TRAFFIC SEPARATION STUDIES and CROSSING CONSOLIDATION
(How to be Successful)

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Creative People, Practical Solutions.

August 14th, 2014
Crossing Safety in the USA
The Historical Model

- Federal Highway Administration (FHWA) Railway-Highway Crossings Program
  - $220,000,000 / year as a set aside for:
    - 50 states
    - 210,000 at grade (level) crossings
  - States share developed from:
    - 50% based on number of crossings in state
    - 50% based - Surface Transportation Program amounts for each state
  - Each state’s railway-highway crossing funds used for:
    - 50% used for active device installation
    - 2% can be used for compilation and analysis of data
    - 48% - 50% available for “alternative projects”
  - Various models develop a risk index for crossings individually
What Qualified Before Always Made Sense.
What Qualifies Now, Doesn’t Always Make Sense.
As Times Change, Our Perspectives Need to Change.
MOST CHALLENGING
Provides the biggest bang
What is a Traffic Separation Study?

- Large Scale City Wide Crossing Safety Study
- Involves ALL Stakeholders
- Diagnostics
- Thoroughfare plan review
- Recommendations
  - Consider safety, environmental justice and funding mechanisms
- Cost/benefit
- Stakeholder buy in
- Charrette’s
- Public Hearings
- Design it and build it
What Do You Do?

- Just one area an issue?
- Entire municipality an issue?
Diagnostic – What do you look at?

- Overall Traffic Plan
- Why are you looking at it?
- Redundant?
- Geometry?
- Signalized?
- Traffic volume?
- Businesses (destination or impulse?)
- Emergency response times?
- Churches?
- Post Offices
- Hospitals?
- Local economics?
Consolidations are a Key

- Coordination between the State and the Railroad is Critical
- Is there mutual interest in consolidation?
- Has consolidation been attempted before?
- Is the railroad willing to contribute?
- Are there known hot buttons/land mines?
- Get on the same page with possible incentives while you develop your proposal.
- Evaluate the BENEFIT / COST.
Discussion with the NAYSayERS

• Reasons for NO!
  • Everyone uses that crossings.
  • You are segregating the town.
  • You will kill all of the businesses on that road.
  • You will kill my momma if you close that crossing.
  • You are only looking at this because it’s in a poor neighborhood.
  • The Mayor rents out two houses on that road.
  • We have never had a crash there so there will never be a crash there.
  • That’s why we carry insurance.
Reasons “NO!” Can Change to “Maybe.”

• Benefits

• IMPROVE SAFETY at more than one crossing.
• Maximize the $$ in a municipality with a corridor approach.
• Keep the best crossings and make improvements.
• Get “free” $$ without strings attached.
• Get “free” $$ with a few highway safety strings attached.
• Address infrastructure needs that would not otherwise be funded.
• Keep an eye on Benefit / Cost.

• If your crossing qualifies under your standard program your base line is $250,000.
BE FLEXIBLE – AIM HIGH
Discuss What is Important to the Community
If You Can Gain Community Support

FOLLOW THROUGH

AND
Make it PRETTY.

• Closure – prevents most access

• Good closure - looks like it never existed

• Great closure - looks like it never existed and pretty.
IF YOU SPENT THE EFFORT TO MAKE THIS HAPPEN, ISN’T IT WORTH IT TO BE ON SITE TO MAKE SURE IT IS COMPLETED IN A WAY THAT SPEAKS TO YOUR PROGRAM?
If you don’t show up...
If you do show up...
Step 6 – If you do show up...
Questions?

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