



Technical Memorandum #14

DATE: February 24, 2017

TO: Corvallis TSP Project Management Team and Stakeholders

FROM: John Bosket – DKS Associates

SUBJECT: **Corvallis Transportation System Plan Update**
Task 5.4 Transportation Solutions Identification Process

The Corvallis Transportation System Plan (TSP) and Transit Development Plan (TDP) projects are transitioning from the “Understand” phase where needs were identified to the “Evaluate” phase where solutions are determined. The purpose of this memorandum is to describe the process that will be used to identify and evaluate transportation solutions for Corvallis’ transportation system. This process may involve a number of iterations, as both solutions and the criteria by which they are evaluated may require refinement.

Developing the Initial Set of Solutions

The project management team will start the solutions identification process by drawing from previous planning efforts and community input, then including new suggested solutions to address other needs identified through transportation system analysis (see Technical Memoranda #7, 8, 12, and 13). Alternative solutions may be offered to address more complex needs or where multiple viable solutions can be identified. In other areas where solutions may be more straightforward, a single solution will be offered (e.g., where sidewalk infill is needed, sidewalk construction may be the only solution recommended).

The project team will compare the initial solution set to the project evaluation criteria to assess if they would improve Corvallis’ ability to achieve the goals and objectives compared to the “No Build” condition (see Technical Memoranda #12 and 13). The evaluation criteria can also be used to compare alternatives offered for a given need. Evaluating solutions may require rerunning analysis models to understand how they would impact the transportation system and to provide input for quantitative evaluation criteria.

When considering solution types, it is recommended that lower cost alternatives that improve the efficiency of existing facilities or manage travel demand be considered before those that require the construction of new facilities. This approach generally facilitates implementation by making projects



more affordable and results in fewer environmental and property impacts. This approach is also consistent with ODOT policy for state highways.¹

Other important considerations when evaluating solutions are potential negative impacts on other modes of travel and the environment, and that community members are treated fairly, regardless of race, color, national origin, or income. For example, adding travel lanes to a roadway or intersection may reduce delay for motorists, but could have a negative impact on pedestrians by increasing the crossing distance. Another example would be a proposed roadway extension that crosses through wetlands. Such conflicts will be acknowledged and discussed to arrive at appropriate solutions for each location.

Refinement of Solutions and Evaluation Criteria

The project team will discuss the initial set of solutions with the Technical Advisory Committee (TAC) and Steering Committee (SC). Solutions will be refined based on input received. This process will also be used as an opportunity to identify areas where the goals, objectives, and evaluation criteria could be improved. While modifications to the goals, objectives, and evaluation criteria can be made, those changes must ultimately be approved by the SC and City Council.

The refined solutions will be brought back to the TAC and SC for further discussion as part of Technical Memoranda #17 and #18, then shared more broadly with the public through the project website, meetings with working groups, and an open house. As before, this input will provide an opportunity to further refine the solutions, as well as the goals, objectives, and evaluation criteria. This new set of recommended solutions, along with any recommended changes to the goals, objectives, and evaluation criteria, will be presented to City Council for approval.

Next Steps – Developing Standards to Support the Solutions

The project team will recommend updates to Corvallis' transportation standards in Technical Memorandum #16 as the refined solutions are being developed. This will ensure the transportation system is designed and managed as intended. Examples of areas to be addressed include:

- typical design standards for streets and shared-use paths,
- transit facility standards,
- the functional classification system, and
- mobility standards.

¹ 1999 Oregon Highway Plan, Policy 1G: Major Improvements.