

CHAPTER 6 DEVELOPMENT OF TSP ALTERNATIVES

The modal plans that appear in subsequent chapters of this TSP identify several road, interchange, bicycle, pedestrian, transit, and freight projects to meet existing and future multi-modal needs. These plans and projects were developed through an iterative process and were informed by the following sources:

- A review of the system deficiencies identified during the plan process;
- Recommendations from the TAC, which were solicited during a series of meetings;
- Input from the residents of Klamath County, solicited during a public open house;
- Mitigation required by various policies and regulations;
- Professional judgment by City and ODOT staff and the project consultants.

EVALUATION PROCESS

Recognizing that the full set of identified needs and/or desired projects would likely outstrip available funding or conflict with other planned projects, it was important to determine which potential projects or groups of projects should be proposed for adoption and potential funding opportunities, and when the projects should be constructed. Several fundamental considerations were taken into account in making these determinations and in refining the improvements:

- How critical is the need for the project(s)?
- How urgent is that need?
- Is the County meeting its benchmark commitments (e.g., increasing bicycle and pedestrian facilities on arterial and collector streets)?
- Are the projects supportive of the County's land use and other Comprehensive Plan goals?
- Does the project(s) support the County's policies for transportation, and if so, how well?
- Does the range of projects include a reasonable mix from all travel modes?

To address these broader questions, the goals and objectives presented earlier in this TSP were used to establish which projects would be carried forward. These goals were applied to each potential (i.e., draft) improvement project, typically requiring subjective assessments. As **Error! Reference source not found.** shows, the projects chosen were consistent with the stated goal and could improve circulation by providing alternative routes, and on projects that directly improve mobility (e.g., mitigate traffic congestion at specific locations). The plans and projects that are described in the following chapters were deemed to be most consistent with these overall priorities within the TSP goals and objectives. Not all projects are listed in Table 6-1, but examples of projects geared towards each goal are provided.

Table 6-1. TSP Goals and Potential Transportation Improvement Projects (Examples)

<p><i><u>Goal 1:</u> Provide a transportation system for the Klamath County planning area that is safe, efficient, economical, and accessible.</i></p> <p>Project #140-1: Fish Lake Passing Lanes</p>
<p><i><u>Goal 2:</u> Design and construct transportation facilities that enhance Klamath County's livability while meeting federal, state, regional, and local requirements.</i></p> <p>Project #140-5: Southside Express Way Olene Extension</p>
<p><i><u>Goal 3:</u> Maximize the efficiency of Klamath County's transportation system through effective land use planning.</i></p> <p>Project #3: Fort Klamath Community Sidewalks</p>
<p><i><u>Goal 4:</u> Provide a well planned, comprehensive road system that serves the needs of Klamath County.</i></p> <p>Project# 97-4: Klamath Falls Port of Entry</p>
<p><i><u>Goal 5:</u> Facilitate the development of a multi-modal transportation system in Klamath County to provide transportation options for Klamath County residents and visitors within the framework of context sensitive design.</i></p> <p>Project: Transit should be considered for OR 140 to Pine Grove</p>
<p><i><u>Goal 6:</u> Facilitate the provision of a multi-modal transport system for the efficient, safe, and competitive movement of goods and services to, from, and within Klamath County.</i></p> <p>Project# 140-4: Realign and widen 4-mile section from Klamath County Boat Marina to Running Y Ranch to avoid out of direction travel.</p>
<p><i><u>Goal 7:</u> Implement the transportation plan by working cooperatively with federal, state, regional, and local governments, the private sector, and residents. Create a stable, flexible financial system for funding transportation improvements.</i></p> <p>Project# 140-5: South Side Expressway Olene Extension</p>