

Alternatives to the Circ Project Prioritization Methodology
Prepared for Circ Task Force
July 28, 2011

CCRPC staff has developed a draft methodology described below and detailed in the attached pages for prioritizing projects identified as alternatives to the Circ. This methodology is being presented as a beginning point for discussion and is open to changes and refinements.

CCRPC and the Circ Task Force seek to develop a process to rank projects identified as alternatives to the Circ Highway. CCRPC staff developed a process that is comprised of three factors as follows.

A portion of the project score is to come from CCRPCs current prioritization methodology. This methodology was developed in 2005 and uses planning factors MPOs are required to consider in their planning process, as stated in Federal legislation (ISTEA and reiterated in SAFTEA-LU). As such, this methodology captures factors that CCRPC, and the Federal government, consider important in transportation planning. The planning factors are: Economic Vitality; Safety and Security; Accessibility, Mobility and Connectivity; Environment, Energy and Quality of Life; Preservation of Existing System; and, Efficient System Management. The methodology specifies project characteristics that result in scores of High, Medium-High, Medium, Low and No Impact. A sample scoring sheet is attached.

A second portion of the score is to be based on the Purpose and Need Statement of the Circ Highway as contained in the 1986 Environmental Impact Statement (see attachment). This portion of the score is based on five factors presented in the Purpose and Need Statement as goals of the project. These factors are: Road System Hierarchy (mobility), Capacity and Level of Service (congestion), Transportation Demand (future demand), Social Demands and Economic Development, and Existing and Potential Safety Hazards. A scoring sheet detailing these factors is attached.

The third portion of the score is based on readiness of the project to proceed to construction. One goal of this process is to identify projects that can advance to construction in a timely manner. As a result, use of this factor in the scoring of projects will identify those projects that satisfy other goals and are also ready to advance quickly. A scoring sheet detailing the readiness factor is attached.

In response to concerns about how the prioritization methodology address environmental goals such as greenhouse gas reduction and reducing vehicle miles traveled, and how the methodology addresses economic development goals, also attached is a summary of factors included in the methodology that address these goals.

Alternatives to the Circ Prioritization

Project : _____

CCRPC Criteria (*check the highest impact box for each factor*)

	Economic Vitality	Safety and Security
High Impact	<input type="checkbox"/> Projects that provide new or improved access to regional activity centers <input type="checkbox"/> Projects that enhance freight movement on interstate or principal arterial <input type="checkbox"/> Projects that improve airport access <input type="checkbox"/> Projects that improve access to tourism facilities <input type="checkbox"/> Projects that maintain existing access facilities on interstate	<input type="checkbox"/> VTrans identified High Crash Location – intersection or section of roadway. Improvements might include: sight distance, alignment, pedestrian crossing, new signal, speed control <input type="checkbox"/> Bridge safety improvements for bridges with sufficiency rating up to 25 <input type="checkbox"/> Other project deemed very important to the safety of the transportation system
Medium-High Impact	<input type="checkbox"/> Projects that provide new or improved access to local activity centers <input type="checkbox"/> Projects that provide access to planned future activity centers <input type="checkbox"/> Projects that improve access facilities important to rural communities <input type="checkbox"/> Address environmental issues that could impact economic development <input type="checkbox"/> Projects that maintain existing access facilities on principal arterial <input type="checkbox"/> New/expanded Park and Ride Lots	<input type="checkbox"/> Improve emergency access <input type="checkbox"/> Bridge safety improvements for bridges with sufficiency rating of 25.1 to 50 <input type="checkbox"/> New median barriers, guardrail or shoulder <input type="checkbox"/> Intersection/roadway safety improvements (sight distance, alignment, pedestrian crossing, new signal, speed control) in location with a perceived safety problem <input type="checkbox"/> Rail grade crossing improvements and warning signs
Medium Impact	<input type="checkbox"/> Streetscape or bike/pedestrian improvements in regional activity centers that improve commercial attractiveness <input type="checkbox"/> Supports mobility needs of rural community <input type="checkbox"/> Projects that enhance freight movement on minor arterial or major collector <input type="checkbox"/> Bicycle/pedestrian projects that encourage tourism <input type="checkbox"/> Projects that maintain existing access facilities on minor arterial or major collector	<input type="checkbox"/> Transit equipment for safety or security. For example, shelters. <input type="checkbox"/> Bridge safety improvements for bridges with sufficiency ratings from 50.1–80 <input type="checkbox"/> Repaving interstate or principal arterial <input type="checkbox"/> Dedicated bike/pedestrian facilities <input type="checkbox"/> Upgrading signage and pavement markings to improve safety
Low Impact	<input type="checkbox"/> Supports mobility needs of business or industry not in an activity center <input type="checkbox"/> Other improvements that support tourism <input type="checkbox"/> Other streetscape or bike/ped improvement in activity centers	<input type="checkbox"/> Paving minor arterial or major collector <input type="checkbox"/> Other safety improvements
No Impact	<input type="checkbox"/> No discernable benefits	<input type="checkbox"/> No discernable benefits

Alternatives to the Circ Prioritization

Project : _____

	Accessibility, Mobility and Connectivity	Environment, Energy and Quality of Life
High Impact	<ul style="list-style-type: none"> <input type="checkbox"/> New/expanded transit infrastructure, service or dedicated facilities for buses <input type="checkbox"/> Bicycle /pedestrian facilities making intermodal linkages or regional connections <input type="checkbox"/> New/expanded access to airports, freight distribution facilities, major industrial centers or regional activity centers <input type="checkbox"/> Provides gap closure in major regional corridor, including new bridges <input type="checkbox"/> Bridge rehab or replacement in areas with limited alternative routes 	<ul style="list-style-type: none"> <input type="checkbox"/> Traffic calming project within established neighborhood or activity center <input type="checkbox"/> Bus replacement for vehicles beyond useful life <input type="checkbox"/> Bicycle/pedestrian facilities within an established neighborhood or activity center <input type="checkbox"/> Significant reduction in the quantity and improvement to the quality of water runoff <input type="checkbox"/> Clean fuel buses/vehicles. Alternative fuel infrastructure. <input type="checkbox"/> Transportation demand strategies, programs and incentives, including park and ride lots <input type="checkbox"/> Projects that encourage compact land use or transit oriented design <input type="checkbox"/> Necessary bridge improvements in areas with limited alternative routes where bridges provide critical connectivity to the community.
Medium-High Impact	<ul style="list-style-type: none"> <input type="checkbox"/> Bridge rehab or replacement on interstate or principal arterials <input type="checkbox"/> Bicycle/pedestrian facility connecting neighborhoods <input type="checkbox"/> Upgrade to existing access facilities to airports, freight distribution facilities, major industrial centers or regional activity centers <input type="checkbox"/> Projects that improve connectivity and mobility for rural communities 	<ul style="list-style-type: none"> <input type="checkbox"/> Streetscape enhancement project
Medium Impact	<ul style="list-style-type: none"> <input type="checkbox"/> Access to local activity centers <input type="checkbox"/> Bicycle/pedestrian facility making connections within an established neighborhood or activity center <input type="checkbox"/> Signing and informational systems (other than ITS) <input type="checkbox"/> Improvements to interstates, freeways and principal arterials that do not provide direct access to airports, freight distribution facilities, major industrial centers or regional activity centers <input type="checkbox"/> Provides gap closure in minor regional corridor <input type="checkbox"/> New facilities to remove traffic from parallel congested routes <input type="checkbox"/> Bridge rehab/replacement on minor arterial or principal collector or other rural bridges 	<ul style="list-style-type: none"> <input type="checkbox"/> Rehabilitation or reconstruction of transit vehicles or facilities that increases ridership <input type="checkbox"/> Signal updating and interconnections <input type="checkbox"/> Projects that remove traffic from a neighborhood within an established activity center <input type="checkbox"/> Addresses stormwater or water quality issues associated with existing transportation system <input type="checkbox"/> New roundabout or signal projects <input type="checkbox"/> Necessary bridge improvements in areas with limited alternative routes.
Low Impact	<ul style="list-style-type: none"> <input type="checkbox"/> Provides gap closure in local corridor <input type="checkbox"/> Bridge rehab/replacement to other urban bridges <input type="checkbox"/> Improvements to minor arterials 	<ul style="list-style-type: none"> <input type="checkbox"/> Streetscape enhancement associated with another project <input type="checkbox"/> Stormwater treatment or water quality improvements associated with another project <input type="checkbox"/> New bike/pedestrian facility associated with another project <input type="checkbox"/> Traffic calming associated with another project <input type="checkbox"/> Other intersection improvements to reduce congestion <input type="checkbox"/> Necessary bridge improvements in areas where detours would have negative impacts on businesses and/or individuals.
No Impact	<ul style="list-style-type: none"> <input type="checkbox"/> No discernable benefits 	<ul style="list-style-type: none"> <input type="checkbox"/> No discernable benefits

Alternatives to the Circ Prioritization

Project : _____

	Preservation of Existing System	Efficient System Management
High Impact	<ul style="list-style-type: none"> <input type="checkbox"/> Reconstruction, resurfacing or intersection improvements for project with perceived critical need (preservation projects) <input type="checkbox"/> Bridge structural improvements for bridges with sufficiency rating of less than 25, or in imminent danger of being closed or weight restricted <input type="checkbox"/> Reconstruction or resurfacing of existing bike/ped facilities that are in danger of being closed due to deficiencies 	<ul style="list-style-type: none"> <input type="checkbox"/> TDM strategies, programs and incentives including new or expanded park and ride lots <input type="checkbox"/> Increases transit service capacity and/or reliability <input type="checkbox"/> New or improved intermodal transportation center <input type="checkbox"/> Traffic signal interconnect or other ITS improvements <input type="checkbox"/> Improvements to roadways, corridors or intersections with significant congestion (LOS E or F) including roundabouts <input type="checkbox"/> Improvements to intersections accessing bicycle/pedestrian facilities serving primarily a transportation use
Medium-High Impact	<ul style="list-style-type: none"> <input type="checkbox"/> Reconstruction, resurfacing or intersection improvements for project with perceived significant need (preservation projects) <input type="checkbox"/> Bridge structural improvements for bridges with sufficiency rating of 25 – 50, or with significant structural deficiencies <input type="checkbox"/> Reconstruction or resurfacing of existing bike/ped facilities with significant need. <input type="checkbox"/> Existing transit facility replacement/rehab that prolongs useful life of assets <input type="checkbox"/> Transit vehicle replacement/rehab consistent with FTA Standards 	<ul style="list-style-type: none"> <input type="checkbox"/> Improvements to congested roadways, corridors or intersections (LOS D) including roundabouts <input type="checkbox"/> New interchanges on limited access highways, in locations with significant congestion, to relieve congestion <input type="checkbox"/> New signals or roundabouts where warranted <input type="checkbox"/> Reduces congestion on congested parallel route (LOS D, E or F) <input type="checkbox"/> Necessary bridge improvements in areas with limited alternative routes.
Medium Impact	<ul style="list-style-type: none"> <input type="checkbox"/> Reconstruction, resurfacing or intersection improvements for project with perceived need (preservation projects) <input type="checkbox"/> Bridge structural improvements for bridges with sufficiency rating of 50.1-75, or with moderate structural deficiencies <input type="checkbox"/> Reconstruction or resurfacing of existing bike/ped facilities with perceived need. <input type="checkbox"/> Necessary improvements to existing park and ride lots <input type="checkbox"/> Addresses environmental issues impacting the existing transportation system 	<ul style="list-style-type: none"> <input type="checkbox"/> Improvements to existing interchanges, intersections or roadways (LOS C) including roundabouts <input type="checkbox"/> Introduces new connections between existing street patterns <input type="checkbox"/> Improvements that reduce travel time <input type="checkbox"/> New signal which relieves congestion <input type="checkbox"/> Median treatments or access management <input type="checkbox"/> Left or center turn lanes <input type="checkbox"/> Reduces congestion on parallel route <input type="checkbox"/> Bicycle/pedestrian facility within established neighborhood or activity center, or access improvements at existing intersections
Low Impact	<ul style="list-style-type: none"> <input type="checkbox"/> Other improvements to the existing transportation system <input type="checkbox"/> Transportation improvements that have an indirect benefit to the existing transportation system 	<ul style="list-style-type: none"> <input type="checkbox"/> Bus station/stop amenities and shelters <input type="checkbox"/> Traffic flow improvements <input type="checkbox"/> Necessary bridge improvements in areas where detours would have negative impact businesses and/or residents.
No Impact	<ul style="list-style-type: none"> <input type="checkbox"/> No discernable benefits 	<ul style="list-style-type: none"> <input type="checkbox"/> No discernable benefits

Alternatives to the Circ Prioritization

Project : _____

Circ Purpose and Need Criteria (*check boxes that apply for each category*)

Road System Hierarchy (Mobility)

- Facilitates travel between the new North End of Burlington to I-89 and east of I-89
- Facilitates travel from western portion of Colchester to I-89 and east of I-89
- Improves access to I-89 at Exits 12 and 16.
- Improves mobility over the Winooski River in Colchester, Essex, Essex Junction and Williston.
- Improves connections between exiting I-289 and the local road network at VT117 in the southeast and VT2A in the northwest.

Capacity and Level of Service (Congestion)

- Roadway/intersection improvements to reduce congestion at the locations identified in the Circ EIS or in locations impacted by not constructing the Circ.
- ITS improvements that reduce congestion in the locations identified in the Circ EIS or in locations impacted by not constructing the Circ.
- Transit improvements to reduce demand in the locations identified in the Circ EIS or in locations impacted by not constructing the Circ.
- Bicycle and pedestrian improvements to reduce demand in the locations identified in the Circ EIS or in locations impacted by not constructing the Circ

Transportation Demand

- Addresses projected future traffic congestions in the locations identified in the Circ EIS or in locations impacted by not constructing the Circ.
- New park and ride lots that reduce congestions in the locations identified in the Circ EIS or in locations impacted by not constructing the Circ.
- Project increases accessibility to a designated downtown development district

Social Demands and Economic Development

- Improves access to businesses in the locations identified in the Circ EIS or in locations impacted by not constructing the Circ.
- Streetscape and traffic calming projects in the locations identified in the Circ EIS or in locations impacted by not constructing the Circ.

Existing and Potential Safety Hazards

- Addresses existing or future safety issues in the locations identified in the Circ EIS or in locations impacted by not constructing the Circ.

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Readiness Methodology

Project Readiness Criteria (*score projects according to when construction can be implemented*)

- Short term (1-2 years)
- Short/mid term (3 – 5 years)
- Mid term (5 – 10 years)
- Mid/long term (10 – 15 years)
- Long term (more than 15 years)

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