

CHAPTER 9 - PROJECT PRIORITIZATION

With the LRTP's future strategies identified, and its financial plan in place, the final key component is creating a project prioritization process. These processes need to implement the LRTP's identified future strategies while following the fiscal constraints of its financial plan as well as meeting all performance measures, both current and future.

As in previous sections, the public outreach survey results have been used to develop project prioritization systems for identifying Pavement, Bridge, Safety, Mobility, Access and Reliability, and Management and Operations projects for programming onto the TIP.

The challenging part of the prioritization process will be deciding how to prioritize top candidate projects from different areas over others (a road segment vs. a bridge). While funding constraints and/or

restrictions will often influence that decision, other factors such as meeting adopted performance measures, will need to be considered. Identifying projects that improve multiple areas of the transportation network at the same time, thereby avoiding the creation of inefficient silos in decision making and expenditures, should be given top priority as well.

The following priority ranking systems will be used to identify candidate projects in various sectors of the transportation network. ACTPO will need to coordinate with PennDOT to compare Adams County priorities with PennDOT priorities during the TIP development process. The criteria were developed based on the responses received from specific questions of the public outreach survey. Additional details related to the ranking system framework are in Appendix J.

ASSET MANAGEMENT CRITERIA

Pavement

The following criteria and weighting will provide a way to identify pavement segments that address State and local needs. The following breakdown was developed based on the responses to Question #2 of the public outreach survey.

- Overall Condition (30%)
- Overall Pavement Index (OPI) Score (25%)
- Average Daily Traffic Volumes (15%)
- Average Daily Truck Percentage (15%)
- PennDOT Business Plan Network (5%)
- Functional Classification (5%)
- PennDOT Pavement Asset Management System (PAMS) Status (5%)
- Out-of-Cycle Status (5%)



Bridges

Adams County has 361 State-owned and 81 locally-owned bridges. Much of the focus has been on bridges in poor (formerly structurally deficient) condition. The following criteria and weighting will provide a way to identify State-owned and locally owned bridges that address State and local needs. The following breakdown was developed based on the responses to Question #3 of the public outreach survey.

STATE BRIDGES

- Structural Components (30%)
- Overall Condition (10%)
- Sufficiency Rating (10%)
- Average Daily Traffic Volumes (10%)
- Average Daily Truck Percentage (10%)
- PennDOT Business Plan Network (10%)
- Functional Classification (5%)
- PennDOT Risk Assessment Score (5%)
- Posted/Closed Status (5%)
- Deck Area (5%)
- Length (5%)

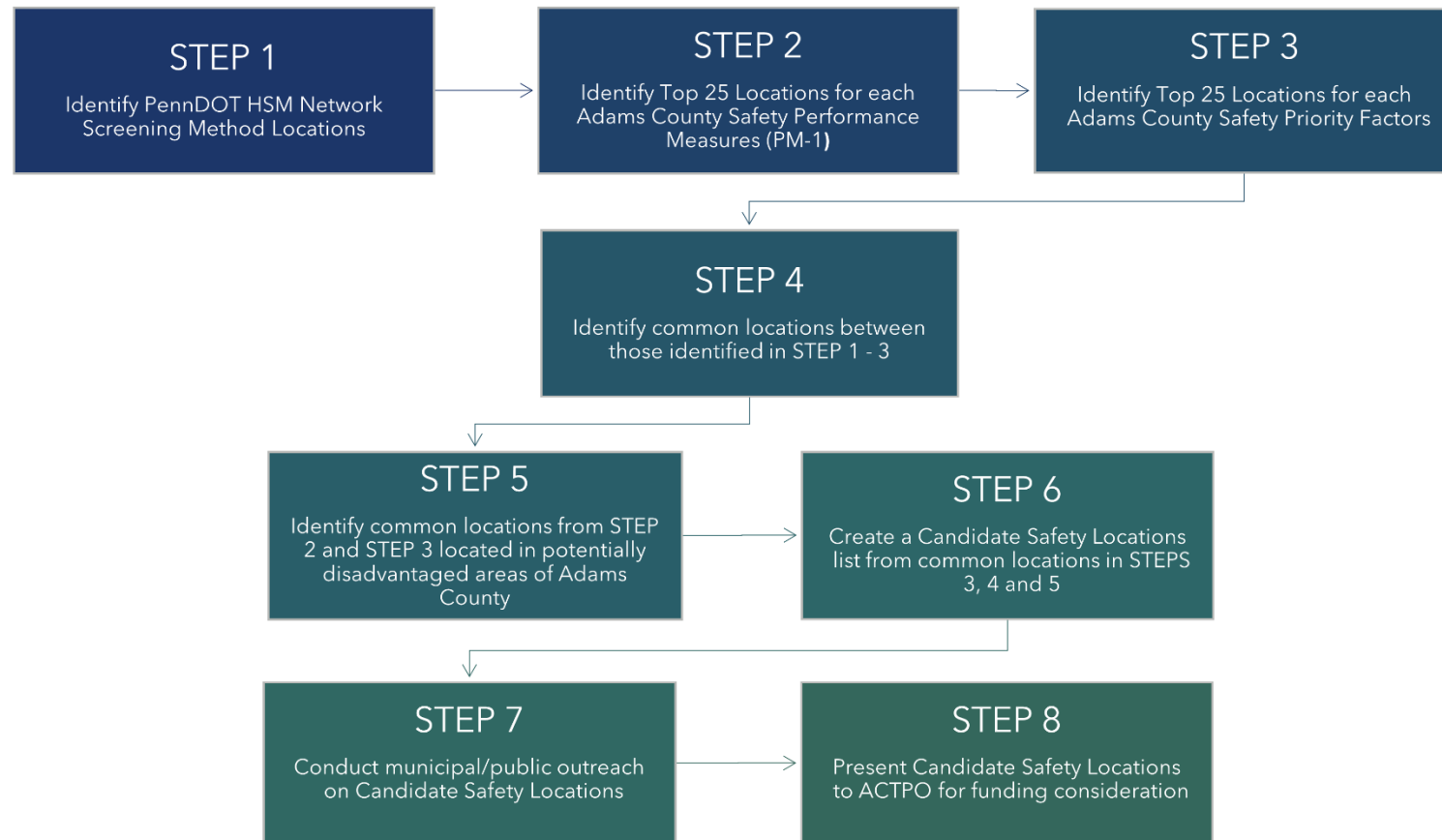
LOCAL BRIDGES

- Structural Components (30%)
- Overall Condition (10%)
- Sufficiency Rating (10%)
- Average Daily Traffic Volumes (20%)
- PennDOT Risk Assessment Score (10%)
- Posted/Closed Status (10%)
- Deck Area (10%)



SAFETY RANKING CRITERIA

The pavement and bridge priority ranking systems focused on identifying specific data sets and assigning weighting values to create a numerical ranking score. However, a different approach has been used for prioritizing safety locations. As with pavement and bridges, the following criteria was developed based on the responses to Question #11 of the public outreach survey.



MOBILITY, ACCESS, AND RELIABILITY CRITERIA

Similar to the Safety Ranking criteria, this ranking system is based more on identifying candidate locations than on assigning a numerical score based on various weighted criteria. The goal is to identify candidate projects that can be incorporated into a larger maintenance and/or improvement project, thereby addressing multiple needs at the same time. The following criteria were developed based on the responses to Questions #4, #5 and #6 of the public outreach survey.

Connectivity

The criteria should be considered when prioritizing projects creating new network connections:

1. Addresses mobility, access, system reliability or congestion needs while also improving another transportation performance measure, such as asset management, safety, etc. at the same time.
2. Provides new connections for multiple transportation modes.
3. Makes a connection between two or more “spokes” of the Adams County road network regardless of mode.
4. Reduces or distributes traffic away from arterial and collector roads.

Active Transportation

The criteria should be considered when prioritizing active transportation projects:

1. Addresses an identified gap in the active transportation network (on-road or off-road), particularly gaps between key

destinations like schools, parks, town centers and important community facilities.

2. Reduces the level of stress designation for a specific corridor per the Adams County Active Transportation Safety Analysis tool.
3. Located in a potentially disadvantaged area of Adams County.
4. Increases safety on a designated State Bicycle Route.
5. Provides a connection to a regional trail network.
6. Improves non-motorized access to transit stops and routes.

Transit

The criteria should be considered when prioritizing transit projects:

1. Provides service to an identified gap in public transportation access between locations within Adams County.
2. Provides new or expanded service between Adams County and surrounding, regional urban centers.
3. Improves access to transit stops and routes.
4. Decreases transit vehicle travel times.
5. Reduce Vehicle Miles Traveled (VMT)

MODERNIZATION AND OPERATION CRITERIA

Similar to the safety ranking criteria, this ranking system is based more on identifying candidate locations than on assigning a numerical score based on various weighted criteria. The goal is to identify candidate projects that can be incorporated into a larger maintenance and/or improvement project, thereby addressing multiple needs at the same time or receive ACTPO support for Federal, State or private grant funds. The following criteria were developed based on the responses to Question #7 of the public outreach survey:

1. Addresses gaps along designated Alternative Fuels Corridors.
2. Addresses gaps in data and communications networks.
3. Promotes strategies to reduce VMT through shifting transportation modes.
4. Improves traffic signal operation efficiency and coordination.
5. Improves non-recurring congestion through traffic incident management improvements.
6. Adds or upgrades Intelligent Transportation System (ITS) infrastructure.

