

## Traffic Topics Webinar

### Communicating Benefit-Cost Analysis and Lifecycle Cost Analysis to the Public

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Tuesday, November 17, 2:00 p.m. - 3:00 p.m.

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#### *Presentation overview*

MnDOT often gets asked how we measure benefits and costs when making decisions. To help answer that commonly asked question, MnDOT has worked with HDR's strategic communications team to develop an interactive website exploring benefit-cost analysis and lifecycle cost analysis. To illustrate the concepts of benefit-cost analysis, participants walk through redesigning an intersection to see how different treatments compare on benefits and costs. Two contexts are shown (a main street intersection and an intersection in an industrial area) to demonstrate how context plays into the decision making process. The new site is not yet live, so this is an opportunity to get a sneak peek and provide feedback before it goes live.

Which would you choose to improve Main Street?

You Selected: TRAFFIC SIGNAL AND TURN

Confirm Selection

**SUMMARY:**

Adding a signal and turn lanes will save a lot of travel time and improve safety a little. It's not cheap but the benefits and costs balance.

BENEFITS:		COSTS:	
Safety Improvement	+1	Money to Build	+3
Time Saved	+3	Land Needed	+1
<b>TOTAL</b>	<b>4</b>	<b>TOTAL</b>	<b>4</b>





MULTI-LANE ROUNDABOUT

Spending **m** Transportation Money Wisely

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Intersections exist where any two roads cross and there are many different types of intersections in our system. Each type has unique characteristics that make it better or worse for different locations. Before we dive into intersection types, let's talk about the different characteristics we look at when evaluating projects.

Below are a few examples of what we evaluate.

 <b>Safety</b> How safe it is for people traveling through the intersection	 <b>Money</b> How much money it costs plan, design and build the intersection
 <b>Movement</b> How quickly vehicles are able to move through the intersection	 <b>Land</b> How much physical space is needed for the intersection

*Presenter*

**Philip Schaffner**



Philip Schaffner is the director for statewide planning at the Minnesota Department of Transportation responsible for long range policy, investment and asset management planning. His planning work has included a wide range of topics including climate change, connected and automated vehicles, economic development, transportation equity, complete streets, capital project prioritization and statewide visioning. He currently chairs the AASHTO Committee on Planning's Connected and Automated Vehicle Task Force. Prior to joining MnDOT in 2009, he held positions at the Volpe National Transportation System Center in Cambridge, MA and a nonprofit affordable housing developer in Minneapolis, MN. He has a bachelor's degree from Grinnell College and a Masters in Public Policy from the Harvard Kennedy School of Government.