

COR-2 - Approve Problem Statements and Opportunities

Description

The full range of deficiencies and opportunities within a corridor are defined at this key decision. Deficiencies and opportunities extend beyond transportation, for this reason, the key decision is integrated with other planning processes such as land use planning and natural environment planning. Input from stakeholders also informs the key decision. The problem statements and opportunities resulting from this key decision are informed by the transportation deficiencies identified in long range planning and inform the purpose and need during environmental review.

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

Purpose

To develop a common understanding of deficiencies as well as opportunities that exist within the corridor, including transportation, community, and environment.

Outcome

Agreement on the deficiencies and potential opportunities that will be considered during the corridor planning process.

Partner	Role Type	Description
MPO	Decision Maker (urban), No Role (rural)	Ensures problem statements and opportunities consider the full range of corridor needs/goals and the adopted LRTP.
FHWA/FTA	Observer	Observes the development of problem statements and opportunities based on sound principles and process.
State DOT	Advisor (urban), Decision Maker (rural)	Ensures problems and opportunities are comprehensive and documented.
Resource Agency	Advisor	Advise that problem statements and opportunities are sufficiently broad to incorporate environmental considerations, opportunities and priorities.
Public Transportation Operator(s)	Advisor	Ensures problems and opportunities are comprehensive and documented.

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

- What is the mechanism for obtaining input or recommendations from stakeholders, modal, and operational partners?

Questions about the transportation process supporting the decision

- Are there identified performance measure and data sources for evaluation of strategies?
- Do the problems and opportunities include those specific to bicycle and pedestrian networks, driver behavior, accessibility, safety, and equity (including the needs of the elderly and the young)? Has a pedestrian and bicycle safety assessment been conducted in order to fully understand problems and opportunities along the corridor?
- Do we understand any bicycle and pedestrian network gaps along and across the corridor?
- Does the problem and opportunities statement reflect the full range of objectives, outcomes, and/or deficiencies/problems/issues/opportunities and desired performance characteristics in the corridor?
- Have analyses been completed by any potential partners? If so, is this consistent with the latest public sector baseline and future assumptions and estimates?
- How will input or recommendations from stakeholders, including modal and operational partners, be used?
- If there is interest in a P3, has the private developer provided any information on deficiencies and opportunities?
- What is the feedback mechanism for identified critical targets audiences?

Questions about other phases

- Does the documentation incorporate, to the extent possible, the information needed to bring into NEPA?
- Have the problems and opportunities been documented sufficiently to inform the NEPA process?
- Have the procedural requirements of NEPA for the purpose and need been followed in the development of the problems and opportunities for the corridor?
- In MPO areas, are these problems and opportunities consistent with what has been identified in the LRTP?

Questions about non-transportation sectors/processes

- Are freight stakeholders participating in the corridor planning process to help identify solutions?
- Are other amenities included as part of the project that could have a local economic or land use impact?
- Are the problems and opportunities consistent with what has been identified in a regional ecosystem framework?
- Are there identified freight impacts/interests in the corridor?
- Are there potential opportunities or challenges with respect to current activities in the corridor?
- Are there potential solutions beyond traditional transportation investment and policies, such as land use or demand management?
- Do the problems and opportunities account for land use forecasts and growth patterns?
- Do the problems and opportunities account for the impacts of smart growth on travel demand and congestion?
- How can solutions be combined to achieve the greatest reduction in GHG emissions while meeting other goals for the corridor?
- How can this effect be mitigated or enhanced?
- How is transportation performance in the corridor currently impacting GHG emission levels?
- If a P3 project is considered in the corridor, what are the potential opportunities or challenges respect to other plans/programs in progress?
- If developed through a P3, Has the private sector stakeholder identified the finance and revenue potential of the corridor? Has this been considered in the community's plans for development and economic investment?
- In MPO and rural areas, are these problems and opportunities consistent with what has been identified in other local adopted plans?
- Is the long-term vision for the corridor included in the long range transportation plan, multimodal transportation, land use or infrastructure plans, and other community and economic development policies?
- What equity and accessibility issues might arise if a corridor project is developed through a P3 (particularly in case of toll roads)? Have these been considered in determining the scope of impacts of the corridor plan?

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

- Do you have any comment on the problems and opportunities that we have identified for the corridor?
- Do you see a potential impact of private development options on your travel choices or costs?
- How do you travel in the corridor? Where do you go? What problems do you encounter?
- How would improving the corridor through working with a private developer and considering options such as tolling impact your support of the solutions?
- What is important to you, to your neighborhood, to the local area, to the region (transportation, community, environment) in the corridor?

Questions to Incorporate Stakeholder Interests

- Are the stakeholders' perceptions of the problems and opportunities consistent with our technical data? If there are differences, how are we addressing or handling the differences?
- If P3 is being considered, do stakeholders understand why this may be desirable?
- Is there any opposition from stakeholders to P3 projects in the corridor?
- What is the justification for each of the stakeholder identified problems and/or opportunities that were not acknowledged or included in the final statement?

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	Related public input for the corridor from long range plan public involvement. Transportation deficiencies
	Programming	No Specific Data.
	Corridor Planning	Data gathered at scoping should be re-considered at this key decision
	Environmental Review	No Specific Data.
From other sectors and processes	Land Use	Development trends and growth patterns
		Land use context to be included in the corridor planning process
		Special covenants, easements or restrictions along the corridor
		Validation of the consistency between the LRTP and adopted land use plan in the MPO area
		Zoning data
	Transportation Conformity	No Specific Data.
	Natural Environment and Implementing Eco-Logical	Identified priority opportunities to advance the natural environment.
		Natural environment context to be included in the corridor planning process.
	Capital Improvement	Agreement between the LRTP and adopted capital improvement plan in the MPO area Capital improvement context to be included in the corridor planning process.
	Safety and Security	Safety and security context to be included in the corridor planning process.
	Human Environment	Human environment context to be included in the corridor planning process.
		Human environment data, community characteristics inventory.
	Economic Development	Economic development context to be included in the corridor planning process.
	Greenhouse Gas Emissions	Applicable results from previous corridor analysis, including: corridor travel data, corridor land use data, socioeconomic and demographic data for the corridor, and/or corridor-specific GHG emissions data
Method for allocating GHG emissions and attributing reductions to the corridor		
Potential GHG emissions reduction solutions identified in corridor planning process		
Freight	Planned development opportunities (future business expansion plans)	
	Potential supply chain reactions from tolled facilities	
	Report of physical and operational issues	
	Trade issues or logistics patterns	
	Truck volumes at specific interchanges	
From the transportation technical process supporting this key decision	Access points along the corridor	
	Base and future year traffic volumes from the travel demand model or other sub-area model, as available. Sketch planning traffic volumes where model data is not available	
	Bridge and culvert data (weight limits, rating, geometry)	
	Corridor capacity, speed limits, signal locations, intersections	
	Corridor or other transportation planning studies	
	Crash history for the corridor	
	Data inputs from the private sector to inform opportunities and problems in the corridor.	
	Data provided by new partners	
	Historical archive data	
	Input from stakeholders, including modal and operational partners	
	Traffic data including traffic counts, turning movements, signal timing, travel speeds, congestion, commodity flows, other	
	Existing and proposed pedestrian and bicycle infrastructure, injuries and fatalities, and volume/activity. Specific locations where a pedestrian and/or bicycle safety issue has been identified in the data or observed in the field, such as mid-block crossings. <ul style="list-style-type: none"> • For more information on safety performance examination please visit: <ul style="list-style-type: none"> ○ Pedestrian Safety Audits ○ Bicycle Road Safety Audit Guidelines and Prompt Lists • For more information on bicycle and pedestrian counting please visit: <ul style="list-style-type: none"> ○ North Central Texas Council of Governments Peer Exchange on Bicycle and Pedestrian Count Programs 	

Supporting Data for the Key Decision	
	<ul style="list-style-type: none"> ○ Bicycle and Pedestrian Count Technology Deployment Pilot Program ○ Guidebook on Pedestrian and Bicycle Volume Data Collection
From stakeholder collaboration	Related public input for the corridor from specific public involvement
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
From Long Range Transportation Planning		
LRP-4 - Approve Transportation Deficiencies	Transportation deficiencies	To provide the foundation and understanding of transportation problems identified in the corridor during long range planning. This provides the regional context for the development of corridor deficiencies.
To Environmental Review/NEPA Merged with Permitting		
ENV-3 - Approve Purpose and Need/Reach Consensus on Project Purpose	Corridor deficiencies and opportunities	To provide the foundation and understanding of transportation problems identified in corridor planning. This provides the corridor context for the development of project level deficiencies.

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

- Esplanade Avenue Corridor Improvements (New Orleans, Louisiana)

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	Validation of the consistency between the LRTP and adopted land use plan in the MPO area. Land use context to be included in the corridor planning process.
	Analysis	Assessment of corridor opportunities in the land use plan that are dependent on a transportation decision If smart growth principles will be integrated, analysis demonstrating that problems and opportunities have considered: <ul style="list-style-type: none"> land use patterns and growth forecasts the performance and safety of the whole system the need to balance mode choices the need for greater mobility the need for greater accessibility the impacts of smart growth on travel demand and congestion
Transportation Conformity	None.	None.
Natural Environment and Implementing Ecological	Analysis From IEF Step 2 - Characterize Resource Status & Integrate Natural Environment Plans or IEF Step 3 - Create Regional Ecosystem Framework or IEF Step 8 - Implement Agreements, A	The inputs from the IEF to this key decision are the identified priority opportunities to enhance the natural environment. Depending on the status of ecological planning, this data and analysis could be coming from the combined map of natural environment plans (Step 2), combined map of natural environment plans and transportation plans (Step 3), or the completed ecological plan (Step 8). The purpose is to determine what priority opportunities to enhance the natural environment could be relevant in the corridor.
Capital Improvement	Data	Capital improvement context to be included in the corridor planning process.
		Agreement between the LRTP and adopted capital improvement plan in the MPO area.
		Agreement between the LRTP and adopted capital improvement plan in the MPO area.
Safety and Security	Data	Safety and security context to be included in the corridor planning process.
Human Environment	Data	Human environment context to be included in the corridor planning process.
Economic Development	Data	Economic development context to be included in the corridor planning process.
Greenhouse Gas Emissions	Data	Corridor-specific GHG emissions data and the range of potential GHG emissions reduction solutions.
Freight	Data	Detailed data on truck logistics, geometric and access requirements, and freight stakeholder participation
Bicycles and Pedestrians	Data	Detailed data on bicycle and pedestrian networks, activity, accessibility, equity, and safety in the corridor. Data on bicycle and pedestrian desire paths along and across the corridor.
		Data related to problems and opportunities as identified by bicycle and pedestrian stakeholders.

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>Collect Information - If there is a private sector interest in the corridor, collect any available data inputs to help inform goal development as well as to inform stakeholders.</p> <p>Data Transfer - Private sector perspective and information on problems and opportunities in the corridor.</p>
Planning and Environment Linkages	<p>Collect Information - Identify and consider data specific to operations partners, needs and opportunities to consider in the corridor.</p> <p>Data Transfer - System performance and operations data, emergency response information, crash data and others identified by partners.</p>
Performance Measures	<p>Selection of Performance Measurement Factors - Factors to be considered in the development of detailed performance measures are selected at this key decision based on the problems and opportunities identified in the subject corridor. In an urban area, this selection is also informed by the factors used in the approved plan scenario(s) applying to the corridor.</p> <p>Data Transfer - Factors selected in LRP-2 are used to inform selection of factors at COR-2, for consistency. Selected factors are transferred to COR-5, to inform the selection of performance measures for evaluation of corridor plan solution sets.</p>
Visioning and Transportation	<p>Approve Scope - Consider the visioning problem statement for relevance in the corridor</p> <p>Data Transfer - Problems, opportunities, and stakeholder input on these topics from community visioning to COR 3 and ENV 3/PER 1.</p>