

Context Sensitive Solutions and Public Involvement in Transportation Planning

K. Lynn Berry
Federal Highway Administration

Title 23 USC – “Highways”

§ 109. Standards

- The relevant portion is:

(c) Design Criteria for National Highway System.—

(1) In general.— A design for new construction, reconstruction, resurfacing (except for maintenance resurfacing), restoration, or rehabilitation of a highway on the National Highway System (other than a highway also on the Interstate System) may take into account, in addition to the criteria described in subsection (a)—

(A) the constructed and natural environment of the area;

(B) the environmental, scenic, aesthetic, historic, community, and preservation impacts of the activity; and

(C) access for other modes of transportation.

(2) Development of criteria.— The Secretary, in cooperation with State transportation departments, may develop criteria to implement paragraph (1). In developing criteria under this paragraph, the Secretary shall consider the results of the committee process of the American Association of State Highway and Transportation Officials as used in adopting and publishing “A Policy on Geometric Design of Highways and Streets”, including comments submitted by interested parties as part of such process.

SAFETEA-LU amends § 109.

- The new language is added here:

(c) Design Criteria for National Highway System.—

(1) In general.— A design for new construction, reconstruction (including maintenance resurfacing), restoration, or rehabilitation of a highway, or a highway in the National Highway System (other than a highway also on the Interstate System) must take into account, in addition to the criteria described in subsection (a)—

- (A)** the constructed and natural environment of the area;
- (B)** the environmental, scenic, aesthetic, historic, community, and preservation impacts of the activity; and
- (C)** access for other modes of transportation.

(2) Development of criteria.— The Secretary, in cooperation with State and local departments, may develop criteria to implement paragraph (1). In developing such criteria under this paragraph, the Secretary shall consider the results of the committee of the American Association of State Highway and Transportation Officials in adopting and publishing "A Policy on Geometric Design of Highways and Streets", including comments submitted by interested parties as part of such process.

SAFETEA-LU

TITLE V

Delivery

- Amend

SEC. 6008. INT TRANSPORTA

Section 109(c)

(1) by s

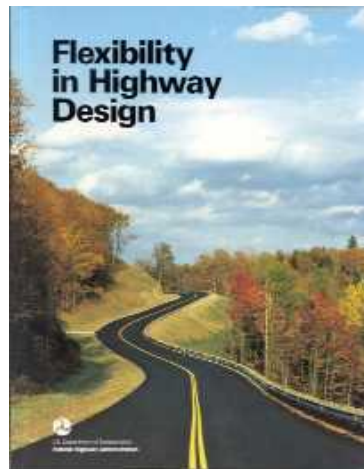
(2) by striking the period at the end and inserting a semicolon; and

(3) by adding at the end the following:

“(B) the publication entitled ‘Flexibility in Highway Design’ of the Federal Highway Administration;

“(C) ‘Eight Characteristics of Process to Yield Excellence and the Seven Qualities of Excellence in Transportation Design’ developed by the conference held during 1998 entitled ‘Thinking Beyond the Pavement National Workshop on Integrating Highway Development with Communities and the Environment while Maintaining Safety and Performance’; and

“(D) any other material that the Secretary determines to be appropriate.”



Characteristics of the Process Contributing to Excellence



- Open, honest, early, continuous communication
- Multidisciplinary team
- Involve full range of stakeholders in project scoping phase.

Characteristics of the Process Contributing to Excellence



- Tailor processes to meet the circumstances/project.
- Multiple Alternatives; reach consensus.
- Be committed to the process.
- Valued resources are understood before engineering design is started.
- Use a full range of tools.

Qualities of Excellence in Transportation Design

- The project:
 - Satisfies the purpose and needs as agreed to by a full range of stakeholders.
 - Is a safe facility both for the user and the community.
 - Is in harmony with the community, natural resources and values of the area.



Qualities of Excellence in Transportation Design

- The project:
 - Exceeds the expectations of both designers and stakeholders
 - Involves efficient and effective use of the resources (time, budget, community) of all involved parties.
 - Is designed and built with minimal disruption to the community.
 - Is seen as having added lasting value to the community.



In Essence . . .

- FHWA is seeking/encouraging:
 - Greater linkages between early planning efforts and later project development processes
 - Context Sensitivity
 - Community Involvement & Satisfaction
- If you don't hear us speaking in these terms . . .

ASK US TO START

How to begin

- Start with the basics
 - Treat them like valued guests
 - Feed back – show you've heard them
 - Make it easy for them to participate
 - Make it fun & different
 - Help them be smart
 - Show your own humanity
 - Look for the interests

Positions and Interests

- **Position:** my favorite solution or outcome
- **Interest:** the reason behind the favorite solution or outcome

**Learn to get past the positions.
Find the underlying interest.**

Peel back the layers.

In some settings, and on smaller scales, we tend to do this intuitively.

- Charlie: I'm getting a dirt bike.
- Karey: If you do, I'll leave you.
- Underneath that? Obviously, she's concerned about his safety. Maybe he wants to have some adventure.
- Are there solutions that would satisfy both? Safety gear, Four-wheeler?

The Rest of the Story



Ok, but on Transportation Projects?

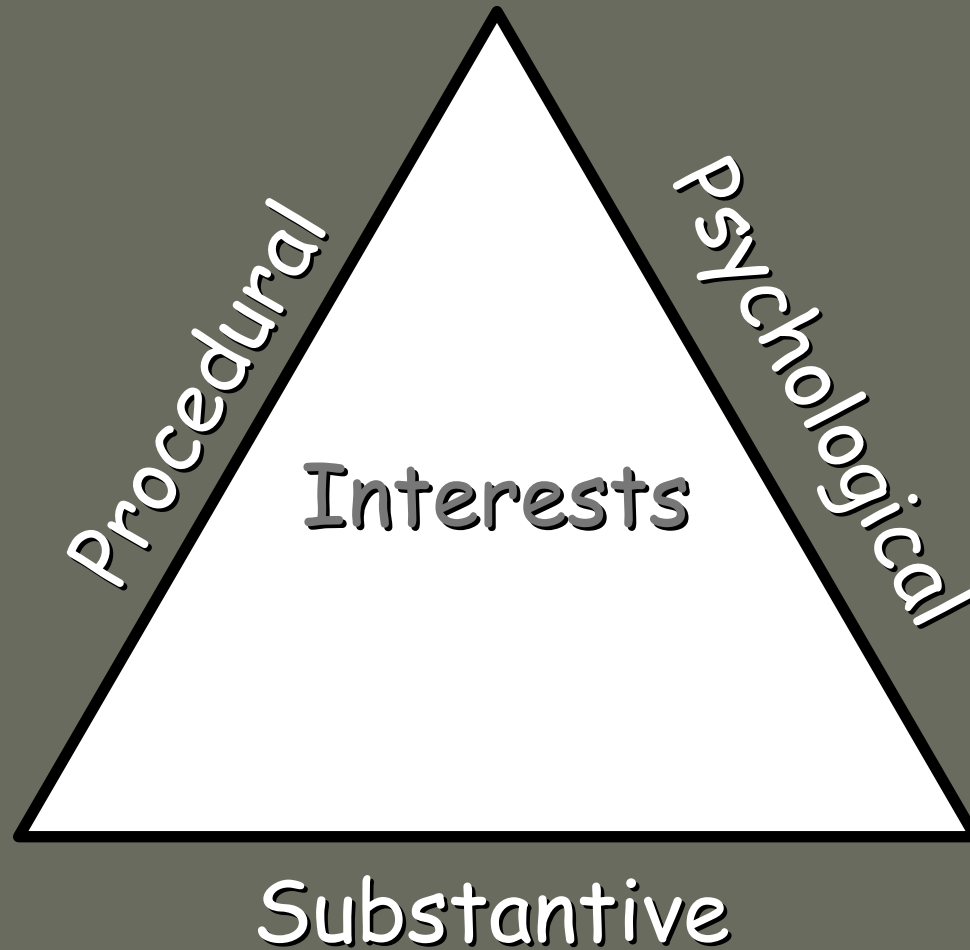
Absolutely.

It's our job to shift the conversation toward
interests.

WE MUST:

- Develop and preserve working relationships.
- Educate them about our needs.
- Open ourselves to understanding theirs
- Problem-solve together

TRIANGLE OF SATISFACTION



Procedural Interests

Our needs related to the process.

- Timeliness
- Transparency of decision-making
- Adequacy of information

Psychological Interests

Our needs related to how we are treated and feel about ourselves and other parties.

- Trust
- Respect
- Being taken seriously

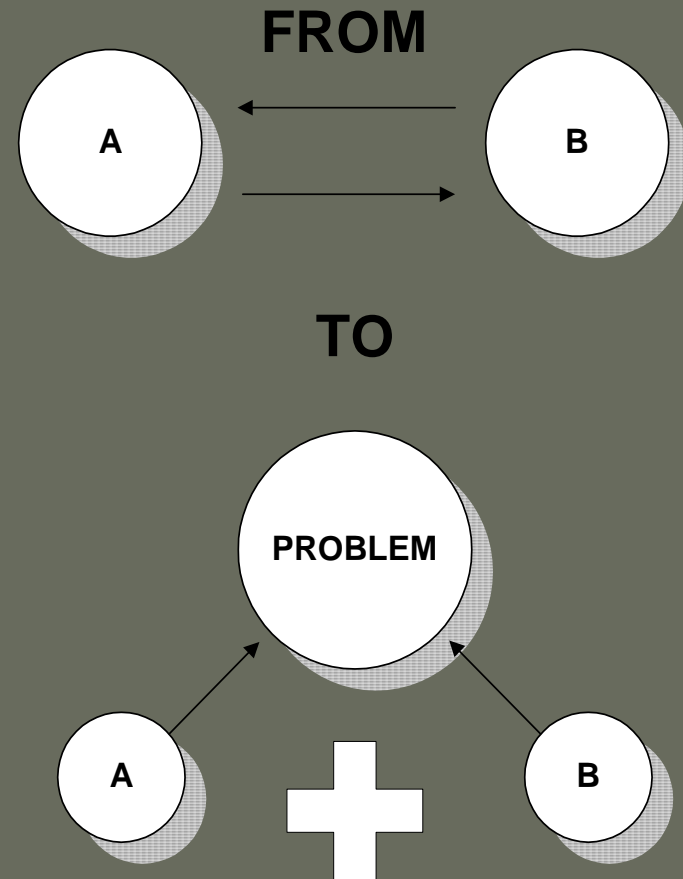
Substantive Interests

Our tangible, measurable needs.

- Cost
- Preservation of environment
- Relief of congestion
- Air quality

CHANGE THE DYNAMIC

- A key to this form of decision making is an attitude about the public. Rather than seeing the public as the enemy, an obstacle to be overcome, or an irritant, the public is seen as a partner. The public has information and ideas that can aid in problem solving.



- FHWA Resource Center at Atlanta
- CSS, CIA, PI, EJ
- Consulting & State DOT experience
- BA Anthropology, Notre Dame and MA Anthropology, U of Denver.
 - MCRP, Georgia Tech, in progress

K. Lynn Berry



404-895-6212 klynn.berry@fhwa.dot.gov