

Student Shuttle Annual Report Academic year 2017-2018 (including Fall 2018)

Background and Service Overview

The Student Shuttle is a service of the Student Transportation Program and funded by the Alternative Transportation Fee.

The Student Shuttle runs on two fixed routes, A and B, traveling in opposite directions, serving Campus, Bill McDonald Parkway, Happy Valley, Lincoln Street, Lakeway/Holly, Downtown and Billy Frank Jr. Street. Monday – Saturday from 11pm – 3am, and Sunday from 9pm – 2am.

A “flex” stop was added for the Fairhaven Complex in Spring 2018. A pilot “flex” stop was added to 32nd St to accommodate the apartments in that area, Fall 2018. Drivers will detour and stop at these locations on demand.

The program purchased a Ride Systems shuttle tracker service/app in Winter 2018. Students can view the real-time shuttle location on a map, see the posted schedule, and receive up to date announcements.

Two of the 1993 Gillig Transit buses were surplus during summer of 2018. The program purchased a 2016 Goshen Impulse, 24 passenger shuttle.

The fleet now consists of two 22 passenger Starcraft Allstar shuttles (years 2008, and 2014), a 24 passenger Goshen Impulse (2016), and one remaining 1993 Gillig transit bus that will be surplus soon.

Ridership Summary

Total Ridership was 14,290 for 2017-2018, a drop from 17,894 in 2016-2017. This has been a continuing trend over the last 4-5 years. Contributing factors may include changing student behavior and perceptions of service, introduction of Uber/Lyft service, and route changes a few years ago that may have affected rider confidence.

The Shuttle Tracker app may help increase ridership by providing better up-to date information about vehicle location, schedules and routes. Also, the program was able to present shuttle service information at sixteen Info Sessions this year during Summerstart.

Ridership for Fall 2018 thru the week of Nov.18 shows an increase; a total of 4,226 rides, compared to 3,663 rides thru the same week Fall 2017, an overall increase of 563 rides.

		Weekly Totals	
		Fall 2017	Fall 2018
09/23/17		455	634
09/30/17		337	372
10/07/17		388	482
10/14/17		359	410
10/21/17		707	646
10/28/17		451	575
11/04/17		457	403
11/11/17		389	502
11/18/17		120	202
		3663	4226

Methodology

Student Shuttle ridership is gathered throughout the academic year by the drivers. Drivers recorded ridership manually during fall quarter 2017, and, via Ride Systems tablets beginning winter quarter 2018. The drivers record ridership at each stop, for each service loop, beginning and ending at the Viking Union and Haggard Hall, respectively.

The industry standard for ridership counts recorded manually by drivers typically has a 5% error rate.

Basic Shuttle Operating Costs

Operation	\$161,630	
Fuel	14,322	
Insurance	346	
Maintenance & Repairs	17,997	
Parking Expense	1,065	
Shuttle Tracker	6,600	
TOTAL	\$201,960	(15.4% of total program expenses)

Fuel Costs:

Fuel costs have decreased slightly over past years due to a change in vehicles, moving away from the diesel Gillig buses getting 4-6 mpg, to the gas shuttle vehicles getting 8-10 mpg.

The shuttle vehicles are becoming available as electric vehicles, with a range of 100 – 120 hours per charge, which works well with our service model, because we run about 50-60 miles per night, maximum of 5 hours. They require a charging infrastructure that would be an added one-time cost. Fill time is 6-7 hours, which once again works well with our service model, (microbird.com)

Electric hybrid systems that do not alter existing mechanical functions or warranties can be added to gas vehicles. These capture and store breaking energy, providing a boost when the vehicle accelerates, delivering up to a 25% increase in fuel mpg. (XLFleet.com)