Rail~Volution 2011

Implementing Streetcar Projects
Three Case Studies
Project Examples

• Charlotte – Streetcar Starter Project
  - Urban Circulator Project

• Dallas – Olive/St. Paul Connector
  - Urban Circulator Project

• Dallas – Union Station to Oakcliff Streetcar
  - TIGER Project
Project Overview – Dallas Urban Circulator

• DART awarded $4.9 Million – June 2010

• Total funding for project is $9.9 Million – June 2011
  - $4.9 Million from grant
  - $5.0 Million from Dallas share or the Regional Toll Revenue

• Purpose of the project
  • Connect MATA to DART LRT
  • Eliminates contraflow operation on Olive Street
  • Accommodates modern fleet expansion as well as vintage

[Map diagram showing the connectivity of DART Rail System, McKinney Avenue Trolley (MATA), UC Grant Request, and Currently Funded areas.]
Implementation Issues – Dallas Urban Circ.

- Not many
- Low clearance bridges on Federal
- Loosely defined Streetcar System Plan
- Accommodation of multitude of vehicles
- Coordination with other City funded projects (Olive Street)
- Normal Stuff
Normal Stuff
Project Overview – Charlotte Streetcar

- 10-mile Modern Streetcar Route
  - Rosa Parks Transit Center to Eastland Transit Center
- 37 Planned Stops
- NEPA process at Draft EA in 2007
Project Development – Charlotte Streetcar

• Charlotte Region Passes ½ Cent Sales Tax – 1998

• Conceptual Work Begins on the Center City Streetcar Project - 2004

• Elizabeth Avenue Project Enters Construction - 2007

• Metropolitan Transportation Commission Prioritized Transit Projects in Region – 2006

• Sales Tax Money Rolls in (or not)

• City Decides to Advance PE for Streetcar outside of the MTC program – 2009
Urban Circulator Grant

• Grant can only be used for construction, ROW & vehicles
• Project must enter construction in 18 months
• Project must be operational at completion

Schedule
• Grant Program Advertised December 2009
• Award Announced June 2010
• Funds Obligated September 2011
• Must Enter Construction by December 2012
• Anticipated Opening in 2015
Streetcar Starter Project

Presbyterian Hospital to Charlotte Transportation Center
Project Overview – Charlotte UC

• City awarded $24.99 Million – June 2010

• Total funding for project is $37 Million
  - $24.99 Million from grant
  - $12 Million from City of Charlotte

• Purpose and need of the project
  - Connect Charlotte Transportation Center to Presbyterian Hospital
  - Provide additional mobility options for CPCC students
  - Promote economic development
Project Implementation Issues

- Meet Grant Requirements
  - Utilize Elizabeth Avenue
  - Utilize Existing Engineering Work
  - Utilize Existing Maintenance Facility
  - Utilize Existing Right of Way
  - Utilize Existing Vehicles
  - Utilize Existing Equipment

- Complete Environmental Assessment
- Democratic National Convention
- Blue Line Extension
- Low Bridge Clearance
- Normal Stuff
Normal Stuff
Project Overview – Dallas TIGER

• NCTCOG awarded $23 Million – February 2010
• Total funding for project is $35 Million – June 2011
  - $23 Million from grant
  - $12 Million from NCTCOG Regional Toll Revenue initiative
• Purpose and need of the project
  - Critical rail crossing of the Trinity River
  - Connectivity to Union Station
  - Potential to enhance economic development
Project Definition – Dallas TIGER

- Modern Streetcar
- Single track in dedicated lane
- 4 Stops
- Existing Right-of-Way
- ~1.6 miles
- Trinity River Crossing on Historic Bridge
- Connectivity to LRT maintenance facility
Project Implementation Issues

• Meet Grant Conditions ➔ Schedule and Budget
  - Utilize existing maintenance facility
  - Utilize existing SLRV(s).....
  - Single track
• Obtaining permits for modifications to a 100 year bridge can be complicated
• Accommodation of future conditions
• 100 year old bridge
• Normal stuff
Houston Street Viaduct

• National Historic Preservation Act of 1966
  - Requires Federally funded projects to account for effects on historic resources
  - Coordination must occur with the State Historic Preservation Office (SHPO)

• Houston Street Viaduct is listed on National Register of Historic Places (NRHP)

• May 2011 SHPO concurred with finding of no adverse effects to historic resources including viaduct
Wiring a “Wireless” System
Project Implementation Issues

• Meet Grant Conditions → Schedule and Budget
  - Utilize existing maintenance facility
  - Utilize existing SLRV(s).....
  - Single track

• Obtaining permits for modifications to a 100 year bridge can be complicated

• Accommodation of future conditions

• 100 year old bridge

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Best Lane Evaluation

• Houston Street Viaduct
  - Current 4-lane roadway
  - Criteria utilized to determine “best lane” location
    • Allow dedicated 12-foot streetcar lane
    • Allow pedestrian movement on viaduct
    • Minimize impact to automobile traffic and historic structure
  - Selected southbound right lane with 10-foot pedestrian walkway
Project Implementation Issues

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  - Utilize existing maintenance facility
  - Utilize existing SLRV(s).....
  - Single track

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