

Memorandum

To: Circ Task Force
From: Christine Forde
Date: October 19, 2011
Subject: Prioritization of Short Term Implementation Projects

CCRPC staff conducted a preliminary scoring of Alternatives to the Circ short term implementation projects using the methodology agreed to at the Task Force's August 25th meeting. This information is being provided for the committees review. Broad questions regarding this process will be discussed at the October 20 Task Force meeting. Detailed discussion of project specific information will take place on November 9.

A spreadsheet providing the scores for each project is attached and prints best on 11x17 paper. In addition to the prioritization inputs and scores the attached table also indicates if the project is in a high crash location and if it is located in a state or CCRPC designated growth area. These are two important factors that influence project scores.

A blank project scoring sheet is also attached for reference. The format of the scoring sheet has been modified to letter size for ease of printing and to permit use of a larger font. The new scoring sheet prints on three letter sized pages.

Projects prioritized in this short term list were those that were identified by the towns as being implementable in 1-2 years.

Projects were scored according to six planning factors as described below. Each project receives one score for each planning factor. The score is determined by finding the highest scoring project characteristic that applies to each project. Necessary information for scoring projects is derived from existing studies and data collected/processed by CCRPC, VTrans, consultants or towns. Only one score is applied to the project for each planning factor even though multiple characteristics may apply to the project. Individual scoring sheets will be uploaded to the Circ page of CCRPC's website.

CCRPC staff met separately with representatives of Colchester, Essex Junction and Williston to discuss project scoring. We were unable to schedule a meeting with Essex prior to the Task Force meeting. Following those meetings staff conducted a final review of scores to ensure consistency across all projects.

To help the committee understand the characteristics that caused the highest scoring projects to achieve those scores, below is a list of characteristics of the highest scoring projects.

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- ▶ Exit 16 Improvements
 - High crash location
 - Congested location, poor level of service, high traffic volume
 - Principal arterial with freight activity
 - CCRPC designated Metro/Enterprise area
- ▶ VT2A/VT289 Interchange Improvements
 - High crash location
 - Congested location, poor level of service, high traffic volume
 - Principal arterial with freight activity
 - CCRPC designated Enterprise planning area
- ▶ Severance Corners Improvements
 - High crash location
 - State designated Growth Center
 - Encourages compact land use
 - Provides for intermodal connectivity
- ▶ Crescent Connector
 - High crash location
 - State designated Village
 - Encourages compact land use
 - Provides for intermodal connectivity
- ▶ VT2A/US7 Intersection
 - CCRPC designated Village area
 - High crash location
 - Important for maintaining the existing transportation system
 - Principal arterial with freight activity

The planning factors are:

- ▶ Economic Vitality - *Support the economic vitality especially by enabling global competitiveness, productivity, and efficiency.*
- ▶ Safety and Security - *Increase the safety and security of the transportation system for motorized and nonmotorized users.*
- ▶ Accessibility, Mobility and Connectivity - *Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.*
- ▶ Environment, Energy and Quality of Life - *Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.*
- ▶ Preservation of Existing System - *Emphasize the preservation of the existing transportation system.*
- ▶ Efficient System Management - *Encourage and promote the safe and efficient management and operation of integrated, intermodal transportation systems to serve the mobility needs of people and freight and foster economic growth and development.*