

HIGHWAY 252/I-94 ENVIRONMENTAL REVIEW

EVALUATION CRITERIA

What are evaluation criteria?

Evaluation criteria are the measures and metrics used to evaluate a range of alternatives that could meet the project's Purpose and Need while identifying and considering potential social, economic, and environmental (SEE) impacts. Evaluation criteria can also be used to determine how well an alternative addresses the project's goals.

How are evaluation criteria determined?

Federal Highway Administration (FHWA) and Minnesota Department of Transportation (MnDOT), as joint lead agencies, are responsible for determining the methodology and level of detail for the evaluation of alternatives.

How are evaluation criteria used?

The evaluation criteria are first used to determine whether a range of alternatives address the project's Purpose and Need. Alternatives that address the Purpose and Need would be considered for further evaluation. Those that do not address the Purpose and Need would be rejected as not being reasonable.

Alternatives that address the Purpose and Need are further evaluated to determine their impacts on social, economic, and environmental (SEE) resources within the project area. Alternatives that have unmitigable impacts are rejected. Alternatives with the potential for significant impacts may be rejected or revised to reduce potential impacts.

Alternatives will be further evaluated (after addressing purpose and need and SEE items) on how well they address project goals. Those that also address project goals may be viewed more favorably than those that do not.

What are the evaluation criteria categories for Hwy 252/I-94?

Evaluation criteria were identified for each of the categories and a measure was developed to evaluate whether an alternative meets the purpose and need, minimizes SEE impacts, and addresses goals.

Purpose and need, SEE items, and goals will be evaluated by comparing an alternative to the No Build or based on agency thresholds for that resource.



VEHICLE SAFETY

Question

How well does the alternative reduce the likelihood of crashes?

Criteria

Network Crashes
Mainline Crashes
Intersection Crashes
Conflict Points

EVALUATION CRITERIA



VEHICLE MOBILITY

Question	Criteria
How well does the alternative minimize overall system travel – vehicle miles traveled across the system?	Corridor Travel Time Travel Time Reliability
How well does the alternative reduce congestion?	V/C Ratio Person Throughput
How well does the alternative accommodate future traffic volumes?	Intersection and Segment LOS
How reliable does the alternative make the corridor for vehicles?	Managed Lane Travel Time Vehicle Miles Traveled
How efficiently does the alternative get vehicle users from Point A to Point B?	Vehicle Hours Traveled Traffic Volume Diversion



TRANSIT CONSIDERATIONS

Question	Criteria
How well does the alternative accommodate future transit ridership?	Transit Ridership Mode Shift
How much will the alternative cost to operate?	Transit Advantage Transit Operating and Maintenance costs
How well does the alternative reach employment and population density clusters?	Likely Transit Users Transit Travel Time
How well does the alternative reach populations that are reliant on transit?	Alternative Access Location Station Area Activity On-Time Performance

EVALUATION CRITERIA



WALKING, ROLLING AND BIKING

Question	Criteria
How well does the alternative improve multimodal connections?	Pedestrian/Bicycle Safety Multi-Modal Segment Analysis
How well does the alternative reduce the likelihood of pedestrian or bicycle crashes?	Multi-Modal Intersection Analysis Pedestrian Network Connectivity Index



SOCIAL, ECONOMIC, AND ENVIRONMENTAL CONSIDERATIONS

Question	Criteria
How does the alternative impact properties in the study area?	Community Facilities Community Cohesion
How does the alternative impact parks, trails, and other community facilities in the study area?	Future Land Use Environmental Justice
Is the alternative consistent with local planning in the study area?	Project Costs
Does the alternative have a high and adverse impact to minority and low-income populations?	Right of Way Section 4(f)
Does the alternative impact natural and cultural resources in the study area?	Historic Properties Aquatic Resources 100-year Floodplains Mississippi River Impacts Stormwater Management Commute Travel Times