

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 | | | | | | | |
|--|---|---|--|--|--|---|---|--|------------------------------|--|--------------------------------|
| | (high) | (medium) | (low) | 6-lane Diamond w/ loop PBA West PBA East | 6-lane Diamond w/loop PBA West TPAU East | SPUI North PBA West N. Phoenix Through East | SPUI North Boltz West N. Phoenix Through East | CDI PBA West N. Phoenix Through East | CDI PBA West TPAU East | CDI Boltz West N. Phoenix Through East | CDI Boltz West TPAU East |
| 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 | | | | | | | |
|---|--|---|---|---|--|---|---|--|------------------------------|--|--------------------------------|
| | (high) | (medium) | (low) | 6-lane Diamond w/loop PBA West PBA East | 6-lane Diamond w/loop PBA West TPAU East | SPUI North PBA West N. Phoenix Through East | SPUI North Boltz West N. Phoenix Through East | CDI PBA West N. Phoenix Through East | CDI PBA West TPAU East | CDI Boltz West N. Phoenix Through East | CDI Boltz West TPAU East |
| 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 | | | | | | | |
|--|--|--|--|--|--|---|--|--|------------------------------|--|--------------------------------|
| | (high) | (medium) | (low) | 6-lane Diamond w/ loop PBA West PBA East | 6-lane Diamond w/loop PBA West TPAU East | SPUI North PBA West N. Phoenix Through East | SPUI North Boltz West West N. Phoenix Through East | CDI PBA West N. Phoenix Through East | CDI PBA West TPAU East | CDI Boltz West N. Phoenix Through East | CDI Boltz West TPAU East |
| 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 | | | | | | | |
|--|--|---|---|--|--|---|---|--|------------------------------|--|--------------------------------|
| | (high) | (medium) | (low) | 6-lane Diamond w/ loop PBA West PBA East | 6-lane Diamond w/loop PBA West TPAU East | SPUI North PBA West N. Phoenix Through East | SPUI North Boltz West N. Phoenix Through East | CDI PBA West N. Phoenix Through East | CDI PBA West TPAU East | CDI Boltz West N. Phoenix Through East | CDI Boltz West TPAU East |
| 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 | | | | | | | |
|--|--|---|---|---|--|---|--|---|------------------------------|---|--------------------------------|
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| 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 could 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 | | | | | | | |
|--|---|--|---|--|--|---|---|--------------------------------------|------------------------|--|--------------------------|
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| 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 | | | | | | | | |
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| 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 | | | | | | | | |
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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 | | | | | | | |
|---|--|--|--|---|--|---|--|---|------------------------------|--|--------------------------------|
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| 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 | | | | | | | | |
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| 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 | | | | | | | | |
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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 | | | | | | | |
|--|--|--|--|---|--|--|--|---|------------------------------|---|--------------------------------|
| | (high) | (medium) | (low) | 6-lane Diamond w/loop PBA West PBA East | 6-lane Diamond w/loop PBA West TPAU East | SPUI North PBA West N. Phoenix Through East | SPUI North Boltz West N. Phoenix Through East | CDI PBA West N. Phoenix Through East | CDI PBA West TPAU East | CDI Boltz West N. Phoenix Through East | CDI Boltz West TPAU East |
| 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 | | | | | | | | |