

Rail Trail Transit Alignment

From Quinn's Junction to Bonanza Drive utilizing the existing trail.

Trip types: local and regional

Operating environment: off corridor, then mixed flow at Bonanza Drive

Typical stop spacing: TBD

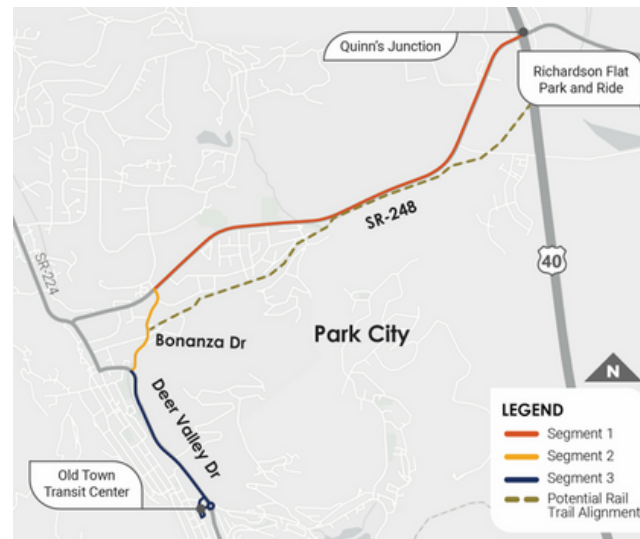
Typical peak frequency: TBD

Ridership Capacity: TBD

Compatibility with existing system: TBD

Other considerations:

- Would remove or compromise existing trail system.
- Wetland and environmental resources exist and may be impacted.
- Federal funding cannot be used for the trail if there are feasible and prudent alternatives that would avoid the property.



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"> • May reduce SOVs, depending on mode, however, without a dedicated connection to OTTC or other in-town destinations, it may not. 	<ul style="list-style-type: none"> • Assuming a termination at Bonanza Drive, or a merge into mixed flow traffic, unlikely to improve access to OTTC. 	<ul style="list-style-type: none"> • May reduce transit travel time for a portion of the corridor. 	<ul style="list-style-type: none"> • May increase on-time performance for a portion of the corridor. 	<ul style="list-style-type: none"> • It does not provide contiguous on-corridor access to low-income and minority populations. 	<ul style="list-style-type: none"> • There is no solution identified for the whole study area (Bonanza Drive, and Deer Valley Drive). 	<ul style="list-style-type: none"> • This alignment does not provide on-corridor transit options. 	<ul style="list-style-type: none"> • Feasibility is mode-dependent, additional study required to determine.