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

<table>
<thead>
<tr>
<th></th>
<th>Start of Service</th>
<th>Initial System Cost (Millions)^</th>
<th>Development Investment (Millions)</th>
<th>Return on Investment (%)</th>
<th>Expansion Planned</th>
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^ 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

Weekday Ridership

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 streetcar alignment
Proposed lane alignment

Right Lane Running
Proposed lane alignment

Left Lane Running
Proposed lane alignment

Midblock cross-section
Features of Modern Streetcar stops

All pedestrian surfaces should read clearly with similar paving material.

Plantings on side of vehicle approach should be left low so as not to impede riders view of approaching vehicle while they wait at the stop.

Near Side Stop
Features of Modern Streetcar stops

- Crosswalk
- 6'-6” min
- 42’ min
- 66'
- Center Platform Stop

All pedestrian surfaces should read clearly with similar paving

R15
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

Modern Streetcar Project
Yale Boulevard Bus Service
Option: #50 Downtown to UNM

This portion of the current #50 Airport-Downtown would remain.

The modern streetcar would replace current route #50 service on Yale Blvd.

Your thoughts?
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
How long will it take?

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<th>2006</th>
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Albuquerque Modern Streetcar