

2014 Global Level Crossing  
Safety & Trespass Prevention Symposium

August 3 - 8, 2014 Urbana, IL



# TRAFFIC SEPARATION STUDIES and CROSSING CONSOLIDATION

(How to be Successful)

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Creative People, Practical Solutions.

August 14<sup>th</sup>, 2014



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# 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.



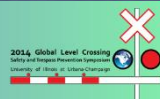
# What Qualifies Now, Doesn't Always Make Sense.



# As Times Change, Our Perspectives Need to Change.



# Some States Are Already Incorporating Traffic Separation Studies to the Standard Crossing Signal Program.



# MOST CHALLENGING

Provides the biggest bang



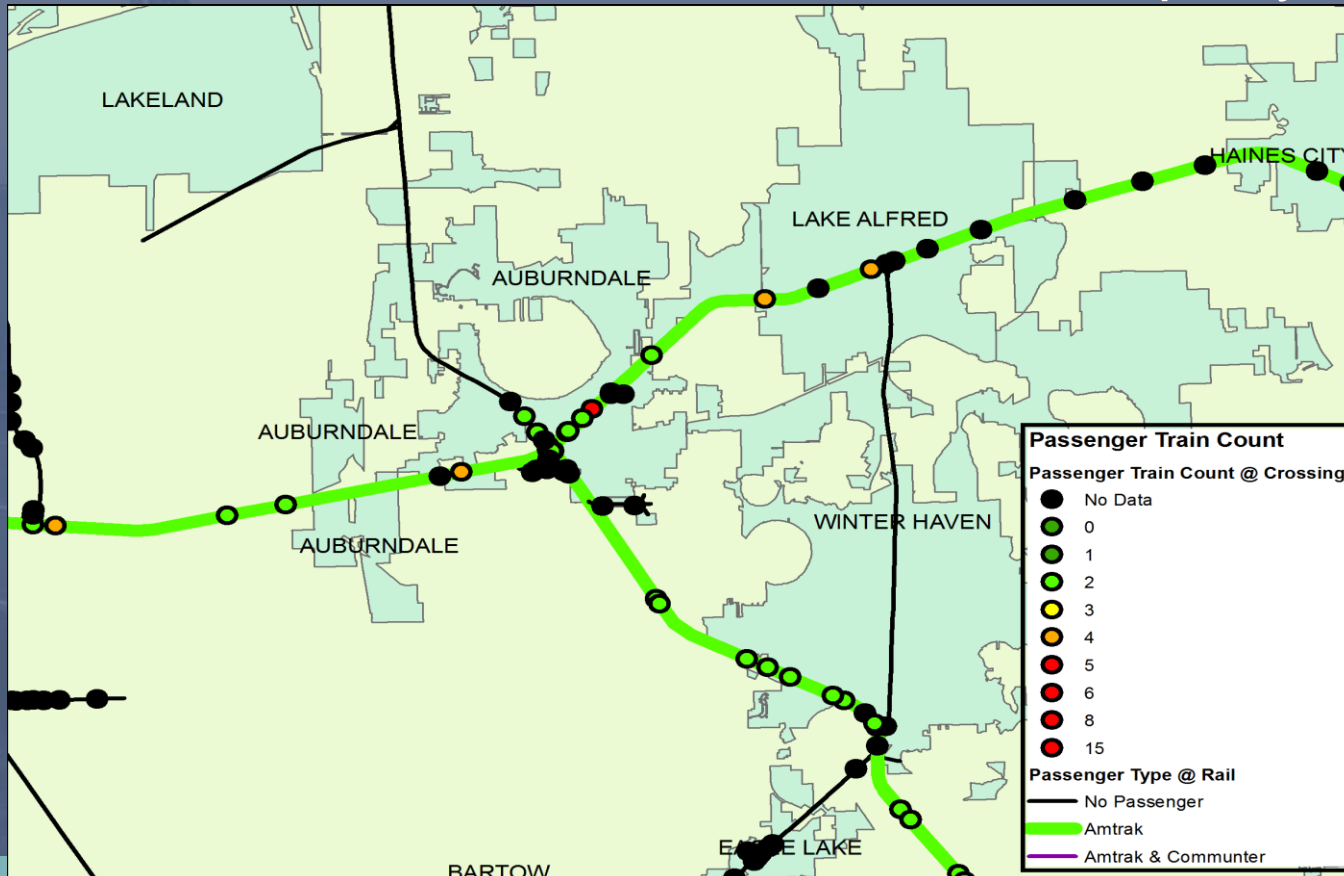
# What is a Traffic Separation Study?

- 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?

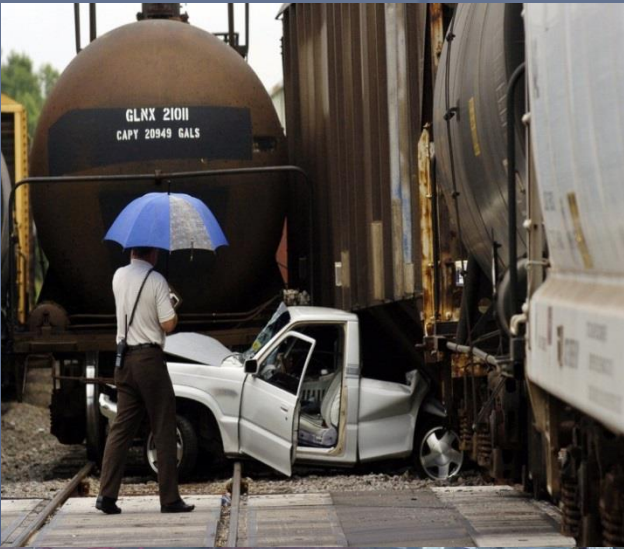


# Diagnostic – What do you look at?



- 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?

# ~~Closures~~ 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

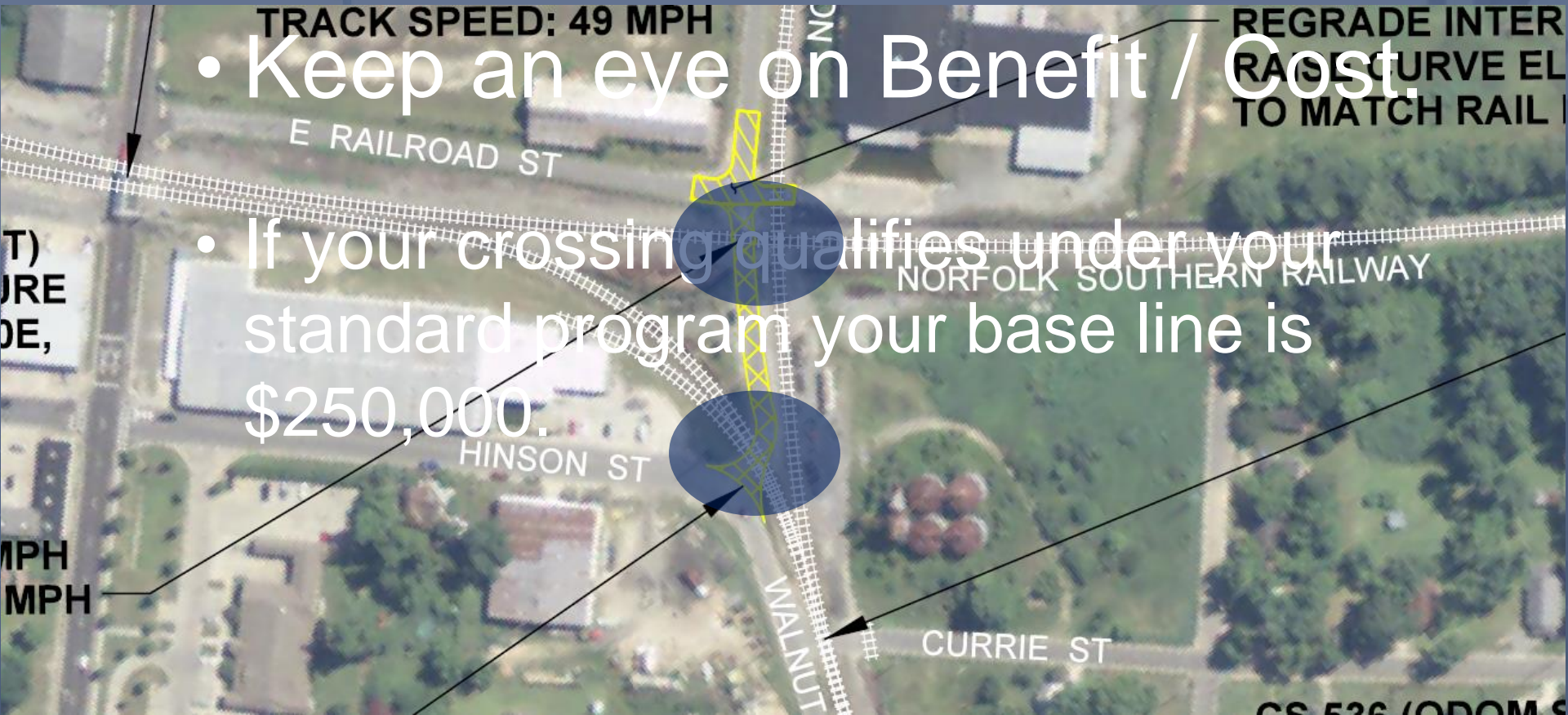
- Reasons for NO!
  - Everyone uses that crossings.
  - You are segregating the town.
  - You will kill all of the businesses on that road.
  - You will kill my momma if you close that crossing.
  - You are only looking at this because it's in a poor neighborhood.
  - The Mayor rents out two houses on 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.

# BE FLEXIBLE – AIM HIGH

- Keep an eye on Benefit / Cost.
- If your crossing qualifies under your standard program your base line is \$250,000.



# BE FLEXIBLE – AIM HIGH



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alt 7983 ft

# 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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