



TRIP97 INVESTMENT STRATEGIES OVERVIEW AND NEXT STEPS

OVERVIEW

The development of an example package of investment strategies for the *TRIP97* corridor occurred through a collaborative process among the Partnership. The expectation is that the strategies and locations will be developed into a refined set of investments by priority and location, and will be managed over time as funding becomes available.

Following the development of the *TRIP97* evaluation framework and analysis methodology, an initial evaluation package of locations and investment types was assembled. The initial package is largely drawn from existing plans. The package also served as an important platform for testing the viability of the evaluation framework and analysis methodology developed during the course of this work effort.

Modifications to the investment types and the locations could include a host of transportation improvement options including but not limited to investments on facilities parallel to US 97, transportation demand management investments, investments in bicycle and pedestrian modes, system management strategies or many others.

An example list of investment types and locations is found on the following page.

NEXT STEPS FOR THE PROJECT LISTS

Potential next steps for the TRIP 97 Partnership, relating to projects are as follows:

1. Develop broader investment categories and types such as Transportation Demand Management (TDM), alternate modes, and Intelligent Transportation Systems (ITS).
2. Use *TRIP97* Performance Measures and Methodologies for evaluation and ranking in order to create a prioritized list of investments that include matching projects with appropriate funding.
3. Continue public outreach for investment types and a list of priorities.

EXAMPLE LIST OF INVESTMENT TYPES

US 97 **intersection upgrades** (e.g., added turn lanes, new/upgraded traffic control devices, key benefits:

- Public Street Turning opportunities
- Improves pedestrian, bicycle, transit travel

New/Upgraded **Interchanges** (i.e., bridge crossings with on-ramps and off-ramps), key benefits:

- Improves overall travel times, travel time variability, and side street delay
- Reduces expected crash frequency
- Improves pedestrian, bicycle, transit travel

Extension of local streets / roads running parallel or in “grid” with US 97, key benefits:

- Public Street turning opportunities
- Reduces side street delay
- Improves pedestrian, bicycle, transit travel

Variable speed limit zones / segments in both rural and urban areas, key benefits:

- Improves overall travel time and travel time reliability
- Reduces expected crash frequency
- Improves traveler information and operating communications (current conditions)

Safety features such as raised medians (slows traffic, mitigates “road-departure” crashes), key benefits:

- Reduces expected crash frequency
- Improves travel time reliability

Improved **Corridor Incident Management, Joint Operations** Agreements, etc., key benefits

- Improves travel time variability and average travel time for the corridor
- Reduces overall impacts of crashes and other incidents

Green time extension for trucks at traffic signals, truck parking strategies, key benefits

- Improves overall travel times, travel time variability, and side street delay
- Reduces expected crash frequency
- Reduces Green House Gas Emmissions

Investments throughout the corridor in **transportation options / demand management**, as well as **transit, rail, and pedestrian / bicycle** systems (crossings), supported by “ITS” (e.g., traveler information, smart phone info.), key benefits:

- Maximizes capacity of existing infrastructure
- Improves overall travel times and travel time variability
- Reduces expected crash frequency
- Provides alternative tools in address land use change impacts / mitigation
- Directly benefits TRIP97 Performance Measures (e.g., *Multimodal Level of Service*)

EXAMPLE PRIORITY LOCATIONS

US 97 Snow Zone area between Lava Butte and La Pine

US 97 South end of *Parkway* in Bend

US 97 Cooley Rd/Robal Rd area in Bend

US 97 South half of Redmond

US 97 between “J” Street (South Y) and south US 97/US 26 junction

US 97 “Rural” safety issues throughout corridor (e.g., head-on crashes across “open median” areas)