



Albuquerque Modern Streetcar



Albuquerque's Streetcar History

Horse Drawn Streetcar circa 1881



Albuquerque Museum

1982.180.277, 7/1881 Ward Hicks
collection, John Airy

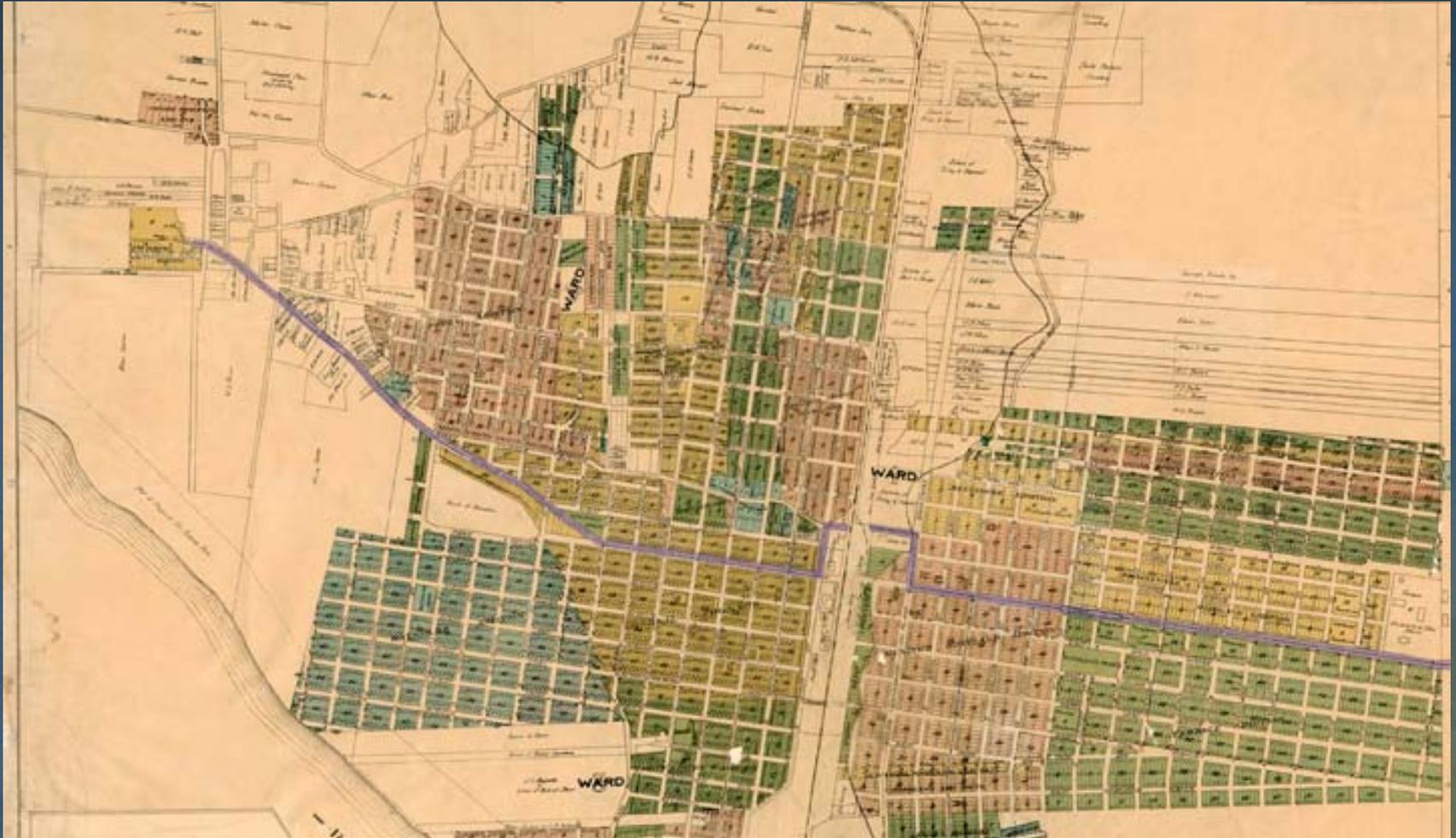
Albuquerque's Streetcar History

Electric
Streetcar
circa 1917



Albuquerque Museum
1980.101.005, c.1917
Milner Studio/Crouch collection

Albuquerque's Streetcar History



Then they were gone...



From Albuquerque's Streetcar History...

Refurbished
Streetcar circa
1970



Albuquerque Museum
1977.112.001, c.1970

To Streetcars as Modern Transit...



The Streetcar Goal

Connecting People



Shaping Places



A powerful redevelopment tool Before... ...And After



\$2.2 Billion in private development projects
within two blocks of the streetcar alignment

It is Not Just Portland

Streetcar Benefits to Investment

	Start of Service	Initial System Cost (Millions)^	Development Investment (Millions)*	Return on Investment (%)	Expansion Planned
Kenosha	2000	6.00	150	2400.00	Yes
Little Rock	2004	19.60	200	920.41	Yes
Tampa	2003	56.00	1000	1685.71	Yes
Portland	2001	54.60	2300	4112.45	Yes

^ This represents the total costs of the project including maintenance facilities and in Tampa's case, land acquisition.

* This represents planned and existing development investments directly related to the lines. Numbers were through interviews in Little Rock and Kenosha, a development study in Portland, and calculations of new planned development located three blocks or less from the streetcar in Tampa.

How did we get here?

- Light rail is double the cost of a streetcar
- Light rail would be 10-15 years away
- Streetcar is a better fit for Central Avenue

The solution?

... a city and state funded modern streetcar system

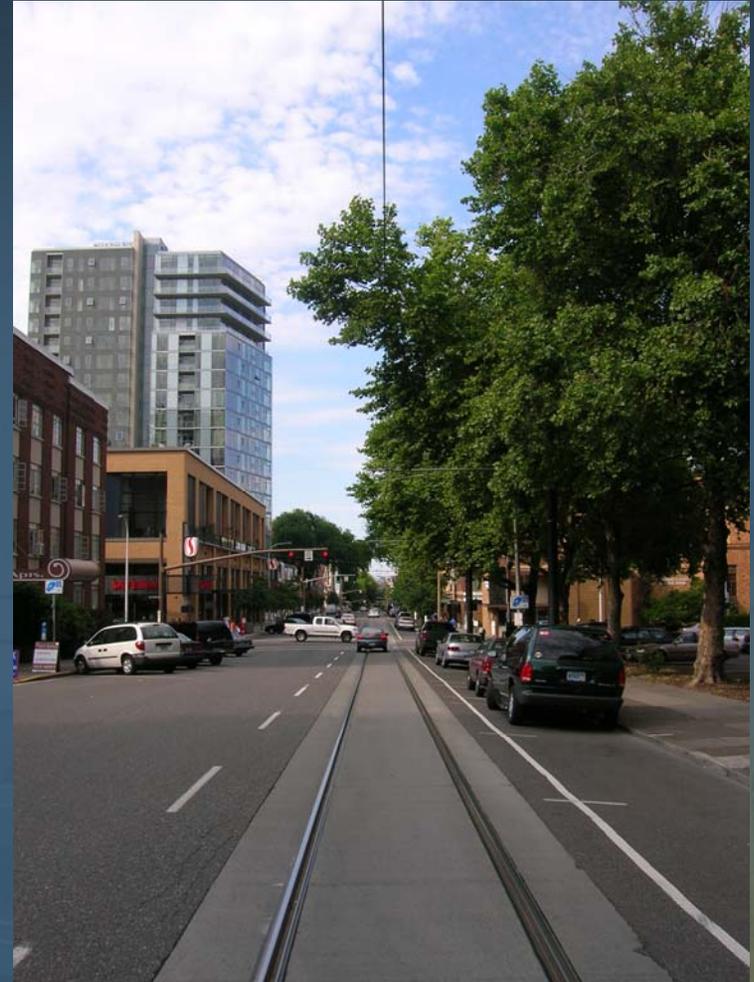
What is a streetcar?

- Modern rail transit vehicle
- 66- feet long, 8-feet wide
- 150 passengers
- 45-mph maximum



What is a streetcar?

- Fixed guideway rail transit
- Shares a lane with other traffic
- Electrically powered



Streetcars...



Attracts new transit riders



Easy access for wheelchairs, bikes, and strollers

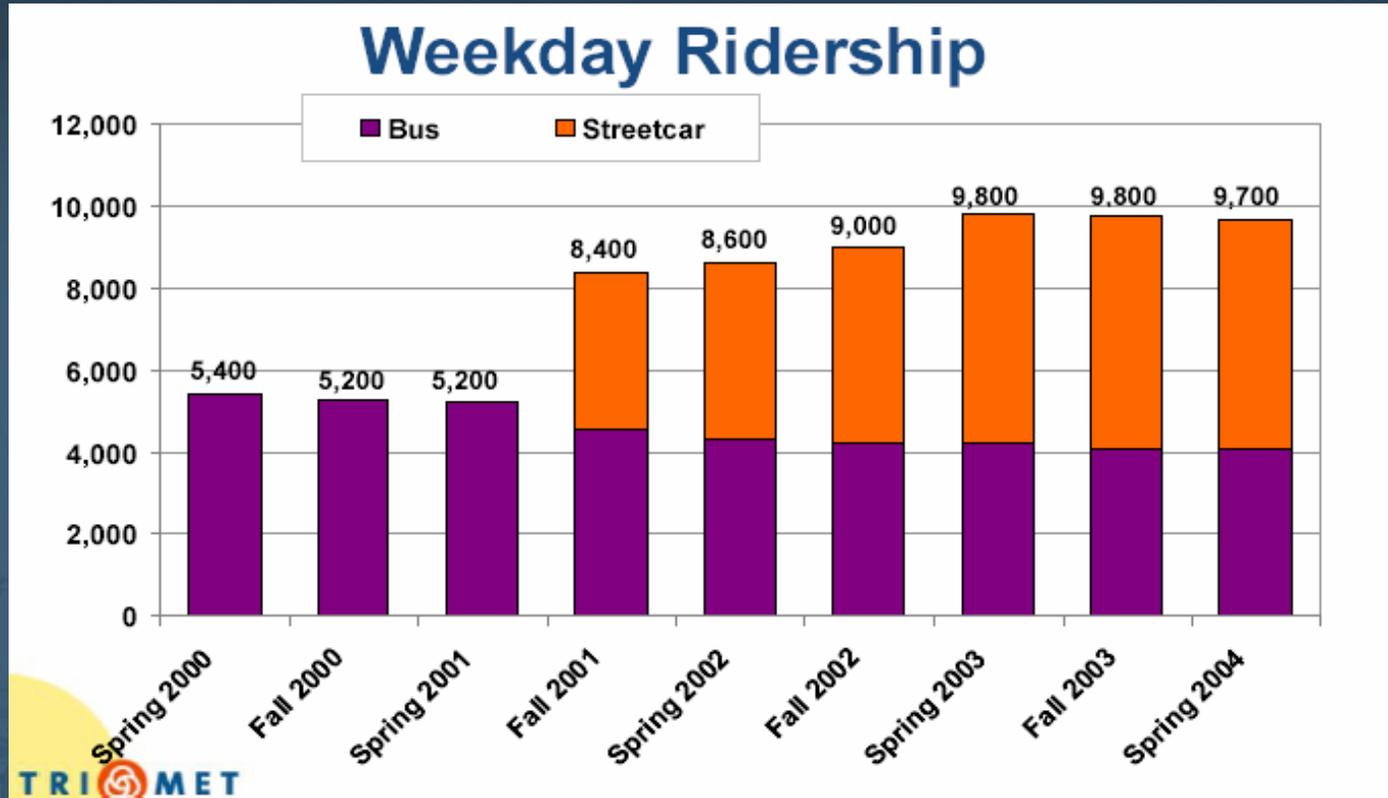
Attracts new transit riders



Easy access for wheelchairs, bikes, and strollers

Attracts new transit riders

Streetcars attract new riders in the same corridor



Many people will ride streetcar that will not ride the bus

Preserving increasingly scarce street capacity in revitalizing cities



Light Rail...

Buses...

Streetcars...

What's the difference?

Light Rail...



- Much larger scale
- Requires exclusive guideway
- 270-feet long, 9-feet wide
- 450 passengers
- 55-mph maximum

Light Rail Construction



Streetcar Construction



Typically 3 blocks in 3 weeks

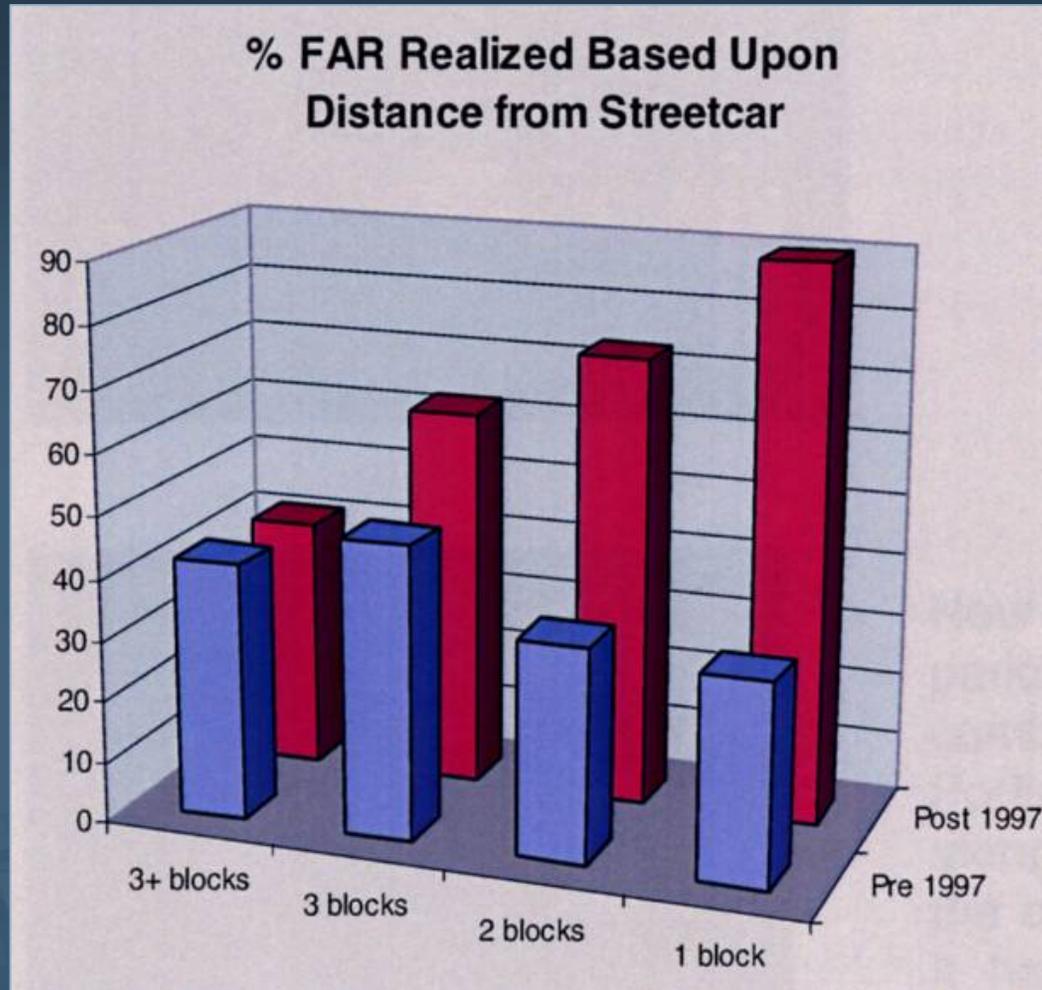


Buses...

- Infill and redevelopment do not follow bus routes



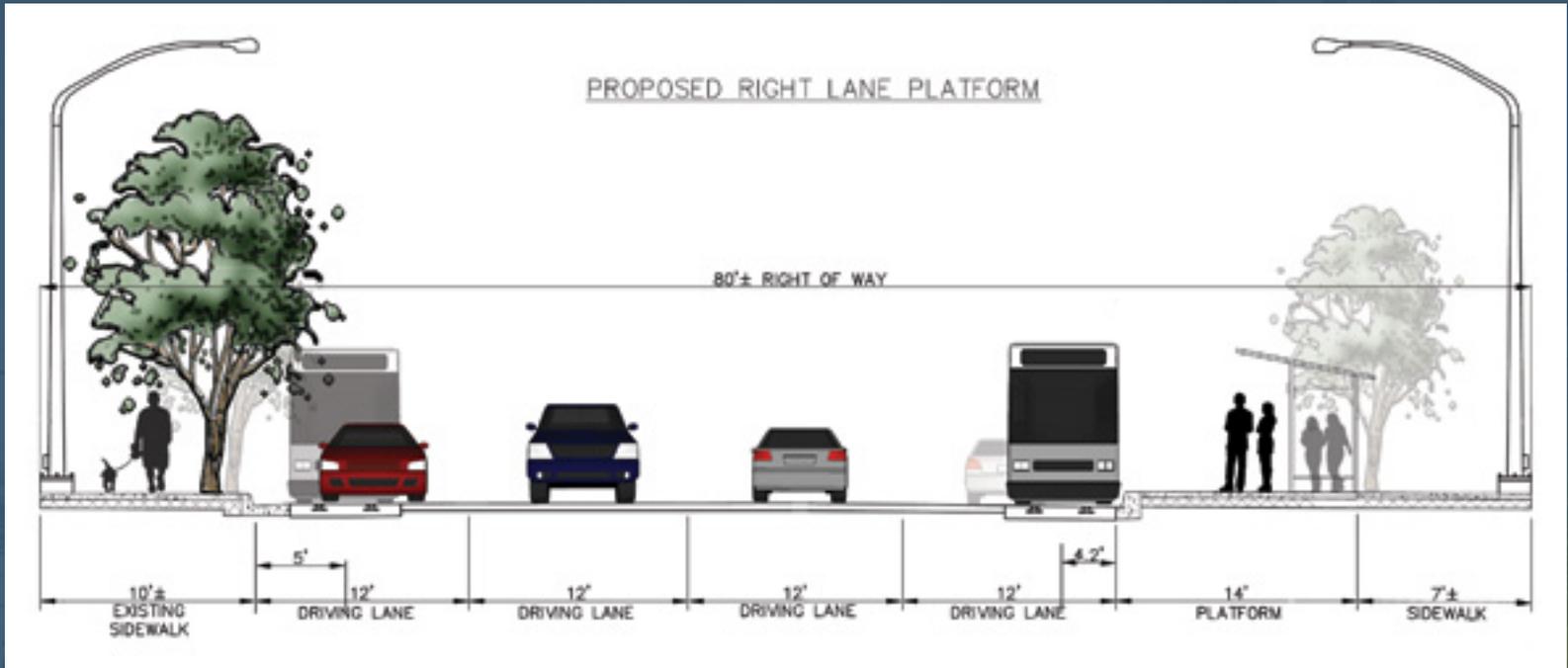
Promotes infill and redevelopment



Source: Portland Streetcar, Inc/ E.D. Hovee & Company

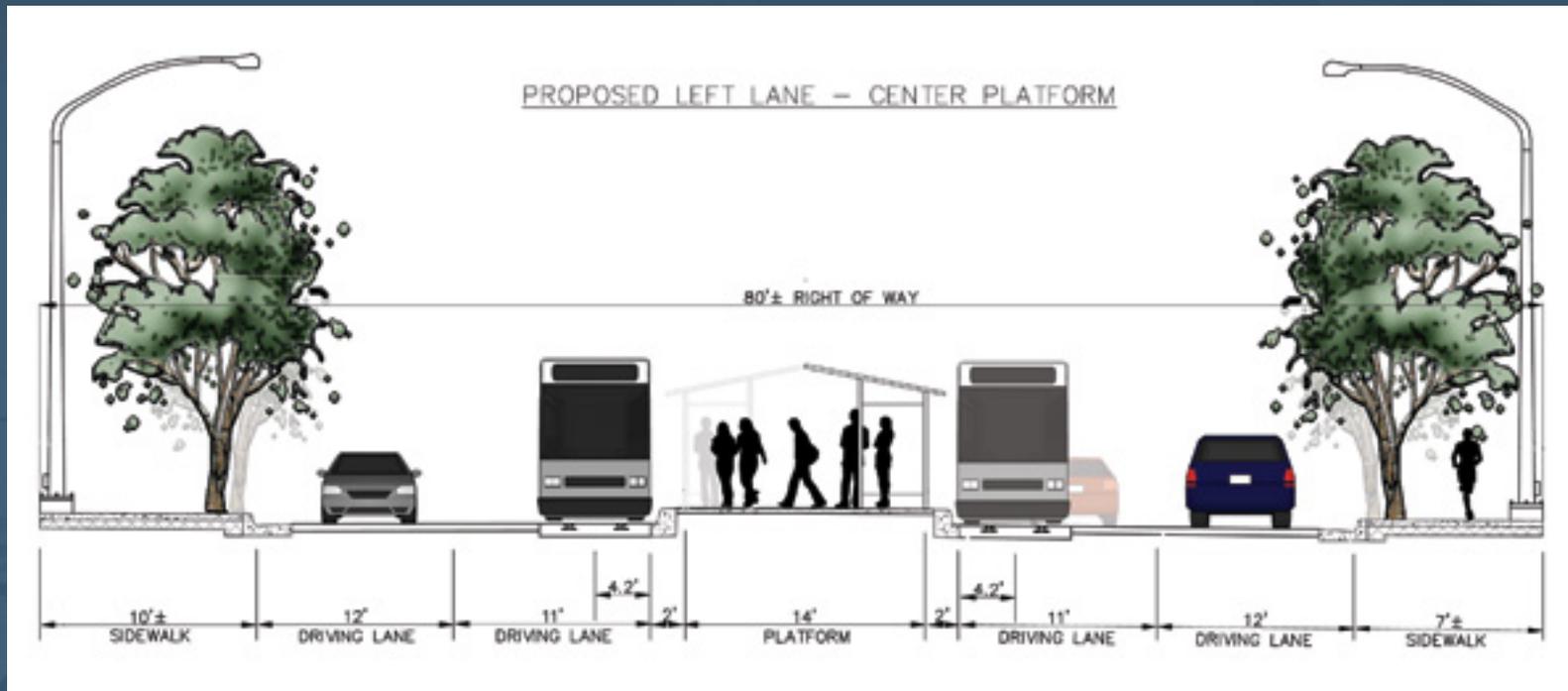
Proposed lane alignment

Right Lane Running



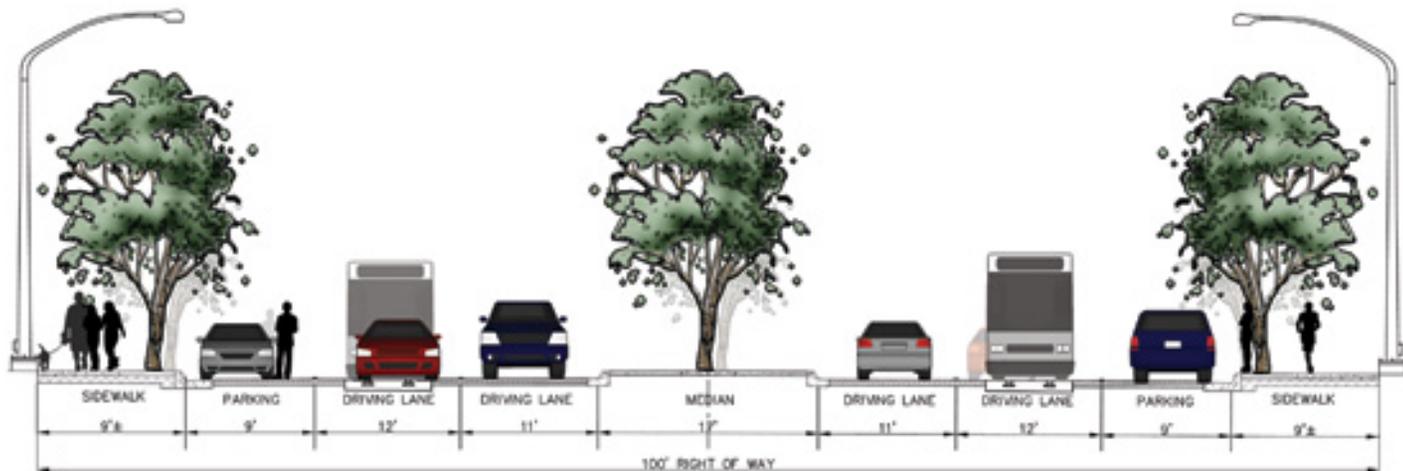
Proposed lane alignment

Left Lane Running



Proposed lane alignment

Midblock cross-section



NOB HILL – EXISTING MID-BLOCK

Features of Modern Streetcar stops



Features of Modern Streetcar stops

- Shelter Canopy
- Benches
- Bike rack
- Message/Wayfinding Signage
- Trash receptacles
- ADA Compliant



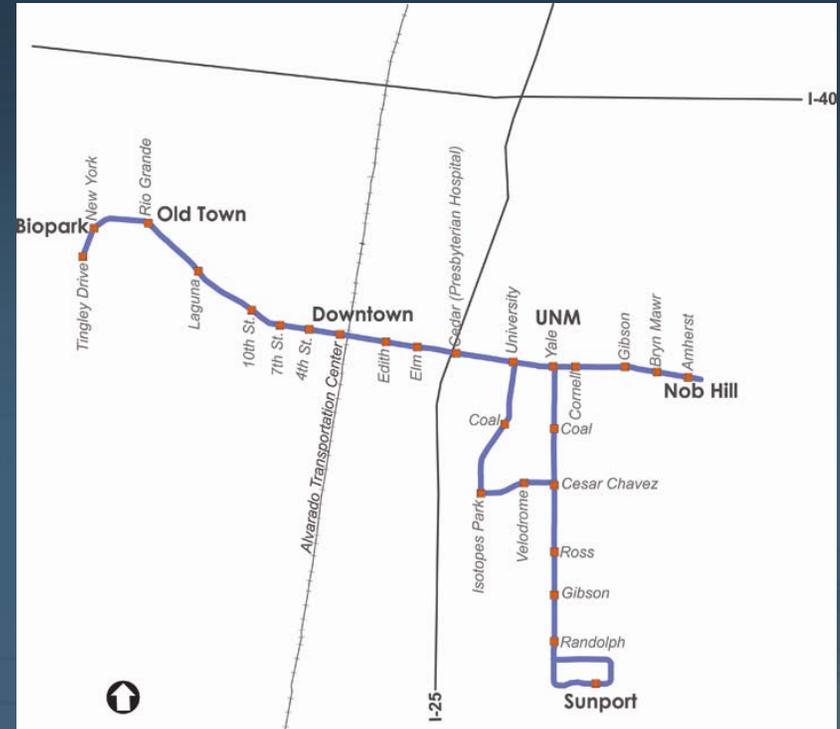
How will the stop locations be determined?

Primary

- Ridership
- Stop spacing
- Land use
- Potential

Secondary

- Space requirements
- Visibility
- Bus stops and bike routes
- Storefront activity
- Proximity to transit dependents
- On-street parking
- Other engineering considerations



Your thoughts?

Potential Stop Locations

Central Avenue

- Amherst
- Bryn Mawr
- Girard
- Cornell
- Yale
- University
- Cedar
- Elm
- Edith
- 1st/ATC
- 4th
- 7th
- 10th
- Laguna
- Old Town
- New York
- Tingley Drive

Your thoughts?

Potential Stop Locations

Sunport Segment

- Coal/University
- Isotopes Park
- University Stadium
- Coal/Yale
- Cesar Chavez/Yale
- Ross/Yale
- Gibson/Yale
- Randolph/Yale
- Sunport Terminal

Your thoughts?

What could happen to existing bus service?

- Rapid Ride
- Route 66

Your thoughts?

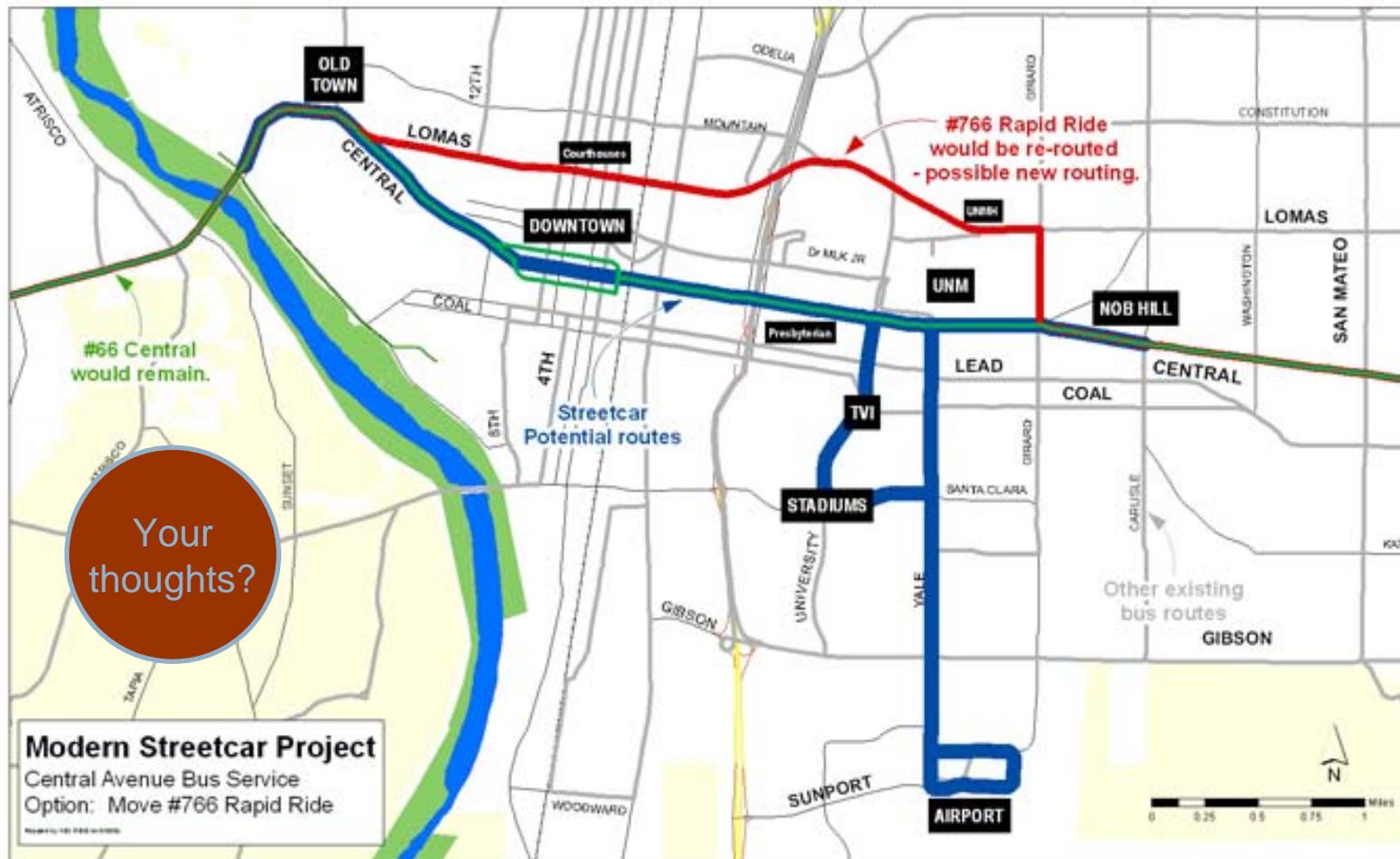


Reconfigure Route 66



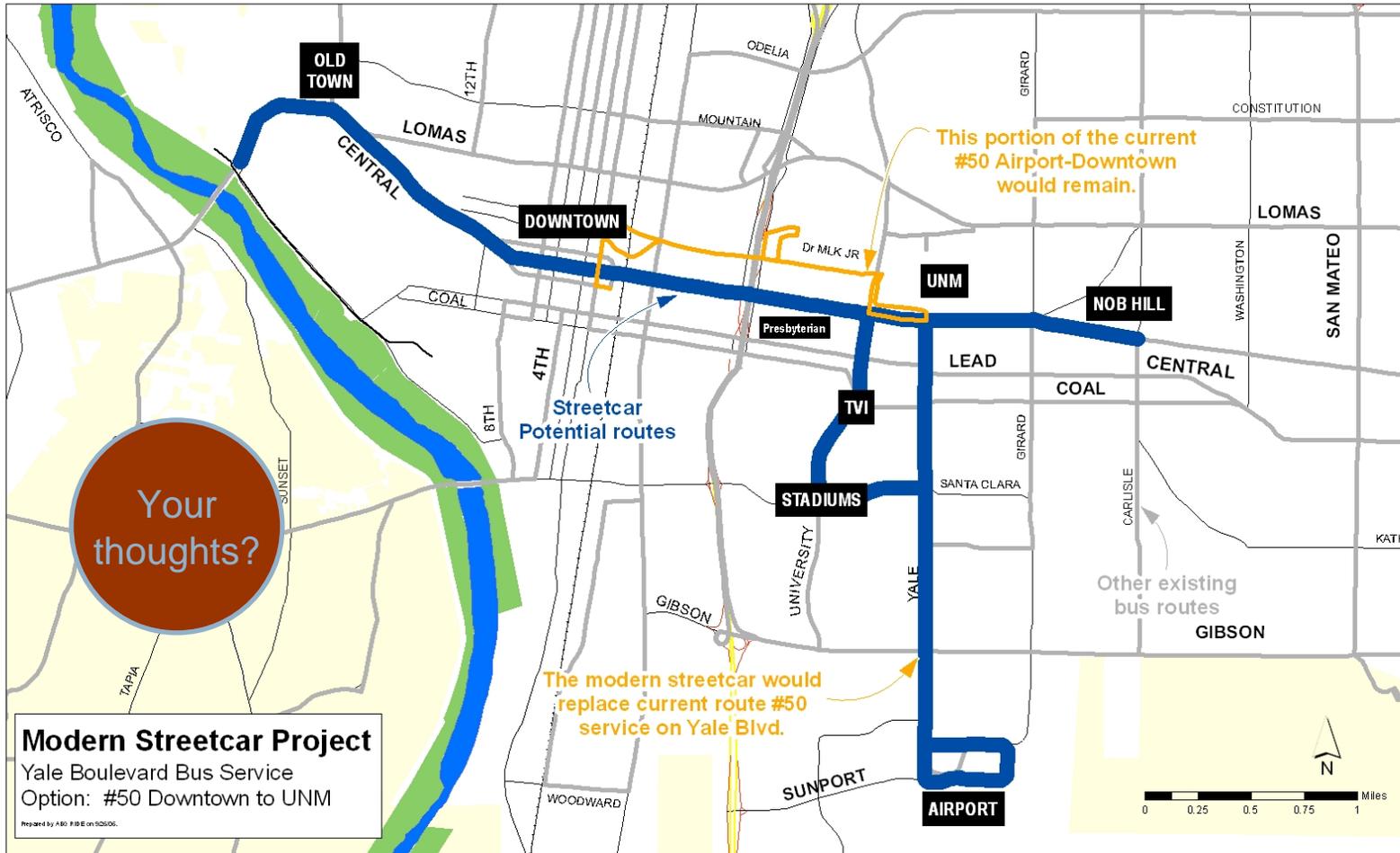
Your thoughts?

Relocate Rapid Ride to Lomas



Your thoughts?

Reconfigure Route 50



What are the costs of the streetcar?

\$28 million per mile

- Track
- Stops
- Traffic signals
- Roadway improvements
- Power system
- Vehicles
- Maintenance facility

Comparative costs

Streetcar: \$224M

Big I: \$230M

Coors/I-40: \$100M



How will the streetcar be funded?

- Existing transportation infrastructure tax
- State funds

Other cities have used:

- Parking revenue bonds
- Local Improvement Districts
- Tax increment financing
- Regional transportation funds



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