

Attachment A

Project Concept Development and Evaluation Framework (Approved December 13, 2018)

This method for developing project concepts and evaluating them will result in a prioritized list of infrastructure projects and potential non-infrastructure approaches to congestion relief. An initial description of congestion relief project concepts will emerge from the traffic modeling and analysis. Evaluation and prioritization will fold in project concept feasibility and effectiveness (benefits and costs) and will consider all mobility options in a Complete Streets and Vision Zero context. Safety is paramount. Design components will be embedded in project concepts to maintain/improve safety for all users and level-of-service for all modes. Through this evaluation process, congestion reduction projects will be identified and tradeoffs to avoid and/or minimize right-of-way and environmental impacts will be documented. Cost considerations will be described at a planning level.

The project concept development and evaluation framework described below will result in projects that are weighted and prioritized relative to each other, and that will be eligible to be included in the Transportation Facilities Plan in the next update in 2020.

1. Use transportation modeling tools to identify the traffic congestion relief projects that would be needed to meet 2035 vehicle LOS standards and guidelines;
2. Analyze the implications of project concepts to make sure the traffic congestion is not just relocated to other roadways and intersections;
3. Review the planned improvements (2019-2030 Transportation Facilities Plan, **Neighborhood Congestion Relief**) for all modes on each of the arterial corridors to determine if the project as described should be retained or modified, or if the project should be repealed and/or replaced;
4. Identify project concepts for infrastructure that would be needed in 2035 to meet standards and guidelines for pedestrian, bicycle, auto, and transit modes – this exercise would describe the Complete Street;
5. Determine if there is adequate right-of-way to accommodate the Complete Street.
 - a. If sufficient right-of-way exists, the traffic congestion relief project can move forward in the planning process
 - b. If sufficient right-of-way does not exist, identify how the traffic congestion relief project would affect MMLOS; weigh the arterial corridor's modal priorities to modify the traffic congestion relief project with the objective to maintain or improve the current LOS for all other modes while improving vehicle LOS
6. Weigh the costs of project concepts against traffic congestion relief to identify/prioritize cost-effective alternatives.
 - a. Evaluate implementation readiness to identify projects that can be quickly implemented
 - b. Include qualitative descriptions for how the congestion relief projects would impact right-of-way and the environment
 - c. Summarize the MMLOS benefits of each project concept

7. Identify a phased approach to project implementation that would provide immediate congestion relief (2024) and sustainable mobility over time (2035 and beyond);
8. Identify potential non-infrastructure approaches to congestion relief.