

LRP-6 - Approve Strategies

Description

Strategies are developed to address the deficiencies identified in LRP-4. A strategy is a specific tactic or policy employed or recommended by an organization. Strategies could include road or multi-modal improvements, land use changes, and other means of addressing deficiencies.

There is information developed in prior key decisions that informs this step. In order to effectively execute this key decision there is essential information coming from the land use process related to land use strategies.

Purpose

To develop and evaluate groups of strategies relative to stated needs.

Outcome

A range of strategies to address transportation deficiencies and achieve vision and goals.

Partner	Role Type	Description
MPO	Decision Maker	Ensures that strategies reflect all reasonable options for meeting the identified needs.
FHWA/FTA	Advisor	Ensures that strategies are inclusive and reasonable to consider.
State DOT	Advisor	Ensures the process is inclusive, meets federal requirements, and is compatible with state needs and goals.
Resource Agency	Advisor	Support strategies that are sufficiently broad to consider indirect and cumulative impacts, avoidance and minimization of impacts to resources and are supportive of vision and goals developed with input from partners and stakeholders.
Public Transportation Operator(s)	Advisor	Ensures the process is inclusive and is compatible with transit needs and goals.

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

- Is there broad support and/ or an implementing sponsor for any individual strategy?
- What partners were involved in the development of the strategies?

Questions about stakeholders, including modal and operational partners

- Is there broad support and/ or an implementing sponsor for any individual strategy?
- What stakeholders, modal and operational partners were involved in the development of the strategies?

Questions about the transportation process supporting the decision

- Can the strategies result in a broad range of project types, including those related to tolling and alternative revenue and finance sources?
- Do the strategies address providing transportation options to access to jobs and community services? Are the nonmotorized traffic generators such as schools, hospitals and health facilities, recreational areas, and other community services supported by safe and viable transportation options?
- Do the strategies reflect bicycle and pedestrian network connectivity prioritization, proven safety countermeasures, accessibility, and equity?
- Do these strategies actually implement our vision and goals?
- Do we have the necessary data and analysis techniques/tools to evaluate these strategies?
- Have operations strategies been identified to address transportation deficiencies? If yes, can these strategies be supported in scenario evaluation?
- Was a broad range of strategies developed and evaluated?
- What lessons can be drawn from P3 experiences in the region and elsewhere to inform strategy selection?

Questions about other phases

- No specific questions

Questions about non-transportation sectors/processes

- Can the strategies result in a broad range of project types?
- Do the proposed LRP strategies meet the needs and long range goals of freight stakeholders?
- Do the strategies avoid priority areas for ecological conservation, restoration and mitigation?
- Do the strategies consider local economic realities such as land capacity constraints, wages/affordability of the local population, and the interests of local businesses?
- Do the strategies minimize negative economic impacts overall and to specific vulnerable populations?
- Do the strategies take into consideration future economic, logistics, and other goods movement trends?
- Does the SIP contain any Transportation Control Measures?
- How does the regional GHG reduction from proposed strategies contribute to any statewide goals for GHG reduction?
- What scenarios contain transportation strategies may have implications for GHG emissions? Examples may include system management and operations, demand management, and land use integration
- What type of analysis is required to support the evaluation of particular strategies?
- Which GHG reduction strategies are the most effective from a benefit-cost perspective?
- Which GHG reduction strategies would be required to meet any established targets?
- Which strategies are most effective in meeting GHG goals?
- Which strategies are supportive of land use goals?

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

- Given the vision and goals, deficiencies, and financial assumptions, if available, what are your ideas to incorporate into the plan?
- What combinations of strategies would you recommend be tested?

Questions to Incorporate Stakeholder Interests

- Are the strategies feasible and rational?
- What combinations of strategies did the stakeholders suggest?
- What is the justification for eliminating any strategies?
- What suggested strategies are not included in our final list?

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	Existing and committed project list for baseline and planning horizon years Strategies that were considered in the past and any available results
	Programming	Data concerning individual funding source requirements
		Effectiveness of alternative finance and revenue generation strategies
		Potential effectiveness of P3 projects in meeting funding goals
	Corridor Planning	No Specific Data.
Environmental Review	No Specific Data.	
From other sectors and processes	Land Use	Data or analyses from land use planning that supports individual strategies
		Information about major assumptions made in the land use planning process in terms of constraints that need to be considered
		Land use strategies incorporated into the adopted plan (where applicable)
	Transportation Conformity	Air quality data or information
		Data or analyses from air quality planning that supports individual strategies
	Natural Environment and Implementing Eco-Logical	Data or analyses from natural environment planning that supports individual strategies Map of conservation, restoration and enhancement priorities
	Capital Improvement	Data or analyses from capital improvement planning that supports individual strategies
	Safety and Security	Data or analyses from safety and security planning that supports individual strategies
		Safety / Security goals, strategies, and objectives (where available)
	Human Environment	Community / human environment goals, strategies, and objectives Data or analyses from human environment planning that supports individual strategies
Economic Development	Data on the potential economic development outcomes for various strategies.	
Greenhouse Gas Emissions	List of potential strategies that provide GHG reduction benefits Analysis results to support effective review of individual and packaged transportation strategies GHG inventory and forecast method	
Freight	Future economic, logistics, and goods movement trends	
From the transportation technical process supporting this key decision	Data and analysis tools appropriate for selected strategy evaluation	
	Potential Strategies	<ul style="list-style-type: none"> • Pedestrian and Bicycle Safety Guide and Countermeasure Selection Systems • Separated Bike Lane Planning and Design Guide • Pedestrian and Bicycle Information Center • Context Sensitive Solutions Clearinghouse • Road Diets (Roadway Reconfiguration)
From stakeholder collaboration	Interests of individual jurisdictions, stakeholders, or partners	
	Public involvement data / stakeholder input	
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	The approved range of strategies	To provide a regional context of the range of strategies for the corridor
To Environmental Review/NEPA Merged with Permitting		
ENV-1 - Reach Consensus on Scope of Environmental Review	The approved range of strategies	To provide a regional context of the range of strategies to inform the environmental review/permitting phase

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

- North Carolina's Bicycle and Pedestrian Plan
- Association of Central Oklahoma Governments Bicycle Plan (Oklahoma)

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	Data	Land use strategies incorporated into the adopted plan (where applicable) Data or analyses from land use planning that supports individual strategies Information about major assumptions made in the land use planning process in terms of constraints that need to be considered.
	Analysis	Amount of growth and type of growth that will be allocated in the planning area; Reach consensus on the degree of flexibility or change that the land planners are willing to implement to support the transportation decision making process. <ul style="list-style-type: none"> • Purpose - To identify additional land use strategies. • Outcome - A range of land use strategies to consider.
		Changes in the land plan since the last LRTP update (Have the priorities changed?).
		How recommended transportation vision and goals (LRP 2) compare to the vision and goals of land use plans.
Transportation Conformity	Data	Air quality data or information Data or analyses from air quality planning that supports individual strategies Transportation control measures. For conformity practices, please see: http://www.fhwa.dot.gov/environment/air_quality/conformity/practices/
Natural Environment and Implementing Eco-Logical	Data From IEF Step 2 - Characterize Resource Status & Integrate Natural Environment Plans	The map of conservation, restoration and enhancement priorities should inform the strategies developed in LRP and approved in LRP-6. Partners would be using this data to avoid transportation strategies that would impact priority areas for conservation, restoration and enhancement.
Capital Improvement	Data	Data or analyses from capital improvement planning that supports individual strategies
Safety and Security	Data	Safety / Security goals, strategies, and objectives (where available) Data or analyses from safety and security planning that supports individual strategies
Human Environment	Data	Community / human environment goals, strategies, and objectives (where available).
		Data or analyses from human environment planning that supports individual strategies
Economic Development	Data	Information about the potential economic development outcomes for various strategies.
Greenhouse Gas Emissions	Data	Existing and committed project list for baseline and planning horizon years
		Relevant state and federal policies (current and future)
		Potential strategies that can provide GHG reduction benefits
		Target GHG reductions, if applicable
		Previously conducted analysis results to support effective review of individual and packaged transportation strategies, for example screening-level assessment results conducted in the region or in other areas
Freight	Data	Data about the future goals of freight stakeholders and goods movement trends
Bicycles and Pedestrians	Data	Bicycle and pedestrian goals.
		Data or analyses that support individual bicycle and pedestrian strategies.

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
Public-Private Partnerships	<p>Define Solutions - To meet funding goals of the plan, define possible solutions involving P3 projects and strategies.</p> <p>Data Transfer - Based on the potential for P3 involvement and its effectiveness at meeting approved goals, strategies will include the consideration of P3 during scenario analysis.</p>
Planning and Environment Linkages	<p>Identify Solutions - To ensure the inclusion of operations strategies, identify the supporting data and tools required for analysis and how proposed strategies address the deficiencies.</p> <p>Data Transfer - Data to support evaluation of the strategies, information on past performance of strategies in comparable situations, and performance measures that can be used to monitor success.</p>
Performance Measures	<p>Using Performance Measures - The selected performance measures are used to inform the development and approval of strategies that will be used in the long-range plan to address deficiencies in the transportation system. The approved strategies are directly tied to the plan scenarios that are developed in LRP-7 and the preferred scenario selected in LRP-8.</p> <p>Data Transfer - Selected measures are transferred from LRP-3. The measures used at LRP-6 and LRP-8 should be consistent.</p>