SMCAT Members FINAL
South Mountain Freeway Evaluation Criteria
4-27-06

Alternative Modes/Multi-modal

The corridor provides for existing and future transit opportunities, park & ride facilities, and multi-use trails. (MULTIMODAL)

Design Obsolescence

The design provides for 2030 average daily traffic at a level of service D or better while providing for community access. (OBSOLETE)

Noise

Noise levels in proximity to the freeway should remain low and unobtrusive to normal everyday life and not exceed 64 dB. (NOISE)

Ecological

Does not disrupt wildlife habitat and connectivity, native vegetation, or natural water flow. (ECOLOGICAL)

Visual

The freeway and its traffic is not visible from grade, any visible component of the concrete structure is mitigated through landscape and architectural design. (VISUAL)

Community Cohesion

The selected alternative provides the necessary regional transportation capacity while providing the needed safe community connectivity at appropriate locations, and does not create a physical, psychological, or economic barrier. (COHESION)

Displacement

Freeway alignment will disrupt or displace the minimum number of homes, businesses, schools, and parks. (DISPLACEMENT)

Design and Operations

Maximize operational efficiency and minimize congestion at freeway system interchanges and improve functionality of regional freeway and street systems. (OPERATIONS)

Project Cost

Cost should be a consideration: total cost of constructing the freeway is assessed with the gains and losses to the affected communities. (COST)

Quality of Life

The freeway will not interfere with everyday life while allowing convenient accessibility to community facilities with minimal impact to residential areas. (QUALITY)

Air Quality

The design and location of any new freeway built will maximize traffic flow and minimize the impact to regional air quality. (AIR)