

The logo features the MTS logo on the left, followed by the text "City/Park" in a bold, sans-serif font. Below this, the word "STREETCAR" is written in a large, bold, sans-serif font, and "Feasibility Study" is written in a smaller, bold, sans-serif font below it. The text is set against a dark, stylized background that resembles a streetcar or a stylized letter 'M'.

MTS City/Park **STREETCAR** Feasibility Study

Steering Committee Presentation & Discussion
San Diego, CA
April 2011



Familiar Transit in San Diego



Local Bus

- Workhorse of transit system
- Short - medium distance trips
- Moderate frequency



Light Rail (San Diego Trolley)

- Rail backbone of transit system
- Medium – long distance trips
- Moderate frequency



Commuter Rail (COASTER)

- Intra-regional rail system
- Long-distance commute trips
- Low-to-moderate frequency





Balboa Park, 1923

STREETCAR BACKGROUND



U.S. Streetcar Systems

Portland



Little Rock



Seattle



San Francisco



Memphis



Tacoma



Tampa



Kenosha



Galveston



Tucson



San Pedro



Dallas



Streetcar Types

Historic
Rebuilds



Heritage
Replicas

Modern
Streetcars



TYPICAL PURPOSE

Promote
Tourism



Enhance Local
Circulation &
Reduce Parking
Demand

Catalyst for
Economic
Development



GOOD FIT IN SOME AREAS

Can share street



Single vehicles

Pedestrian
enhancer



IMAGE

Permanence



Identity



Sense of Place



MTS City/Park
STREETCAR
Feasibility Study



- Metropolitan Transit System study
- Grants from CalTrans, SDG&E
- MTS Staff
 - Sharon Cooney** – Chief of Staff
 - Judy Leitner** – Manager of Marketing
 - Denis Desmond** – Senior Planner
 - Janelle Carey** – Associate Planner
- Consultant – Parsons Brinckerhoff
 - Toni Bates** – Assistant Vice President
 - Jeff Howard** – Senior Planner



Study Purpose

Determine if constructing a streetcar link between City College Trolley Station and Balboa Park is feasible...

- Engineering challenges
- Financial needs
- Operational issues
- Consistency with others' plans
- Consistency with Balboa Park Sustainability Plan
- Historical/parkland considerations

To provide a potential springboard for future projects...

- 2050 Regional Transportation Plan
- Uptown/Hillcrest/North Park streetcar efforts



Process



Feasibility Planning

★ *We are here.*

Engineering, Vehicle Options, Finance Options, Operating Costs, Stakeholder Input, other plans – and More!

Environmental Planning

Preliminary Engineering

Final Design

Construction

These steps could begin if a project and funding plan were to be identified.



Steering Committee Calendar

April 2011: *Project Introduction*

June 2011: *Feasibility & Alignment*

September 2011: *Alignment Alternatives*

November 2011: *Report Examination & Next Steps*



Community Consultation Calendar

May 2011: *Introduction & Workshop*

September 2011: *Alternatives Presentation
& Exercise*



CHARACTERISTICS OF TODAY'S STREETCAR SYSTEMS



Passenger Capacity



Modern = 100+



Heritage/Replica = 50+



Right-of-Way Options



Lane Sharing Possible



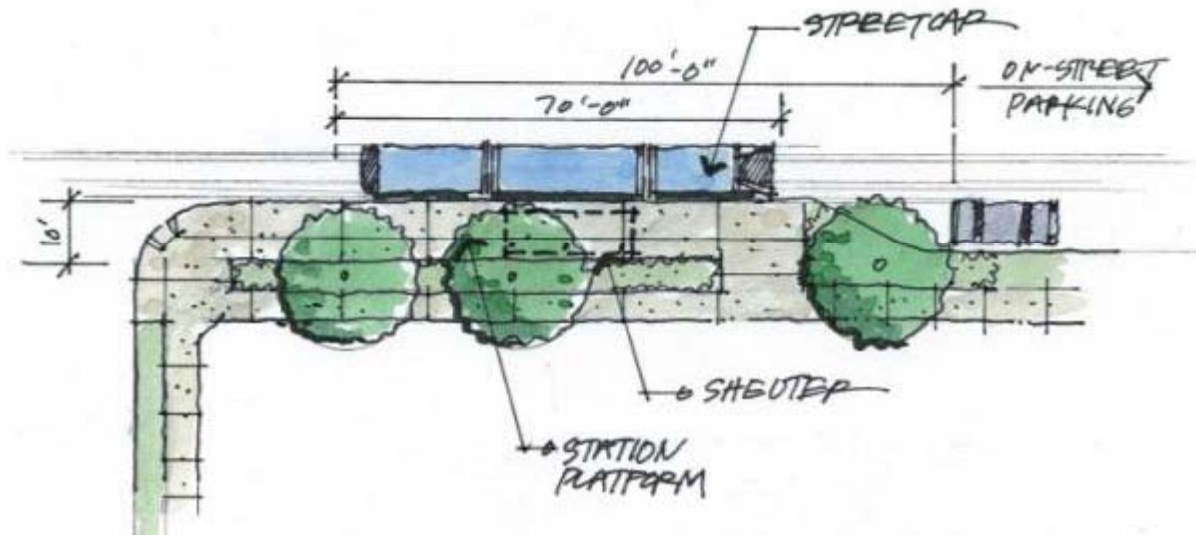
- Obeys traffic rules
- Slower speeds & traffic delays
- Parking conflicts to resolve
- Can ease implementation and lower cost



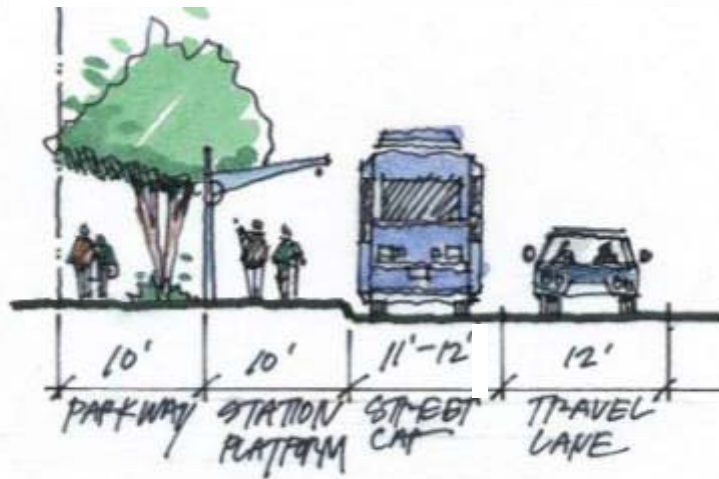
Integration with Surroundings



Station Requirements



Plan View



Section View



Station Requirements



Station Size: 100'x 10'

Station Elements:

- Shelter
- Ticket vending machines
- Variable message sign w/ real-time schedule
- Alignment and station location map
- Extension of sidewalk – bulb-out
- Benches



Wiring Requirements



Catenary Type:

- Overhead Contact System (OCS)
- Cantilever Arm - Varies from 5-feet to 14-feet
- Single Wire
- 85'-90' between poles



Wiring Requirements



Substation Requirements



Substation Size: 12'x 18' & 15' High
Pad Size: 22'x 15'

Placement: Within 300-feet of
tracks

Needs:

- Minimum 650 Line Voltage
- Two to Three Substations
- Security Fencing
- Maintenance Access



Accessibility Options



STREETCAR FOR SAN DIEGO?



Study Area

- Corridor: City College Trolley Station to San Diego Zoo area
- Alignments: Two separate alignments to be studied
- Focus on Park Blvd. as link for Trolley connection at City College and most direct path to Balboa Park
- Potential future tie-in to other transit projects



Engineering Feasibility

- Grades
- Bridges
- Right-of-way
- Traffic
- Parking
- Electrical
- Maintenance



Preliminary Operating Plan

- Integration with existing transit system
- Ridership estimates
- Schedule and car requirements (demand & capacity)
- Frequency & span-of-service
- Special events
- Cleaning/servicing vehicles, stations, and ROW



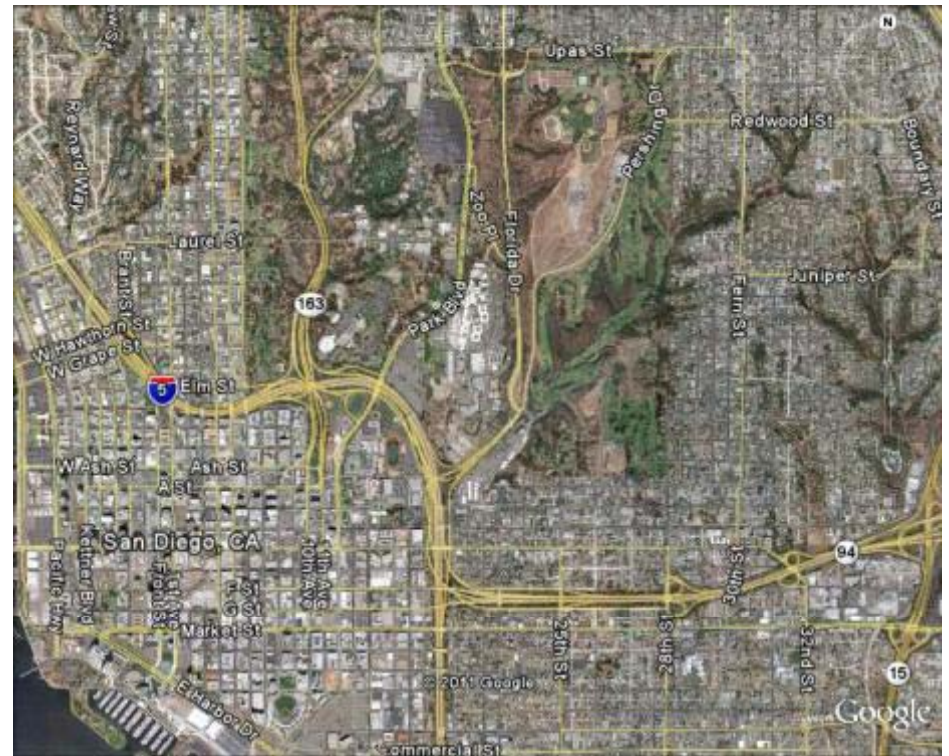
Financial Feasibility

- Streetcar systems currently \$25-50 million per mile
- No existing streetcar funding in San Diego
- Most count on private investment to leverage public funding
- 2050 Regional Transportation Plan (RTP) draft calls for several streetcar lines, all with 90% private financing (recommended hybrid plan)
- Lack of private, developable land in study area
- Consider extensions to include developable area



Community & Regulatory Issues

- Parking, noise, and traffic impacts
- Community plans/
local master plans
- Changes to visual
character of area
- Environmental analysis
- Section 4(f) parklands
analysis
- Historical resources



Post-presentation exercise

**Jeff Howard,
Parsons Brinkerhoff**

