

Indiana University

Campus Bus Service

TO: The Chair and Members of the IU Student Transportation Board
FROM: Perry J. Maull, Operations Manager
RE: Revised Conceptual FY 2016 Service Adjustments
DATE: March 24, 2015

I have revised conceptual FY 2016 Service Adjustments based on the STB discussion at the March 23, 2015 meeting. The revised FY 2016 Service Adjustments will be published in summary form in the IDS and posted on the IU Campus Bus Service web page. We will request public comments on the proposals. A final vote will be taken at the April 20, 2015 meeting. At the meeting the STB can approve, reject, or modify the FY 2016 service adjustments.

1. A Route Concept

No changes to the route pattern or bus stops. The A Route is the most heavily used route with ridership almost equal to all of the other routes combined. No changes to the number of buses assigned. Seven buses assigned during most of the day on Monday through Thursday. Five buses assigned on Friday. Service scaled back to one bus by 10 PM each weekday with end of service time unchanged.

2. B Route Concept

Consistent with the IUB Campus Master Plan the B Route was rerouted during AY 2011-2012. The rerouting resulted in a decrease in ridership on the B Route. Staff is proposing to return the B Route to a full loop around campus: Indiana Avenue, Seventh Street, Woodlawn Avenue, and Tenth Street. Additional stops would be at Sample Gates, IMU, Collins, Psychology, and the Wells Library. Two current outbound stops would be discontinued: one at the Jordan Avenue parking garage and one at the corner of Jordan and Tenth at Wright Quad. The existing passenger shelter on Jordan Avenue at Wright Quad would be removed.

Because the full loop around campus will take more time than the current route pattern, an additional bus would be added to the existing four buses. This would result in a total of 5 buses on a Monday through Thursday basis. Two buses assigned on Friday.

3. E Route Concept

No changes to weekday route pattern or the number of buses assigned. Two buses assigned in the morning on a Monday through Friday basis. One bus added in the afternoon on a Monday through Thursday basis.

Drop weekend service to the College Mall. This will allow the E Route to circulate around the core of campus every 30 minutes, rather than every 60 minutes currently. IU students can transfer to and from BT's Route 9 at the Wells Library to go to the College Mall.

4. X Stadium Express Concept

The IUB Campus Master Plan recommends that Woodlawn Avenue be developed into the major north-south connector between the Athletics Complex north of Seventeenth Street and the main campus south of Seventh Street. The IUB Campus Master Plan calls for a new railroad crossing. Woodlawn will be converted to a boulevard from Seventh Street to Seventeenth Street. Also recommended is the rerouting of the X Stadium Express to this new corridor as shown in the attached map. As can be seen on the map the X Stadium Express would loop around the IMU Parking Lot #2 which is the surface parking lot on Seventh Street immediately north of Ernie Pyle Hall and west of the Wildermuth Intramural Center.

Staff has investigated the Campus Master Plan recommended rerouting for the X Route, but found that the intersection of Eight Street and Woodlawn Avenue will not accommodate the right turn movement without blocking the southbound lane of traffic on Woodlawn. Staff is recommending that the current stops in the core of campus be continued.

We have been informed by the University Architect's Office that the Woodlawn corridor project between Tenth Street and Seventeenth Street will start during the Spring Semester 2015 and be finished by August 2015 for the start of the Fall Semester 2015. The project will include a new traffic signal on Seventeenth Street at Woodlawn Avenue.

The X Stadium Express currently stops at the IMU and the IU Auditorium. Serving these stops requires the bus to operate on Seventh Street between Woodlawn Avenue and the Showalter Fountain. There is always a lot of auto traffic on Seventh Street between Woodlawn Avenue and Forest Street to access and egress from the two IMU pay parking lots. There is also heavy pedestrian crossings of Seventh Street from the Woodburn Hall area to the walkway between the Wildermuth Center and the IU Art Museum. The Showalter Fountain area also has heavy pedestrian use which is especially problematic because students wander into the roadway from all directions in this area.

The rerouting of the X Stadium Express to two way service on Woodlawn doesn't really make any difference to the service provided to IU students, since there are currently no bus stops on Indiana Avenue that would need to be discontinued, if the buses are routed both inbound and outbound to Woodlawn.

No changes to the number of buses assigned. Three buses assigned all day with a fourth bus in the afternoon.

5. Class Break Bus Service Concept

When Campus Bus Service was started in October 1966 there was no other public transportation service in Bloomington. Car ownership by students in the 1960's was much lower than it is now. In fact, during those years, freshmen and sophomore class members could not bring cars to

campus. Bloomington Transit was established in 1973 and has grown into a comprehensive public transportation service for the entire community, including the IU Bloomington campus. IU Campus Bus Service has evolved in a campus shuttle service primarily carrying students to and from classes.

Currently only the E Route operates during class breaks. Class breaks are when no classes are in session and most students leave campus because residence halls and Greek houses are closed. Class breaks are Thanksgiving Break (currently a full week), Semester Break (the period over the holidays between the end of the Fall Semester Finals Week and the beginning of the Spring Semester), Spring Break (a full week in March), and Summer Break (which is usually the two or three week period between the end of summer session and the start of the fall semester). Fall Break is not included in class breaks, since the residence halls are not closed as they are during other class breaks. The annual number of class break service days is 49 days. Daily ridership averages 183 passengers per day for a total of 8986 passengers in CY 2013. The cost per day is \$552.03 for an annual total of \$27,049 or \$3.01 per passenger.