

# Transit Options

# Modes to Consider - Rail



- High Cost \$250-300/mile
- High capacity
- Powered by third rail
- High ROW requirement
- Dedicated tracks
- Service every 5-20 mins
- Can spur economic development at stations



- Medium-high cost \$150-250/mile
- Medium-high capacity
- Powered by overhead cable system
- Medium ROW requirement
- Mostly dedicated ROC
- Service every 5-20 mins
- Can spur economic development at stations

# Modes to Consider – Bus Rapid Transit



## **BRT in Express Lanes**

- Low-medium capital cost
- Bus rides free in managed lanes
- Travels faster than general purpose lanes
- Service every 5-20 mins.
- Low-medium capacity
- Serves in line stations and park and rides
- Supports nearby development



## **BRT along major corridors**

- Medium capital cost
- Medium capacity
- Travels in dedicated lane
- Signal coordination and priority
- Peak service every 5-15 mins.
- Serves major transit stations
- Can spur economic development at stations

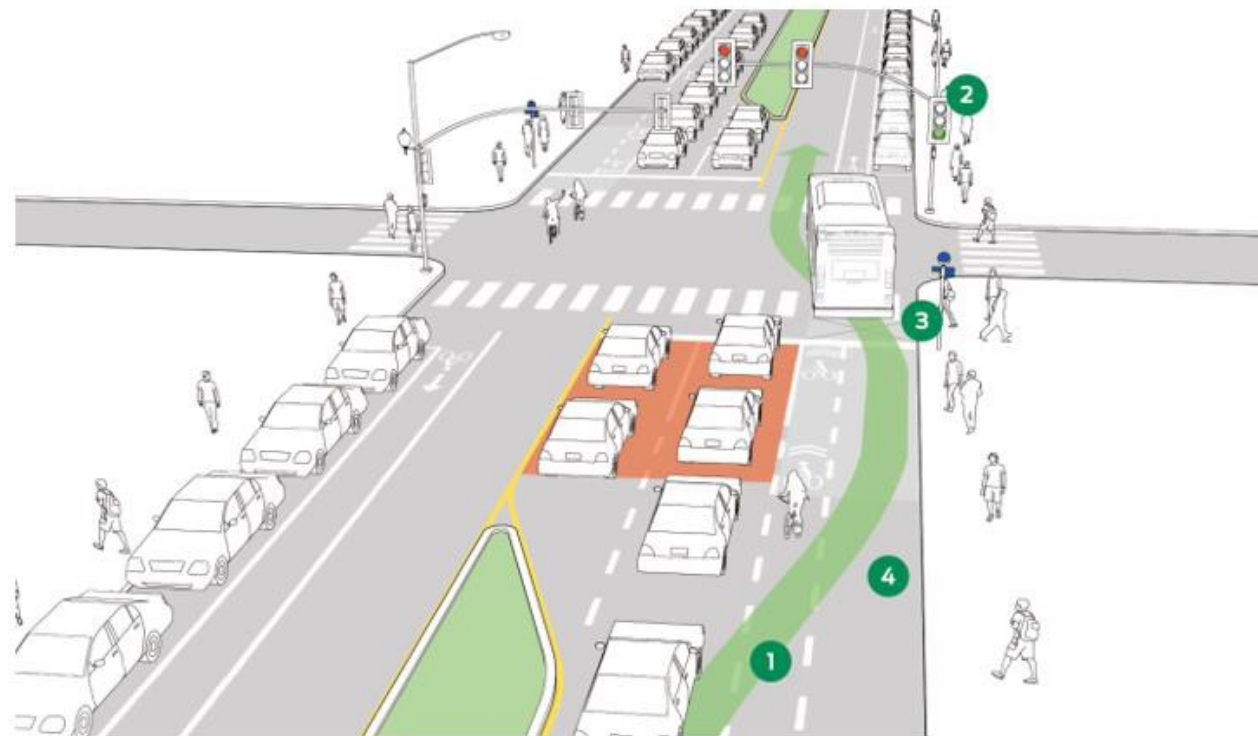


# Modes to Consider – Arterial Rapid Transit



## Arterial Rapid Transit

- Low cost
- Low capacity
- Travels in mixed traffic
- Signal coordination and priority
- Service every 15-30 minutes
- Queue jumpers at major intersections
- Serves major transit stations and local stops



# Modes to Consider – Local Service



## Frequent and Local Fixed Routes

- Low cost
- Low capacity
- Travels in mixed traffic
- Frequent Local Bus, service every 15-30 minutes
- Local Bus, service every 30-60 minutes



## Flex/Microtransit

- Serves low density areas
- Demand responsive service connecting to major transit stations
- On-call service
- Low cost
- Low capacity
- Serves only requested stops