What is modern streetcar?
Modern streetcar operates on steel tracks and is powered by overhead power lines. Typically mixed with automobile traffic, it acts as an urban circulator traveling on the existing street system. Portland and Seattle both have modern streetcar systems in place.

How is streetcar different from light rail?
- Streetcar uses vehicles that are smaller than light rail vehicles
- Streetcar vehicles operate individually, not linked together
- Streetcar can operate with mixed traffic unlike light rail that operates in an exclusive lane
- Streetcar stops are more similar to bus stops and are smaller and less complex than light rail stops

What are the benefits of streetcar?
Streetcar has the ability to:
- Increase transit ridership
- Connect neighborhoods
- Encourage development and/or redevelopment of underutilized land
- Encourage reinvestment in neighborhoods
- Promote "livable city" and "green" initiatives

As part of a multimodal transit system, the streetcar’s focus is on short trips that provide access to neighborhoods and commercial, retail and office spaces. The streetcar also provides convenient connections to light rail, the local bus network and other transit modes to improve mobility.

What is the construction impact of streetcar?
Modern streetcar systems are typically simpler to construct than light rail. Streetcar construction is usually confined to the trackway and requires minimal, if any, right of way. Streetscape character and sidewalks are typically kept intact during and after construction.

About Tempe Streetcar
The 3-mile Tempe Streetcar project is planned to operate on Rio Salado Parkway from the Marina Heights development west to Mill Avenue. It will make a downtown Tempe loop on Mill and Ash avenues and south to Apache Boulevard, then east to Dorsey Lane. The line will serve several neighborhoods, an eclectic business community, thousands of Arizona State University students and hundreds of special events. It will also create opportunities for growth and development/redevelopment in a regional urban center. The project is currently planned for completion in 2018.

<table>
<thead>
<tr>
<th>STREETCAR STATS</th>
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<tbody>
<tr>
<td>Approximate stop/station frequency</td>
<td>66 to 78 feet</td>
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<tr>
<td>Approximate passenger capacity</td>
<td>125 to 145</td>
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<tr>
<td>Stop design</td>
<td>Similar to a bus stop</td>
</tr>
<tr>
<td>Approximate stop frequency</td>
<td>Every 1/4 to 1/2 mile</td>
</tr>
<tr>
<td>Vehicle operation</td>
<td>Single vehicle unit</td>
</tr>
<tr>
<td>Development opportunities</td>
<td>Along corridor</td>
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</tbody>
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