

DESIGN & ENGINEERING FEASIBILITY
Interstate 5 Bridge
Utilities
<i>Impacts to existing above grade utilities. Impacts to existing below grade utilities.</i>
Right-of-Way (ROW) Requirements
<i>Requires no additional right-of way</i>
Track Miles
<i>Double Track, Single Track</i>
Vehicles
Platform
SERVICE & OPERATIONAL FEASIBILITY
On-street Parking Conflicts
<i>Minimizes the number of on-street parking spaces eliminated.</i>
Bicycle/Pedestrian Conflicts
<i>Minimizes conflicts with existing and proposed bicycle and pedestrian improvements. Increases pedestrian safety. Enhances connectivity.</i>
Existing Street Compatibility
<i>Minimizes impacts to the existing right-of-way or the street configuration. Right-of-way is available.</i>
Number of intersection that are impacted by the alignment
Station Locations
<i>Stations are located at key activity centers. Serves other regional transit connections.</i>
Sub-station Requirements
Ridership Potential
Headway Requirements
<i>Provides the most flexible headway frequencies/options.</i>
Traffic Conflicts
<i>Minimizes the number of intersection conflicts and other traffic movements. Potential to relieve congestion.</i>
COST FEASIBILITY
Capital Cost
<i>Low initial capital cost. Potential for private investment.</i>
Operational Cost
<i>Low operational cost. Funding sources. Partnering sources</i>
Cost Effectiveness
<i>Total cost per new rider is low. Total cost per passenger mile.</i>
OTHER ITEMS
Ease of Implementation (Integration w/ bus and trolley)
<i>Integration w/ bus and trolley</i>
Expansion to Future Systems
<i>Alignment has the ability to expand into larger streetcar network.</i>
Federal 4(f) Issues
<i>Minimizes the taking of park lands.</i>
Integration into Balboa Park
Environmental Issues
Consistency with Planning Documents
<i>SANDAG, City of San Diego Community Plans</i>
Economic Development Opportunities
Stakeholder Items