

## **Best Practices in Corridor Planning**

**Prepared for  
Brian Smith, Director, WSDOT Strategic Planning and Programming**

**Prepared by  
Kathy Lindquist, WSDOT Research Office**

**June 11, 2007**

*Transportation Synthesis Reports (TSR's) are brief summaries of currently available information on topics of interest to WSDOT staff. Online and print sources may include newspaper and periodical articles, NCHRP and other TRB programs, AASHTO, the research and practices of other state DOT's and related academic and industry research. Internet hyperlinks in the TSR's are active at the time of publication, but host server changes can make them obsolete.*

### **Request for Report**

Brian Smith, Director, Strategic Planning and Programming at WSDOT, requested a search of TRB and other reports on corridor planning or corridor studies (state of practice, how to, what is in good ones).

The guidance in many of the plans described as best practices draw upon the philosophies and practices of smart growth, new urbanism, and context sensitive design. The focus is on major thoroughfares in urban environments where development intensity, mix of land uses and design features combine to create the opportunity for walking, transit and biking to be feasible transportation choices. Some of the approaches address both context and developing context-sensitive designs.

Most of the best practices address: (1) the relationships and tradeoffs involved in balancing mobility needs, adjoining land uses, and environment and community interests; (2) approaches to resolving the challenges encountered on a individual thoroughfare by addressing the larger scale of the network or corridor; (3) guidance to identify and select thoroughfare types and designs to best meet the needs of a particular context; and (4) design criteria for roadway elements.

Successful corridor planning efforts tend to follow these best practices and produce corridor management plans that are:

- Comprehensive, based on a full understanding of the dynamics of transportation and all interacting influences within the corridor;
- Proactive, seeking to identify and address transportation-related problems before they arise, rather than after they have grown to the point of being intolerable;
- Visionary in nature, meaning that the recommended strategies for the corridor arise from a shared vision for the corridor established by local communities and state agencies with jurisdiction over the corridor; and
- Collaborative, meaning that transportation agencies, local governments, stakeholders and the public at large all participate in the development, implementation and monitoring of the corridor plan.

Innovative and thoughtful approaches to meaningful and strategic public involvement with measurable outcomes are also included in the best corridor plans. The best corridor plans incorporate at the onset public involvement plans that include the systematic development of informed consent with all the affected interests as a key component. The *Minnesota Best Practice in Public Involvement: Hear Every Voice* is an example.

Other noted best practices in corridor plans emphasize policy, regulatory, and funding strategies to accomplish alternative access and other important corridor management objectives. Additional components critical to successful implementation of corridor plans includes a commitment to a strong environment, historical, and cultural resources.

Key Terms Searched:

Highway corridor plans

Highway corridor studies

Best practices in transportation planning

Award winning transportation plans and studies

State of practice corridor plans

Public involvement transportation best practice

***Multimodal Optimization of Urban Freeway Corridors***

AN: 01044308

Authors: Kidd, Brennan

Corp. Authors/Publisher: Lee Engineering, LLC; Arizona Department of Transportation; Federal Highway Administration Year: 2006

Document: [http://www.azdot.gov/TPD/ATRC/publications/project\\_reports/pdf/az582.pdf](http://www.azdot.gov/TPD/ATRC/publications/project_reports/pdf/az582.pdf)

Database: TRIS Online—tr804602

The findings of the study are two-fold: the results of what forms of multi-modal travel are used by other states and the results of the case study. Many states employ or are planning high occupancy vehicle (HOV) lanes (of all forms/types, but primarily of the concurrent flow variety) for use in urban freeway settings. High occupancy/toll (HOT) lanes were in the planning stages according to about half of the survey respondents while bus rapid transit (BRT) was being considered by two-thirds of the departments responding. Light rail transit (LRT) was only listed in 33% of the responses as being currently in use. HOT Lanes, Exclusive-Use Lanes, By-pass/Separation Lanes, Dual Facilities, and LRT had the highest number of responses for not being used as a multi-modal application within a freeway corridor.

***Use of a GIS-Based Model of Habitat Cores and Landscape Corridors for the Virginia Department of Transportation's Project Planning and Environmental Scoping***

AN: 01044295

Authors: Donaldson, Bridget M; Weber, Joseph T

Corp. Authors/Publisher: Virginia Transportation Research Council; Virginia Department of Transportation; Federal Highway Administration Year: 2006

Document: [http://www.virginiadot.org/vtrc/main/online\\_reports/pdf/07-r14.pdf](http://www.virginiadot.org/vtrc/main/online_reports/pdf/07-r14.pdf)

Database: TRIS Online—tr794890

The Virginia Department of Conservation and Recreation's Natural Heritage Program is creating a GIS tool, the Virginia Natural Landscape Assessment (VANLA), that identifies large patches of natural land cover (habitat cores) and the habitat linkages connecting these areas (landscape corridors). This analysis can be integrated into the Virginia Department of Transportation's (VDOT) existing GIS applications for access by staff involved with transportation planning and environmental scoping activities.

***Comparison of Virginia's Multimodal Transportation Corridors Using Cost and Demographic Analyses***

AN: 01038321

Authors: Lambert, James H; Linthicum, Alexander S; Wadie, Shadi M

Corp. Authors/Publisher: Virginia Transportation Research Council; Virginia Department of Transportation; Federal Highway Administration Year: 2006

Document: [http://www.virginiadot.org/vtrc/main/online\\_reports/pdf/07-cr3.pdf](http://www.virginiadot.org/vtrc/main/online_reports/pdf/07-cr3.pdf)

Database: TRIS Online—tr783473

This effort was performed in support of VTrans2025, Virginia's long-range multimodal transportation plan, and the VTrans2025 Multimodal Advisory Committee. The effort develops a preliminary approach to evaluating multimodal and highway-only corridor plans and policies when the projects comprising the plans and policies are not yet clearly defined. The effort compares Virginia's eleven multimodal transportation corridors using two sources of data: (1) cost, and (2) demographic. With the cost analysis, the report seeks to compare the corridors using capital cost estimates from four readily available sources of data: multimodal agency plans, a highway needs assessment, a statewide highway plan, and MPO/PDC long-range transportation plans. The cost analysis highlights the challenges of preparing and comparing cost estimations, including the non-uniformity of assumptions about constituent projects and overlapping or noncontiguous jurisdictions. The results of the cost analyses suggest needs for the consideration of operations and maintenance costs in comparing corridors, and a consideration of whether the benefits of particular multimodal initiatives in corridors might be equivalent to those of particular highway only initiatives.

With the demographic analysis, population density studies within each of the corridors suggest several corridors have densities that might readily support non-automobile modes. The results of the demographic analyses suggest extending the approach to study accessibility metrics by mode and addressing which spatial scales—local, regional, and statewide—are appropriate for various questions of investment policy.

The recommendations identify opportunities for improving coordination among government and stakeholder organizations that are engaged in cost and benefits analyses for long-range multimodal transportation planning. Cost-benefit analysis of major transportation projects is required by the recent Transportation Act of the Commonwealth of Virginia.

### ***Context-Sensitive Solutions in Multi-modal Urban Corridor Planning: Arlington, Virginia's Experience***

AN: 01025347

Authors: Leach, Dennis M

Conference: ITE 2006 Technical Conference and Exhibit Institute of Transportation Engineers

Corp. Authors/Publisher: Institute of Transportation Engineers Year: 2006

Document: <http://www.ite.org/css/CB06C72.pdf> ; <http://www.ite.org/css/CB06C72.pdf>

Database: TRIS Online

There are some insights that can be derived from Arlington's experience with urban arterials. First, coordinated planning between private redevelopment and public infrastructure is essential, and many of the improvements in Arlington's arterial street infrastructure are the direct result of this critical factor. Second, an overall plan for the corridor and its operation guides private and publicly funded projects. Third, expanding access to include all user groups is important to long-term corridor performance. Finally, retrofitting urban arterial streets to better serve all modes and respond to the desired community context is very expensive, technically challenging, but ultimately worth doing when the goal is a multi-modal transportation network effectively serving the community.

### ***Effective Strategies for Comprehensive Corridor Management***

AN: 00983589

Authors: Williams, K M; Seggerman, K E

Corp. Authors/Publisher: University of South Florida, Tampa; Florida Department of Transportation

Year: 2004

Document: [http://www.dot.state.fl.us/research-center/Completed\\_Proj/Summary\\_PL/FDOT\\_BD544\\_06\\_rpt-web.pdf](http://www.dot.state.fl.us/research-center/Completed_Proj/Summary_PL/FDOT_BD544_06_rpt-web.pdf)

Database: TRIS Online

Despite the increasing importance of comprehensive corridor management at the state and local government level, questions remain regarding effective methods for developing and implementing corridor management plans. Further insight is also needed into how best to coordinate FDOT and local government policies and procedures. Obtaining answers to these questions is important to managing land development and access on the Florida's newly design Strategic Intermodal System (SIS) and other state highways. This study documents success stories in comprehensive corridor management and identifies best practices that can be applied by the Florida Department of Transportation, metropolitan planning organizations, and local governments. The emphasis is on policy, regulatory, and funding strategies to accomplish alternative access and other important corridor management objectives.

***ITE Committee Report Summary. Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities: An ITE Proposed Recommended Practice***

AN: 01026419

Authors: Daisa, James M

Journal: ITE Journal, Vol. 76 No. 5

Corp. Authors/Publisher: Institute of Transportation Engineers Year: 2006

Database: TRIS Online (no link available—can be obtained through WSDOT Library)

The Institute of Transportation Engineers has released a proposed recommendation practice (PRP) to provide guidance for the context-sensitive design of major urban thoroughfares. This article summarizes this report. The guidance in the PRP draws upon the philosophies and practices of smart growth and new urbanism. The focus is on major thoroughfares in urban environments where development intensity, mix of land uses and design features combine to create the opportunity for walking, transit and biking to be feasible transportation choices. The PRP presents a framework to assist the practitioner in both identifying context and developing context-sensitive thoroughfare designs. The PRP addresses: (1) the relationships and tradeoffs involved in balancing mobility needs, adjoining land uses, and environment and community interests; (2) approaches to resolving the challenges encountered on a individual thoroughfare by addressing the larger scale of the network or corridor; (3) guidance to identify and select thoroughfare types and design parameters to best meet the needs of a particular context; and (4) design criteria for roadway elements.

***Corridor Preservation Best Practices: Lessons from Florida***

AN: 00981530

Authors: Kramer, J; Williams, K M

Conference: 2004 Annual Meeting and Exhibit

Corp. Authors/Publisher: Institute of Transportation Engineers Year: 2004

Database: TRIS Online (no link available—can be obtained through WSDOT Library)

Corridor preservation is an issue of growing concern. The costs of providing transportation infrastructure are escalating, particularly in growing urbanized areas. Right-of-way (ROW) costs often represent the single largest expenditure for a transportation improvement. If ROW becomes so costly that jurisdictions are unable to provide needed transportation infrastructure, the existing system will fail to function as planned and quality of life will suffer. It is critical for local governments to work within their authority to ensure that land for future transportation facilities is preserved as development occurs. Better coordination of land use and transportation decisions will result in a variety of benefits, including earlier public notification of the ROW needs for planned road improvements, less need to relocate homes or businesses when improvements are made, and less damage to existing sites when the land is acquired. Many jurisdictions have some method of ROW preservation, but most lack a systematic program for preserving ROW and managing access. Those that have succeeded have assembled a variety of tools they can mix and match to the circumstances at hand. No single method works for all situations or is legally available in every state. The following measures can help ensure a more successful program: develop a long-range transportation plan with broad community support, set clear priorities and complete projects on time, establish an advance acquisition funding source, establish a systematic program of

policies and regulations, and provide a range of mitigation measures to address potential hardships and preserve property rights.

***Traffic Flow Theory and Highway Capacity 2002***

[http://trb.org/news/blurbs\\_detail.asp?id=1339](http://trb.org/news/blurbs_detail.asp?id=1339)

4/19/2003

Transportation Research Record 1802 covers multimodal corridor level-of-service analysis, development of highway congestion index with fuzzy set models, empirical features of congested patterns at highway bottlenecks, and the design and implementation of a control-theory-based microscopic traffic flow model.

Abstracts of papers that make up this TRR are available through TRB's Publication Index.

Contact the WSDOT Library to obtain copies of these documents.

***Strategies for Integrated Operation of Freeway and Arterial Corridors***

NCHRP Project 3-81

Research Agency: Siemens Energy & Automation, Inc

Principal Investigator: Jeffrey E. Randall

Completion Date: 10/7/2007

[http://trb.org/news/blurbs\\_detail.asp?id=4133](http://trb.org/news/blurbs_detail.asp?id=4133)

TRB's National Cooperative Highway Research Program (NCHRP) is conducting a project to develop a manual of recommended strategies for integrating the operation of a freeway and arterial corridor, including their benefits and methods of implementing them.

***Development of a Multimodal Statewide Corridor Planning Guidebook***

Date Posted: 09/19/2005

Type: TRB News

Subjects: Planning

Project: NCHRP 08-58

[http://trb.org/news/blurbs\\_detail.asp?id=5405](http://trb.org/news/blurbs_detail.asp?id=5405)

TRB's National Cooperative Highway Research Program (NCHRP) is conducting a project to develop a guidebook for multimodal statewide corridor planning. The guidebook will describe processes, methods, and techniques for defining, analyzing, and prioritizing among and within statewide corridors to aid in preparing an effective statewide transportation plan. This guidebook is to be completed 2/6/2008.

***Identification and Development of User Requirements to Support Robust Corridor Investment Models***

September 2004

Principal Investigator, Kathleen M. Trauth, Ph.D., P.E.

Department of Civil and Environmental Engineering, University of Missouri-Columbia

Co-Principal Investigator, Thomas G. Johnson, Ph.D.

Community Policy Analysis Center, Department of Agricultural Economics, University of Missouri-Columbia

Midwest Transportation Consortium

[http://trb.org/news/blurbs\\_detail.asp?id=4586](http://trb.org/news/blurbs_detail.asp?id=4586)

The Center for Transportation Research and Education at Iowa State University has released a report that examines techniques to integrate a broader range of potential impacts of transportation investments into transportation planning and decision making. The report includes a multi-attribute framework that

may be used to assist in organizing and synthesizing information to measure costs and benefits, both monetary and non-monetary, of highway corridor investments.

The purpose of the project was to develop useable techniques to integrate a broader range of potential impacts of transportation investments into transportation planning and decision-making. The research project described in this report developed a multi-attribute framework that can be used to assist in organizing and synthesizing information to measure costs and benefits, both monetary and non-monetary, of highway corridor investments. A modular approach was taken to developing individual techniques to quantify the potential impacts that could be utilized within the framework. The framework is flexible enough to accommodate the incorporation of additional techniques over time. To determine the range of potential impacts to consider, the values and needs of various stakeholders in highway corridors were taken into account and incorporated into variables, or indicators, to be used in a comprehensive system for evaluating impacts, costs, and benefits.

### ***Developing Design and Management Guidelines for Historic Road Corridors***

Research Agency: Otak, Inc.

Principal Investigator: Kay Van Sickle

Effective Date: 4/7/2006

Completion Date: 2/6/2008

[http://trb.org/news/blurb\\_detail.asp?id=5453](http://trb.org/news/blurb_detail.asp?id=5453)

TRB's National Cooperative Highway Research Program (NCHRP) is conducting a project to develop guidelines for managing and improving historic road corridors. The objective of this project is to develop guidelines for managing and improving historic road corridors. Because each historic road corridor presents unique challenges, these guidelines should allow sufficient flexibility to integrate safety, roadway performance, and historic preservation. The project should also produce recommendations for AASHTO adoption of a policy for design and management of historic road corridors.

### ***Vermont Corridor Management Handbook***

<http://www.aot.state.vt.us/planning/Documents/Background.pdf>

This handbook lays out a set of best practices for corridor planning. Agencies embarking on a corridor planning effort are encouraged to follow these best practices and produce corridor management plans that are:

- Comprehensive, based on a full understanding of the dynamics of transportation and all interacting influences within the corridor;
- Proactive, seeking to identify and address transportation-related problems before they arise, rather than after they have grown to the point of being intolerable;
- Visionary in nature, meaning that the recommended strategies for the corridor arise from a shared vision for the corridor established by local communities and state agencies with jurisdiction over the corridor; and
- Collaborative, meaning that transportation agencies, local governments, stakeholders and the public at large all participate in the development, implementation and monitoring of the corridor plan.

### ***Corridor Preservation Best Practices***

Hillsborough County Corridor Study

Prepared by: Kristine M. Williams, AICP and Robert Frey, AICP

Center for Urban Transportation Research, April 3, 2003

Center for Urban Transportation Research USF College of Engineering

<http://www.cutr.usf.edu/pdf/BestPracticesReport.pdf>

Hillsborough County in Florida is in the process of developing a countywide Corridor Plan for the purpose of preserving and managing transportation corridors. The Corridor Plan will identify new arterial and collector roadways needed to support the adopted future land use plan, as well as strategies to implement the adopted transportation plan. The intent of the plan is to ensure that County will be in a position to provide future transportation facilities when needed.

This report addresses the right-of-way preservation aspects of the plan. Right-of-way preservation is the coordinated application of measures to obtain control of or protect the right-of-way for a planned transportation facility. In Florida law, right-of-way preservation is addressed in the context of corridor management, which is defined as the “coordination of the planning of designated future transportation corridors with land use planning within and adjacent to the corridor...” (Chapter 163.3164(30).

The report begins with an overview of the benefits and issues in corridor preservation practice. It proceeds with the statutory and legal context for right-of-way preservation in Florida. Finally, the report reviews corridor preservation best practices and provides case examples of various techniques from local right-of-way preservation programs.

### ***Best Practices of Planning Partnerships-- Peer-to-Peer Exchange***

Corridor planning processes were discussed

[http://www.planning.dot.gov/Peer/colorado/colorado\\_peer\\_report\\_draft\\_2\\_07.htm](http://www.planning.dot.gov/Peer/colorado/colorado_peer_report_draft_2_07.htm)

Lessons Learned from the Peer Exchange

Participants in the peer exchange articulated a series of summary observations, based on material presented by representatives from Pennsylvania and Arizona, and on the discussions that followed.

1. In both Pennsylvania and Arizona, transportation partners participated in a reengineering event that led to long-term changes in planning processes.

2. That reengineering and the processes that followed were a product of the joint respect between the parties in Arizona and Pennsylvania. Participants regarded each other as equal partners at the table.

3. Certain qualities define effective partnership among stakeholders:

Consensus upfront

Joint development of procedures and issue identification

All at the table

Report back and monitoring

Sharing of information

Seek mutual interest

No unilateral decisions

Understand interests of others

Ongoing process

4. Compromise between interests was necessary. In both Pennsylvania and Arizona, the “sides” (DOT and others) had to give something up. They all got something, but had to give up other things as well.

5. Strong leadership, especially at the respective departments of transportation, was essential to improving the relationship among transportation planning partners.

6. Leadership by individuals must lead to institutionalization, in particular, putting processes and procedures in place to establish financial management guidance.

7. How performance is defined and then reflected in the project prioritization process is critical. It also helps to establish credibility with the public.

8. All projects, even those initiated by the state department of transportation, should be regarded as “our” projects, mutually recognized by all partners as necessary and important. The corollary to this understanding is the recognition that any partner could stop the process that moves projects forward.

9. Many of the difficulties experienced by transportation planning partners relate in some way to two challenges: connecting land use and transportation planning, and integrating the statewide plan with a regional plan.

### ***Petrie to Kippa-Ring Public Transport Corridor Study***

Queensland Transport

October 2003

This report discusses use of best practice during detailed design to minimize alterations to surface flows.

[http://www.translink.com.au/qt/translin.nsf/ReferenceLookup/PKRPTCS\\_ExecutiveSummary.pdf/\\$file/PKRPTCS\\_ExecutiveSummary.pdf](http://www.translink.com.au/qt/translin.nsf/ReferenceLookup/PKRPTCS_ExecutiveSummary.pdf/$file/PKRPTCS_ExecutiveSummary.pdf)

The Queensland Government’s Integrated Regional Transport Plan for South East Queensland (IRTP) proposes investigations for strategic transport corridors which focus heavily on integration of land use and transport planning to be carried out. Corridor Strategies will be developed for those corridors identified as key strategic links needed to meet future travel demands. The strategies were to be focused on key elements of transport infrastructure, which have the potential to bring about significant changes in land use and activity patterns and transport networks with resultant social, economic and environmental benefits. The Petrie to Kippa-Ring Public Transport Corridor Study (hereafter referred to as the Study) is aimed at developing one of these integrated land use transport corridor strategies and is being undertaken with the cooperation and assistance of the Queensland Government Departments and Agencies, and the Pine Rivers Shire, Redcliffe City and Caboolture Shire Councils. The overall aim of the Study is to assess the viability, preferred alignment and social, environmental and economic implications of a public transport corridor between Petrie and Kippa-Ring on the northern outskirts of the Brisbane Metropolitan area.

### ***Corridor Management***

NCHRP Synthesis Report #289

[http://www.trb.org/news/blurb\\_detail.asp?id=3271](http://www.trb.org/news/blurb_detail.asp?id=3271)

10/12/2000

This synthesis report will be of interest to department of transportation administrators and transportation planning, right-of-way, economic development, and environmental planning staffs, as well as to the consultants that work with them. It would also appeal to regional and local government officials and staff, as well as to the private sector. It summarizes information about corridor management policies and programs at the federal, state, and local levels. An effort was made to select a diversity of methods and programs for the broadest treatment of the subject. The synthesis focuses more on roadway corridors than on transit or greenway corridors, but much of the information provided is relevant to any corridor management effort. This report examines state policies and programs, techniques applied, and coordination issues. A series of case studies provides more detailed study. This report of the Transportation Research Board documents successful partnerships. It presents examples of transportation agencies working together, proactively, with local governments and other stakeholders to achieve more cost effective and comprehensive solutions to transportation problems.

### ***Cooperative Agreements for Corridor Management***

NCHRP Synthesis 337

[http://www.trb.org/news/blurb\\_detail.asp?id=4659](http://www.trb.org/news/blurb_detail.asp?id=4659)

2/15/2005

TRB’s National Cooperative Highway Research Program (NCHRP) Synthesis 337: Cooperative Agreements for Corridor Management examines the current state of practice in developing and

implementing cooperative agreements for corridor management, elements of such agreements, and successful practices or lessons learned. The report focuses on cooperative agreements between two or more government agencies or between public and private entities that address land use and transportation linkages.

### ***Corridor Management at Wisconsin DOT***

<http://www.dot.wisconsin.gov/library/research/docs/tsrs/tsrcorridormgmt.pdf>

A Corridor Management Workgroup at WisDOT has been developing a corridor management plan over the last two years. Their next step is to form three committees to look at tools for implementation, public participation in the process, and how to make the financial end of the plan work—how the planning activities can be linked with project dollars.

The goal is to insert planning into the whole project process, looking at development statewide rather than simply addressing facility needs on a case-by-case basis. The focus is on vision, preservation and collaboration among all those involved in designing, building and maintaining the highways.

### ***York Metropolitan Transportation Council's (NYMTC) Best Practice Model***

<http://www.nymtc.org/project/BPM/background/BPMnewsltr.pdf>

After a decade of work, the New York Metropolitan Transportation Council's (NYMTC) Best Practice Model is now finished, paving the way for critical improvements in research-based transportation planning in the NYMTC region.

### ***Technologies to improve consideration of environmental concerns in transportation decisions***

Planning that protects the environment and cuts cost: Quantm's Road and Rail Alignment Optimization system.

June 2006

<http://www.quantm.net/publish/page.cfm?contentID=29>

The National Cooperative Highway Research Program (NCHRP) and the Transportation Research Board (TRB) Research Results Digest 304, describes eight technologies that can be used by transportation agencies to improve the consideration of environmental concerns in transportation decisions. The Quantm system was identified as one of these emerging technologies that support the integration of environmental considerations into transportation planning. The report identifies and critiques Quantm's Road and Rail Alignment Optimization system. The link to the TRB RRD 304:

[http://www.quantm.net/attachments/NCHRP\\_Report.pdf](http://www.quantm.net/attachments/NCHRP_Report.pdf)

### ***I-405 Corridor Study***

2002

<http://www.deainc.com/project.aspx?category=4&service=40&project=37>

Interstate 405 in Washington is the backbone of the transportation network that connects communities east of Lake Washington to Seattle and Interstate 5. The 30-mile stretch carries from 300,000 to 600,000 people a day, making it one of the most congested corridors in the state. With population growth expected to be more than 50 percent in the next 20 years, more traffic problems are inevitable.

The program combined a transportation study and an environmental impact statement (EIS) into what has been called the most comprehensive transportation analysis in the state's history. The multi-modal transportation study identified 150 separate projects over a 227-square-mile area, estimated to cost \$7.8 billion. The decision-making process involved multiple stakeholders and a rigorous public involvement program.

Project Awards

2002 Gold Award, Studies Research and Consulting Engineering Services Category, ACEC Washington

2002 President's National Environmental Excellence Award

2002 Vision 2020 Award, Puget Sound Regional Council

***Recognizing excellence in transportation planning: award-winning projects illustrate creative approaches to address the challenges of envisioning land use, mobility, and safety in transportation planning programs***

<http://www.encyclopedia.com/doc/1G1-133802105.html>

From: *Public Roads*

Date: 3/1/2005

Author: Parker, Truphelia M.

In San Francisco, CA, a flexible transportation program funds buses, vanpools, car sharing, and children's shuttles to help low-income residents access employment, training, childcare centers, and other essential services. In Atlanta, GA, the Livable Centers Initiative is tackling rapid population growth by encouraging the development of diverse, multimodal neighborhoods. And in southeast Michigan, officials are improving safety on roadways by providing technical assistance, crash data, and analytical tools to help communities perform their own studies to identify high-crash areas.

#### ***Award Winning Paris Pike Project***

<http://www.environment.fhwa.dot.gov/strmlng/newsletters/oct03nl.asp>

Unique Highway Design Sets the Bar for Historic Preservation Faced with growing safety concerns on one of the nation's most scenic and historically rich roadways, the Kentucky Transportation Cabinet (KYTC) is successfully widening two lanes to four by applying context sensitive solutions (CSS). The award-winning Paris Pike project took a collaborative, interdisciplinary approach that involved all stakeholders. The result: a highway that fits its physical setting and preserves scenic, historic, and environmental resources, while improving safety and mobility.

#### ***Safety Effects of Narrow Lanes and Shoulder-Use Lanes to Increase Capacity of Urban Freeways***

<http://trb.org/am/news/2005PR/mickle.pdf>

Karin M. Bauer, Douglas W. Harwood, Karen R. Richard—all of the Midwest Research Institute in Kansas City, Missouri—and Warren E. Hughes of BMI-SG in Vienna, Virginia, earned the Transportation Research Board (TRB) D. Grant Mickle Award for their paper, "Safety Effects of Narrow Lanes and Shoulder-Use Lanes to Increase Capacity of Urban Freeways."

The award for the winning paper, which was published in the Transportation Research Record: Journal of the Transportation Research Board, No. 1897

#### ***Chapman Highway Corridor Plan***

Knoxville-Knox County Metropolitan Planning

<http://archive.knoxmpc.org/plans/corridor/chapman2006.pdf>

For several years, the Knoxville-Knox County Metropolitan Planning Commission has been committed to working with state and local governments, businesses and property owners to transform gateway arterial corridors such as Chapman Highway. Chapman Highway serves as a major entry point to Knox County from surrounding counties, and the images along it offer a lasting impression of the community.

Much discussion has taken place related to Chapman Highway improvements, extension of James White Parkway, and the South Waterfront development. This plan should be used as a guide for land use, site and building design, and thoroughfare characteristics along Chapman Highway as the corridor is renewed over the next several years. Three main principles influenced the development of this plan: safety and operations, beautification and economic development. These elements are all interconnected and in many ways mutually dependant upon one another.

There are challenges involved with creating a corridor plan that meets the needs of neighborhoods along an established regional highway. A majority of the Chapman Highway frontage is zoned for types of commercial uses that serve a wide market area, so ease of automotive access is required. The study area spans the distance between downtown Knoxville and Seymour, with some attention given to the portion of the corridor just outside of Knox County. This document outlines concepts for short-term improvements that should be implemented as soon as possible, as well as longer range improvements that can take place as opportunities arise.

**2040 Regional Framework Plan (Northeastern Illinois Planning Commission)**

2007 Recipient of APA Outstanding Planning Award for a Plan

<http://www.chicagoareaplanning.org/>

[http://www.sp2030.com/RTP\\_Update\\_Draft20070606.pdf](http://www.sp2030.com/RTP_Update_Draft20070606.pdf)

A new vision, articulated in the 2040 Regional Framework Plan developed by the Northeastern Illinois Planning Commission, is helping to guide decision making in a six-county, three-state region. The vision seeks to accommodate anticipated growth in an efficient, coordinated, and sustainable manner. Use of current technology was instrumental in developing the plan, including instant polling, which helped gauge the level of agreement on various issues, and "Paint the Region," a software program that allowed participants to map their desired future. (To integrate planning for transportation and land use, the Chicago Metropolitan Agency for Planning (CMAP) was created by merging the staffs of the Chicago Area Transportation Study [CATS] and the Northeastern Illinois Planning Commission [NIPC]. CMAP serves the counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will.

**Cost-Allocation Methods for Commuter, Intercity, and Freight Rail Operations on Shared-Use Rail Systems and Corridors**

AN: 01044662

Journal: NCHRP Research Results Digest No. 313

Corp. Authors/Publisher: Transportation Research Board Year: 2007

Document: [http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp\\_rrd\\_313.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rrd_313.pdf)

Database: TRIS Online—tr804591

This digest will be valuable to states and local public transportation agencies that are planning to initiate commuter rail or intercity passenger rail service within a shared-use corridor in the near future. The digest summarizes current shared-use rail arrangements; highlights both the allocation of operating and maintenance costs and the arrangements for making infrastructure improvements; identifies the cost allocation methodologies, capital investment strategies, and other associated issues that warrant additional analysis and refinement; identifies opportunities for potential outreach and buy-in efforts among system stakeholders; and identifies future research topics that can highlight key issues and cover a broad spectrum of ownership configuration, geography, service speeds and density, and infrastructure improvement programs. Sound Transit in Washington State is featured in the report.

**Domestic Scan: FHWA Environmental Commitment Implementation Innovative and Successful Approaches**

Each theme highlights best practices shared by the States visited. Describes approaches while creating a four-lane highway corridor that blends with the landscape.

<http://www.environment.fhwa.dot.gov/strmlng/domscanRpt/chapter3.asp>

The critical element of State DOTs' successful commitment implementation is the adoption of a strong environmental ethic that permeates the entire organization. When this ethic is institutionalized, State DOTs can continually implement the commitments contained in environmental documents and permits. As a result, environmental stewardship becomes the way of conducting business. State DOT leadership that embraces and promotes this environmental ethic allows staff at all levels and areas of expertise to be innovative in their own stewardship. Although it often takes transportation agencies years to develop and ingrain an environmental culture into its organization, several States have already begun to exhibit the

success that results from having a strong environmental ethic. Best practices in these areas are described.

***National Strategy to Reduce Congestion on America's Transportation Network***

AN: 01024441

Corp. Authors/Publisher: Department of Transportation Year: 2006

Document: <http://isddc.dot.gov/OLPFiles/OST/012988.pdf> ;  
[http://joc.com/Whitepapers/DOT\\_Congestion\\_Plan051606.pdf](http://joc.com/Whitepapers/DOT_Congestion_Plan051606.pdf) ;  
<http://isddc.dot.gov/OLPFiles/OST/012988.pdf> ;  
[http://joc.com/Whitepapers/DOT\\_Congestion\\_Plan051606.pdf](http://joc.com/Whitepapers/DOT_Congestion_Plan051606.pdf)

Database: TRIS Online

This plan, the *National Strategy to Reduce Congestion on America's Transportation Network*, provides a blueprint for federal, state and local officials to follow as they work together to tackle congestion. The plan's emphasis is to focus the Department's resources, funding, staff and technology to cut traffic jams, relieve freight bottlenecks, and reduce flight delays. New solutions are embraced to make meaningful progress in reducing congestion—including a focus on corridors.

The plan itself calls upon the leadership of the Department to establish Urban Partnership Agreements with selected communities and encourages states to pass legislation giving the private sector a broader role in investing in transportation. It calls for more widespread deployment of new technologies and practices that end traffic tie ups, designates and funds new "corridors of the future," takes on port and border congestion, and expands aviation capacity.

***Minnesota Best Practice in Public Involvement: Hear Every Voice***

This guide represents the best practices in public involvement in transportation planning and project development. Chapter 1 discusses the background and methods employed by the Mn/DOT task force which created Hear Every Voice, including a discussion of the ways in which we sought public involvement to guide our efforts. Chapter 2 discusses how public involvement has evolved within Mn/DOT in response to various federal and state regulations. This chapter also includes public involvement guidelines which the task force drafted, in response not only to the regulations, but also to our own survey of "best practices" from other states and agencies. In addition, a discussion of how to develop a public involvement plan to implement these guidelines is included. Chapter 3 describes Mn/DOT's planning and programming processes, and Chapter 4 details how highway projects are developed. Chapter 5 contains information and lists resources regarding specific public involvement techniques, in addition to case studies describing public involvement as it has functioned in the course of a project development or planning process.

<http://www.contextsensitivesolutions.org/content/reading/hear-every/resources/hear-every/>

***A short case study of the Trunk Highway 14 Corridor Study in Minnesota that included Building Projects that Build Communities: Recommended Best Practices in Public Involvement.***

<http://www.contextsensitivesolutions.org/content/topics/process/project-team/management-tools/>