



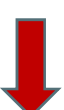






# City/Park Streetcar Feasibility Study









June 14, 2011 Steering Committee Exercise | Results

Agree ←————→ Disagree  
Place a 'X' in the box to select your response

		5	4	3	2	1	COMMENTS
	1. It is desirable to design the streetcar infrastructure to accommodate light rail (Trolley) service in the future, as included in the 2050 RTP.	50%	20%	30%	0%	0%	
	2. It is desirable to design the streetcar infrastructure to tie-in to future extensions desired by adjacent communities.	45%	36%	9%	9%	0%	<ul style="list-style-type: none"> <li>• Yes- tie into downtown system as a possible loop.</li> <li>• Where the destination value? Continue to Adams Avenue.</li> </ul>
	3. Longer waits at traffic signals to accommodate exclusive streetcar phases are acceptable. Cycle times could increase by 30-45 seconds at some intersections.	36%	27%	27%	9%	0%	<ul style="list-style-type: none"> <li>• Focus on moving people rather than vehicles.</li> <li>• The goal should be to improve traffic flow overall.</li> </ul>
	4. The pedestrian bridge over Park Blvd. at El Prado is a historical feature that should be retained.	0%	27%	9%	18%	45%	<ul style="list-style-type: none"> <li>• May be historic but something better could be a replacement.</li> <li>• Very problematic with HRB (Historic Resource Board).</li> <li>• It need to go not really historic.</li> <li>• That bridge is not historic. A bridge is important.</li> </ul>
	5. Using historic cars would be a value to the City/Park streetcar line and to Balboa Park, even if there are some design trade-offs and/or higher costs.	0%	30%	10%	30%	30%	<ul style="list-style-type: none"> <li>• No opinion.</li> <li>• I suggest the modern features and high capacity but perhaps a vintage look.</li> </ul>
	6. Left turns across Park Blvd. could be eliminated at lower volume intersections to reduce conflicts with streetcars (possibly Space Theater Way, Inspiration Pt. Way, etc.).	27%	36%	9%	18%	9%	<ul style="list-style-type: none"> <li>• Again moving people vs. vehicles.</li> <li>• Proper the modern vehicle for ADA operational issues.</li> <li>• Problematic for patrons visiting DRP headquarters and activity center.</li> </ul>
	7. A streetcar spur along Presidents Way to Pan American Plaza would be worth the loss of parking on Presidents Way and some potential loss of parking in Pan American Plaza.	27%	36%	9%	9%	18%	<ul style="list-style-type: none"> <li>• Yes, street move vehicles not to store them.</li> <li>• Depends on where it extends downtown (ridership demographics) and park tram.</li> <li>• Spurs are \$ intensive.</li> <li>• It doesn't appear to be a long enough spur to be worth the cost -</li> </ul>
	8. It is preferable to have streetcars running in the left lanes with stations located in the median on Park Blvd.	20%	10%	30%	20%	20%	<ul style="list-style-type: none"> <li>• Seems like a very challenging pedestrian circulation pattern.</li> <li>• Best solution.</li> <li>• As long as red cross traffic interrupting flow is limited.</li> </ul>
	9. It is preferable to have streetcars running in the right lanes with curbside stations.	30%	20%	20%	10%	20%	<ul style="list-style-type: none"> <li>• Most accommodate bike lane even if parking is lost. See # 7.</li> <li>• Need to avoid bicycle conflicts.</li> </ul>

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Agree ←————→ Disagree  
 Place a 'X' in the box to select your response

			5	4	3	2	1	COMMENTS
	10a.	Some reduction in the width of the median to accommodate a streetcar could be acceptable <b>NORTH OF I-5</b> (Balboa Park).	64%	27%	9%	0%	0%	
	10b.	Some reduction in the width of the median to accommodate a streetcar could be acceptable <b>SOUTH OF I-5</b> (Downtown).	73%	9%	18%	0%	0%	
	11a.	Widening of Park Blvd. to accommodate streetcar, station platform, bike lane, and bay-to park-pedestrian link could be acceptable <b>NORTH OF I-5</b> (Balboa Park).	55%	18%	18%	9%	0%	• Depends on level of impact and serviced benefit.
	11b.	Widening of Park Blvd. to accommodate streetcar, station platform, bike lane, and bay-to park-pedestrian link could be acceptable <b>SOUTH OF I-5</b> (Downtown).	50%	20%	30%	0%	0%	• Depends on level of impact and derived benefit. Parking on-street should not be sacred.
	12a.	Minor loss of parking (15% or less) on Park Blvd. to accommodate the streetcar alignment or stations could be acceptable <b>NORTH OF I-5</b> (Balboa Park).	64%	27%	0%	9%	0%	• On-street parking not sacred.
	12b.	Minor loss of parking (15% or less) on Park Blvd. to accommodate the streetcar alignment or stations could be acceptable <b>SOUTH OF I-5</b> (Downtown).	73%	0%	18%	9%	0%	• On-street parking not sacred.
	13.	Eliminating the left turn from northbound Park Blvd. onto northbound 163 would be acceptable to make the streetcar work across I-5.	27%	27%	27%	18%	0%	• Depends on traffic study, should be okay. • Don't believe the mass transit volume will counter the need.
	14.	Extending the tracks to Morley Field Dr. for a historical car is worth the loss of some landscaping/trees/grass near the Veterans Mem. Bldg. and a small amount of Zoo parking.	27%	9%	27%	27%	9%	• Depends on impacts.