

Spokane CMP Toolkit Strategies

Toolkit Category	Toolkit Strategy	Examples	Cost	Applicable locations/situations
Travel Demand Management (TDM)	Ridesharing Services /Ride matching	Carpool/Vanpool, Car Sharing DVRPC Share-A-Ride Program	low-moderate	<ol style="list-style-type: none"> 1. Areas with a high concentration of employees working at one worksite or a group of workplaces 2. Schools with a large number of students that are not served by school buses 3. Residential areas outside transit service districts with a high number of long-distance commuters
TDM	Universal Transit Access Pass Program	Cooperative pass among businesses, school, colleges or corridor pass program	low-moderate	
TDM	Promotion of a Regional Commuter Benefit	Commute Trip Reduction (CTR)	low	<ol style="list-style-type: none"> 1. Could be expanded in Spokane beyond major employers
TDM	Alternate Travel Modes Outreach Events and Programs (group)	Bike to Work Day, employer transportation fairs, bike safety programs	low	<ol style="list-style-type: none"> 1. Areas with a high concentration of employees working at one or a group of worksites
TDM	Outreach Programs (individualized)	WHATCOM COG Individualized Marketing Program	low-moderate	
TDM	Shift Peak Travel	Flexible work schedules, telecommute	low	<ol style="list-style-type: none"> 1. Workplaces that perform tasks or services that can be completed from remote locations (via computer or internet) 2. Workplaces with extended daily hours of operation, allowing employees to work 9 to 10 hours in a day

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TDM	Local Delivery Service	Encouraging businesses to deliver products to customers can reduce SOV trips, especially in communities where car ownership is low	low	
TDM	Parking Management	Redevelop/remove surface parking, remove on-street parking, time of day restrictions, parking structures encourage mixed-use development, utilize on street parking as a means of reducing speed & improving pedestrian safety, advanced technology	low-moderate	<ol style="list-style-type: none"> 1. Activity centers and locations where parking is in short supply 2. Corridors where right-of-way (ROW) could be converted to general purpose or dedicated bus lanes 3. Locations where mode shift occurs with high levels of pedestrian activity.
TDM	Parking Facility Management Informational Signs	Signage to notify remainder of parking spots, guides to available parking	low-moderate	<ol style="list-style-type: none"> 1. Frequently used park and ride lots 2. Downtown parking lots
TDM	Improvements for Walking	Sidewalks, paths and trails	low-moderate	
TDM	Improvements for Bicycling	On-street bike lanes, pavement markings and signage; intersection improvements; off-street trails	low-moderate	
TDM	Public Education Campaigns	To improve safety or to educate to traveling off-peak hours	low-moderate	

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Operational Improvements, ITS, TSM	Turning Movement Enhancements	Channelization, left-turn lanes, center turn lanes, jughandles, deceleration lanes, roundabouts	low-high	
Operational Improvements, ITS, TSM	Circulation Improvements	Street circulation patterns, vehicle use limitations and restrictions, reversible lanes, road connectivity, roundabouts, isolated bottleneck removal	low-high	
Operational Improvements, ITS, TSM	Limited Intersection Improvements	Minor isolated intersection widening and lane restriping	low-moderate	
Operational Improvements, ITS, TSM	Signal Improvements	Expanded timing and coordination, signal modernization and surveillance, transit or emergency vehicle signal priority	low-moderate	
Operational Improvements, ITS, TSM	Ramp Metering	Traffic signal controlling stream of merging traffic, bus or HOV vehicle bypass	low-moderate	<ol style="list-style-type: none"> Existing high volume freeway and expressway facilities On-ramps with heavy platoons of vehicles released from arterial/ramp intersections
Operational Improvements, ITS, TSM	New or converted HOV lanes	Serves buses, high-occupancy vehicles, motorcycles, toll-paying vehicles, low-emission or hybrid vehicles	moderate-high	<ol style="list-style-type: none"> Interstates or long-distance limited-access corridors Highly congested corridors with extensive bus service
Operational Improvements, ITS, TSM	Access Management	Improve/minimize access points from corridor	moderate	

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Operational Improvements, ITS, TSM	Communication Networks	Roadway surveillance and control system, base ITS infrastructure (fiber, telemetry)	moderate	<ol style="list-style-type: none"> 1. Locations of new roadway construction or major capital improvement projects 2. High volume locations or roadways with safety considerations where an incident may be particularly disruptive to regional travel 3. Roadways identified for comprehensive ITS implementation
Operational Improvements, ITS, TSM	Traveler Information Services	Message signs, mobile device applications, online services	moderate	<ol style="list-style-type: none"> 1. Heavily travelled freeways or arterials with frequent incidents or travel delays 2. Locations before major interchanges and route decision-making points
Operational Improvements, ITS, TSM	Maintenance Management	Minimize congestion caused by maintenance and construction	low-moderate	
Operational Improvements, ITS, TSM	Incident Management	Operational plans that define rules, procedures, traffic diversion routes; regional effort to respond to nonrecurring congestion	low-moderate	<ol style="list-style-type: none"> 1. Region wide programs 2. Major travel corridors with multiple emergency, jurisdiction, law enforcement, and transportation responders 3. Highways with limited shoulder width, construction zones, locations with frequent incidents
Operational Improvements, ITS, TSM	Courtesy Patrol (incident response)	Service to stranded freeway travelers	low	<ol style="list-style-type: none"> 1. Region wide programs 2. Freeways with heavy volumes and/or documented history of incidents or regional facilities with limited shoulder width 3. Major construction zones
Operational Improvements, ITS, TSM	Traffic Management Center	SRTMC	moderate	<ol style="list-style-type: none"> 1. Jurisdictions that own equipment, collect data, and manage traffic 2. A strategic, centralized location serviced by major communication lines

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Transit Operational Improvements	Transit Service Expansion	New bus routes, extension of existing service, increased frequency, flexible routing, transfer improvements	moderate	<ol style="list-style-type: none"> 1. Areas with growing concentrations of residential, commercial, or business activity 2. Existing bus routes that are operating near capacity 3. Route locations that offer increased access to major transit stations
Transit Operational Improvements	General Transit Infrastructure Improvements	Enhanced amenities and safety, improved access, improved fare collection system	low-moderate	<ol style="list-style-type: none"> 1. Bump outs 2. Smart Cards 3. Covered bus shelters
Transit Operational Improvements	Transit Signal Priority	Additional travel lane at signalized intersections, restriping existing road footprint	low	<ol style="list-style-type: none"> 1. Heavily travelled corridors with multiple traffic signals & frequent transit stops 2. Locations where a bus may need a head start to merge into or cross general-purpose lanes of traffic
Transit Operational Improvements	Fixed Guideway Transit or Dedicated Transit Lanes	Exclusive guideways (light rail, heavy/commuter rail), street travel ways (BRT), bus only lanes	moderate-high	<ol style="list-style-type: none"> 1. Densely developed urban corridors or station areas 2. ROW adjacent to severely congested freeways or arterial streets
Transit Operational Improvements	Park and Ride Facilities -New or Improved	Parking lots or formal transit facilities where commuters can leave behind their vehicles and access transit	moderate	<ol style="list-style-type: none"> 1. High ridership transit corridors 2. Suburban settings with too little density for local transit service but can generate enough transit users in a concentrated location to make transit both efficient and beneficial in terms of air quality and congestion reduction 3. Location upstream of congestion in order to reduce congestion and provide easy access to transit users
Transit Operational Improvements	Transit Vehicle Travel Information	Vehicle detection and monitoring devices, communications infrastructure, GPS, mobile device apps and online public info sources	moderate	<ol style="list-style-type: none"> 1. Transit stations and major bus stops 2. Major event and activity venues adjacent to transit stations

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Freight/Goods Movement	Freight Operations Improvements	Dedicated truck route, hill-climbing lanes, freight plans/coordination logistics, upgraded roadway infrastructure to permit truck/freight movement, truck parking	low-moderate	<ol style="list-style-type: none"> 1. Identified freight facilities, including Interstates 2. Local freight delivery routes
Freight/Goods Movement	Freight Capacity Investments	New or expanded freight rail, freight intermodal center/yard, port facility expansion	high	
Roadway Capacity Improvements	Minor Road expansions	Major Reconstruction with Minor Capacity Additions	medium-high	
Roadway Capacity Improvements	Hill-Climbing Lanes	Used by trucks and slower traffic to let faster traffic pass	low-moderate	<ol style="list-style-type: none"> 1. Generally in rural areas with steep or rolling hills (freeways or rural highways) 2. Locations that experience high peak direction volumes of recreational or weekend traffic 3. Urban or suburban freeways with steep climbing up-grades
Roadway Capacity Improvements	Grade-Separated Railroad Crossings	Roadway underpass or overpass	high	<ol style="list-style-type: none"> 1. Roadways with a high daily traffic volume 2. Locations with either a high frequency of trains crossing road or long-time durations of multi-car trains blocking the road 3. High traffic-generating land uses on either side of tracks 4. Locations with a documented crash rate higher than established thresholds
Roadway Capacity Improvements	Grade-separated Intersections	Overpass or underpass for cross street	high	<ol style="list-style-type: none"> 1. Very high-volume and congested intersections 2. Locations with limited ROW or physical constraints to expanding the width of the intersection approaches

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Roadway Capacity Improvements	Adding Capacity/ Widening	New General Purpose lanes, Interchange with related road segments, Hard Shoulder running	high	<ol style="list-style-type: none"> 1. Severely congested roads with a clear capacity or safety deficiency 2. Locations that experience link congestion rather than intersection congestion 3. Location with limited appropriate alternative routes
Roadway Capacity Improvements	New or Extended Roadways	Arterial, Bypass, Limited Access Highway	high	<ol style="list-style-type: none"> 1. Locations that serves areas experiencing new development or anticipating development soon 2. Location that would divert traffic from an existing severely congested corridor 3. Unimproved roads with safety issues or development potential

Sources: Wilmington Area Planning Council (WILMAPCO), Mid-Region Council of Governments (MRCOG)/Mid-Region MPO (MRMPO), Denver Region Council of Governments (DRCOG), and Delaware Valley Regional Planning Commission (DVRPC)