

# Research Digest

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## *Item 1*

### **Guidebook for developing general aviation business plans**

TRANSPORTATION RESEARCH BOARD (TRB)

*ACRP Report 77 / CRP-CD-119 • 2012*

"ACRP Report 77: Guidebook for Developing General Aviation Airport Business Plans is designed to help general aviation airport managers and policymakers develop and implement an airport business plan. This resource has been prepared specifically for general aviation airport practitioners. This Guidebook and accompanying digital files were created to help general aviation airport managers and policymakers gain a better understanding of (1) the value of an airport business plan, (2) the elements of an airport business plan, and (3) the process for developing and implementing an airport business plan. In addition to defining an airport business plan (as a document that uses a logical and disciplined structure to set out goals, objectives, and action plans that drive the day-to-day operation and management of an airport), this resource discusses the interrelationships among the primary planning documents for airports (i.e., strategic plan, business plan, and master plan) and provides step-by-step guidance for preparing the elements of an airport business plan." --p.1

#### CONTENTS

- Summary
- ch. 1. Introduction
- ch. 2. Airport business plan
- ch. 3. Airport business planning process
- ch. 4. Preparing the elements of an airport business plan
- ch. 5. Implementation
- ch. 6. Airport and market
- ch. 7. Organization
- ch. 8. Operations
- ch. 9. Marketing
- ch. 10. Aviation products, services, and facilities
- ch. 11. Financial
- Glossary of terms and acronyms
- Bibliography

This report and the accompanying CD-ROM contents are available for free download at:

<http://www.trb.org/Publications/Blurbs/168114.aspx>

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## **Item 2**

### **Evaluating Airfield Capacity**

TRANSPORTATION RESEARCH BOARD (TRB)

*ACRP Report 79/CRP-CD-124 • 2012*

"This report provides a guidebook and accompanying CD-ROM, CRP-CD-124, to assist airport planners with airfield and airspace capacity evaluation at a wide range of airports. The guidebook describes available methods for evaluating existing and future airfield capacity; provides guidance on selecting an appropriate capacity analysis method; provides best practices in assessing airfield capacity and applying the modeling techniques; and outlines specifications for new models, tools, and enhancements. The guidebook includes relevant background information on airfield components and operations, descriptions of existing modeling tools, explanations of new modeling tools created as part of this research, and a decision-support tool to help select a capacity evaluation technique. The accompanying CD-ROM provides prototype capacity spreadsheet models that are designed to be a preliminary planning tool, similar to the Airfield Capacity Model (ACM) but with more flexibility to change input assumptions to represent site-specific conditions from the most simple to moderate airfield configurations." --TRID

This report is available for free download (8.4 MB):

[http://onlinepubs.trb.org/onlinepubs/acrp/acrp\\_rpt\\_079.pdf](http://onlinepubs.trb.org/onlinepubs/acrp/acrp_rpt_079.pdf)

## **Item 3**

### **Guidebook for incorporating sustainability into traditional airport projects**

TRANSPORTATION RESEARCH BOARD (TRB)

*ACRP Report 80 / CRP-CD-125 • 2012*

This report describes sustainability, its benefits, and identifies different applications in traditional airport construction and everyday maintenance projects. An accompanying CD-ROM, CRP-CD-125, provides an Airport Sustainability Assessment Tool (ASAT) that complements the guidebook and can be used to: assist the user in identifying sustainability initiatives that might be most applicable to an airport project, given certain criteria that the user sets; obtain more information about specific strategies; and learn about sustainability initiatives that have been implemented at other airports through case studies. The guidebook and the CD-ROM will be useful to environmental managers, planners, and consultants interested in adopting sustainability strategies and initiatives into their next airport project.

#### **CONTENTS**

- Summary
- ch. 1. What is sustainability?
- ch. 2. Purpose and structure of the Guidebook and ASAT
- ch. 3. Approaching sustainability at airports
- ch. 4. Implementation process
- ch. 5. Airport Sustainability Assessment Tool
- ch. 6. Case study summaries
- Appendix A. Glossary of terms and definitions
- Appendix B. Sustainable initiatives for incorporation Into traditional airport projects
- Appendix C. Resources and references.

This report and the accompanying CD-ROM contents are available for free download at:

<http://www.trb.org/Publications/Blurbs/168044.aspx>

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## **Item 4**

### **Preparing Peak Period and Operational Profiles: Guidebook**

TRANSPORTATION RESEARCH BOARD (TRB)

*ACRP Report 82 / CRP-CD-126 • 2013*

"This report combines a guidebook with an accompanying interactive CD-ROM that provides airport planners with a set of tools (the "toolbox") that can be used to convert annual airport activity forecasts into forecasts of daily or hourly peak period activity. The toolbox contains two separate modules to address the flow of airport operations as well as passengers. The operations module allows users to estimate current and future design day aircraft operation levels based on user-defined design day parameters. This module further enables users to estimate current and future hourly operations as well as peak period profiles, with and without peak spreading. Similarly, the passenger module allows users to estimate current and future design day passenger levels, again based on user-defined design day parameters. In addition, this application allows users to estimate current and future hourly as well as peak-period passenger profiles, also with and without peak spreading, based on user-defined design day parameters. The passenger module also provides an option for modifying hourly profiles with lead and lag factors to assess the impact of passenger flows on passenger processing facilities throughout an airport. The guidebook provides step-by-step instructions for application of the toolbox, with definition of input components and direction for preparing initial estimates, identification of sources of required information, and specific guidelines on how to address various planning problems and issues. The target audience for this guidebook and the accompanying toolbox is airport planners and designers, their consultants, and anyone else involved in planning airport airfield, terminal, and landside facilities. Specifically, the tools are designed to scope planning issues and facility requirements, to tailor facility requirements to specific levels of service, and to run multiple scenarios to address uncertainty." --TRID abstract

This report and the accompanying CD-ROM contents are available for free download at :

<http://www.trb.org/Publications/Blurbs/168509.aspx>

## **Item 5**

### **Expediting aircraft recovery at airports: A Synthesis of Airport Practice**

TRANSPORTATION RESEARCH BOARD (TRB)

*ACRP Synthesis 38 • 2012*

"All airports, by their very nature, may experience an aircraft excursion from a runway or taxiway. Whether the excursion occurs during takeoff or landing, is categorized as a veer-off or overrun, is intentional or unintentional, such an event typically results in an aircraft that is unable to move using its own power—in other words, it becomes a disabled aircraft. Once an aircraft becomes disabled, it must be removed or recovered. During this process, certain procedures must be followed not only to expedite the recovery of the aircraft, but also to avoid injury to personnel, damage to airport equipment, or secondary damage to the aircraft... This synthesis focuses on the recovery of disabled aircraft. More specifically, it addresses what airports can do to expedite the recovery of disabled aircraft. Typically, this is paramount, as disabled aircraft may result in the closure of pavement or even entire airports." --Introduction

This report is available for free download (5.8 MB):

[http://onlinepubs.trb.org/onlinepubs/acrp/acrp\\_syn\\_038.pdf](http://onlinepubs.trb.org/onlinepubs/acrp/acrp_syn_038.pdf)

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## *Item 6*

### **A compendium of best practices and lessons learned for improving local community recovery from disastrous hazardous materials transportation incidents**

TRANSPORTATION RESEARCH BOARD OF THE NATIONAL ACADEMIES

*HMCRP Report 9 • 2012*

This report "describes initiatives that can assist local communities in developing or improving their recovery planning and operations in response to hazardous materials transportation incidents. Recovery is defined as both short- and long-term efforts to rebuild and revitalize affected communities. Recovery planning should provide for a near-seamless transition from emergency response activities to recovery operations to de-briefing lessons learned and should include, but not be limited to, restoration of interrupted utility service, re-establishment of transportation routes, the provision of food and shelter to displaced persons, environmental restoration, business continuity, and economic rebuilding." --Foreword

This report is available for free download (5 MB):

[http://onlinepubs.trb.org/onlinepubs/hmcrp/hmcrp\\_rpt\\_009.pdf](http://onlinepubs.trb.org/onlinepubs/hmcrp/hmcrp_rpt_009.pdf)

## *Item 7*

### **Handbook on applying environmental benchmarking in freight transportation**

TRANSPORTATION RESEARCH BOARD OF THE NATIONAL ACADEMIES

*NCFRP Report 21 • [2013]*

"NCFRP Report 21: Handbook on Applying Environmental Benchmarking in Freight Transportation identifies and evaluates approaches that can be used by public and private entities to estimate, monitor, and reduce freight emissions and impacts across the supply chain by examining how benchmarking can be used as a management tool in the freight and logistics industry to promote environmental performance. The handbook provides a step-by-step overview of the benchmarking process and describes a framework for applying this process to freight carriers, shippers, and freight hubs"--Foreword

This report is available for free download (3.1 MB):

[http://onlinepubs.trb.org/onlinepubs/ncfrp/ncfrp\\_rpt\\_021.pdf](http://onlinepubs.trb.org/onlinepubs/ncfrp/ncfrp_rpt_021.pdf)

## *Item 8*

### **Guidebook for Assessing Evolving International Container Chassis Supply Models**

TRANSPORTATION RESEARCH BOARD OF THE NATIONAL ACADEMIES

*NCFRP RRD 20 • 2012*

This report "describes the historical and evolving models of international container chassis ownership and management in the United States. It is intended to provide stakeholders, including beneficial cargo owners, public policy makers and planners, trucking companies, ocean carriers, and terminal operators with an understanding of the most salient issues and implications as the chassis supply market continues to evolve so they can make informed decisions going forward." --Foreword

This report is available for free download (6.9 MB):

[http://onlinepubs.trb.org/onlinepubs/ncfrp/ncfrp\\_rpt\\_020.pdf](http://onlinepubs.trb.org/onlinepubs/ncfrp/ncfrp_rpt_020.pdf)

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## ***Item 9***

### **Guidelines for timing yellow and all-red intervals at signalized intersections**

TRANSPORTATION RESEARCH BOARD (TRB)

*NCHRP Report 731 • 2012*

"The lack of a national standard, recommended practice, or set of guidelines for determining the duration of the yellow change and red clearance intervals has widened the scrutiny directed toward engineers and has left each agency responsible for the timing of traffic signals to defend its own practices. Therefore, the objective of this research was to develop a comprehensive and uniform set of recommended guidelines for determining safe and operationally efficient yellow change and red clearance intervals at signalized intersections." --p.4

This report is available for free download (4.6 MB):

[http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp\\_rpt\\_731.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_731.pdf)

## ***Item 10***

### **Evaluation of methodologies for visual impact assessments**

TRANSPORTATION RESEARCH BOARD (TRB)

*NCHRP Report 741 • 2013*

"This report evaluates visual impact assessment (VIA) procedures, methods, and practices that satisfy or exceed National Environmental Policy Act (NEPA) and other requirements. The report documents VIA methodologies and approaches used in the United States and other countries, describes the decision making framework used to select specific VIA techniques for a given project, includes VIA best practice case studies from state departments of transportation, and highlights promising new developments in the field" --Publisher's description

This report is available for free download (4.5 MB):

[http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp\\_rpt\\_741.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_741.pdf)

## ***Item 11***

### **Communicating the Value of Preservation: A Playbook**

TRANSPORTATION RESEARCH BOARD (TRB)

*NCHRP Report 742 • 2012*

"This report presents guidance for communicating the value of highway system maintenance and preservation. The guidance includes numerous examples and models that transportation agency staff members can use to present--succinctly and persuasively to agency leadership, elected officials, and the public--the case for allocating budgetary and other resources to preserve and maintain the public's investment in highway infrastructure." --Foreword

This report is available for free download (9 MB):

[http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp\\_rpt\\_742.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_742.pdf)

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## *Item 12*

### **Models to Support State-Owned Park and Ride Lots and Intermodal Facilities -- revised November 2012**

TRANSPORTATION RESEARCH BOARD OF THE NATIONAL ACADEMIES

*NCHRP RRD 359 rev. • 2012*

"This NCHRP digest addresses the needs and issues associated with state park and ride/intermodal commuter facilities and programs. It identifies deficiencies, best practices, and promising innovations. Research was conducted over an 8-month period and involved interviews with a small but representative sample of managers responsible for administering these programs. Sixty-two percent of the surveyed programs are managed by state departments of transportation with the remaining programs managed by public transit authorities and transportation districts. This digest has four chapters, organized as follows: (1) Program Surveys - A synthesis of each of the surveyed programs; (2) Key Findings and Best Practices - An analytical assessment and identification of best practices; (3) Conclusions - Researcher suggestions for managers challenged by the demands for and the costs of public park and ride/intermodal commuter facilities; and (4) Suggested Research - A short list of suggested topics for additional study." -- TRID

This report is available for free download (817 KB):

[http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp\\_rrd\\_359.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rrd_359.pdf)

## *Item 13*

### **Guidelines for geofoam applications in slope stability projects**

TRANSPORTATION RESEARCH BOARD (TRB)

*NCHRP RRD 380 • 2013*

"From a technical and cost perspective, the most successful and predominant geofoam material used as lightweight fill in road construction is expanded polystyrene-block (EPS-block) geofoam. Geofoam is considered a type or category of geosynthetic. As with most types of geosynthetics, geofoam can provide a wide variety of functions including thermal insulation, lightweight fill, compressible inclusion, fluid transmission (drainage), damping, low earth pressure fill for retaining structures, and structural support. Each of these functions may have numerous potential applications. Although the focus of the present study is on the geofoam function of lightweight fill, the specific application of this function is slope stabilization and remediation of roadway embankments subjected to slope instability... Although EPS-block geofoam for road construction is an established technology and despite the more than 30 years of extensive and continuing worldwide use of EPS-block geofoam, it has been underutilized in U.S. practice because a comprehensive design guideline for its use as lightweight fill in roadway embankments has been unavailable. There was, therefore, a need in the United States to develop formal and detailed design documents for use of EPS-block geofoam in roadway applications." --p.1-2

This report is available for free download (888 KB):

[http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp\\_rrd\\_380.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rrd_380.pdf)

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## ***Item 14***

### **Significant Findings from Full-Scale Accelerated Pavement Testing: A Synthesis of Highway Practice**

TRANSPORTATION RESEARCH BOARD (TRB)

*NCHRP Synthesis 433 • 2012*

"Full-scale accelerated pavement testing (f-sAPT) is the controlled application of a wheel loading, at or above the appropriate legal load limit, to a pavement system to determine pavement response in a compressed time period. The acceleration of damage is achieved by means of increased repetitions, modified loading conditions, imposed climatic conditions (e.g., temperature and/or moisture), the use of thinner pavements with a decreased structural capacity, and thus shorter design lives or a combination of these factors. This synthesis study has the objective of expanding the foundation provided by NCHRP Syntheses 325 and 235 on f-sAPT by adding information generated between the years 2000 and 2011 and identifying gaps in knowledge and future research needs. This synthesis is based on two major sources of information." --Preface by Jon M. Williams

This report is available for free download (9.5 MB):

[http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp\\_syn\\_433.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_syn_433.pdf)

## ***Item 15***

### **Expedited Procurement Procedures for Emergency Construction Services: A Synthesis of Highway Practice**

TRANSPORTATION RESEARCH BOARD (TRB)

*NCHRP Synthesis 438 • 2012*

Faced with disasters that close highways to the traveling public, state departments of transportation (DOTs) must undertake emergency procurement procedures to repair and reopen roadways. These procedures provide expedited delivery of contractor services. This study reports and discusses emergency procurement procedures being utilized by state DOTs, in coordination with federal agencies. Information for the study was gathered through a literature review and a survey of state DOTs and Federal Lands Highway Divisions. The study includes legal case studies.

This report is available for free download (2.6 MB):

[http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp\\_syn\\_438.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_syn_438.pdf)

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## **Item 16**

### **Use of transportation asset management principles in state highway agencies: A Synthesis of Highway Practice**

TRANSPORTATION RESEARCH BOARD (TRB)

*NCHRP Synthesis 439 • 2013*

"Roadway infrastructure within the United States includes features such as roads, bridges, signs, pavement markings, traffic signals, support commerce and mobility, and is, in essence, a shared financial public resource worthy of being managed at the highest level of efficiency. State departments of transportation (DOTs), local transportation authorities, and federal agencies responsible for the fiscal management of the transportation system have shown a growing interest in advancing the state of practice in managing these critical assets. In addition, the recent congressional passage of Moving Ahead for Progress in the 21st Century Act (MAP-21 Act) has established an outcome-driven, performance-tracking approach that will hold states and metropolitan planning organizations accountable for improving the conditions and performance of their transportation assets. It will therefore increase agency attentiveness to these vital issues. Transportation Asset Management (AM) is a strategic and systematic process of operating, maintaining, upgrading, and expanding physical assets effectively throughout their life cycle. It focuses on business and engineering practices for resource allocation and utilization, with the objective of better decision making based on quality information and well-defined objectives. Advancing AM capabilities and integrating these capabilities across an organization's business units requires self-assessment, alignment, goal setting, and support. This synthesis of transportation asset management practice among state highway agencies will be a timely resource for agencies to identify their current state of practice and determine where they will direct their AM efforts. This synthesis is based on two separate surveys, with additional input from practitioners. The initial survey requested that participants conduct a self-assessment to characterize their agency's AM practices....The self-assessment results reflect current and future (5-year) business practices and the agencies' institutional, organizational, financial, and IT environments. This survey yielded 18 DOT participant responses (see Appendix D). Based on the results of the initial survey, and input from the Topic Panel, a second survey was designed to capture the state of practice and forward looking expectations (for the next 3 to 5 years) among state DOTs. Forty-three agencies participated in this second survey."--p. 1.

This report is available for free download (3 MB):

[http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp\\_syn\\_439.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_syn_439.pdf)

## **Item 17**

### **Performance-based seismic bridge design: A Synthesis of Highway Practice**

TRANSPORTATION RESEARCH BOARD (TRB)

*NCHRP Synthesis 440 • 2013*

Performance-based seismic design (PBSD) for bridges is a design process that links decision making for facility design rationally and scientifically with seismic input, facility response, and potential facility damage. The goal of PBSD is to provide decision makers and stakeholders with data that will enable them to allocate resources for construction based on levels of desired seismic performance. PBSD is an advance over current prescriptive bridge design methodologies. This report summarizes the current state of knowledge and practice for PBSD. Information for this study was acquired through literature review and a survey of state departments of transportation.

This report is available for free download (3.1 MB):

[http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp\\_syn\\_440.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_syn_440.pdf)

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## **Item 18**

### **High performance concrete specifications and practices for bridges: A Synthesis of Highway Practice**

TRANSPORTATION RESEARCH BOARD (TRB)

*NCHRP Synthesis 441 • 2013*

This synthesis documents the types of specifications and practices used by state transportation agencies to produce high performance concrete for bridges. The report also identifies specifications and practices reported as having improved concrete performance and those that have been less successful. Information used in this study was acquired through a review of the literature, a survey of state departments of transportation (DOTs), and follow-up interviews with selected state DOTs.

This report is available for free download (4.7 MB):

[http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp\\_syn\\_441.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_syn_441.pdf)

## **Item 19**

### **Practical highway design solutions: A Synthesis of Highway Practice**

TRANSPORTATION RESEARCH BOARD (TRB)

*NCHRP Synthesis 443 • 2013*

"There are many demands on state departments of transportation (DOTs), from simple maintenance of ever-expanding assets to addressing the increasing mobility and safety needs of all highway users. State DOTs are continuously striving to meet this challenge with limited financial resources. In doing so, some state transportation agencies have adopted design solutions for specific roadway projects at reduced costs, thereby allowing the agencies to address critical needs of the entire roadway system. For example, the Missouri DOT (MoDOT) has initiated a process--labeled Practical Design--that critically reviews projects to establish reduced-cost scope and roadway geometrics based on needs and not standards. They have stated that they want "fewer spots of perfection and more good projects that make a great system." The Kentucky Transportation Cabinet (KYTC) has approached this program from a somewhat different perspective through their Practical Solutions initiative, where the philosophy of building reduced-cost projects is emphasized using the existing condition as the baseline design and thus achieving a positive outcome with project improvements beyond the existing conditions. As documented in this report, a few other states have adopted similar programs, labeled variously as Practical Design, Practical Solutions, or Practical Improvements. Whatever label is given by the state, the adoption of this cost-saving initiative is increasing and gaining the attention of many other DOTs. The objective of this synthesis is to identify current knowledge and practice in the application of Practical Design (the default term used in the report) approaches in roadway project development"--p. 1

#### CONTENTS

- Summary
- Chapter 1. Introduction
- Chapter 2. Results of initial survey of state departments of transportation
- Chapter 3. Background information on project development and design methods
- Chapter 4. Profiles of states with practical design policies
- Chapter 5. Findings, conclusions, and suggested research

This report is available for free download (6.8 MB):

[http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp\\_syn\\_443.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_syn_443.pdf)

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## **Item 20**

### **Incorporating Greenhouse Gas Emissions into the Collaborative Decision-Making Framework**

TRANSPORTATION RESEARCH BOARD OF THE NATIONAL ACADEMIES

*SHRP2 Report S2-C09-RR-1 • 2013*

This report and the associated Practitioners Guide provide a framework and methods for assessing greenhouse gas emissions from transportation projects or programs. The framework is linked to decision points in the larger transportation planning and environmental review process. The report and Practitioners Guide will be of interest to transportation professionals charged with analyzing strategies for reducing greenhouse gas emissions from the transportation sector. For those in areas that are not using complex transportation planning and air quality models at the present time, this report will be particularly useful. The findings are also available on the SHRP 2 website Transportation for Communities—Advancing Projects through Partnerships (TCAPP). This report provides background information to aid in understanding the issues, a summary of the state of the practice, a framework for conducting greenhouse gas analysis, a description of tools and data requirements, and an overview of the cost-effectiveness of various strategies. Eight short case studies are included to demonstrate the state of the practice by state departments of transportation, metropolitan planning organizations, and other units of government. Workshops were conducted in four states to vet the framework and the methods.

This report is available for free download (5 MB):

[http://onlinepubs.trb.org/onlinepubs/shrp2/SHRP2\\_S2-C09-RR-1.pdf](http://onlinepubs.trb.org/onlinepubs/shrp2/SHRP2_S2-C09-RR-1.pdf)

## **Item 21**

### **Freight demand modeling and data improvement**

TRANSPORTATION RESEARCH BOARD OF THE NATIONAL ACADEMIES

*SHRP2 S2-C20-RR-1 • 2013*

This report "documents the state of the practice for freight demand modeling. The report also explores the fundamental changes in freight modeling, and data and data collection that could help public and private sector decision-makers make better and more informed decisions. SHRP 2 Capacity Project C20, which produced Report S2-C20-RR-1, also produced the following items: A Freight Demand Modeling and Data Improvement Strategic Plan, which outlines seven strategic objectives that are designed to serve as the basis for future innovation in freight travel demand forecasting and data, and to guide both near- and long-term implementation; A speaker's kit, which is intended to be a "starter" set of materials for use in presenting the freight modeling and data improvement strategic plan to a group of interested professionals; and; A 2010 Innovations in Freight Demand Modeling and Data Symposium " -- publisher's description

#### CONTENTS

- Executive summary
- Chapter 1. Introduction
- Chapter 2. Research approach
- Chapter 3. Findings and applications
- Chapter 4. Conclusions and suggested research

This report is available for free download (1.2 MB):

[http://onlinepubs.trb.org/onlinepubs/shrp2/SHRP2\\_S2-C20-RR-1.pdf](http://onlinepubs.trb.org/onlinepubs/shrp2/SHRP2_S2-C20-RR-1.pdf)

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## *Item 22*

### **Paratransit emergency preparedness and operations handbook**

TRANSPORTATION RESEARCH BOARD OF THE NATIONAL ACADEMIES

*TCRP Report 160 • 2013*

"This report provides paratransit service providers with guidance, strategies, tools, and resources to plan and prepare for, respond to, and recover from a range of emergencies. The guidance has applicability to urban, suburban, rural, and tribal paratransit operating environments. Guidance is directed to in-house paratransit operations and to paratransit services operated under contract. It has relevance for Americans with Disabilities Act (ADA) paratransit and general public demand-response operations." --TRID

This report is available for free download (10 MB):

[http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp\\_rpt\\_160.pdf](http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_rpt_160.pdf)

## *Item 23*

### **Uses of social media in public transportation: A Synthesis of Transit Practice**

TRANSPORTATION RESEARCH BOARD (TRB). TRANSIT COOPERATIVE RESEARCH PROGRAM (TCRP)

*TCRP Synthesis 99 • 2012*

"This synthesis explores the use of social media among transit agencies and documents successful practices in the United States and Canada. Social media are defined as a group of web-based applications that encourage users to interact with one another, such as blogs, Facebook, LinkedIn, Twitter, YouTube, Flickr, Foursquare, and MySpace. Transit agencies have begun to adopt these networking tools to provide transit information as timely update, public service, citizen engagement, employee recognition, and entertainment. A review of the relevant literature was conducted. Because the field is new, there is not yet a large body of research available on social media. Relevant information was obtained from online sources, including blog posts, websites, conference presentations, online journals, and publications covering technology and governance. A selected survey of transportation providers in the United States and Canada known to use one or more social media platforms, and located in large metro, small urban, and rural areas, yielded a 90% response rate (34 of 39). Six transit providers participated in telephone interviews, highlighting more in-depth and additional details on successful practices, challenges, and lessons learned. These included providers in San Francisco, California; Dallas, Texas; Allentown, Pennsylvania; New York, New York; Morgantown, West Virginia; and Vancouver, British Columbia." --TRID

This report is available for free download (3.8 MB):

[http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp\\_syn\\_99.pdf](http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_syn_99.pdf)

# Research Digest

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## *Item 24*

### **Integrating passenger ferry service with mass transit: A Synthesis of Transit Practice**

TRANSPORTATION RESEARCH BOARD (TRB). TRANSIT COOPERATIVE RESEARCH PROGRAM (TCRP)

*TCRP Synthesis 102 • 2013*

"The purpose of this synthesis was to document the state of the practice of integration between land- and water-based transit systems and to explore successful aspects of seamless integration. The report assembles and presents information in numerous locations around the United States, supplemented with examples from Canada, Australia, and Bermuda. To accomplish this effort a literature review was undertaken that received limited results. However, a selected survey of 46 respondents out of 57 transit and ferry agencies, as well as agencies and companies in Canada, Australia, and the United Kingdom, including Bermuda, received an 80% response rate. The respondents represent a geographically representative sample--varying in size and age of system, degree of coordination between ferry and transit, and type of community served. The synthesis summarizes findings from 60 different ferry-to-land-based transit interfaces. Case examples of key factors of land- and water-based integration are offered for Long Wharf in Boston, Massachusetts; TransLink's SeaBus in Vancouver, British Columbia; New York Waterway's Hoboken Terminal; and Washington State Ferries and Kitsap Transit in Bremerton, Washington. Tim Payne, Danielle Rose, and Hazel Scher, Nelson\Nygaard Consulting Associates, Inc., Seattle, Washington, collected and synthesized the information and wrote the report, under the guidance of a panel of experts in the subject area. The members of the topic panel are acknowledged on the preceding page. This synthesis is an immediately useful document that records the practices that were acceptable within the limitations of the knowledge available at the time of its preparation. As progress in research and practice continues, new knowledge will be added to that now at hand"--Preface.

This report is available for free download (4.9 MB):

[http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp\\_syn\\_102.pdf](http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_syn_102.pdf)