



Alternative PA-1 New Streetcar/Trolley to Franklin Square

PHILADELPHIA ALTERNATIVES



Phase I Characteristics:

Transportation Mode:
Electric Streetcar or Trolley

Alignment Length:
Franklin Sq. to Columbus Boulevard: 0.6 miles
Ben Franklin Bridge to Spring Garden: 1.4 miles
Ben Franklin Bridge to Pier 70: 2.5 miles

Capital Cost:
\$700 million
\$157.6 million / mile

Annual O&M Cost:
\$7.3 million

Service Frequency:
5 minutes in peak
12 minutes in off-peak

Estimated Travel Time:
Franklin Sq. to Spring Garden: 5 minutes
Franklin Sq. to Pier 70: 15 minutes

Potential Market (year 2025):
4,900 daily boardings

Phase II Characteristics:

TBD in next study phase

Areas Directly Served:

Franklin Square (transfers to PATCO), Festival Pier, Spring Garden Station (transfers to SEPTA), Old City Philadelphia, Penn's Landing, South Street Philadelphia, South Philadelphia, Pier 70

Potential Station Locations (Phase I):

- Franklin Square (PATCO)
- 2nd Street & Ben Franklin Bridge
- Callowhill Street & Festival Pier
- Spring Garden MFL Station (SEPTA)
- Market Street & Columbus Boulevard
- Dock/Spruce Street & Columbus Boulevard
- South Street & Columbus Boulevard
- Christian Street & Columbus Boulevard
- Reed Street & Columbus Boulevard
- Pier 70



Improves South Jersey's Access to Philadelphia Waterfront
Utilizes Abandoned Franklin Square Station
Could be Operated by PATCO to Allow Free Transfer to PATCO Riders

Description:

Phase I - This new streetcar/trolley service would begin at the existing Franklin Square Station on the PATCO Hi-Speed Line and travel east under the Ben Franklin Bridge to Columbus Boulevard. Trolleys would serve the waterfront area from the median of Columbus Boulevard, where tracks already exist. This service would travel north along the waterfront to a terminus at the Market-Frankford Line's Spring Garden Station and south along Columbus Boulevard to a terminus at the Pier 70 Shopping Plaza. North/South shuttle route would provide service from Pier 70 to Spring Garden Station

Franklin Square Station would be reopened to allow transfers between the PATCO Hi-Speed Line and the new service to the waterfront.

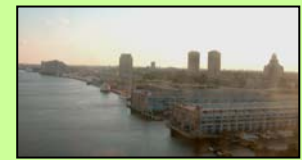
Phase II - This alternative could eventually be extended south along Columbus Boulevard to the naval yard and sports stadiums.



Use of Existing Franklin Square Station



Access to Columbus Boulevard and Philadelphia Waterfront



Access to Piers 3 and 5 on the Philadelphia Waterfront