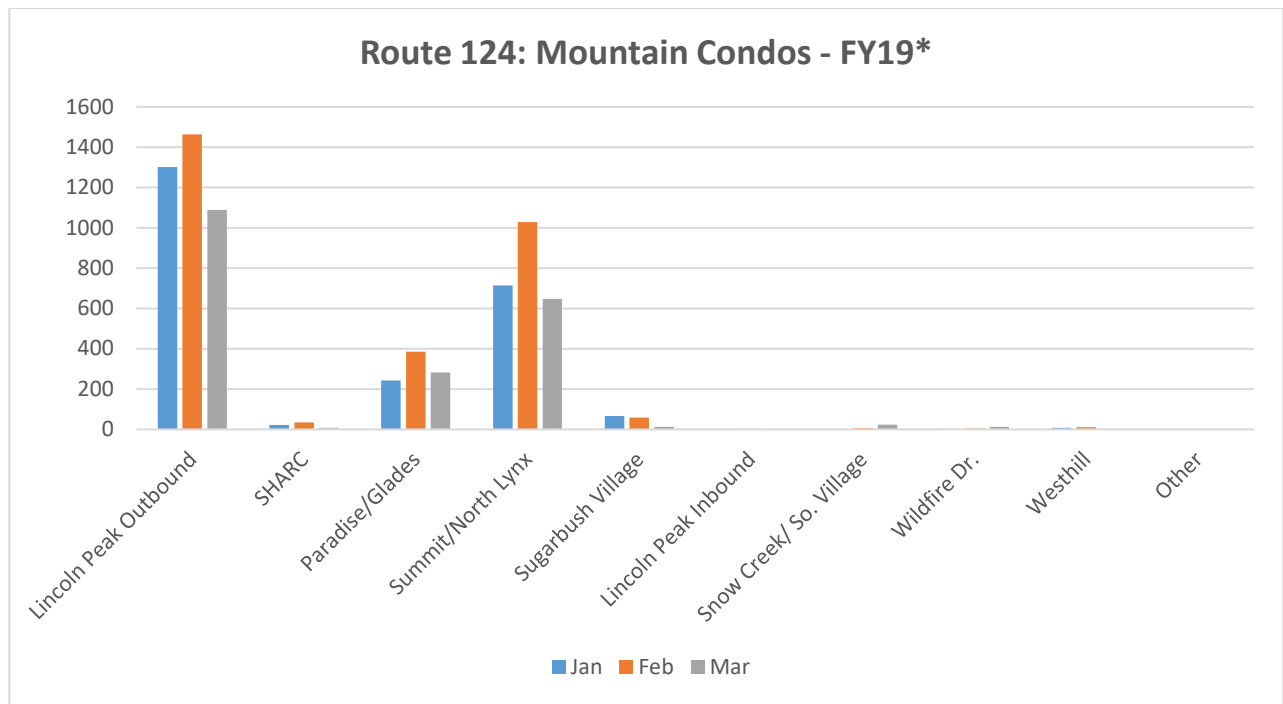
Route 125: Access Road



Stop-Level Data

Across all routes, ridership was greatest at the Lincoln Peak stop, where a combined 14,581 passengers boarded during the 2018/2019 season; Mount Ellen, Slide Brook Road, Summit Drive/North Lynx Drive, and Manlin Road make up the remainder of the top-five most-used stops within the Mad River Valley. Monthly totals for all five stops are available on the next page **.





Data Notes

* Stop-level analyses does not reflect December ridership.

**Does not include ridership from Route 121: Valley Evening Service. Due to the variability in pick-up points, all ridership is assigned to the Lincoln Peak stop, regardless of whether or not the passengers boarded there. As a result stop-level figures for the Valley Evening Service are therefore excluded from cumulative stop-level totals, such as the top-five list.