

# Transportation for America

## Modernizing Transportation Agencies October 12, 2016

Beth Osborne  
Vice President for Technical Assistance

[www.T4america.org](http://www.T4america.org)

@t4america

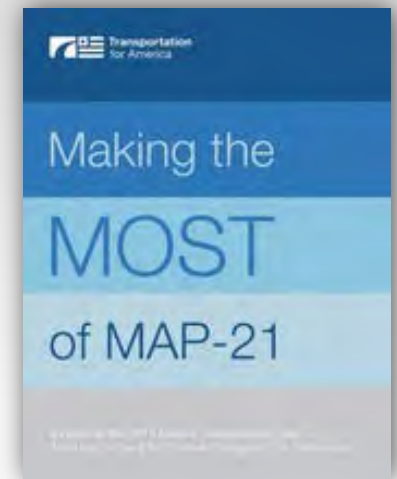
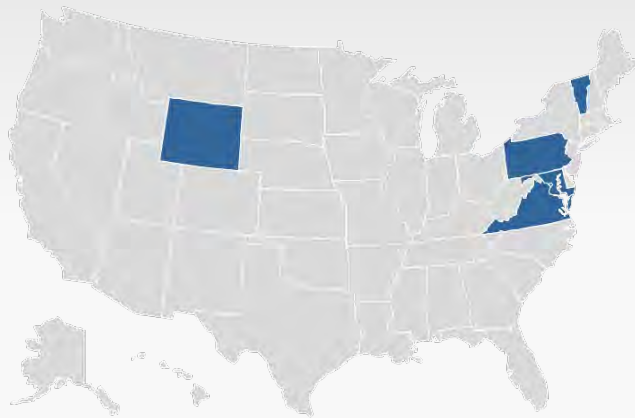
# About Us



## Putting deficient bridges on the map

Our regular reporting on aging and crumbling bridges gained significant media attention, helping communities nationwide make the case for smarter transportation spending.

SINCE 2012,  
97.2% OF REPRESENTATIVES IN THESE STATES  
VOTING **YES** ON BILLS TO RAISE  
TRANSPORTATION REVENUE  
WON THEIR NEXT PRIMARY





## ABOUT US

**Smart Growth America** advocates for people who want to live and work in great neighborhoods. We believe smart growth solutions support thriving businesses and jobs, provide more options for how people get around and make it more affordable to live near work and the grocery store. Our coalition works with communities to fight sprawl and save money. We are making America's neighborhoods great together.

### **Making communities work for everyone**

At the heart of the American dream is the simple hope that each of us can choose to live in a neighborhood that's beautiful, affordable, and easy to get around. We want to create healthy communities with strong local businesses, schools and shops nearby, transportation options and jobs that pay well.

Americans want to make their neighborhoods great, and smart growth strategies help make that dream a reality. Smart growth is about creating local jobs and protecting the environment. It is about being able to safely walk to a park close by. It is about spending less time in traffic and more time doing what's important to you.

[Our History](#)[Our Staff](#)[Our Board](#)[Careers](#)[Contact Us](#)

# Transportation for America Reports



The thumbnail features a photograph of a state capitol building with a golden dome under a blue sky with clouds. A blue banner across the middle contains the title "CAPITAL IDEAS" and a lightbulb icon. Below the banner, the subtitle reads "WINNING STATE FUNDING OPPORTUNITIES AND LESSONS FROM RECENT SUCCESSSES".

## Keys to Winning State Transportation Funding

Across the country states are raising revenue to bring their transportation infrastructure into a state of good repair and better meet...

[Read More →](#)

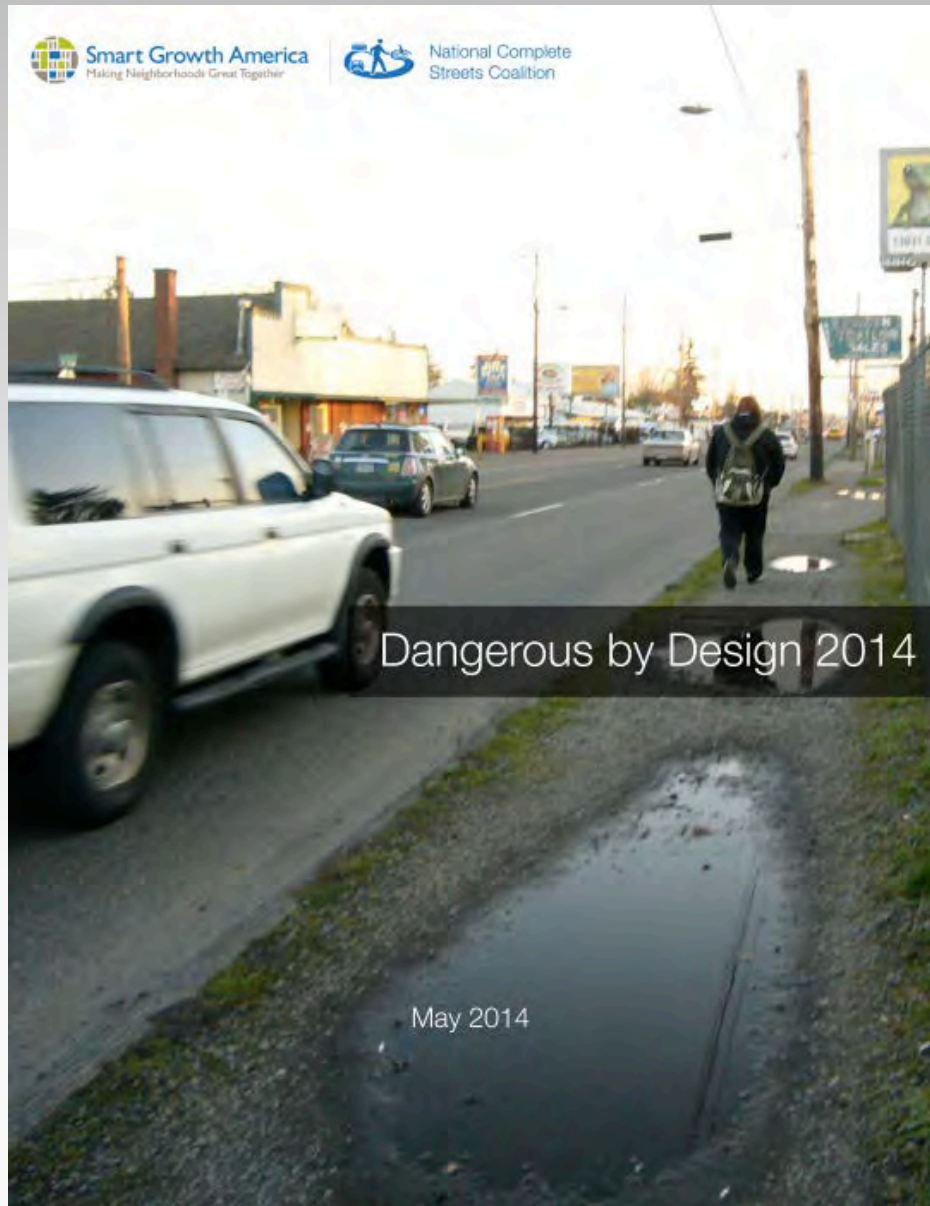
# Transportation for America Reports



# About Us



# About Us



# About Us



## Core Values

Why American Companies are Moving Downtown



IN PARTNERSHIP WITH



Chairman, Ben Brown  
and John Atalaja  
[www.transportationforamerica.com](http://www.transportationforamerica.com)





# Attract and Retain Talent

## WALK SCORE



Before

After

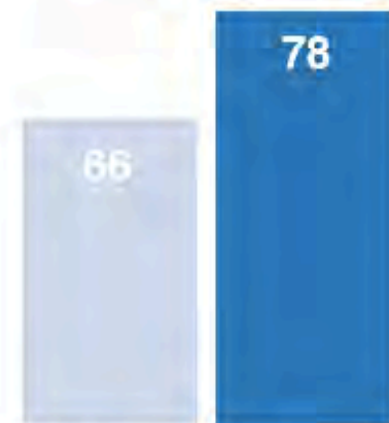
## TRANSIT SCORE



Before

After

## BIKE SCORE



Before

After

# About Us

- VP for Technical Assistance
- Acting Assistant Secretary for Transportation Policy at USDOT
- Legislative Advisor to Sen. Tom Carper (DE)
- Legislative Advisor to Rep. Ron Klink (PA-04)

@BethOsborneTA

Beth.Osborne@t4america.org



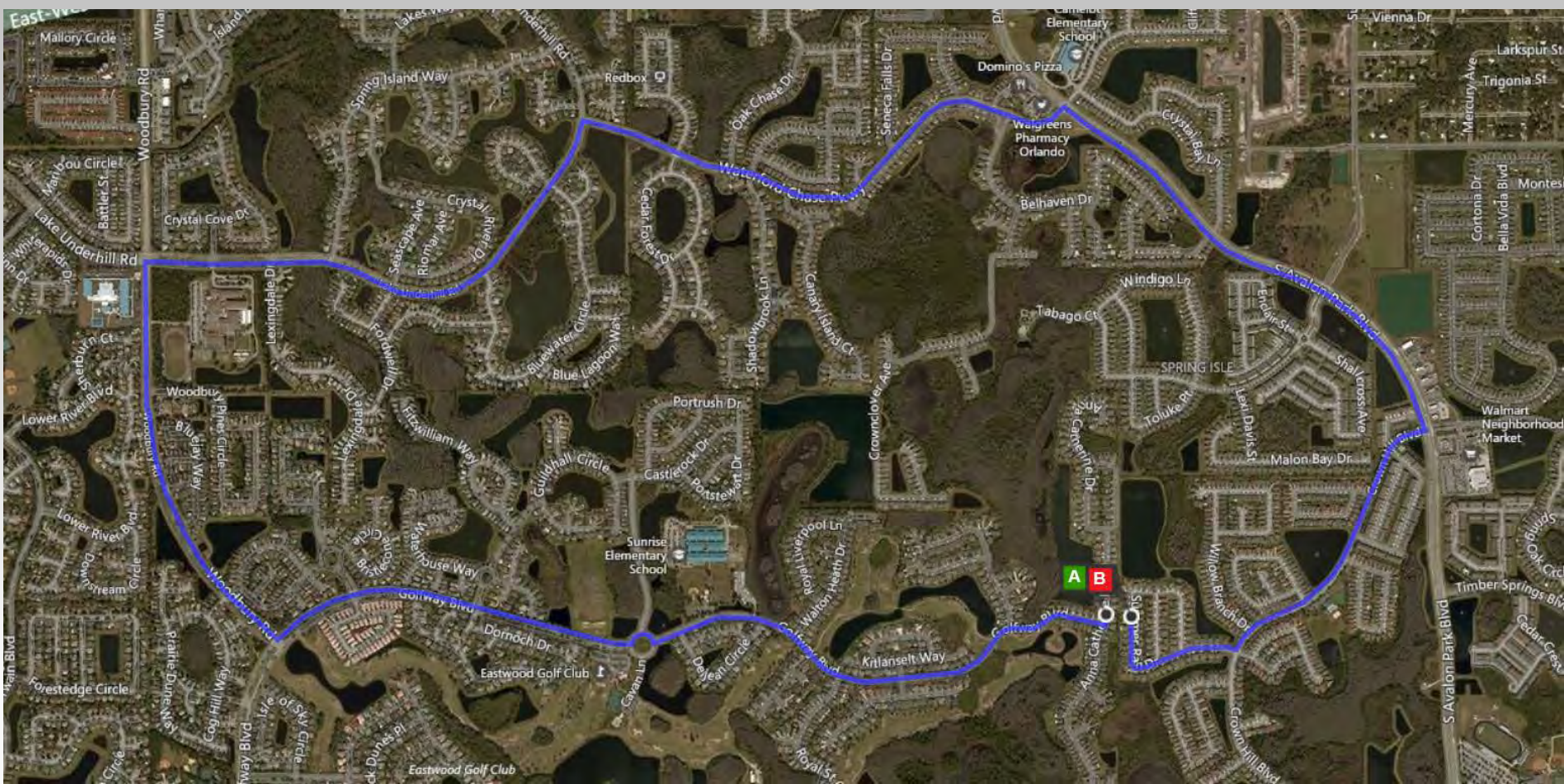
# New Principles for Our Transportation Program

REPORT REDISCOVERING GOVERNMENT

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MAY 11, 2016 — BETH OSBORNE

<https://tcf.org/experts/beth-osborne/>



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Smart Growth America  
Making Neighborhoods Great Together



State  
Smart Transportation  
Initiative

# The Innovative DOT

A handbook of policy and practice

2012



# NATIONAL COMPLETE STREETS COALITION

**Streets are a vital part of livable, attractive communities.** Everyone, regardless of age, ability, income, race, or ethnicity, ought to have safe, comfortable, and convenient access to community destinations and public places—whether walking, driving, bicycling, or taking public transportation. But too many of our streets are designed only for speeding cars or creeping traffic jams.

A Complete Streets approach integrates people and place in the planning, design, construction, operation, and maintenance of our transportation networks. This helps to ensure streets are safe for people of all ages and abilities, balance the needs of different modes, and support local land uses, economies, cultures, and natural environments.

# Practical and Multimodal Design

Revising the Vermont State Standards (VSS)  
M2D2: Multimodal Development and Delivery

Work Plan  
March 2015

A Partnership of the Vermont Agency of Transportation (VTtrans) and Smart Growth America

The cover features a photograph of a wooden bridge with a concrete barrier and a yellow and black striped sign. The text is overlaid on a white background at the top.

COMPLETE STREETS IMPLEMENTATION PLAN  
M2D2: Multimodal Development and Delivery  
December 2015

The Florida Department of Transportation and Smart Growth America

COMPLETE STREETS IMPLEMENTATION PLAN  
M2D2: Multimodal Development and Delivery  
December 2015

The Florida Department of Transportation and Smart Growth America

Logos for the University of Florida (UF) and Smart Growth America.

The cover features a blue header with white text. Below the header is a collage of six images: cyclists on a path, a bus, a FedEx truck, a street with cars, a person at a cafe, and a street with a yellow sign. The bottom of the cover has logos for the University of Florida and Smart Growth America.



# Complete Streets Implementation

Most transportation programs were created to plan, design, construct, operate, and maintain a roadway network to move cars.

As a result, even agencies that have adopted a Complete Streets policy are finding that it is often not having the intended effect.



With Michigan DOT, identified updates to rules, documents, and procedures to remove real and perceived barriers Complete Streets.

# Workshops

- Land Use and Transportation
- Intelligent Transportation Systems
- Transportation Demand Management
- Transit users
- Bicyclists
- Pedestrians
- Freight
- Integrating the needs of all modes
- Identifying procedures, standards, guidance and cultural barriers to Complete Streets

# Practical and Multimodal Design

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December 2015

The Florida Department of Transportation and Smart Growth America

Logos for the University of Florida Department of Transportation (FDOT) and Smart Growth America.

The cover features a collage of images illustrating various transportation modes: cyclists on a path, a bus, a FedEx truck, a street scene with cars, a person at a cafe, and a road with a sign. The text is overlaid on a blue background at the top.

# Design Issues



# Design Issues



# Design Issues



# Other Issues

- Public not involved until after design
- No approved alternative designs available
- Waiver process mostly theoretical
- Engineers rated on project delivery
- Auto-centric performance measures
- 20-year traffic projections
- Scope based on state of repair needs
- Scope based on solution, not problem

# SMART GROWTH AMERICA WELCOMES LYNN PETERSON AS NEW SENIOR TRANSPORTATION POLICY ADVISOR

By [Smart Growth America](#) · April 13, 2016

Smart Growth America is pleased to announce today the hiring of Lynn Peterson, former chief executive officer of the Washington State Department of Transportation (WSDOT), as senior transportation policy advisor.

During her tenure at WSDOT, Peterson oversaw an agency responsible for 18,600 lane miles of highway, 3,700 bridges, airports, passenger- and freight-rail programs, and the Washington State Ferry system (the nation's largest). She brought a renewed focus on agency efficiencies, accountability, and investments to the multimodal system, and supported the agency's partnerships with cities, counties, businesses, transit agencies, and non-motorized transportation groups to cost-effectively build safe and healthy communities everywhere in Washington state.





# Practical Design

## Design

[Consultant Services](#)

[Design Standards](#)

[Interstate System](#)

[Utility Program](#)

[Value Engineering](#)

[Performance-Based Practical Design](#)

[General Information](#)

[Case Studies](#)

[Training](#)

[Technical Assistance](#)

[FHWA / Programs / Design / Performance-Based Practical Design / General Information / Brief: Overview of Performance-Based Practical Design \(PBPD\)](#)

## Brief: Overview of Performance-Based Practical Design (PBPD)

### Issue

State Departments of Transportation (DOT) are increasingly challenged with addressing their system performance, mobility, and safety needs in the current era of financial limitations.

### Summary

The Federal Highway Administration (FHWA) conducted an in-depth review of the Practical Design concept, including interviewing a number of States about their practices.

Though the name, definition, and approach of Practical Design vary from State to State, most States with a Practical Design program emphasize a renewed focus on scoping projects to stay within the core purpose and need. By exercising a greater level of discipline, agencies may eliminate nonessential project design elements resulting in lower cost and improved value. This approach enables States to deliver a greater number of projects than otherwise possible under their previous project development approaches. By implementing Practical Design, States realized cost savings by utilizing flexibility that exists in current design guidance and regulations.

A concern is that agencies may overemphasize short-term cost savings without a clear understanding of how such decisions could impact other objectives (such as safety and operational performance, context sensitivity, life-cycle costs, long-range corridor goals, livability, and sustainability).

### Contacts

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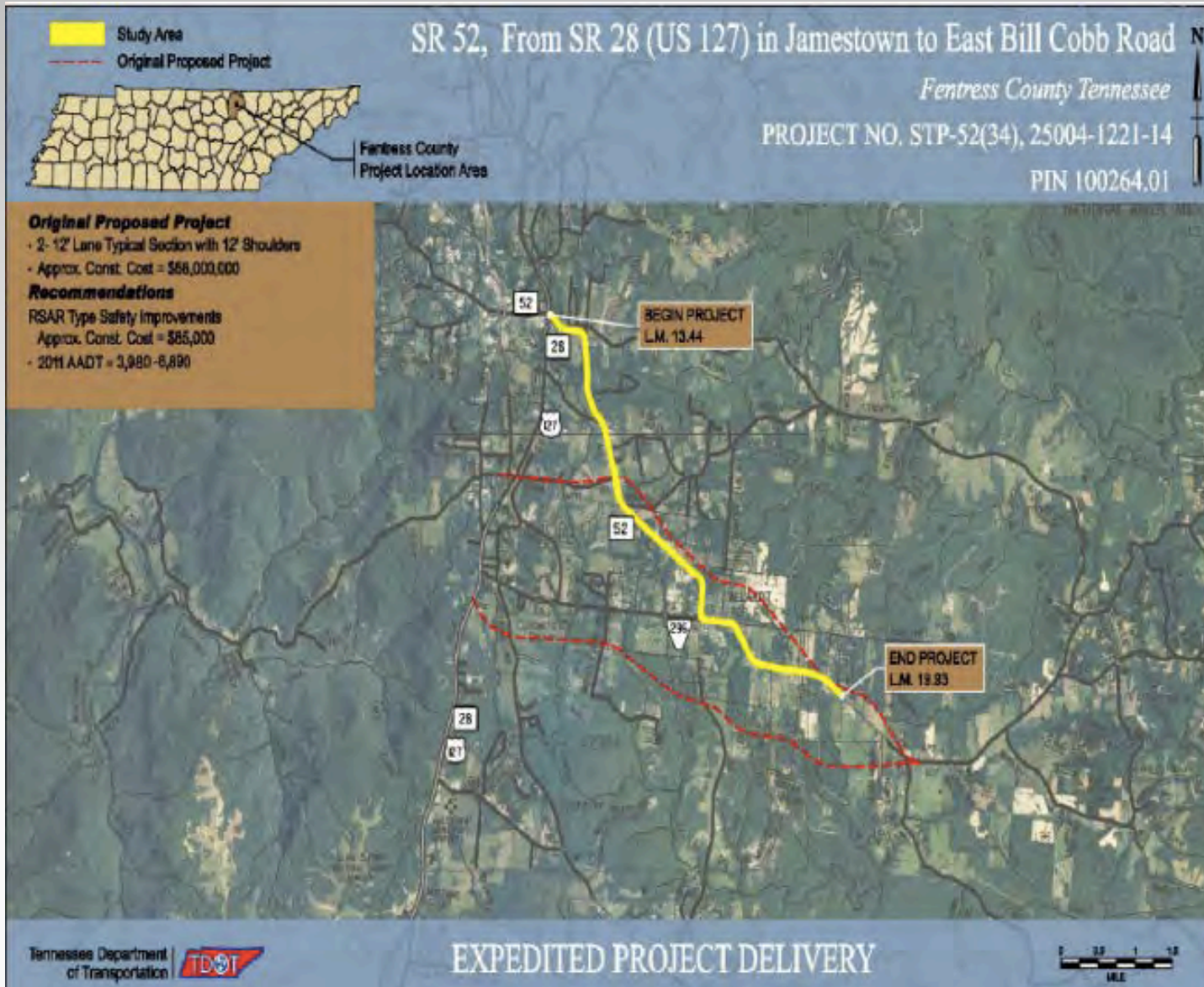
# Tennessee DOT

## Transportation Process Alternatives for Tennessee **Removing Barriers to Smarter Transportation Investments**

Final Report  
August 20, 2012



# Tennessee DOT



# Tennessee DOT



Region 2 Expedited Project Delivery

## Fentress County SR 52

PIN 100264.01

From SR28 (US-127) (LM 13.44) in Jamestown  
To East Bill Cobb Rd. (LM 19.93)

### Original Project Description:

- A 2003 Environmental Assessment (EA) proposed a two (2) lane facility with twelve (12) foot lanes and twelve (12) foot shoulders with 250 feet of R.O.W. acquired to allow for an eventual four (4) lane facility.
- Project is part of the Upper Cumberland Development Route.

### Level of Service:

- 2011 = LOS D (3,980 to 6,890 AADT)
- 2031 = LOS D (5,910 to 10,240 AADT)

### Crash Data:

- Total Crash Rate of 0.44 (State Avg. 1.66 for rural two (2) lane routes.)
- Severe Crash Rate of 0.031 (State Avg. 0.126 for rural two (2) lane routes.)

### Recommendations:

- Installation of double-sided chevrons and/or curve warning signs for four (4) curves
- Installation of school speed limit signs with flashing beacons
- Replacement of stop signs for all approaches at the intersection of SR 52 and SR 296
- Replacement of several speed limit and reduced speed ahead signs
- Installation of obstacle delineation on several utility poles
- Installation of new painted pavement markers where presently installed

### Project Costs:

- RSAR Improvement Costs: \$85,000
- **Total Expedited Project Delivery Cost: \$85,000**
- Original Project Cost: \$58,000,000
- **Projected Savings: \$57,915,000**

# New Workshops

- Practical Design and Least-Cost Planning
- Land Use and Transportation
- Transit users
- Bicyclists
- Pedestrians
- Freight
- Integrating the needs of all modes
- Public Involvement
- Identifying procedures, standards, guidance and cultural barriers to Complete Streets

# Transportation for America

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