

Data-driven Process Informed by Public Input

PURPOSE + NEED



IMPROVE MOBILITY CHOICES & ACCESSIBILITY



INTEGRATE SEAMLESSLY with existing & future transit service; promote a holistic regional system with a strong spine



ECONOMIC DEVELOPMENT develop underutilized/vacant property; support existing residential & commercial activity

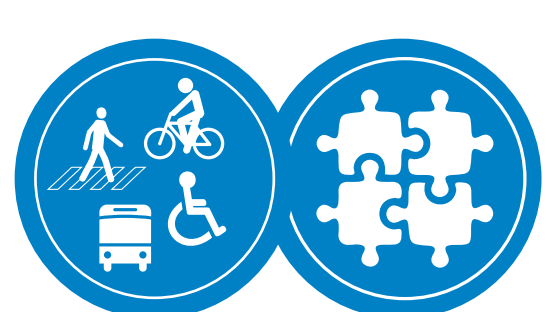


INCREASE DENSITY and promote a broader mix of building uses; activate spaces

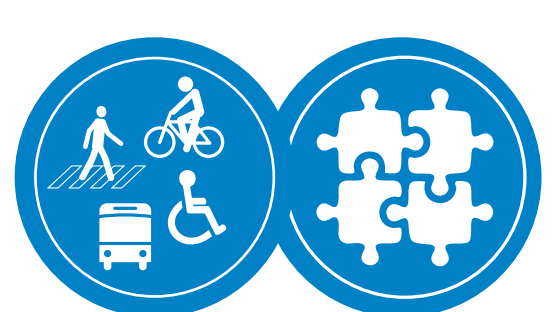


EFFICIENT, RELIABLE, SAFE transit service

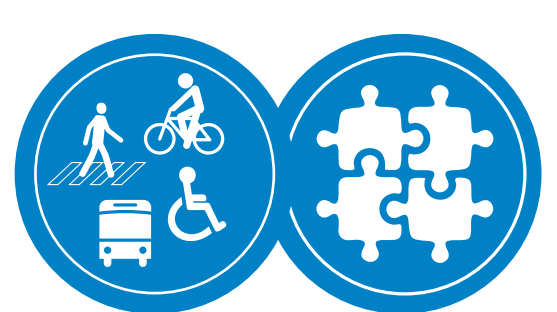
1a. DEVELOP STOP LOCATIONS By Intersection



REGIONAL CONNECTIVITY
Does the location serve an existing or future regional transit need (e.g. east-west connection)?



BUS INTEGRATION
Is there a need or desire to have a shared streetcar / bus stop or a nearby transfer?



RIDERSHIP
Does the location have high bus ridership and/or would it have forecasted streetcar ridership?



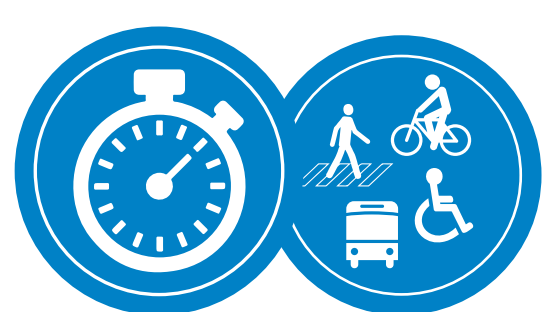
PEDESTRIAN DEMAND
Does the location serve high-pedestrian demand and/or pedestrian-oriented land uses?



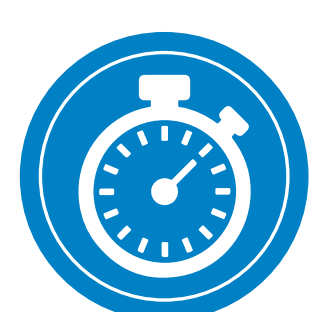
ECONOMIC DEVELOPMENT
Is there an opportunity for (re)development here?



LOCAL EXPRESSED DESIRE
Have Stakeholders and/or the public expressed interest in a stop near this location?



SPACING
Does a stop here provide a reasonable/desirable distance from adjacent stops?



PHYSICAL CAPABILITY
Does the width of the sidewalk and street allow for a stop to physically fit at this location?

1b. DEVELOP BEST-LANE ALTERNATIVES By Segment



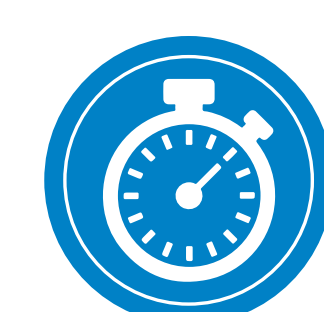
ON-STREET PARKING / LOADING
Is there a need for on-street parking and/or loading on one or both sides of the street?



THROUGH LANES
How many vehicular through lanes are needed?



DRIVEWAY ACCESS
Is there a need to access businesses between intersections (especially via left turns)?



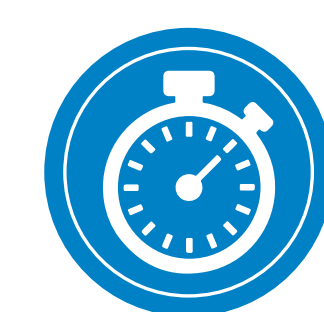
INTERSECTION LEFT TURNS
Is there a need to allow left-turns at intersections?



PEDESTRIAN NEEDS
Does the segment allow space for pedestrians and waiting riders (if a stop is planned within the segment)?



BIKE & TRAIL INTEGRATION
What provisions are needed to integrate the Trolley Track Trail and bicycles?



UTILITIES
Would utility issues create conflicts with streetcar tracks in a given lane?



CURB STOP NEEDED
Do other factors dictate need for a curb stop (e.g. local development, shared bus stops or system considerations)?

2. SYSTEM CONSIDERATIONS



OPERATIONAL EFFICIENCY



COST



CONSTRUCTABILITY



PUBLIC INPUT



3. COMPARE ALTERNATIVES