



Uptown Streetcar Feasibility Study

Informational Presentation

December 2013



Kimley-Horn
and Associates, Inc.



Tonight

- Study Introduction
- History of Streetcars in San Diego
- Introduction to Streetcars
- Streetcars in America
- Outreach
- Q&A



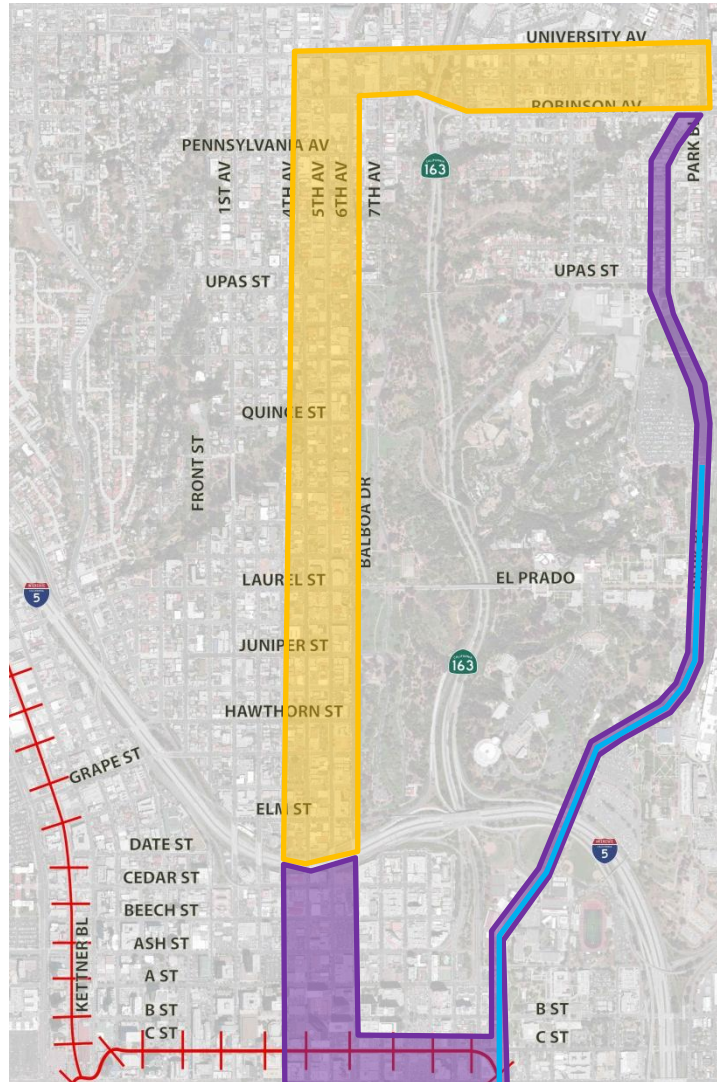
Study Introduction

- An initial study as part of the Uptown Community Plan Update to evaluate the feasibility, cost and potential impacts associated with implementing a streetcar operating between downtown San Diego and the Uptown Community
- Service would be a segment of an urban streetcar network
- Initial public outreach in December 2013
- Open House scheduled for March 2014
- Final Report to completed in April 2014



Study Introduction

Study Area



Primary Focus Area



Secondary Focus Area



Existing Trolley Network



City/Park Proposed Streetcar Line

City Park Streetcar Feasibility Study
conducted by the Metropolitan Transit System
(MTS)



History of Streetcars

San Diego

- 1886 horse-drawn cars from wharf to downtown hotels
- 1892 John D. Spreckels bought a failed streetcar operation and launched the San Diego Electric Railway Company.
- Streetcars played a key role in San Diego's growth, providing access to areas such as North Park, Mission Hills, Normal Heights, Kensington and East San Diego

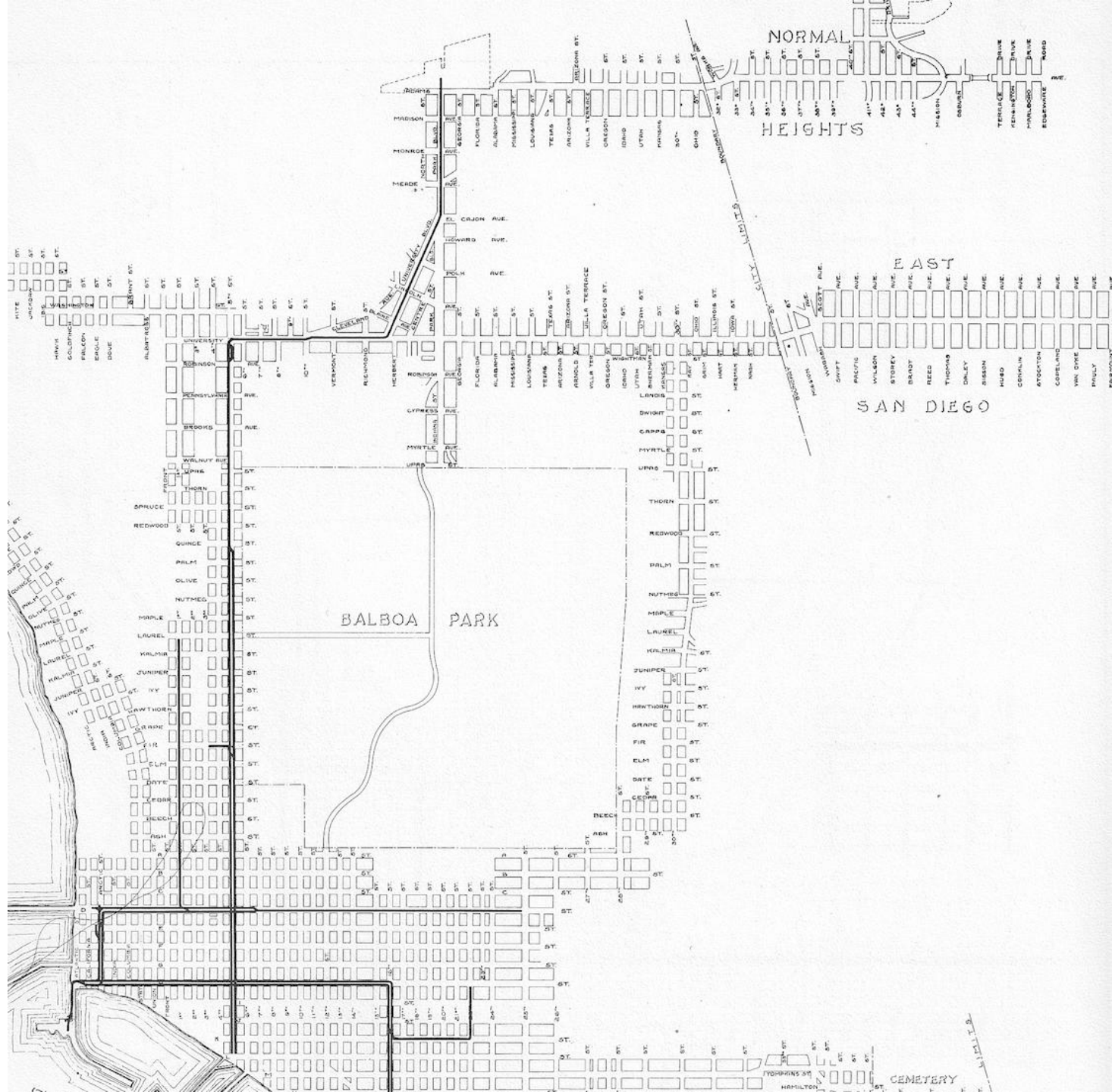


http://www.sdvintagetrolley.com/history_streetcars.aspx

<http://sandieghistoricstreetcars.org/>

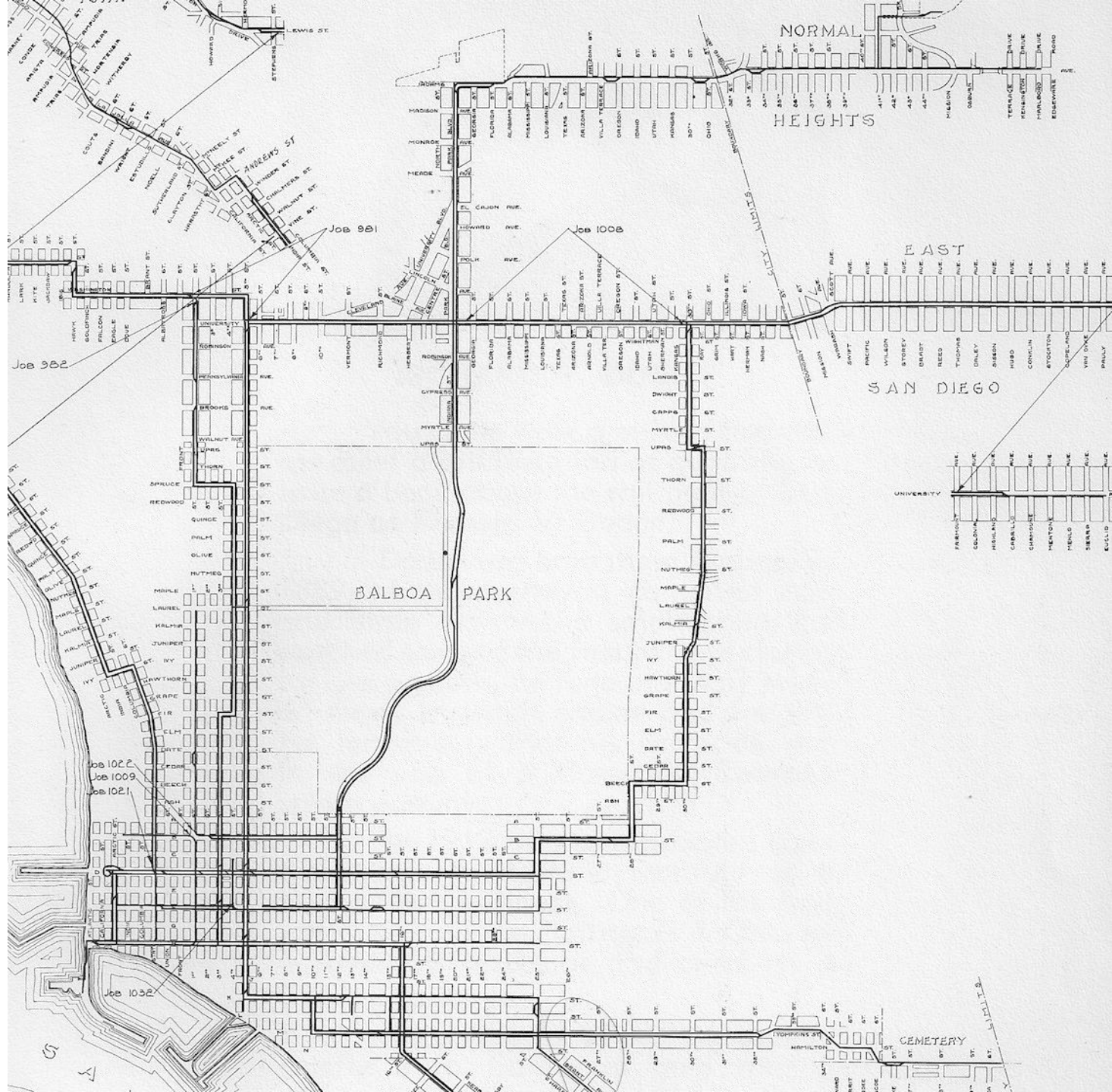


San Diego 1901





San Diego 1918





Streetcars

Introduction

- Lightweight electric rail vehicles
- Operate in mixed traffic
- Urban circulators and pedestrian accelerators
 - Short Routes (2-3 miles)
 - Frequent Stops
- Slow speeds
- Permanent infrastructure
- Cost and capacity between bus and light rail systems
 - Less costly than light rail
 - Capacity similar to BRT





Streetcars

Vehicle Comparison

How do streetcars compare to other modes?

- Compared to Rapid/ Local Bus:
 - Similar Station Facilities to Rapid Bus
 - Similar Stop Spacing to Local Bus
 - Greater sense of “permanence”
 - Better ride quality
- Compared to Light Rail
 - Similar vehicle type
 - Similar ride quality
 - Operate in mixed-traffic rather than exclusive ROW
 - Focused on shorter more local trips
 - Much less construction impact



South Lake Union Streetcar, Seattle





Streetcars

Vehicle Comparison

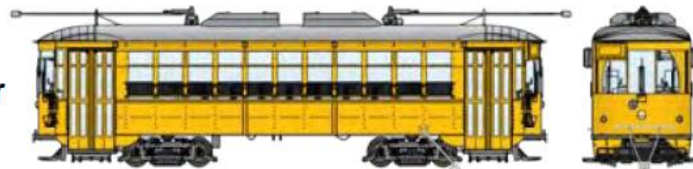
Standard bus



Vintage Restored Streetcar



Vintage Replica Streetcar



Modern Streetcar



Light Rail



San Diego Bus



South Lake Union Streetcar, Seattle



San Diego Light Rail





Streetcars in America

Modern: Portland, Oregon

- 2 lines
 - NS Line: 4 mile one-way route
 - CL Line: 4.65 mile one-way route
- Stops every 3 to 4 blocks
- Uses modern European streetcars
- Opened in 2001
- Currently carries over 7,000 passengers daily
- Connects mixed-use Pearl and River Districts with Downtown Portland and Portland State University
- The streetcar line has provided an organizing theme for the development of the Pearl and River Districts

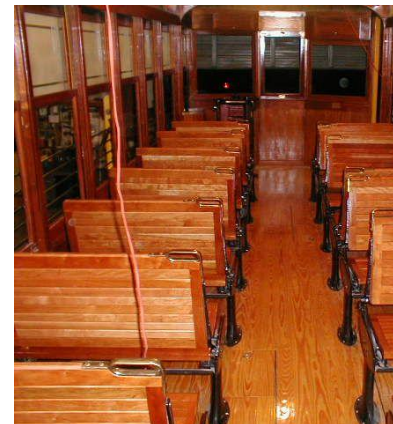




Streetcars in America

Replica: Tampa, Florida

- 2.5 mile single-track
- 10 Stations
- Uses historic replica cars
- First 2.3 mile phase opened in 2003
- 420,000 riders during its first year of operation
- Seen as the connection between historic Ybor City and Channelside district
- Has increased shopping activity and reinforced a sense of place
- Has sparked new development projects





We want to hear from you



Portland Streetcar



South Lake Union Streetcar



Tampa/Ybor City - TECO Line

Uptown Streetcar Feasibility Study

OPEN HOUSE

Saturday, March 1st, 2014

10 am to 2 pm

St. Paul's Cathedral Guild Room

2728 Sixth Avenue

Questions?

