



Welcome!

to

The Loop Trolley Public Open House

July 8, 2009





Nothing is Final Yet

- We re here tonight to seek your input
- Your input will help to shape the ultimate solution





Why Here?

- Delmar in U City is one of the Top 10 “Great Streets” in all of the United States
(American Planning Association 2007)





Why Here?

- Opportunity for additional economic development across corridor





Why Here?

- Provide great connections between students, residents and destinations





Why Here?

- Ease traffic and parking concerns trolley offers an alternate travel choice!

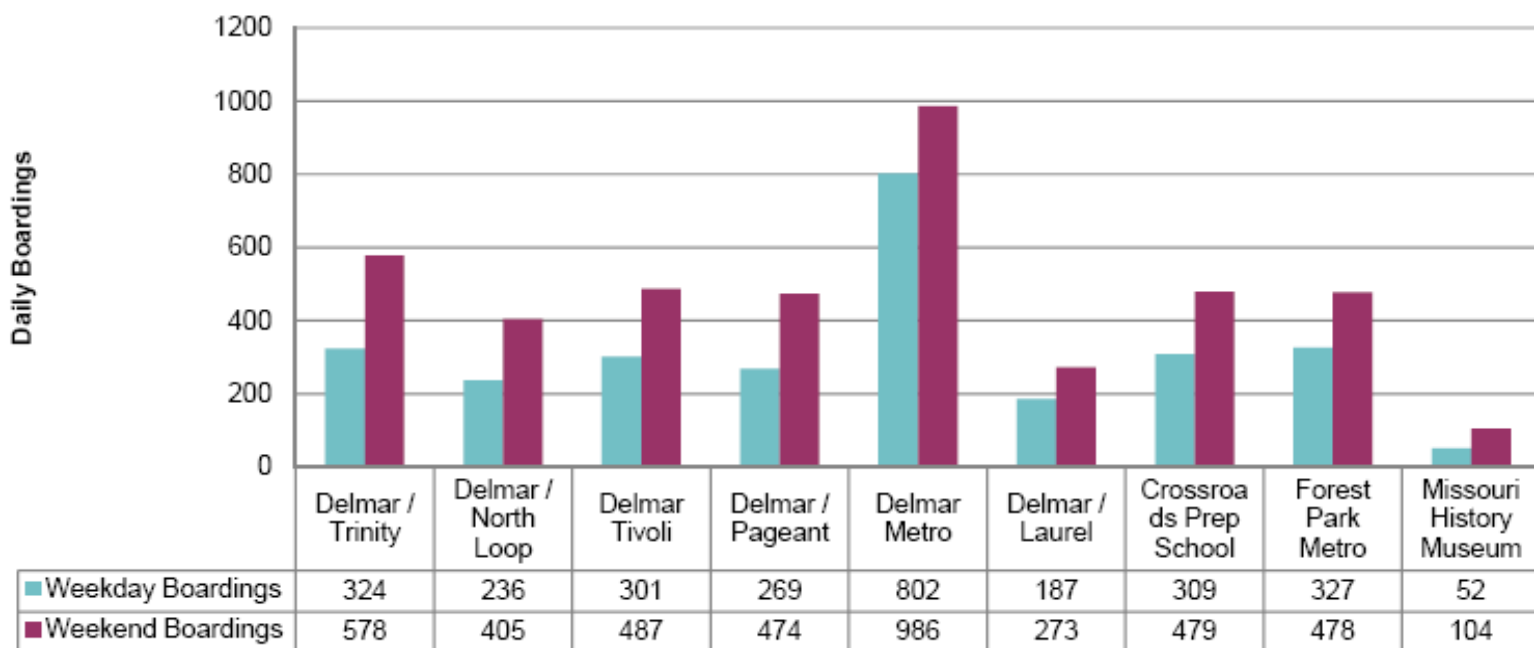




Ridership

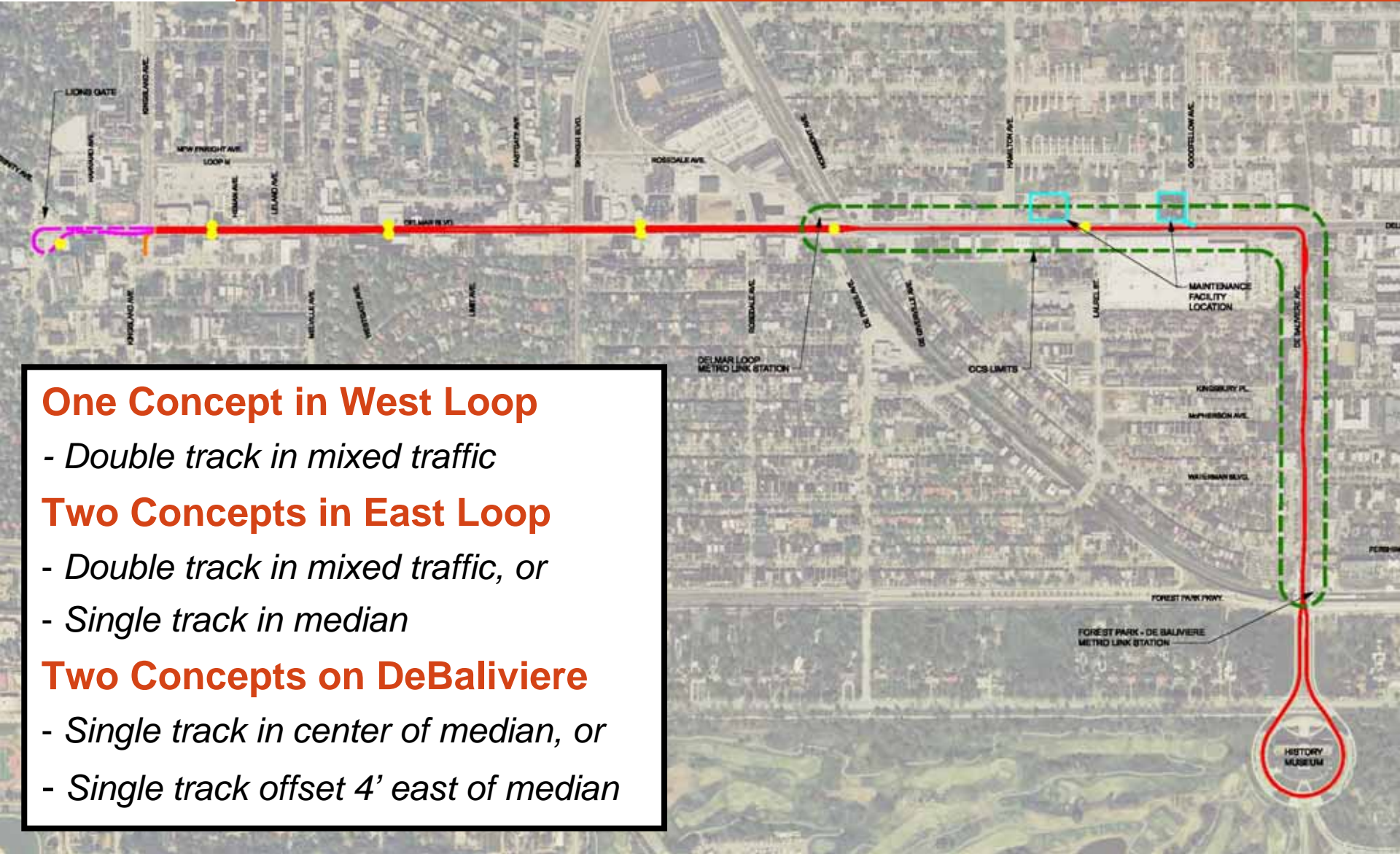
- Roughly 1 million riders in opening year
- Daily boarding trends:

Opening Year (2012) Weekday and Weekend Loop Trolley Boardings by Stop Location





Location of Track



One Concept in West Loop

- Double track in mixed traffic

Two Concepts in East Loop

- Double track in mixed traffic, or
- Single track in median

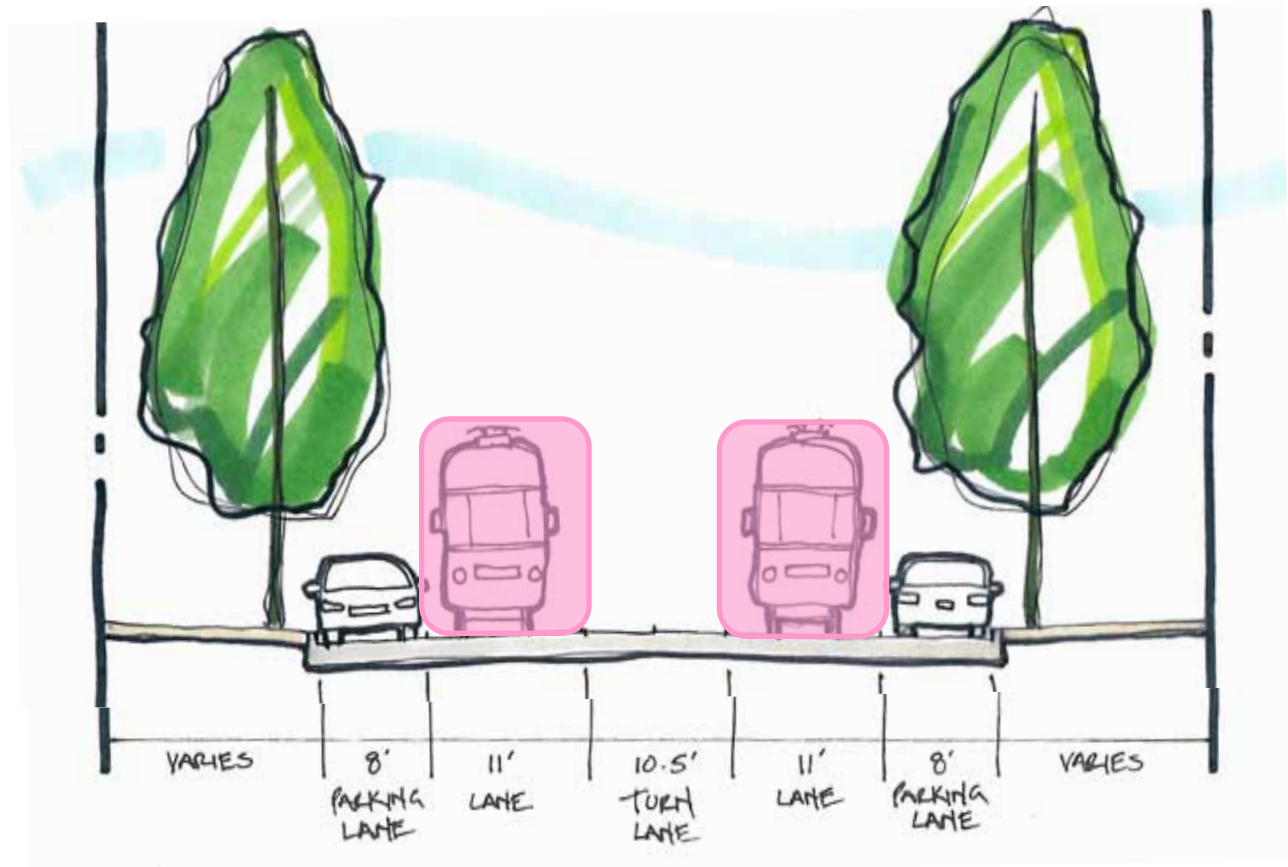
Two Concepts on DeBaliviere

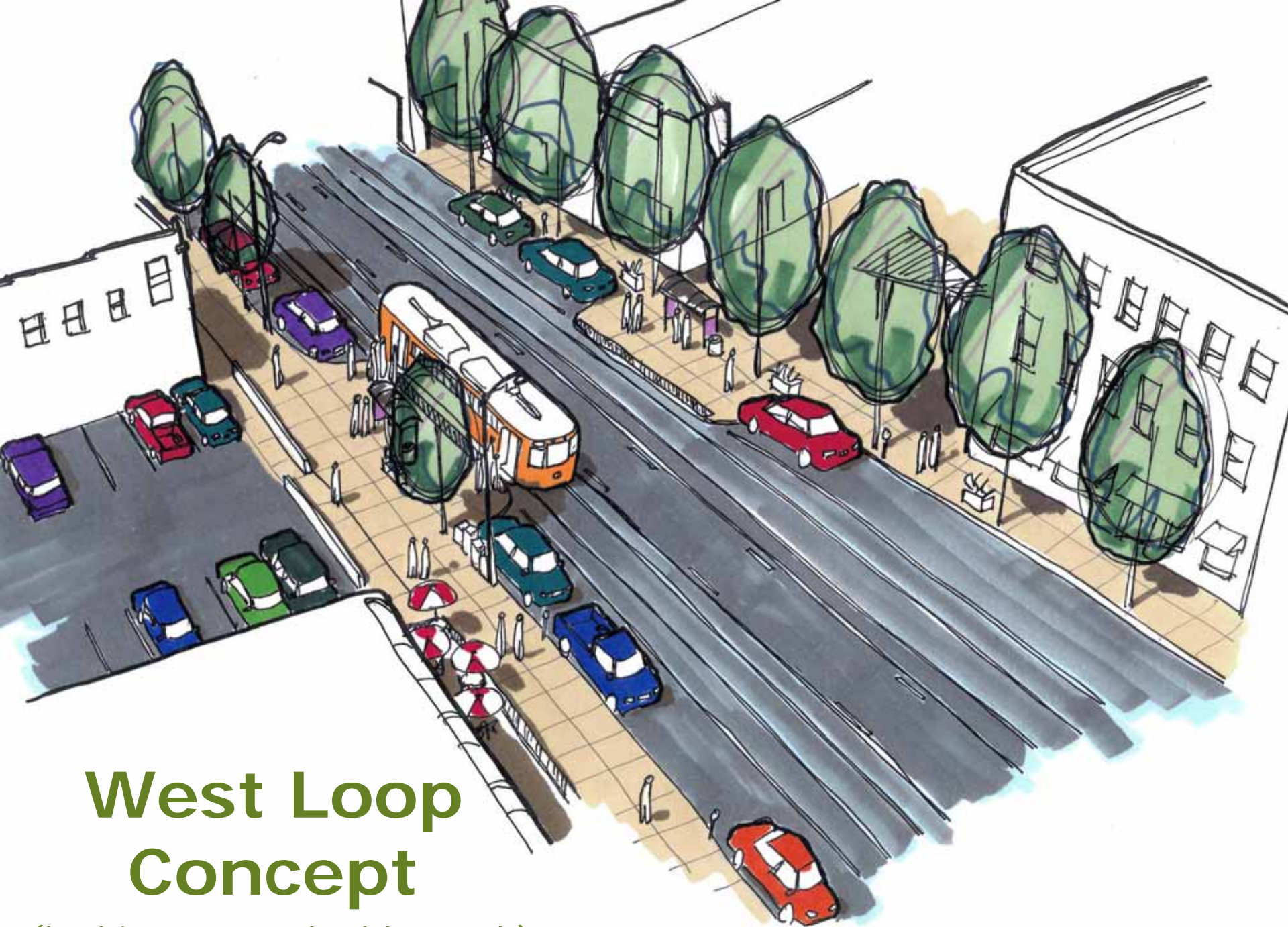
- Single track in center of median, or
- Single track offset 4' east of median



Location of Track

- West Loop (Lions Gate to Delmar Metro)
only one concept: double track in mixed traffic





West Loop Concept

(looking west, double track)



Location of Track

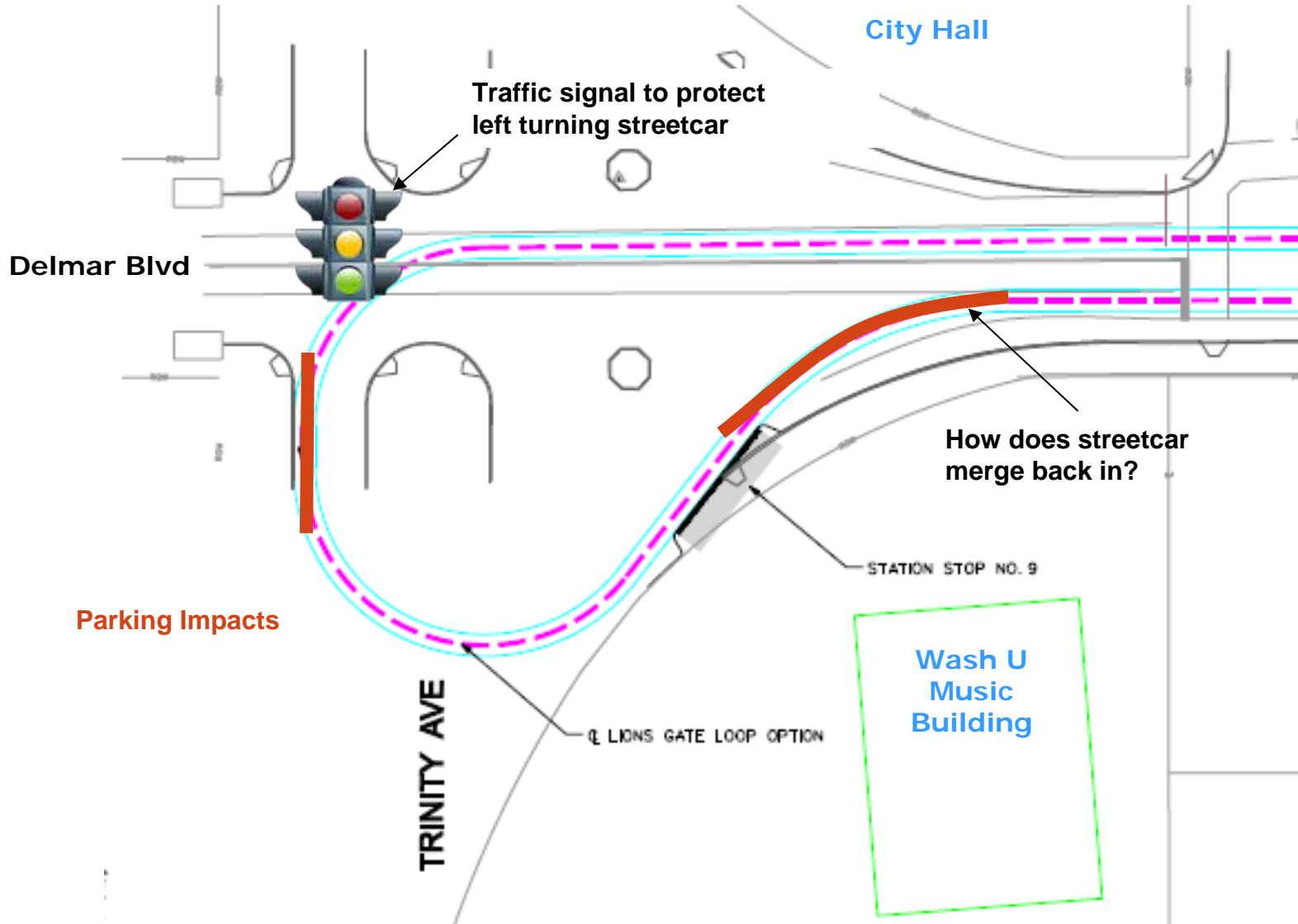


Western Terminus:

Two possible concepts...

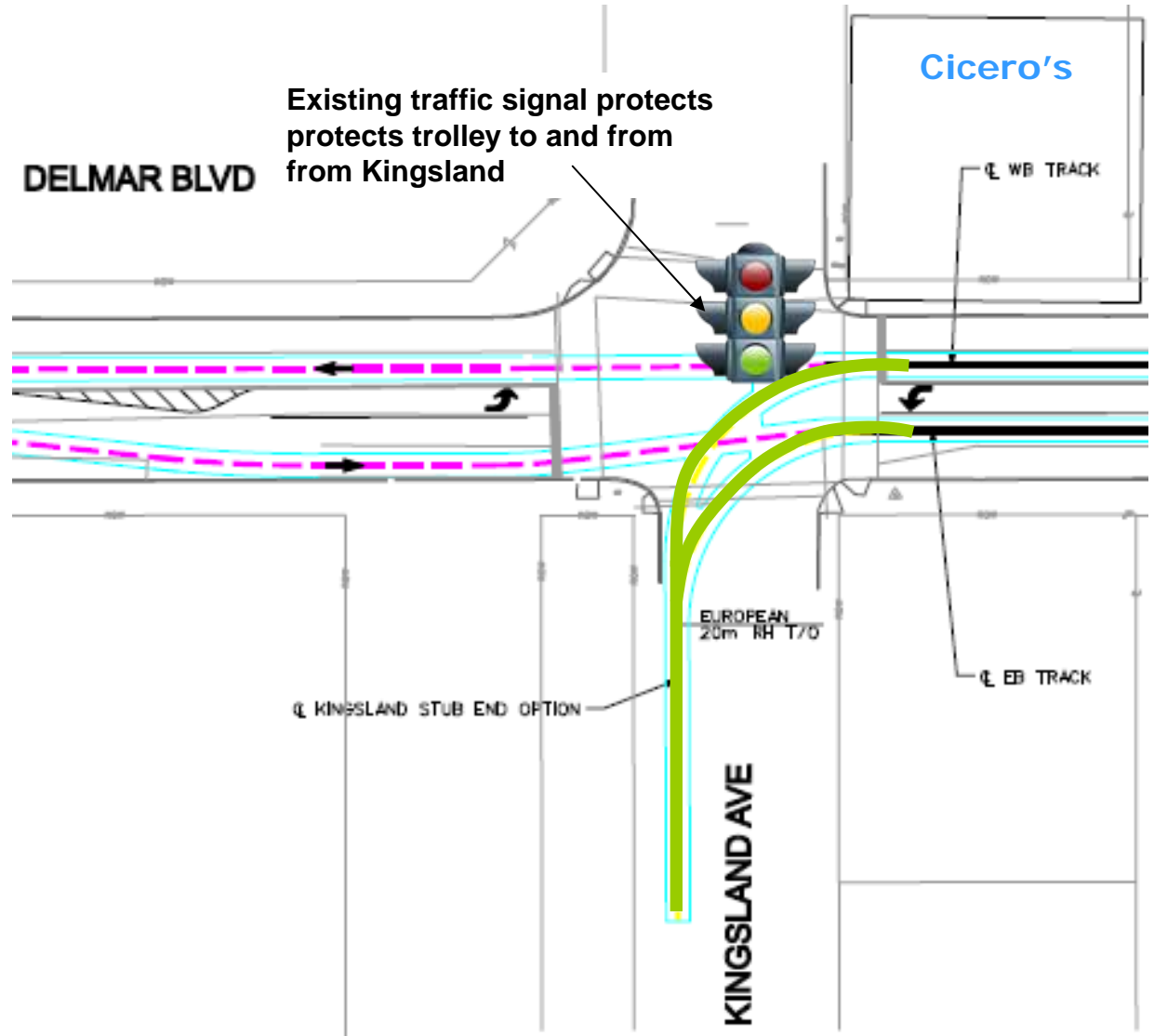


Loop Option at Trinity





Stub Option at Kingsland





West Loop Key Question

- Loop at Trinity or Stub at Kingsland?

Key differences:

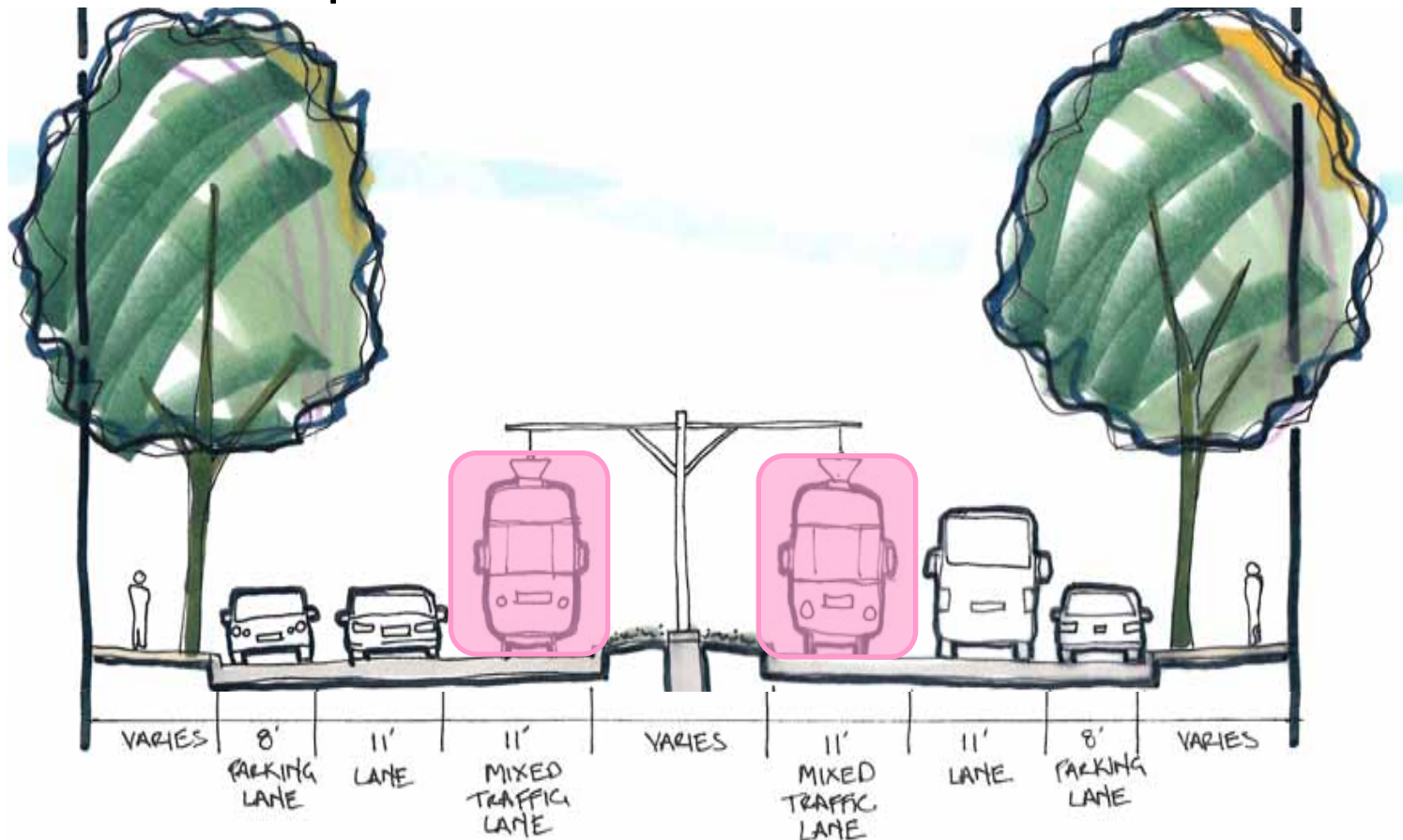


	Trolley	Key Advantages
Loop at Trinity:	<i>Trolley "loops" around plaza on south side of Delmar near COCA and Wash U Music Building</i>	<ul style="list-style-type: none">- Better access to significant ridership generators- Trolley operator does not have to switch ends- Extends reach of corridor- Station would have better visibility from Delmar
Stub at Kingsland:	<i>Trolley "stubs" on Kingsland south of Delmar</i>	<ul style="list-style-type: none">- Costs \$1 million less to build- Fewer parking impacts- Uses existing signal to turn on Delmar



Location of Track

- East Loop (Delmar Metro to DeBaliviere)
Concept 1: double track in mixed traffic





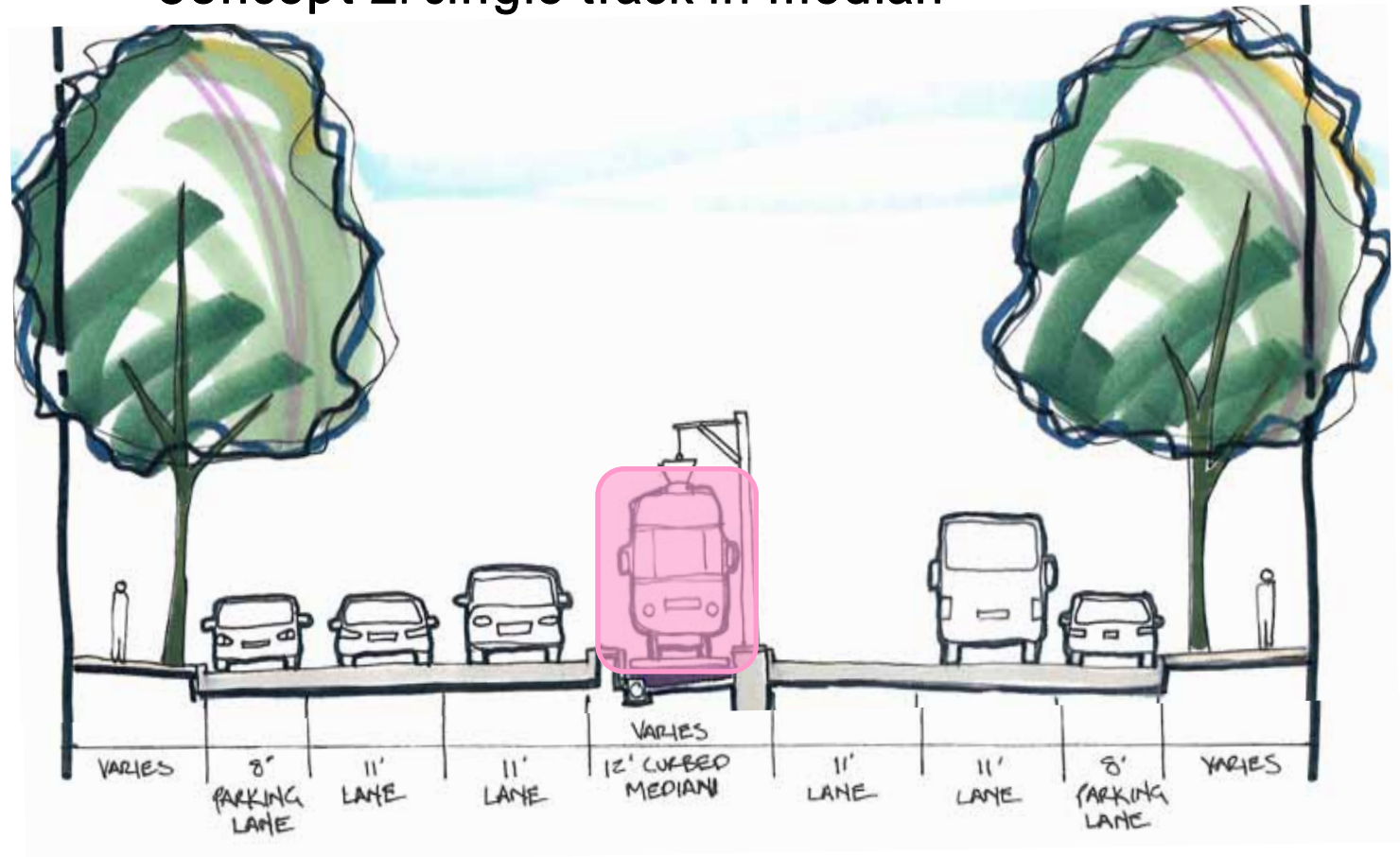
East Loop Concept 1

(looking west, double track)



Location of Track

- East Loop (Delmar Metro to DeBaliviere)
Concept 2: single track in median





East Loop Concept 2

(looking west, single track)



East Delmar Key Question

- **Double track or single track?**

Key differences:



	Trolley	Key Advantages
Concept 1:	<i>Double track from Delmar Metro station to DeBaliviere</i>	<ul style="list-style-type: none">- Easier station accommodation in existing median- Existing median planters not impacted- Greater passing flexibility- Slab track design is flush with existing pavement
Concept 2:	<i>Single track from Delmar Metro station to DeBaliviere</i>	<ul style="list-style-type: none">- Fewer utility impacts- Costs \$5 million less to build



Location of Track



- DeBaliviere (Delmar to History Museum)

Two Possible Concepts...



DeBaliviere looking
north at Waterman



Trolley would run
on center (in blue)
or offset 4' to the
east (in yellow)



DeBaliviere Concept 1

(looking north, 4' offset)

13.5'
VARIES

10'
LANE

10'
MEDIAN/
TURN LANE

10'
LANE

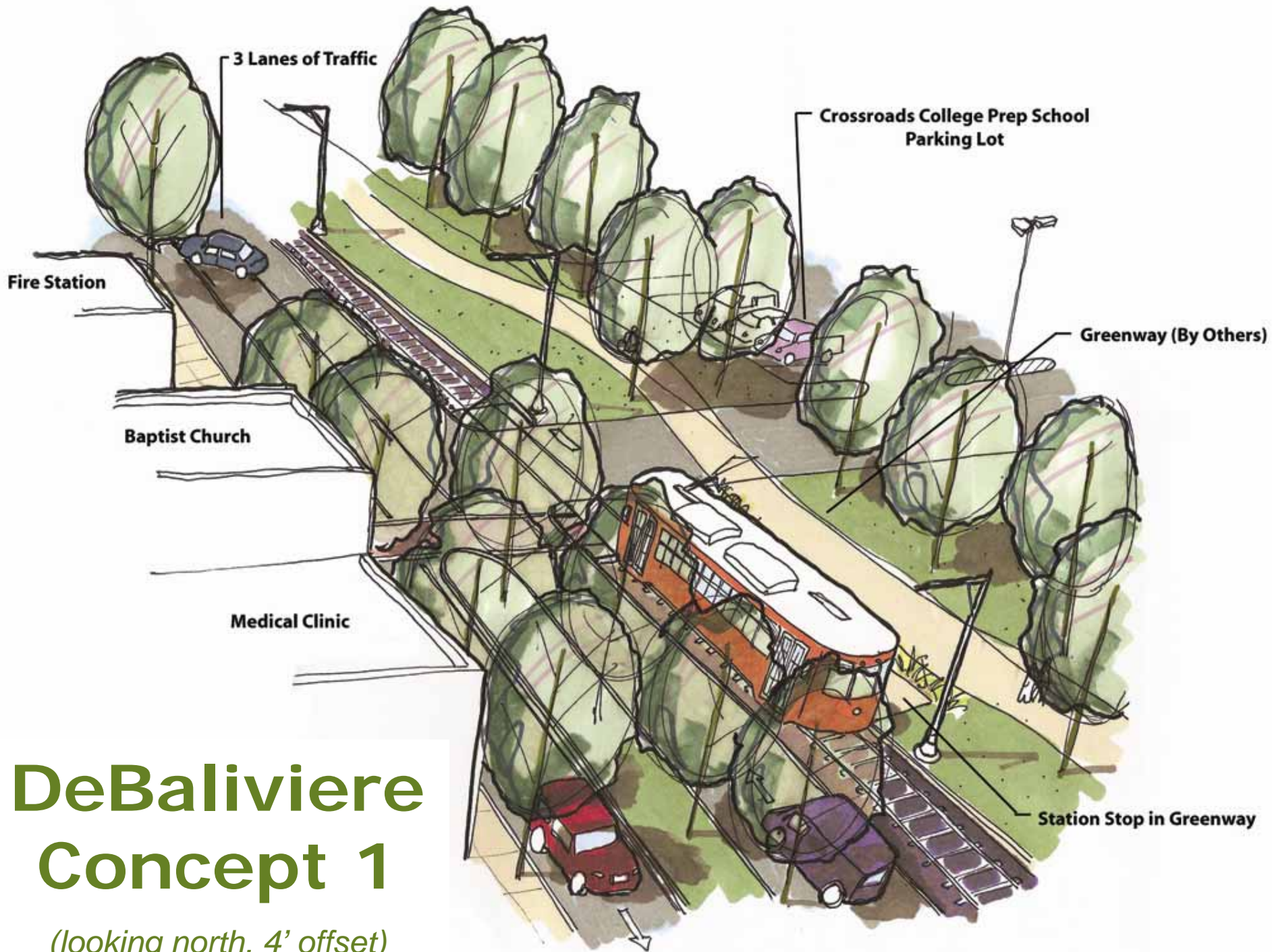
11'
TROLLEY

12'
VARIES

10'
MULTI-USE
PATH

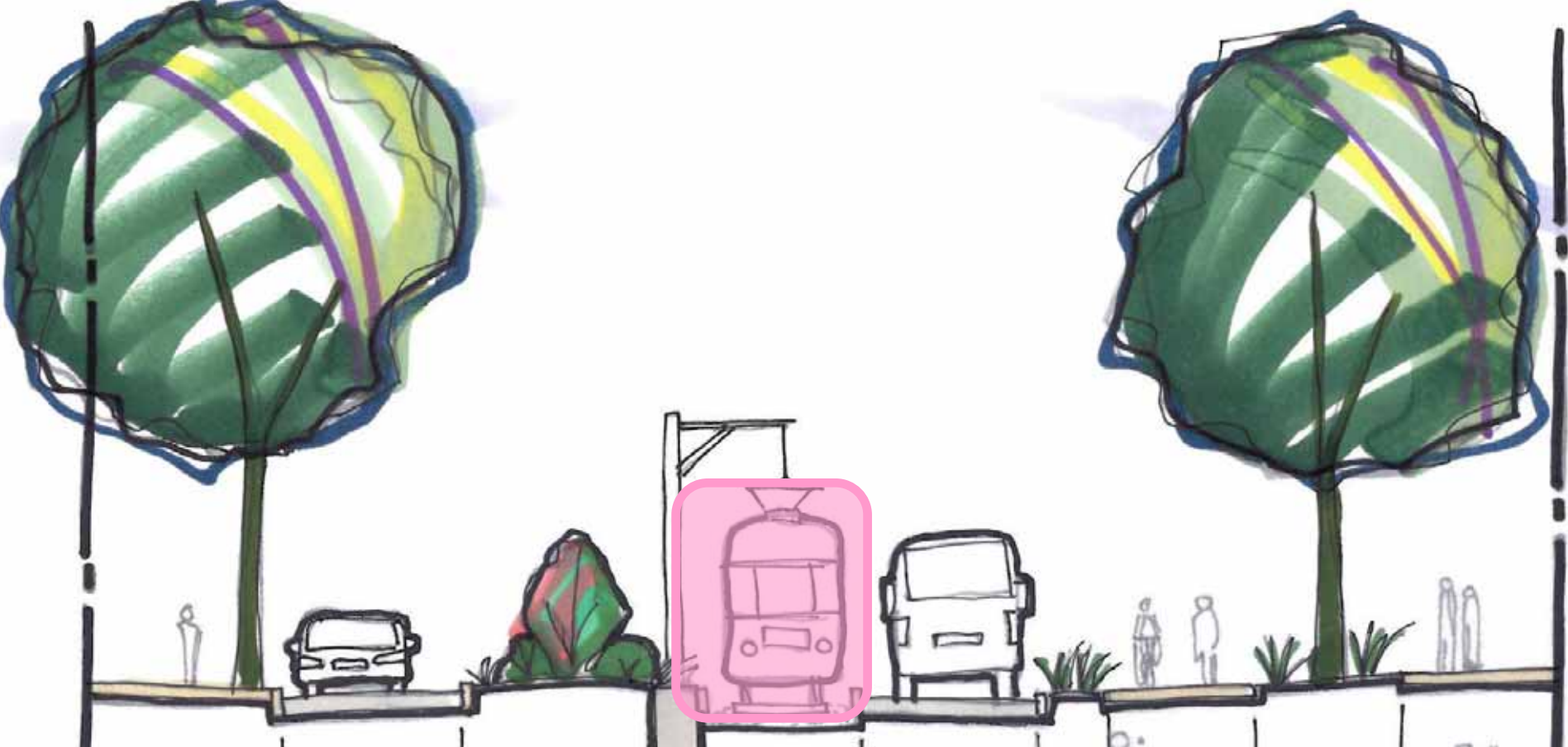
13'
VARIES

10.5'
VARIES



DeBaliviere Concept 1

(looking north, 4' offset)



DeBaliviere Concept 2

(looking north, in median)

13.5'
VARIES

12'
LANE

16'
BUFFER
VARIES

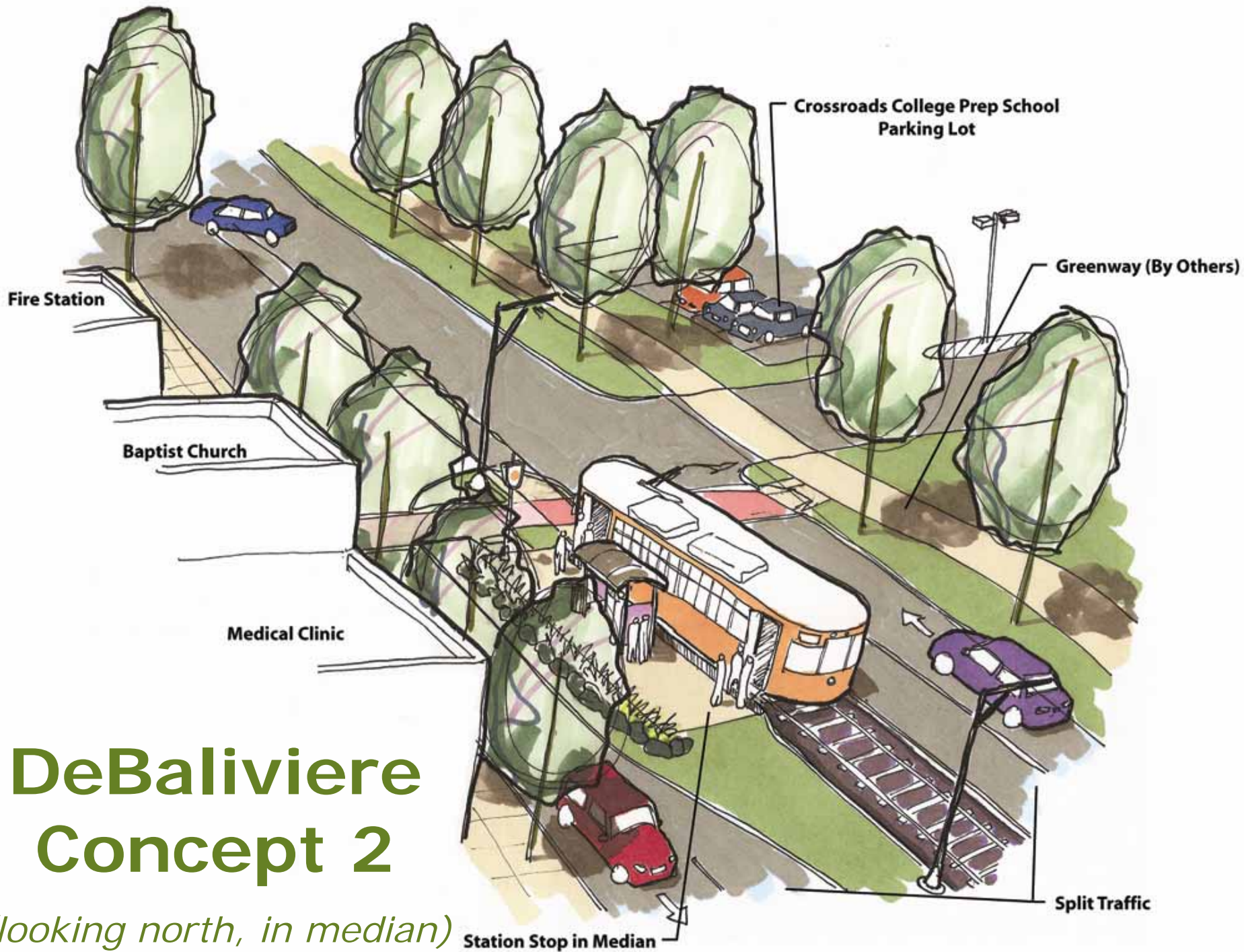
11'
TROLLEY/
TURN LANE

12'
LANE

5'
VARIES
10'
MULT-USE
PATH

10'
VARIES

10.5'
VARIES



DeBaliviere Concept 2

(looking north, in median)

Station Stop in Median

Split Traffic



DeBaliviere Key Question

- Trolley in median or offset slightly east?

Key differences:



	Trolley	Key Advantages
Concept 1:	<i>Operates in center of street (median)</i>	<ul style="list-style-type: none">- Easier construction phasing- Fewer curb lines to rebuild- Slab track design is flush with existing pavement
Concept 2:	<i>Operates four feet east of street center/median</i>	<ul style="list-style-type: none">- Widest greenway option- \$300k less to construct- Existing trees in median more easily replaced- Safer station stop locations



Vehicle Type





A New Direction

- Considered multiple options and ultimately decided to move away from the heritage Peter Witt cars





Battery-electric Hybrid

- Hybrid battery-electric replica will be more sustainable, better suited for ADA, and more cost effective overall

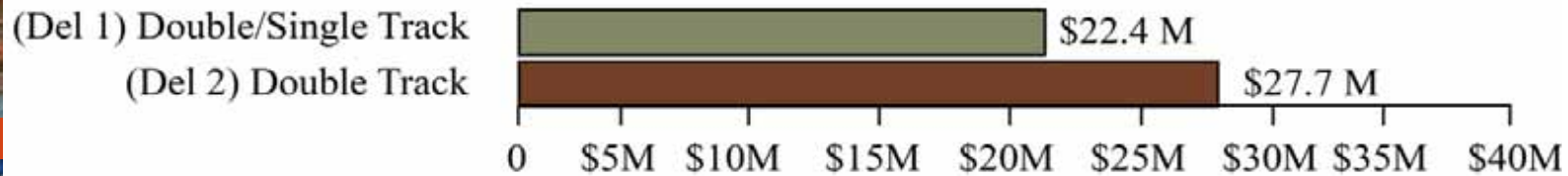




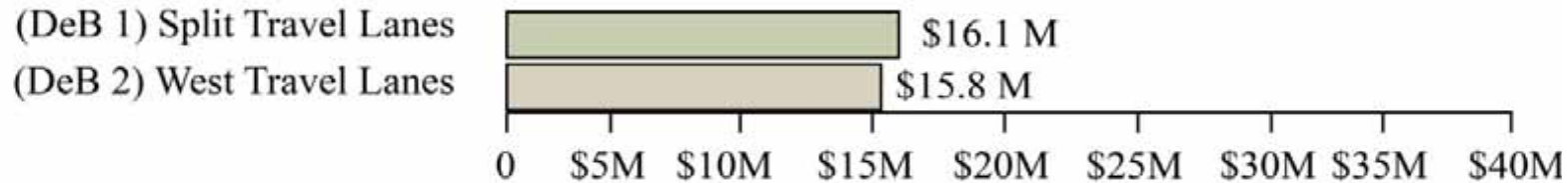
Capital Costs



Delmar Alternatives



DeBaliviere Alternatives



Total Range = \$48 M to \$57 M

Includes cost for maintenance facility (\$9-11M)



Operating Plan Assumptions



- Route Length = 2.1 Miles
- Station Stop per Round Trip = 16
- Service Frequency = 10 Minutes
- Average Operating Speed = 8 to 10 MPH
- No. Vehicles for Revenue Service = 5
- Round Trip Travel Time = 50 Minutes
- Hours of Operation = 7:00 am to 1:00 am

Estimated Annual Cost ~ \$4.2 M



Thank You For Participating



**See the exhibits here tonight for
further information,
and please remember to fill out
your comment forms!**

