

Situational Comparisons

Corridor-focused System

- Service is on a schedule
- Best serves AM/PM commuter "rush"
- Serves dedicated/limited number of potential riders
- Reduces vehicle traffic along corridor
- Larger, but fewer vehicles
- Limited expandability
- Shorter travel times

vs

Branch/Network System

- On-call service - transit arrives as needed or when called
- Best for demand distributed throughout the day
- Serves larger catchment area
- Less efficient for commuter-driven demand
- Smaller, but more vehicles
- More space required at key stations for staging/storage
- Expandable to more areas- Longer travel times

Express

- Fast and direct service between stations
- Serves dedicated/limited number of potential riders
- Reduction of vehicle traffic during AM/PM commuter "rush"

vs

Local

- Provides more service for local residents/businesses
- More stops, but slower travel times
- More local impacts (i.e. stations, parking, etc.)



Situational Comparisons

Faster but Less Flexible

- More guidance infrastructure above ground
- Requires more construction time/cost to change to another technology
- Some technologies do not easily support intermediate/local stops
- Currently can operate at higher speeds (up to 50 mph)

vs

Slower but More Flexible

- Little to no guidance infrastructure
- Easier flexibility to change to another technology type
- Better accommodates intermediate/local stops
- Currently can operate at lower speeds (15 to 25 mph)

Less vehicles/more people per vehicle

- More noise per vehicle, but less vehicles operating
- Less maintenance costs
- Less storage/staging space required

vs

More vehicles/less people per vehicle

- Less noise per vehicle, but more vehicles operating consistently
- More maintenance costs
- More storage/staging space required