Definitions - Evaluation Criteria

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	Evaluation Criteria	Description	Measurement
Engineering Considerations			
1	Local Traffic Operations	Congestion relief provided for local traffic in the adjacent corridor (e.g., capacity, travel demand, traffic operations)	All options greatly improve local traffic operations based on results from Regional Travel Demand Modeling
2	Restoration of Urban Street Grid	Contribution to local traffic circulation. Re-connection of local streets across the I-49 Lafayette Connector corridor to re-establish grid street pattern in the downtown core area	Transportation Planning Judgement; Tier 1 scoring based on opportunity for additional cross street connections (east/west) (No opportunity to connect = 2; limited opportunities to connect = 3; opportunities to connect between Johnston and 2nd/3rd = 4; opportunities within entire area between north and south ramp pairs = 5)
3	Intermodal Connections (Air, Rail, Bus)	Development of connections between I-49 Lafayette Connector and other modal choices (e.g., Lafayette Regional Airport, Rosa Parks Transportation Center)	Transportation Planning Judgement; For Tier 1 scoring, all options provide adequate access to other modes of travel
4	Corridor Safety	Enhancement of corridor safety through segregation of traffic types (e.g. regional, local) and reduction of crash potential due to design features of freeways	Traffic Engineering Judgement; For Tier 1 scoring, all options equally segregate regional and local traffic; Slight variations between options related to safety will be considered in later tiers
5	System Linkage	Contribution to overall transportation connectivity and compliance with transportation planning on a area-wide and statewide basis	Considers Regional Travel Demand Modeling and compatibility with MPO Regional Transportation Improvement Program (TIP); For Tier 1 scoring, all options provide similar improvements
6	Network Mobility	Contribution of I-49 Lafayette Connector corridor to enhance access on both a regional and local level	Considers Regional Travel Demand Modeling; For Tier 1 scoring, all options provide similar improvement in traffic access and movements
7	Hurricane Evacuation	Ability to move large volumes of through traffic along I-49 Lafayette Connector mainline and frontage roads in emergency situations, such as hurricane events	Considers Regional Travel Demand Modeling, Frontage Road Continuity (for alternate/parallel routes used during emergency events), and potential flooding of mainline and ramp roadways (depressed). For Tier 1, all options provide continuous frontage roads (assigned base score of 4); subtract 2 points for I-49 mainline depressed (flooding concern); add 1 point for interchange at Johnston (Johnston is US 167 hurricane evac. route); also subtract 1 point for depressed connector roads with split diamond (flooding concern)
8	Current Evangeline Thruway Travel Demand Relief	Congestion relief provided for local traffic by removing through-traffic from Evangeline Thruway	Considers Regional Travel Demand Modeling; For Tier 1 scoring, all options remove significant traffic volumes from existing Evangeline Thruway
Environmental Considerations			
9	Planned Freeway in Evangeline Thruway Corridor	Accommodate the planned freeway mainline and frontage roads within the existing Evangeline Thruway corridor	Level of variation from Evangeline Thruway footprint
10	Conformity with the Intent of Federal Legislation	Meets the intent of federal legislation authorizing the southern extension of I-49 from Lafayette to the Westbank Expressway.	Conformity with federal legislation
11	Regional and Local Government/Agency Support	Enjoys support of regional and local governing bodies and agency staff	Level of Support from local and regional governments (Lafayette Concolidated Government, Acadiana Planning Commission)
12	Historic Resource Impacts	Minimizes and mitigates the impact on historic resources	Number of historic properties potentially adversely affected; Mitigation measures proposed; Environmental Planning
Community Context Considerations			
13	Multimodal Neighborhood Connectivity Across Corridor	Enhancement of connectivity between neighborhoods across the I-49 Lafayette Corridor by reconnecting local streets and providing a safe environment for local residents	Community Planning and Stakeholder Judgement
14	Economic Development Support/ Downtown Access	Provision of reasonable access to Downtown, and support/creation of enhanced opportunities for local economic development	Economic Development/Community Planning and Stakeholder Judgement
15	Reinforcement of Neighborhood Land Use Patterns	Creation of opportunities for the use of buffering land uses and the development of community facilities that complement adjacent neighborhoods and mitigate freeway impacts (e.g., visual, noise)	Community Planning and Stakeholder Judgement
16	Facilitation of Joint Development Opportunities	Potential for Joint Development within the I-49 Lafayette Connector corridor that is compatible with its transportation purpose, serves as an amenity to the adjacent communities, and encourages active uses	Community Planning and Stakeholder Judgement
17	Accommodation of Pedestrian and Bicycle Circulation and Safety	Creation of opportunities for incorporating pedestrian and bicycle trails/multi-use paths that improve community circulation and provide a safe environment for users	Community and Transportation Planning and Stakeholder Judgement
18	Establishment of an Activity Corridor that is Uniquely Lafayette	Creation of a multipurpose activity corridor that heals the community divide by providing neighborhood connectivity, incorporates public and private uses that activate the spaces, and utilizes design features that are representative of the Lafayette culture and heritage	Community Planning and Urban Design and Stakeholder Judgement