

4.2 Evaluation

The candidate sites that were identified as potential locations for the new downtown transit center were evaluated based on a set of criteria to select a preferred site.

4.2.1 Evaluation Criteria

The evaluation of potential bus transfer center sites used a range of criteria which addressed transit operations and planning, environmental considerations, bicycle and pedestrian compatibility, joint development opportunities, and architectural and engineering considerations. The initial selection process required that many of these criteria also be applicable for selecting a site for a parking garage. The parking garage component of the project has since been eliminated. The criteria shown in Table 4 were developed by the TranSystems Team and reviewed by City Utilities. The Steering Committee (composed of representatives of City Utilities, the City of Springfield, and the Ozark Transportation Organization) rated the relative importance of the criteria which the TranSystems team used to establish criteria weighting factors.

Table 5 illustrates the “weights” assigned to the criteria. The weights were based on input from members of the Steering Committee. The Table lists the criteria, the average score assigned by the Steering Committee and the weighting points assigned. After averaging the scores from the Steering Committee, the scores were ordered from highest to lowest and broken into categories. The highest scores were given a “15” point weight, the middle scores a “10” point weight, and the lowest scores a “5” point weight. Thus, the maximum score any criterion could receive is 15 points. The combined maximum score for all criteria is 255 points. When sites were evaluated against these criteria, they were assigned points up to the maximum specified for a given criterion.

All of the criteria are described in Table 4 and explained in more detail below.

Table 4: Site Selection Criteria

Category/Criterion	Description
Physical/Location	
1. Size/Configuration	Refers to optimum size and shape; ideal is rectangular with length to wide ratio of 2:1 or 3:1
2a. Access to Site	Provides for quick and easy access
2b. Operating Cost Impact	Minimizes operating costs
3. Proximity to Preferred Destination	Minimizes out-of-direction travel for site users
4. Availability of Utilities	Availability and cost of basic utilities such as electricity.
5. Topography/Drainage	Site should be as flat as possible, permitting efficient drainage.
6. Constructibility	Ease or difficulty in building on the site. Includes soil types and construction methods and materials required for facility.
7. Safety/Security	As much as perceived safety and security as actual personal risk.
Economic	
1. Land Availability/Cost	Evaluates how readily the site can be purchased/leased and at what cost.
2. Development Cost	Reflects the cost of making the site useable including the installation of access roads, utilities, demolition or removal of existing structures.
3. Potential for Joint Development	Considers the opportunity for mixed use, private development, and innovative financing.

Category/Criterion	Description
Regulatory/Environmental	
1. Land Use Compatibility	Evaluates how well the use fits in with adjacent land uses.
2. Air Quality Impacts	Self-explanatory
3. Noise Impacts	Self-explanatory
4. Easements	Evaluates minimizing the impacts of easements by utilities and other land uses
5. Soils Problems/Hazardous Materials	Should be avoided or easily mitigated.
6. Compatibility with Natural Resources	Potential impact on surrounding area.
7. Cultural Resources Impacts	Includes avoiding impact on historic or archaeological features
Multi-modal	
1. Compatibility with Intercity Bus	Evaluates how intercity bus services, including tour buses can access and use site.
2. Compatibility with paratransit and services to persons with disabilities.	Evaluates how well services to persons with disabilities are impacted or enhanced with site.
3. Pedestrian Compatibility	Evaluates the overall pedestrian ambiance of the location as well as pedestrian access connections to the location.
4. Bicycle Compatibility	Evaluates the overall bicycle access to the location.

Table 5: Site Selection Criteria Weighting

Criterion	<i>Average Score</i>	<i>Maximum Points</i>
Size/Configuration		15
Access to Site	4.8	15
Compatibility with paratransit and services to persons with disabilities.	4.6	15
Operating Cost Impact	4.4	15
Cultural Resources Impacts	4.2	15
Pedestrian Compatibility	4.2	15
Soils Problems/Hazardous Materials	4.2	15
Development Cost	4.0	15
Proximity to Preferred Destination	4.0	15
Safety/Security	4.0	15
Bicycle Compatibility	3.8	10
Compatibility with Natural Resources	3.8	10
Land Availability/Cost	3.8	10
Potential for Joint Development	3.8	10
Compatibility with Intercity Bus	3.6	10
Land Use Compatibility	3.6	10
Easements	3.2	10
Constructibility	3.0	10
Noise Impacts	3.0	10
Air Quality Impacts	2.8	5
Availability of Utilities	2.6	5
Topography/Drainage	1.8	5
Totals		255