

Memorandum

To: Circ Task Force
From: Christine Forde
Date: August 5, 2011
Subject: Revised Prioritization Methodology

At the July 28 Circ Task Force meeting CCRPC staff presented a draft methodology for prioritizing projects identified as alternatives to the Circ. This methodology was developed as a starting point for discussion.

Responding to comments received at the Task Force meeting, CCRPC staff revised the scoring methodology to further the discussion process. Attached is a revised scoring sheet for projects identified as alternatives to the Circ. This methodology differs from what was presented at the last Circ Task Force meeting in the following ways:

- ▶ Circ prioritization factors have been incorporated with CCRPC prioritization factors into a single scoring system.
- ▶ The phrase “in the circ study area” has been added to many factors to make CCRPC’s methodology specific to this process. The Circ Study Area is defined as:
 - Areas the Circ Highway, as originally conceived, was to intended to address, and
 - Areas that are impacted as a result of not constructing the Circ Highway
- ▶ Some modifications have been made to Transit and Pedestrian/Bike items to encourage projects that provide regional connectivity.
- ▶ Specificity has been added regarding Designated Growth Centers, Downtowns, Village Centers and New Town Centers.
- ▶ Some factors that were part of CCRPC’s process, but are not relevant to the types of projects being advanced in this process have been eliminated to simplify the scoring sheet.

Scoring Process

CCRPC’s current prioritization methodology was developed in 2005 (see VTrans and CCMPO Prioritization Methodology Memo dated 08/05/11). This methodology uses planning factors Metropolitan Planning Organizations (MPOs) are required to consider in their planning process, as stated in Federal legislation. CCRPC is the designated MPO for Chittenden County. 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 non-motorized users.*
- ▶ Accessibility, Mobility and Connectivity - *Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.*

Memorandum

- ▶ 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.*

The methodology we are proposing to utilize mirrors the current CCRPC methodology procedure and consists of filling out one scoring sheet for each project to be scored. The scoring sheet has one column for each planning factor and five scoring ranges -- High, Medium-High, Medium, Low and No Impact. For each scoring range, under each planning factor, specific characteristics are listed that would result in the project being given that score.

To score a project an evaluator would begin at the top scoring range of each specific planning factor and review the project characteristics from top to bottom until the characteristic which best applies to the project found. The evaluator would check that scoring characteristic and the associated Impact score would be given to the project for that planning factor. Only one score is applied to the project for each planning factor even though multiple characteristics within a planning factor category may apply to the project.

Definitions

Following are some terms along with their definitions that are used in the prioritization scoring sheet. Some of these terms may not be familiar to all members of the Task Force.

Memorandum

Definitions

CCRPC Center Planning Area	The Chittenden County Regional Plan identifies areas of the County where certain Regional Plan policies are to apply. Center Planning Areas are intended to be regional centers or traditional downtowns that serve the County and beyond and contain a mix of jobs, housing, and community facilities. (See attached map.)
CCRPC Enterprise Planning Area	The Chittenden County Regional Plan identifies areas of the County where certain Regional Plan policies are to apply. Enterprise Planning Areas are intended to be employment centers. (See attached map.)
CCRPC Metro Planning Area	The Chittenden County Regional Plan identifies areas of the County where certain Regional Plan policies are to apply. Metro Planning Areas are areas that accommodate jobs and housing in a compact development pattern that supports transit service and encourages pedestrian activity. (See attached map.)
CCRPC Village Planning Area	The Chittenden County Regional Plan identifies areas of the County where certain Regional Plan policies are to apply. Village Planning Areas are intended to be local centers for jobs, housing, and community facilities. (See attached map.)
Circ Study Area	The Circ Study Area is defined as: <ul style="list-style-type: none"> ▶ Areas the Circ Highway, as originally conceived, was to intended to address, and ▶ Areas that are impacted as a result of not constructing the Circ Highway
Functional Class	The functional classification system establishes a hierarchy based on the degree to which the roadway serves mobility -- the ability for people to get where they want to go -- and/or access to adjacent land uses. The main functional classes as defined by the United States Federal Highway Administration are: <ul style="list-style-type: none"> ▶ Freeway and Interstate Highways. These are roadway facilities that serve vehicle mobility exclusively with no direct access to adjacent land uses. ▶ Arterial roads generally provide vehicle mobility and some accessibility to neighboring land uses. ▶ Collector roads provide both mobility and accessibility to adjacent land uses and are used as a connection between local roads and arterial roads. They provide a balance between access and mobility. ▶ Local roads are the most common roads by far, and are designed specifically to have high accessibility and are typically not used for through travel.
Gap Closure	A gap in the transportation system is a location where links are not easily available to connect desired trip origins with desired trip destinations. Gaps exist in the roadway network, transit network and pedestrian/bike network, as well as other modes of transportation. Gap closure would introduce connections, for example road, transit, pedestrian/bike, to close the existing gap.
High Crash Location	A location on the federal-aid highway system that has experienced a minimum of five accidents over a five-year period and has an Actual Rate to Critical Rate Ratio (ARCR) of 1 or greater. The list of HALs is maintained by the Vermont Agency of Transportation - Highway Research Section.
Intelligent Transportation System (ITS)	The application of technology to improve transportation system efficiency.
Intermodal	Intermodal transportation for persons and/or goods involves multiple modes of travel for a specific trip. Transportation modes could include automobiles, transit, railway, airways and waterways, bicycles and pedestrians.

Memorandum

Level of Service (LOS)	Level of service is a measure of traffic flow and congestion. As defined in the <i>Highway Capacity Manual</i> , it is a qualitative measure describing operational conditions as perceived by motorists within a traffic stream, generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions (delays), comfort and convenience. LOS is typically expressed on a letter scale from A to F with A representing the best operating conditions and F representing the worst.
Sufficiency Rating	The bridge sufficiency rating formula is a method of evaluating a bridge's sufficiency to remain in service, based on a combination of several factors. The result of the formula is a percentage in which 100 percent represents an entirely sufficient bridge and zero percent represents an entirely insufficient or deficient bridge.
Traffic Calming	A combination of measures to reduce the negative effects of vehicle use or to alter driver behaviors.
Transit Oriented Design (TOD)	High density and mixed use land development around transit system stops.
Transportation Demand Management (TDM)	The general term for strategies that result in more efficient use of transportation resources, such as carpooling, car sharing and developing a Transportation Management Association.
Vehicle Miles Travelled (VMT)	Vehicle miles of travel is a unit to measure vehicle travel, such as an automobile, van, pickup truck, or motorcycle. Each mile traveled is counted as one vehicle mile regardless of the number of persons in the vehicle.
Vermont Designated Growth Center	An area designated by the Vermont Downtown Board, as a result of a town application process, to be a compact area planned for concentrated, mixed-use development. Designated Growth Centers are eligible for a number of benefits, including tax credits, loans and grants from various state agencies. (See attached map.)
Vermont Designated Downtown	The designated downtown program was created in 1998. A downtown is the traditional central business district of a community. (See attached map.)
Vermont Designated New Town Center	The designated new town centers program was passed by the legislature in 2002. A new town center is an area planned for development as a community's central business district, composed of compact, pedestrian-friendly, mixed-use development. (See attached map.)
Vermont Designated Village Center	Village center designation was created by the legislature in 2002 to recognize and encourage local efforts to revitalize Vermont's traditional village centers. (See attached map.)

VERMONT SMART GROWTH PROGRAM BOUNDARIES
 Chittenden County, Vermont
 1:100,000
 0 0.5 1 2 Miles
 Chittenden County Regional Planning Commission
 Date: 8/4/2011

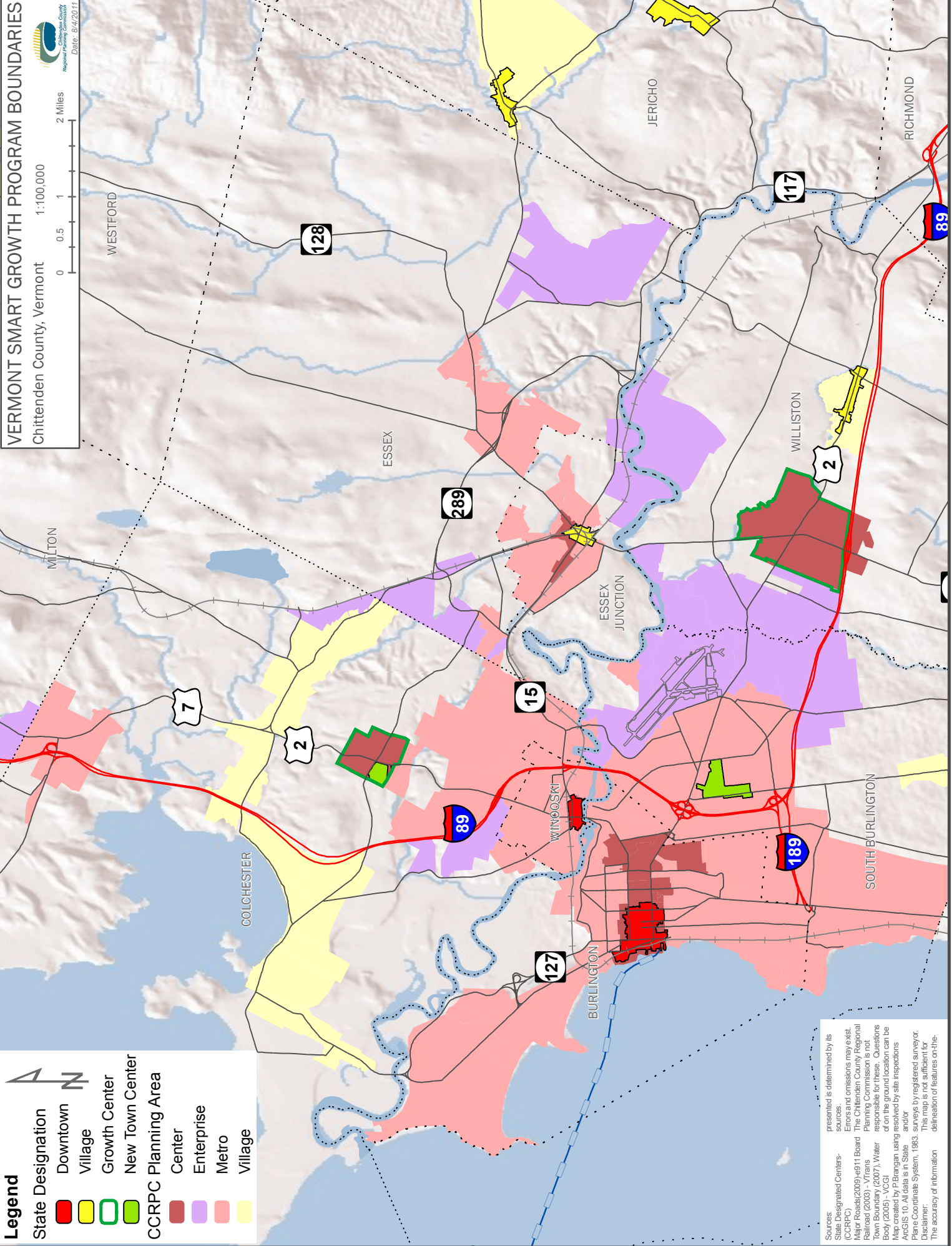
Legend

State Designation

- Downtown
- Village
- Growth Center
- New Town Center

CCRPC Planning Area

- Center
- Enterprise
- Metro
- Village



Sources:
 State Designated Centers (CCRPC)
 Major Roads (2009) - VTrans
 Railroad (2003) - VTrans
 Town Boundary (2007) - Water Body (2005) - VCGI
 Map created by P.Brangan using resolved by site inspections and/or ArcGIS 10. All data is in State Plane Coordinate System, 1983. surveys by registered surveyor.
 Disclaimer:
 The accuracy of information presented is determined by its sources.
 Errors and omissions may exist. The Chittenden County Regional Planning Commission is not responsible for these. Questions of on the ground location can be resolved by site inspections and/or

Planning Factors							
	Economic Vitality <i>Support the economic vitality especially by enabling global competitiveness, productivity, and efficiency</i>	Safety and Security <i>Increase the safety and security of the transportation system for motorized and nonmotorized users</i>	Accessibility, Mobility and Connectivity <i>Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight</i>	Environment, Energy and Quality of Life <i>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</i>	Preservation of Existing System <i>Emphasize the preservation of the existing transportation system</i>	Efficient System Management <i>To 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.</i>	Readiness
High Impact (10 Points)	<ul style="list-style-type: none"> <input type="checkbox"/> Projects that provide new or improved access, including transit and pedestrian/bike access, to Vermont designated Growth Center, Downtown, New Town Center or Village Center in the circ study area. <input type="checkbox"/> Projects that enhance freight movement on interstate or principal arterial in the circ study area 	<ul style="list-style-type: none"> <input type="checkbox"/> New/expanded transit infrastructure, service or dedicated facilities for buses resulting in service improvements in the circ study area. <input type="checkbox"/> Pedestrian/bike facilities making intermodal linkages or regional connections in the circ study area. <input type="checkbox"/> New/expanded access, including transit and pedestrian/bike access, to Vermont designated Growth Center, Downtown, New Town Center or Village Center in the circ study area. <input type="checkbox"/> Provides gap closure in major regional corridor including new bridges in the circ study area. <input type="checkbox"/> Bridge rehab or replacement in areas with limited alternative routes in the circ study area. 	<ul style="list-style-type: none"> <input type="checkbox"/> New/expanded transit infrastructure, service or dedicated facilities for buses resulting in service improvements in the circ study area. <input type="checkbox"/> Pedestrian/bike facilities making intermodal linkages or regional connections in the circ study area. <input type="checkbox"/> Clean fuel buses/vehicles and alternative fuel infrastructure in the circ study area. <input type="checkbox"/> VMT reduction programs including transportation demand management and park and ride lots in the circ study area. <input type="checkbox"/> Projects that encourage compact land use or transit oriented development in the circ study area. 	<ul style="list-style-type: none"> <input type="checkbox"/> Traffic calming/streetscape project within a Vermont designated Growth Center, Downtown, New Town Center or Village Center in the circ study area. <input type="checkbox"/> New or expanded transit service in the circ study area to reduce VMT. <input type="checkbox"/> Pedestrian/bike facility making intermodal linkages or regional connections in the circ study area. <input type="checkbox"/> Reconstruction or resurfacing of existing pedestrian/bike facility making intermodal or regional connections that is in danger of being closed due to deficiencies in the circ study area. <input type="checkbox"/> Improvements to existing transit infrastructure necessary to maintain existing service levels in the circ study area. 	<ul style="list-style-type: none"> <input type="checkbox"/> Reconstruction, resurfacing or intersection improvements for project with a critical need in the circ study area. <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 in the circ study area. <input type="checkbox"/> Reconstruction or resurfacing of existing pedestrian/bike facility making intermodal or regional connections that is in danger of being closed due to deficiencies in the circ study area. <input type="checkbox"/> Improvements to existing transit infrastructure necessary to maintain existing service levels in the circ study area. 	<ul style="list-style-type: none"> <input type="checkbox"/> TDM strategies, programs and incentives including new or expanded park and ride lots that would reduce VMT in the circ study area. <input type="checkbox"/> Increase transit service capacity and/or reliability resulting in service improvements and VMT reduction in the circ study area. <input type="checkbox"/> Traffic signal interconnect or other ITS improvements in the circ study area. <input type="checkbox"/> Improvements to roadways, corridors or intersections with significant congestion (LOS E or F) including roundabouts in the circ study area. <input type="checkbox"/> Pedestrian/bike facility making intermodal linkages or regional connections in the circ study area. 	<ul style="list-style-type: none"> <input type="checkbox"/> Project can be constructed/implemented in 1-2 years
Medium-High Impact (7 Points)	<ul style="list-style-type: none"> <input type="checkbox"/> Projects that provide new or improved access, including transit and pedestrian/bike access, to CCRPC designated Center, Metro, Enterprise or Village Planning Areas or town designated growth areas in the circ study area. <input type="checkbox"/> New/expanded Park and Ride Lots that would support mobility needs of businesses in the circ study area. 	<ul style="list-style-type: none"> <input type="checkbox"/> Bridge rehab or replacement on interstate or principal arterials in the circ study area. <input type="checkbox"/> New/expanded access, including transit and pedestrian/bike access, to CCRPC designated Center, Metro, Enterprise or Village Planning Areas or town designated growth areas in the circ study area. <input type="checkbox"/> New connections between existing streets in the circ study area to improve mobility and reduce congestion. 	<ul style="list-style-type: none"> <input type="checkbox"/> Bridge rehab or replacement on interstate or principal arterials in the circ study area. <input type="checkbox"/> New/expanded access, including transit and pedestrian/bike access, to CCRPC designated Center, Metro, Enterprise or Village Planning Areas or town designated growth areas in the circ study area. <input type="checkbox"/> New connections between existing streets in the circ study area to improve mobility and reduce congestion. 	<ul style="list-style-type: none"> <input type="checkbox"/> Traffic calming/streetscape project in CCRPC designated Center, Metro, Enterprise or Village Planning Areas or town designated growth areas in the circ study area. 	<ul style="list-style-type: none"> <input type="checkbox"/> Reconstruction, resurfacing or intersection improvements for project with a significant need in the circ study area. <input type="checkbox"/> Bridge structural improvements for bridges with sufficiency rating of 25 to 50, or with significant structural deficiencies in the circ study area. <input type="checkbox"/> Reconstruction or resurfacing of existing pedestrian/bike facilities with significant need in the circ study area. <input type="checkbox"/> Necessary improvements to existing park and ride lots that would reduce VMT in the circ study area. 	<ul style="list-style-type: none"> <input type="checkbox"/> Improvements to congested roadways, corridors or intersections (LOS D) including roundabouts in the circ study area. <input type="checkbox"/> Reduces congestion on congested parallel route (LOS D, E or F) in the circ study area. <input type="checkbox"/> New connections between existing streets in the circ study area to reduce congestion. <input type="checkbox"/> Bus station/stop amenities and shelters in the circ study area. 	<ul style="list-style-type: none"> <input type="checkbox"/> Project can be constructed/implemented in 3-5 years
Medium Impact (5 Points)	<ul style="list-style-type: none"> <input type="checkbox"/> Projects that provide access, including transit and pedestrian/bike access, to planned future activity centers in the circ study areas. <input type="checkbox"/> Projects that provide new or improved access, including transit and pedestrian/bike access, to locally important areas of economic activity. <input type="checkbox"/> Projects that enhance freight movement on minor arterial or major collector in the circ study area. 	<ul style="list-style-type: none"> <input type="checkbox"/> New/expanded access, including transit and pedestrian/bike access, to local activity centers in the circ study area. <input type="checkbox"/> Pedestrian/bike facility making important local connections in the circ study area. <input type="checkbox"/> Provides gap closure in minor regional corridor in the circ study area. <input type="checkbox"/> Bridge rehab/replacement on minor arterial or principal collector in the circ study area. 	<ul style="list-style-type: none"> <input type="checkbox"/> New/expanded access, including transit and pedestrian/bike access, to local activity centers in the circ study area. <input type="checkbox"/> Pedestrian/bike facility making important local connections in the circ study area. <input type="checkbox"/> Provides gap closure in minor regional corridor in the circ study area. <input type="checkbox"/> Bridge rehab/replacement on minor arterial or principal collector in the circ study area. 	<ul style="list-style-type: none"> <input type="checkbox"/> Traffic calming/streetscape project in a locally important area in the circ study area. <input type="checkbox"/> Projects that remove traffic from a neighborhood within an established activity center in the circ study area. 	<ul style="list-style-type: none"> <input type="checkbox"/> Reconstruction, resurfacing or intersection improvements for project with a moderate need in the circ study area. <input type="checkbox"/> Bridge structural improvements for bridges with sufficiency rating of 50, 1-75, or with moderate structural deficiencies in the circ study area. <input type="checkbox"/> Reconstruction or resurfacing of existing pedestrian/bike facility in the circ study area. 	<ul style="list-style-type: none"> <input type="checkbox"/> Improvements to existing interchanges, intersections or roadways (LOS C) including roundabouts in the circ study area. <input type="checkbox"/> Reduces congestion on parallel route in the circ study area. <input type="checkbox"/> Pedestrian/bike facility making locally important connections in the circ study area. 	<ul style="list-style-type: none"> <input type="checkbox"/> Project can be constructed/implemented in 5-10 years
Low Impact (3 Points)	<ul style="list-style-type: none"> <input type="checkbox"/> Other improvements that support development in non-designated areas in the circ study area. 	<ul style="list-style-type: none"> <input type="checkbox"/> Provides gap closure in local corridor in the circ study area. <input type="checkbox"/> Improvements to minor arterials in the circ study area. 	<ul style="list-style-type: none"> <input type="checkbox"/> Traffic calming/streetscape enhancement associated with another project in the circ study area. <input type="checkbox"/> New pedestrian/bike facility associated with another project in the circ study area. <input type="checkbox"/> Other intersection improvements to reduce congestion in the circ study area. 	<ul style="list-style-type: none"> <input type="checkbox"/> Other improvements to the existing transportation system. 	<ul style="list-style-type: none"> <input type="checkbox"/> Improvements to existing interchanges, intersections or roadways (LOS A and B) including roundabouts in the circ study area. 	<ul style="list-style-type: none"> <input type="checkbox"/> Project can be constructed/implemented in 10-15 years 	
No Impact (0 Points)	<ul style="list-style-type: none"> <input type="checkbox"/> No discernable benefits. 	<ul style="list-style-type: none"> <input type="checkbox"/> No discernable benefits. 	<ul style="list-style-type: none"> <input type="checkbox"/> No discernable benefits. 	<ul style="list-style-type: none"> <input type="checkbox"/> No discernable benefits. 	<ul style="list-style-type: none"> <input type="checkbox"/> No discernable benefits. 	<ul style="list-style-type: none"> <input type="checkbox"/> More than 15 years 	

Project Characteristics