

LRP-4 - Approve Transportation Deficiencies

Description

The approved list of specific corridors, roads and areas which are deficient identified at this key decision serves as a basis for problems and opportunities addressed in both the corridor planning and environmental review processes.

There is information developed in prior key decisions that informs this step.

Purpose

To identify transportation deficiencies within the planning area that should be addressed in the LRTP. Transportation deficiencies are where the current or future system is expected to experience congestion, safety issues, lack of interconnectivity, or other operational problems as well as inadequate roadway capacity.

Outcome

A list of specific corridors, roads, and areas that are deficient or need improvement.

Partner	Role Type	Description
MPO	Decision Maker	Ensures transportation deficiencies are technically sound and represent the true needs of the region
FHWA/FTA	Observer	Observes that the LRTP is developed from established needs
State DOT	Advisor	Ensures identified deficiencies are clearly defined and include state needs
Resource Agency	No Role	The deficiencies approved only represent transportation needs.
Public Transportation Operator(s)	Advisor	Ensures identified deficiencies are clearly defined and include transit needs.

Policy Questions

Questions are a way to elicit information and to validate that the information has been considered. The partners should discuss the listed questions to ensure a broad array of interests is considered at a key decision. Discussions arising from these questions support collaborative decision making.

Questions Partners Discuss

Questions about purpose and roles

- No specific questions

Questions about stakeholders, including modal and operational partners

- Have operational partners been asked to describe problems and deficiencies they have observed, as well as opportunities for improvement?

Questions about the transportation process supporting the decision

- Are there existing barriers that currently inhibit the ability of people to access jobs, schools, or essential services via walking and bicycling?
- Do the deficiencies include those specific to bicycle and pedestrian networks, safety, and equity (including the needs of the elderly and the young)? Are deficiencies both along and across corridors being addressed in the planning process? Are there significant existing gaps in the walking and bicycling network that present significant safety concerns and that need to be addressed in the near term?
- Do the deficiencies include those specific to freight stakeholders?
- Has an active project been identified to address any of these deficiencies?
- How broadly are the deficiencies defined? Does it include all transportation modes?
- How were deficiencies determined? Are they well supported by private/public data/analysis?
- Is there a basis for comparison between deficiencies that allows ranking or prioritization?
- Will any proposed projects effect or disrupt bicycle and pedestrian connectivity or access?

Questions about other phases

- No specific questions

Questions about non-transportation sectors/processes

- No specific questions

Stakeholder Inputs

'Questions to Gather Stakeholder Interests' allow staff to determine which stakeholders have interests at a key decision and to collect those interests for partner consideration. 'Questions to Incorporate Stakeholder Interests' ensure the interests of stakeholders are included in the decision. For more help with stakeholder collaboration visit the Stakeholder Portal

Questions to Gather Stakeholder Interests

- Is the transportation mode/route you use better or worse than previous years?
- What transportation improvements do you want? Do you have solutions to recommend?
- What transportation mode/route do you normally use? What stands in your way?
- What transportation problems are you facing?

Questions to Incorporate Stakeholder Interests

- Are the stakeholders' perceptions of the deficiencies consistent with our technical data/list of deficiencies?
- Can the deficiencies be expressed clearly to our stakeholders?
- If there are differences in the technical and stakeholder list, how will we address them?
- What is the justification for each of the deficiencies that were not approved?

Data

The following is a list of data needed to support the key decision. Practitioners collect this information for decision makers to consider.

Supporting Data for the Key Decision			
From other phases of transportation decision making	Long Range Planning	Analysis from individual planning efforts such as the previous regional plan	
	Programming	No Specific Data.	
	Corridor Planning	Analysis from individual planning efforts such as the corridor and sub-area plans	
	Environmental Review	Analysis from individual planning efforts such as the project plans	
From other sectors and processes	Land Use	Land use data	
	Transportation Conformity	No Specific Data.	
	Natural Environment and Implementing Eco-Logical	No Specific Data.	
	Capital Improvement	No Specific Data.	
	Safety and Security	No Specific Data.	
	Human Environment	No Specific Data.	
	Economic Development	No Specific Data.	
	Greenhouse Gas Emissions	No Specific Data.	
	Freight	Conflicts between freight and passenger vehicles	
		Peak travel demand for freight vehicles	
Roadways that have geometric shortcomings			
Safety issues			
From the transportation technical process supporting this key decision	Obsolete and inadequate bridge data		
	Operational partner input		
	Operations and maintenance plans or identified improvements		
	Operations data for transit (headways, fares, route changes, etc.)		
	Project data and schedules for completion		
	System operational performance including reliability		
	Traffic data and/or analysis (traffic counts, signal systems, etc.)		
	Updated capacities for roadway network		
	Gaps in pedestrian and bicycle network?		
	Pedestrian and bicycle crashes and injuries that can be used to identify specific "hot spot" locations where many crashes occur and where crash countermeasures may be needed. <ul style="list-style-type: none"> • Pedestrian and Bicycle Safety Guide and Countermeasure Selection Systems 		
	Identification of corridors where systematic safety projects for bicycles and pedestrians can be implemented.		
From stakeholder collaboration	No Specific Data.		
From public private partnership	No Specific Data.		

Links to Decisions

This table identifies how a key decision is connected to other key decisions. The linkages are a two-way transfer of information. Understanding and applying these linkages means that partners will recognize how a decision will impact other specific key decisions. Recognizing that the transportation processes are linked will: (1) encourage practitioners to produce information that can be used later and (2) remind them to look at information from previous key decisions.

linkages to other phases of transportation decision making

Key Decision	What is Linked?	Purpose of Linkage
To Corridor Planning		
COR-1 - Approve Scope of Corridor Planning Process	Transportation deficiencies at the regional level	To provide the foundation and understanding of transportation problems identified in the corridor. This provides the regional context for the development of corridor deficiencies.
COR-2 - Approve Problem Statements and Opportunities	Transportation deficiencies at the regional level	To provide the foundation for development of the problem and opportunities statement
To Environmental Review/NEPA Merged with Permitting		
ENV-3 - Approve Purpose and Need/Reach Consensus on Project Purpose	Transportation deficiencies at the regional level	To provide the foundation for development of the purpose and need statement.

Examples

In-depth case studies of successful practices in collaborative decision making were used to develop the Decision Guide. Links in this table point to a specific paragraph or section of a case study that supports a key decision. It is not necessary to read through an entire case study to find the example; however, full versions are available in the Library.

PlanWorks Case Study Examples

- None

Other Examples

- None

Integrated Planning

Integrated Planning looks at the interaction between the transportation decision making process and other processes. Considering these inputs will ensure that important values and goals outside the transportation process are recognized and considered. For a full understanding of a specific process and how it influences transportation decisions, visit Applications.

Process	Integration Type	Integration Description
Land Use	None.	None.
Transportation Conformity	None.	None.
Natural Environment and Implementing Eco-Logical	None.	None.
Capital Improvement	None.	None.
Safety and Security	None.	None.
Human Environment	None.	None.
Economic Development	None.	None.
Greenhouse Gas Emissions	None.	None.
Freight	Data	Information on transportation deficiencies that are important to freight stakeholders
Bicycles and Pedestrians	Data	Information on transportation deficiencies that are important to bicycle and pedestrian stakeholders. Deficiencies can include sidewalk gaps, corridors without on-road bicycle facilities, intersections with poorly timed signals, wide intersections without pedestrian crossing islands, locations where on-road bicycle facilities disappear without warning, bridges without pedestrian and bicycle accommodations either on the bridge or on the approach, etc.
		Deficiencies identified through a road safety audit. <ul style="list-style-type: none"> • Pedestrian Road Safety Audits • Bicycle Road Safety Audit Guidelines and Prompt Lists

Special Topics

This table provides an overview of the relationship between a key decision and individual special topics. A special topic may be an external process, a new regulation, or any emerging issue requiring collaboration. For a full understanding of a specific topic and how it influences transportation decisions, visit Applications.

Key Decision Relationship to Other Topics

Topic	Description
Planning and Environment Linkages	<p>Identify Operational Deficiencies - Provide data and specific examples to support operational issues and needs.</p> <p>Data Transfer - Information that identifies where and how operational improvements are needed or can assist capacity limitations.</p>
Performance Measures	<p>Using Performance Measures - The selected performance measures are used to identify deficiencies in the transportation system. These measures are transportation-focused, drawn from the mobility, reliability, accessibility, and safety factors.</p> <p>Data Transfer - Selected measures are transferred from LRP-3.</p>
Streamlining a Congestion Bottleneck Project	<p>Approved Transportation Deficiencies - In order to advance to Environmental Review, this project concept must be in the approved list of specific corridors, roads and areas which are identified as deficient.</p> <p>Data Transfer - Documented transportation deficiencies associated with this project concept that will inform the Environmental Review process as well as project description for programming to PRO-4 and JMP-1.</p>