DRAFT Preferred Alternative Evaluation Criteria

Introduction

The following preliminary draft evaluation criteria are organized into 12 groups. Each group includes one to three different types of criteria. The first two types described below will be used to help evaluate the Draft Environmental Impact Statement alternatives in order to select a Preferred Alternative. The third type described will be applied in a future project phase. A number of the criteria applied to the Preferred Alternative decision may also be applied at future phases. Collectively these criteria reflect the Community Task Force input on Interests and Values:

Criteria Groups

1. Seismic Resiliency

Long Term	1a.1	Maximize confidence in post-earthquake operability and reparability.
	1a.2	Maximize post-earthquake emergency vehicle access and travel time.
	1a.3	Maximize ability for all modes to use the crossing post-earthquake (this will include heavy freight).
	1a.4	Ability to include utilities on bridge to support resilient functions after a major earthquake
During Const.	1b.1	Minimize reductions to seismic resilience of adjacent buildings.
	1b.2	Minimize duration of construction.
Future Phase	1c.1	Ability to include equipment (such as communication devices, message boards, antennas/facilities) on bridge to create additional resilient functions after a major earthquake.

2. Community Quality of Life (includes Social Services, Indirect Land Use Impacts, Community Resources, Personal Safety)

Long Term	2a.1	Minimize social service displacements and long-term access impacts.
	2a.2	Maintain social service providers' long-term ability to provide current level of service.
	2a.3	Minimize long-term noise and light/shadow impacts (including night sky impacts).
	2a.4	Minimize long-term impacts to community facilities and events under and near the bridge (e.g., Skatepark, Saturday Market, park festivals, parades, organized runs, etc.).
	2a.5	~~Promote~~ Maximize personal safety and crime reduction by following principles of Crime Prevention Through Environmental Design (CPTED).
During Const.	2b.1	Minimize temporary access impacts for social service providers.
	2b.2	Minimize temporary noise and light/shadow impacts on adjacent land uses.
	2b.3	Minimize temporary impacts to community facilities and events under and near the bridge.
Future Phase	2c.1	Maintain a safe construction site.
	2c.2	Implement design that minimizes risk of attempted suicide from the structure.

3. Business and Economics

Long Term	3a.1	Minimize business displacements and permanent access impacts.
	3a.2	Support redevelopment potential consistent with local plans.
During Const.	3b.1	Minimize temporary access impacts to businesses.
	3b.2	Minimize temporary regional economic impacts.
	3b.3	Minimize temporary impacts to major community events under and near the bridge (in particular, the economic benefits of these events).
Future Phase	3c.1	

4. Park and Historic Resources

Long Term	4a.1	Minimize park displacements, access and functionality impacts, and ~~enhance~~ maximize park functionality (will look at the net effect of impacts).
	4a.2	Minimize historic resource impacts (including destruction or damage, changes in access and context impacts).
During Const.	4b.1	Minimize temporary impacts to parks (including temporary displacement, access and functionality impacts).
Future Phase	4c.1	

5. Visual and Aesthetics

Long Term	5a.1	Minimize adverse impacts on existing views and view corridors and support the potential for new scenic views.
During Const.	5b.1	~~Enhance~~ Maximize pedestrian/bicycle aesthetic experience on the bridge.
	5b.2	Provide a structure that instills a sense of community pride.
	5b.3	Respect the historic character of the existing bridge and area and integrate with the urban fabric.
Future Phase	5c.1	~~Enhance~~ Maximize pedestrian/bicycle aesthetic experience on the bridge.
	5c.2	Provide a structure that instills a sense of community pride.
	5c.3	Respect the historic character of the existing bridge and area and integrate with the urban fabric.

6. Natural Resources and Sustainability

Long Term	6a.1	Minimize impacts to water quality and flooding.
	6a.2	Minimize impacts to fish and wildlife.
	6a.3	Minimize impacts to air quality and greenhouse gas emissions.
During Const.	6b.1	Minimize temporary impacts to water quality and flooding.
	6b.2	Minimize temporary impacts to air quality and green-house gas (GHG) emissions.
	6b.3	Minimize temporary impacts to fish and wildlife.
	6b.4	Minimize resource consumption and waste production during construction.
Future Phase	6c.1	~~Promote~~ Maximize waste reduction and use of sustainable materials in design and construction.
	6c.2	~~Promote~~ Maximize energy sustainability in design (e.g., in construction methods as well as long-term source for operations).

7. Pedestrians, ~~Bicycles~~ Bicyclists and ADA
(Americans with Disabilities Act)

Long Term	7a.1	Maximize safety (including advancing Vision Zero) and comfort for bicyclists and other low-impact vehicles (e.g., scooters, skateboards).
	7a.2	Maximize access/connectivity for bicyclists and other low-impact vehicles.
	7a.3	Maximize safety and comfort for pedestrians (including advancing Vision Zero).
	7a.4	Maximize access/connectivity for pedestrians.
	7a.5	Maximize improved travel time and capacity for bicyclists, pedestrians and ADA (includes wheeled and non-wheeled).
	7a.6	Maximize safety and comfort for ADA (including advancing Vision Zero).
	7a.7	Maximize access/connectivity for ADA.
	7a.8	~~Maximize mode shift away from single occupant vehicles~~ Increase pedestrian and bicyclist modal share.
During Const.	7b.1	Minimize temporary travel time and access/connectivity impacts for bicyclists and pedestrians
	7b.2	Maximize potential to provide permanent and temporary ADA facilities that are comfortable and safe and ~~promote~~ maximize efficient access and connectivity for users of the facilities.
	7b.3	Minimize temporary safety impacts for bicyclists and pedestrians.
Future Phase	7c.1	

8. Motor Vehicles, Freight and Emergency Vehicles

Long Term	8a.1 ~~Promote~~ Maximize safety for motor vehicles and freight. 8a.2 ~~Promote~~ Maximize travel time and capacity for motor vehicles, freight and emergency vehicles. 8a.3 ~~Promote~~ Maximize access/connectivity for motor vehicles, freight and emergency vehicles. 8a.4 Minimize impacts to on-street parking.
During Const.	8b.1 Minimize temporary access and travel time impacts for motor vehicles, freight and emergency vehicles. 8b.2 Minimize temporary safety, on-street parking, and capacity impacts for motor vehicles, freight and emergency vehicles.
Future Phase	~~8c.1~~ *[Ensure bridge will be ready for heavy freight after a seismic event. – moved to Criteria 1a.3]*

9. River Navigation

Long Term	9a.1 Minimize permanent direct and indirect impacts to navigation.
During Const.	9b.1 Minimize temporary direct and indirect impacts to navigation.
Future Phase	9c.1 Ensure that bridge lighting and signals don't affect navigation safety (e.g., don't create hazardous nighttime glare, or interfere with radar).

10. Transit

Long Term	10a.1 Maximize streetcar readiness. 10a.2 ~~Promote~~ Maximize bus accessibility. 10a.3 Maximize potential to provide enhanced transit capacity and improvements in travel times ~~10a.4 Increase transit modal share.~~
During Const.	10b.1 Minimize temporary impacts on transit access, safety~~, and~~ travel times and ridership.
Future Phase	10c.1

11. Utilities

Long Term	11a.1 Minimize long-term impacts to major utilities, such as the Ankeny Pump Station. *[Currently addressed in Criteria 12a.1 Fiscal Responsibility]* ~~*11a.1a Promote*~~ *[Maximize (if needed) inclusion of utility crossings either on structure (for fixed bridge) or underwater (for movable bridges) – moved to Criteria 1a.4]*
During Const.	11b.1 Minimize construction-related impacts to major utilities, such as the Ankeny Pump Station. *[Currently addressed in Criteria 12a.1 Fiscal Responsibility]*
Future Phase	11c.1

12. Fiscal Responsibility

Long Term	12a.1 Minimize total construction cost (including ~~opportunity cost~~ right-of-way, construction, diversion bridge, mitigation, utility relocation, etc.). 12a.2 Minimize long-term maintenance effort/cost.
During Const.	12b.1
Future Phase	12c.1