

# Light Rail (LTR)

**Electrified rail service, in a dedicated guideway, or – streetcar in mixed traffic.**

**Trip types:** local and regional

**Operating environment:** dedicated right-of-way for LTR, in-lane with vehicles Streetcar

**Typical stop spacing:** 1 mile

**Typical peak frequency:** 15 minutes

**Ridership Capacity:** 120 - 180 per bus

**Compatibility with existing system:** No

**Other considerations:**

- Requires 10-20 acres at end of line for O&M facility.
- Steep grades may restrict the route.
- Turning radii footprints may have property impacts.
- Streetcar runs in-line with traffic and would be subject to the same congestion and delay as SOVs.
- Low emissions transit option.



## Measures of Effectiveness

● Yes   
 ● Maybe   
 ● No

| Does the alternative reduce congestion on SR-248?<br>- OR -<br>Does the alternative reduce travel delay on SR-248?   | Does the alternative improve access to key destinations on SR-248 between Quinn's Junction and the OTTC?                        | Does the alternative reduce transit travel times on SR-248 between Quinn's Junction and the OTTC?                            | Does the alternative increase on-time performance of transit on SR-248 between Quinn's Junction and the OTTC?                     | Does the alternative provide reliable transit service on SR-248 that serves low-income and minority populations?                               | Does the alternative provide high-frequency transit on SR-248 between Quinn's Junction and the OTTC that limits road widening?     | Does the alternative provide additional travel modes on SR-248 between Quinn's Junction and the OTTC?       | <b>Feasibility:</b><br>Implementable before 2034?<br><br>Service proven technology?   |
|--|---|--|---|--|--|---|---|
| <span style="color: yellow;">●</span>  | <span style="color: green;">●</span>  | <span style="color: green;">●</span>   | <span style="color: green;">●</span>  | <span style="color: green;">●</span>   | <span style="color: red;">●</span>   | <span style="color: green;">●</span>  | <span style="color: yellow;">●</span>   |
| <ul style="list-style-type: none"> <li>• LTR may reduce congestion and travel delay.</li> <li>• Streetcar could exacerbate congestion and travel delay, operating in mixed traffic with inline stops.</li> </ul> | <ul style="list-style-type: none"> <li>• LTR and streetcar will improve access on-corridor and between destinations.</li> </ul> | <ul style="list-style-type: none"> <li>• Transit travel times expected to be reduced with LTR, but not streetcar.</li> </ul> | <ul style="list-style-type: none"> <li>• Transit on-time performance expected to increase with LTR, but not streetcar.</li> </ul> | <ul style="list-style-type: none"> <li>• Transit reliability for low-income and minority populations expected to increase with LTR.</li> </ul> | <ul style="list-style-type: none"> <li>• LTR would likely require corridor widening, particularly at station locations.</li> </ul> | <ul style="list-style-type: none"> <li>• Both provide additional travel modes in the study area.</li> </ul> | <ul style="list-style-type: none"> <li>• Time needed to environmentally clear and design a wider rail corridor plus O&amp;M facility may be tight.</li> <li>• Service proven technology.</li> </ul> |