

REDWOOD CITY STREETCAR - ALTERNATIVES ANALYSIS

The purpose of this document is to enumerate the analysis of alternatives for a streetcar along the Broadway Corridor of Redwood City. The six alternatives (five streetcar alignments and one bus circulator) are scored on a five-point scale for each of 25 criteria.

The streetcar alternatives were developed by CDM Smith and HDR and are documented in the December 2016 memo Streetcar Alternatives Definition and Initial Screening. The streetcar alternatives differ only in the segments through downtown. The first two alternatives travel straight along Broadway, while the remaining three use Marshall Street parallel to Broadway, with varying loops to return. The bus circulator alternative uses elements of the streetcar alternatives, with the addition of a northern loop at the commercial center on Veterans Boulevard. The common segment east from downtown to 2nd Street along Broadway does not differ between the alternatives, and thus is not analyzed.

The criteria used in this analysis were developed primarily using the Federal Transit Administration (FTA) Small Starts project evaluation, with additional criteria based on SamTrans and San Mateo County performance goals, and evaluation criteria used by comparable streetcar studies. The development of these criteria was completed during Task 1.3, and the results were submitted in the July 2016 Project Goals and Ranking Criteria Report.

The criteria scores and rationales are detailed on the following pages, one page per alternative. The scoring is shown side-by-side on a final summary page, along with the average score across all 25 criteria.

ALTERNATIVE 1A BROADWAY DIRECT

Broadway to Caltrain Station Platform

Average Score: 3.5



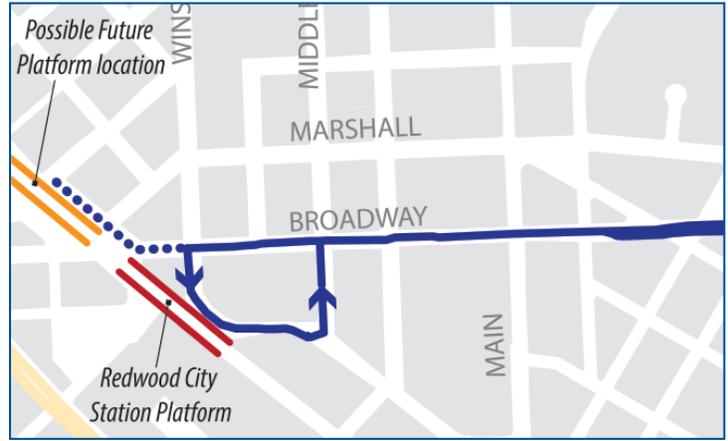
Goal	Criteria	Score	Score Narrative
A. Support Downtown Revival and Economic Vitality	A.1 Potential to catalyze investment	3	Broadway has less development potential than Marshall
	A.2 Improve access to jobs and businesses	4	Serves jobs on Broadway corridor and in downtown
	A.3 Support existing plans and goals	5	Streetcar on Broadway is consistent with plans.
	A.4 Compatibility with other proposed transportation projects	4	The terminus of the non-loop routes is closer to El Camino Real, providing an easier connection to the future ECR BRT. The terminus of this route is somewhat compatible with the potential station relocation associated with the Dumbarton Rail Project and Caltrain Modernization.
B. Preserve historic resources and public open spaces	B.1 Preserve existing historic resources and neighborhood character	3	Multiple historic resources front onto Broadway, including the Fox Theater, the Courthouse, and historic buildings at Broadway and Main Street. Construction of the streetcar could affect these buildings. Streetcar interferes with Courthouse Plaza events
	B.2 Preserve public spaces	3	Streetcar interferes with Courthouse Plaza events
C. Support "convenience living"	C.1 Provide connections to daily needs for those who live along the corridor	3	Central downtown routes do not serve surrounding residential areas as well as routes that serve Marshall.
	C.2 Increase high-density residential development	3	Broadway alternatives do not serve area of planned residential development as well as those on Marshall
	C.3 Serve transit dependent populations	3	Serves residences in downtown, which are majority transit-dependent
	C.4 Ability to build affordable housing and transit-supportive land uses along the alignment	2	Broadway is already densely built and likely has high development costs.
D. Prioritize pedestrians and integrate with bicycle infrastructure	D.1 Reduce single-occupancy vehicle use	4	Reduces trips along Broadway between downtown and Stanford in Redwood City
	D.2 Connections to pedestrian and bicycle facilities	3	All streetcar alternatives connect to existing bike routes on Marshall, Winslow, Arguello, and Middlefield. Broadway will be difficult for cyclists due to streetcar tracks.
E. Create "park once and walk" district	E.1 Provide visible and easy to use services	5	Streetcar is a highly visible, comfortable transit service
F. Improve accessibility and mobility along the corridor	F.1 Maximize transit ridership	4	Captures ridership along Broadway between downtown and Stanford in Redwood City.
	F.2 Provide sufficient transit frequency	3	No difference
	F.3 Encourage new transit riders	5	Streetcar routes will be attractive to new riders. Serves areas not currently served by transit
G. Improve health and safety	G.1 Reduce environmental impacts	4	Reduces trips along Broadway between downtown and Stanford in Redwood City
	G.2 Reduce points of conflict	2	Broadway has multiple intersections with high collision rates
	G.3 Reduce potential for collision through reduced vehicle usage	4	Reduces trips along Broadway between downtown and Stanford in Redwood City
H. Maximize economic and operational efficiency	H.1 Minimize transit travel times	4	Route is 4% shorter than longest route, has no turns, passes through a moderate number of intersections including several stop-controlled intersections, and many pedestrian crossings.
	H.2 Minimize total costs per rider	3	Slightly lower Capital and O&M Costs as compared to longest route (approximately -4%)
	H.3 Provide reliable transit service	3	Short streetcar service will be fairly reliable, but narrow portion of Broadway with many intersections and pedestrian crossings may be source of delay
I. Project Feasibility	I.1 Minimize effects on utility lines	2	Both Broadway and Marshall have some underground utility lines that could be affected by construction. The water main under Broadway is larger, and thus may be more likely to need to be moved.
	I.2 Minimize ROW acquisition	5	Streetcar routes use only public ROW
	I.3 Allow for phasing of project	3	Project is too small to be phased. The alternatives may be extended in a future phase



**ALTERNATIVE 2A
BROADWAY MIDDLEFIELD LOOP**

Broadway to loop on Winslow and Middlefield

Average Score: 3.5



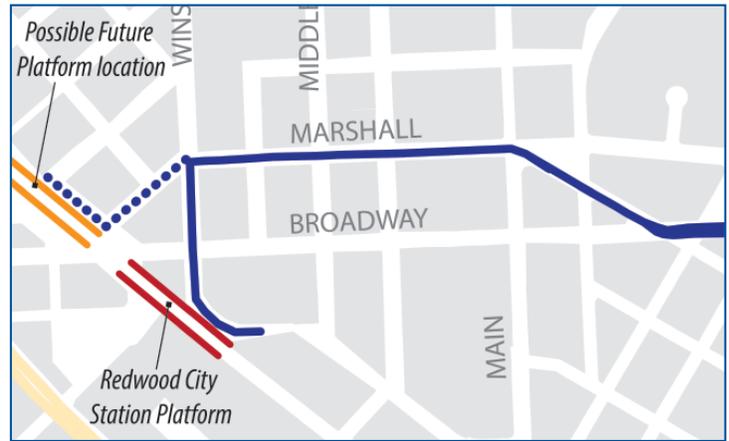
Goal	Criteria	Score	Score Narrative
A. Support Downtown Revival and Economic Vitality	A.1 Potential to catalyze investment	3	Broadway has less development potential than Marshall
	A.2 Improve access to jobs and businesses	4	Serves jobs on Broadway corridor and in downtown
	A.3 Support existing plans and goals	4	Streetcar on Broadway is consistent with plans. Middlefield becomes ped-transit plaza which is different from plans.
	A.4 Compatibility with other proposed transportation projects	2	The loop alignments would not be compatible with a potential station relocation
B. Preserve historic resources and public open spaces	B.1 Preserve existing historic resources and neighborhood character	3	Multiple historic resources front onto Broadway, including the Fox Theater, the Courthouse, and historic buildings at Broadway and Main Street. Construction of the streetcar could affect these buildings. Streetcar interferes with Courthouse Plaza events
	B.2 Preserve public spaces	3	Streetcar interferes with Courthouse Plaza events. Middlefield becomes ped-transit plaza
C. Support "convenience living"	C.1 Provide connections to daily needs for those who live along the corridor	3	Central downtown routes do not serve surrounding residential areas as well as routes that serve Marshall.
	C.2 Increase high-density residential development	3	Broadway alternatives do not serve area of planned residential development as well as those on Marshall
	C.3 Serve transit dependent populations	3	Serves residences in downtown, which are majority transit-dependent
	C.4 Ability to build affordable housing and transit-supportive land uses along the alignment	2	Broadway is already densely built and likely has high development costs.
D. Prioritize pedestrians and integrate with bicycle infrastructure	D.1 Reduce single-occupancy vehicle use	5	Reduces trips along Broadway between downtown and Stanford in Redwood City. Proximity to Caltrain station will maximize ridership to and from Caltrain
	D.2 Connections to pedestrian and bicycle facilities	3	All streetcar alternatives connect to existing bike routes on Marshall, Winslow, Arguello, and Middlefield. Broadway will be difficult for cyclists due to streetcar tracks.
E. Create "park once and walk" district	E.1 Provide visible and easy to use services	5	Streetcar is a highly visible, comfortable transit service
F. Improve accessibility and mobility along the corridor	F.1 Maximize transit ridership	5	Captures ridership along Broadway between downtown and Stanford in Redwood City. Proximity to Caltrain station will maximize ridership to and from Caltrain
	F.2 Provide sufficient transit frequency	3	No difference
	F.3 Encourage new transit riders	5	Streetcar routes will be attractive to new riders. Serves areas not currently served by transit
G. Improve health and safety	G.1 Reduce environmental impacts	5	Reduces trips along Broadway between downtown and Stanford in Redwood City. Proximity to Caltrain station will maximize ridership to and from Caltrain
	G.2 Reduce points of conflict	2	Broadway has multiple intersections with high collision rates
	G.3 Reduce potential for collision through reduced vehicle usage	5	Reduces trips along Broadway between downtown and Stanford in Redwood City. Proximity to Caltrain station will maximize ridership to and from Caltrain
H. Maximize economic and operational efficiency	H.1 Minimize transit travel times	5	Route is 4% shorter than longest route, has multiple turns, passes through a relatively small number of intersections including several stop-controlled intersections, and many pedestrian crossings.
	H.2 Minimize total costs per rider	3	Slightly lower Capital and O&M Costs as compared to longest route (approximately -4%)
	H.3 Provide reliable transit service	3	Short streetcar service will be fairly reliable, but narrow portion of Broadway with many intersections and pedestrian crossings may be source of delay
I. Project Feasibility	I.1 Minimize effects on utility lines	1	Both Broadway and Marshall have some underground utility lines that could be affected by construction. The water main under Broadway is larger, and thus may be more likely to need to be moved. Loop routes use more roadway and thus have more potential conflicts with utilities
	I.2 Minimize ROW acquisition	5	Streetcar routes use only public ROW
	I.3 Allow for phasing of project	3	Project is too small to be phased. The alternatives may be extended in a future phase



ALTERNATIVE 3B BROADWAY-MARSHALL-WINSLOW DIRECT

Broadway to Spring to Marshall to Winslow

Average Score: 4.2



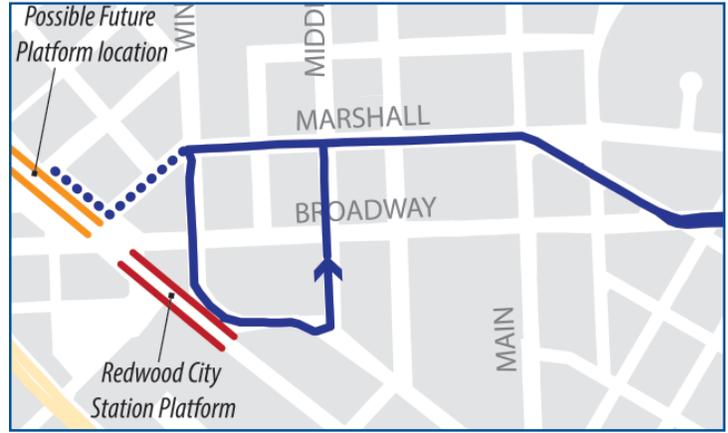
Goal	Criteria	Score	Score Narrative
A. Support Downtown Revival and Economic Vitality	A.1 Potential to catalyze investment	4	Marshall has the most development potential as compared with Broadway or Middlefield
	A.2 Improve access to jobs and businesses	4	Serves jobs on Broadway corridor and in downtown
	A.3 Support existing plans and goals	3	Streetcar is consistent with plans, but Marshall is not designated for transit in the General or Precise plan
	A.4 Compatibility with other proposed transportation projects	3	This 'hook' alignment would not be compatible with a potential station relocation, but because it is not a loop, it could be realigned to terminate at the new location.
B. Preserve historic resources and public open spaces	B.1 Preserve existing historic resources and neighborhood character	5	The Marshall routes avoid most of the historic resources in downtown and do not conflict with Courthouse Plaza events
	B.2 Preserve public spaces	5	No difference
C. Support "convenience living"	C.1 Provide connections to daily needs for those who live along the corridor	4	Central downtown routes do not serve surrounding residential areas, but Marshall is closer than Broadway
	C.2 Increase high-density residential development	5	Marshall alternatives are closer to planned residential development and areas of opportunity
	C.3 Serve transit dependent populations	3	Serves residences in downtown, which are majority transit-dependent
	C.4 Ability to build affordable housing and transit-supportive land uses along the alignment	4	Marshall has a few redevelopable properties, may be more feasible for development than Broadway.
D. Prioritize pedestrians and integrate with bicycle infrastructure	D.1 Reduce single-occupancy vehicle use	4	Reduces trips along Broadway between downtown and Stanford in Redwood City
	D.2 Connections to pedestrian and bicycle facilities	5	Streetcar alternatives equally connect to existing bike routes on Marshall, Winslow, Arguello, and Middlefield. Marshall is wider than Broadway and has more options to safely accommodate bicycles
E. Create "park once and walk" district	E.1 Provide visible and easy to use services	5	Streetcar is a highly visible, comfortable transit service
F. Improve accessibility and mobility along the corridor	F.1 Maximize transit ridership	5	Captures ridership along Broadway between downtown and Stanford in Redwood City. Proximity to Caltrain station will maximize ridership to and from Caltrain.
	F.2 Provide sufficient transit frequency	3	No difference
	F.3 Encourage new transit riders	5	Streetcar routes will be attractive to new riders. Serves areas not currently served by transit
G. Improve health and safety	G.1 Reduce environmental impacts	5	Reduces trips along Broadway between downtown and Stanford in Redwood City. Proximity to Caltrain station will maximize ridership to and from Caltrain
	G.2 Reduce points of conflict	5	Marshall does not have intersections with high collision rates
	G.3 Reduce potential for collision through reduced vehicle usage	5	Reduces trips along Broadway between downtown and Stanford in Redwood City. Proximity to Caltrain station will maximize ridership to and from Caltrain
H. Maximize economic and operational efficiency	H.1 Minimize transit travel times	5	This route is 1% shorter than longest route, has few turns, passes through a relatively small number of intersections, most of which are signalized, and few pedestrian crossings.
	H.2 Minimize total costs per rider	2	Slightly lower Capital and O&M Costs as compared to longest route (approximately -1%)
	H.3 Provide reliable transit service	4	Slightly longer service with more turns but fewer intersections will slightly reduce reliability
I. Project Feasibility	I.1 Minimize effects on utility lines	3	Both Broadway and Marshall have some underground utility lines that could be affected by construction. Marshall has smaller lines than Broadway.
	I.2 Minimize ROW acquisition	5	Streetcar routes use only public ROW
	I.3 Allow for phasing of project	3	Project is too small to be phased. The alternatives may be extended in a future phase



ALTERNATIVE 4A
BROADWAY-MARSHALL MIDDLEFIELD
LOOP

Broadway to Spring to Marshall to loop on Winslow and Middlefield

Average Score: 4.1



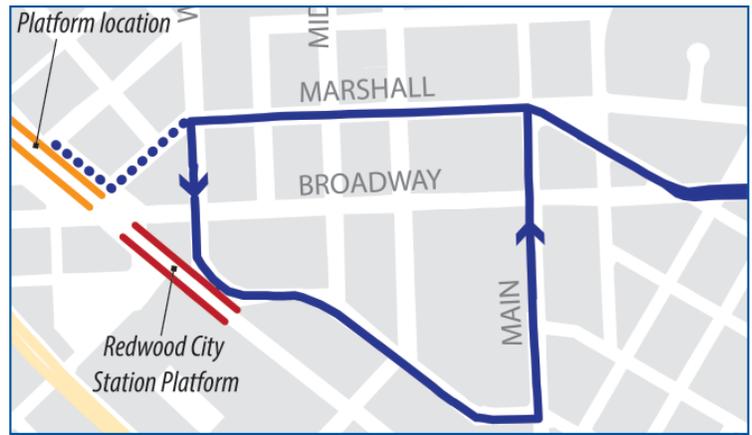
Goal	Criteria	Score	Score Narrative
A. Support Downtown Revival and Economic Vitality	A.1 Potential to catalyze investment	4	Marshall has the most development potential as compared with Broadway or Middlefield
	A.2 Improve access to jobs and businesses	4	Serves jobs on Broadway corridor and in downtown
	A.3 Support existing plans and goals	3	Streetcar is consistent with plans, but Marshall is not designated for transit in the General or Precise plan. Middlefield becomes ped-transit plaza which is different from plans.
	A.4 Compatibility with other proposed transportation projects	2	The loop alignments would not be compatible with a potential station relocation
B. Preserve historic resources and public open spaces	B.1 Preserve existing historic resources and neighborhood character	5	The Marshall routes avoid most of the historic resources in downtown and do not conflict with Courthouse Plaza events
	B.2 Preserve public spaces	5	Middlefield becomes ped-transit plaza
C. Support "convenience living"	C.1 Provide connections to daily needs for those who live along the corridor	4	Central downtown routes do not serve surrounding residential areas, but Marshall is closer than Broadway
	C.2 Increase high-density residential development	5	Marshall alternatives are closer to planned residential development and areas of opportunity
	C.3 Serve transit dependent populations	3	Serves residences in downtown, which are majority transit-dependent
	C.4 Ability to build affordable housing and transit-supportive land uses along the alignment	4	Marshall has a few redevelopable properties, may be more feasible for development than Broadway.
D. Prioritize pedestrians and integrate with bicycle infrastructure	D.1 Reduce single-occupancy vehicle use	5	Reduces Vehicle trips along Broadway. Proximity to Caltrain station will maximize ridership to and from Caltrain
	D.2 Connections to pedestrian and bicycle facilities	5	Streetcar alternatives equally connect to existing bike routes on Marshall, Winslow, Arguello, and Middlefield. Marshall is wider than Broadway and has more options to safely accommodate bicycles
E. Create "park once and walk" district	E.1 Provide visible and easy to use services	5	Streetcar is a highly visible, comfortable transit service
F. Improve accessibility and mobility along the corridor	F.1 Maximize transit ridership	5	Captures ridership along Broadway between downtown and Stanford in Redwood City. Proximity to Caltrain station will maximize ridership to and from Caltrain
	F.2 Provide sufficient transit frequency	3	No difference
	F.3 Encourage new transit riders	5	Streetcar routes will be attractive to new riders. Serves areas not currently served by transit
G. Improve health and safety	G.1 Reduce environmental impacts	5	Reduces Vehicle trips along Broadway. Proximity to Caltrain station will maximize ridership to and from Caltrain
	G.2 Reduce points of conflict	5	Marshall does not have intersections with high collision rates
	G.3 Reduce potential for collision through reduced vehicle usage	5	Reduces Vehicle trips along Broadway. Proximity to Caltrain station will maximize ridership to and from Caltrain
H. Maximize economic and operational efficiency	H.1 Minimize transit travel times	4	This route is 1% shorter than longest route, has several turns, passes through a relatively small number of intersections, most of which are signalized, and few pedestrian crossings.
	H.2 Minimize total costs per rider	2	Slightly lower Capital and O&M Costs as compared to longest route (approximately -1%)
	H.3 Provide reliable transit service	4	Slightly longer service with more turns but fewer intersections will slightly reduce reliability
I. Project Feasibility	I.1 Minimize effects on utility lines	2	Both Broadway and Marshall have some underground utility lines that could be affected by construction. Loop routes use more roadway and thus have more potential conflicts with utilities
	I.2 Minimize ROW acquisition	5	Streetcar routes use only public ROW
	I.3 Allow for phasing of project	3	Project is too small to be phased. The alternatives may be extended in a future phase



**ALTERNATIVE 4B
BROADWAY-MARSHALL MAIN LOOP**

Broadway to Spring to Marshall to loop on Winslow, Middlefield, and Main

Average Score: 3.8



Goal	Criteria	Score	Score Narrative
A. Support Downtown Revival and Economic Vitality	A.1 Potential to catalyze investment	5	Marshall has the most development potential as compared with Broadway or Middlefield. 4B serves a larger area than the other streetcar options, and thus has the opportunity to serve more business and commercial properties.
	A.2 Improve access to jobs and businesses	5	Serves jobs on Broadway corridor and in downtown, with slightly larger service area in downtown
	A.3 Support existing plans and goals	3	Streetcar is consistent with plans, but Marshall is not designated for transit in the General or Precise plan
	A.4 Compatibility with other proposed transportation projects	2	The loop alignments would not be compatible with a potential station relocation
B. Preserve historic resources and public open spaces	B.1 Preserve existing historic resources and neighborhood character	3	The Marshall routes avoid most of the historic resources in downtown and do not conflict with Courthouse Plaza events, but Main Street also has historic uses. Construction of the streetcar could affect these buildings.
	B.2 Preserve public spaces	5	No difference
C. Support "convenience living"	C.1 Provide connections to daily needs for those who live along the corridor	3	Central downtown routes do not serve surrounding residential areas, but Marshall is closer than Broadway. Large one-way loop discourages short trips.
	C.2 Increase high-density residential development	3	Marshall alternatives are closer to planned residential development and areas of opportunity. Large one-way loop discourages short trips.
	C.3 Serve transit dependent populations	3	Serves residences in downtown, which are majority transit-dependent, with larger service area reaching slightly south of Broadway. Large one-way loop discourages short trips.
	C.4 Ability to build affordable housing and transit-supportive land uses along the alignment	5	Marshall and Middlefield have redevelopable properties, may be more feasible for development than Broadway. Longer route provides largest number of opportunities for development.
D. Prioritize pedestrians and integrate with bicycle infrastructure	D.1 Reduce single-occupancy vehicle use	4	Reduces Vehicle trips along Broadway. May have slightly greater impact due to larger service area
	D.2 Connections to pedestrian and bicycle facilities	5	Streetcar alternatives equally connect to existing bike routes on Marshall, Winslow, Arguello, and Middlefield. Marshall is wider than Broadway and has more options to safely accommodate bicycles
E. Create "park once and walk" district	E.1 Provide visible and easy to use services	5	Streetcar is a highly visible, comfortable transit service
F. Improve accessibility and mobility along the corridor	F.1 Maximize transit ridership	4	Captures ridership along Broadway between downtown and Stanford in Redwood City. May have slightly greater impact due to larger service area
	F.2 Provide sufficient transit frequency	3	No difference
	F.3 Encourage new transit riders	5	Streetcar routes will be attractive to new riders. Serves areas not currently served by transit
G. Improve health and safety	G.1 Reduce environmental impacts	4	Reduces Vehicle trips along Broadway. May have slightly greater impact due to larger service area
	G.2 Reduce points of conflict	5	Marshall does not have intersections with high collision rates
	G.3 Reduce potential for collision through reduced vehicle usage	4	Reduces Vehicle trips along Broadway. May have slightly greater impact due to larger service area
H. Maximize economic and operational efficiency	H.1 Minimize transit travel times	3	This is the longest streetcar route with several turns, but passes through a relatively small number of intersections, most of which are signalized, and several pedestrian crossings.
	H.2 Minimize total costs per rider	2	This is the longest streetcar route and it would have the highest costs by a small margin.
	H.3 Provide reliable transit service	4	Slightly longer service with more turns but fewer intersections will slightly reduce reliability
I. Project Feasibility	I.1 Minimize effects on utility lines	1	Both Broadway and Marshall have some underground utility lines that could be affected by construction. Main has a higher density of water and sewer laterals that could be affected by construction. Loop routes use more roadway and thus have more potential conflicts with utilities
	I.2 Minimize ROW acquisition	5	Streetcar routes use only public ROW
	I.3 Allow for phasing of project	3	Project is too small to be phased. The alternatives may be extended in a future phase



ALTERNATIVE 8 DOWNTOWN CIRCULATOR SHUTTLE

Broadway to Main to Middlefield to Winslow to Bradford to loop on Walnut, Veterans, and Main

Average Score: 3.4



Goal	Criteria	Score	Score Narrative
A. Support Downtown Revival and Economic Vitality	A.1 Potential to catalyze investment	1	Bus may not contribute to economic development as much. The urban circulator serves a larger area than any of the streetcar options, and thus has the opportunity to serve more business and commercial properties.
	A.2 Improve access to jobs and businesses	5	Serves jobs on Broadway corridor with larger service area in downtown
	A.3 Support existing plans and goals	2	Plans assume a streetcar, not a bus, on Broadway
	A.4 Compatibility with other proposed transportation projects	4	This bus alignment would not be compatible with a potential station relocation, but the flexibility of a bus allows for the route to be adjusted in the future.
B. Preserve historic resources and public open spaces	B.1 Preserve existing historic resources and neighborhood character	5	A bus route does not require construction on the street, will be unlikely to interfere with any existing buildings
	B.2 Preserve public spaces	5	Bus would require use of pedestrian plaza between Winslow St and Hamilton St
C. Support "convenience living"	C.1 Provide connections to daily needs for those who live along the corridor	5	This route comes the closest to the residential areas to the northeast of Downtown
	C.2 Increase high-density residential development	5	The bus circulator would serve planned residential developments in downtown and north of downtown
	C.3 Serve transit dependent populations	5	Serves residences in downtown, which are majority transit-dependent, with larger service area reaching north of Broadway
	C.4 Ability to build affordable housing and transit-supportive land uses along the alignment	3	Middlefield and Bradford have redevelopable properties, may be more feasible for development than Broadway. However, bus may be less likely to encourage new development
D. Prioritize pedestrians and integrate with bicycle infrastructure	D.1 Reduce single-occupancy vehicle use	2	Reduces Vehicle trips along Broadway. The route has a larger service area than the streetcar routes. However bus service may be less popular than streetcar.
	D.2 Connections to pedestrian and bicycle facilities	5	Bus alternative connects to existing bike routes on Marshall, Winslow, Arguello, and Middlefield, and additionally connects to routes on Veterans Boulevard and Main St
E. Create "park once and walk" district	E.1 Provide visible and easy to use services	3	Bus service is less visible and comfortable than a streetcar
F. Improve accessibility and mobility along the corridor	F.1 Maximize transit ridership	2	Reduces Vehicle trips along Broadway. The route has a larger service area than the streetcar routes. However bus service may be less popular than streetcar.
	F.2 Provide sufficient transit frequency	3	No difference
	F.3 Encourage new transit riders	3	Bus routes will be less attractive to new riders, but the route will serve locations currently not served by transit
G. Improve health and safety	G.1 Reduce environmental impacts	2	Reduces Vehicle trips along Broadway. The route has a larger service area than the streetcar routes. However bus service may be less popular than streetcar.
	G.2 Reduce points of conflict	1	Broadway has multiple intersections with high collision rates. Additionally, the bus passes through intersections with high collision rates on Veterans Boulevard
	G.3 Reduce potential for collision through reduced vehicle usage	2	Reduces Vehicle trips along Broadway. The route has a larger service area than the streetcar routes. However bus service may be less popular than streetcar.
H. Maximize economic and operational efficiency	H.1 Minimize transit travel times	1	Longer route compared to all streetcar options, has many turns, and passes through the largest number of controlled intersections and uncontrolled pedestrian crossings.
	H.2 Minimize total costs per rider	5	Bus will not have much fixed infrastructure, minimizing capital costs. O&M costs should be similar to a streetcar service, except that direct maintenance of the right-of-way (locals streets) is not part of the direct cost of the project.
	H.3 Provide reliable transit service	2	Bus service may be less reliable than streetcars. The route is also longer than the streetcar routes and crosses many intersections and pedestrian crossings, increasing opportunities for delay
I. Project Feasibility	I.1 Minimize effects on utility lines	5	Bus will have no effect on utility lines
	I.2 Minimize ROW acquisition	5	Bus will not require ROW acquisition
	I.3 Allow for phasing of project	5	Flexibility of bus allows for easy adjustment in future phases.



SUMMARY

Criteria	1A Broadway Direct	2A Broadway Middlefield Loop	3B Broadway- Marshall- Winslow Direct	4A Broadway- Marshall Middlefield Loop	4B Broadway- Marshall Main Loop	8 Downtown Circulator Shuttle
A.1 Potential to catalyze investment	3	3	4	4	5	1
A.2 Improve access to jobs and businesses	4	4	4	4	5	5
A.3 Support existing plans and goals	5	4	3	3	3	2
A.4 Compatibility with other proposed transportation projects	4	2	3	2	2	4
B.5 Preserve existing historic resources and neighborhood character	3	3	5	5	3	5
B.6 Preserve public spaces	3	3	5	5	5	5
C.1 Provide connections to daily needs for those who live along the corridor	3	3	4	4	3	5
C.2 Increase high-density residential development	3	3	5	5	3	5
C.3 Serve transit dependent populations	3	3	3	3	3	5
C.4 Ability to build affordable housing and transit-supportive land uses along the alignment	2	2	4	4	5	3
D.1 Reduce single-occupancy vehicle use	4	5	4	5	4	2
D.2 Connections to pedestrian and bicycle facilities	3	3	5	5	5	5
E.1 Provide visible and easy to use services	5	5	5	5	5	3
F.1 Maximize transit ridership	4	5	5	5	4	2
F.2 Provide sufficient transit frequency	3	3	3	3	3	3
F.3 Encourage new transit riders	5	5	5	5	5	3
G.1 Reduce environmental impacts	4	5	5	5	4	2
G.2 Reduce points of conflict	2	2	5	5	5	1
G.3 Reduce potential for collision through reduced vehicle usage	4	5	5	5	4	2
H.1 Minimize transit travel times	4	5	5	4	3	1
H.2 Minimize total costs per rider	3	3	2	2	2	5
H.3 Provide reliable transit service	3	3	4	4	4	2
I.1 Minimize effects on utility lines	2	1	3	2	1	5
I.2 Minimize ROW acquisition	5	5	5	5	5	5
I.3 Allow for phasing of project	3	3	3	3	3	5
Average Score	3.5	3.5	4.2	4.1	3.8	3.4

