Savannah Riverfront Trolley Project Plans

Savannah Riverfront Trolley

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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

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Why Savannah?

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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

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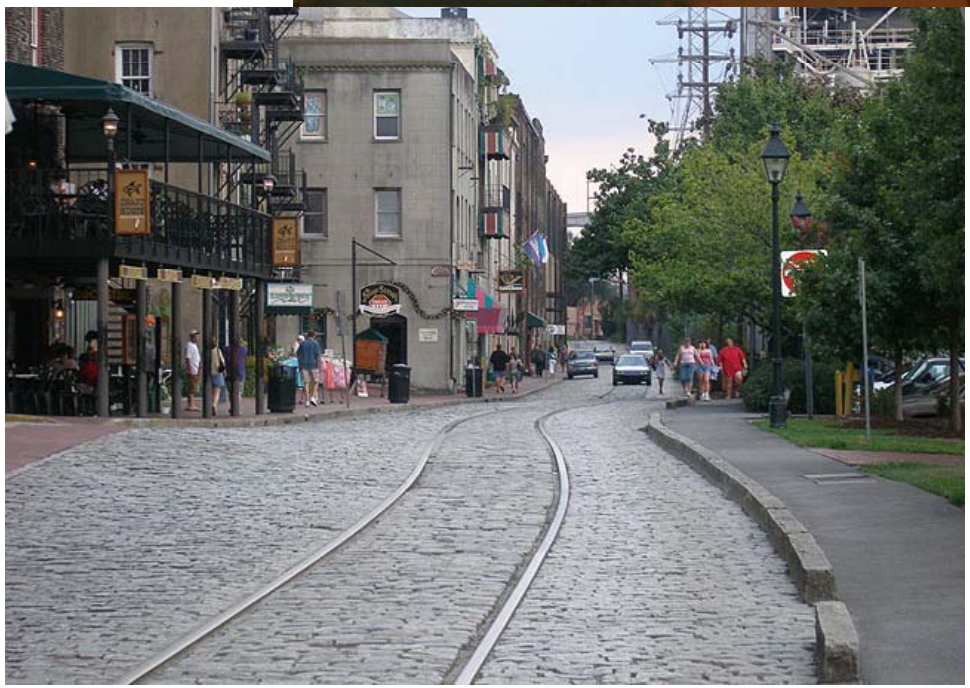
Need to self power the car

- 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

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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)

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Need for Double ended cars

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

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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

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

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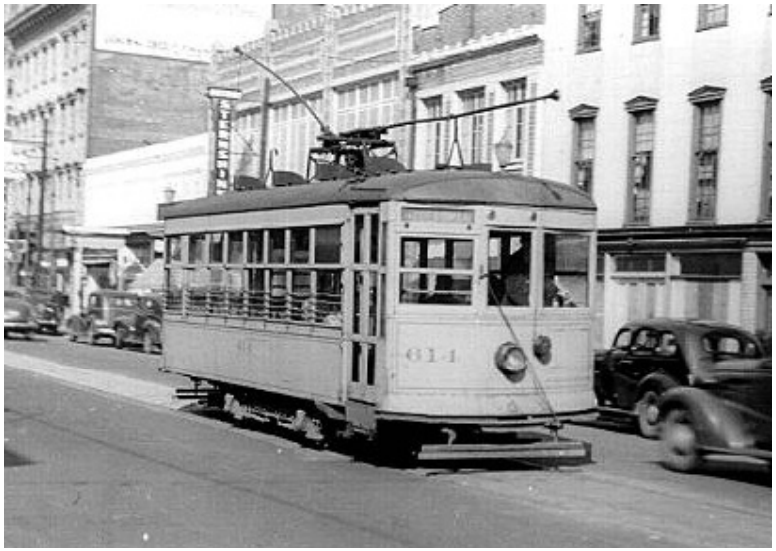
Why not a Restored Savannah Birney

- 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



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Why not St. Pat's Day?

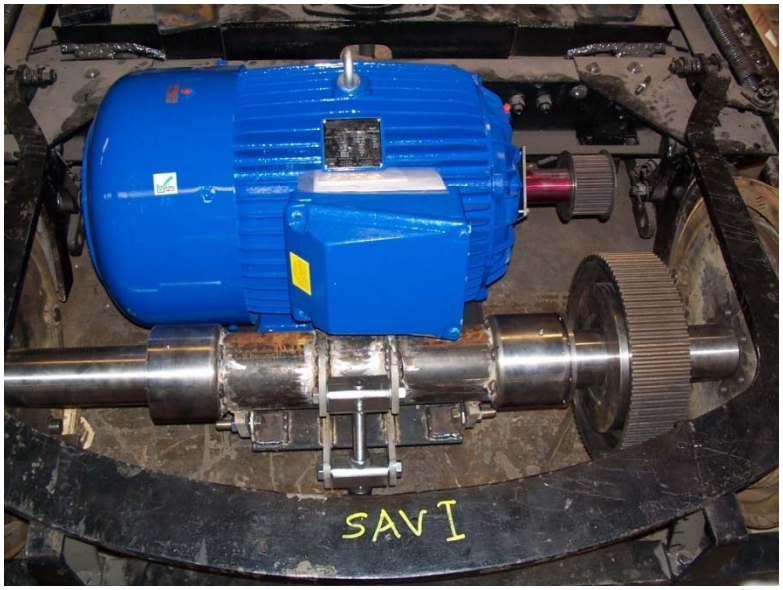
- Third largest parade in America
- Second largest celebration
- Wall to wall imbibing celebrators

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

The Technology

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



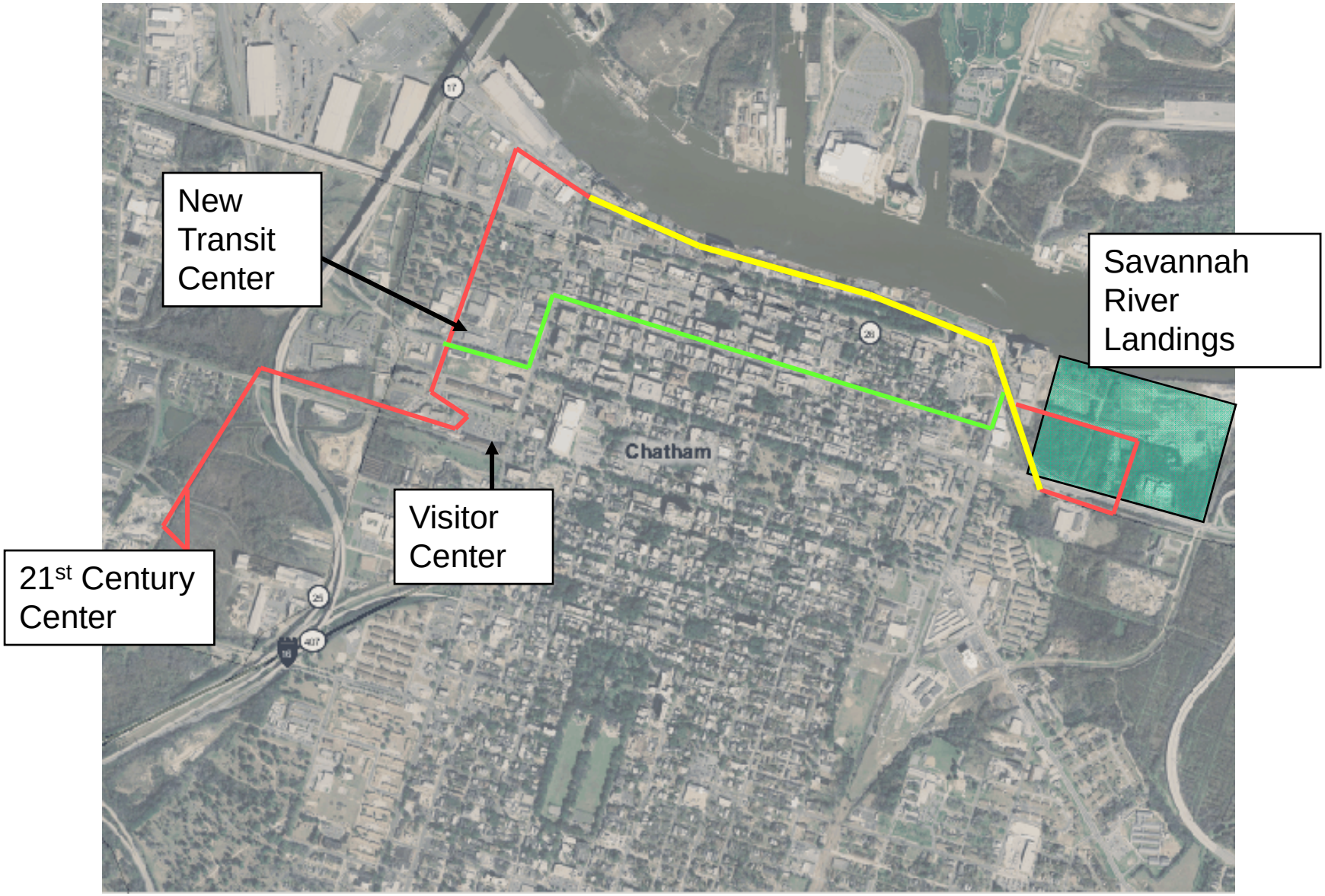
Street Improvements

- 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



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

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