

## About

The Roosevelt Island Tram (RIT) began operation in 1976. The tram preceded the existing subway line and was the first fixed link connection between Roosevelt Island and Manhattan.

In 2010 RIT was rebuilt as a dual haul aerial tram which allows each cabin to run independent of each other. The upgrade also increased speed and capacity for the system and enables it to run nearly around-the-clock.



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*Departing Manhattan.*

## The Route

The Tram runs along the north side of the Ed Koch Queensboro bridge and directly over the East River. The Manhattan terminal allows passengers to easily transfer to the subway.



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## System Stats

<b>Technology</b>	Aerial Tram (dual haul)
<b>Year</b>	1976 / 2010 rebuild
<b>Length</b>	1 km
<b>Stations</b>	2
<b>Cabin capacity</b>	109 persons
<b>Trip time</b>	3:00
<b>Company</b>	Von Roll (original) / Leitner-POMA (rebuild)



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## Analysis

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The new dual-haul technology enables the system to **run nearly continuously**. While most cable systems require daily stoppages for service, the dual haul configuration allows one cabin to remain in operation during off-peak hours while the other is being serviced.



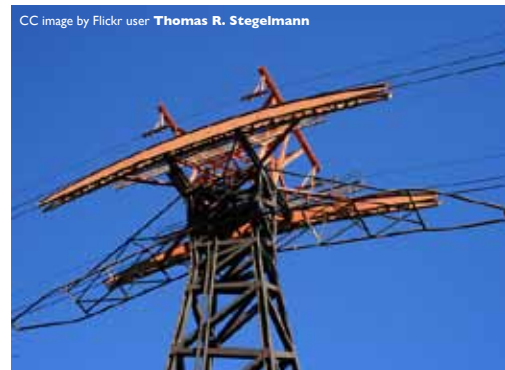
Originally the only Manhattan connection for Roosevelt Island residents, the tram arguably became **redundant** when the subway opened in 1990. Yet, since full fare integration with the NYC subway in the mid 2000's ridership has increased substantially making it the preferred mode of travel for island residents.



Although the upgraded tram system has resulted in higher capacity and operational speeds, it is conceivable that a **gondola system** would have provided both higher capacities and shorter wait times.



The **towers** were not part of the 2010 rebuild and remain very utilitarian in design.



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