Savannah Riverfront Trolley Project Plans

Savannah Riverfront Trolley
Why Savannah?

- 6 Million annual visitors and many go to River Street
- River Street cobblestones inhibit walking the whole street
- Narrow sidewalks limit ADA access
- Businesses at both ends of street see fewer patrons
- Limited parking
Why Savannah?

Savannah Riverfront Trolley
Issues Influencing Savannah Vehicle Selection

- Need to self power the car
- First cost / O&M cost
- ADA access
- Need for double-ended / double-sided cars
- Street congestion
Need to self power the car

- This is a demonstration project
- Historically River Street never had wire
- You do not want to fight the Historical Review Commission, yet
Costs always matter

- New car would cost over a $1 million
- Must be proven technology
- Must be maintainable in Savannah
ADA Access

- Car borne lift preferred due to River St. geometry
- Additional options employed in other cities:
  - Wayside Lift
  - Mini “High Block” platform
  - High Platform (level boarding)
  - Low Platform (level boarding)

Savannah Riverfront Trolley
Need for Double ended cars

- Remember: This is a demonstration project
- Therefore no infrastructure in the ground
- That means no loops also
Why the Melbourne Trolley

• We already owned it
• Manufactured in Melbourne, Australia Historic “real thing” 70 years old
• 8 ft. 6 in. wide, 47 ft long
• Now running in Seattle (6), San Francisco (1), San Jose (1), Memphis (10), Dallas (1)
• Double sided, double ended
• 44 seats, 44 standees
• ADA access with car-borne lift

Savannah Riverfront Trolley
Why Refurbished “PCC” Type Cars

- $125,000 less corrosion repairs than other options
- Manufactured in US 1936-1952 to 30’s art deco styling
- 8.5 - 9 ft. wide, 46 – 49 ft long
- Philadelphia, Boston, San Francisco still operating PCC fleets
- Light uni-body design is easy to rebuild and modify
- 45 seats, 50-70 standees

Savannah Riverfront Trolley
Why not a Restored Savannah Birney

- Three original Savannah carbodies available
- 7 ft. 8 in. wide, 28 ft long
- Double ended, but only one door per side
- 28-32 seats
- Small car, not well suited for ADA access, no room for generator/power system
- The “ceremonial” car

Savannah Riverfront Trolley
Why not St. Pat’s Day?

• Third largest parade in America
• Second largest celebration
• Wall to wall imbibing celebrators

Savannah Riverfront Trolley
The Technology

• Goal: to be so quiet that our guest will not know how it is powered
• Low noise diesel generators
• Hospital grade mufflers
• AC 480v/DC 600v motor controllers
• Ultra-capacitors
• Regenerative braking

Savannah Riverfront Trolley
The Technology

• An “off the shelf” equipment kit
• Experience with industrial applications and railroading
• Belt drives are standard for rough industrial use

Savannah Riverfront Trolley
Street Improvements

• Existing pavement problems need to be corrected
  – Minimize tripping hazards
  – Stabilize Belgium blocks

• Make sure of reliability
  – Correct any track issues before the streetcar runs
  – Vs stopping it to do repairs after

• Do no harm!
  – Work with merchants and contractors to get in, get done and get out
Traffic & Delivery Issues

• Track location issues
  – Track in middle of street
  – Traffic can not pass oncoming streetcar

• Merchant Issues
  – Truck deliveries can not be eliminated
  – Concern about eliminating one way traffic before it proves itself
Possible future

New Transit Center

Visitor Center

Savannah River Landings

21st Century Center

Savannah Riverfront Trolley
The Result

• A project that combines technology
• with the best of proven practices
• At much less cost, less than $2 million for one mile
• And with practical application

Savannah Riverfront Trolley