STRATEGIES GENERALLY APPROPRIATE FOR COLLECTORS

Collector Street System - The collector street system differs from the arterial systems in that facilities on the collector system may penetrate neighborhoods distributing trips from the arterials through the area to the ultimate destination, which may be located on a local or collector street. Conversely, the collector street can also be expected to collect traffic from local streets in the neighborhood and channel it into the arterial systems. In the development of the functional plan, use of the collector system by through traffic should be discouraged.

The collector system should provide for both land access service and local traffic movements within residential neighborhoods, commercial areas, or industrial areas.

SYSTEM MANAGEMENT

Signal System Improvements / Coordination - Since through traffic should be discouraged on collectors, signal coordination is not necessarily appropriate for collectors. Other system improvements, such as removal or phasing, must be determined on a site specific basis and should be implemented by the sponsor.

Capacity Additions - New lanes or roads are particularly critical in high growth areas. They are also perhaps less often needed for collectors, which are designed to carry lower volumes of traffic. Without proper demand and system management, additional capacity will not prevent congestion in the long term. Hence the federal requirement for the sponsor to implement all other reasonable strategies when capacity is added.

Access Management - The function of access management for collectors is to enhance safety. Therefore, there are no CMP requirements.

Intelligent Transportation Systems (ITS) - Sophisticated systems are generally not necessary for collectors, since the mobility function is not great. However, the sponsor should use the ITS Planning Consistency Checklist to verify whether ITS improvements may be appropriate. If improvements are identified, the sponsor needs to interface as much as possible with both highway and transit elements of the regional ATMS. Much of the existing ITS infrastructure may be viewed at http://www.wfrc.org/cms/index.php (look under Programs/ITS).

Incident Management - Because collectors carry lower volumes of traffic, incident management programs and strategies are not cost effective for them.

Reversible Lanes - Reversible lanes are designed to facilitate through traffic. Since through traffic is to be discouraged on collectors, reversible lanes are not appropriate.

Improving Intersection / Interchange Geometrics - When improving the geometrics of an intersection on a collector, the engineer needs to pay particular attention to the access needs of traffic on the facility.

If right-of-way is available or not excessively expensive, the sponsor needs to incorporate geometric improvements at the intersections, as appropriate for the projected volumes along the project facility

and intersecting streets. If signal system improvements are anticipated, geometric modifications need to be coordinated with those improvements.

DEMAND MANAGEMENT

Rideshare Programs - Regional programs are in place, and consequently, no requirements are made of sponsors.

Staggered and Flexible Work Hours - Regional programs are in place, and consequently, no requirements are made of sponsors.

Telecommuting - This strategy is regional in nature. The Regional Transportation Plan assumes that telecommuting will increase modestly in the future. However, no significant effect has been assumed.

Growth Management / Land Use Planning - This strategy is regional in nature. The Regional Transportation Plan assumes that growth management will increase modestly in the future. However, no significant effect has been assumed.

Transit Improvements - Transit improvements are sometimes regional in nature, and sometimes facility specific. Strategies that may be appropriate for collectors include transit priority systems, bus transfer centers, and new routes or frequency improvements.

Sponsors need to coordinate with UTA for any transit infrastructure planned for the project section.

High Occupancy Vehicle (HOV) Lanes - HOV lanes are not appropriate for collectors because of their shorter trip lengths and higher turning volumes.

Walk / Bicycle - Collectors may have walk/bicycle routes on them. The sponsor should coordinate with local governments to ensure that existing bicycle and pedestrian routes/facilities are preserved and that planned routes/facilities are incorporated into the project. Regional bike plans may be viewed at WFRC 2040 RTP Bicycle Base/Priority Plan Routes - Interactive Map (look under *WFRC.org/Programs/Bike and Pedestrian* and scroll down under **BIKE AND PEDESTRIAN PLANNING, Regional Priority Bicycle Network** to find the link). If the facility is identified on the priority bike routes, then the sponsor must include appropriate and safe accommodations for bicyclists.

Employer Commute / Trip Reduction Ordinances - A regional plan is needed for this strategy, but has not yet been developed.

Congestion Pricing - There are presently no likely candidates for congestion pricing.

Parking Management / Increase Parking Costs - This strategy is most appropriate on facilities leading to major employment or activity centers.   Techniques vary from instituting peripheral parking to removing on-street parking. Methods such as removing on-street parking are generally not appropriate for collectors with their emphasis on access.

Increase Gas or Auto-Related Taxes / Fees - This strategy is regional in nature. The Regional Transportation Plan assumes that taxes and fees will continue to increase at or above historical rates.