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over the past decade highway and urban congestion have garnered the attention of commuters as well as government entities facility joint use by expanding

public transit using existing rail corridors is one approach to solving the constellation of problems occurring as offshoots of congestion the potential and feasibility of shared use of rail corridors between light rail vehicles associated with public transit and freight railroads to function compatibly are still being investigated even as current near shared track operations are evolving

pursuant to a congressional request gao reviewed the southeastern pennsylvania transportation authority s septa commuter rail operations specifically to 1 compare its safety record with other commuter rail systems 2 identify actions septa has taken to ensure the safe operation of its commuter rail service and 3 review efforts to integrate commuter rail operations with overall transit operations gao noted that 1 during 1984 six train accidents involving passenger injuries occurred on septa commuter rail lines and 2 although septa carried fewer passengers than three of the four other commuter rail systems in the northeast it experienced more accidents during adverse weather conditions due to human error gao found that 1 septa has taken various actions to improve its commuter rail operations including increased employee training improved plant and equipment conditions and increased monitoring of train operations to ensure compliance with federal safety requirements 2 septa has reported more non train injuries than the other four commuter rail systems and 3 septa provided 25 percent of its capital spending to rehabilitate commuter rail facilities and equipment during 1983 and 1984 gao also found that 1 because septa lost 37 percent of its commuter rail operators in its first year of operations it had to establish a training program for newly hired train engineers and conductors in april 1984 2 septa also increased training for first level supervisors to ensure that they effectively oversee operators compliance with operating requirements 3 capital improvement needs are competing with other transit needs for funding and 4 although a 1985 federal railroad administration assessment of commuter rail operations found that serious safety problems existed septa has established a separate unit to manage the commuter rail system and is making capital improvements at a rate that exceeds system revenue

this dissertation is a comparative analysis of light rail transit systems that began operating in the united states from 1981 to 1996 and it argues that when light rail transit operations are compared the results cannot be generalized there is great variability among ten light rail operations in ridership operational structure and cost and service efficiency attempts to explain for the variation by using census data revealed even further variability this result is a departure from the literature which frequently forms definitive conclusions about the effectiveness of light rail transit the impact of these results makes policy decisions difficult to undertake since the directives may not be applicable for every situation the dissertation is divided into the following chapters chapter 1 is a brief introduction to the topic chapter 2 is an introduction to light rail transit in the united states and it relies on various forms of previous works so it also introduces some of the light rail transit literature chapter 3 is a specific literature review focusing on the feasibility capacity cost versus ridership and development of light rail new starts in the united states chapter 4 introduces the methodology of the study and discusses the transportation resources used in chapter 5 chapter 5 is the analysis of the national transit database the body of statistics used to analyze the ten cases this chapter includes approximately 36 tables to accompany the analysis of each system s ridership and operation size as well as each operation s service effectiveness service efficiency and cost efficiency

chapter 6 focuses on travel behavior and attempts to explain the results of chapter 5 by using u s census bureau data as well as standardized data from other transportation and traffic studies chapter 7 concludes the study with overall findings and offers policy recommendations

investigates and quantifies the variables that affect the maximum passenger carrying capacity of rail transit in four categories rail rapid transit heavy rail light rail transit commuter rail and automated guideway transit agt in north america

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