

GOAL 1

Ensure the project is compatible with the long-term land use plans

Objectives

- Provide a transportation system that allows capacity for economic growth as determined by the City of Phoenix Comprehensive Plan
- Provide a transportation system that allows capacity for residential growth as determined by the City of Phoenix Comprehensive Plan
- Work with city and county on future zoning
- Protect existing businesses

Evaluation Criteria for Goal 1:	Scoring			Alternatives							Comments
	(high)	(medium)	(low)	CAC Table 1 SPUI w/ PBA west side connection	CAC Table 1 SPUI w/ TPAU west side connection	Lowry SPUI w/ TPAU west side connection	PBA Diamond w/ 8-lane structure	PBA Diamond w/ 6 lanes & SE loop ramp	TPAU Diamond w/ 8-lane structure	TPAU Diamond w/ 6 lanes & SE loop ramp	
1-1. Does the alternative provide the capacity for economic growth that is allowed in the Phoenix Comprehensive Plan (e.g., Interchange Business zone)? (subjective; should consult Phoenix Planning)	Yes	Somewhat	No								
1-2. Does the alternative provide the capacity for residential growth that is allowed in Phoenix Comp Plan? (subjective; should consult Phoenix Planning)	Yes	Somewhat	No								
1-3. Are existing businesses impacted by the alternative?	Minor R/W acquisitions and minor access reduction	Moderate R/W acquisitions and moderate access reduction	Considerable R/W acquisitions and substantial access reduction								

GOAL 2

Ensure project facilities provide for safe and efficient movement of emergency vehicles, school buses and freight

Objectives

- Design a transportation system to accommodate emergency vehicles
- Optimize movement of school buses through the project area
- Facilitate safety of school bus boarding/unboarding within project area
- Design a transportation system to accommodate freight movement

Evaluation Criteria for Goal 2:	Scoring			Alternatives							Comments
	(high)	(medium)	(low)	CAC Table 1 SPUI w/ PBA west side connection	CAC Table 1 SPUI w/ TPAU west side connection	Lowry SPUI w/ TPAU west side connection	PBA Diamond w/ 8-lane structure	PBA Diamond w/ 6 lanes & SE loop ramp	TPAU Diamond w/ 8- lane structure	TPAU Diamond w/ 6 lanes & SE loop ramp	
2-1: How well does alternative provide for emergency vehicle access?	Emergency vehicles will have primary and secondary access to all of the areas in the vicinity of the new interchange and associated access roads	Emergency vehicles will have at least primary access to all of the areas in the vicinity of the new interchange and associated access roads .	Emergency vehicles will be limited in some areas in the vicinity of the new interchange and associated access roads								
2-2. Does the alternative optimize school bus movement? (Rating given in consultation with school district)	Improved routes, less potential conflicts	As good or better than current situation	Worse than current situation								
2-3. Does the alternative offer “safer” school bus boarding/unboarding? (Rating given in consultation with school district)	Improved boarding/unboarding areas within project area	As good or better than current situation	Worse than current situation								
2-4. Does the alternative accommodate freight movement?	Improved routes, adequate driveways and access, less potential conflicts	As good or better than current situation	Worse than current situation								

GOAL 3

Provide safe facilities that encourage alternative modes of transportation

Objectives

- Include bike lanes and/or other facilities that make it easy and safe for bicyclists to travel through the area
- Include wide sidewalks to allow for safe and comfortable pedestrian travel in the project area
- Design facilities that ensure safety for senior and disabled members of the community
- Include Park and Ride facilities within project area
- Design logical pull-out areas for transit (buses) within project area

Evaluation Criteria for Goal 3:	Scoring			Alternatives							Comments
	(high)	(medium)	(low)	CAC Table 1 SPUI w/ PBA west side connection	CAC Table 1 SPUI w/ TPAU west side connection	Lowry SPUI w/ TPAU west side connection	PBA Diamond w/ 8-lane structure	PBA Diamond w/ 6 lanes & SE loop ramp	TPAU Diamond w/ 8-lane structure	TPAU Diamond w/ 6 lanes & SE loop ramp	
3-1. Are bike lanes wide, clearly marked and adequately signed?	Shoulders sufficient for bike lanes (10 feet); bike lanes clearly marked; well-signed facilities	Shoulders sufficient for bike travel (8 feet); no specific bike markings; some directional signage	Shoulders insufficient for bike travel (6 feet or less); no bike markings; no directional signage.								
3-2. Do bike routes associated with this project adequately connect to existing bike routes?	Little out-of-direction travel; bike route is easily followed	Some out-of-direction travel; bike route somewhat difficult to follow	Substantial out-of-direction travel; bike route difficult to follow								
3-3. Are bike facilities free of potential conflicts with vehicular traffic?	Minimal access points creating conflicts	Some access points creating conflicts	Frequent access points creating conflicts								
3-4. Are sidewalks improved?	Sidewalks are continuous, wide (6+ feet) and beautified	Sidewalks are continuous and beautified, but are of minimal width (5 feet)	Sidewalks are not continuous and/or less than adequate width (<5 feet), and are without beautification								

GOAL 4

Provide for easy and/or safe access to existing and planned businesses and residences in the study area

Objectives

- Design improvements that allow for safe ingress and egress.
- Provide enough turn lanes which will allow through traffic to continue unimpeded

Evaluation Criteria for Goal 4:	Scoring			Alternatives							Comments
	(high)	(medium)	(low)	CAC Table 1 SPUI w/ PBA west side connection	CAC Table 1 SPUI w/ TPAU west side connection	Lowry SPUI w/ TPAU west side connection	PBA Diamond w/ 8-lane structure	PBA Diamond w/ 6 lanes & SE loop ramp	TPAU Diamond w/ 8-lane structure	TPAU Diamond w/ 6 lanes & SE loop ramp	
4-1. Are accesses to current and future businesses safe and easily accessible?	Accesses are safe and close to businesses	Accesses are safe and somewhat close to businesses	Accesses are generally safe, but inconvenient to businesses								
4-2. Are accesses to current and future residences safe and easily accessible?	Accesses are safe and close to residences	Accesses are safe and somewhat close to residences	Accesses are generally safe, but inconvenient to residences								
4-3. Can the business accesses and intersections safely and easily accommodate large trucks, delivery vehicles, and RVs?	Trucks, delivery vehicles and RVs can maneuver safely and easily	Trucks, delivery vehicles and RVs can maneuver safely, but with some difficulty	Trucks, delivery vehicles and RVs may have difficulty maneuvering and/or safety may be an issue								
4-4. Is traffic anticipated to move smoothly through the project area upon completion? (Is there sufficient capacity available and adequate turn lanes?)	Traffic is anticipated to flow smoothly	Traffic is anticipated to flow with some interruption	Traffic flow is anticipated to be stop-and-go								

GOAL 5

Ensure the design of the project will not be such as to make its implementation cost-prohibitive

Objective:

- The cost of the project does not exceed anticipated budgetary allotments

Evaluation Criteria for Goal 5:	Scoring			Alternatives							Comments
	(high)	(medium)	(low)	CAC Table 1 SPUI w/ PBA west side connection	CAC Table 1 SPUI w/ TPAU west side connection	Lowry SPUI w/ TPAU west side connection	PBA Diamond w/ 8-lane structure	PBA Diamond w/ 6 lanes & SE loop ramp	TPAU Diamond w/ 8-lane structure	TPAU Diamond w/ 6 lanes & SE loop ramp	
5-1. Does the alternative fall within estimated budgetary constraints?	Cost of alternative is not likely to be prohibitive	Cost of alternative would match available funding	Cost of alternative would make it prohibitive								
5-2. How well can the alternative be phased?	Design would allow for phasing options without significant disruption of traffic in the study area	Design would allow for phasing with traffic disruptions within the study area	Project could not be easily phased								

GOAL 6

Enhance community livability and quality of life

Objective:

- Enhance connection between neighborhood areas located on the east side and west side of I-5
- Install signage directing travelers to area parks
- Design of new transportation facilities are visually pleasing and will last
- Include landscape design that complements the project area
- Work with City to facilitate development of a community park on east side on interchange

Evaluation Criteria for Goal 6:	Scoring			Alternatives						Comments	
	(high)	(medium)	(low)	CAC Table 1 SPUI w/ PBA west side connection	CAC Table 1 SPUI w/ TPAU west side connection	Lowry SPUI w/ TPAU west side connection	PBA Diamond w/ 8-lane structure	PBA Diamond w/ 6 lanes & SE loop ramp	TPAU Diamond w/ 8-lane structure		TPAU Diamond w/ 6 lanes & SE loop ramp
6-1. Are vehicular connections enhanced between the east and west sides of I-5?	Connections are obvious and easily accessed	Connections are obvious, but are not easily accessed	Connections are not obvious and are not easily accessed								
6-2. Are bicycle and pedestrian connections enhanced between the east and west sides of I-5.	Connections are safe, comfortable to use, and attractive	Connections are safe and relatively comfortable to use	Connections are safe and accessible								
6-3. Are visual and aesthetic enhancements, including landscaping, provided for and can they be easily maintained?	Well-integrated landscaping and visual enhancements are included and can be easily maintained	Landscaping and Visual enhancements are included and are somewhat easy to maintain	Minimal landscaping and visual enhancements are included, and/or maintenance could be difficult								
6-4. Does the alternative minimize impacts to neighborhoods?	Through traffic is minimal; noise from the facility is minimal; little visual intrusion of facility into neighborhood areas	Some through traffic, noise, and visual impacts intrude into neighborhoods	There are substantial traffic, noise and visual intrusions into neighborhood areas								

GOAL 7

Protect and enhance the natural environment

Objectives:

- Allow for smooth flow of traffic to minimize air pollution from vehicle emissions
- Design to minimize noise impacts
- Minimize impacts to wetlands and fish/wildlife habitat
- Enhance riparian features – particularly wetlands, native vegetation, and water quality

Evaluation Criteria for Goal 7:	Scoring			Alternatives							Comments
	(high)	(medium)	(low)	CAC Table 1 SPUI w/ PBA west side connection	CAC Table 1 SPUI w/ TPAU west side connection	Lowry SPUI w/ TPAU west side connection	PBA Diamond w/ 8-lane structure	PBA Diamond w/ 6 lanes & SE loop ramp	TPAU Diamond w/ 8-lane structure	TPAU Diamond w/ 6 lanes & SE loop ramp	
7-1. Does the alternative comply with air quality standards (CO/PM10)?	Alternative complies with air quality standards. Traffic flow has minimal interruptions	Most areas of the alternative comply with air quality standards. Traffic flow has some interruptions	Alternative is not in compliance with air quality standards. Traffic flow is often interrupted								
7-2. Is traffic noise minimized?	Alternative results in no traffic noise impacts	Alternative results in some traffic noise impacts. Mitigation is considered.	Alternative results in traffic noise impacts that cannot be mitigated.								
7-3. Does the alternative minimize impacts to wetlands and fish/wildlife habitat (i.e. riparian areas and native vegetation)?	Has least impact to wetlands and fish/ wildlife habitat. Replaces Bear Creek structure in same location	Has some impact to wetlands and fish/wildlife habitat. 1 or 2 new Bear Creek Crossings	Has most impact to wetlands and fish/wildlife habitat >2 new Bear Creek crossings								
7-4. Does the alternative include design elements to reduce water quality impacts?	Alternative includes engineered detention and treatment facilities.	Alternative includes BMP level treatment (i.e. swales, vegetated ditches, etc)	Alternative expected to have water quality impacts								

GOAL 8

Protect the integrity of the Bear Creek Greenway Trail

Objectives:

- Provide safe and easy access to the Greenway for pedestrians and bicycles
- Design for minimal Greenway closures and access restrictions during project construction
- Provide landscaping, structures and/or facilities that are visually compatible with the Greenway setting

Evaluation Criteria for Goal 8:	Scoring			Alternatives						Comments	
	(high)	(medium)	(low)	CAC Table 1 SPUI w/ PBA west side connection	CAC Table 1 SPUI w/ TPAU west side connection	Lowry SPUI w/ TPAU west side connection	PBA Diamond w/ 8-lane structure	PBA Diamond w/ 6 lanes & SE loop ramp	TPAU Diamond w/ 8-lane structure		TPAU Diamond w/ 6 lanes & SE loop ramp
8-1. Is the Greenway safely and easily accessed? Does it have good directional signage?	Access to Greenway is safe, efficient, not steep, and complies with ADA.	Access to Greenway is safe and well-signed, but circuitous; access is of minimal width, not too steep and complies with ADA.	Access to Greenway is safe, but is narrow or steep; signage and direct routing are not part of alternative								
8-2. Do the construction plans include special provisions to provide ongoing access to the Greenway during project construction?	Access to the Greenway is continuous through construction	Occasional closures and access restrictions to the Greenway occur during construction	Closure and restrictions to the Greenway are common during construction								
8-3. Landscaping, structures and/or facilities in the Greenway area are compatible with the vegetated Greenway setting.	Project features are very compatible with the Greenway	Project features are somewhat visually compatible with the Greenway	Project features are not particularly visually compatible with the Greenway								