PROJECT PROCESS

For this project, the team took the following steps and schedule:

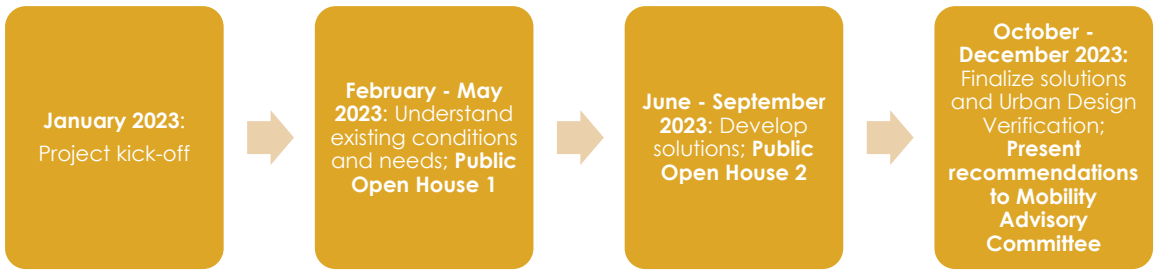

Figure 2: Project Schedule

For this study, the project team reviewed existing conditions and documents to identify needs, held open houses for input, analyzed traffic and parking, developed and evaluated options, and produced a final concept. Public input at key points shaped the performance-based and context-sensitive solutions. The team also consulted with key City and ODOT staff throughout the process and presented to the Mobility Advisory Committee in December to gather input on the design concepts.

DESIGN VERIFICATION PROCESS AND URBAN CONTEXT

To develop the solutions, the project team used several key design principles including:

- Using performance-based design, driven by ODOT's Highway Design Manual (informed by the Blueprint for Urban Design), to develop context sensitive solutions;
- Applying best practices and ODOT standards in biking and walking design;
- Considering ease of implementation to provide the greatest likelihood of early implementation;
- Suggesting phased implementation for projects that have elements that create a barrier to near-term implementation (example: striping a buffered bike lane in the near-term and adding physical vertical separation when additional funding allows).

Performance-based or context-sensitive design is a shift away from applying strict design standards toward **designing based on a community's specific setting and circumstances**. Performance-based design supports planning efforts to create projects that are context sensitive and well-suited to the intended outcomes desired by the community.

The ODOT Blueprint for Urban Design, which has been incorporated into the ODOT 2023 Highway Design Manual (HDM), provides a framework for determining urban context along state roads, helping decision-makers evaluate design trade-offs. Identifying project outcomes and users helps determine performance measures. The project team, with input from other members of ODOT, established the following context classifications for the study corridors, presented in Figure 3.

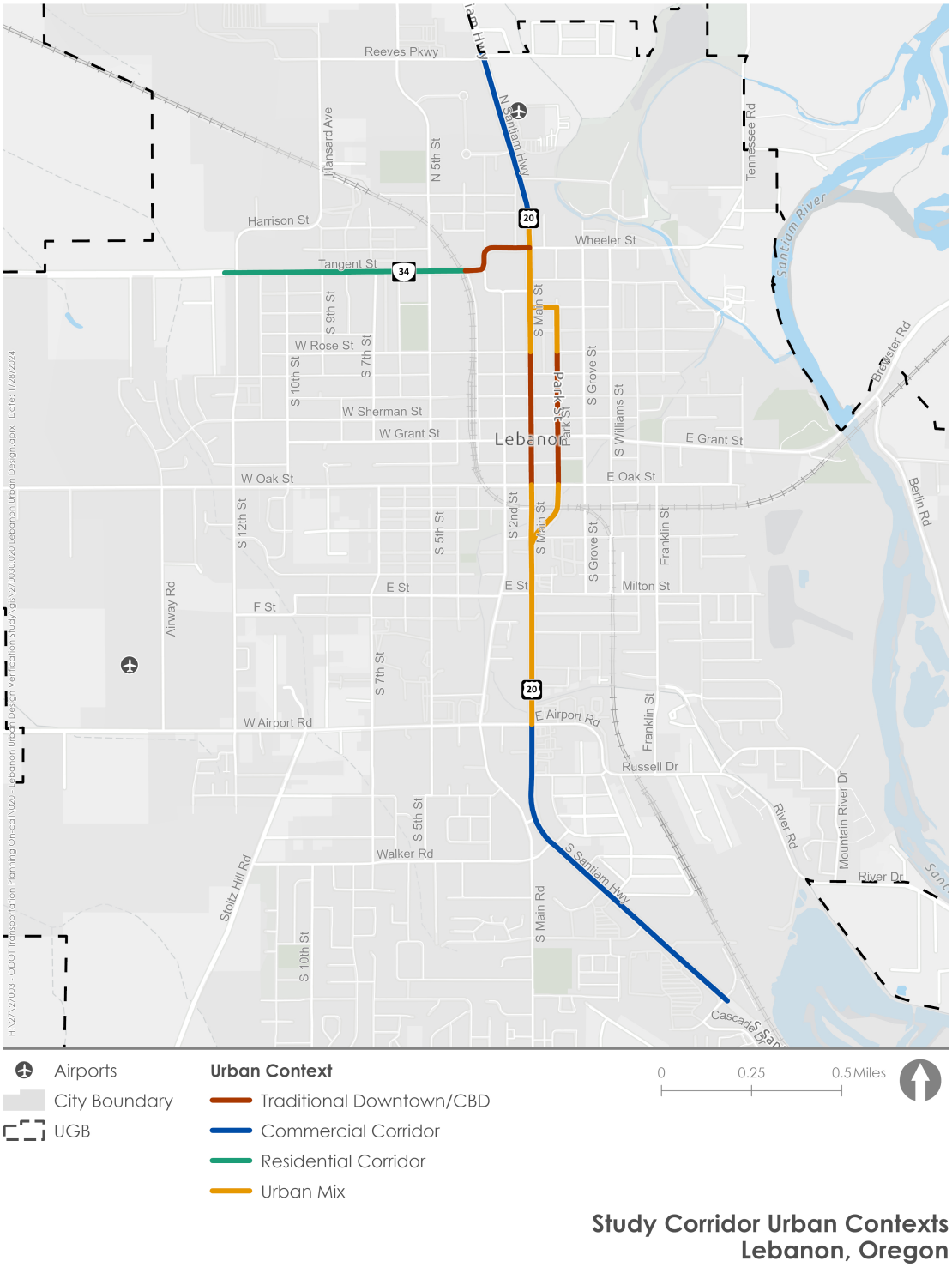

Figure 3: Study Corridor Urban Contexts

Photo: Kittelson and Associates, Inc.

These urban classifications best reflect the existing land use conditions of the corridors. Based on the context classification, the HDM identifies the relative importance of the user type with respect to varying land use contexts. Table 1 provides the modal priority for each context classification. Reviewing the users' needs influences the recommendations as part of the performance-based design decision framework.

Most of U.S. 20 is classified as a Traditional Downtown or Urban Mix, for which **pedestrian and bicyclist modes are identified as high priority**—over motorist and freight. Along the northern and southern sections of U.S. 20 entering or leaving town, the classification of commercial corridor has pedestrians and bicyclists as lower than motorists and freight. Most of OR 34 is classified as residential corridor, which has bicyclists and pedestrians as medium priority—the same as motorists and freight.

Table 1: General Modal Priority Per Urban Context

Land Use Context	Motorist	Freight	Transit	Bicyclist	Pedestrian
Traditional Downtown/CBD	Low	Low	High	High	High
Urban Mix	Medium	Low	High	High	High
Commercial Corridor	High	High	High	Medium	Medium
Residential Corridor	Medium	Medium	Low	Medium	Medium
Suburban Fringe	High	High	Varies	Low	Low
Rural Community	Medium	Medium	Varies	High	High

High: Highest level of facility should be considered and prioritized over other modal treatments.
Medium: Design elements should be considered; trade-offs may exist based on desired outcomes and user needs.
Low: Incorporate design elements as space permits.