

Alternatives Summary



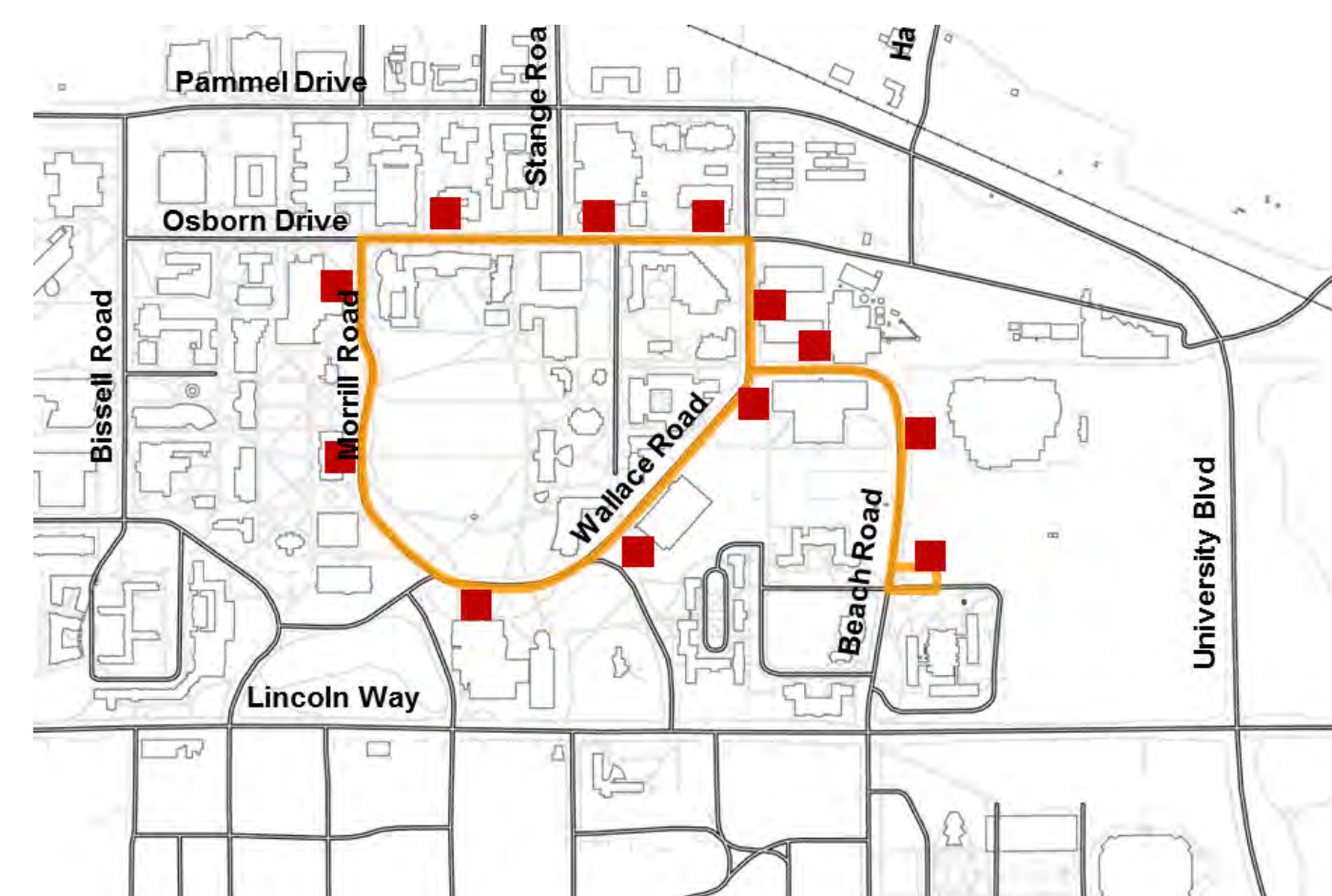
All Articulated Buses



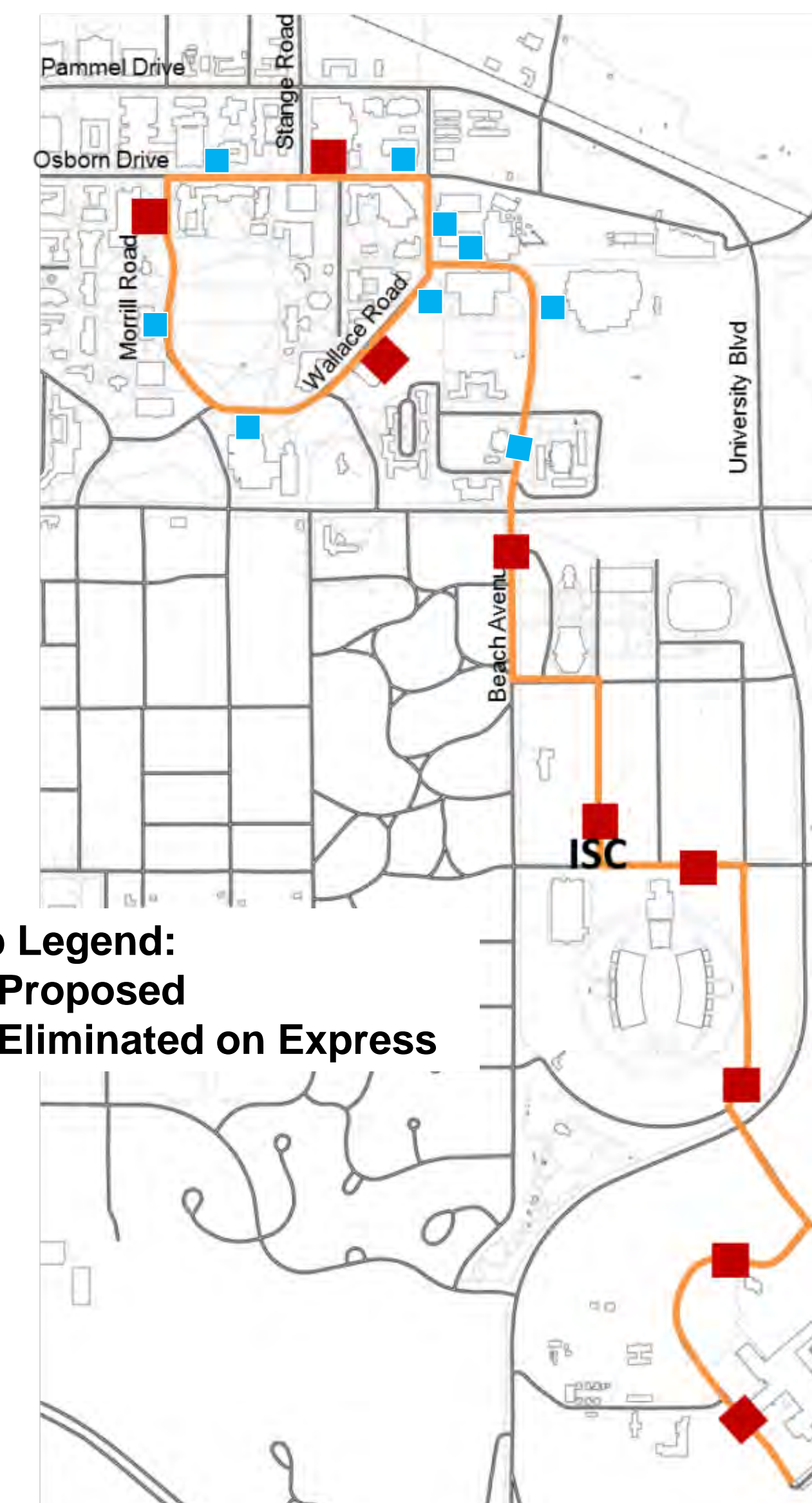
- Retain Current Route
- Same Stop Locations
- Requires "Extra" in Peak Hour

Split into Two Routes

MWL Circulator



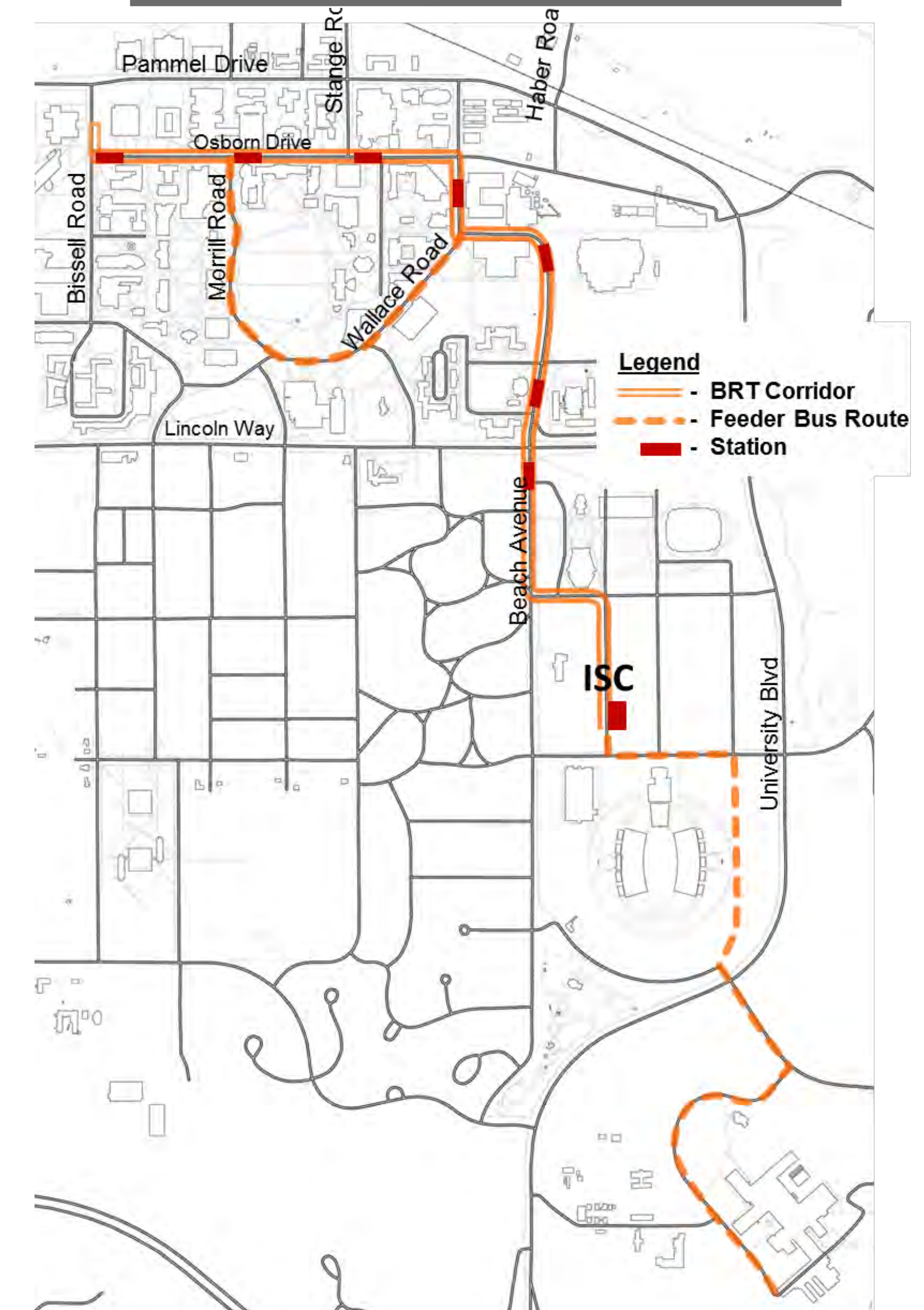
ISC-Campus Express



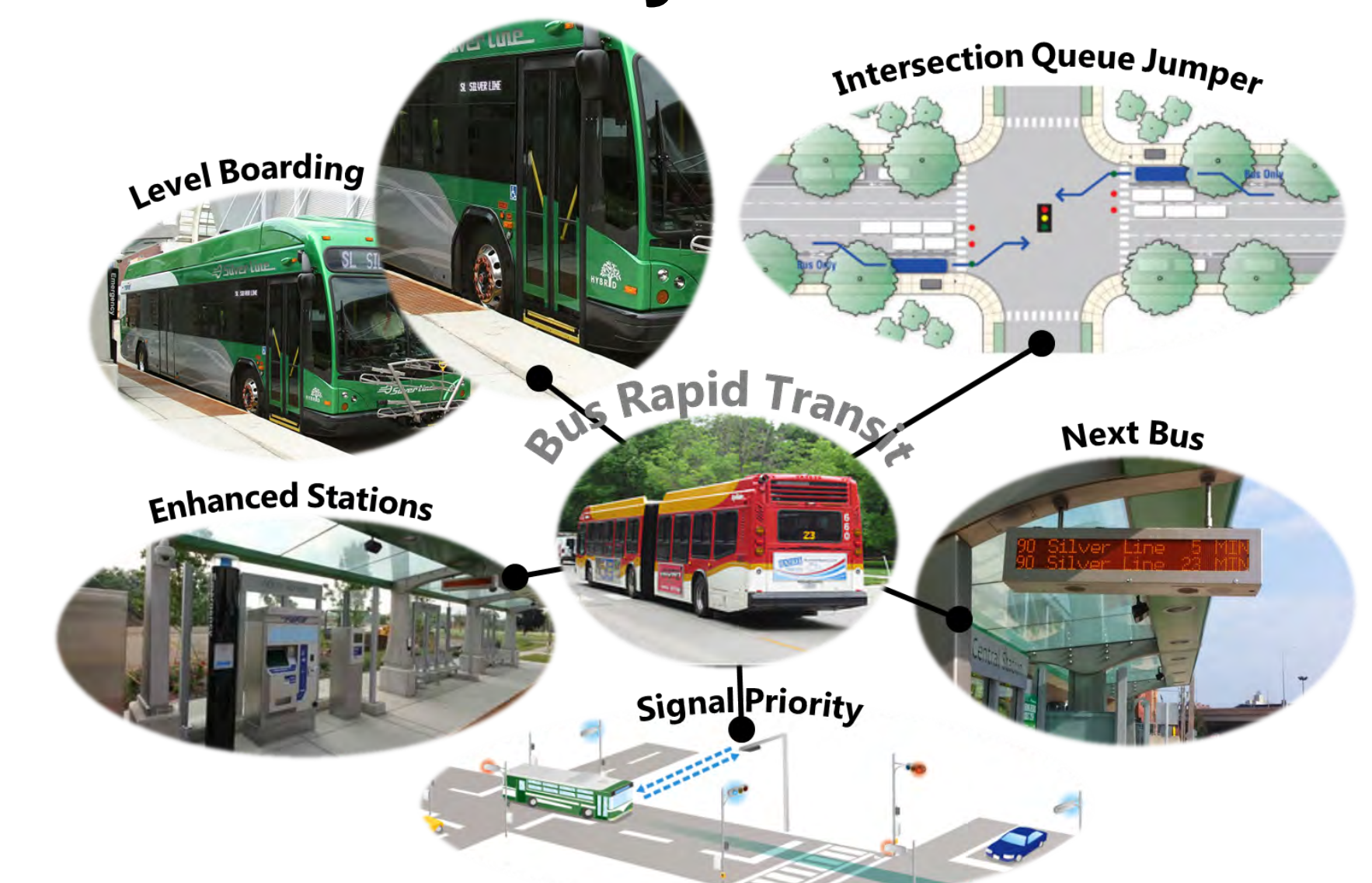
Stop Legend:
■ - Proposed
■ - Eliminated on Express

- New MWL Boarding Area
- MWL-Campus Circulator – Shorter Distance
- "Share" Demand Between Routes
- Requires Two Additional Buses
- More Time Between Buses

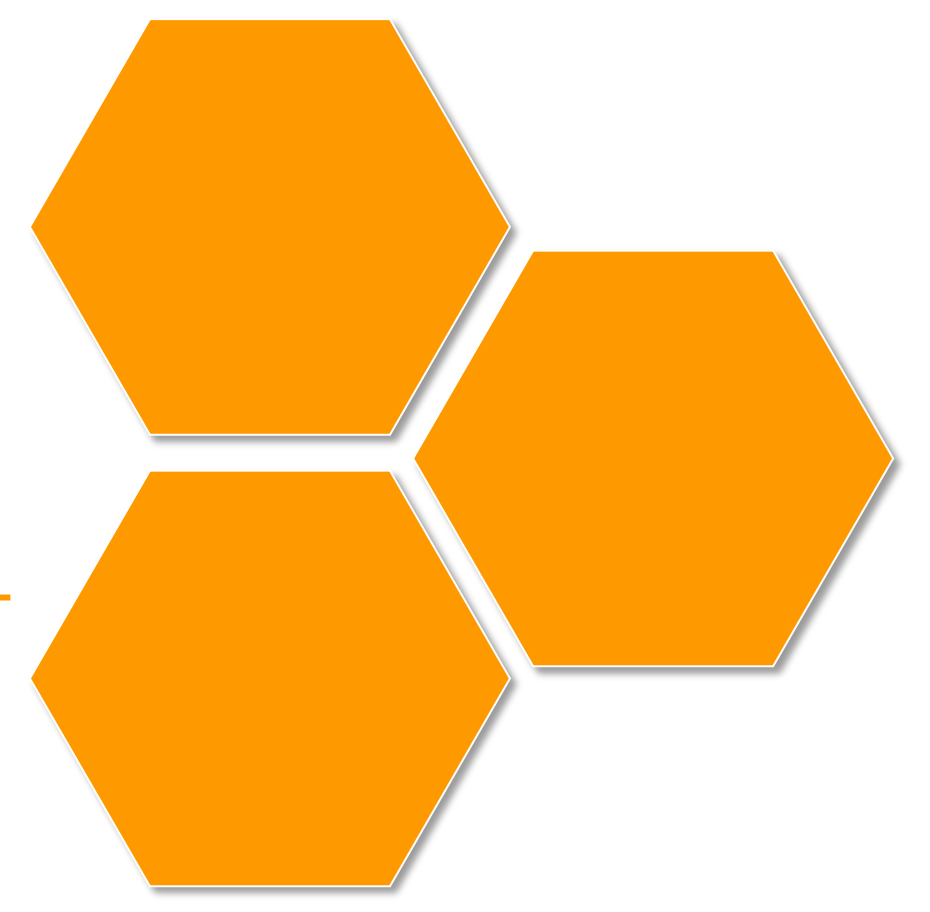
Bus Rapid Transit



BRT Key Elements



Comparing the Alternatives



Evaluation Criteria	Operating Alternative					
	All Articulated (Bendy) Buses		Split Route		BRT	
Time Between Buses (Minutes)/ Extras Needed?	4.5	Yes	4.0 - MWL 6.0 - ISC	No	5.0	No
Vehicle Type	Articulated (Bendy)		40 Foot Bus		Articulated (Bendy)	
Bus Capacity (Seating+Standing)	105		65		105	
Stops Compared to Today	Same		Same – When Routes Combined		Fewer	
Morrill Drive/Union Drive Service	Same As Today		Same As Today		Covered by Cardinal Route	
Commuter Lot Riders with Longer Walk	None		None		30%	
Capital Costs	Low-Moderate		Low		High	
Operating Cost Compared to Today	Lower		Higher		Lower	

Orange Route Ridership – Increasing by 2.3% Per Year

Each Alternative Provides Capacity for Next 10 Years (Approximately)

