

CHARACTERISTICS OF INDIVIDUAL LIGHT RAIL SYSTEMS

SOURCE: UMTA Section 15 data for 1989

TABLE B-2

TABLE B-2 (continued)

TRANSIT SYSTEM	ANNUAL VEHICLE MILES (THOUS)	ANNUAL REVENUE VEHICLE MILES (THOUS)	REVENUE VEHICLE CAPACITY MILES (THOUS)	ANNUAL VEHICLE HOURS (THOUS)	ANNUAL REVENUE VEHICLE HOURS (THOUS)	ANNUAL PASSENGER MILES (THOUS)	TOTAL MILES PER REV. VEH. MILE	REV. VEH. MILES PER REV. VEH. HOUR (MPH)
Philadelphia-SEPTA	5046	4832	391354	566	541	104612	1.04	8.9
San Francisco-MUNI	4002	4002	544316	382	382	105475	1.00	10.5
Pittsburgh-PAT	2079	1988	228602	138	132	63503	1.05	15.0
Cleveland RTA	1103	1035	138625	67	44	29099	1.07	23.3
San Diego Trolley		2367	507683	132	126	75937		18.9
RTA-New Orleans	546	545	43602	61	60	8719	1.00	9.0
Buffalo-Niag.Front.	921	919	110208	85	82	19665	1.00	11.2
Sacramento RTD	1084	1060	184459	61	54	21634	1.02	19.8
Newark-NJT Corp	622	622	41055	42	42	8131	1.00	14.8
Portland-MTD	1415	1400	232340	94	73	34957	1.01	19.2
Santa Clara County TD	538	534	89250	43	42	6612	1.01	12.9
Boston-MBTA	1230	1184	131278	82	79	28755	1.04	14.9
Seattle Metro	31	31	1229	6	6	203	1.00	5.0
AVERAGE	1551	1578	203385	135	128	39023	1.02	14.1
STANDARD DEVIATION	1433	1356	168670	153	149	35090	0.02	5.0

Source: Federal Transit Administration, U.S. Dept. of Transportation:

http://www.fta.dot.gov/transit_data_info/reports_publications/publications/characteristics_of_urban_transportation_systems/2355_ENG_HTML.htm

EXCERPT FROM THE FEDERAL TRANSIT ADMINISTRATION'S
CHARACTERISTICS OF URBAN TRANSPORTATION SYSTEMS

Chapter 2, TABLE 2-1

AVERAGE RAIL TRANSIT SPEEDS

	Systemwide Speed (MPH) ¹		
	Low ²	Average ³	High ²
Rapid Rail (12) ⁴	15.8	22.5	29.0
Light Rail (12)	8.9	12.0	23.3
Commuter Rail (9)	27.6	30.1	36.5

SOURCE: UMTA Section 15 data for 1989

¹Systemwide speed is actual vehicle revenue miles per vehicle revenue hour of operation. Revenue miles exclude all vehicle miles traveled when not in regular passenger service (i.e., deadheading). The ratio of total vehicle miles to revenue miles is shown in Tables B-1, B-2, and B-3 in Appendix B for each rail rapid transit system, light rail system, and commuter rail system, respectively. The ratios average 1.04, 1.02, and 1.08 for the three rail modes.

²Low and high values omit two small systems that may be unrepresentative: Seattle's two car streetcar operation (5.0 mph) and Staten Island Rapid Transit, a 36 car system which is classified as commuter rail (21.2 mph).

³Average speeds are harmonic means, unweighted by system size. Harmonic means are calculated by (1) inverting speeds for each system to get hours per mile, (2) taking the arithmetic mean of hours per mile, and (3) inverting the result. For example, the harmonic mean of 50 mph and 25 mph is calculated by (1) inverting the two speeds to get 0.02 and 0.04 hours per mile respectively, (2) taking the arithmetic mean to get 0.03 hours per mile, and (3) inverting the result to get 33.3 mph.

⁴Number of systems used in calculating averages.