















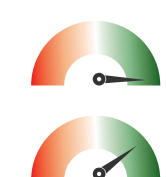
# ROUTE OPTIONS EVALUATION CONSIDERATIONS

## TARGET FIELD STATION TO WEST BROADWAY

### ROUTE OPTIONS

	Scoring Criteria	Lyndale Option	West I-94 Option <i>Not recommended to move forward</i>	East I-94 (Washington Ave) Option
<b>Right of Way Need and Impacts</b>	<ul style="list-style-type: none"> <li>Overall width with respect to available right of way</li> <li>Level of acquisition needs (full vs. partial vs. strip)</li> <li>Reduced impacts to community assets</li> <li>Reduced impacts to business operations</li> </ul>	<ul style="list-style-type: none"> <li>Right of way constraints on Lyndale Avenue require strips of public easement from adjacent properties.</li> </ul> 	<ul style="list-style-type: none"> <li>MnDOT right of way acquisition required for new light rail connection. Potential grading impacts to residential properties. Significant impacts to existing commercial businesses.</li> </ul> 	<ul style="list-style-type: none"> <li>MnDOT right of way acquisition required for new light rail connection. Potential grading impacts to residential properties. Significant impacts to existing commercial businesses.</li> </ul> 
<b>Transit Effectiveness</b>	<ul style="list-style-type: none"> <li>Proximity to businesses, residents and community assets</li> <li>Station accessibility (pedestrian, bike, and other transit routes)</li> </ul>	<ul style="list-style-type: none"> <li>The station serves Near North and Lyn-Park neighborhoods as well as nearby businesses. The station is accessible from the west, north and south sides with few barriers. Station is walkable from the North Loop neighborhood via Plymouth Avenue bridge across I-94.</li> </ul> 	<ul style="list-style-type: none"> <li>Station serves Near North and Lyn-Park neighborhoods and nearby businesses. Station is accessible from the west and north sides. Station is walkable from the North Loop neighborhood via Plymouth Avenue bridge.</li> </ul> 	<ul style="list-style-type: none"> <li>Station serves the North Loop neighborhood. Station is accessible from Near North and Lyn-Park neighborhoods via Plymouth Avenue bridge across I-94. Crossing I-94 is considered a barrier to access the station.</li> </ul> 
<b>Land Use and Economic Development</b>	<ul style="list-style-type: none"> <li>Compatibility with project anti-displacement objectives</li> <li>Redevelopment potential of vacant and/or impacted parcels</li> <li>Increased/improved non-vehicular access to businesses</li> </ul>	<ul style="list-style-type: none"> <li>The station location could create potential for nearby commercial redevelopment. Few full acquisitions creates less opportunities for parcel redevelopment.</li> </ul> 	<ul style="list-style-type: none"> <li>Station location limits potential for nearby commercial redevelopment. Required full acquisitions are not adjacent to the station.</li> </ul> 	<ul style="list-style-type: none"> <li>Station location could create potential for some redevelopment.</li> </ul> 
<b>Operational Considerations</b>	<ul style="list-style-type: none"> <li>Light rail operational considerations</li> <li>Traffic operational considerations</li> </ul>	<ul style="list-style-type: none"> <li>Maintains two way traffic and all access off Lyndale Avenue with sidewalks on both sides. Impacts to signal operations and traffic on 7th Street to allow for light rail movement.</li> </ul> 	<ul style="list-style-type: none"> <li>Gated crossings likely required for East Lyndale and Plymouth Avenues and are more difficult for pedestrians to navigate and cross. Gated crossings require bells for safety purposes.</li> </ul> 	<ul style="list-style-type: none"> <li>Impacts to traffic operations on 10th Avenue. Impacts to signal operations on Washington Avenue and West Broadway. No major light rail or pedestrian concerns.</li> </ul> 
<b>Compliance with Street Objectives</b>	<ul style="list-style-type: none"> <li>Compliance with City of Minneapolis plans/guidelines</li> </ul>	<ul style="list-style-type: none"> <li>Lyndale Avenue cross section rebalances space to transit and pedestrians. Constrained right of way on Lyndale Avenue creates challenges for bikes and green infrastructure.</li> </ul> 	<ul style="list-style-type: none"> <li>The bulk of the corridor would be transit-only (not intended to accommodate pedestrians or bikes).</li> </ul> <div style="border: 1px solid black; padding: 2px; display: inline-block;">Not applicable</div>	<ul style="list-style-type: none"> <li>Rebalances space on 10th Street and Washington Avenue to transit and pedestrians. Creates new transit corridors with potential for increased bike and pedestrian infrastructure.</li> </ul> 
<b>RECOMMENDATIONS</b>		<ul style="list-style-type: none"> <li>Evaluate further</li> </ul>	<ul style="list-style-type: none"> <li><b>Not recommended to move forward:</b> this option has a large number of residential and commercial impacts and the station requires two arterial at-grade crossings with bells near residential properties</li> </ul>	<ul style="list-style-type: none"> <li>Evaluate further</li> </ul>

#### SCORING



Achieves the best performance in this category



Performs well in this category, but could be better



Neutral in this category



Does not necessarily perform well in this category



Results considered unacceptable based on project principles



METRO BLUE LINE EXTENSION





# ROUTE OPTIONS EVALUATION CONSIDERATIONS

## WEST BROADWAY AVENUE/21ST AVENUE

### ROUTE OPTIONS

	Scoring Criteria	Option A: Center running light rail along West Broadway Avenue.	Option B: West Broadway Avenue/21st Avenue Pair: Side-running light rail on West Broadway. Traffic is split with one lane on West Broadway and two lanes on 21st Ave N.	Option C: West Broadway Avenue/21st Avenue Pair: Side-running light rail and traffic is split between West Broadway and 21st Ave N.	Option D: Light rail only on 21st Avenue and four lanes of traffic on West Broadway (as it exists today).
<b>Right of Way Need and Impacts</b>	<ul style="list-style-type: none"> <li>Overall width with respect to available right of way</li> <li>Level of acquisition needs (full vs. partial vs. strip)</li> <li>Reduced impacts to community assets</li> <li>Reduced impacts to business operations</li> </ul>	<ul style="list-style-type: none"> <li>Wide overall cross section. Property impacts on the north side of West Broadway Avenue and a few full property acquisitions required.</li> </ul> 	<ul style="list-style-type: none"> <li>New roadway connection required on the west side near Irving Avenue. A few full property acquisitions required. Property impacts on both sides of the road.</li> </ul> 	<ul style="list-style-type: none"> <li>New roadway and light rail connection required on the west side near Irving Avenue. Some property impacts.</li> </ul> 	<ul style="list-style-type: none"> <li>New light rail connection required on the west side near Irving Avenue. A few full property acquisitions required.</li> </ul> 
<b>Transit Effectiveness</b>	<ul style="list-style-type: none"> <li>Proximity to businesses, residents and community assets</li> <li>Station accessibility (pedestrian, bike, and other transit routes)</li> </ul>	<ul style="list-style-type: none"> <li>Station centrally located on West Broadway and serves projects.</li> </ul> 	<ul style="list-style-type: none"> <li>Station centrally located on West Broadway and serves project goals.</li> </ul> 	<ul style="list-style-type: none"> <li>Station split creates concerns for transit effectiveness and overall walkability.</li> </ul> 	<ul style="list-style-type: none"> <li>Station a block away from West Broadway (a central location) and serves project goals.</li> </ul> 
<b>Land Use and Economic Development</b>	<ul style="list-style-type: none"> <li>Compatibility with project anti-displacement objectives</li> <li>Redevelopment potential of vacant and/or impacted parcels</li> <li>Increased/improved non-vehicular access to businesses</li> </ul>	<ul style="list-style-type: none"> <li>Station centrally located and promotes access to existing and future businesses. Creates opportunity to enhance the heart of North Minneapolis.</li> </ul> 	<ul style="list-style-type: none"> <li>Creates barriers to business access on the north side of West Broadway. One-way pair could negatively impact businesses and their relationship to vehicular traffic.</li> </ul> 	<ul style="list-style-type: none"> <li>Creates barriers to business access on the north side of West Broadway. Additional track crossings and unconventional parcel shapes also raise concern for revitalization and business access.</li> </ul> 	<ul style="list-style-type: none"> <li>Not directly serving businesses on West Broadway but also does not impact existing businesses. Concern for safety/visibility of station location.</li> </ul> 
<b>Operational Considerations</b>	<ul style="list-style-type: none"> <li>Light rail operational considerations</li> <li>Traffic operational considerations</li> </ul>	<ul style="list-style-type: none"> <li>No major concerns with pedestrian, light rail or vehicular movements.</li> </ul> 	<ul style="list-style-type: none"> <li>Impacts to traffic network create concerns for traffic operations.</li> </ul> 	<ul style="list-style-type: none"> <li>Light rail operations undesirable due to separated track and stations. Impacts to pedestrian and traffic network.</li> </ul> 	<ul style="list-style-type: none"> <li>No major concerns with pedestrian or light rail movements. Requires taking traffic off a segment of 21st Avenue.</li> </ul> 
<b>Compliance with Street Objectives</b>	<ul style="list-style-type: none"> <li>Compliance with City of Minneapolis plans/guidelines</li> </ul>	<ul style="list-style-type: none"> <li>Rebalances travel lanes to transit and pedestrians. Constricted right of way creates challenges for green infrastructure.</li> </ul> 	<ul style="list-style-type: none"> <li>One-way travel lane environment. Creates added space for pedestrians and green infrastructure.</li> </ul> 	<ul style="list-style-type: none"> <li>Light rail is split between two roads. Creates space for pedestrians and green infrastructure.</li> </ul> 	<ul style="list-style-type: none"> <li>Creates space for pedestrians and green infrastructure. Less impacts to West Broadway but takes traffic off a segment of 21st Avenue.</li> </ul> 

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Achieves the best performance in this category



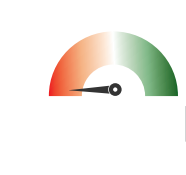
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