Automated Guideway Transit (AGT)

Mode currently undefined, could be monorail, personal rapid transit, or other.

Trip types: local and regional

Operating environment: dedicated right-of-way

Typical stop spacing: TBD

Typical peak frequency: TBD

Ridership Capacity: ~8-80 passengers per car

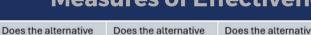
Compatibility with existing system: No

Other considerations:

- · Monorail operates and requires similar ROW to light rail.
- · Personal rapid transit is not a service-proven technology for public transit.
- · AGT may be nimbler to make sharp turns and steep grades.
- Additional data needed to determine how to maintain, particularly during snow events.
- · Likely requires 10-20 acres for O&M facility.
- · Unlikely to qualify for FTA funds.



Measures of Effectiveness



on SR-248?

OR
Does the alternative reduce travel delay on SR-248?

reduce congestion

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 highfrequency 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?

ernative Feasibility:
itional
s on SR- Implementable
of Quinn's before 2034?

Maybe

Service proven technology?

 Mode, passenger load, speed, and logic termini must be determined before assessing.



 AGT has the potential to improve access to destinations oncorridor and at either end.



 Mode will need to be determined to assess transit travel times.



Mode will need to be determined to assess on-time performance.



Mode and station location capabilities will need to be determined to assess service for these populations.



 Mode will need to be determined to assess service for these populations.

> Monorail, likely does not limit road widening.



 Yes, this would offer a new mode of travel on the corridor.



No

 Time required to clear and design this system plus O&M facility may be tight.

 Not many examples of service proven, certain systems in decline now.

