THE TRANSPORTATION QUANDARY

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ENGINEER’S TRADITIONAL DECISION PROCESS

- Optimum criteria
- Rule based decision
- Other considerations after the transportation decision
THE KEY

We must Recognize that:

• We have flexibility

• Decisions are value judgements
THE REAL KEY

We must be Emotionally and Intellectually Vested in Doing the Right Thing
“The intent of this policy is to provide guidance to the designer by referencing a recommended range of values for critical dimensions. Sufficient flexibility is permitted to encourage independent designs tailored to particular situations.”
FLEXIBILITY

• Often used in safety vs. cost
• Must also be used to minimize environmental and social impacts
• Strict adherence to standards will always result in a better project
TRANSPORTATION DECISIONS

• Decisions are value-laden
• Not a mechanical process
• Our decisions affect:
  – The environment
  – Sense of place
  – Travel patterns
  – Land use
  – Economics
ADDRESSING THE QUANDARY

• We’re changing how we approach projects
• We want to deliver projects:
  THAT WORK
  THAT FIT
  THAT LOOK GOOD
HOW?????

• Effective Leadership
• Changing our processes, documents and manuals
• Training our personnel top to bottom
LEADERSHIP

KYTC promotes, encourages and requires:

• Environmental stewardship

• Public involvement

• More encompassing decision making
THROUGH CHANGE

- By changing our processes, documents and manuals, our culture.
- By changing our mind sets.
- To reflect our commitment to do the right thing:
  - for the community
  - for the environment
  - for the transportation system
TRAINING

• KY Environmental Leadership Seminar
• Context Sensitive Design Workshop
• Context Sensitive Construction Workshop
• Communicating All Promises
A FINAL THOUGHT

The transportation professional’s job is not to define the correct choice but to articulate the tradeoffs, ensure the facts are respected and to facilitate an informed public decision process.
THANK YOU

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