

Project Facts



- 3.5 Mile Double Track Loop
- Exclusive Lanes for Transit
- 10 Station Stops
- 12 – 14 Modern Streetcar/Light Rail Vehicles
- Fully Catenary-Free System (No Wires)
- Vehicle Storage Maintenance and Operations Facility

Proposed Hours of Service:

Weekdays 5:30 am to 2:00 am
Saturdays 6:30 am to 2:00 am
Sundays 6:30 am to midnight

Peak service every 6 - 7.5 min.

Off peak service every 10 - 15 min.

Tentative Schedule

Select Concessionaire July 2016

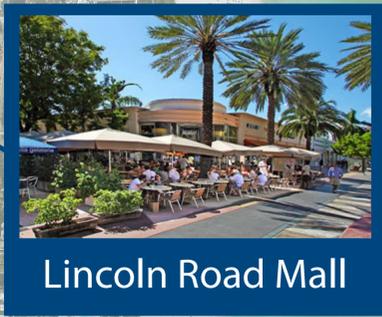
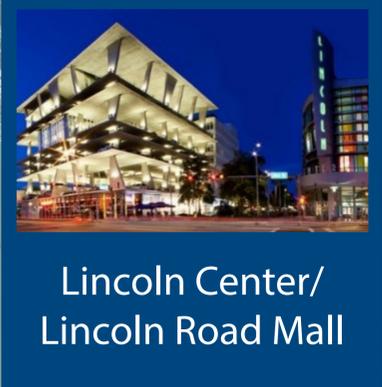
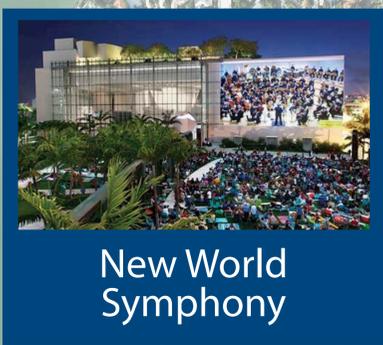
Design 2016 - 2017

Construction 2018 – 2019

Testing and Start-up 2020

Open for service 2020





- Legend**
- Proposed Station
 - Phase 1 Alignment
 - Phase 1 - Alternate
 - Phase 2 Alignment
 - Phase 2 - Alternate
 - VSMOF Sites

Alton Rd.



Variable Width Sidewalk & Parking Stalls	11' Vehicular Travel Lane	11' Vehicular Travel Lane	17' Median / Alternating Direction Turn Lane	11' Vehicular Travel Lane	11' Vehicular Travel Lane	7' Parking Stalls	Variable Width Sidewalk
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Typical Existing Conditon



10' Sidewalk	2'	11' Vehicular Travel Lane	11' Vehicular Travel Lane	12' Transit Lane	10' Median	12' Transit Lane	11' Vehicular Travel Lane	11' Vehicular Travel Lane	2'	10' Sidewalk
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Typical Proposed Conditon

5th Street



Variable Width Sidewalk	4' Bike Lane	11' Vehicular Travel Lane	11' Vehicular Travel Lane	11' Vehicular Travel Lane	11' Turn Lane	Variable Width Median	11' Vehicular Travel Lane	11' Vehicular Travel Lane	11' Vehicular Travel Lane	4' Bike Lane	Variable Width Sidewalk
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Typical Existing Condition



11.5' Sidewalk w/ 6' Planting Strip	2'	6' Bike Lane w/ 3' Buffer	11' Vehicular Travel Lane	11' Vehicular Travel Lane	12' Transit Lane	2'	10' Median	2'	12' Transit Lane	10' Turn Lane	11' Vehicular Travel Lane	11' Vehicular Travel Lane	11' Vehicular Travel Lane	6' Bike Lane w/ 3' Buffer	2'	11.5' Sidewalk with 6' Planting Strip
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Proposed Alternative 1

5th Street



12.5'	2'	6' Bike Lane w/ 3' Buffer	11' Vehicular Travel Lane	11' Vehicular Travel Lane	10' Turn Lane	2'	10' Median	2'	11' Vehicular Travel Lane	11' Vehicular Travel Lane	11' Vehicular Travel Lane	6' Bike Lane w/ 3' Buffer	12' Transit Lane	12' Transit Lane	2'	12.5' Sidewalk
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Proposed Alternative 2



13'	2'	11' Vehicular Travel Lane	11' Vehicular Travel Lane	11' Vehicular Travel Lane	12' Transit Lane	2'	10' Median	2'	12' Transit Lane	10' Turning Lane	11' Vehicular Travel Lane	11' Vehicular Travel Lane	11' Vehicular Travel Lane	2'	13' Sidewalk & 8' Planting Strip
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Proposed Alternative 3

Washington Ave



Variable Width Sidewalk	7' Parking Stalls	11' Vehicular Travel Lane	11' Vehicular Travel Lane	Variable Width Median	11' Vehicular Travel Lane	11' Vehicular Travel Lane	7' Parking Stalls	Variable Width Sidewalk
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Typical Existing Condition



13' Sidewalk	2' 7' loading zone / bus bay / parklet	11' Vehicular Travel Lane	12' Transit Lane	10' Median	12' Transit Lane	11' Vehicular Travel Lane	2' 7' loading zone / bus bay / parklet	13' Sidewalk
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Proposed Alternative 1



Washington Ave



8' Sidewalk	2'	7' loading zone / bus bay / parklet	5' Bike Lane	11' Vehicular Travel Lane	12' Transit Lane	10' Median	12' Transit Lane	11' Vehicular Travel Lane	5' Bike Lane	7' loading zone / bus bay / parklet	2'	8' Sidewalk
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Proposed Alternative 2



10' Sidewalk	2'	11' Vehicular Travel Lane	10' Vehicular Travel Lane	12' Transit Lane	10' Median	12' Transit Lane	11' Vehicular Travel Lane	11' Vehicular Travel Lane	2'	10' Sidewalk
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*Loading Zones on Side Streets

Proposed Alternative 3



10' Sidewalk	2'	11' Bus / Bike Lane	10' Vehicular Travel Lane	12' Transit Lane	10' Median	12' Transit Lane	11' Vehicular Travel Lane	11' Bus / Bike Lane	2'	10' Sidewalk
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*Loading Zones on Side Streets

Proposed Alternative 4



17th Street



Variable Width Sidewalk	9.5' Vehicular Travel Lane	9.5' Vehicular Travel Lane	Alternating Direction Turning Lane	9.5' Vehicular Travel Lane	9.5' Vehicular Travel Lane	Variable Width Sidewalk
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Typical Existing Condition
(Between Meridian & Michigan)



10' Sidewalk	2'	11' Vehicular Travel Lane	12' Transit Lane	12' Transit Lane	11' Vehicular Travel Lane	2'	10' Sidewalk
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Typical Proposed Condition
(Between Meridian & Michigan)

17th Street



Variable Width Sidewalk	9.0' Vehicular Travel Lane	9.5' Turning Lane	Variable Width Median	10' Vehicular Travel Lane	10' Vehicular Travel Lane	6' Lane Buffer / Loading Zone	Variable Width Sidewalk
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Typical Existing Condition
(Between Pennsylvania & Washington)



20' Sidewalk	2'	11' Vehicular Travel Lane	12' Transit Lane	10' Median	12' Transit Lane	11' Vehicular Travel Lane	2'	20' Sidewalk
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Typical Proposed Condition
(Between Pennsylvania & Washington)

Dade Blvd Alternative - Compared to 17th Street

- Adds \$18M (PW Site) or \$42M (17th Street Site)
- Additional .5 mile of track
- Adds 3 minutes to trip times
- Abuts less dense land uses
- Approximately the same level of traffic impact

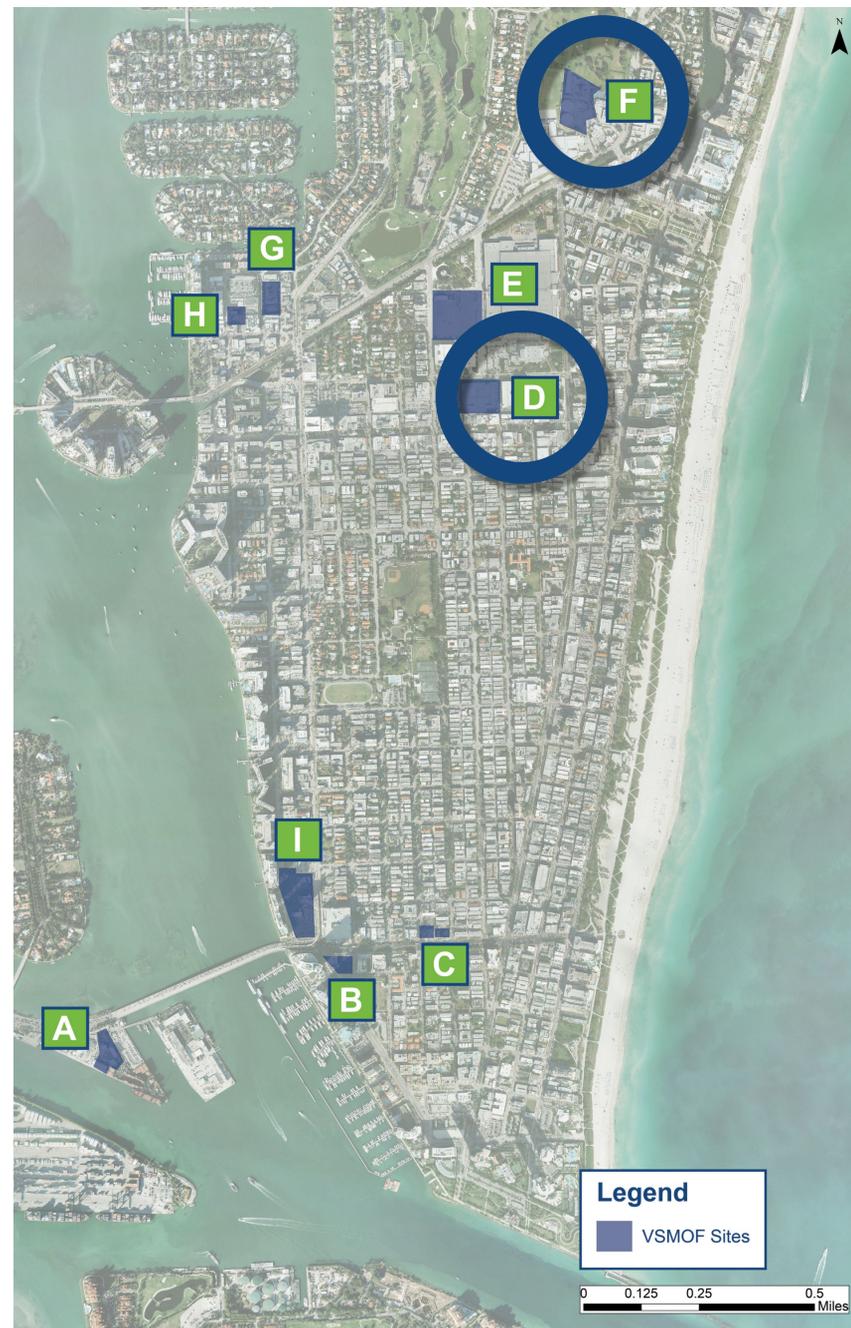


ALL ROADWAYS:

- Left turn restrictions required and currently under evaluation
- Impacts to existing on-street parking
- Potential streetscape modifications with possible grass track and planted medians

Vehicle Storage Maintenance and Operations Facility (VSMOF)

9 potential locations were evaluated;
2 of which fulfilled the minimum criteria



VSMOF Examples

