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)