



Commuter Rail

Commuter rail service connects the large master planned communities around the region, the surrounding towns and villages, and even nearby cities, with the urban core.

Cost per mile: \$14 million
Station Spacing: 2-5miles



Light Rail

Light Rail Transit (LRT) refers more to this mode's relative simplicity and operational flexibility than to actual vehicle weight or cost. With an overhead power supply, light rail systems can operate in mixed traffic and widely ranging alignment configurations.

Cost per mile: \$20 million
Station Spacing: 1 mile



Bus Rapid Transit

Bus Rapid Transit has the unique ability to function in either an exclusive right-of-way or in mixed traffic, however, the most common application assumes an exclusive right-of-way for operational efficiency and safety.

Cost per mile: \$7 million
Station Spacing: 1/2-1 mile



Streetcar

Streetcars function as a hybrid between buses and Light Rail Transit. Oftentimes, streetcars are implemented in downtown areas and other large activity centers.

Cost per mile: \$10 million
Station Spacing: 1/4 mile



Express Bus

Express bus service operates in mixed traffic and has short stop spacing. Increased efficiency of this service comes from intelligent system operations. Priority and preemption is used at intersections and real-time information is given at stops through the utilization of GPS technology.

Cost per mile: \$1 million
Station Spacing: 1/2 mile





Roadway Widening

Widening of roadways is adding capacity to the existing roadways to account for the increasing vehicular demands. Widening of roadways mitigates congestion and delay and increases safety.

Cost per mile for freeways: \$25 million
 Cost per mile for arterials: \$2 million
 Cost per mile for collectors/local: \$1 million
 (Each assumes the addition of two lanes)



Additional Roadways

The addition of roadways can help to alleviate congestion on a particular route by placing a significant portion of the traffic on an alternate route. Additional roadways can be created as two-way streets or as one-way couplets. These streets will be designed to meet the demand generated by the adjacent land uses.

Cost per mile per lane: \$12 million
 (assumes two lane roadway)



Multi-Modal Street Design

Multi-modal streets emphasize bicycle, pedestrian and transit infrastructure. They can be located in a number of different areas such as town centers, commercial districts, regional centers, employment centers and residential neighborhoods. Multi-modal streets can be a main street or a large arterial, but the focus remains on moving more than just automobiles.

Cost per mile, roadway: \$2 million
 Cost per mile, highway: \$5 million



Multi-Use Path

A multi-use path is a route separated from other roads by a barrier or open space, that is designed to accommodate a mix of non-automotive users (e.g. walkers, runners, strollers, wheelchair users, roller skaters, and bicyclists).

Cost per mile: \$500,000



Transit-Oriented Development

Creates a higher density residential development within walking distance of transit, in particular light rail and bus rapid transit. Costs of these developments can be taken on by developers, but cities can introduce incentives to promote TOD development. In time, tax revenues from these developments can contribute back to local infrastructure, making them value-added projects.

Cost: \$1 million

