



Inner-City Rail Streetcar Downtown Circulator Study



Streetcar Feasibility Study - San Antonio

Alamo Plaza



Feasibility Study Overview

- Should San Antonio undertake development of an inner-city rail circulator system?
- What would it cost and how might it be paid for?
- Identify possible corridors and alignments.
- Where is the highest Economic Development Potential?
- What would be the operating and service characteristics?
- Recommend a potential starter project.
- Identify Next Steps for implementation.





Urban Circulator Grant

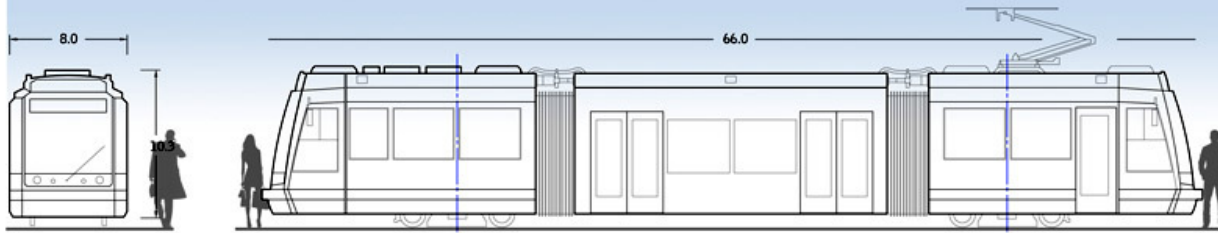
- **Notice of Funding Availability from FTA for:** (mid-December)
 - Section 5309 Bus and Bus Facilities Livability Initiative Program - \$150 million
 - Exempt Discretionary Program for Urban Circulator Systems - \$130 million
- **Applications for \$24.99 million**
 - VIA Primo
 - Streetcar Project
- **Application Deadline – February 8, 2010**
- **Projects require endorsement of MPO to qualify**





Inner-City Rail Streetcar

Downtown Circulator Study

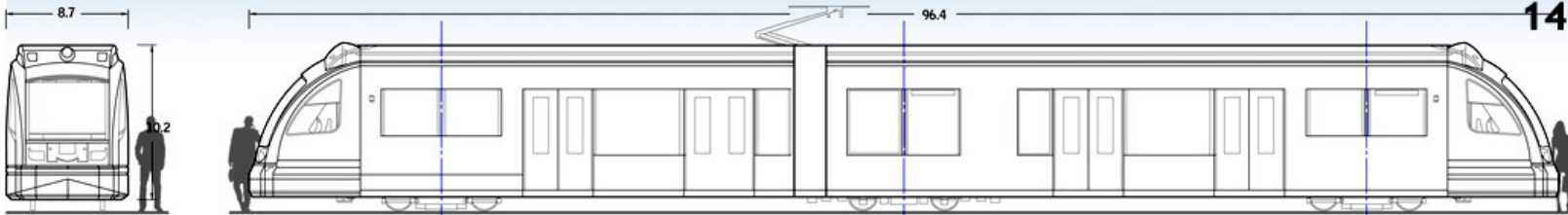


Modern Streetcar
 30-150 Capacity
 Frequent Stop
 Short Trips

Skoda 10 T Tramcar

SCALE: 1/8" = 1'-0"

Overall Length:	66.0 ft	No. of Seats:	30
Width:	8.0 ft	No. of Standing Passengers:	125
		Total No. of Passengers:	157

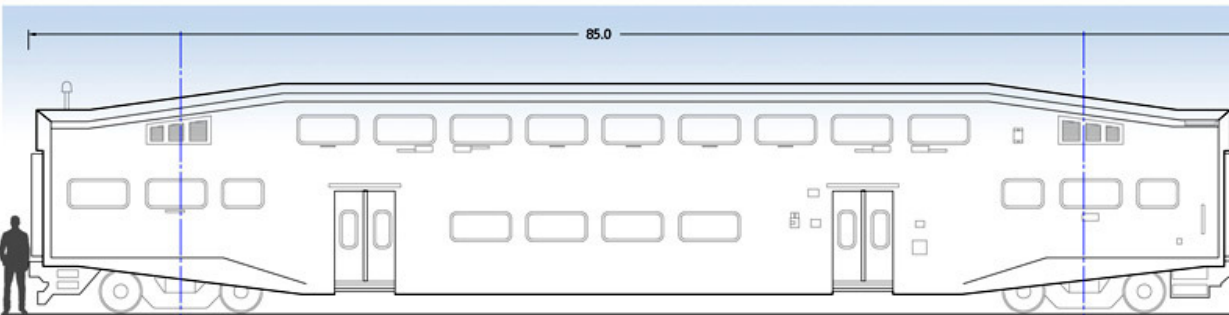


Light Rail Transit
 140-480 Capacity
 (2 cars coupled)
 Limited Stop
 Intermediate
 Trips

Siemens S70 Light Rail Vehicle

SCALE: 1/8" = 1'-0"

Overall Length:	96.4 ft	No. of Seats:	72
Width:	8.7 ft	No. of Standing Passengers:	169
		Total No. of Passengers:	241



Commuter Rail
 600-1600 Capacity
 (4 coaches)
 Travels between
 cities

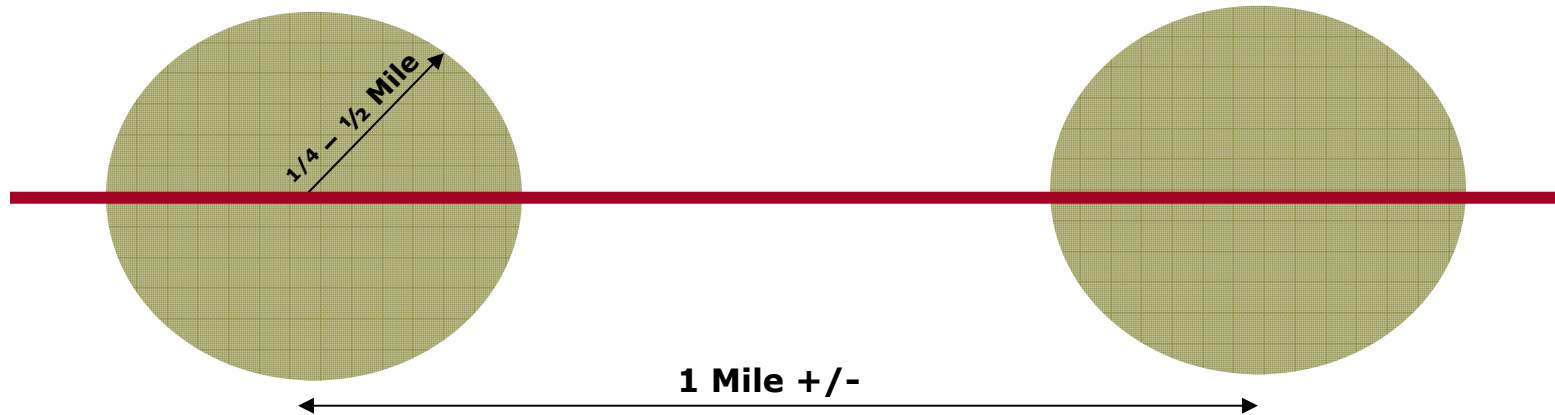
Bombardier BiLevel Coach

SCALE: 1/8" = 1'-0"

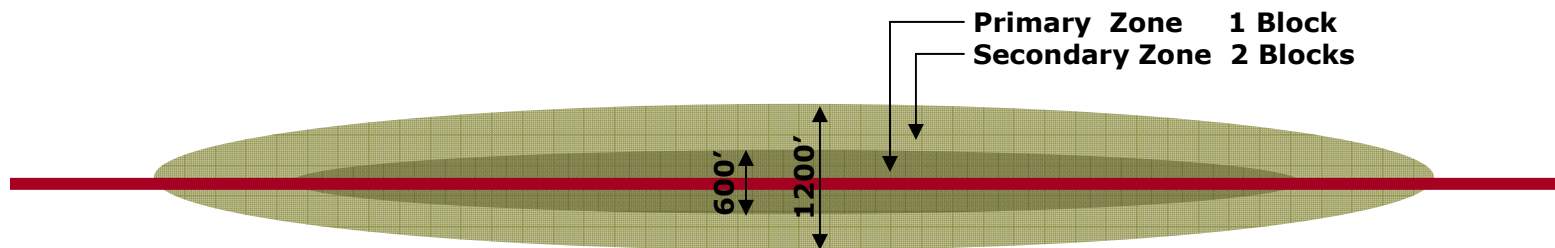
Overall Length:	85 ft	No. of Seats:	136 to 162
Width:	9.8 ft	No. of Standing Passengers:	276
		Total No. of Passengers:	412 to 438



Nodal vs. Linear Transit-Oriented Development Patterns



Nodal Development (Light Rail)



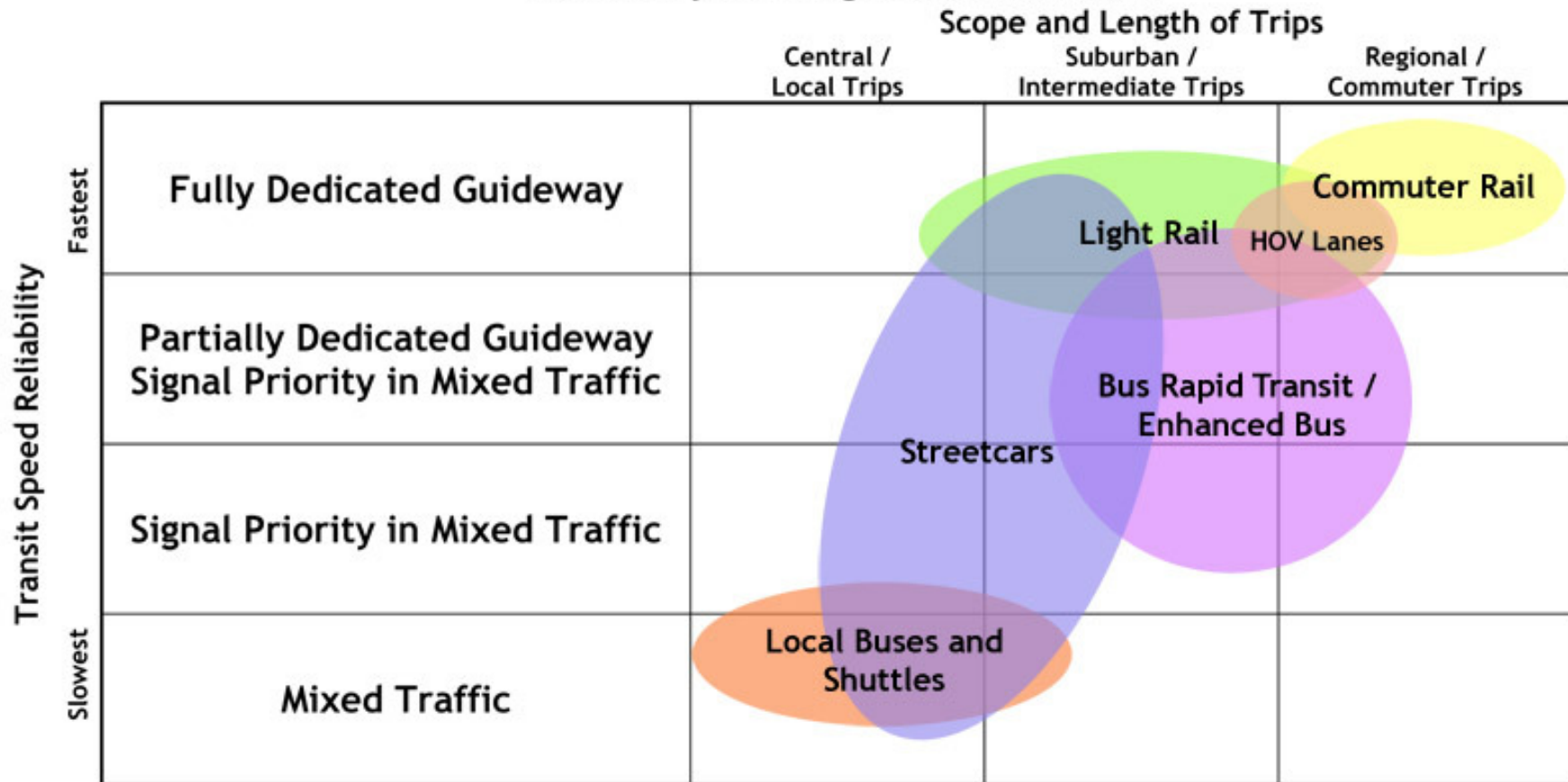
Linear Development (Streetcar)



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Flexibility & Integration of Modes









Portland

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Pearl District Portland, OR



BEFORE



AFTER

South Water Front Portland, OR



BEFORE



AFTER



Portland

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Portland Streetcar Economic Impact (within 2 blocks)

- \$1.5 billion of investment, including more than 7,300 housing units, as a result of starter project from commitment of project (1997) to announcement of first extension.
- \$3.5 billion of total investment since 1997, including over 10,000 housing units and 5.4 million square feet of office, institutional, retail, and hotel.
- 55% of all CBD development since 1997 has occurred within 1 block
- Developers are building new residential buildings with significantly lower parking ratios than anywhere else in the region.



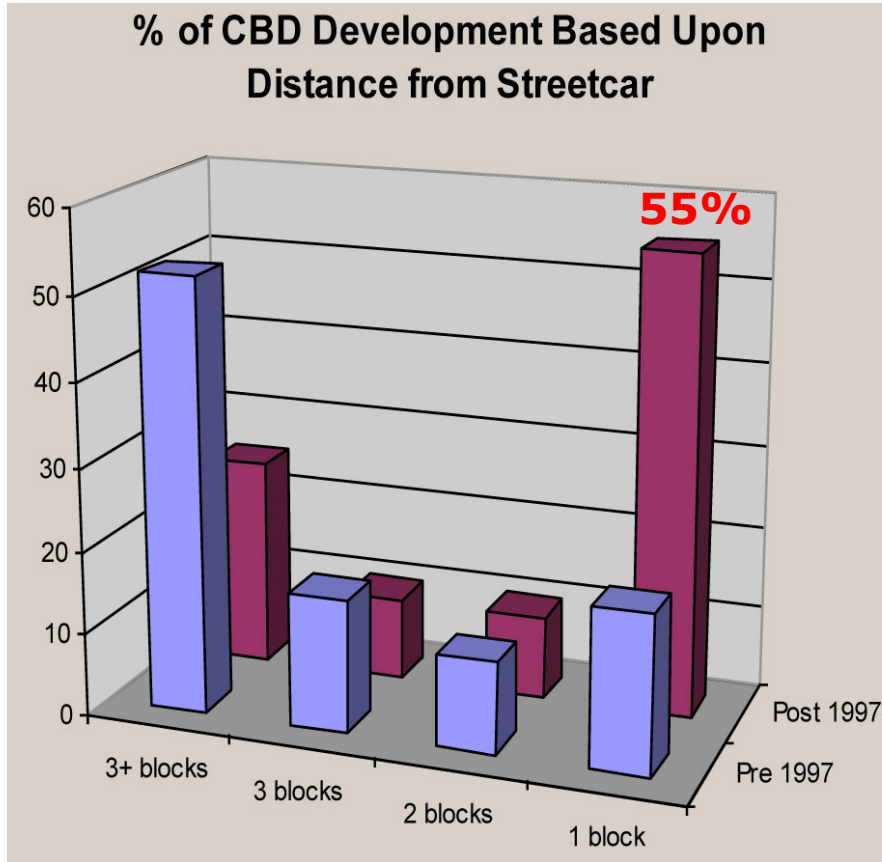


Portland

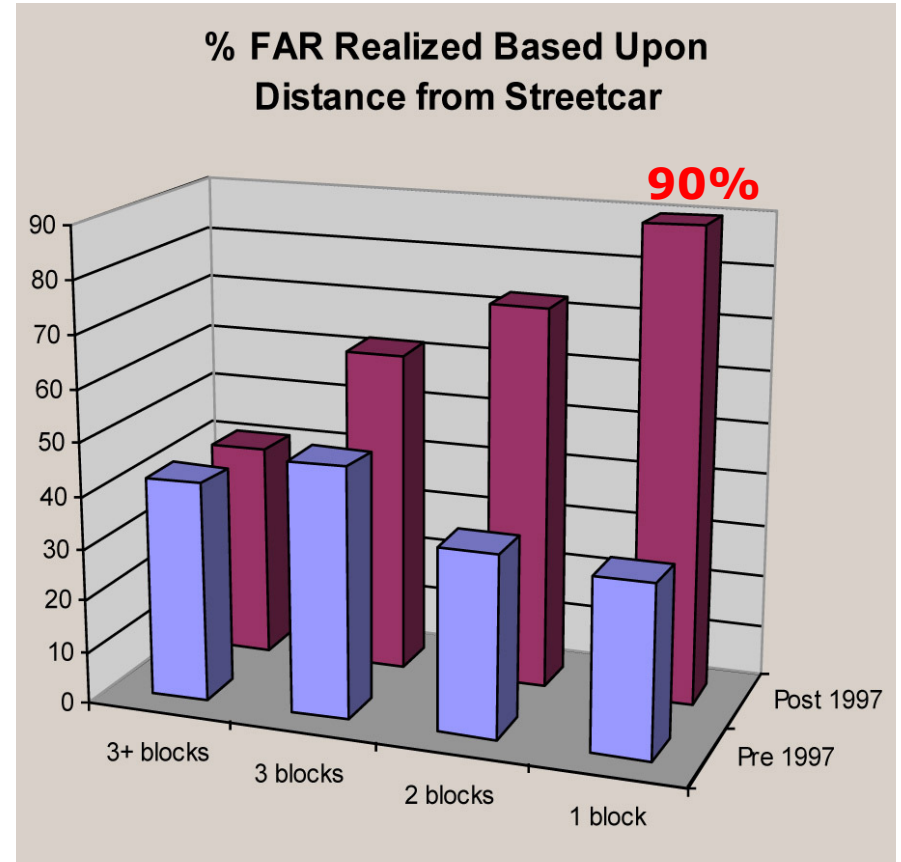
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Development in relation to Streetcar Line Portland, OR



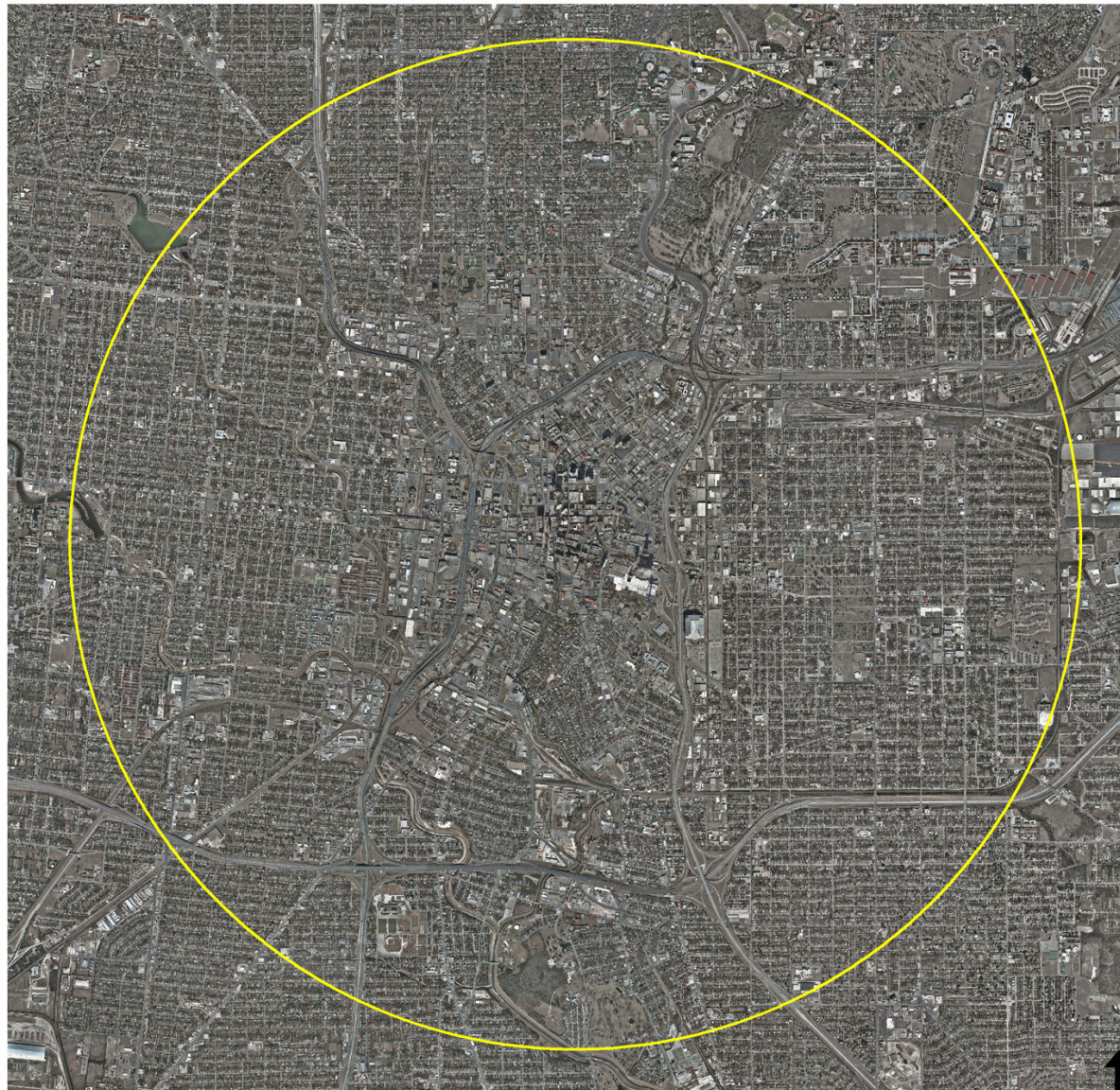
% of all New Development within Downtown




% of maximum allowable density of New Development



Inner-City Rail Streetcar Downtown Circulator Study

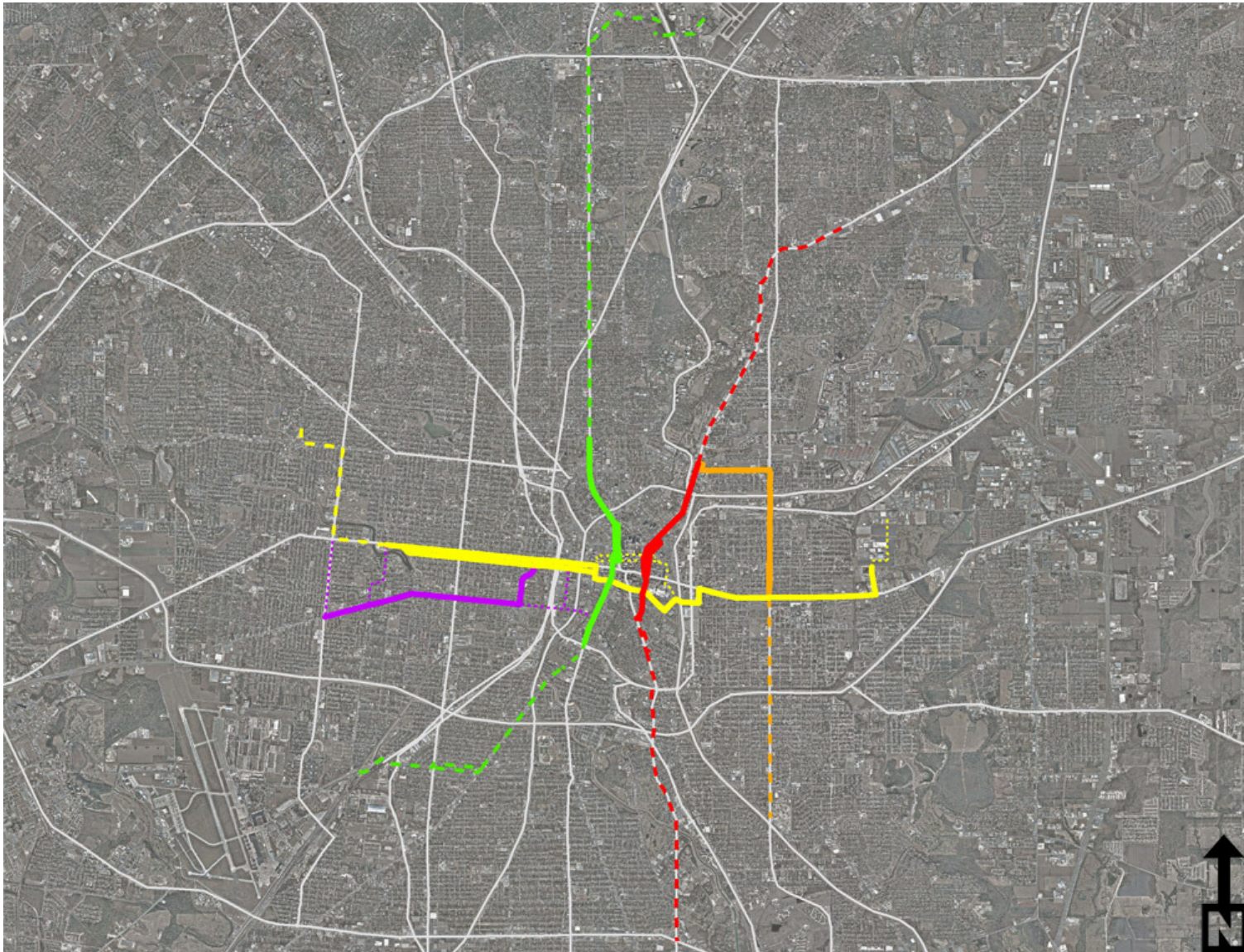


0 0.5 1 2 3 Miles

General Study Area 

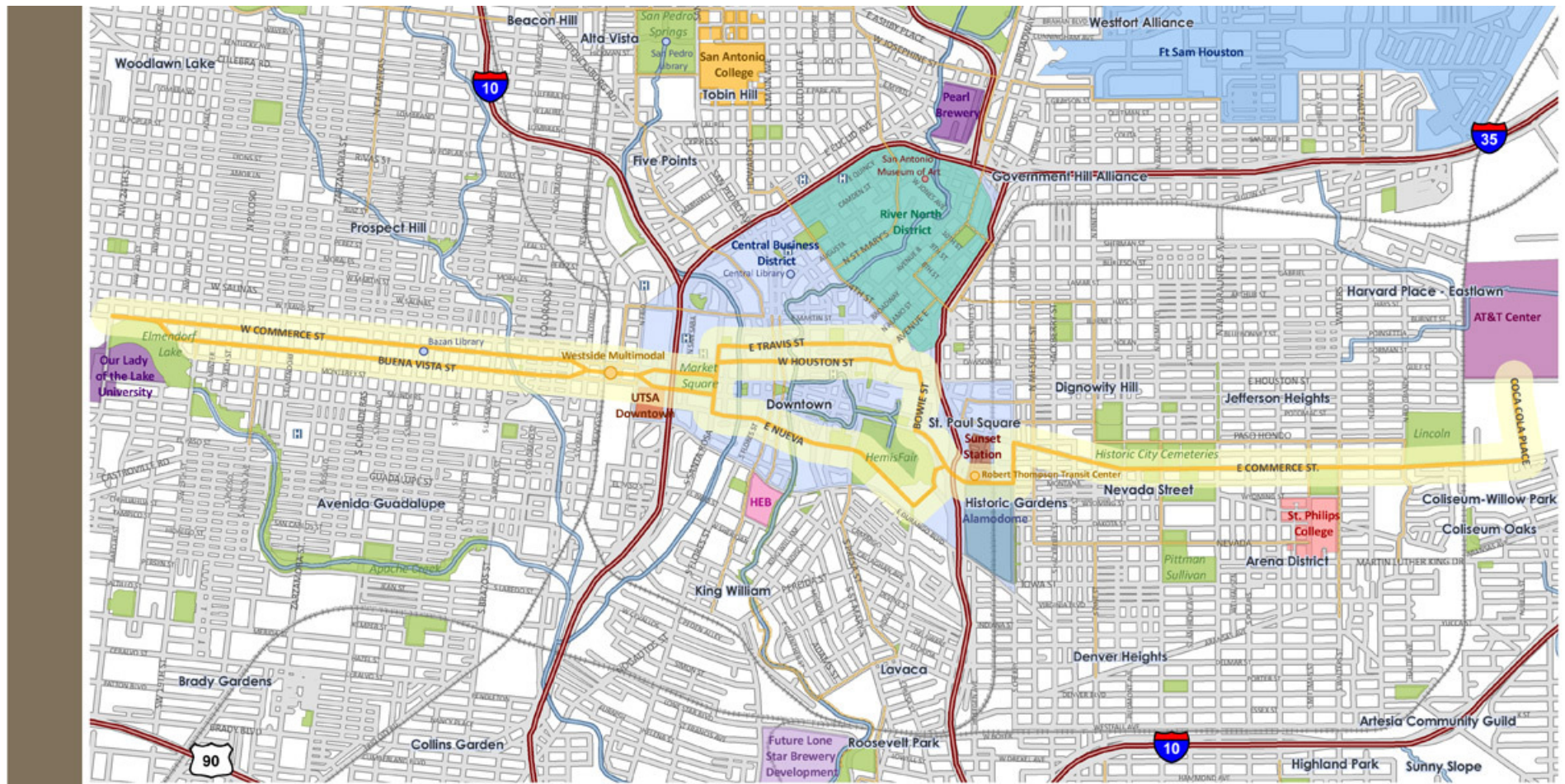


Streetcar Vision Plan





Inner-City Rail Streetcar Downtown Circulator Study

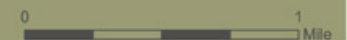


LEGEND

- East-West Alignment
- Alignment Buffer (450 ft)
- Libraries
- H Hospitals
- Parks
- Completed Bike Facilities
- Future Bike Facilities

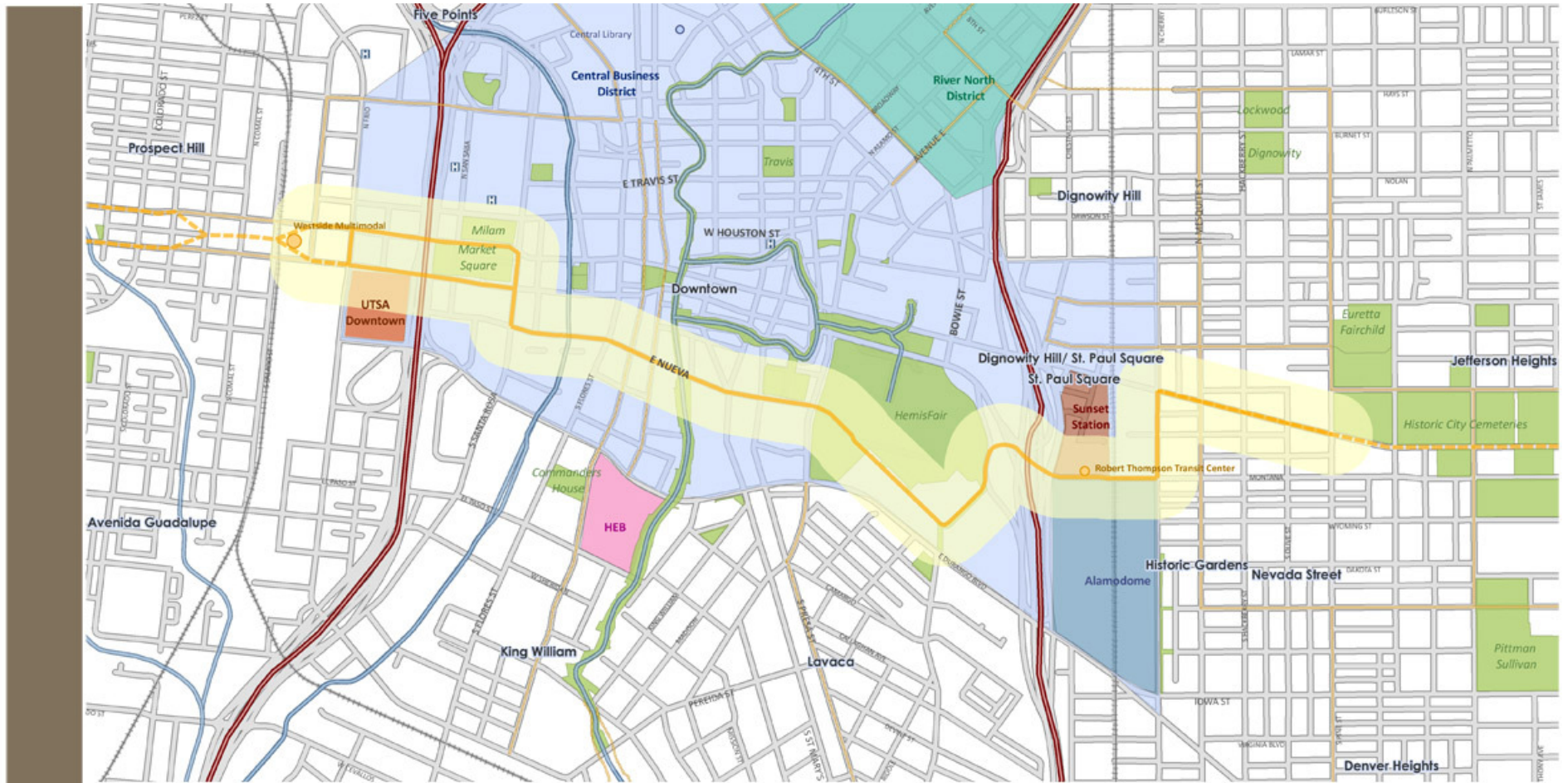
EAST-WEST STREETCAR ALIGNMENT

COMMUNITY ASSETS





Inner-City Rail Streetcar Downtown Circulator Study



LEGEND

- East-West 1a Option
- East-West Alignment
- Alignment Buffer (450 ft)
- Libraries
- Hospitals
- Parks
- Completed Bike Facilities
- Future Bike Facilities

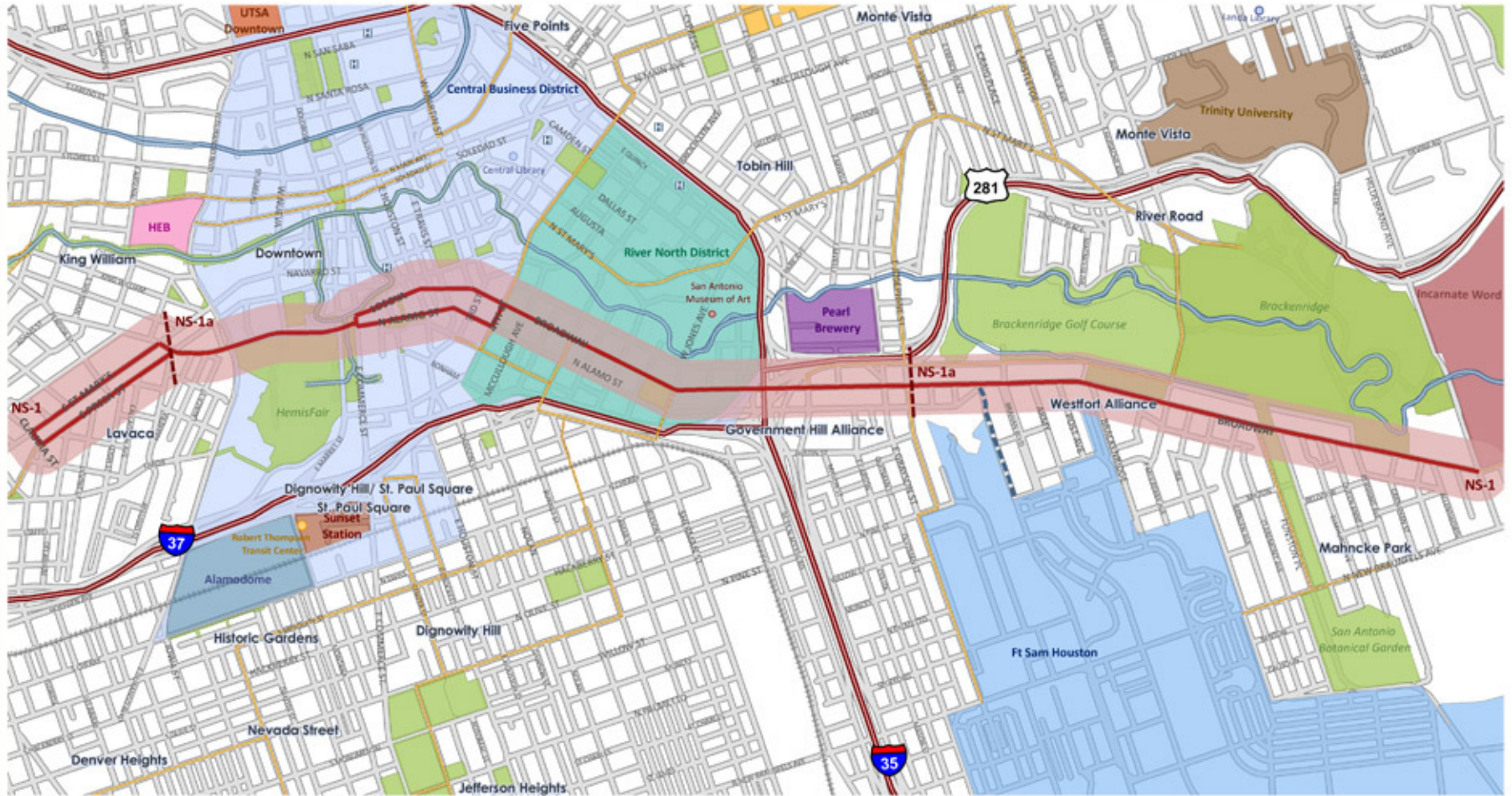
EAST-WEST STREETCAR ALIGNMENT - EW1a Option

COMMUNITY ASSETS





Inner-City Rail Streetcar Downtown Circulator Study

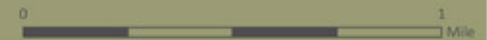


LEGEND

- North-South 1 Alignment
- Alignment Buffer (450 ft)
- Proposed Post Shuttle
- Parks
- Hospitals
- Libraries
- Completed Bike Facilities
- Future Bike Facilities

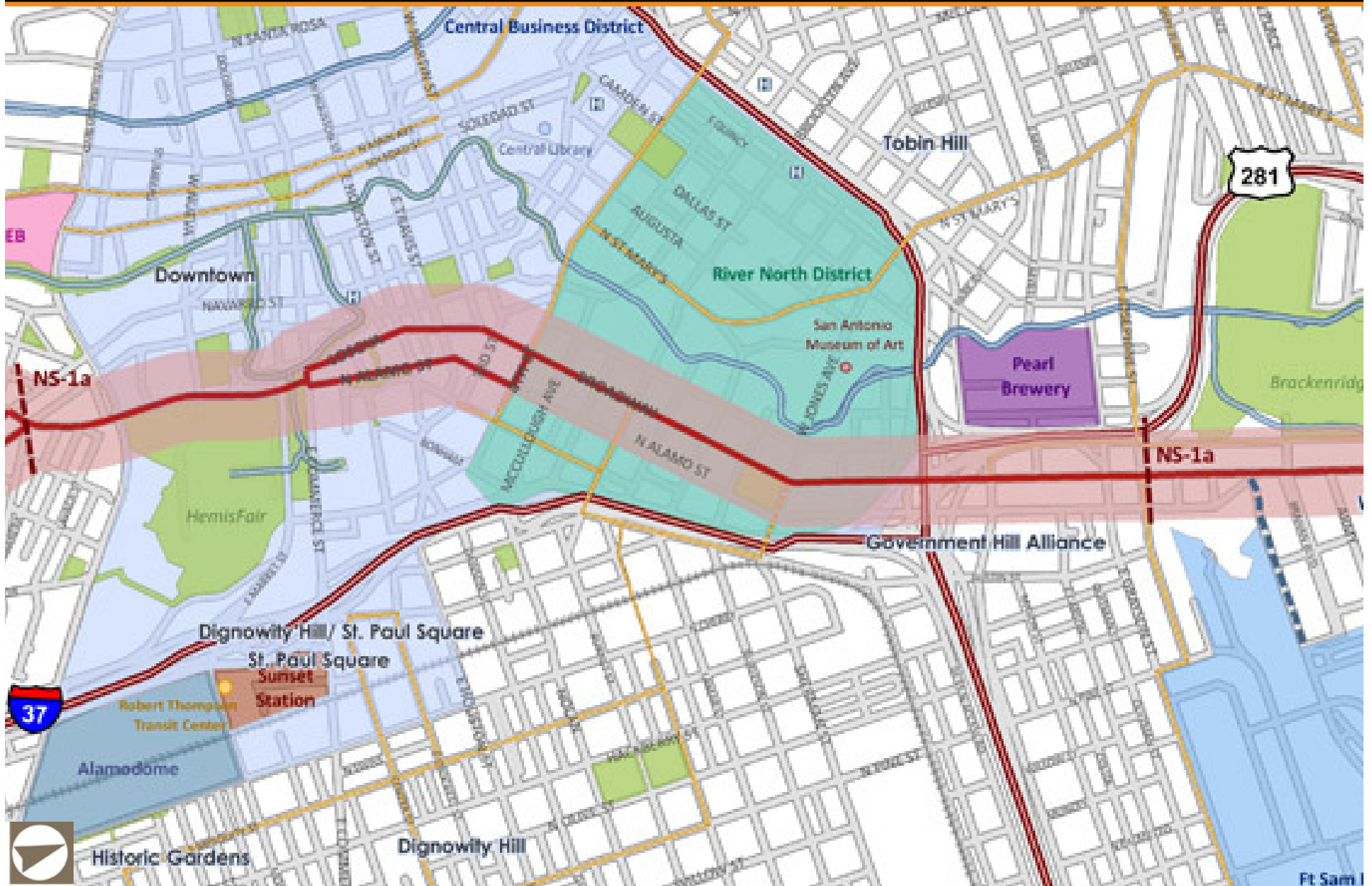
NORTH-SOUTH STREETCAR ALIGNMENT

COMMUNITY ASSETS





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Next Steps

- Commission Endorsement to Apply – Jan. 19
- Executive Committee grant briefing – Jan. 19
- MPO Endorsement to Apply – Jan. 25
- Board approval for Grant Application – Jan. 26
- Submit Grant Application – Feb. 8
- **Complete Economic Impact Analysis**
- **Finalize Streetcar Commission Recommendation**
- **Present to Local Stakeholders**
- **Finalize precise starter alignment**
- **Federal Grant Award Announcements – June 30**
- **Complete Long Range Plan – Summer 2010**



*INNOVATION
ON THE MOVE*





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Questions & Comments