

Ratio of Revenue Miles to Vehicle Miles and Revenue Hours to Vehicle Hours

Looking at a “typical” weekday when the UW is in full swing, the ratio of revenue miles to vehicle miles across the system is about 89.5%. That means our deadhead mileage is about 10.5% of vehicle miles on a daily basis.

Interestingly, the ratio of revenue hours to vehicle hours is about 92.5%, meaning deadhead time is about 7.5% of total vehicle time. That makes sense because deadhead speeds are much higher than revenue, or “in service”, speeds (which also include dwell time at the transfer points).

The above numbers include regular “mainline” service, including the campus circulators, but school dodgers are NOT included.

Throwing school dodgers into the mix really skews things. Over half of the distance and time on those routes winds up being deadhead because many of them are “one trip wonders”, with a bus coming out of the garage to do one or two trips, and then deadheading back to the garage.

I tried to come up with a typical day including mainline, campus + school dodgers and wound up with a ratio of about 83% revenue miles to vehicle miles, and 89% revenue hours to vehicle hours.