Partnering to Improve Corridor Safety and Operational Performance

2012 Washington Tribal-State Transportation Conference

Airway Heights, Washington

U.S. Department of Transportation

FHWA Office of Operations

FHWA Office of Planning

Workshop Overview

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Federal Transit Administration

- Welcome and Introductions
- Overview of Management and Operations (M&O) Strategies
- Collaboration and Coordination for Improved Safety and Operational Performance
- Collaborative Tool for Advancing M&O Strategies
- Activity: Developing a Collaborative Approach to Enhancing Corridor Mobility and Safety Based on a Scenario
- Integrating Operations into the Planning Process: An Overview
- FHWA Resources

RCTO Template

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Operations Objective
Approach
Physical Improvements
Relationships and Procedures
Resource Arrangements

Scenario A: URBAN-RURAL SR 249 CORRIDOR

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- SR 249 is a 33.09-mile long corridor
- Major commuter link between downtown Dumfries and many residential areas that are located within the city limits as well as outside the urban area and into rural southern Glencoe County and next to an Indian Reservation.
- The majority of trips are commuter trips for either work or shopping purposes. However, there are a significant number of recreational trips that use the facility traveling to Riverside State Park, the Tay River, Selkirk Lake, and the casino and resort on the Indian Reservation.

SCENARIO B: URBAN ARTERIAL CORRIDOR - EAGLEBAR ROAD

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- Between Parker Road and I-25, Eaglebar Road is mostly a six-lane principal arterial and is one of four principal roadway crossings of Spear River.
- The corridor has 15 signalized intersections.
- Signals are currently operated by the State DOT, City of West High, and Palmer County.
- Eaglebar Road is serviced by two bus routes operated eight times a day operated by the West High Transit Authority.

SCENARIO C: RURAL U.S. ROUTE 500 CORRIDOR

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- US500 is a 150 mile 2-lane highway that passes through both rugged remote areas and sparsely populated rural areas in the State of Bliss.
- It is a major arterial traveled by through travelers and commercial vehicles moving through and within the state to various urban and recreational destination.
- Local users drive US500 between small towns, farms, and workplaces.
- Vehicles on the highways range from heavy commercial vehicles to private vehicles pulling RVs, to farm equipment moving between fields.
- The route has both long stretch of straight flat highway and stretches with hilly and curving topography.
- School buses use U.S. Route 500 to transport children to schools throughout the region and there are multiple bus stops along the roadway where children wait for the bus and are dropped off after school.

STEP 1: Current Situation

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- What are the transportation and safety needs or issues in the corridor?
- Who are the key stakeholders who need to be involved in future discussions about the corridor?

STEP 2: Future Vision

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- What is your vision for safety and mobility in this corridor?
  - Express your vision without giving a solution
  - What should travelers experience?
  - How should the corridor “perform” without regard where it is or for who is responsible?
  - Have your represented all stakeholders’ perspectives in the vision?

STEP 3: Operations Objectives

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- What are specific, measurable objectives to describe your desired outcomes for this corridor?
  - These outcomes should reflect your vision for the corridor.
  - Avoid objectives that are “solutions” or overly constrain possible solutions.
- What is the performance measure that can be used to gauge progress toward each objective?
  - Select measures that are objective and meaningful
- *Agree on one or more objectives to address in the rest of this activity.*

STEP 4: Approach

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- What are the alternative strategies for achieving the objective(s)?
  - Identify operations strategies that can help achieve the objectives
  - Consider multiple strategies for further evaluation
  - Be creative and open to new ideas

STEP 5: Select Alternative(s)

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- How can you determine which alternative(s) to select?
  - May require data to assess alternatives
  - May involve combining multiple alternatives
  - May require further analysis
  - May require looking at other regions' experiences
- *In groups, select one or more alternatives to use for the remainder of the activity*

STEP 6: Implementation

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- Who needs to be involved in implementing the approach?
  - Any new stakeholders or partners not identified previously?
- How can they best work together to achieve the objective(s) in terms of collaborative relationships and procedures?
  - Formal and informal institutional arrangements or agreements required?

STEP 7: Resources

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- What staff, funding, and equipment resources are needed?
  - How will they be obtained or acquired?
  - Can they come from current resources?
  - What additional funding sources are available?
  - Can existing resources be shared?