**NCHRP 20-68A – “US Domestic Scan Program”**

Domestic Scan 17-02 Successful Approaches to Accommodate Additional Modes and Services in Existing Right Of Way

State DOTs are increasingly being challenged to accommodate a variety of modes and services within existing right of ways. DOTs may be asked to dedicate (in whole or part) existing lanes or right of way to transit, high occupancy vehicles, bikes, freight or enhanced pedestrian access. The decisions to accommodate the additional modes and services requires a variety of site and community specific trade-offs, design and construction considerations and operational needs that have to be addressed for such accommodation to be accomplished successfully.

This scan will evaluate the design, operational and policy/procedural decisions that State DOTs have been faced with in response to a proposal from an external agency or entity to accommodate additional modes and services within existing ROW. A particular interest is on the dedication of existing lanes to transit as part of a Federal Transit Administration (FTA), Capital Investment Grant (CIG) project especially in urban settings. The scan team will examine technical issues associated with design, construction and operations/maintenance, but will also be strongly focuses on organizational, policy, procedural and “relationship” issues. Examples of key Information to be gathered and shared include:

* Processes and roles for stakeholders for evaluating and approving the use of existing ROW for additional modes.
* Methods and criteria were used by State DOTS to make decisions regarding the impacts on the facility.
* The organizational challenges for agencies involves in the process.
* Arrangements between the State DOT and other agency’s involved in maintenance and operational costs
* The community outreach/local consensus building process
* The State DOT’s participation in construction oversight for work within their ROW.
* Coordination between federal modal agencies, such as FTA and FHWA.
* Formal and informal agreements between the State DOT and the sponsoring agency.
* Specific design and construction challenges.

There are a number of State DOTs actively involved in accommodating transit projects - including light rail and BRT - in their ROW. Several of the States represented on the SCOP's MMTF have suggested projects that would be excellent sites to visit such as:

* Michigan – Lansing area BRT and Grand Rapids area BRT
* Florida I-95 Express Lanes - Miami-Dade County
* Texas - Dallas Area Rapid Transit | US-75 Integrated Corridor Management (ICM)
* Washington Department of Transportation’s I-405 Project, North I-5 Project, I-90 Center Roadway and Lynnwood Link Light Rail
* Minnesota - I-35W and Lake Street, Minneapolis
* Tennessee DOT and the City of Nashville AMP Project – lessons learned
* Utah Transit Authority Provo-Orem Transportation Improvement Project
* San Francisco Municipal Transportation Agency’s Van Ness Avenue Bus Rapid Transit (BRT) project
* San Diego Mid-Coast LRT along I-5
* Charlotte, NC - LYNX Gold Line (streetcar) along state-owned N. Tryon St

It is envisioned that this scan will advance the institutional capacity of State DOTs to participate/partner in projects proposed by others to “add” modes to existing ROW, in particular Bus Rapid Transit under the FTA Capital Investment Grants program and provide informal “roadmaps” and case studies to road, transit and other modal agencies as they approach these projects. It will also assist the various AASHTO's Standing Committees to advance the dialogue and capacity of AASHTO members to achieve their multi-modal goals.

**Original Scan Proposal Title(s):** Accommodating Additional Modes in Existing Right Of Way

**Scan Team Membership**

TBD

**Execution Schedule**

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| **Milestone** | **Anticipated Date** |
| Chairs and Team Members Identified | June 2017 |
| Desk Scan Completed | September 2017 |
| Prescan Meeting Held | October 2017 |
| Scan Conducted | March-April 2018 |
| Draft PowerPoint submitted by SME | April-May 2018 |
| Draft Report Delivered to NCHRP and Panel | June-July 2018 |
| Final Report Delivered to NCHRP | October-November 2018 |

**Estimated Scan Cost:** $175,000

Anticipated Duration: 1 week (type 3 scan)

*Last Reviewed/Revised April 17, 2017*