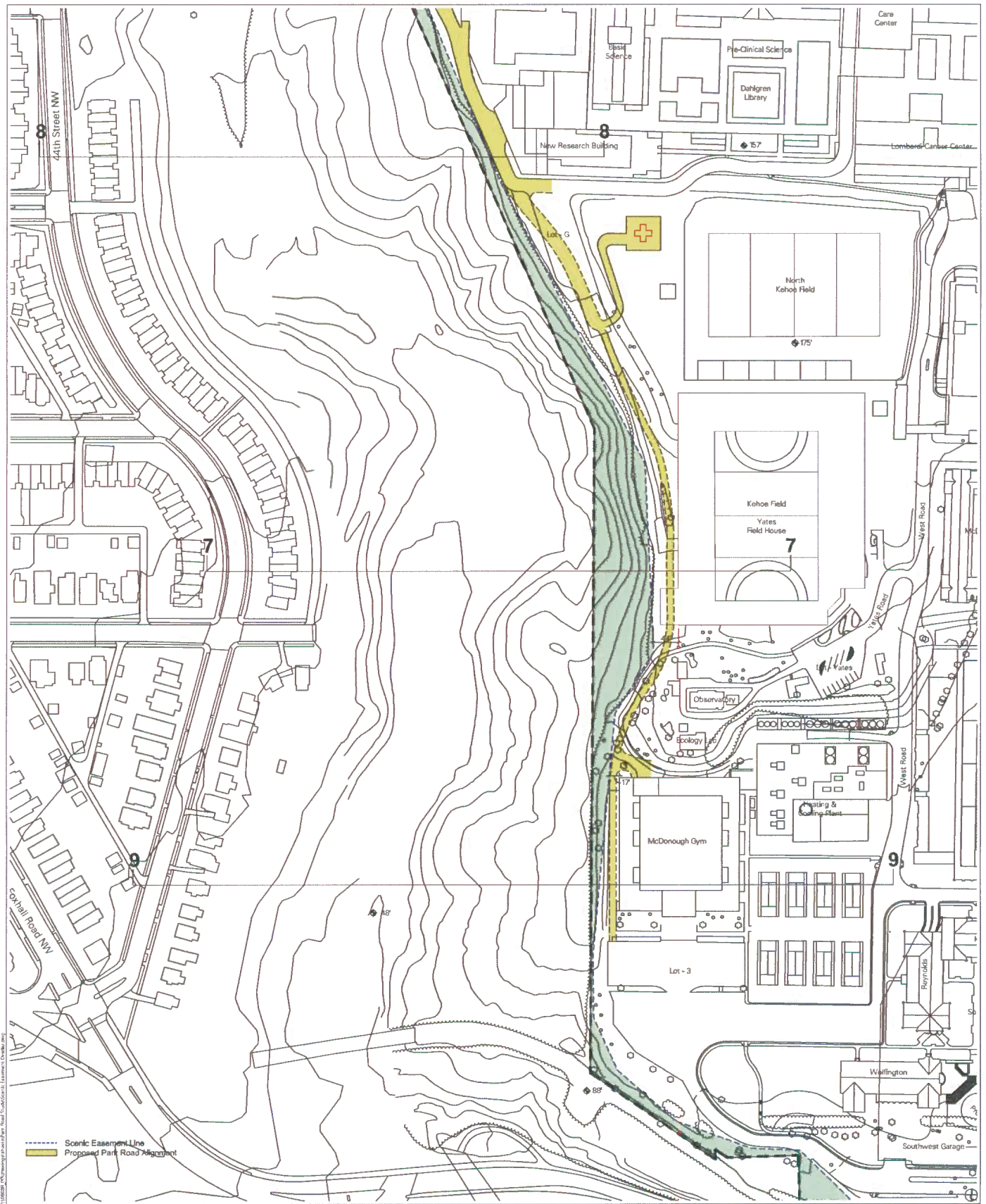
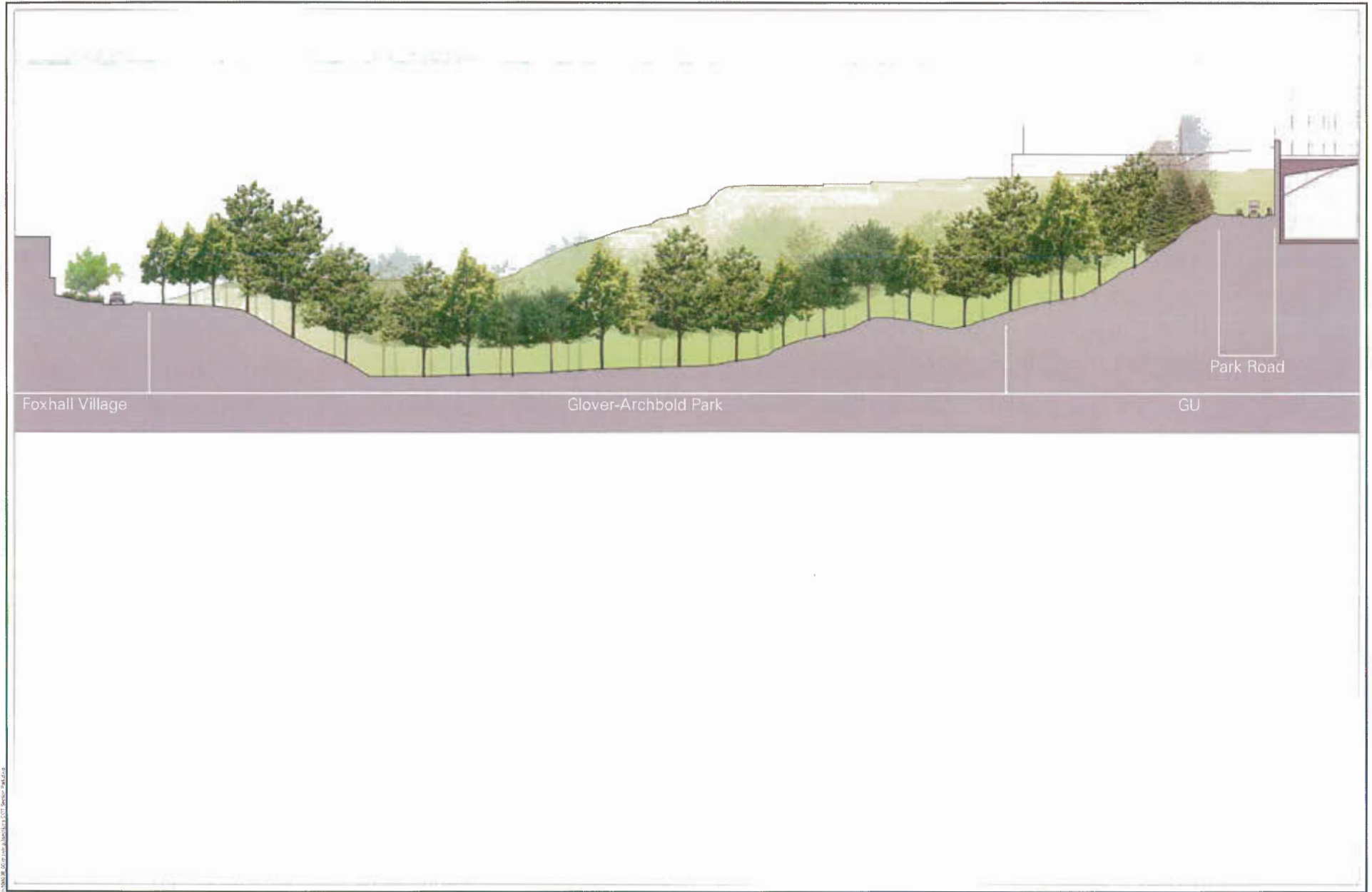






Master Plan

Counterclockwise Option – Recommended

Under this scenario buses entering from the north and/or south would circulate **counterclockwise** along West and Park Road. Non-bus traffic would operate two-way along all roads but Park.

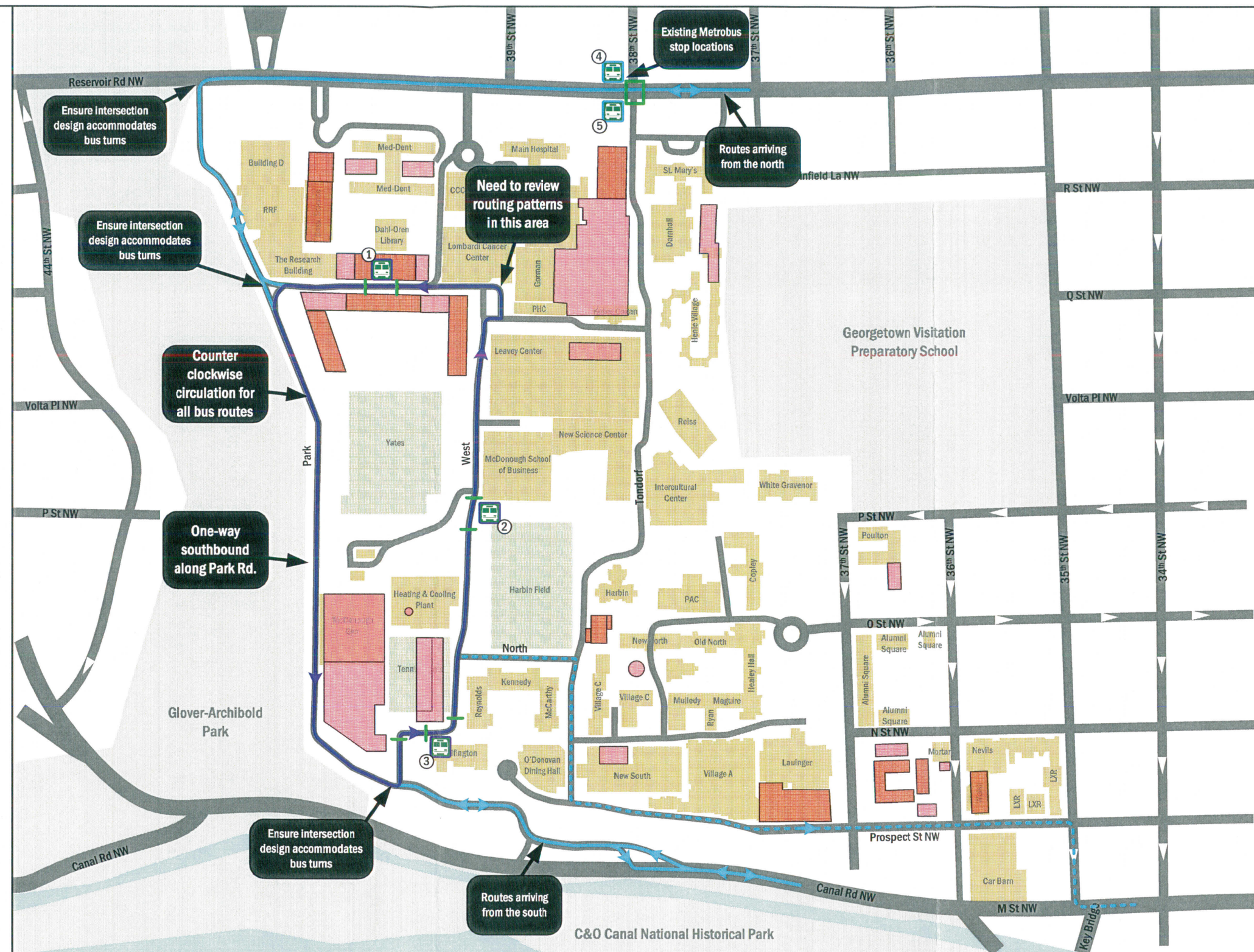
Stops are located along the route in regular intervals, serving the north, central and south campus.

Primary stops along the route are 1, 3 and 4. These stops should provide amenities for riders, including shelter, seating, route information and sufficient space for passengers to wait comfortably.

Recommended that buses run continuously with fixed headways to reduce the need for buses to stop and wait on-campus or circulate around Park and West Drive a second time

Were buses to run on a fixed schedule, Stop 1 would serve as the route starting point for buses exiting campus via Gate #4 while stop 3 would be the starting point for buses exiting campus via Canal or Prospect Street. Sufficient queuing for vehicles would be required to accommodate buses waiting to depart and those circulating through. (See Figure 3 for recommended queuing locations).

There would be no significant improvement to bus operations with two-way traffic along Park Drive, because routes operate more efficiently with counterclockwise routing.



August 4, 2009

GOROVE/SLADE ASSOCIATES, INC.
Transportation, Traffic and Parking

