

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











Yes



Maybe



No

Does the alternative reduce congestion on SR-248? - OR - 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?	Feasibility: Implementable before 2034? Service proven technology?
 <ul style="list-style-type: none"> • Mode, passenger load, speed, and logic termini must be determined before assessing. 	 <ul style="list-style-type: none"> • AGT has the potential to improve access to destinations on-corridor and at either end. 	 <ul style="list-style-type: none"> • Mode will need to be determined to assess transit travel times. 	 <ul style="list-style-type: none"> • Mode will need to be determined to assess on-time performance. 	 <ul style="list-style-type: none"> • Mode and station location capabilities will need to be determined to assess service for these populations. 	 <ul style="list-style-type: none"> • Mode will need to be determined to assess service for these populations. • Monorail, likely does not limit road widening. 	 <ul style="list-style-type: none"> • Yes, this would offer a new mode of travel on the corridor. 	 <ul style="list-style-type: none"> • 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.