

**CITY OF
ASHLAND**
TRANSPORTATION COMMISSION
Thursday, January 21, 2010
Council Chambers, 1175 East Main Street

Agenda

- I. CALL TO ORDER: 6:00 PM
- II. APPROVAL OF MINUTES: December 17, 2009
- III. PUBLIC FORUM
- IV. ADJUSTMENTS TO THE AGENDA
- V. ACTION ITEMS
 - A. Commission Training by Barbara Christensen, City Recorder (30 minutes)
 - B. Croman Master Plan by Brandon Goldman (60 minutes)
- VI. NON ACTION ITEMS
 - A. RVTD Briefing (Nathan Broom) (5 minutes)
 - B. Planning Commission Update (John Gaffey) (5 minutes)
 - C. SOU Master Plan Update (10 minutes, time permitting)
- VII. INFORMATIONAL ITEMS
 - A. RVTD Ridership Report for November, 2009
 - B. 2010 NW Transportation Safety Conference, February 9-11, OSU Corvallis
 - C. "Improving Safety Features of Local Roads & Streets Workshop", January 20, 2009, 9:00 am to 4:00 pm at the Community Center at 59 Winburn Way
 - D. "Best Rides" News Article
- VIII. NEXT MEETING/SUGGESTED AGENDA TOPICS
 - A. Faith Avenue / Highway 66 Intersection
 - B. Commissioner Sponsorship of Events
 - C. SOU Master Plan Update
 - D. Signal Detector Retrofits to Accommodate Bike Detection
 - E. Design Review of Interchange @ Exit 14
 - F. Share the Road Education Idea
- IX. COMMISSIONER COMMENTS
- X. ADJOURN: 8:00 PM

Next meeting scheduled for February 18, 2010 @ 6:00 pm

Note to Commissioners: Call Nancy Slocum at 552-2420 or slocumn@ashland.or.us if you can not attend the meeting.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Public Works Office at 488-5587 (TTY phone number 1 800 735 2900). Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to the meeting (28 CFR 35.102-35.104 ADA Title I).

CITY OF ASHLAND

Transportation Commission

Contact List as of August 19, 2009

Name	Title	Telephone	Mailing Address	E-mail Address	Expiration of Term
Tom Burnham	Commissioner	482-4467	1344 Apple Way	ntburnham@gmail.com	4/30/2010
John Gaffey	Commissioner	482-2935	637 Oak Street	gaffey@charter.net	4/30/2010
Brent Thompson	Commissioner	488-0407	582 Allison	brenttho@mind.net	4/30/2011
Julia Sommer	Commissioner	552-1942	1158 Village Square Drive	juliasommer@yahoo.com	4/30/2011
Colin Swales	Commissioner	488-0939	143 8 th Street	colinswales@gmail.com	4/30/2011
Matt Warshawsky	Commissioner	488-0917	821 Indiana Street	ashland@azcotech.com	4/30/2012
Eric Heesacker	Commissioner	482-6034	2360 Ranch Road	eric.heesacker@gmail.com	4/30/2012
David Young	Commissioner	488-4188	747 Oak Street	dyoung@jeffnet.org	4/30/2012

Non Voting Ex Office Membership

Mike Faught	Director of Public Works Commission Secretary	488-5587	20 E. Main Street	faughtm@ashland.or.us	
David Chapman	council liaison	488-0152	390 Orchard Street	david@council.ashland.or.us	
Brandon Goldman	Planning	488-5305	20 E. Main Street	goldmanb@ashland.or.us	
Steve MacLennan	Police	552-2809	20 E. Main Street	macleanns@ashland.or.us	
Scott Hollingsworth	Fire	552-2932	20 E. Main Street	Hollings@ashland.or.us	
Larry Blake	Southern Oregon University Ashland Schools	482-2564	1250 Siskiyou Bv	blakel@sou.edu	
Dan Dorrell PE	ODOT	774-6354	100 Antelope Rd WC 97503	Dan.w.dorrell@odot.state.or.us	
Nathan Broom	RVTD	608-2411	3200 Crater Lake Av - 04 20 E. Main Street	n.broom@rvtd.org	
Jenna Stanke	Ashland Parks Jackson County Roads		200 Antelope Rd WC 97503	stankeJS@jacksoncounty.org	
Eve Woods	Student Liaison	773-8515	920 W 11 th Street #3 Medford OR 97501	Eve_woods@hotmail.com	

Staff Support

Nancy Slocum	Public Works Clerk	552-2420	20 E Main Street	slocumn@ashland.or.us	
Jim Olson	Engineering Services Manager	488-5347	20 E. Main Street	olsonj@ashland.or.us	
Karl Johnson	Assistant Engineer	552-2415	20 E Main Street	johnsonk@ashland.or.us	

CITY OF ASHLAND

TRANSPORTATION COMMISSION

Thursday, December 17, 2009

City Council Chambers, 1175 East Main Street

Minutes

Attendees: Tom Burnham, John Gaffey, Eric Heesacker, Julia Sommer, Colin Swales (Chair), David Young

Absent: Steve Hauck, Brent Thompson, Matt Warshawsky

Ex Officio Members: David Chapman, Brandon Goldman, Larry Blake, Kat Smith

Staff Present: Mike Faught, Jim Olson, Nancy Slocum

I. CALL TO ORDER: 6:02 PM

II. APPROVAL OF MINUTES:

Minutes of November 19, 2009 were approved as corrected. Jim Olson was added to "Staff Present" roll and email address was corrected to ashlandcarshare.com.

III. PUBLIC FORUM:

No one spoke.

IV. ADJUSTMENTS TO THE AGENDA:

"Commission Training by City Recorder Barbara Christensen" was postponed due to illness.

V. ACTION ITEMS:

A. Commission Training by Barbara Christensen, City Recorder

Swales asked for comments regarding Commissioners emailing each other as a group outside of the meeting. Young thought the ORS was over interpreted and unnecessarily restrictive. Burnham thought it prudent to consider who we are "speaking as" in emails – a Commissioner or a citizen. Swales thought a city list serve specific to the Transportation Commission would be a good vehicle for open discussion.

Faught reminded the Commission that Christensen had just returned from a conference on meeting laws and would be better able to answer their questions next month.

B. Appointment of Traffic Subcommittee

Olson reminded the Commission that Subcommittee members were limited to two consecutive terms. Tom Burnham, Julia Sommers and Colin Swales were chosen for the term January, 2010 through June, 2010. David Young would be the alternate.

C. Croman Master Plan by Brandon Goldman

Goldman noted that the Croman Master Plan contained several transportation-related elements: a street network (modified grid and green streets), varied street types (a Central Boulevard, local streets, accessways and multi-use paths), transit amenities (transit stations, bus route through site and freight access) and bicycle and pedestrian facilities (including sidewalks and protected bike lanes).

Goldman noted that Warshawsky, Chair of the Citizen Advisory committee, had expressed strong concerns about the lack of visibility on "protected bike paths" (a physically separated lane reserved solely for bicycle traffic) in an email dated 12/8/09. Goldman said an extension of the Central bike path might be possible although there would be some slope problems. Requirements for transit would start to happen when a certain percentage of the site was built out. In addition, some contamination was found on site, but cleanup would

be the responsibility of the applicant. A maximum 50% of required on-site parking is required to be surface level parking. Changes to the street profile would be handled through a minor amendment process.

Young also had concerns about protected bike paths. Goldman noted that the bike path would be used primarily by bicyclists employed or living on site, not those passing through. To reduce conflicts, there would be limited driveway access. Egon Dubois said that a bicyclist going against traffic was against expert advice. Heesacker wondered about the cost difference between a two-way bike way and a one-way bike way on each side of the street. Chapman noted a state law that says if a bike path is available, cyclists must use it.

Burnham was concerned that the Commission was not asked for input until now. Brandon noted that the Citizen Advisory Committee had liaisons from each commission. Goldman said the original concept came before the City Council in February of 2009 and was designed by consultants. In January, 2010 the Citizen Advisory Committee would be officially disbanded and the plan would go before the City Council for adoption on March of 2010.

Faught asked the Commission for direction. There was a Traffic Impact Analysis (TIA), but he hadn't finished reviewing it. Faught asked how the Commission wanted to protect bicyclists in this project. Gaffey wondered what group of bicyclists the bike amenities were being designed for. Swales wondered if, because the Croman site was at the far south end of town, there would be enough density for special bicycle amenities. Sommers asked if the Commission's input would be accepted without an immediate recommendation. Goldman said the plan could be changed with minor or major amendments at the application for site review phase.

Chapman thought the transportation plan was entirely site specific. What would be the plan's affect on the entire City's circulation? Faught wanted to research whether the TIA's solution was consistent with the draft plan. Young suggested sending the City Council a letter asking for a delay as the Commission had serious concerns. Faught suggested holding a special Commission meeting with Croman as the one agenda item.

Motion:

Young moved that staff draft a letter to the Planning Commission in anticipation of their January meeting. The Transportation Commission requested time to review the TIA and details of overall plan. Commission also requested that the Planning Commission hold the hearing "open" until their February meeting to allow for the Transportation Commission's input. Sommer seconded the motion and it passed 5 to 1. Commission asked Swales to sign the letter on behalf of the Commission.

The Commission asked that this agenda item be the sole item on January's agenda.

D. Review of Council Goals

Faught noted that these goals were currently ending the first year of two year goals. The Council asked each commission for their edits. Gaffey wondered why, in general, "alternative modes of transportation" also listed bicycles. He thought it redundant.

Motion:

Gaffey moved to accept the language of the Council goals as written. Burnham seconded the motion and it passed 5 to 1.

E. Transportation Commission Goals

Olson asked the Commission to begin a discussion on the Commission's transportation-related goals. Commission agreed that developing and adopting the TSP would be their first goal. Sommer had prepared other goals to consider including increasing public transit, making downtown more bicycle friendly and connecting the central bikeway to Bear Creek Greenway. Upgrading the section of paved walkway from Walker to Tolman Creek was also suggested.

Commission decided to postpone this item and perhaps hold a special weekend study session to generate

goals. There was a suggestion to merge the Bike and Pedestrian and Traffic Safety Commissions' goals as a place to proceed.

VI. NON ACTION ITEMS

A. Review of Traffic Circle Application at Oak and Hersey

No discussion on this item.

B. RVTD Briefing

Kat Smith reported that RVTD ridership in Ashland was down 13.3% which was common in the winter months as people return to their cars. Commission asked if this percentage was the same as last year. Smith would research that answer. Burnham would like RVTD to provide a more understandable report.

Smith also reported that legislation was introduced to expand the Safe Routes to School program to include high schools.

The pedestrian enforcement operation on Walker reported last month was rescinded.

C. Planning Commission Update

No discussion on this item.

D. Discussion of December 8th Pedestrian Injury on Siskiyou By

Olson reported that in this case, three of the four lanes had stopped cars with cars lined up behind the stopped cars. The car in the one remaining open lane did not stop and hit the pedestrian.

Swales noted that David Sprague wrote an email of concern and asked staff to forward the email to the Commission and to respond to Mr. Sprague.

E. Update on Request for East Main Crosswalk at Campus Way

Olson indicated that this update was for their information only.

Smith noted the recent discussion in the Daily Tidings' "Letters to the Editor" on whether crosswalks were dangerous.

VII. INFORMATIONAL ITEMS & COMMISSIONER COMMENTS:

Burnham wondered if there were alternatives to de-icing roads.

VIII. ADJOURN: 8:15 PM

Respectfully submitted,
Nancy Slocum, Accounting Clerk I

January 6, 2010

Pam Marsh
Chair, Ashland Planning Commission
20 East Main Street
Ashland OR 97520

RE: REVIEW OF THE CROMAN MILL DISTRICT MASTER PLAN

Dear Pam:

On December 17, 2009, the Ashland Transportation Commission received an update on the Croman Mill District Master Plan from Brandon Goldman. At that meeting, the Commission expressed a strong desire to review the transportation elements of the plan in greater detail at its next meeting.

Unfortunately, the Transportation Commission will not be able to review the plan until January 21, 2010 - after the Planning Commission's January meeting. Therefore, the Commission respectfully requests that the Planning Commission not close the record until the comments of the Transportation Commission are received (immediately following their January 21, 2010 meeting).

We sincerely hope the Planning Commission can accommodate this request.

Sincerely,



Colin Swales
Transportation Commission Chair

cc: Bill Molnar, Community Development Director
Mike Faught, Public Works Director
Jim Olson, Transportation Commission Staff Liaison
Brandon Goldman, Senior Planner
Larry Blake, Planning Commission Liaison to Transportation Commission



From: Brandon Goldman
To: Nancy Slocum
CC: Jim Olson
Date: 1/8/2010 9:01 AM
Subject: Croman materials
Attachments: 2010-01-12_18.53_DRAFT_5_Final.pdf; 2010-01-12_CromanMillDistrictDesignStandards_DRAFT5_Final.pdf

Nancy and Jim,

Attached is a new land use chapter 18.53 which outlines the uses allowable in the Croman Mill zone and also includes the Minor and Major plan amendments process. The amendment process is relevant as when the TSP is completed we'd anticipate a concurrent adoption of an amendment to the Croman Plan to reflect the recommendations of the TSP.

Also Attached is the Design Standards section, which is the large graphic document you distributed last time, but this version contains a number of revisions throughout.

The full packet, including the Planning Commission Staff Report, other changes to Ch. 18, letters, and attachment maps are all going to be uploaded to the web today and will be readily accessible at www.ashland.or.us/croman for those Commissioners that want to do further research.

Brandon

Brandon Goldman, Senior Planner
City of Ashland, Planning Division
20 East Main Street, Ashland OR 97520
(541) 552-2076, TTY: 1-800-735-2900
FAX: (541) 552-2050
Goldmanb@ashland.or.us

This email transmission is official business of the City of Ashland, and it is subject to Oregon Public Records law for disclosure and retention. If you have received this message in error please contact me at (541)552-2076. Thank you.

CHAPTER 18.53
CM CROMAN MILL

SECTIONS:

18.53.010	Purpose
18.53.020	General Requirements
18.53.030	Croman Mill District Plan Development Standards
18.53.040	Use Regulations
18.53.050	Dimensional Regulations
18.53.060	Croman Mill District Open Space Overlay
18.53.070	Applicability of Other Sections of the Land Use Ordinance

SECTION 18.53.010 Purpose

The purpose of this section is to implement the Croman Mill Site Redevelopment Plan. The district is designed to provide an environment suitable for employment, recreation, and living. The CM zoning district is a blueprint for promoting family-wage jobs, professional office and manufacturing commerce, neighborhood-oriented businesses, mixed-use projects and community services in a manner that enhances property values by providing transportation options and preserving significant open spaces while minimizing the impact on natural resources through site and building design.

SECTION 18.53.020 General Requirements

A. Conformance with the Croman Mill District Plan

Land uses and development, including buildings, parking areas, streets, bicycle and pedestrian access ways, multi-use paths and open spaces shall be located in accordance with those shown on the Croman Mill District Plan maps adopted by ordinance **number (Month Year)**.

B. Major and minor amendments to the Croman Mill District Plan shall comply with the following procedures:

1. Major and Minor Amendments.

- a. Major amendments are those which result in any of the following:
 - (1) A change in the land use overlay.
 - (2) A modification to the street layout plan that necessitates a street or other transportation facility to be eliminated or located in a manner inconsistent with the Croman Mill District Plan.
 - (3) A change not specifically listed under the major and minor amendment definitions.
- b. Minor amendments are those which result in any of the following:
 - (1) A change in the Plan layout that requires a street, access way, multi-use path or other transportation facility to be shifted more than 25 feet in any direction, as long

as the change maintains the connectivity established by the Croman Mill District Plan.

- (2) Changes related to street trees, street furniture, fencing, or signage.
- (3) A change in the design of a street in a manner inconsistent with the Croman Mill District Standards.
- (4) A modification of a driveway access location in a manner inconsistent with the Croman Mill District Standards.
- (5) A site layout, landscaping or building design which is inconsistent with the Croman Mill District Standards.
- (6) A change in a dimensional standard requirement in section 18.53.060, but not including height and residential density.

2. **Major Amendment Type II – Approval Procedure**

A major amendment to the Croman Mill District Plan is subject to a public hearing and decision under a Type II Procedure. A major amendment may be approved upon the hearing authority finding that:

- a. The proposed modification maintains the connectivity established by the district plan, or the proposed modification is necessary to adjust to physical constraints evident on the property, or to protect significant natural features such as trees, rock outcroppings, wetlands, or similar natural features, or to adjust to existing property lines between project boundaries;
- b. The proposed modification furthers the design, circulation and access concepts advocated by the district plan; and
- c. The proposed modification will not adversely affect the purpose and objectives of the district plan.

3. **Minor Amendment Type I Procedure**

A minor amendment to the Croman Mill District Plan is subject to an administrative decision under the Type I Procedure. Minor amendments shall not be subject to the Administrative Variance from Site Design and Use Standards of Chapter 18.72. A minor amendment may be approved upon finding that granting the approval will result in a development design that equally or better achieves the stated purpose and objectives of the district plan.

SECTION 18.53.030 Croman Mill District Plan Development Standards

A. Ashland Local Street Standards

The design and construction of streets and public improvements shall be in accordance with Ashland's Local Street Standards, except as otherwise permitted for the following facilities within the Croman Mill District:

- a. Central Boulevard
- b. Tolman Creek Road Realignment
- c. Local Streets
- d. Protected Bikeway and Pedestrian Path
- e. Central Bike Path

- f. Multi-use Path
- g. Accessways

B. Site Design and Use Standards – Croman Mill District

New development shall be designed and constructed consistent with Chapter 18.72 Site Design Review, and Ashland’s Site Design and Use Standards, Section VIII – Croman Mill District Standards.

SECTION 18.53.040 Use Regulations

A. Generally

Uses are permitted, special permitted or conditional uses in the Croman Mill District as listed in the Land Use Table.

Croman Mill District					
Land Use	NC	MU	OE	CI	OS
Residential					
residential uses	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
temporary employee housing			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Commercial					
stores, restaurants, and shops less than 3,000 sq.ft., excluding fuel sales, automobile sales and repair	<input checked="" type="checkbox"/>				
limited stores, restaurants, and shops		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
professional, financial, business, and medical offices		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		
administrative or research and development establishments		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
office in conjunction with a permitted use				<input checked="" type="checkbox"/>	
child or day care centers	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
fitness, recreational sports, gym or athletic club	<input checked="" type="checkbox"/>				
ancillary employee services (e.g. cafeteria, fitness area)		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
kennels (indoor) and veterinary clinics			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
motion picture, television or radio broadcasting studios		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
temporary uses	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Industrial					
manufacturing, assembly, fabrication, or packaging		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	
manufacture of food products without rendering fats or oils		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	
manufacture, assembly, fabrication or packaging in conjunction with permitted office employment use			<input checked="" type="checkbox"/>		
limited manufacturing affiliated with a retail use	<input checked="" type="checkbox"/>				
rail freight loading dock facilities				<input checked="" type="checkbox"/>	
rail or rapid transit passenger facilities	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
warehouse and similar storage facilities		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	

limited outdoor storage	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		
wireless communication facilities attached to an existing structure pursuant to 18.72.180	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
freestanding wireless communication support structures pursuant to 18.72.180	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Public & Institutional	NC	MU	OE	CI	OS
public service or community buildings with office or space used directly by public	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
public service or community buildings without office or space used directly by public	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
public and quasi-public utility service buildings enclosed in building	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
private school, college, trade school, technical school or similar school	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
electrical substations			<input type="checkbox"/>	<input type="checkbox"/>	
<input checked="" type="checkbox"/> Permitted Use	<input checked="" type="checkbox"/> Special Permitted Use	<input type="checkbox"/> Conditional Use			
NC = Neighborhood Center		CI = Compatible Industrial			
MU = Mixed Use		OS = Open space			
OE = Office/Employment					

B. Special Permitted Uses

The following uses and their accessory uses are special permitted uses as listed in the Land Use Table and are subject to the requirements of this section and the requirements of Chapter 18.72, Site Design and Use Standards.

1. Residential Uses.

- The ground floor area shall be designated for permitted or special permitted uses, excluding residential.
- Residential densities shall not exceed the densities in section 18.53.060. For the purposes of density calculations, units of less than 500 square feet of gross habitable floor area shall count as 0.75 of a unit.
- Residential uses shall execute a hold harmless covenant and agreement stating they shall not protest impacts from commercial and industrial uses within the district.

2. Temporary Employee Housing.

Residential units for use by persons employed within the facility and their families when the following standards are met.

- Employee Housing densities shall not exceed two units per acre. For the purposes of density calculations, units of less than 500 square feet of gross habitable floor area shall count as 0.75 of a unit.
- The employee housing shall be in conjunction with a permitted or special permitted use on the property.
- Units shall be restricted by covenant to be occupied by persons employed by a business operating on the property.

3. Limited Stores, Restaurants and Shops.

Stores, restaurants and shops, excluding fuel sales, automobile sales and repair, when the following standards are met.

- a. The maximum floor area dedicated for use as stores, restaurants and/or shops in a building or a group of associated buildings located on the same parcel is a cumulative 1,500 square feet, or ten percent (10%) of the ground floor area, whichever is less.
- b. In the MU Mixed Use overlay, the floor area shall be limited to retail uses in conjunction with a permitted use.
- c. The remaining building floor area (i.e. total floor area – store/restaurant/shop floor area) is occupied by a permitted use.

4. Child or Day Care Facilities.

Child or day care facilities when the following standards are met.

- a. Primary program activities are integrated into the interior of the building.
- b. The maximum floor area dedicated to use as a day care facility shall be 1,500 square feet, or ten percent (10%) of the ground floor area, whichever is less.

5. Ancillary Employee Services.

Developments may include ancillary employee services such as cafeterias, fitness areas, or other supportive services generally intended to support the needs of employees when the following standards are met.

- a. The use is integrated into the interior of the building.
- b. The maximum floor area dedicated to an ancillary employee service use is a cumulative 2,500 square feet, or ten percent (10%) of the ground floor area, whichever is less.
- c. The ancillary employee services shall be in conjunction with a permitted or special permitted use on the property.

6. Kennels.

- a. Kennels shall be located at least 200 feet from the nearest residential dwelling.
- b. All animals shall be boarded within a building at all times.
- c. No noise or odor shall emanate outside the walls of the building used as a kennel .
- d. A disposal management plan shall be provided demonstrating all animal waste will be disposed of in a sanitary manner.

7. Manufacture, Assembly, Fabrication and Packaging in OE Overlay.

Developments in the OE Office Employment overlay may include ancillary manufacturing, assembly, fabrication and packaging uses to support the operations of a permitted use on-site when the following standards are met

- a. The portion of a building used for manufacturing, assembly, fabrication and packaging shall not exceed 50 percent of the ground floor area.
- b. No outside space shall be used for the manufacturing, assembly, fabrication and packaging processes.
- c. Manufacturing, assembly, fabrication packaging operations requiring permits from the Department of Environmental Quality (DEQ) for air or water discharge, or similar environmental concerns, shall be prohibited.

8. Limited Manufacturing Affiliated with a Retail Use.

Manufacturing, assembly, fabrication or packaging contiguous to and associated with a retail space, provided the manufacture area occupies 1,000 sq.ft., or ten percent (10%) of gross floor area, whichever is less

9. Warehouse and Similar Storage Facilities.

- a. The portion of a building used for warehouse or similar storage uses shall comprise an area not to exceed 25 percent of the ground floor area.
- b. Warehouse and storage facilities shall be provided only in conjunction with, and for the exclusive use by, a permitted use on the property.
- c. Self-service mini-warehouses are prohibited
- d. No outside space shall be used for storage, unless approved as a limited outdoor storage area.

10. Limited Outdoor Storage.

Limited outdoor storage associated with a permitted use when the following standards are met.

- a. The maximum square footage dedicated to outdoor storage shall be 1,000 square feet.
- b. The outdoor storage shall be located behind or on the side of buildings, and shall be located so the outdoor storage is the least visible from the street that is reasonable given the layout of the site.
- c. The outdoor storage shall be screened from view by placement of a solid wood or metal fence, or a masonry wall from five to eight feet in height. All outdoor storage materials shall be contained within the refuse area.
- d. The associated permitted use shall obtain a minimum of 50% of the employment density targets for the Cromon Mill District.

11. Public and Quasi-Public Utility Service Buildings.

- a. Facilities and structures that are accessory to a public park in the OS overlay, including but not limited to maintenance equipment storage, enclosed picnic facilities, and restrooms.
- b. Public and Quasi-Public utility service building relating to receiving and transmitting antennas and communication towers are subject to the applicable provisions of 18.72.180
- c. Public and Quasi-Public utility service building shall demonstrate:
 - i. The need for the facility, present or future; and how the facility fits into the utility's Master Plan.
 - ii. The facility utilizes the minimum area required for the present and anticipated expansion.
 - iii. Compatibility of the facility with existing surrounding uses and uses allowed by the plan designation.

SECTION 18.53.050 Dimensional Regulations

The lot and building design requirements are established in each zoning district regulation in the Dimensional Standards Table.

Croman Mill District					
Dimensional Standards	NC	MU	OE	CI	OS
Lot Size					
minimum, square feet	-----	-----	20,000	40,000	-----
Frontage					
minimum, feet	50	-----	100	100	-----
Lot Width					
minimum, feet	50	-----	100	100	-----
Yard Abutting a Street					
minimum yard, feet	2	2	2	2/10 ¹	-----
maximum yard abutting a street, feet ²	10	10	10	10	-----
Side Yard Abutting a Residential District					
minimum, feet	10	10	-----	-----	-----
Rear Yard Abutting a Residential District					
minimum per story, feet	10	10	-----	-----	-----
Landscaping Coverage					
minimum percentage coverage	15	15	15	10	-----
Height					
minimum number of stories	2	2	2	2 ³	-----
maximum height without bonus, stories/feet ⁴	2.5/35	3/40	3/40	3/40	1/20
maximum height with bonus, stories/feet ⁵	4/50	4/50	5/75	5/75	-----
Solar Access					
The solar access setback in Chapter 18.70 Solar Access does not apply in the Croman Mill District.					
Frontage Build Out on Active Edge Street					
minimum, percent	65	65	65	65	-----
Floor Area Ratio (FAR)⁶					
minimum	0.60	0.60	0.60	0.50	-----
Residential Density⁷					
maximum units per acre without bonus	30	15	-----	-----	-----
maximum units per acre with bonus	60	30	-----	-----	-----

¹ minimum yard in CI Overlay abutting an Active Edge Street is two feet, minimum yard in CI Overlay not abutting an Active Edge Street is ten feet

² Maximum yard requirements shall not apply to entry features such as alcoves, and to hardscape areas for pedestrian activities such as plazas or outside eating areas.

³ Second story shall be a minimum of 20% of the gross floor area.

⁴ Solar energy systems and parapets may be erected up to five feet above the calculated building height, and no greater than five feet above the height limited specified by the district.

⁵ Solar energy systems and parapets may be erected up to five feet above the calculated building height, and no greater than five feet above the height limited specified by the district.

⁶ Plazas and pedestrian areas shall count as floor area for the purposes of meeting the minimum Floor Area Ratio (FAR).

⁷ Density of the development shall not exceed the density established by this standard. Density shall be computed by dividing the total number of dwelling units by the acreage of the project, including land dedicated to the public. Fractional portions shall not apply toward the total density. Minimum density shall be 80% of the calculated base density.

SECTION 18.53.060 Croman Mill District Open Space Overlay

All projects containing land identified on the Croman Mill District Land Use Overlays Map as open space shall dedicate those areas as open space. It is recognized that the master planning of the properties as part of the Croman Mill Site Redevelopment Plan imparted significant value to the land, and the required dedication of those lands within the Croman Mill district for open space and conservation purposes is proportional to the value bestowed upon the property through the change in zoning designation.

SECTION 18.53.070 Applicability of Other Sections of the Land Use Ordinance

Development located within the Croman Mill (CM) zoning district shall be required to meet all other applicable sections of the Land Use Ordinance, except as otherwise provided in this Chapter.

SECTION VIII

Croman Mill District Standards

Adopted by the Ashland City Council on [redacted]
Ordinance # [redacted]

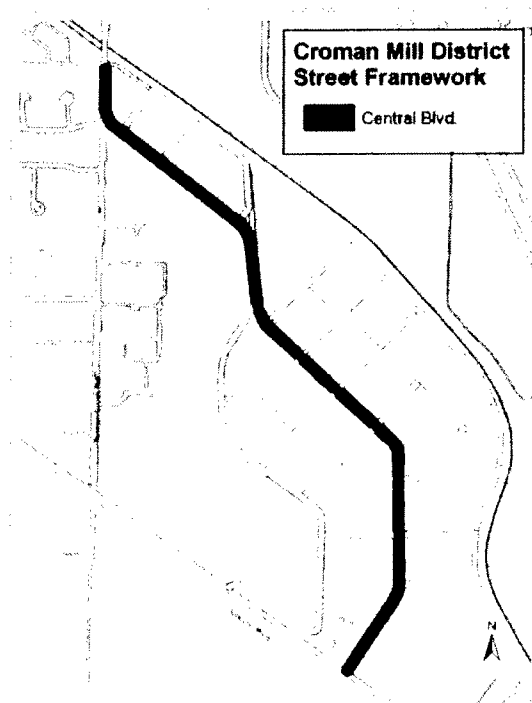
A. Street Standards

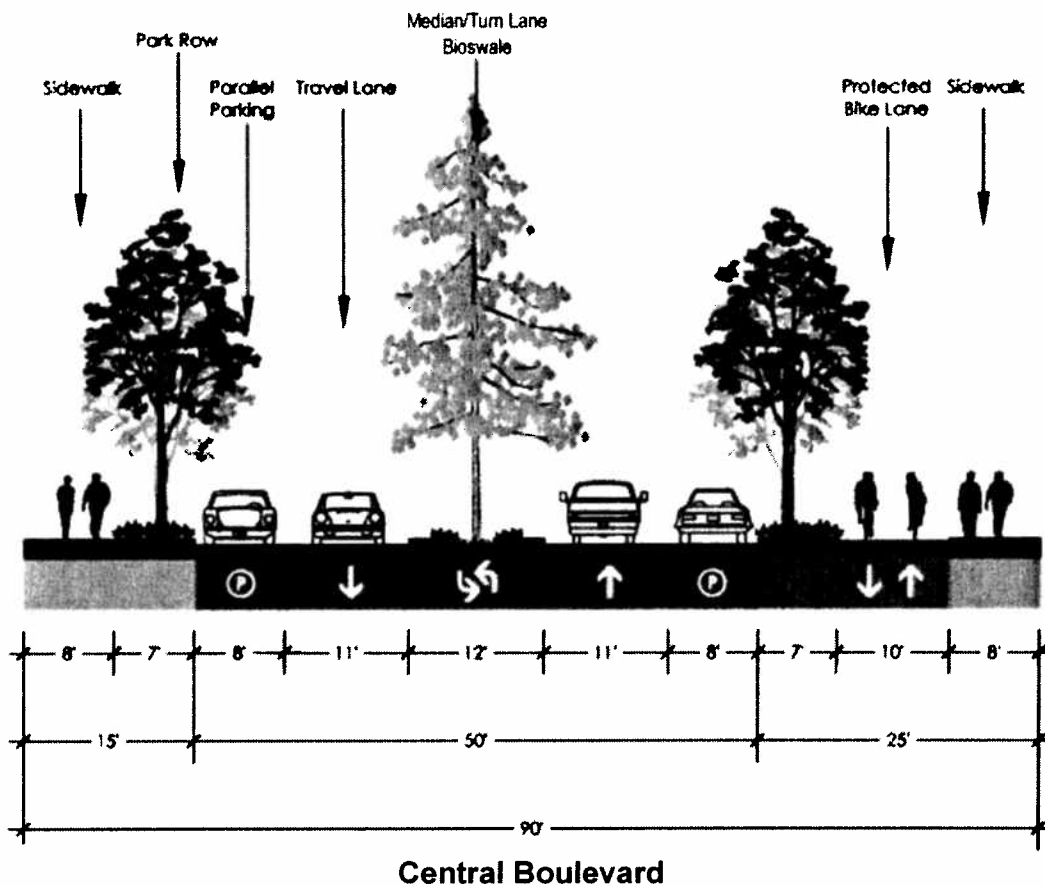
VIII-A-1) Street Design

The design and construction of streets and public improvements shall be in accordance with the Ashland Street Standards, except as otherwise required for the following facilities within the Croman Mill District. A change in the design of a street in a manner inconsistent with the Croman Mill District Street Design Standards requires a minor amendment in accordance with Section 18.53.020.B.

1. Central Boulevard

The tree-lined boulevards along Siskiyou Boulevard and Ashland Street are an easily identifiable feature of Ashland's boulevard network. Application of this street design to the Central Boulevard will create a seamless boulevard loop, linking the Croman Mill district with downtown Ashland. The Central Boulevard also serves as the front door to the Croman Mill district, creating a positive first impression when entering the district.





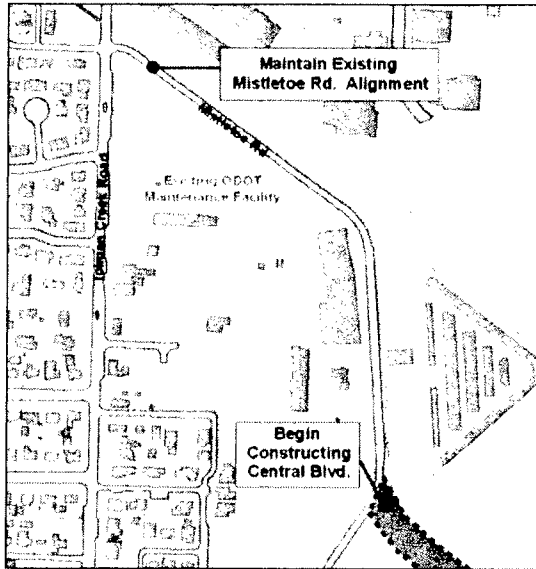
2. Phased Street Plan

Build-out of the Central Boulevard can be accommodated through a phased development plan.

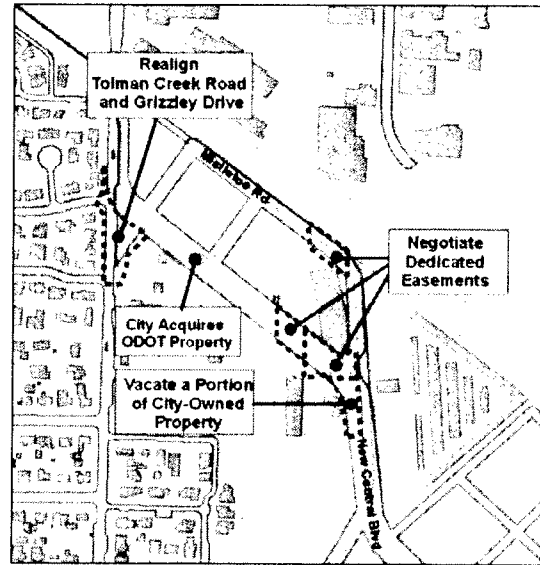
- a. **Phase I** implementation will require:
 - i. Maintain the existing Mistletoe Road alignment from Tolman Creek Road to the northwest corner of the Croman Mill site.
 - ii. Include developer-constructed minor improvements to the existing portion of Mistletoe Road such as a minimum six-foot wide sidewalk on the north side of the street, two 11-foot travel lanes and the addition of a left-turn pocket at the intersection with Tolman Creek Road.
 - iii. A developer-constructed three-lane Central Boulevard from the northwest corner of the district to Siskiyou Boulevard.

- b. **Phase II** implementation will require:
 - i. The realignment of Tolman Creek Road is contingent upon future acquisition of right-of-way through the existing ODOT maintenance yards.
 - ii. Realignment of Grizzly Drive and Tolman Creek Road.
 - iii. Negotiating dedicated easements.
 - iv. Vacating a portion of City-owned property.

- v. Options addressing the final street configuration and intersection geometry will be evaluated with the final Phase II design of the northwest section of the Central Boulevard.



Phase I



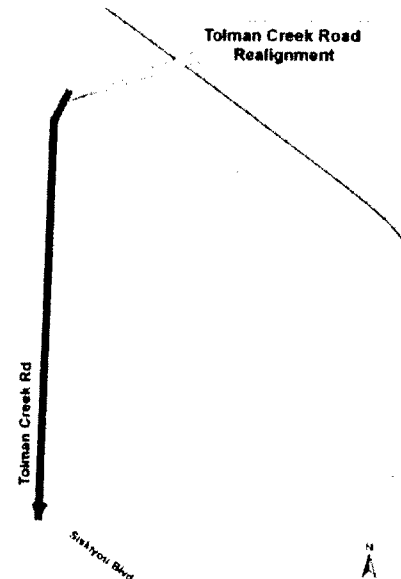
Phase II

3. Tolman Creek Road Realignment

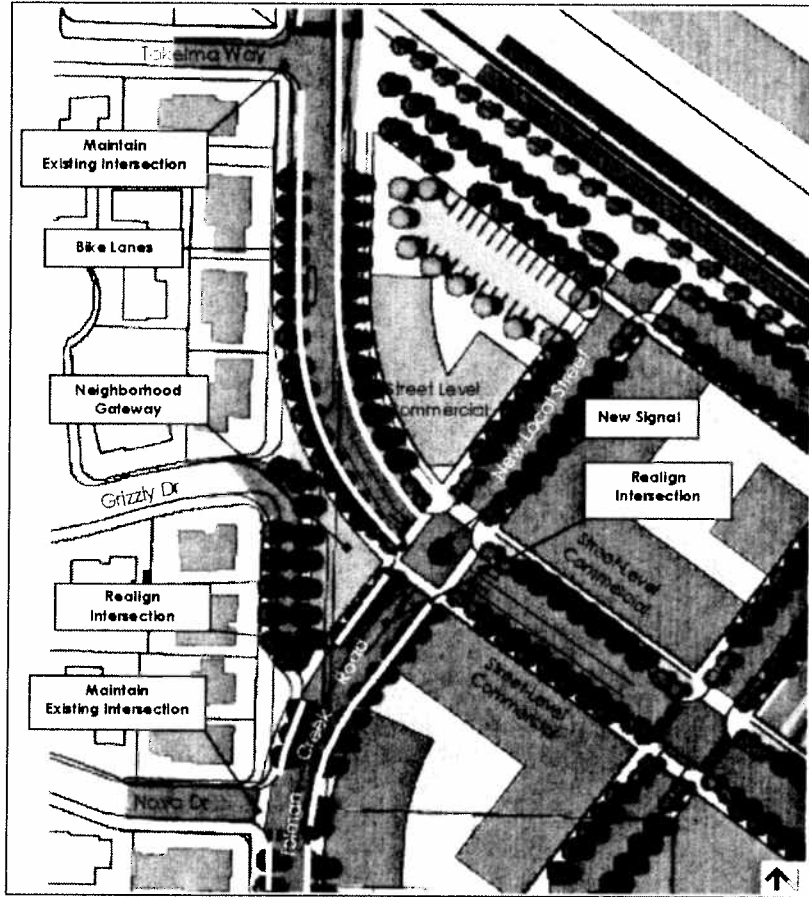
Additional traffic will be generated by the redevelopment of the Croman Mill district. The realignment of Tolman Creek Road with the Central Boulevard will discourage non-local through traffic in the Tolman Creek neighborhood and in the Bellview School area. The modifications to the street network will preserve neighborhood character and address impacts to the neighborhood by directing traffic away from the neighborhood and Bellview School, and toward the Croman Mill district while maintaining access to Tolman Creek Road for neighborhood-generated trips.

Key elements of the realigned Tolman Creek Road include:

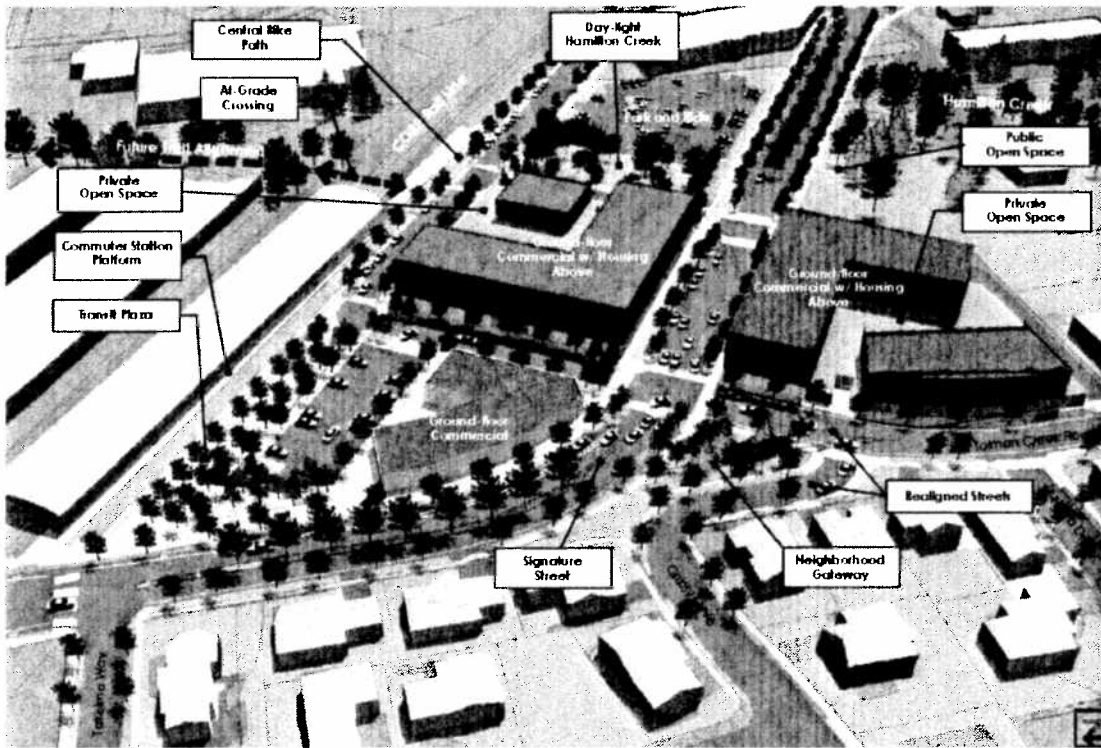
- a. Two through traffic lanes and a northbound turn lane.
- b. New traffic signal.
- c. Bike lanes.
- d. Sidewalks separated from auto traffic by landscaping and canopy trees.
- e. Landscaped neighborhood gateway.



- f. Evaluate the intersection alignment of local streets with Tolman Creek Road including Takelma Way, Grizzly Drive and Nova Drive.



Tolman Creek Road Realignment

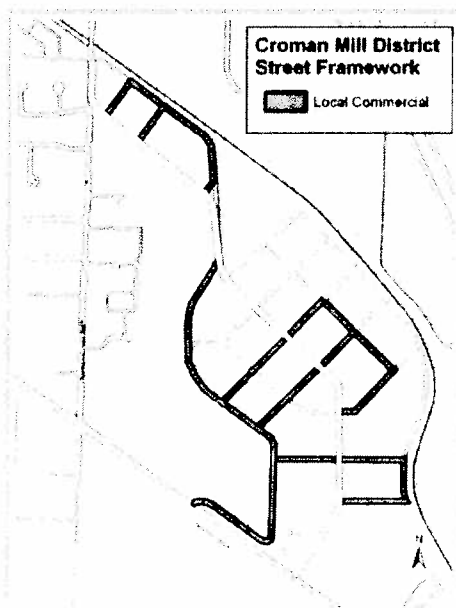


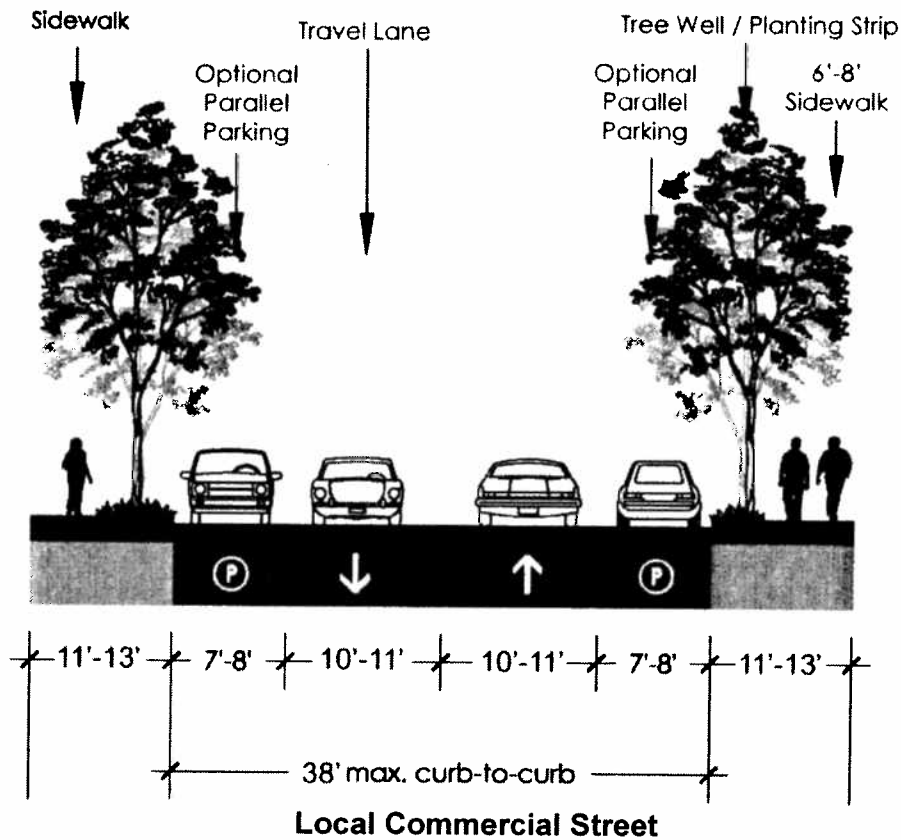
Highland Center

Neighborhood Center and Tolman Creek Road Realignment

4. Local Commercial Streets

Local Commercial Streets provide district circulation to and from employment uses, the Central Park and the neighborhood center.



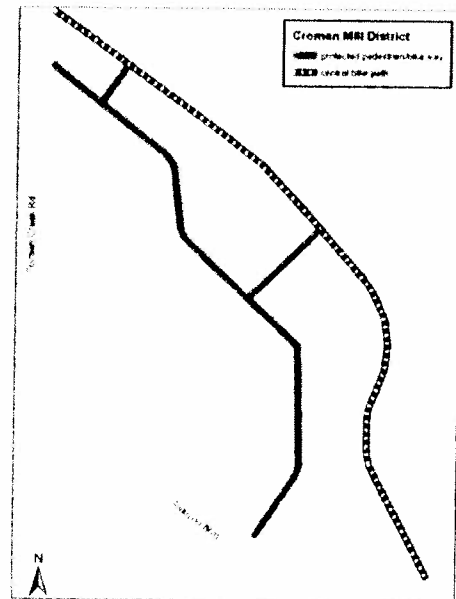


5. Protected Bikeway and Pedestrian Path

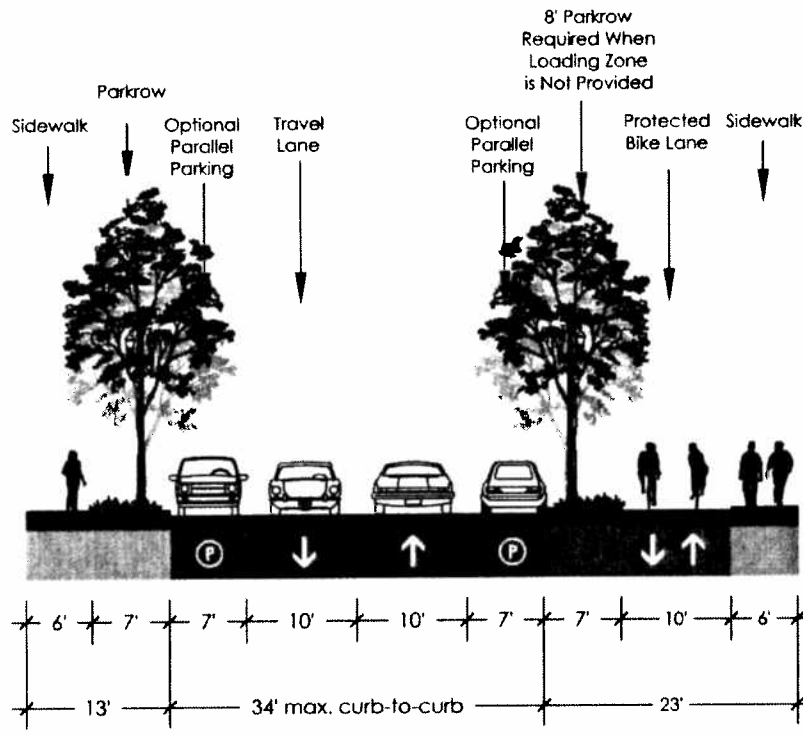
The Protected Bikeway and Pedestrian Path runs parallel to the Central Boulevard and connects with the City's existing Central Bike Path in two locations – adjacent to the Central Park and at the neighborhood center.

The design of the protected bikeway should include the following elements.

- A grade-separated two-way colored bicycle path buffered from on-street parking by landscaping.
- A sidewalk separated from the bicycle path by striping, bollard, grade separation or other treatments.
- Tabled intersections.
- Elimination of auto right turns on red at intersections.
- Incorporate rumble strips along the bike path at the approaches to all intersections.



- f. Signage, lighting or other treatments to alert drivers, pedestrians and riders approaching intersections.
- g. Consideration of a bikes-only signal phase at signalized intersections.

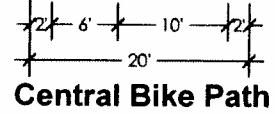
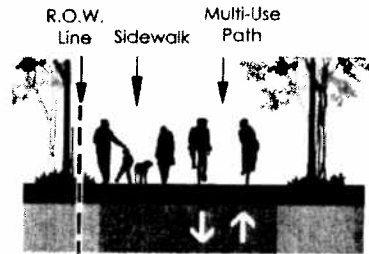
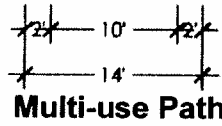
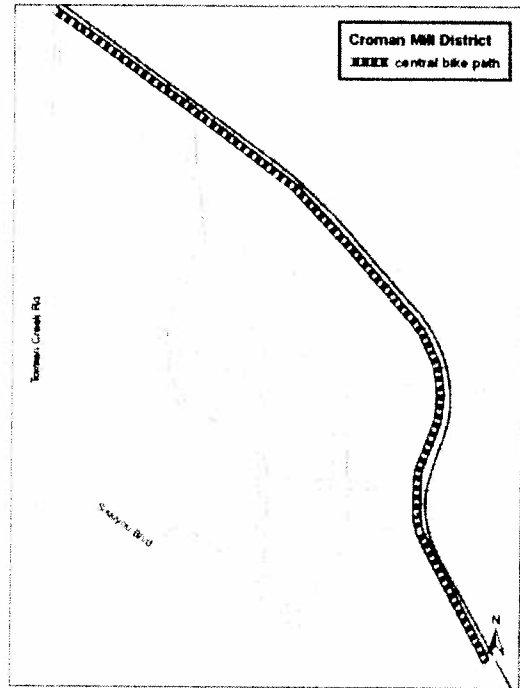
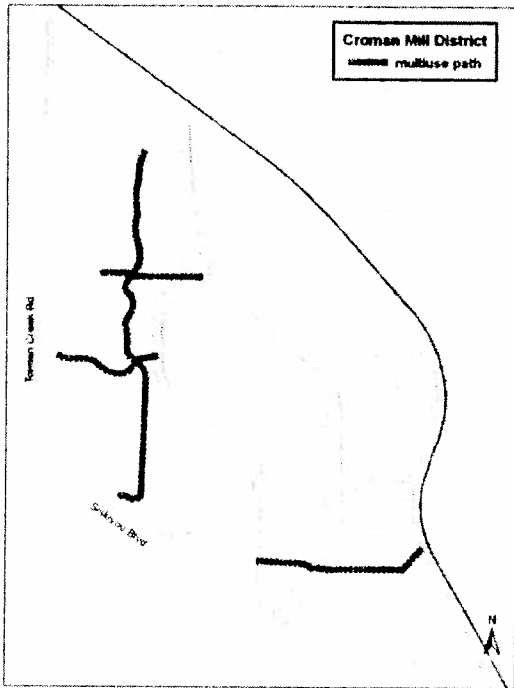


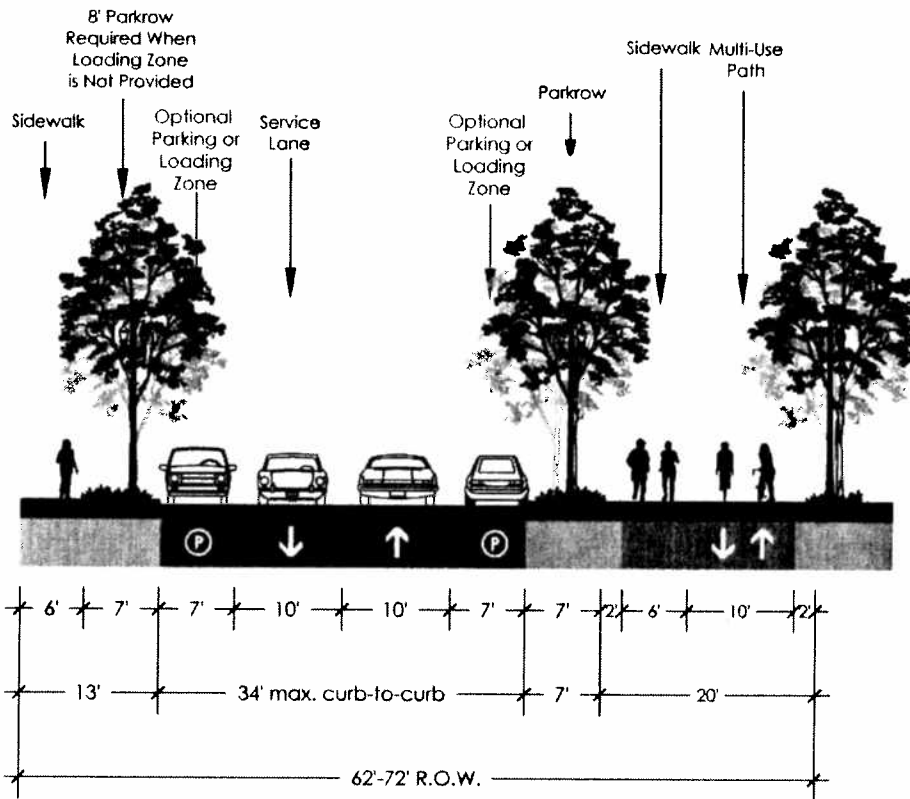
Local Commercial Street with Protected Bike Lane

6. Multi-use Paths

The multi-use paths provide pedestrian and bicycle connections between the district and adjacent neighborhood, employment and commercial areas. The plan includes the extension of the Central Bike Path and the establishment of the Hamilton Creek Greenway trail. The Central Bike Path extends the existing multi-use path along the southern edge of the CORP rail line within a 20-foot wide dedicated easement, and serves as a viable commuter route and link to the downtown. The Hamilton Creek Greenway trail provides access to the neighborhood center and an east/west connection across the creek.



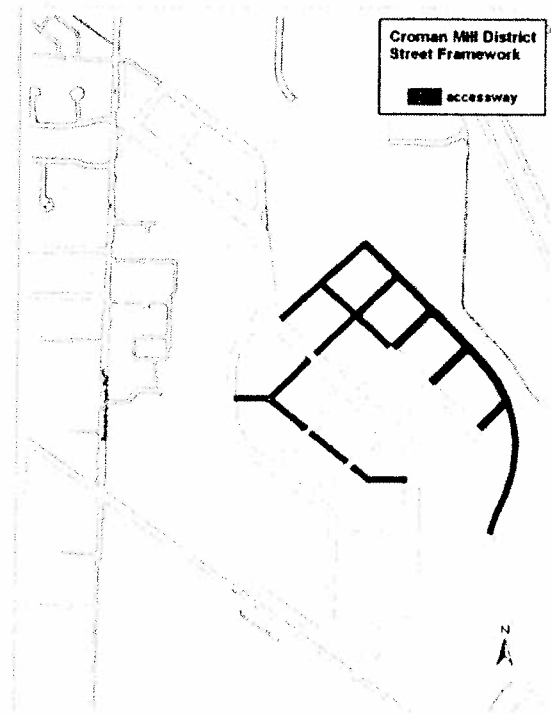


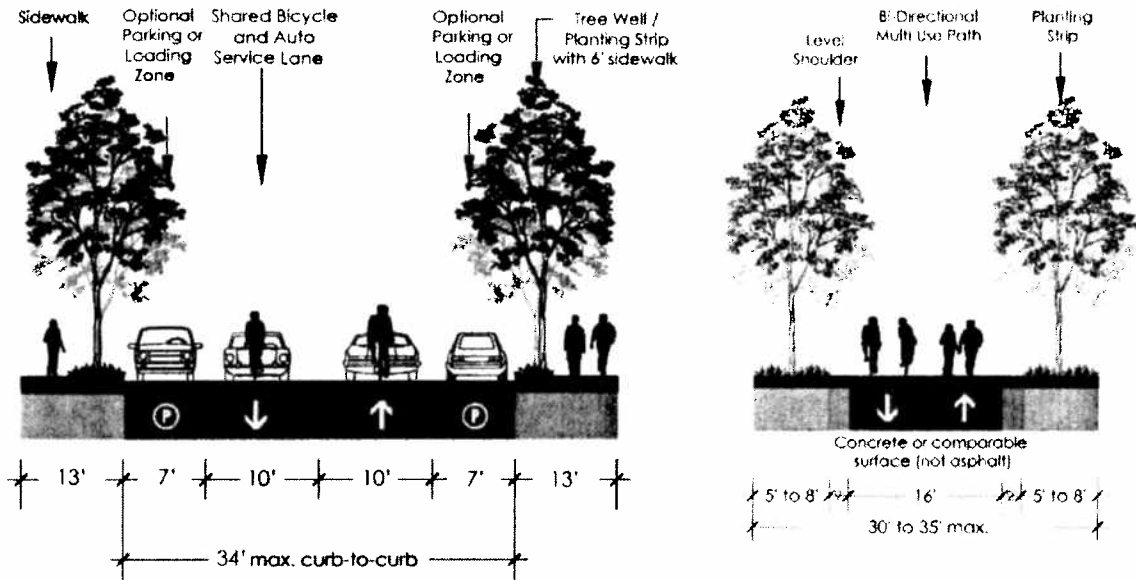


Central Bike Path at Accessway

7. Accessways

The accessways are intended to balance circulation needs of pedestrians, bicycles and vehicular access, and to preserve the grid that encourages development of a form that is of human scale and proportion. The accessways would connect the Central Boulevard to the Central Bike Path and allow for shared bicycle, travel lanes, optional on-street parking, and temporary loading zones as necessary to serve development sites.





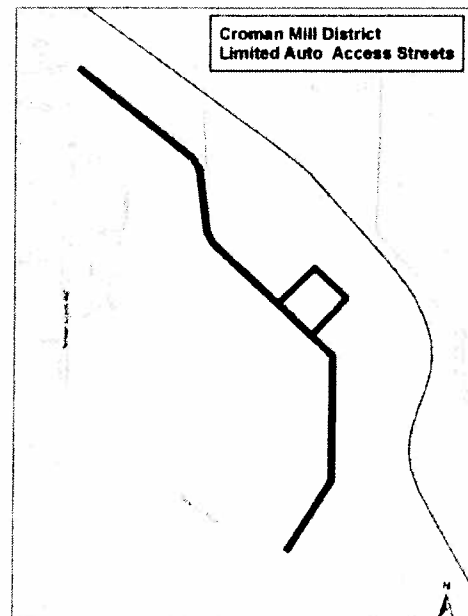
Accessways: Full Street and Pedestrian/Bicycle Path Options

VIII-A-2) Limited Auto Access Streets

Developments abutting the Central Boulevard and local streets surrounding the Central Park shall not have curb cuts on the Limited Auto Access Streets as indicated on the Limited Access Streets map. A modification of a driveway access location in a manner inconsistent with the Croman Mill District Standards requires a minor amendment in accordance with Section 18.53.020.B.

VIII-A-3) Access

1. Street and driveway access points in the Croman overlay zones shall be limited to the following.
 - a. Distance Between Driveways.
On Collector Streets – 75 feet
On Local Streets and Accessways – 50 feet
 - b. Distance from Intersections
On Collector Streets – 50 feet
On Local Streets and Accessways – 35 feet



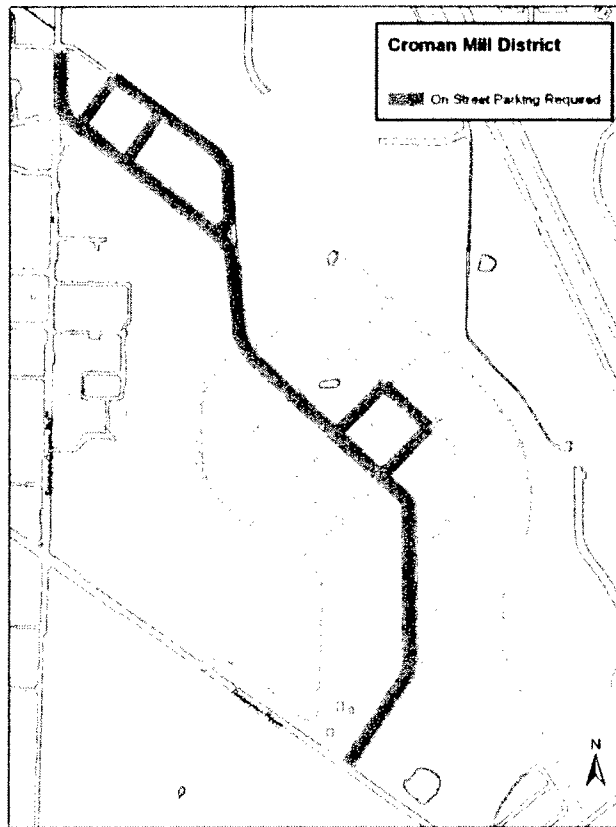
2. Shared Access. All lots shall provide a shared driveway aisle to abutting parking areas that is at least 20 feet in width. The applicant shall grant a



common access easement across the lot. If the site is served by a shared access or alley, access for motor vehicles must be from the shared access or alley and not from the street frontage.

VIII-A-4) Required On-Street Parking

On-street parallel parking shall be provided along the Central Boulevard and local streets as indicated on the Required On-Street Parking map. Angled parking and loading zones are prohibited on these streets.



B. Design Standards

The Croman Mill District Design Standards provide specific requirements for the physical orientation, uses and arrangement of buildings; the management of parking; and access to development parcels. Development located in the Croman Mill District shall be designed and constructed consistent with the following Design Standards. Additional design standards apply and are specified for developments located along an Active Edge Street, or that are within the NC, MU and OE overlay zones. A site layout, landscaping or building design in a manner inconsistent with the Croman Mill District Design Standards requires a minor amendment in accordance with Section 18.53.020.B.

VIII-B-1) Orientation and Scale

1. Buildings shall have their primary orientation toward the street rather than the parking area. Building entrances shall be oriented toward the street and shall be accessed from a public sidewalk. All front doors must face streets and walkways. Where buildings are located on a corner lot, the entrance shall be oriented toward the higher order street or to the lot corner at the intersection of the streets. Buildings shall be located as close to the intersection corner as practicable. Public sidewalks shall be provided adjacent to a public street along the street frontage.
2. Building entrances shall be located within ten feet of the public right of way to which they are required to be oriented. Exceptions may be granted for topographic constraints, lot configuration, designs where a greater setback results in an improved access or for sites with multiple buildings where this standard is met by other buildings. The entrance shall be designed to be clearly visible, functional, and shall be open to the public during all business hours.
3. Automobile circulation or parking shall not be allowed between the building and the right-of-way.
4. These requirements may be waived if the building is not along an active edge and is not accessed by pedestrians, such as warehouses and industrial buildings without attached offices.
5. Buildings shall incorporate lighting and changes in mass, surface or finish giving emphasis to entrances.

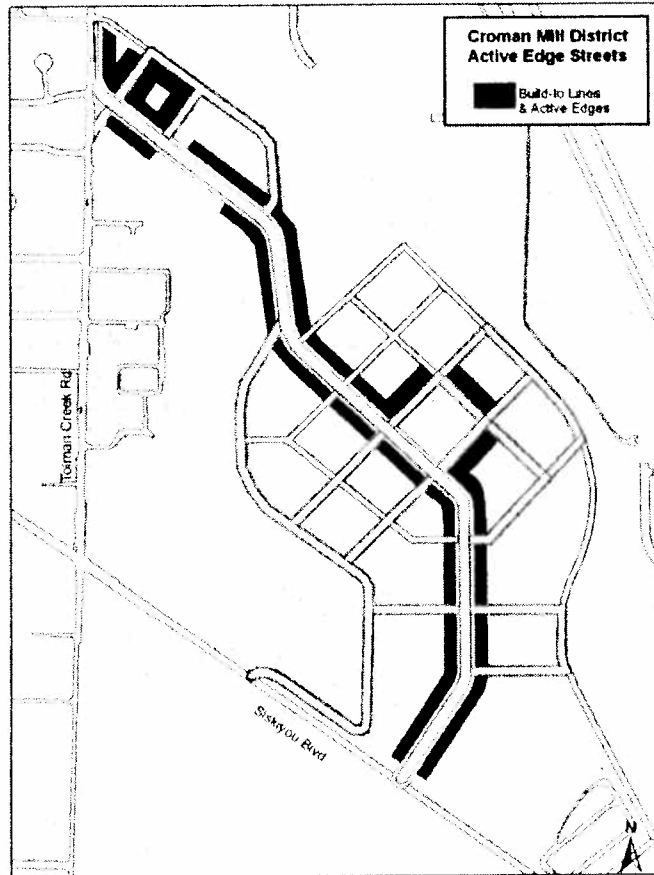
Additional Orientation and Scale Standards for Developments Along Active Edge Streets, and NC, MU and OE Overlays:

6. Building frontages greater than 100 feet in length shall have offsets, jogs, or have other distinctive changes in the building façade.
7. Buildings shall incorporate arcades, roofs, alcoves, porticoes, and awnings that protect pedestrians from the rain and sun.
8. Buildings shall incorporate display areas, windows and doorways as follows. Windows must allow view into working areas or lobbies, pedestrian entrances or displays areas. Blank walls within 30 feet of the street are prohibited.
 - a. **For Buildings in the NC, MU and OE Overlays Not Along an Active Edge Street.** Any wall which is within 30 feet of the street, plaza or other public open space shall contain at least 20% of the wall area facing the street in display areas, windows, or doorways.



Up to 40% of the length of the building perimeter can be exempted for this standard if oriented toward loading or service areas.

- b. **For Buildings Along an Active Edge Streets.** At least 50% of the first-floor façade is comprised of transparent openings (clear glass) between three and eight feet above grade.



VIII-B-2) **Parking Areas and On-site Circulation**

1. Primary parking areas shall be located behind buildings with limited parking on one side of the building.
2. Parking areas shall be shaded by deciduous trees, buffered from adjacent non-residential uses and screened from non-residential uses.
3. Parking areas shall meet the Parking Lot Landscaping and Screening Standards of Section II-D of the Site Design and Use Standards.

Additional Parking Area and On-site Circulation Standards for Developments Along Active Edge Streets, and NC, MU and OE Overlays:

4. Parking areas shall be located behind buildings.



5. Protected raised walkways shall be installed through parking areas of 50 or more spaces or more than 100 feet in average width or depth.
6. Parking lots with 50 spaces or more shall be divided into separate areas and divided by landscaped areas or walkways at least ten feet in width, or by a building or group of buildings.
7. Developments of one acre or more must provide a pedestrian and bicycle circulation plan for the site. One site pedestrian walkways must be lighted to a level where the system can be used at night by employees, residents and customers. Pedestrian walkways shall be directly linked to entrances and to the internal circulation of the building.

VIII-B-3) Automobile Parking

With the exception of the standards described below, automobile parking shall be provided in accordance with the Off-Street Parking chapter 18.92, Section VIII-C Croman Mill District Green Development Standards, and Section II–D Parking Lot Landscaping and Screening Standards of the Site Design and Use Standards.

1. **Credit for Automobile Parking.** The amount of required off-street parking shall be reduced up to 50%, through application of the following credits.
 - a. On-Street Credit: One off-street parking space credit for every on-street space
 - b. Parking Management Credit: Through Implementation of an parking management strategy that demonstrates a reduction of long term parking demand by a percentage equal to the credit requested.
 - c. Mixed Use Credit: through a mixed-use parking arrangement that demonstrates the peak parking demands are offset
2. **Maximum Surface Parking.** A maximum of 50% of the required off-street parking can be constructed as surface parking on any development site. The remaining parking requirement can be met through one or a combination of the following methods: a credit for automobile parking in VIII-B-3(1), construction of off-site parking at designated shared parking areas, an on-site structure, or through payment of in-lieu-of-parking fees to the City for a public parking structure(s) upon establishment of a parking district serving the Croman Mill district.

VIII-B-4) Streetscape

1. One street tree chosen from the street tree list shall be placed for each 30 feet of frontage for that portion of the development fronting the street. Street trees shall meet the Street Tree Standards in Section II-E of the Site Design and Use Standards.

Additional Streetscape Standards for Developments Along Active Edge Streets, and NC, MU and OE Overlays:

2. Hardscape (paving material) shall be utilized to designate “people” areas. Sample materials could be unit masonry, scored and colored concrete, pavers, or combinations of the above.



3. A building shall be setback not more than ten feet from a public sidewalk unless the area is used for pedestrian entries such as alcoves and pedestrian activities such as plazas or outside eating areas. This standard shall apply to both street frontages on corner lots. If more than one structure is proposed for a site, at least 65% of the aggregate building frontage shall be within ten feet of the sidewalk.

VIII-B-5) Building Materials

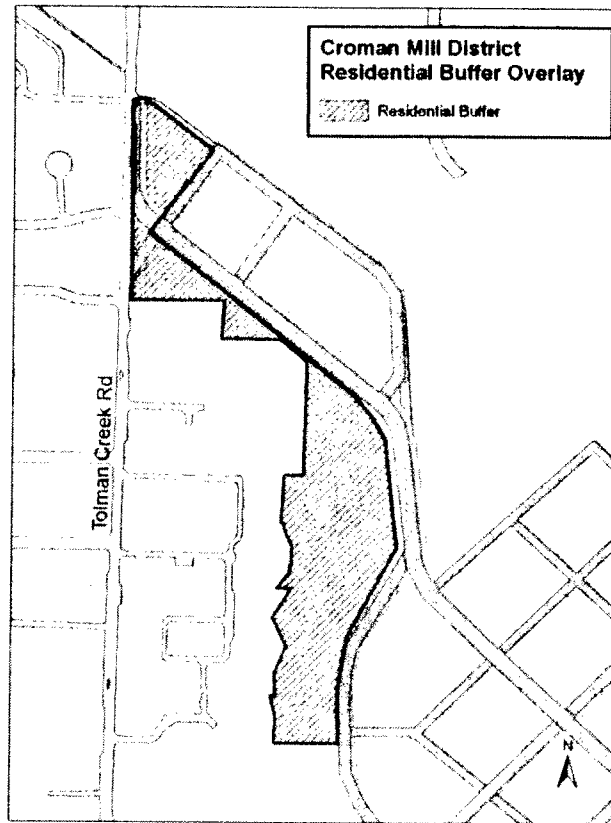
Bright or neon paint colors used extensively to attract attention to the building or use are prohibited. Buildings may not incorporate glass as a majority of the building skin.

VIII-B-6) Building Height Requirements

All buildings shall have a minimum height as indicated in the Building Height Requirements Map and Dimensional Standards Table, and shall not exceed the maximum height except as provided for a performance standard bonus.

1. **Street Wall Height:** Maximum street wall façade height for the Croman Mill district for all structures located outside the Residential Buffer Zone is 50 feet.
2. **Upper-floor Setback:** Buildings taller than 50 feet must step back upper stories, beginning with the fourth story, by at least six feet measured from the façade of the street wall facing the street, alleyway, public park or open space.
3. **Residential Buffer Zone:** All buildings in the Croman Mill District within the Residential Buffer Zone shall meet the following height standards:
 - a. **Maximum Height:** The maximum height allowance for all structures within the Residential Buffer is Zone 35 feet in the NC overlay and 40 feet in the MU.
 - b. **Upper Floor Setback Requirements:** Buildings taller than two stories must step back the third story by at least six feet measured from the façade facing the street, alleyway, public park or open space.





4. Architectural Standards for Large Scale Buildings Located Along Active Edge Streets, and within the NC, MU and OE Overlays:

The following architectural standards will apply to all buildings with a gross floor area greater than 10,000 square feet, a façade length in excess of 100 feet, or a height taller than 45 feet.

- a. On upper floors use windows and/or architectural features that provide interest on all four sides of the building.
- b. Use recesses and projections to visually divide building surfaces into smaller scale elements.
- c. Use color or materials to visually reduce the size, bulk and scale of the building.
- d. Divide large building masses into heights and sizes that relate to human scale by incorporating changes in building masses or direction, sheltering roofs, a distinct pattern of divisions on surfaces, windows, trees, and small scale lighting.
- e. On-site circulation systems shall incorporate a streetscape which includes curbs, sidewalks, pedestrian scale light standards and street trees.

VIII-B-7) Landscaping

1. Efforts shall be made to save as many existing healthy trees and shrubs on the site as possible.



2. Landscaping design shall utilize a variety of low water use deciduous and evergreen trees and shrubs and flowering plant species as described in Section III – Water Conserving Landscaping Guidelines and Policies.
3. For developments in the CI Overlay and not adjacent to an Active Edge Street, buildings adjacent to streets shall be buffered by landscaped areas at least ten feet in width, unless area is used for entry features such as alcoves or hardscape areas for pedestrian activities such as plazas or outside eating areas.
4. Loading facilities shall be screened and buffered when adjacent to residentially zoned land.
5. Landscaping shall be designed so that 50% coverage occurs after one year and 90% coverage occurs after five years.
6. Irrigation systems shall be installed to assure landscaping success.

VIII-B-8) Lighting

Lighting shall include adequate lights that are scaled for pedestrians by including light standards or placements of no greater than 14 feet in height along pedestrian pathways.

VIII-B-9) Screening Mechanical Equipment

1. Screen rooftop mechanical equipment from public rights-of-way or adjacent residentially zoned property through extended parapets or other roof forms that are integrated into the overall composition of the building. Screen ground floor mechanical equipment from public rights-of-way or adjacent residentially zoned property.
2. Parapets may be erected up to five feet above the calculated building height, and no greater than five feet above the height limit specified in the district in accordance with the Dimensional Standards Table in Section 18.53.050.
3. Solar energy systems are exempt from this standard. Additionally, rooftop solar energy systems may be erected up to five feet above the calculated building height, and no greater than five feet above the height limit specified in the district in accordance with the Dimensional Standards Table in Section 18.53.050.
4. Installation of mechanical equipment requires Site Review approval unless otherwise exempted per Section 18.72.030.B.3.

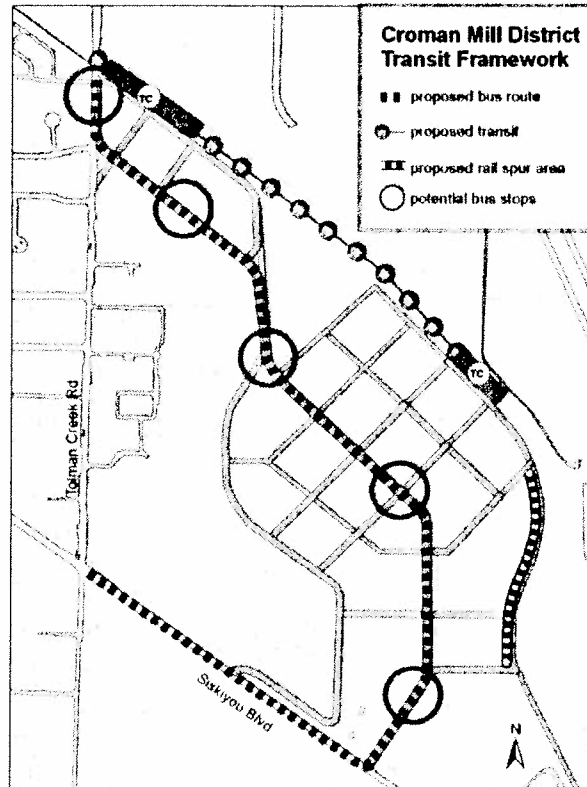
VIII-B-10) Transit Facilities Standards

The location of planned transit routes within the Croman Mill District shall be defined according to the Croman Mill District Transit Framework map in collaboration with the local transit authority. Transit service facilities such as planned bus rapid transit facilities, shelters, and pullouts shall be integrated into the development application consistent with the following standards.

1. All Large Scale development located on an existing or planned transit route shall accommodate a transit stop and other associated transit facilities unless the Director of Community Development determines that adequate transit facilities already exist to serve the needs of the development, or

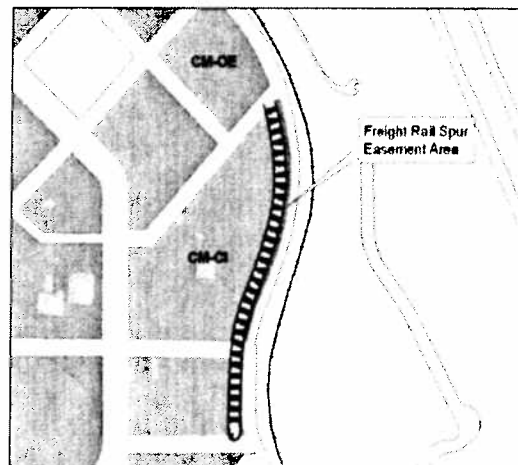


2. Provide the City with a bond or other suitable collateral ensuring satisfactory completion of the transit facilities at the time transit service is provided to the development. Suitable collateral may be in the form of security interest, letters of credit, certificates of deposit, cash bonds, bonds issued by an insurance company legally doing business in the State of Oregon, or other suitable collateral as determined by the City Administrator.



VIII-B-11) Freight Rail Spur Easement – Compatible Industrial (CI)

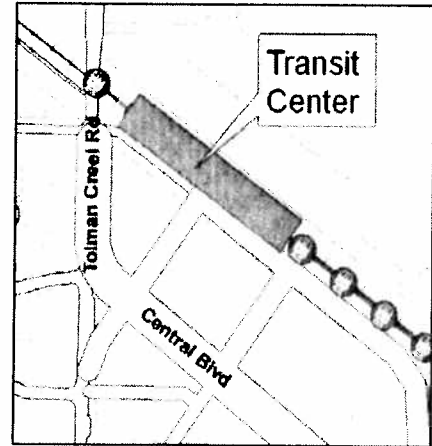
1. A Rail Spur easement a minimum of 500 feet in length by 25 feet in width shall be set aside at the approximate location presented on the Croman Mill District Transit Framework Map.
2. No buildings or permanent structures can be established within the spur easement so not to preclude installation of a rail spur for freight loading and unloading.



3. Buildings adjacent to the reserve strip shall be designed and configured to permit loading and unloading.

VIII-B-12) Commuter Rail Platform Easement – Neighborhood Commercial (NC)

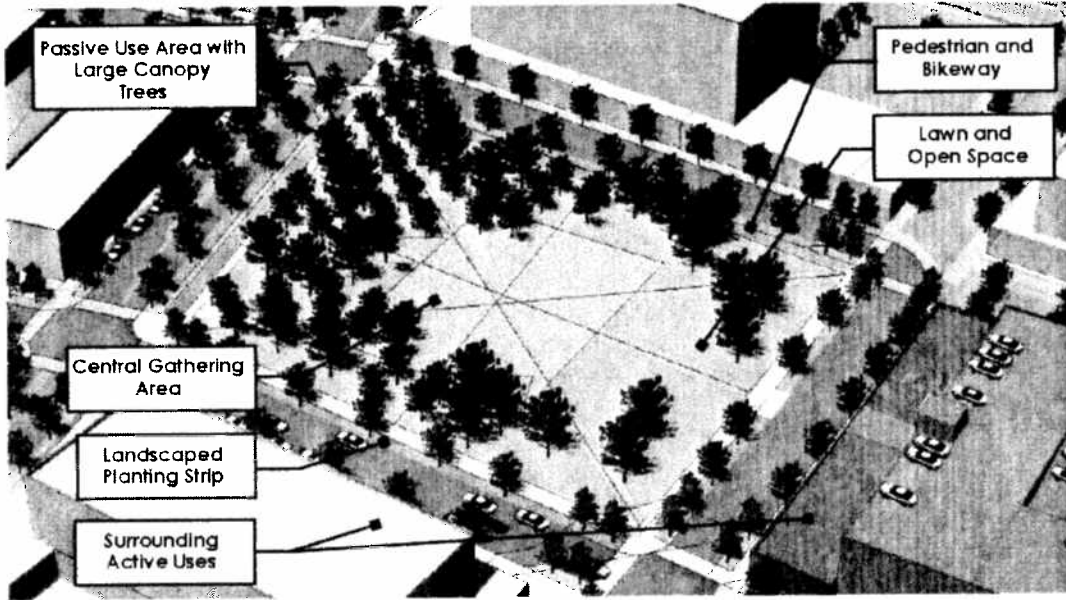
1. A Commuter Rail Platform easement or designated rail road right-of-way a minimum of 400 feet in length and 25 feet in width shall be set aside at the approximate location presented on the Croman Mill District Transit Plan Map.
2. No buildings or permanent structures can be established within the platform easement so as not to preclude installation of a planned bus rapid transit facility or commuter rail platform for loading and unloading.
3. Buildings adjacent to the reserve strip shall be designed and configured to permit loading and unloading.



VIII-B-13) Open Spaces

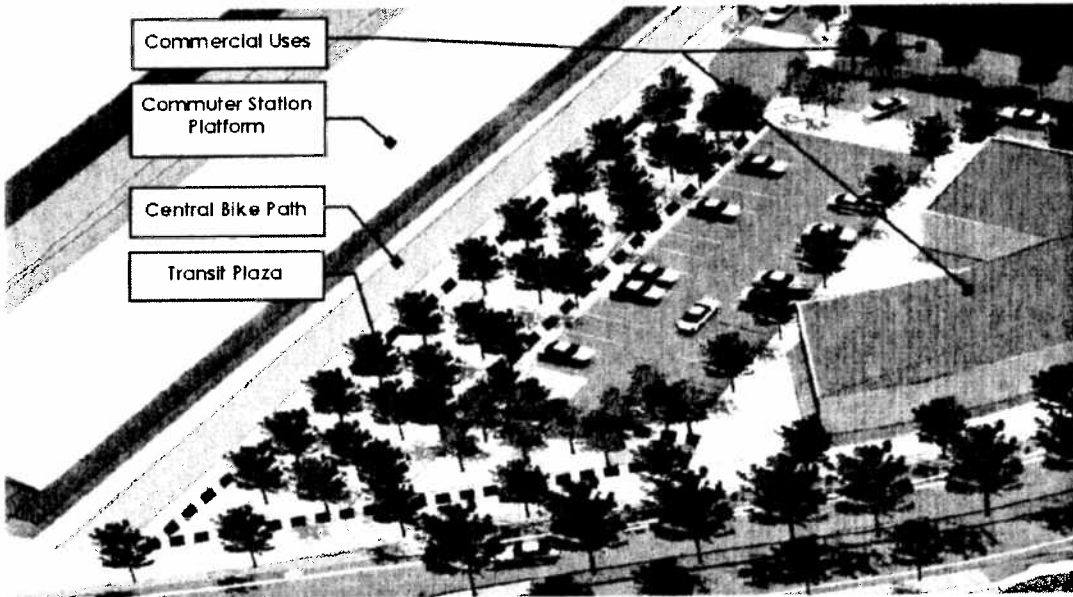
1. **Central Park.** The purpose of the Central Park is to serve as a public amenity and accommodate the daily needs of employees (e.g. breaks, lunch time) as well as for special events that will attract residents citywide. The Central Park design shall provide a minimum of the following elements.
 - a. Circulation through and around the park.
 - b. A centrally located hardscape area to accommodate large gatherings, and of no more than 50% of the total park area.
 - c. Street furniture, including lighting, benches, low walls and trash receptacles along walkways and the park perimeter.
 - d. Simple and durable materials.
 - e. Trees and landscaping that provide visual interest with a diversity of plant materials.
 - f. Irregular placement of large-canopy trees within passive areas adjacent to the Central Boulevard.
 - g. Eight-ft. minimum sidewalk width and seven-ft. minimum parkrow width.
 - h. Landscaped swales to capture and treat runoff.
 - i. Pourous solid surfacing for at least 50% of the hardscape area, and paving materials that reduce heat absorption.





Central Park

2. **Transit Plaza.** A location for the transit plaza shall be reserved between the commuter rail platform and commercial uses along the Central Boulevard. The design of the plaza shall include the following elements.
 - a. A passenger waiting, loading and unloading area.
 - b. Outdoor gathering space adjacent to commercial uses.
 - c. Accommodate the central bike path.
 - d. Conveniently located and secure bike parking.



Transit Plaza

VIII-B-14) Compact Development

The site layout is compact, and enables future intensification of development and changes to land use over time. The following measures shall be used to demonstrate compliance with this standard.

1. The development achieves the required minimum floor area ratio (FAR) and minimum number of stories, or shall provide a shadow plan that demonstrates how development may be intensified over time for more efficient use of land and to meet the required (FAR) and minimum number of stories.; and
2. Opportunities for shared parking are utilized.



C. Green Development Standards

The Croman Mill District Green Development Standards provide specific requirements for the management of stormwater run-off, use and collection of recycled materials, solar orientation and building shading, and conserving natural areas. Development located in the Croman Mill District shall be designed and constructed consistent with the following Green Development Standards. A site layout, landscaping or building design in a manner inconsistent with the Croman Mill District Green Development Standards requires a minor amendment in accordance with Section 18.53.020.B.

VIII-C-1) Conserve Natural Areas

Preserve water quality, natural hydrology and habitat, and preserve biodiversity through protection of streams and wetlands. In addition to the requirements of Chapter 18.63 Water Resources, conserving natural water systems shall be considered in the site design through application of the following standards.

1. Designated stream and wetland protection areas shall be considered positive design elements and incorporated in the overall design of a given project.
2. Native riparian plant materials shall be planted in and adjacent to the creek to enhance habitat.
3. Create a long-term management plan for on-site wetlands, streams, associated habitats and their buffers.

VIII-C-2) Create Diverse Neighborhoods

Use the following measures to encourage diversity in the district by providing a balanced range of housing types that compliment a variety of land uses and employment opportunities.

1. Differentiate units by size and number of bedrooms.
2. For developments including more than four dwelling units, at least 25% of the total units shall be designated as rental units.
3. Affordable purchase housing provided in accordance with the standards established by Resolution 2006-13 for households earning at or below 80% of the area median income shall apply toward the required percentage of rental housing per VIII-C-2(2).
4. Units designated as market rate or affordable rental units shall be retained as one condominium tract under one ownership.

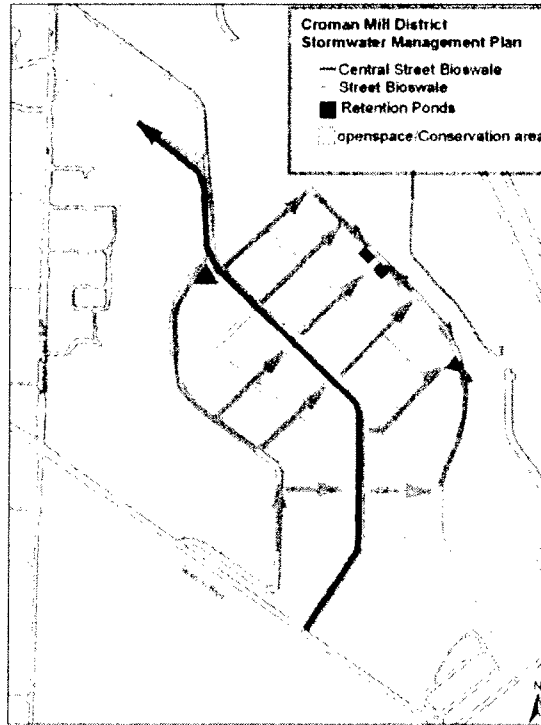
VIII-C-3) Design Green Streets

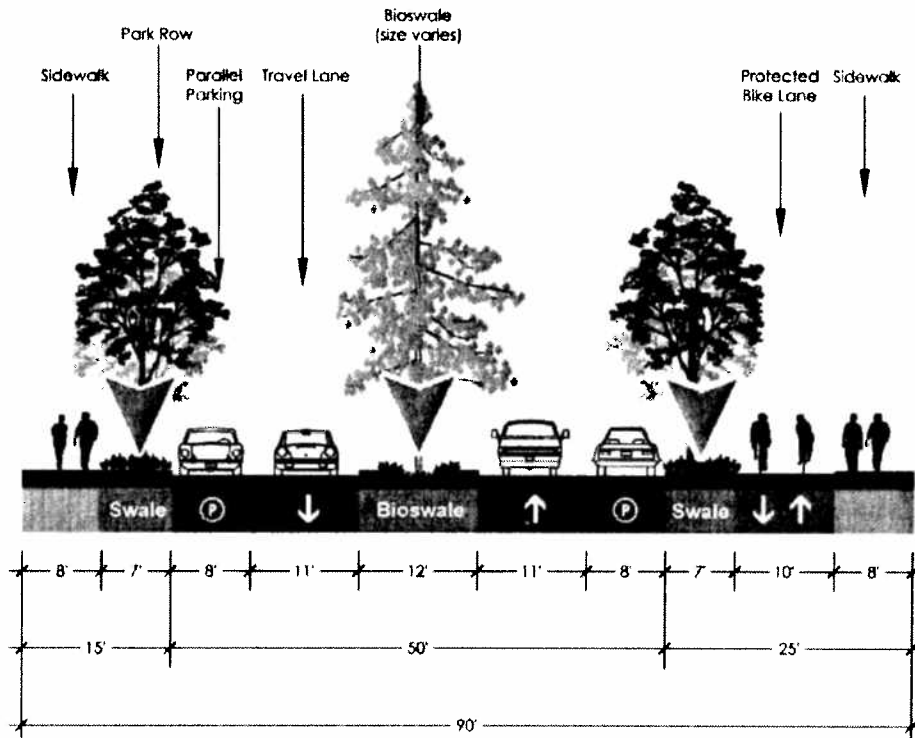
Green Streets are public streets that have been built or retrofitted to include landscape areas that increase stormwater infiltration, reduce and slow the rate of runoff, and use bio-filtration to remove pollutants.

1. New streets shall be developed to capture and treat stormwater in a manner consistent with the Croman Mill District Stormwater Management Plan Map, the City of Ashland Stormwater Master Plan, and Ashland Green Streets Standards.
2. All development served by planned Green Streets as designated on the Croman Mill District Green Street Map shall accommodate said facilities by including the same in the development plan; and/or
3. Provide the City with a bond or other suitable collateral ensuring satisfactory completion of the Green Street(s) at the time full street



network improvements are provided to serve the development. Suitable collateral may be in the form of security interest, letters of credit, certificates of deposit, cash bonds, bonds issued by an insurance company legally doing business in the State of Oregon, or other suitable collateral as determined by the City Administrator





Green Streets

VIII-C-4) Design Green Surface Parking

Parking areas shall be designed to minimize the adverse environmental and microclimatic impacts of surface parking through design and material selection. All parking areas shall meet the following standards, and shall comply with the with the Off-Street Parking chapter 18.92, with Section VIII-B Croman Mill Design Standards, and Section II-D Parking Lot Landscaping and Screening Standards of the Site Design and Use Standards.

1. Use less than 25% of the project area for surface parking.
2. Use paving materials with a high solar reflectance reduce heat absorption.
3. Provide porous solid surfacing on a least 50% of the parking area surface.
4. Provide at least 50% shade cover over the surface lot within five years of project occupancy.

VIII-C-5) Manage and Reuse of Stormwater Run-Off

Reduce the public infrastructure costs and adverse environmental effects of stormwater run-off by managing run-off from building roofs, driveways, parking areas, sidewalks and other hard surfaces through implementation of the following standards.

1. Design grading and site plans to capture and slow runoff.
2. Design parking lots and other hard surface areas in a way that captures and treats runoff with landscaped medians and swales.



3. Use pervious or semi-pervious surfaces that allow water to infiltrate the soil.
4. Direct discharge storm water runoff into a designated green street and neighborhood storm water treatment facilities.
5. Retain rainfall on-site through infiltration, evapotranspiration or through capture and reuse techniques.

VIII-C-6) Recycling Areas

All developments in the Croman Mill District shall provide an opportunity-to-recycle site for use of the project occupants.

1. Commercial. Commercial developments having a solid waste receptacle shall provide a site of equal or greater size adjacent to or with access comparable to the solid waste receptacle to accommodate materials collected by the local solid waste franchisee under its on-route collection program for purposes of recycling. Both the opportunity-to-recycle site and the common solid waste receptacle shall be screened by fencing or landscaping such as to limit the view from adjacent properties or public rights-of-way.
2. Residential. All newly constructed residential units, either as part of an existing development or as a new development, shall provide an opportunity-to-recycle site in accord with the following standards:
 - a. Residential developments not sharing a common solid waste receptacle shall provide an individual curbside recycling container for each dwelling unit in the development.
 - b. Residential developments sharing a common solid waste receptacle shall provide a site of equal or greater size adjacent to or with access comparable to the common solid waste receptacle to accommodate materials collected by the local solid waste franchisee under its residential on-route collection program for purposes of recycling. Both the opportunity-to-recycle site and the common solid waste receptacle shall be screened by fencing or landscaping such as to limit the view from adjacent properties or public rights-of-way.
3. Screening refuse and recycle areas. Refuse and recycle areas shall be screened from view by placement of a solid wood, metal, or masonry wall from five to eight feet in height. All refuse and recycle materials shall be contained within the refuse area.

VIII-C-7) Minimize Construction Impacts

Minimize pollution and waste generation resulting from construction activity through the following measures.

1. Construction Activity Pollution Prevention. Develop and implement an erosion and sediment control plan to reduce pollution from construction activities by controlling soil erosion, waterway sedimentation and airborne dust generation in accordance with Ashland Public Works Standards. The erosion and sediment control plan shall be submitted with the final engineering for public improvements and building permit.
2. Construction Waste Management. Recycle and/or salvage non-hazardous construction and demolition debris in accordance with the Building Demolition Debris Diversion requirements in 15.04.216.C.



VIII-C-8) Potable Water Reduction for Irrigation

Potable Water Reduction. Provide water efficient landscape irrigation design that reduces by 50% the use of potable water beyond the initial requirements for plant installation and establishment. Calculations for the reduction shall be based on the water budget, and the water budget shall be developed for landscape and irrigation that conforms to Section III – Water Conserving Landscaping Guidelines and Policies. Methods used to accomplish the requirements of this section may include, but are not limited to, the following.

1. plant species
2. irrigation efficiency
3. use of captured rainwater
4. use of recycled water
5. use of graywater
6. use of water treated for irrigation purposed and conveyed by a water district or public entity.

VIII-C-9) Solar Orientation

Incorporate passive and active solar strategies in the design and orientation of buildings and public spaces. When site and location permit, orient the building with the long sides facing north and south.

VIII-C-10) Building Shading

1. Provide exterior shade for south-facing windows during the peak cooling season.
2. Provide vertical shading against direct solar gain and glare due to low altitude sun angles for east- and west- facing windows.

VIII-C-11) Recycled Materials

Utilize recycled materials in the construction of streets, driveways, parking lots, sidewalks and curbs.

VIII-C-12) Outdoor Lighting

Minimize light pollution from the project to improve nighttime visibility, increase night sky access and to reduce development impact on nocturnal environments by using down-shielded light fixtures that do not allow light to emit above the 90 degree plane of the fixture. Lighting fixtures provided to implement Federal Aviation Administration mitigation measures to enhance safe air navigation are exempt from this standard.

VIII-C-13) Performance Standard Bonuses

The permitted base residential density or building height, whichever is applicable, shall be increased by the percentage density or number of stories as outlined below. In no case shall the residential density or building height exceed the density and height bonus maximums in the Dimensional Standards Table in Section 18.53.050.



1. **Green Building Bonus**

Projects that achieve a high performance green building standard and significantly improve energy performance beyond the current minimum Oregon requirements are eligible for a building height bonus as follows.

- a. In the event that a building or structure is determined to meet the standard for LEED® Certified building, the building height may exceed the maximum height specified for the CM overlay districts within the Dimensional Standards Table in Section 18.53.060, through application of a height bonus as follows:
 - i. A building obtaining LEED® Certification as meeting the LEED® Silver Standard may be increased in height by up to one story.
 - ii. A building obtaining LEED® Certification as meeting the LEED® Gold Standard may be increased in height by up to two stories.
 - iii. A building in the Residential Buffer overlay obtaining LEED® Certification as meeting the LEED® Silver or Gold Standard may be increased in height by ½ story up to a maximum height of 40 feet.
 - iv. Applications to increase the building height in excess of the maximum permitted height through the application of a height bonus shall address any conditional determination by the Federal Aviation Administration regarding mitigation measures requested to enhance safe air navigation .

b. **Demonstration of Achieving LEED® Certification**

Projects awarded a height bonus pursuant to this section, shall provide the City with satisfactory evidence of having completed the following steps in the process toward demonstrating achievement of LEED® certification:

- i. Hiring and retaining a LEED® Accredited Professional as part of the project team throughout design and construction of the project.
- ii. Developments seeking a height bonus shall provide documentation with the planning application, and prior to issuance of a building permit, that the proposed development as designed and constructed will meet or exceed the equivalent LEED® standard relating to the height bonus awarded.
- iii. A final report shall be prepared by the LEED® Accredited Professional and presented to the City upon completion of the project verifying that the project has met, or exceeded, the LEED® standard relating to the height bonus awarded.
- iv. The report shall produce a LEED® compliant energy model following the methodology outlined in the LEED® rating system. The energy analysis done for the building



performance rating method shall include all energy costs associated with the building project.

- v. The project developer shall be required to provide a lien or performance bond to the City of Ashland in an amount equal to the value of the bonus prior to the issuance of a building permit.
 - i. This lien or performance bond shall be calculated on the square footage of the additional space provided by the bonus multiplied by one hundred dollars (\$100.00) per square foot.
 - ii. This lien or performance bond shall be released by the City at such time that the project attains LEED® Certification.

c. Height Bonus Penalty Section

If the project fails to attain LEED® certification within three years of receiving its initial Certificate of Occupancy, then the Developer shall be subject to a fine equal to the higher of:

- i. 1% of the total construction costs, or
- ii. The amount of the Lien/ Performance Bond provided pursuant to Section VIII-C-13(b)(v)(i).
- iii. If the fine is not paid within thirty (30) days of the date it is imposed, then the City shall have the authority to revoke the Certificate of Occupancy for the building.

2. Structured Parking Bonus.

A building may be increased by up to one story in height when the corresponding required parking is accommodated underground or within a structured parking facility, subject to building height limitations for the zoning district.

3. Affordable Housing Bonus.

- a. For every percent of units that are affordable, an equivalent percentage of density bonus shall be allowed up to a maximum bonus of 100%.
- b. Affordable housing bonus shall be for residential units that are affordable for moderate income persons in accordance with the standards established by resolution of the City Council and guaranteed affordable through procedures contained in said resolution.

VIII-C-14) Employment Density

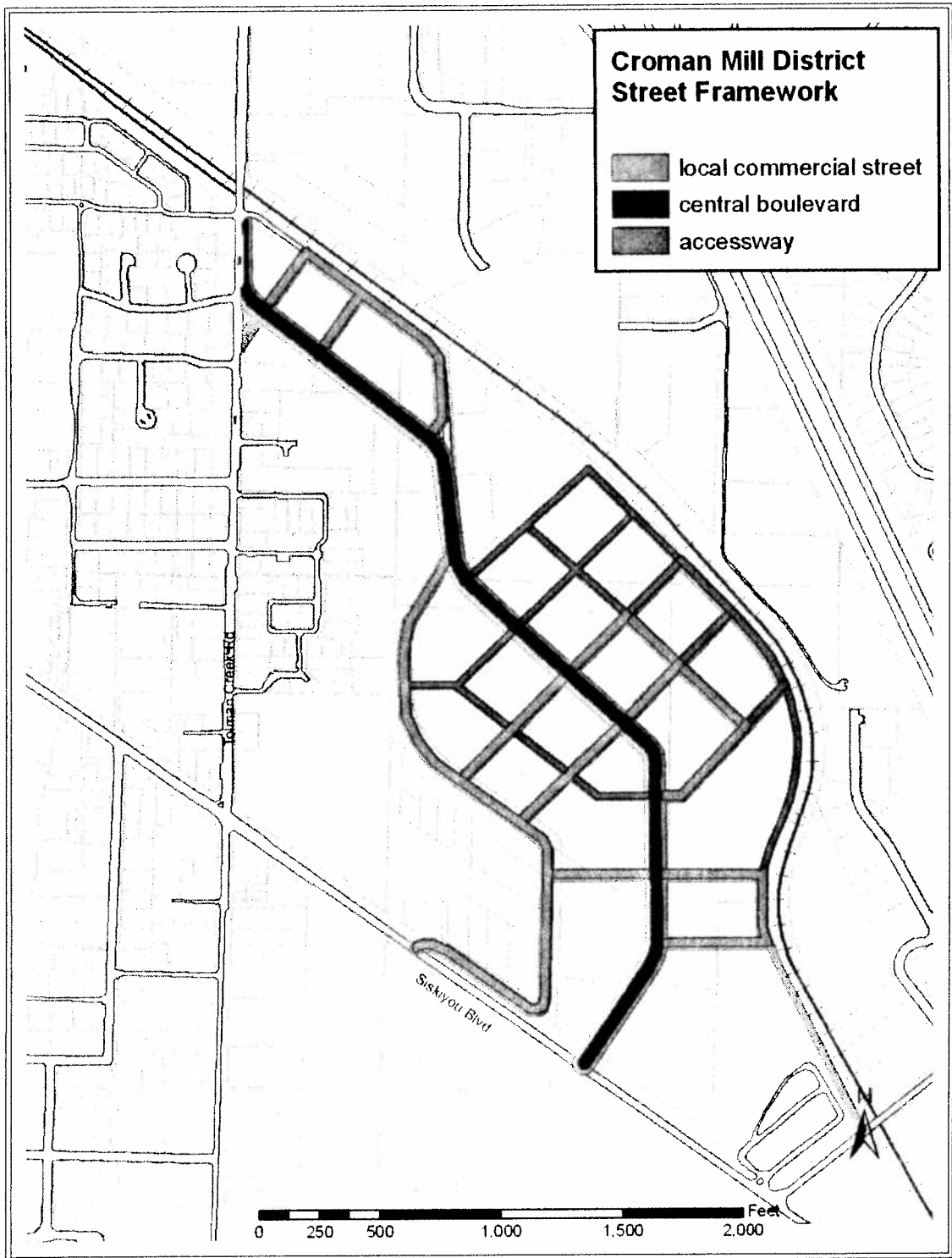
To promote transit supportive development, efficient use of employment zoned lands, and local economic vitality, it is recommended that developments within the Croman Mill District are planned to accommodate employment densities as follows:

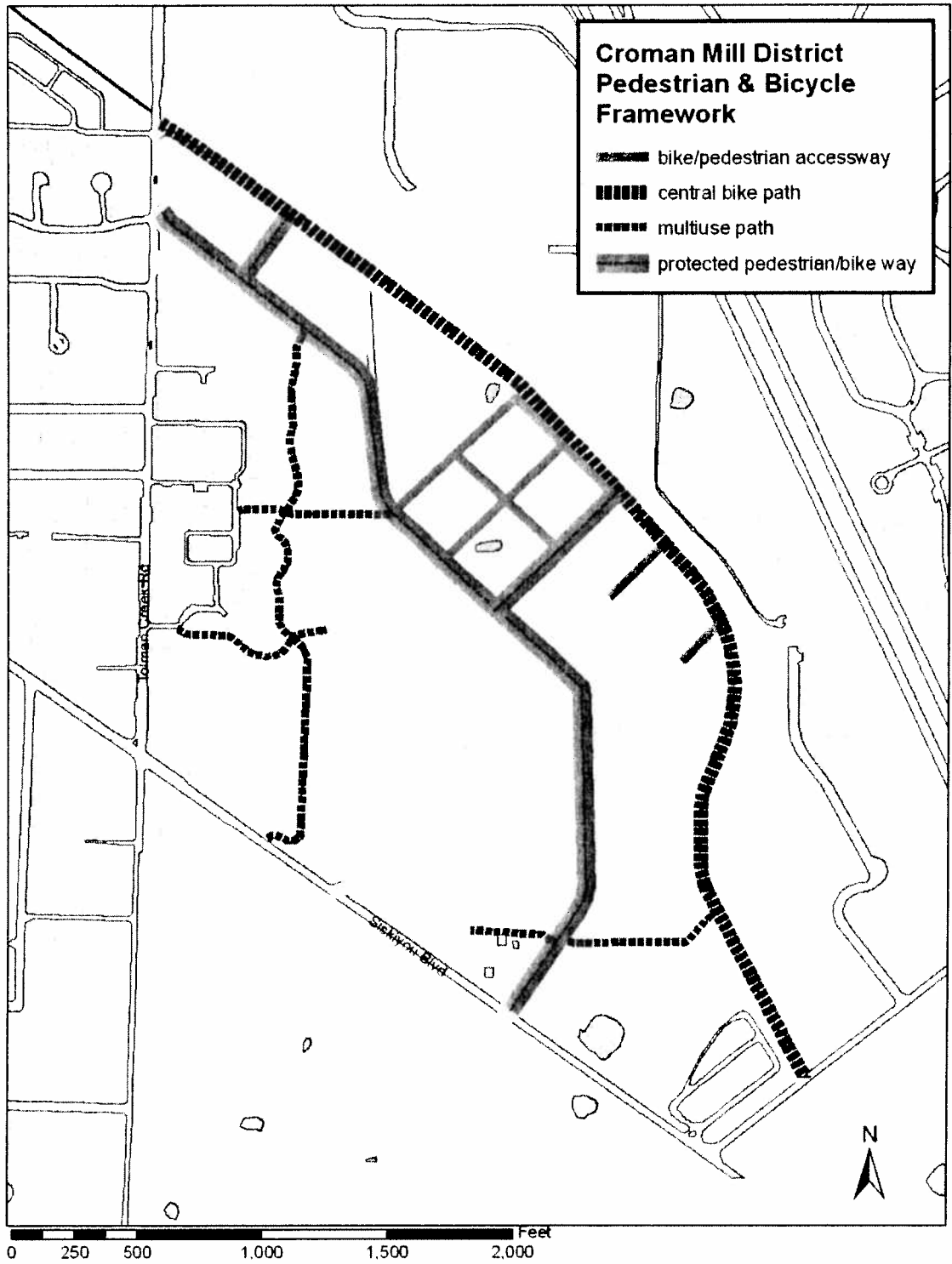
- a. 60 employees per acre in the Office Employment (OE) Overlay
- b. 25 employees per acre in the Compatible Industrial (CI) Overlay
- c. 25 employees per acre in the Mixed Use (MU) Overlay

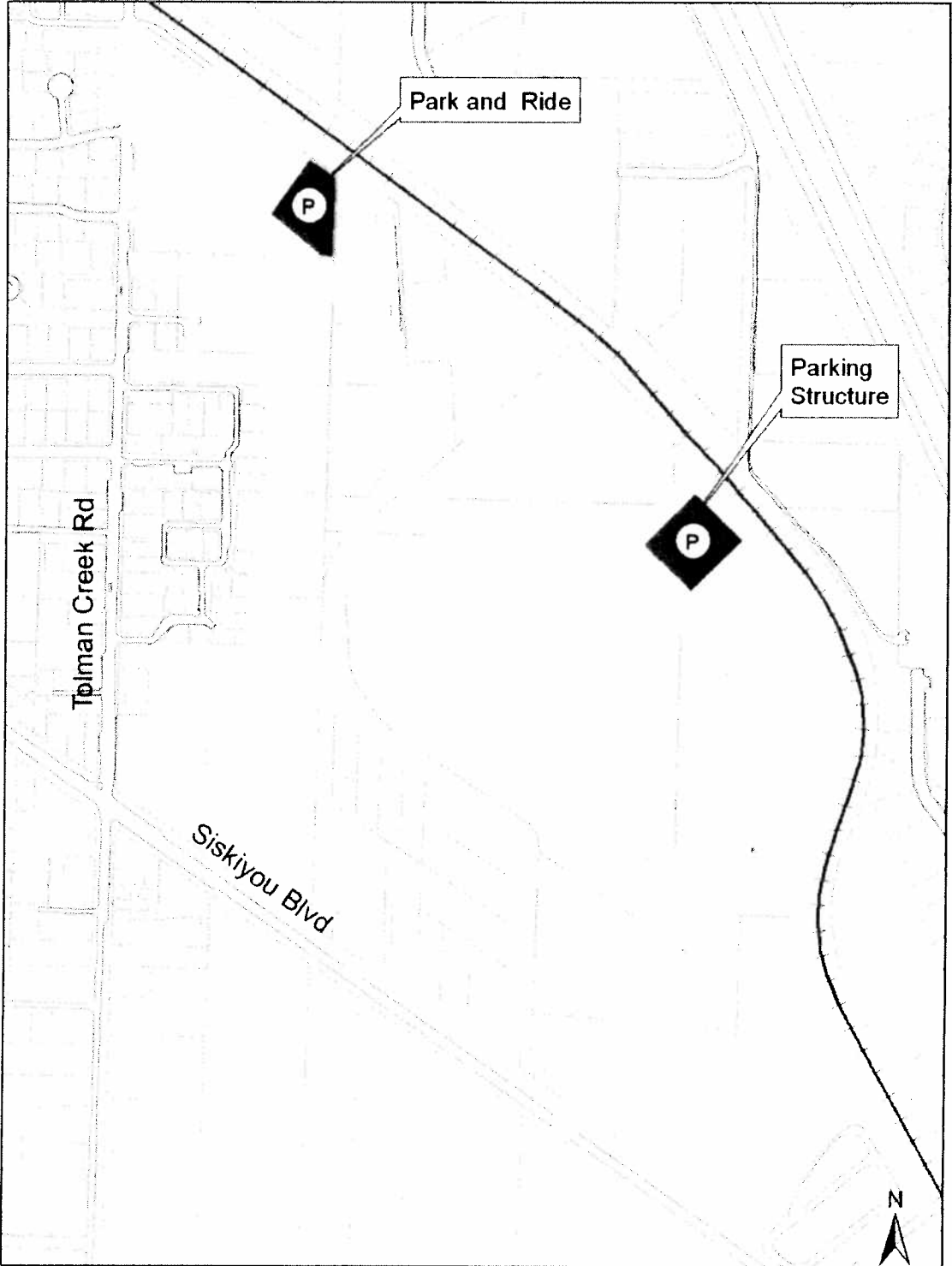


- d. 20 employees per acre in the Neighborhood Center (NC) Overlay









TECHNICAL MEMORANDUM

TO: Jason Graff, Crandall Arambula PC
Bill Monlar, City of Ashland

FROM: Alan Snook, AICP
Michael Tomasini, EIT

DATE: January 2, 2009

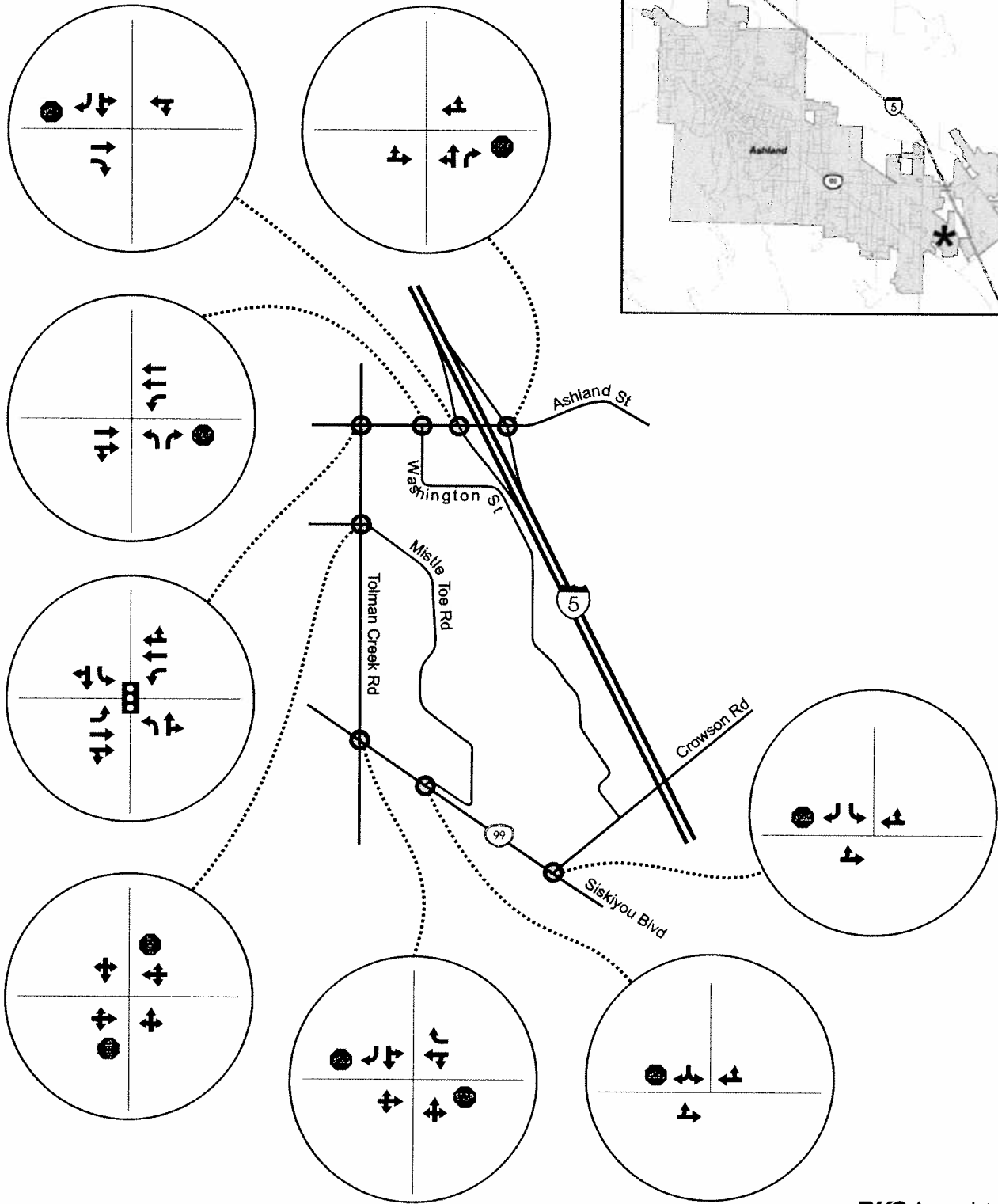
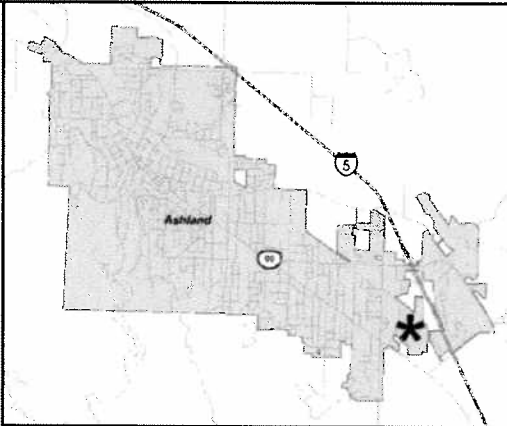
SUBJECT: **Task 3.3 and 3.4a: Croman Mill Property**
Baseline Transportation and Development Transportation Report P06171x000x000

The purpose of this memorandum is to document the technical assistance related to the transportation analysis associated with the proposed Croman Mill property project located in the City of Ashland, OR. The transportation analysis includes a review of existing conditions, documentation of assumptions/methodology for analysis, and a future year (2030) analysis with three conceptual land use and circulation plans.

Study Area

The study area for this project is located in southeast Ashland Oregon and is comprised of approximately 90 acres of land zoned primarily industrial, residential, or employment. The study area is bordered by Ashland Street (Hwy 66) to the north, Siskiyou Boulevard (Hwy 99) to the south, I-5 to the east, and Tolman Creek Road to the west. The following study area intersections were identified for detailed analysis, and Figure 1 identifies these intersections with their traffic control and lane geometries:

- Ashland Street (Hwy 66) /I-5 Northbound Ramps
- Ashland Street (Hwy 66)/I-5 Southbound Ramps
- Ashland Street (Hwy 66)/Washington Street
- Ashland Street (Hwy 66)/Tolman Creek Road
- Tolman Creek Road/Mistletoe Road
- Siskiyou Boulevard (Hwy 99)/Tolman Creek Road
- Siskiyou Boulevard (Hwy 99)/Mistletoe Mill Road
- Siskiyou Boulevard (Hwy 99)/Crowson Road



DKS Associates

LEGEND

- - Study Area Intersection
- - Intersection Traffic Control
- ⊕ - Intersection Geometry
- * - Project Site Location



Information Sources: City of Ashland
Oregon Department of Transportation
Crandall Arambula

**CROMAN MILL PROJECT
STUDY AREA**

**FIGURE
1**

Existing Conditions

The following summarizes the existing traffic conditions analysis for the study area intersections previously identified. The primary purpose of this analysis is to identify the key roadway characteristics servicing the study area, and evaluate the existing traffic conditions at study area intersections.

Roadway System

There are a number of key roadways that service the study area. Each of the roadways serves a certain functionality based on the classification of that roadway and design standard of that roadway. These characteristics help to stratify higher mobility roads (roads that service the mobility of vehicles potentially over other modes) versus multi-modal corridors (those roadways used by many modes of travel). The key roadways in the area are Interstate 5, Hwy 66 (Ashland Street), Hwy 99 (Siskiyou Boulevard), Tolman Creek Road, Mistletoe Road, Crowson Road, and Washington Street. The following summarizes the key characteristics of each of these roads based on their function.

- Interstate 5 is classified by ODOT as an Interstate. The interstate is part of the National Highway System and is considered a freight route along its entire length in Oregon. The main purpose of an interstate is to connect regional centers. Primary consideration is given to motor vehicles and freight. An interstate does not include pedestrian, bicycle, or transit facilities.
- Highway 66 (Ashland Street) and Highway 99 (Siskiyou Boulevard) are classified by ODOT as Principal Arterials. These roadways are also classified by the City of Ashland as Boulevards. According to the City of Ashland's Comprehensive Plan a boulevard is meant to accommodate pedestrians, bicyclists, transit users, and motor vehicles to major urban centers. A boulevard should be designed with attractive walkways with amenities, well marked bike lanes, and safe transit waiting areas. The main purpose of a boulevard is to provide access within an urban area. For traffic not destined within the urban area, use of a regional traffic way is encouraged instead of a boulevard. Typical average daily volumes on a boulevard can range from 8,000 to 30,000 vehicles per day.
- Tolman Creek Road, Crowson Road, and Mistletoe Road are all classified by the City of Ashland as Avenues. Avenues have a lower motor vehicle volume than boulevards and according to Ashland's Comprehensive Plan are meant to be designed similar to boulevards but on a smaller scale. This designation means that Avenues should be expected to safely accommodate pedestrians and bicyclists, as well as motor vehicles. Again, walkways with amenities and separate bike lanes are recommended. Transit service may or may not be available on Avenues.
- Washington Street is classified as a Neighborhood Collector by the City of Ashland. A neighborhood collector has a lower motor vehicle volume than and Avenue and should be designed to safely accommodate pedestrians, bicyclists and motor vehicles. Similar to Boulevards and Avenues, sidewalks should be provided with amenities where feasible and crosswalks provided at a minimum of every three blocks. Where average daily

traffic is greater than 3,000 or actual travel speeds are greater than 25 mph, a bike lane should be separated from the motor vehicle lane using an eight inch solid white line. A neighborhood collector does not typically include transit service.

Traffic Operations

Motor vehicle turn movement count data was collected at the study area intersections by the Oregon Department of Transportation (ODOT) and the City of Ashland. These counts were done at various times during the year, and conducted for the AM and PM peak hours (traditionally 7AM-9AM and 4PM-6PM). Using procedures defined in the *Analysis Procedures Manual*¹ from ODOT's Transportation Planning Analysis Unit (TPAU), the peak hour turn movement counts were converted to 30 highest hourly volumes (30HV). Three Automatic Traffic Recorder (ATR) stations were used to calculate the 30HV by applying a seasonal factor to each of the study area intersections². Figure 2 shows these volumes at the study area intersections that were used for operational analysis.

There are multiple measures of effectiveness for traffic operations at intersections, volume-to-capacity (V/C) ratio and level-of-service (LOS). The City of Ashland uses LOS (based on average delay at an intersection) and ODOT uses the V/C ratio for their standard.

The V/C ratio is a measure of an intersection's capacity (number of vehicles an intersection can accommodate) compared to the actual number of vehicles that utilize the intersection during the peak hour. ODOT's mobility requirements for District Highways varies based on the facility and can range from 0.80 to 0.90 based on the posted speed of the roadway.

The concept of LOS is similar to a "report card" rating with level-of-service A, B and C the free flowing conditions where the traffic can flow smoothly without significant stops and delays. Level-of-service D and E are worse and there is a significant queue and delay experienced by the traffic under these conditions. Accepted engineering techniques used to measure LOS for signalized and unsignalized intersections have been developed and published in the *Highway Capacity Manual*³. The acceptable level-of-service standard set by the city of Ashland is LOS "C" for an Interstate facility (I-5), and LOS "D" for District facilities (Hwy 66 and Hwy 99)⁴.

It should be noted that the governing jurisdiction standard is the standard to meet for an intersections operations. Within the study area Interstate 5, Hwy 66 (Ashland Street), and Hwy 99 (Siskiyou Boulevard) are all under state jurisdiction and would use a V/C ratio standard. All other study area intersections would use LOS as the jurisdictional standard.

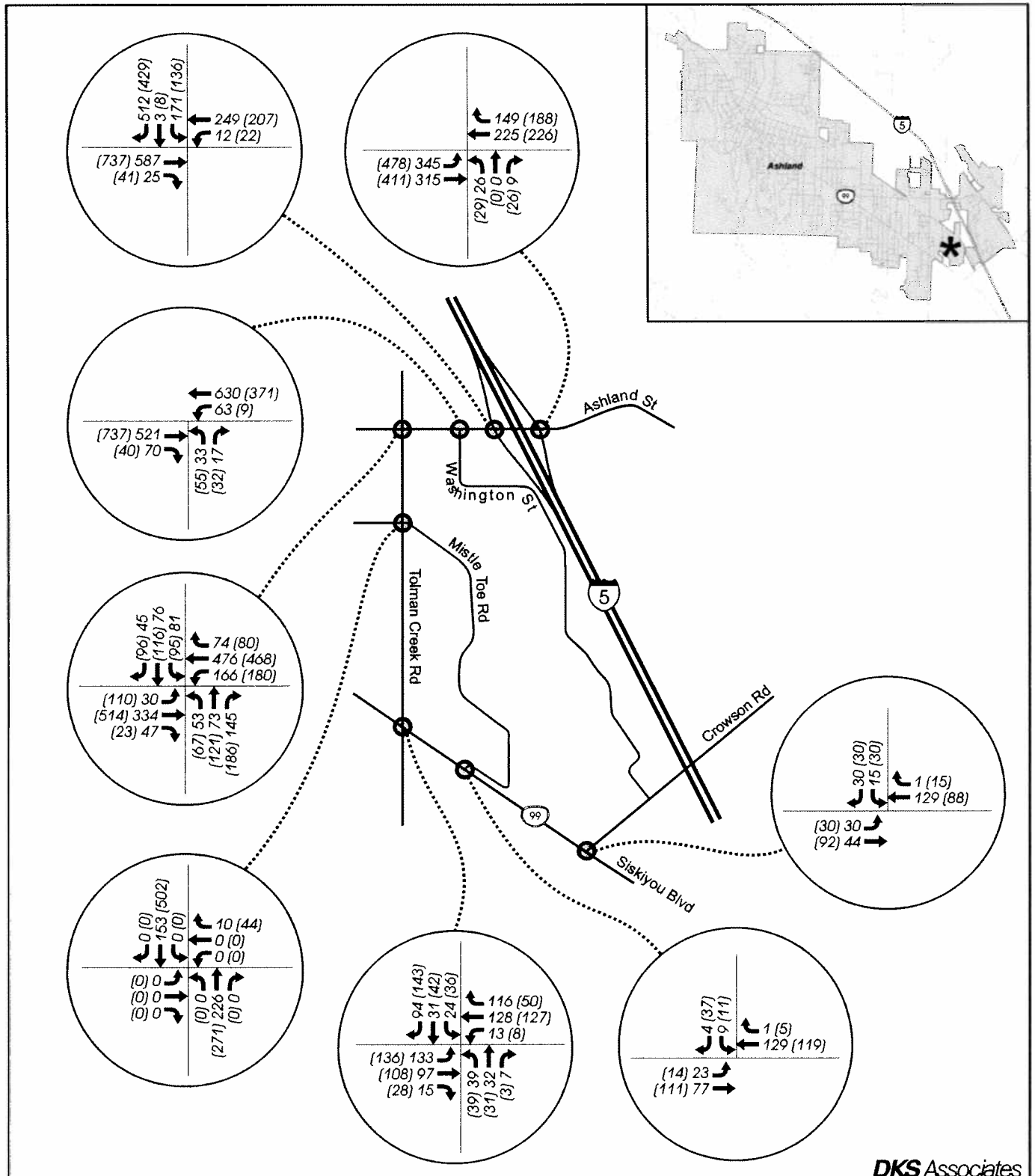
The operational analysis results are summarized in Table 1 for the AM and PM existing peak hours. All intersections are under ODOT jurisdiction with the exception of the intersection of Tolman Creek Road/Mistletoe Mill Road, which is under the City of Ashland jurisdiction. All

¹ ODOT TPAU, Analysis Procedures Manual. April 2006. Chapter 4

² ATR #'s 15-001, 15-007, and 15-014

³ 2000 Highway Capacity Manual, Institute of Transportation Engineers, 6th Edition.

⁴ City of Ashland Transportation System Plan, April, 1998, Table 3-3, page 3-13.



DKS Associates

<p>LEGEND</p> <ul style="list-style-type: none"> ○ - Study Area Intersection ↔ - Intersection Movement AM (PM) - Peak Hour Intersection Volumes ★ - Project Site Location 	<p>N</p> <p>MAP NOT TO SCALE</p>	<p>Information Sources: City of Ashland Oregon Department of Transportation</p>
		<p>EXISTING 30TH HIGHEST PEAK HOUR VOLUMES</p>

FIGURE 2

study area intersections currently meet the governing jurisdictional standard (either V/C ratio or LOS standard).

Table 1
Study Intersection Mobility Standard and Existing Operations

Intersection Name	Jurisdiction	Mobility Standard	Operations					
			AM Peak			PM Peak		
			Delay	LOS	V/C	Delay	LOS	V/C
Hwy 66 (Ashland St)/I-5 Northbound Ramps	ODOT	V/C 0.85	59.2	F	0.34	> 80	F	0.82
Hwy 66 (Ashland St)/I-5 Southbound Ramps	ODOT	V/C 0.85	29.1	C	0.63	> 80	F	0.66
Hwy 66 (Ashland St)/Washington St	ODOT	V/C 0.90	43.2	D	0.24	45.4	D	0.46
Hwy 66 (Ashland St)/Tolman Creek Rd	ODOT	V/C 0.90	22.7	C	0.35	26.6	C	0.52
Tolman Creek Rd/Mistletoe Road	City of Ashland	LOS D	9.8	A	0.06	10.3	B	0.07
Hwy 99 (Siskiyou Blvd)/Tolman Creek Rd	ODOT	V/C 0.90	21.2	C	0.16	30.7	D	0.26
Hwy 99 (Siskiyou Blvd)/Mistletoe Mill Rd	ODOT	V/C 0.90	9.8	A	0.02	9.4	A	0.04
Hwy 99 (Siskiyou Blvd)/Crowson Rd	ODOT	V/C 0.80	9.2	A	0.03	9.7	A	0.05

SOURCE: DKS Associates

While all intersections meet the jurisdictional standard, it should be noted that during the AM and PM peak hour there is a heavy delay occurring at the intersection of Interstate 5/Hwy 66 (Ashland Street) for the exiting vehicles from Interstate 5 stopping in the northbound direction. This high delay is due to the number of eastbound vehicles both making a left to access Interstate 5 and traveling east through the intersection.

In addition, there is some delay experienced during the PM peak hour for southbound right turns at the intersection of Hwy 66 (Ashland Street)/Interstate 5 southbound off-ramp due to uncontrolled volume flow along Hwy 66. The uncontrolled traffic movement in the eastbound and westbound direction on Hwy 66 makes vehicles exiting Interstate 5 heading west experience some additional delay.

Signal Warrants

Existing peak hour signal warrants were conducted on the unsignalized study area intersections to determine if any of them met a peak hour warrant.⁵ While meeting a peak hour warrant does not mean a signal must be installed, it can indicate the potential to implement a signal if movements at an intersection are experiencing heavy delay, even if there is available capacity for the movements. Table 2 summarizes the peak hour signal warrant analysis.

⁵ Peak hour signal warrant was conducted using the Manual of Uniform Control Devices (MUTCD) 2003 edition, Figure 4C-3.

Table 2
Existing Peak Hour Signal Warrant Analysis

Intersection	Major Volume	Minor Volume	Warrant Met?
Hwy 66 (Ashland St)/I-5 Northbound Ramps	1,383	55	No
Hwy 66 (Ashland St)/I-5 Southbound Ramps	1,011	572	Yes
Hwy 66 (Ashland St)/Washington St	1,377	197	No
Tolman Creek Rd/Mistletoe Road	539	50	No
Hwy 99 (Siskiyou Blvd)/Tolman Creek Rd	455	221	No
Hwy 99 (Siskiyou Blvd)/Mistletoe Mill Rd	274	53	No
Hwy 99 (Siskiyou Blvd)/Crowson Rd	247	60	No

SOURCE: *DKS Associates*

Based on the peak hour signal warrant analysis, the intersection of Hwy 66 (Ashland Street)/Interstate 5 meets the peak hour signal warrant. Operations at this intersection indicate that during the PM peak hour the southbound left turn movement does experience delay up to one minute (and potentially longer). Other movements at study area intersections also have long delay, however the side street approach volumes are low enough to not meet the threshold for the peak hour signal warrant.

Assumptions and Methodologies

This section describes the assumptions and methodologies used to generate the future land use scenarios and associated trip generation and distribution. The modeling, future forecasting methodologies and assumptions are also described in this section.

Existing Comprehensive Plan Zoning

The study area is comprised of a variety of existing zoning. This is an important assumption to outline because if new (different) zoning, or different land uses, are implemented that replace the currently planned uses, there could be different trips associated with the current zoning. These trips would need to be taken out of the future forecasting and replaced with the new land use/zoning. Table 3 summarizes the existing zoning, acreage and potential associated square footage for the study area.

Table 3
Currently Planned Zoning, Acreage and Potential Square Footage of Study Area

Land Use	Acres	FAR	Units	AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips
				In	Out	Total	In	Out	Total	
Single Family (R-1-5)	13.00	8.70	113 du	20	65	85	75	45	115	1,085
Employment (E-1)	4.58	0.50	99.75K sq. ft.	150	20	175	20	130	150	1,140
Industrial (M-1)	63.14	0.25	687.5K sq. ft.	560	75	635	80	595	675	7,850
Rural Residential (RR-5)	6.01	0.50	12 du	< 5	< 5	5	5	5	10	60
TOTALS	86.73			735	165	900	180	775	950	10,135

Notes:

- FAR = Floor-to-area ratio
- du = dwelling units
- sq. ft. = square feet

The trips in Table 3 represent the potential trips that could be made to/from the study area during peak hours of the day (or the entire day). This information is not based on existing land uses that currently exist today, but rather what the area could develop to under current zoning. It is important to determine what these trips may be because the proposed alternatives would replace these trips, so they must be removed from the surrounding network in the future and replaced with the new proposed alternatives trips. This method allows for not double counting trips previously assumed with current zoning.

Redevelopment Alternatives

Three land use scenarios were evaluated for the Croman Mills site. These scenarios were defined as Alternatives B, C, and D and include a mix of uses including light industrial, retail, office, and residential uses. Figures 3, 4 and 5 show the proposed land uses and sub division of the Croman Mills property and surrounding properties. Table 4 lists the total acreage for each land use by Alternative, and the assumed Floor Area Ratio (FAR) to convert acreage to usable square footage. Residential units were calculated at 17 units per 1 acre. This would consist of a high density type of residential land use.

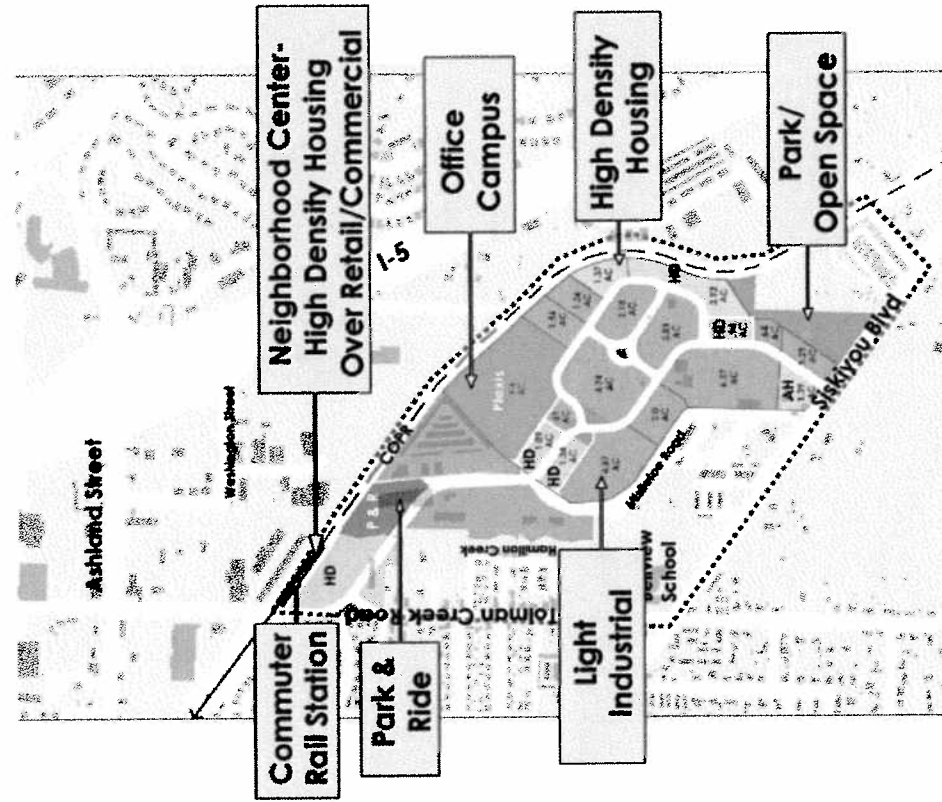
Table 4
Future Land Use Assumptions and Calculated Square Footage

Land Use	Floor Area Ratio	Land Use/Floor Area					
		Alternative B		Alternative C		Alternative D	
		Acre	1,000 sq. ft.	Acre	1,000 sq. ft.	Acre	1,000 sq. ft.
Light Industrial	0.25	46.3	504	52.6	573	17.98	196
Commercial/Office	0.5	9.6	209	10.48	228	45.13	983
Retail	0.5	5.95	130	3.75	82	3.75	82
Residential	N/A	22.83	N/A	15.81	N/A	15.81	N/A
Park and Ride	N/A	1.97	N/A	1.97	N/A	1.97	N/A
TOTALS		86.65		84.61		84.64	

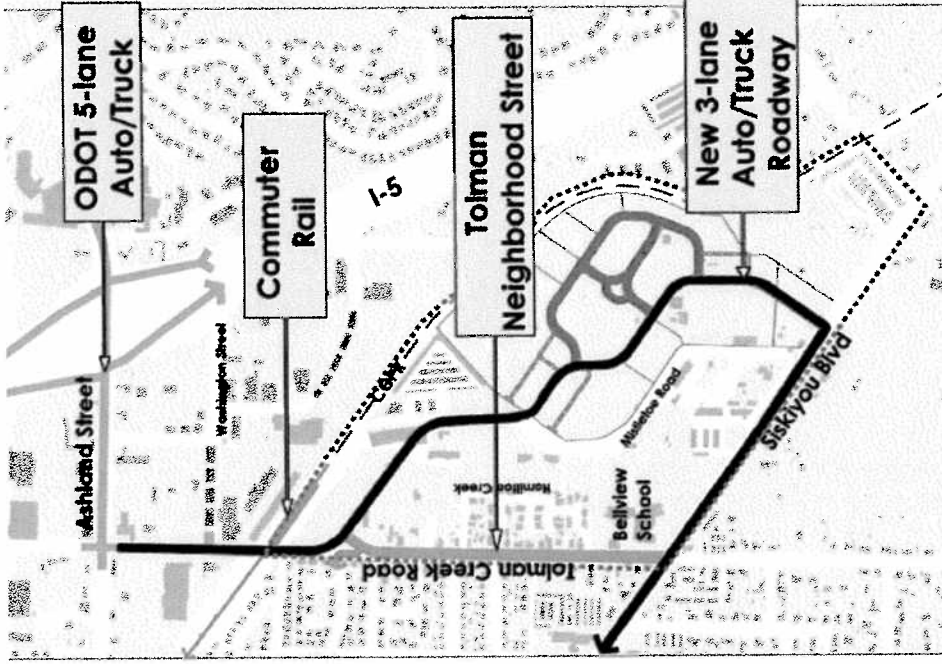
SOURCE: Crandal/Arambula

As can be seen in Table 4, the acreage of potential redevelopment development varies slightly, but all three alternatives are proposing to redevelop approximately 90 acres. All alternatives contain a park-and-ride in the northwest portion of the study area that would service a potential commuter rail station near the intersection of Tolman Creek Road and the existing City of Prineville Railway (COPR) heavy rail tracks.

In addition to the land use alternatives being considered, there are some roadway circulation changes being considered. The two primary changes from the existing roadway network is that Tolman Creek Road would “tee” into Mistletoe Road and would be classified as a Neighborhood Street, thus reducing the potential for through trips along Tolman Creek Road. The more “through” route would be created along Mistletoe Road with a new roadway extending from Mistletoe Road to the southeast and connecting to Hwy 99 (Siskiyou Boulevard) farther east of the existing Mistletoe Road. This roadway has the potential to be a three lane or a five lane facility. Figures 2, 3 and 4 show this potential alignment.



Land Use
Light Industrial & Neighborhood Center



Circulation
Tolman Neighborhood St. & New Auto/Truck Rdwy.

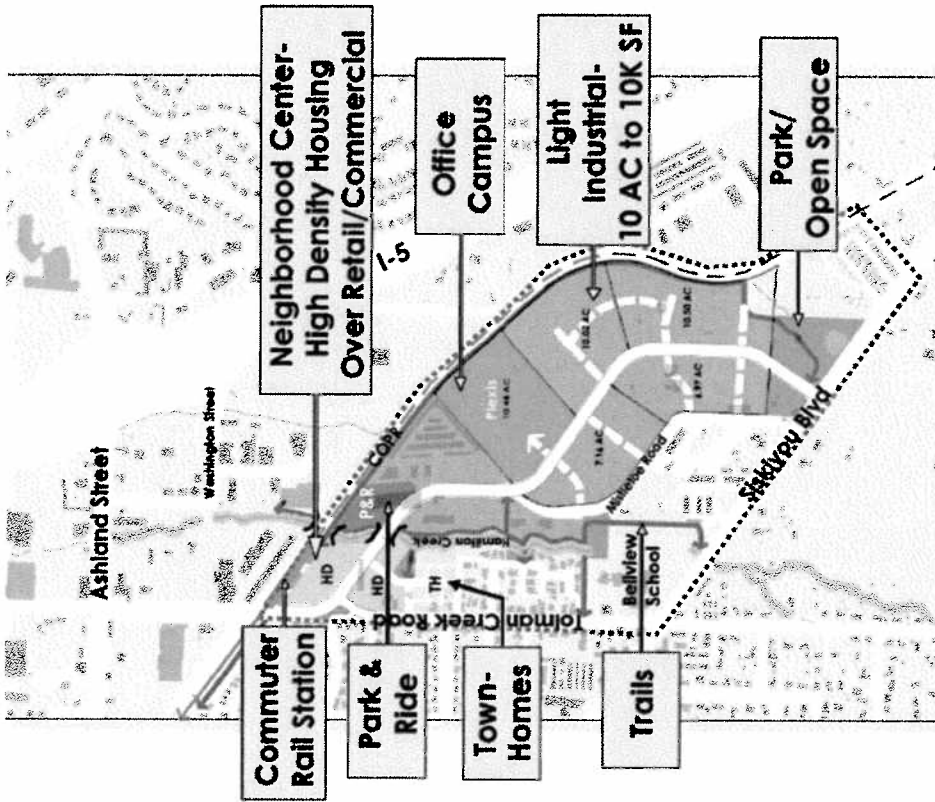
DKS Associates

Information Sources: Crandall/Arambula

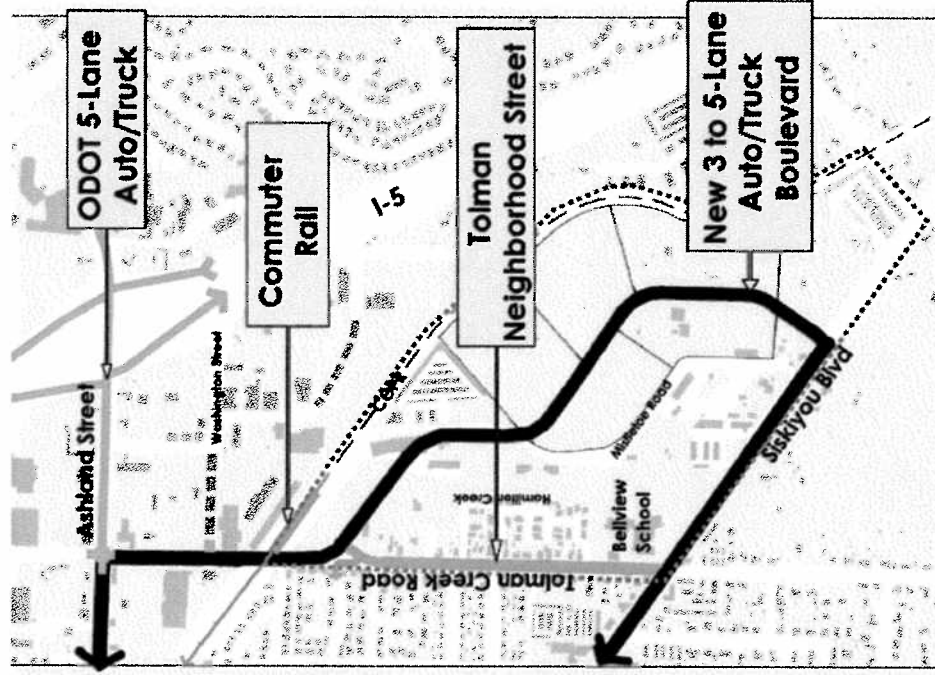


LEGEND

**ALTERNATIVE B
LAND USE AND CIRCULATION**



Land Use
Light Industrial & Neighborhood Center



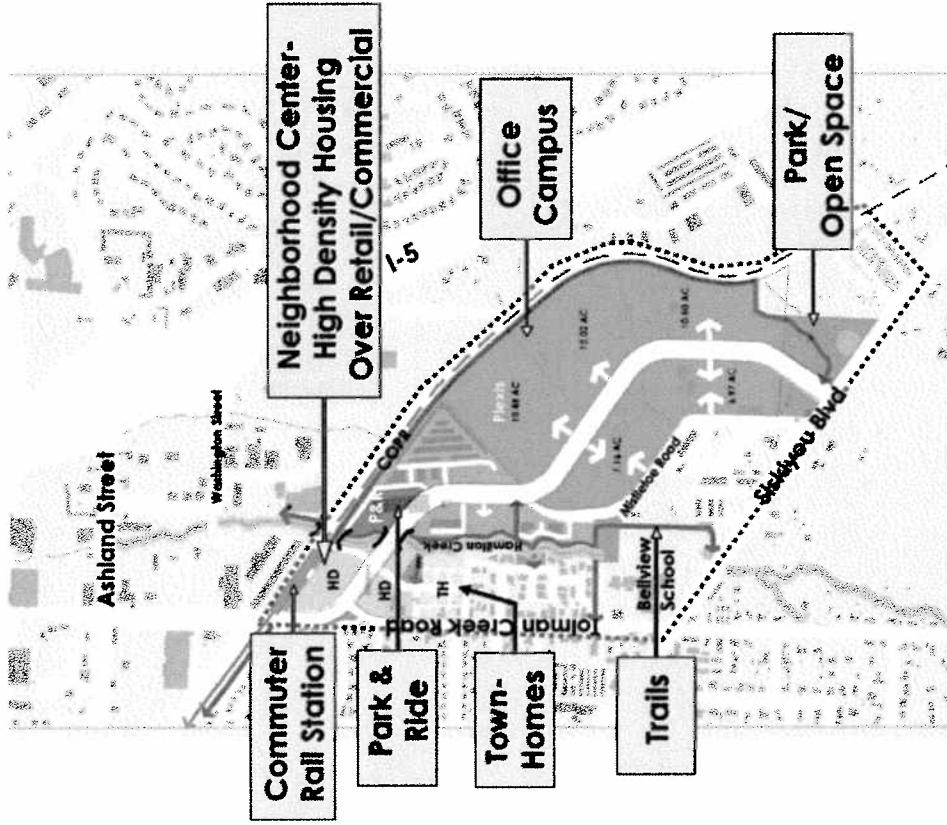
Circulation
Tolman Neighborhood St. & New Auto/Truck Blvd.

LEGEND

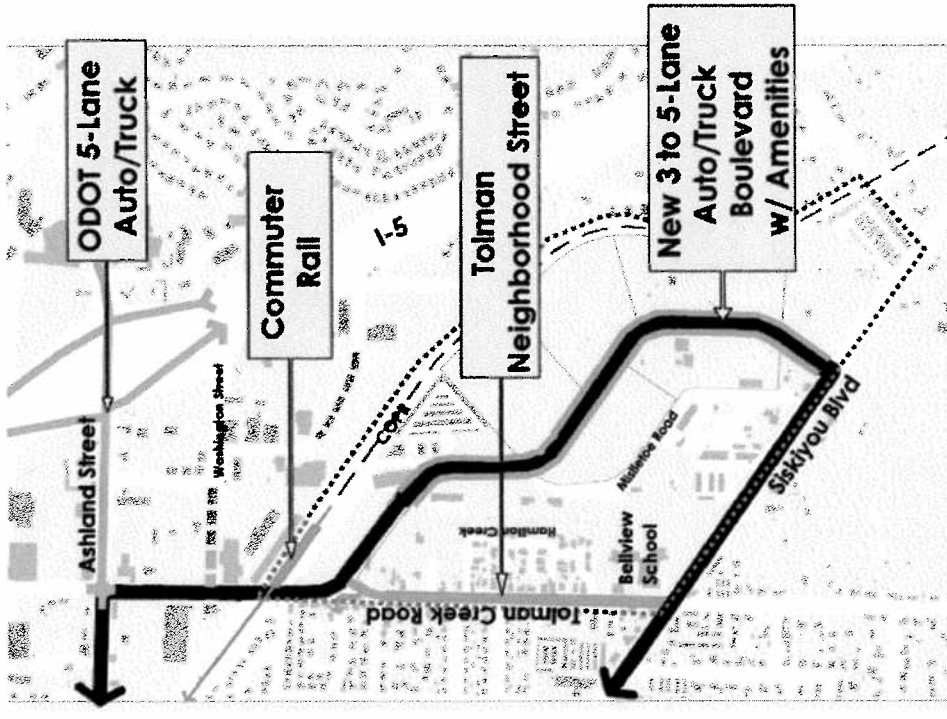


Information Sources: Crandall/Arambula

**ALTERNATIVE C
LAND USE AND CIRCULATION**



Land Use
Office Campus & Neighborhood Center



Circulation
Tolman Neighborhood St. & New Auto/Truck Blvd.

LEGEND



Information Sources: Crandall/Arambula

**ALTERNATIVE D
LAND USE AND CIRCULATION**

The realignment of Tolman Creek Road has the potential to divert existing and future trips due to a less direct north/south route to connect to/from Hwy 99 (Siskiyou Boulevard) and Hwy 66 (Ashland Street). The regional travel demand model was used to help estimate the potential for diverted trips. These diverted trips were rerouted in the future forecasts for analysis. Table 5 summarizes the potential for diverted trips from Tolman Creek Road based on the regional travel demand model.

Table 5
PM Peak Diversion Potential due to Tolman Creek Road Realignment

	Percentage of Potential Diversion	Range of Future PM Peak Diverted Trips
No-build	0%	0
Alternative B	24%	Approximately 50 vehicles
Alternative C	24%	Approximately 50 vehicles
Alternative D	24%	Approximately 50 - 100 vehicles

SOURCE: RVCOG Regional Travel Demand Model

Based on these potential for diversion, it is expected that the average daily traffic on Tolman Creek Road south of the realignment would shift daily traffic volumes from approximately 8,000 under the No-build condition to approximately 6,500 under Alternatives B and C, and approximately 7,000 under Alternative D. Alternative D has a slightly higher volume than Alternatives B and C due to the potential for higher project trips due to land use.

Trip generation

Using the land use for the proposed alternatives, motor vehicle trips were generated for each alternative using the *Institute of Transportation Engineers Trip Generation Manual (7th Edition)*. These trips were calculated for the AM and PM peak hours, as well as the daily trips. Table 6 summarizes and compares the number of in, out and total trips for each scenario for the AM, PM, and daily trip periods. Included in this trip generation calculation was a small reduction in potential trip making based on the potential for pass-by trips associated with the retail land uses for each alternative.

Table 6
Trip Generation Table

		Existing Zoning	Alternative B	Alternative C	Alternative D
AM Peak Hour Trips	In	735	1,055	1,115	1,975
	Out	165	330	325	430
	Total	900	1,385	1,440	2,405
PM Peak Hour Trips	In	180	645	575	690
	Out	775	1,165	1,160	1,810
	Total	950	1,810	1,735	2,500
Daily Trips		10,135	14,070	12,944	18,933

SOURCE: DKS Associates

From Table 6, it can be seen that of the three scenarios, Scenario D generates the highest traffic volumes, followed by Scenario B and then Scenario C. The difference in the number of trips generated comes from the different proportioning of land use between the scenarios. Similar to the existing zoning, all three alternatives have higher trip making potential during the PM peak hour. Alternative B has approximately 860 additional net new trips that would access the study area network in comparison to the existing zoning, while alternative C has approximately 735 net new trips, and Alternative D has approximately 1,550 net new trips.

Analysis Period

Comparison of the existing AM and PM peak hour volumes collected indicate that the PM peak hour has the higher level of trip activity at study area intersections. This corresponds to the higher trip making potential for the current zoning as well as proposed alternatives (see Table 5). For this reason the PM peak hour has been selected for the analysis period for future conditions analysis. Selecting this time period for analysis also corresponds to the available regional travel demand model which has a PM peak hour trip matrix for land uses. The future planning analysis horizon year has been selected to be 2030 which would represent slightly over a 20 year planning horizon for analysis purposes.

Future Forecasting

The base and future year travel demand models were used to help forecast future volumes at study area intersections. The base year model was for 2002, while the future planning horizon is 2030. Future volume forecasts were created through a method of post processing which involves calibrating the base year model by comparing output to existing base year counts (2007). The future model is then compared to the calibrated base year model to determine the growth due to land use changes. This growth is applied to existing counts to determine future year volumes. Small adjustments for growth are made due to the fact that the base model and existing counts are not the same year. The growth in comparison of base year to future year model contains potential growth in volumes that has already been captured through the existing volume data collection occurring five years after the base year model.

Trip Distribution

The regional travel demand model was used to help determine trip distribution and assignment within the study area base on the mix of land uses being proposed. It is expected that net new trips to the study area roadway would follow this pattern of trip distribution. Figure 5 shows the assumed trip distribution for the study area.

Future Findings

The following section evaluates the future traffic operations associated with each of the proposed alternatives as well as a “no-build” alternative utilizing existing comprehensive plan zoning for comparative purposes. Where study area intersections do not meet jurisdictional standards mitigation measures will be pursued to meet those standards.


No-Build Alternative

The No-build Alternative assumes the current comprehensive plan zoning and roadway network for future conditions. Table 7 summarizes the future PM peak hour traffic operations for the study area intersections.

Table 7
No-Build 2030 PM Peak Hour Unmitigated Traffic Operations

Intersection	Mobility Standard	Delay	PM Peak Hour	
			LOS	V/C
Hwy 66 (Ashland St)/I-5 Northbound Ramps	V/C 0.85	> 80.0	F	> 1.0
Hwy 66 (Ashland St)/I-5 Southbound Ramps	V/C 0.85	72.7	F	> 1.0
Hwy 66 (Ashland St)/Washington St	V/C 0.90	> 80.0	F	> 1.0
Hwy 66 (Ashland St)/Tolman Creek Rd	V/C 0.90	47.6	D	0.96
Tolman Creek Rd/Mistletoe Road	LOS D	23.7	C	0.25
Hwy 99 (Siskiyou Blvd)/Tolman Creek Rd	V/C 0.90	> 80.0	F	0.96
Hwy 99 (Siskiyou Blvd)/Mistletoe Mill Rd	V/C 0.90	14.5	B	0.23
Hwy 99 (Siskiyou Blvd)/Crowson Rd	V/C 0.80	11.1	B	0.06

SOURCE: *DKS Associates*

 - Indicates an intersection that does not meet jurisdictional standard

Based on the findings in Table 7, five intersections fail to meet jurisdictional standards by the year 2030 during the PM peak hour, and would require some form of mitigation to meet the outlined standard. All of these intersections fall on ODOT facilities and have deficiencies due to lack of capacity from growth in traffic by 2030. The following summarizes potential mitigation strategies to address deficiencies in the future.

- Hwy 66 (Ashland Street)/Interstate 5 northbound – This intersection has a deficient V/C ratio for the stop controlled side street. The northbound left turning vehicles incur a large amount of delay associated with multiple conflicting heavy vehicle movements at this intersection. The intersection does not meet peak hour signal warrants in during the PM peak hour. The least expensive mitigation at this intersection that still retains all movements would be to construct a signal to reduce delay and improve the capacity at the intersection. Since this intersection does not meet signal warrants a variance would need to be sought to install a traffic signal and the justification of the traffic signal would need to be documents and then reviewed by ODOT and the State Traffic Engineer for potential approval.

The signal alone does not meet the ODOT V/C standard and an additional mitigation measure would be necessary. Additional capacity at the intersection could be added by constructing a separate eastbound left turn pocket to store the large number of vehicles accessing Interstate 5, and allow a protected turn. This improvement would require the reconstruction of the existing overpass to allow for a three lane cross-section (currently it is a two lane structure). While this is a potentially expensive mitigation measure it allows for adequate operations and future capacity at the intersection.

Other more expensive improvements would require significant right-of-way takes such as a loop ramp for northbound to westbound vehicles and/or eastbound to southbound

vehicles (which there currently is not enough right-of-way to achieve), or a flyover ramp which would require an additional lane on Hwy 66 (Ashland Street) for receiving the flyover ramp. Both of these options would require a significant cost, as well as right-of-way to implement and therefore were deemed infeasible.

- Hwy 66 (Ashland Street)/Interstate 5 southbound ramp – The stop controlled off-ramp intersection has southbound movements that are over capacity. One potential mitigation would be to signalize this intersection and implement dual southbound right turn pockets to create additional capacity for the heavy southbound right turn movement. The intersection currently meets signal warrants and would continue to do so in the future.
- Hwy 66 (Ashland Street)/Washington Street – This intersection has stop control in the northbound direction and heavy volumes east/west on Ashland Street. These heavy volumes create a delay and capacity constraint for the northbound left movement. The intersection meets the peak hour signal warrant, however is spaced approximately 350 feet away from the Interstate 5 southbound off-ramp. A signal in this location would not meet access spacing standards. If a signal were pursued at this location a variance would need to be granted. Another option would be to create a right-in/right-out traffic control at this intersection. That would alleviate the left turn delay/capacity constraint, however due to physical constraints with the heavy rail alignment to the south, Washington Street provides the only full connection to access multiple parcels within this area. If a right-in/right-out access were pursued, additional connectivity would need to be provided potentially to Tolman Creek Road to allow for additional ingress/egress for that area. A right-in/right out access may also impact connectivity for land uses located to the north of Ashland Street (primarily retail uses). The right-in/right-out option would also shift left turns to the intersections of Tolman Creek Road/Hwy 66 (Ashland Street) and Tolman Creek Road/Mistletoe Road. These shifted trips would create an additional need for mitigation at the unsignalized intersection of Tolman Creek Road/Mistletoe Road. This intersection would meet initial peak hour signal warrants, and therefore appropriate mitigation may be a signal under a scenario where Hwy 66 (Ashland Street)/Washington Street is converted to right-in/right-out operation.
- Hwy 66 (Ashland Street)/Tolman Creek Road – This signalized intersection has heavy volumes in the westbound left turns during the PM peak hour. Potential mitigation includes adding another westbound left turn (creating dual westbound left turns). The creation of dual westbound left turns would require two receiving lanes southbound on Tolman Creek Road. The additional receiving lane could taper and merge to one lane further south of this intersection. This mitigation would also allow for adequate operations under a scenario where Hwy 66 (Ashland Street)/Washington Street is converted to right-in/right-out operation.
- Hwy 99 (Siskiyou Boulevard)/Tolman Creek Road – The northbound left turn at this intersection is experiencing heavy delay and capacity constraints due to the uncontrolled traffic flow along Hwy 99 (Siskiyou Boulevard). The intersection does not meet a peak hour signal warrant. It could be expected that implementation of transportation demand

management practices such as the commuter rail servicing the study area, a mix of land uses, and other measures outlined in the City of Ashland Transportation System Plan could spread peak hour trips in the future and may provide for a higher peak hour factor at this intersection. By changing the peak hour factor from 0.81 to 0.92 in the future the intersection meets jurisdictional standard.

Based on these outlined mitigation measures, Table 8 summarizes the future operations of the study area intersections by 2030 during the PM peak hour under the currently adopted land use zoning.

Table 8
No-build 2030 PM Peak Hour Mitigated Operations

Intersection	Mobility Standard	Delay	PM Peak Hour	
			LOS	V/C
Hwy 66 (Ashland St)/I-5 Northbound Ramps	V/C 0.85	29.4	C	0.85
Hwy 66 (Ashland St)/I-5 Southbound Ramps	V/C 0.85	21.7	C	0.81
Hwy 66 (Ashland St)/Washington St *	V/C 0.90	7.5	A	0.45
Hwy 66 (Ashland St)/Tolman Creek Rd	V/C 0.90	39.0	D	0.87
Tolman Creek Rd/Mistletoe Road	LOS D	23.7	C	0.25
Hwy 99 (Siskiyou Blvd)/Tolman Creek Rd	V/C 0.90	76.7	F	0.52
Hwy 99 (Siskiyou Blvd)/Mistletoe Mill Rd	V/C 0.90	14.5	B	0.23
Hwy 99 (Siskiyou Blvd)/Crowson Rd	V/C 0.80	11.1	B	0.06

SOURCE: *DKS Associates*

* If this intersection were signalized due to a right-in/right-out operation at Washington Street/Hwy 66, operations would be at LOS C (32.4 seconds of delay) and a V/C ratio of 0.82 during the PM peak hour.

It should be noted that while all intersections meet jurisdictional standard, there may still be some side street movements that experience delay due to larger through volumes on the main street. This is particularly the case at the intersection of Hwy 99 (Siskiyou Boulevard)/Tolman Creek Road.

Alternative B

This alternative as described in the assumptions section has slightly smaller development parcels (in comparison to the other alternatives), and creates a new local circulation roadway to the northeast of the proposed extension of Mistletoe Road. The new local circulation road would allow for access to the smaller parcels to the northeast.

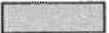
In addition, this alternative includes Tolman Creek Road being realigned to “tee” into the realigned Mistletoe Road occurring just south of the COPR heavy rail alignment. This option is being considered to have Tolman Creek Road perform as more of a neighborhood collector to help reduce the amount of traffic utilizing the roadway. Currently Tolman Creek Road is classified as an Avenue, which is a higher classification than a Neighborhood Collector, indicating the potential for higher volumes. This alternative would include the reclassification of Tolman Creek Road as a Neighborhood Collector and assumes a slightly lower posted speed limit to encourage lower vehicle traffic.

Based on the projected land uses and trips during the PM peak hour, Table 9 summarized the operations at the study area intersections.

Table 9
Alternative B – 2030 PM Peak Hour Unmitigated Traffic Operations

Intersection	Mobility Standard	Delay	PM Peak Hour	
			LOS	V/C
Hwy 66 (Ashland St)/I-5 Northbound Ramps	V/C 0.85	> 80.0	F	> 1.0
Hwy 66 (Ashland St)/I-5 Southbound Ramps	V/C 0.85	> 80.0	F	> 1.0
Hwy 66 (Ashland St)/Washington St	V/C 0.90	> 80.0	F	> 1.0
Hwy 66 (Ashland St)/Tolman Creek Rd	V/C 0.90	61.9	E	> 1.0
Tolman Creek Rd/Mistletoe Road (realigned)	LOS D	> 80.0	F	> 1.0
Hwy 99 (Siskiyou Blvd)/Tolman Creek Rd	V/C 0.90	> 80.0	F	> 1.0
Hwy 99 (Siskiyou Blvd)/Mistletoe Mill Rd	V/C 0.90	50.7	F	0.55
Hwy 99 (Siskiyou Blvd)/Crowson Rd	V/C 0.80	11.1	B	0.08

SOURCE: *DKS Associates*

 - Indicates an intersection that does not meet jurisdictional standard

Based on the findings in Table 9, the same five intersections as in the No-build condition fail to meet jurisdictional standards by the year 2030 during the PM peak hour, and would require some form of mitigation to meet the outlined standard. In addition, the realigned intersection of Tolman Creek Road/Mistletoe Road does not meet jurisdictional standard. The following summarizes potential mitigation strategies to address deficiencies.

- Hwy 66 (Ashland Street)/Interstate 5 northbound – Similar to the No-build condition, this intersection has a deficient V/C ratio for the stop controlled side street. Similar mitigation as under the No-build condition (signalization) would be necessary; however signalization alone would not meet the jurisdictional standard. In addition, a separate westbound right turn pocket would be necessary in order to meet the jurisdictional standard.
- Hwy 66 (Ashland Street)/Interstate 5 southbound ramp – Similar mitigation that was outlined for the No-build condition would still be necessary under this alternative. This consisted of signalization and an additional southbound right turn pocket (dual right turns). The intersection currently meets signal warrants and would continue to do so in the future.
- Hwy 66 (Ashland Street)/Washington Street – This intersection has similar mitigation as would be necessary under the No-build condition. The intersection continues to meet the peak hour signal warrant under this alternative and similar to the No-build condition, a signal in this location would not meet access spacing standards. If a signal were pursued at this location a variance would need to be granted. As an alternative, a right-in/right-out operation could be pursued and would allow for adequate operations at this intersection.
- Hwy 66 (Ashland Street)/Tolman Creek Road – Similar to the No-build condition, an additional westbound left turn at this intersection would help to mitigate the intersection.

However, the left turn alone is not enough mitigation to meet the jurisdictional standard. In addition to adding a westbound left turn, a separate northbound right turn would be needed to achieve the jurisdictional standard for V/C ratio. This mitigation does not allow for adequate jurisdictional operations if Hwy 66 (Ashland Street)/Washington Street is converted to a right-in/right-out operation. The conversion shifts volumes at the intersection to affect capacity enough that the intersection would operate with a V/C ratio of 0.92 during the PM peak hour (standard is 0.90). An additional mitigation of an eastbound right turn pocket would be necessary to meet jurisdictional standard and would allow for a V/C ratio of 0.83 during the PM peak hour.

- Tolman Creek Road/Mistletoe Road (realigned) – The realigned intersection does not meet jurisdictional standard as an unsignalized intersection. Signalizing the intersection allows for adequate intersection operations. The intersection meets peak hour signal warrants under this alternative in the future. This mitigation is the same if Hwy 66 (Ashland Street)/Washington Street is retained as a full access intersection, or as a right-in/right-out operation.
- Hwy 99 (Siskiyou Boulevard)/Tolman Creek Road – Under this alternative this intersection is beyond the jurisdictional standard even with expected changes to the peak hour factor through TDM measures as outlined in the No-build condition, and additional mitigation is necessary to meet standard. The northbound left turn movement has delay and capacity constraints due to the stop controlled movement and the uncontrolled (free flow) movement on Hwy 99 (Siskiyou Boulevard). Adding lane geometry to this approach does not alleviate the delay and/or capacity constraints. A signal at this location would allow for adequate traffic operations; however the intersection does not meet a peak hour signal warrant. If a signal were to be implemented at this location a variance would need to be granted.

Based on these outlined mitigation measures, Table 10 summarizes the future operations of the study area intersections by 2030 during the PM peak hour under the alternatives land use and mitigation.

Table 10
Alternative B – 2030 PM Peak Hour Mitigated Operations

Intersection	Mobility Standard	Delay	PM Peak Hour	
			LOS	V/C
Hwy 66 (Ashland St)/I-5 Northbound Ramps	V/C 0.85	21.5	C	0.71
Hwy 66 (Ashland St)/I-5 Southbound Ramps	V/C 0.85	26.9	C	0.85
Hwy 66 (Ashland St)/Washington St	V/C 0.90	8.0	A	0.50
Hwy 66 (Ashland St)/Tolman Creek Rd	V/C 0.90	34.9	C	0.83
Tolman Creek Rd/Mistletoe Road	LOS D	23.8	C	0.77
Hwy 99 (Siskiyou Blvd)/Tolman Creek Rd	V/C 0.90	16.6	B	0.58
Hwy 99 (Siskiyou Blvd)/Mistletoe Mill Rd	V/C 0.90	50.7	F	0.55
Hwy 99 (Siskiyou Blvd)/Crowson Rd	V/C 0.80	11.1	B	0.08

SOURCE: *DKS Associates*

All intersections meet jurisdictional standard with the proposed mitigation. It should be noted that some of the proposed mitigation would require additional review and approval, especially the implementation of new signals at intersections if they do not meet a signal warrant. Meeting a signal warrant is one criterion for implementing a signal, but there are many other criteria that should be evaluated and reviewed before deciding on installing a signal.


Alternative C

This alternative is very similar to Alternative B for the roadway circulation with the exception that there is no local circulation roadway to the northeast of the proposed extension of Mistletoe Road. The removal of the local circulation road allows for larger parcels to be constructed within the study area. This alternative still has a central roadway running through the middle of the study area and is focused primarily on light industrial land uses with some office campus and high density housing. Tolman Creek Road is still realigned with Mistletoe Road to create a “tee” intersection allowing Mistletoe Road to be a more throughput roadway and Tolman Creek Road to be more of a neighborhood route. Based on the projected land uses and trips during the PM peak hour, Table 11 summarized the operations at the study area intersections.

Table 11
Alternative C – 2030 PM Peak Hour Unmitigated Traffic Operations

Intersection	Mobility Standard	Delay	PM Peak Hour	
			LOS	V/C
Hwy 66 (Ashland St)/I-5 Northbound Ramps	V/C 0.85	> 80.0	F	> 1.0
Hwy 66 (Ashland St)/I-5 Southbound Ramps	V/C 0.85	> 80.0	F	> 1.0
Hwy 66 (Ashland St)/Washington St	V/C 0.90	> 80.0	F	> 1.0
Hwy 66 (Ashland St)/Tolman Creek Rd	V/C 0.90	58.0	E	> 1.0
Tolman Creek Rd/Mistletoe Road (realigned)	LOS D	> 80.0	F	> 1.0
Hwy 99 (Siskiyou Blvd)/Tolman Creek Rd	V/C 0.90	> 80.0	F	> 1.0
Hwy 99 (Siskiyou Blvd)/Mistletoe Mill Rd	V/C 0.90	33.8	D	0.43
Hwy 99 (Siskiyou Blvd)/Crowson Rd	V/C 0.80	11.1	B	0.08

SOURCE: *DKS Associates*

 - Indicates an intersection that does not meet jurisdictional standard

Based on the findings in Table 11, the same five intersections as in the No-build condition fail to meet jurisdictional standards by the year 2030 during the PM peak hour, and would require some form of mitigation to meet the outlined standard. In addition, the realigned intersection of Tolman Creek Road/Mistletoe Road does not meet jurisdictional standard. Many of the same mitigation strategies are necessary under this alternative as were proposed under Alternative B. The following summarizes the potential mitigation strategies to address deficiencies.

- Hwy 66 (Ashland Street)/Interstate 5 northbound – Similar mitigation as proposed in Alternative B. This consisted of signalization and adding a separate eastbound left and westbound right turn pockets.
- Hwy 66 (Ashland Street)/Interstate 5 southbound ramp – Similar mitigation as under Alternative B. This consisted of signalization and an additional southbound right turn pocket (dual right turns). The intersection currently meets signal warrants and would continue to do so in the future.

- Hwy 66 (Ashland Street)/Washington Street – Similar mitigation as under Alternative B. This consisted of signalization. The intersection would meet the peak hour signal warrant in the future, but does not meet ODOT’s access spacing standards. As an alternative, a right-in/right-out operation could be pursued and would allow for adequate operations at this intersection.
- Hwy 66 (Ashland Street)/Tolman Creek Road – Similar mitigation as under Alternative B. This consisted of an additional westbound left turn and a separate northbound right turn. No additional mitigation beyond the additional westbound left turn and separate northbound right turn would necessary if Hwy 66 (Ashland Street)/Washington Street were converted to a right-in/right-out operation.
- Tolman Creek Road/Mistletoe Road (realigned) – Similar mitigation as under Alternative B. This consisted of signalization. The intersection would meet peak hour signal warrants in the future.
- Hwy 99 (Siskiyou Boulevard)/Tolman Creek Road – Similar mitigation as under Alternative B. This consisted of implementing a signal to allow for better side street delay and capacity; however the intersection does not meet a peak hour signal warrant.

Based on these outlined mitigation measures, Table 12 summarizes the future operations of the study area intersections by 2030 during the PM peak hour under the alternatives proposed land use and mitigation.

Table 12
Alternative C – 2030 PM Peak Hour Mitigated Operations

Intersection	Mobility Standard	Delay	PM Peak Hour	
			LOS	V/C
Hwy 66 (Ashland St)/I-5 Northbound Ramps	V/C 0.85	28.9	C	0.87
Hwy 66 (Ashland St)/I-5 Southbound Ramps	V/C 0.85	26.3	C	0.88
Hwy 66 (Ashland St)/Washington St	V/C 0.90	8.9	A	0.51
Hwy 66 (Ashland St)/Tolman Creek Rd	V/C 0.90	33.9	C	0.81
Tolman Creek Rd/Mistletoe Road	LOS D	24.0	C	0.76
Hwy 99 (Siskiyou Blvd)/Tolman Creek Rd	V/C 0.90	18.9	B	0.67
Hwy 99 (Siskiyou Blvd)/Mistletoe Mill Rd	V/C 0.90	33.8	D	0.43
Hwy 99 (Siskiyou Blvd)/Crowson Rd	V/C 0.80	11.1	B	0.08

SOURCE: *DKS Associates*

Similar to Alternative B, the proposed mitigation measures allow for adequate intersection operations by 2030 during the PM peak hour. Some of the proposed mitigation strategies, such as new signals at intersections where peak hour warrants or access spacing standards are not met, will need to have further review and analysis before implementing. Meeting a signal warrant is one criterion for implementing a signal, but there are many other criteria that should be evaluated and reviewed before deciding on installing a signal.


Alternative D

This alternative has a similar roadway configuration as Alternative C, with an extension of Mistletoe Road and Tolman Creek Road being realigned to “tee” into Mistletoe Road. The land uses are primarily office campus with a small amount of mixed uses near the realigned “tee” intersection. Tolman Creek Road is being considered a Neighborhood Collector under this alternative, and the extension of Mistletoe Road would be considered an Avenue (by the City of Ashland standards). Based on the projected land uses and trips during the PM peak hour, Table 13 summarized the operations at the study area intersections.

Table 13
Alternative D – 2030 PM Peak Hour Unmitigated Traffic Operations

Intersection	Mobility Standard	Delay	PM Peak Hour	
			LOS	V/C
Hwy 66 (Ashland St)/I-5 Northbound Ramps	V/C 0.85	> 80.0	F	> 1.0
Hwy 66 (Ashland St)/I-5 Southbound Ramps	V/C 0.85	> 80.0	F	> 1.0
Hwy 66 (Ashland St)/Washington St	V/C 0.90	> 80.0	F	> 1.0
Hwy 66 (Ashland St)/Tolman Creek Rd	V/C 0.90	> 80.0	F	> 1.0
Tolman Creek Rd/Mistletoe Road (realigned)	LOS D	> 80.0	F	> 1.0
Hwy 99 (Siskiyou Blvd)/Tolman Creek Rd	V/C 0.90	> 80.0	F	> 1.0
Hwy 99 (Siskiyou Blvd)/Mistletoe Mill Rd	V/C 0.90	> 80.0	F	0.72
Hwy 99 (Siskiyou Blvd)/Crowson Rd	V/C 0.80	11.5	B	0.08

SOURCE: *DKS Associates*

 - Indicates an intersection that does not meet jurisdictional standard

Based on the findings in Table 13, the same intersections as in previous alternatives fail to meet jurisdictional standards by the year 2030 during the PM peak hour, and would require some form of mitigation to meet the outlined standard. Many of the same mitigation strategies are necessary under this alternative as were proposed under Alternatives B and C. The following summarizes the potential mitigation strategies to address deficiencies.

- Hwy 66 (Ashland Street)/Interstate 5 northbound – Similar mitigation as proposed in previous alternatives. This consisted of signalization and adding a separate westbound right turn pocket.
- Hwy 66 (Ashland Street)/Interstate 5 southbound ramp – Similar mitigation as under previous alternatives do not allow for adequate jurisdictional operations. In addition to the signalization and an additional southbound right turn pocket (dual right turns), an eastbound through lane would be necessary to allow for additional capacity at this intersection. This would require two through travel lanes through the intersection where currently only one travel lane exists. This would require the widening of the existing overpass to accommodate the additional travel lane. The two travel lanes could transition to the east approach geometry at the intersection of Hwy 66 (Ashland Street)/Interstate 5 northbound by containing a separate left turn and one through lane. This condition would require adequate signage to allow users in the inner travel lane prior to the intersection know they were in a left turn only lane approaching the Interstate 5 northbound on-ramp.

- Hwy 66 (Ashland Street)/Washington Street – Similar mitigation as previous alternatives. This consisted of signalization. The intersection would meet the peak hour signal warrant in the future, but does not meet ODOT’s access spacing standards. As an alternative, a right-in/right-out operation could be pursued and would allow for adequate operations at this intersection.
- Hwy 66 (Ashland Street)/Tolman Creek Road – Similar mitigation measures as listed in previous alternatives do not allow for adequate intersection operations. Additional mitigation measures are necessary under this alternative. In addition to the previously identified westbound left and northbound right turn pockets, a new northbound left (dual lefts), eastbound right turn pocket, and southbound left turn pocket would be necessary to meet jurisdictional standard. This would require some additional right-of-way to implement. This same mitigation would allow for adequate operations under a scenario where Hwy 66 (Ashland Street)/Washington Street were converted to a right-in/right-out operation.
- Tolman Creek Road/Mistletoe Road (realigned) – Similar mitigation as under previous alternatives, but in addition to the signalization a separate eastbound left turn pocket would be necessary.
- Hwy 99 (Siskiyou Boulevard)/Tolman Creek Road – Similar mitigation as under previous alternatives. This consisted of implementing a signal to allow for better side street delay and capacity; however the intersection does not meet a peak hour signal warrant.

Based on these outlined mitigation measures, Table 14 summarizes the future operations of the study area intersections by 2030 during the PM peak hour under the alternatives proposed land use and mitigation.

Table 14
Alternative D – 2030 PM Peak Hour Mitigated Operations

Intersection	Mobility Standard	Delay	PM Peak Hour	
			LOS	V/C
Hwy 66 (Ashland St)/I-5 Northbound Ramps	V/C 0.85	24.5	C	0.79
Hwy 66 (Ashland St)/I-5 Southbound Ramps	V/C 0.85	18.9	C	0.65
Hwy 66 (Ashland St)/Washington St	V/C 0.90	7.7	A	0.55
Hwy 66 (Ashland St)/Tolman Creek Rd	V/C 0.90	45.8	D	0.90
Tolman Creek Rd/Mistletoe Road	LOS D	30.1	C	0.96
Hwy 99 (Siskiyou Blvd)/Tolman Creek Rd	V/C 0.90	23.4	C	0.86
Hwy 99 (Siskiyou Blvd)/Mistletoe Mill Rd	V/C 0.90	> 80.0	F	0.72
Hwy 99 (Siskiyou Blvd)/Crowson Rd	V/C 0.80	11.5	B	0.08

SOURCE: *DKS Associates*

Similar to previous alternatives, the proposed mitigation measures allow for adequate intersection operations by 2030 during the PM peak hour. Some of the proposed mitigation strategies, such as new signals at intersections where peak hour warrants or access spacing standards are not met, will need to have further review and analysis before implementing.

Meeting a signal warrant is one criterion for implementing a signal, but there are many other criteria that should be evaluated and reviewed before deciding on installing a signal.

Summary

Based on this analysis, there are a number of improvements necessary by 2030 under the No-build condition even without the redevelopment of the Croman Mill site. However, the addition of the redevelopment does bring some additional mitigation measures forward. The mitigation necessary to reach adequate intersection operations is similar in Alternatives B and C because the net new trips that utilize the network are similar. Alternative D has a higher trip generation for net new trips and requires some additional mitigation strategies to reach jurisdictional standards. The most significant mitigations under Alternative D is the reconstruction of the existing Interstate 5 overpass at Hwy 66 (Ashland Street) to allow for additional capacity along Hwy 66. Figure 6 summarizes the mitigation measures outlined in this memorandum for the No-build and Build Alternatives.

Alternative D

Alternative C

Alternative B

No-Build

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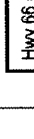
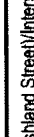
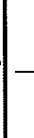
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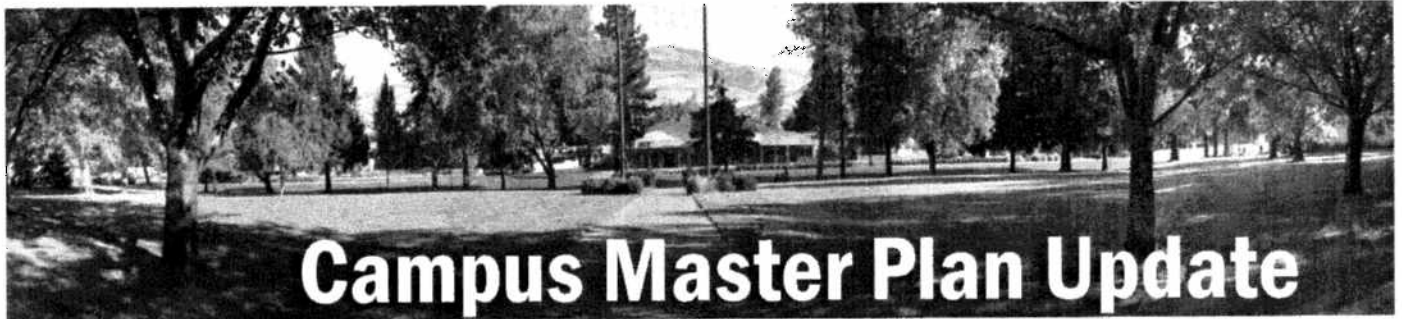
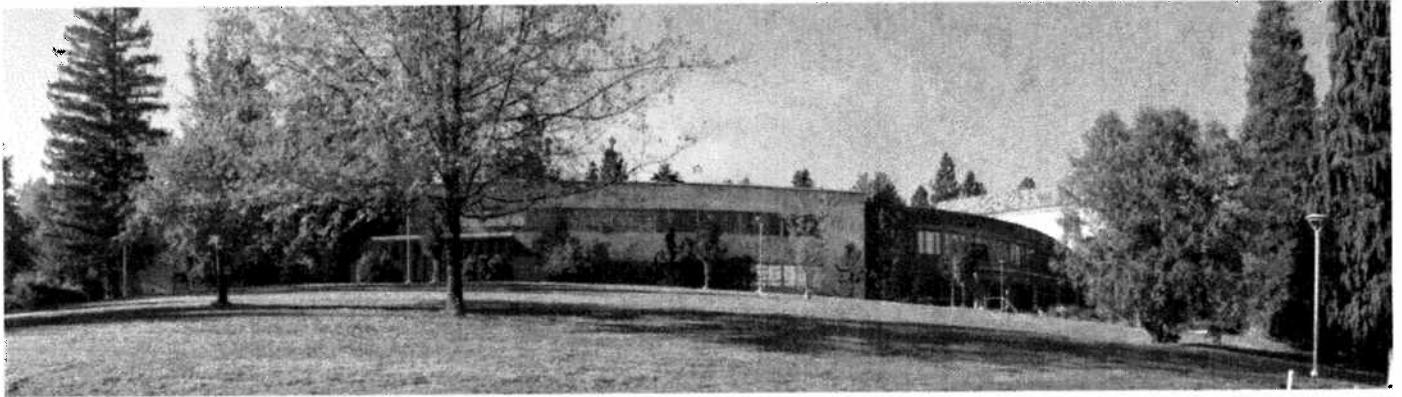
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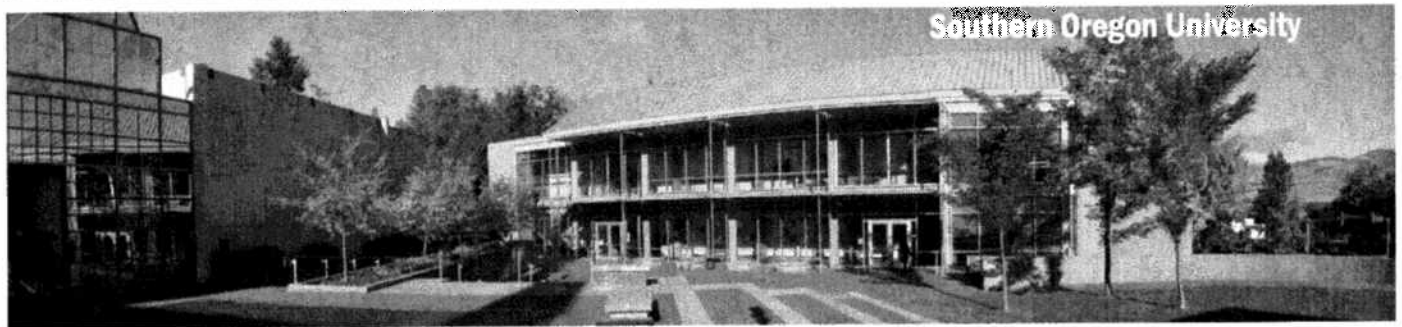


- LEGEND**
- Existing Signal
 - Proposed Signal
 - Existing Lane and/or Lane Geometry
 - Proposed Lane and/or Lane Geometry

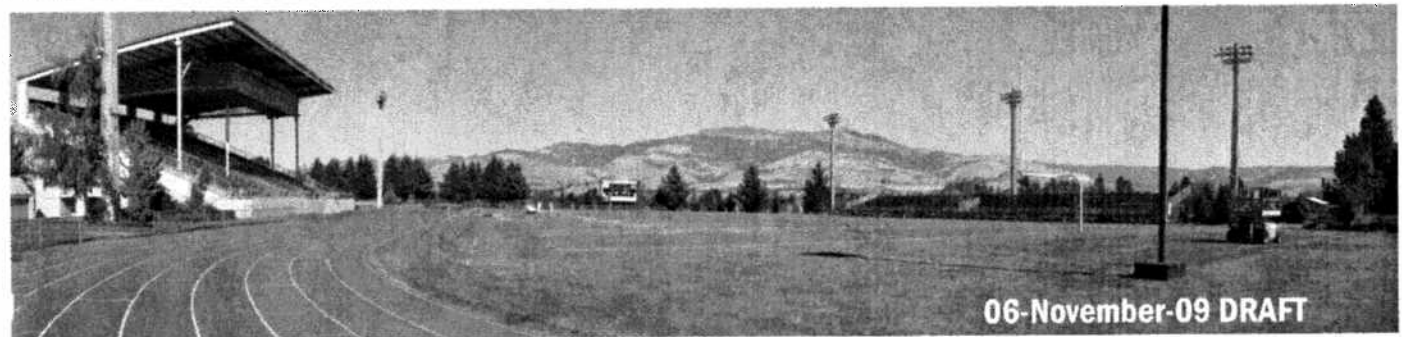
PROPOSED MITIGATION BY ALTERNATIVE



Campus Master Plan Update



Southern Oregon University



06-November-09 DRAFT

Campus Master Plan Update

NOVEMBER-09 DRAFT

Prepared for Southern Oregon University
by SERA Architects

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Executive Summary

This Update of the Master Plan for Southern Oregon University has been prepared to guide the campus for the period 2010-2020. It is predicated on projections of enrollment growth to approximately 6,000 students, from a current student enrollment of 5,082. It responds to the academic planning process, which has been proceeding in parallel to the physical planning process, and several primary goals of the University:

- Create Academic Distinctiveness and Quality
- A Commitment to the Arts and the Bioregion
- A Role as a Community Catalyst
- Financial Sustainability

The Master Plan Update is intended to supersede the previous plan, prepared in 1999-2000. It plans for prioritized development within the academic precincts of the campus, including an expansion and renovation projects for the Theater Arts and Sciences buildings, as well as Deferred Maintenance projects for five key facilities.

The plan also provides a framework for a significant shift in the structure of the campus, to develop new housing to contemporary standards on the campus lands north of Siskiyou Boulevard. This proposed development is based on several factors:

- the need to develop a strong student life component on the campus, to support student retention and attraction;
- to support more sustainable development patterns, including development at densities that are both appropriate to the campus setting and supportive of transit and walkable communities; and
- a preliminary determination that the oldest residential complex on campus - the Cascade Complex - requires extensive upgrades and is not a residential model that serves contemporary students well.

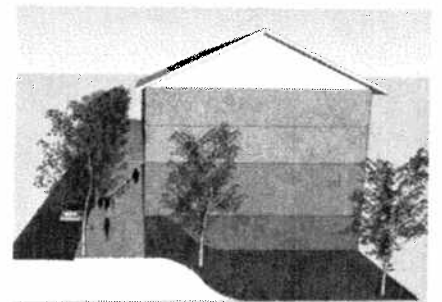
By transitioning housing to the north campus area, the plan also effectively 'land banks' areas currently devoted to housing for long range growth of the academic core of the campus.

A public-private partnership model is being explored to develop new housing, and, where appropriate, the housing could include mixed-use building types. Creation of clusters of faculty housing by the University is also planned for, in part, as a means to enhance recruitment of faculty, and reduce carbon emissions from commuting.

Additionally, the plan includes an analysis of the overall structure of the campus, in particular the open spaces that are a defining characteristic of SOU. Improvements to the open spaces are proposed that will enhance the overall quality of the campus, especially those areas that serve as 'gateways' and contribute to the first impression visitors have of the University. Circulation



The 2010-2020 Master Plan Update addresses strategies to improve the presence of the University along Siskiyou Boulevard.



New campus housing is proposed for students. In appropriate areas, this might be in the form of mixed-use buildings.

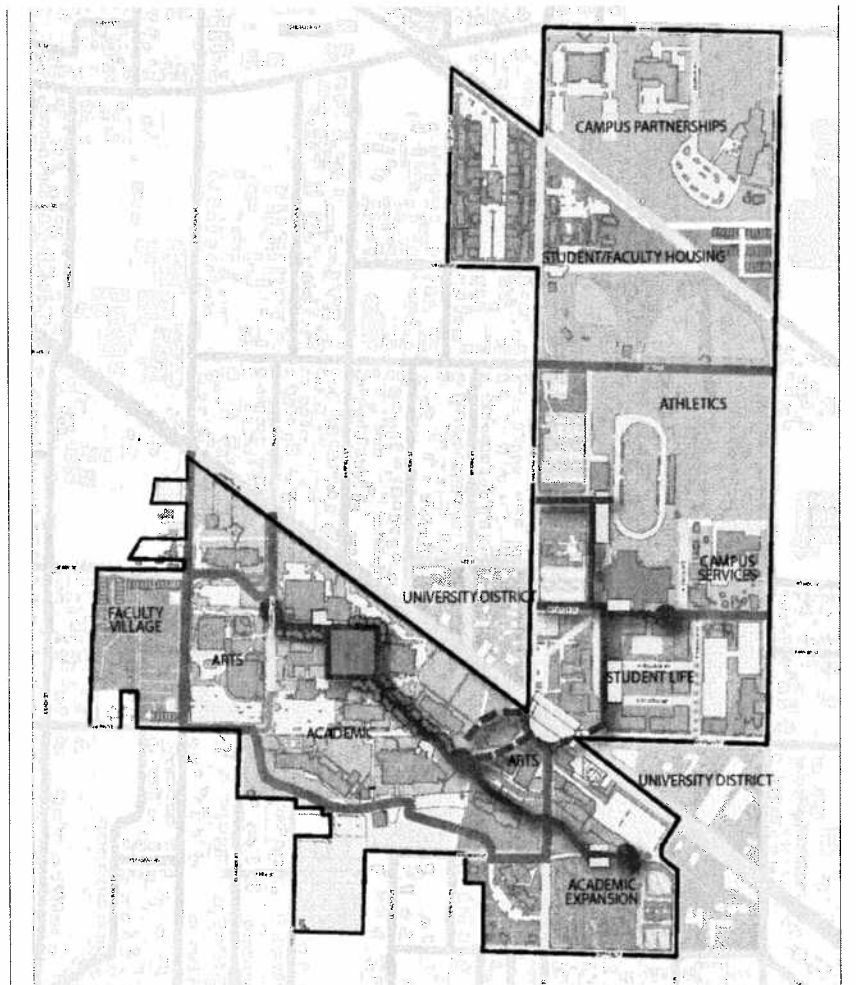
changes are proposed for University Way and adjacent service roads. Improvements to the pedestrian crossings at Siskiyou Boulevard and Indiana/Wightman and Ashland Streets are also proposed.

The plan includes design guidelines for campus development – both buildings and open spaces – intended to enhance the best qualities of the existing campus, and provide a more consistent character to future development. Guidelines address building size, massing, orientation and setbacks, in addition to materials. There are also guidelines for open space and landscape elements.



The University has signed on to the American College & University Presidents Climate Commitment, which calls for an aggressive approach to sustainability for the campus, including green building standards.

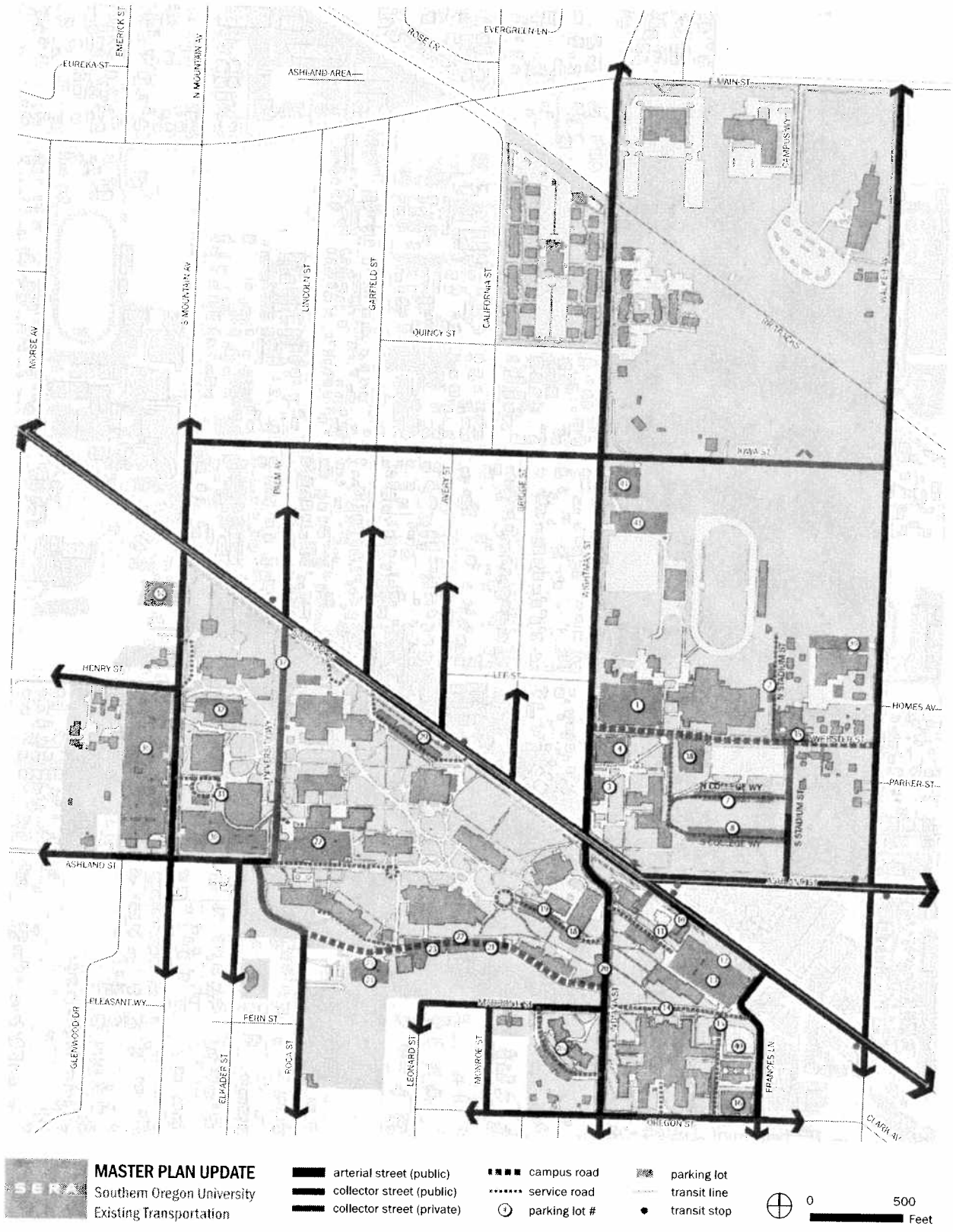
The Master Plan Update provides a framework for sustainability planning, recognizing recent commitments by the University and the Oregon University System to set aggressive goals to reduce greenhouse gas emissions and other environmental impacts. This plan proposes that a follow-up study be done in the form of an Energy Master Plan to guide the University on energy issues affecting conservation, infrastructure investments and renewable energy development. A Transportation Demand Management strategy is also proposed to pursue alternatives to single occupancy auto commuting.



The Framework Plan, right, describes the overall structure of the campus under this plan.

EXISTING CONDITIONS

Figure 5. Existing Vehicular Circulation & Parking Facilities



it would require approximately \$7.6 million in construction costs alone to upgrade the kitchen and dining facilities in place to current standards². The study also noted several limitations of the building that would not necessarily be addressed under the project as described: the poor location and access to the loading dock and impacts on circulation within the residence halls that comprise the rest of the complex.

The Cascade residence halls themselves have several known limitations, including:

- Undesirable configuration with central toilet/bathing facilities;
- Security concerns related to the many entry points;
- Observed structural damage due to corrosion of pipes embedded in slabs;
- Identified seismic deficiencies;
- Systematic inefficiencies and deferred maintenance in the heating and plumbing systems;
- General age of the building and negative perceptions by students.

Many SOU campus buildings would benefit from some degree of reinvestment and/or reconfiguration of programs to improve utilization. However, with limited resources anticipated in the coming years, it will be necessary to set clear priorities for pursuit of both OUS funding and other sources. Priorities should be set based on a strategy of (i) increasing programmatic efficiencies, (ii) reducing maintenance costs and (iii) improving the campus layout.

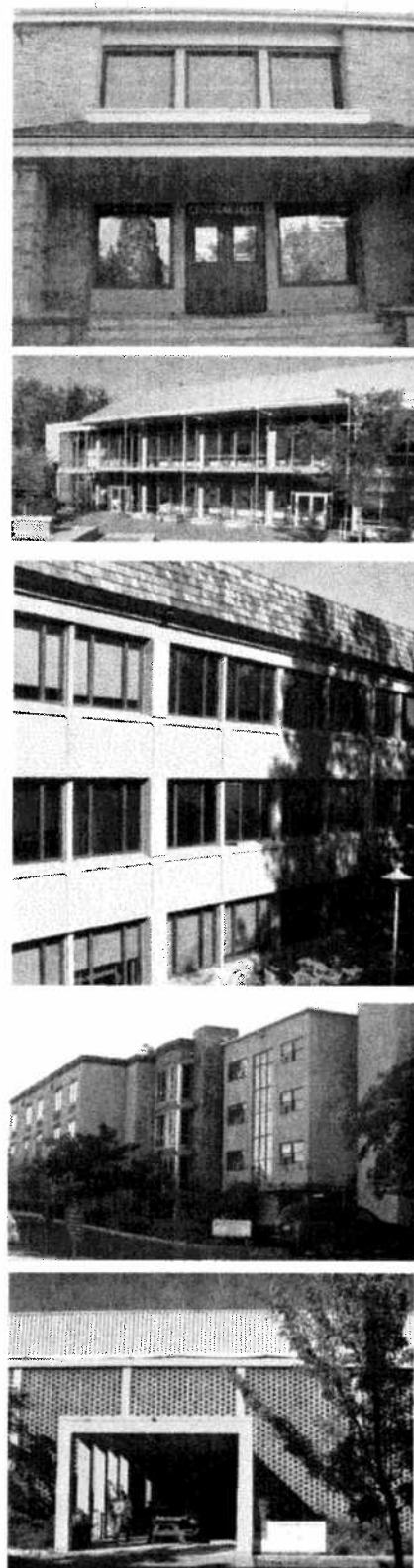
Vehicular Circulation and Parking

Siskiyou Boulevard Corridor

Vehicular circulation to the campus is along public local streets with the large majority accessing the campus from Siskiyou Boulevard. Traffic from points east and south uses a combination of Siskiyou Boulevard and Ashland Street to approach the campus. These two roads converge at the campus with a complicated intersection that is linked to the intersection of Siskiyou Boulevard, Indiana and Wightman Streets. Siskiyou Boulevard is a major arterial with ultimate administrative control by the Oregon Department of Transportation [ODOT]. The highway through Ashland was recently improved, including access management [driveway formalization and consolidation] and improvements to the segment from Wightman Street to Walker Avenue to include full sidewalks, bicycle lanes, four travel lanes and a landscaped median/center turn lane.

Pedestrian crossing safety has been improved at the four non-signalized intersections along Siskiyou Boulevard subsequent to the installation of tactile warning strips, pedestrian refuges, lighting, advance stop bars, and flashing beacons. Still, crossing Siskiyou remains an uncomfortable and potentially dangerous pursuit and was raised as a key concern by SOU students, faculty and staff. Since 2000, there have been 90 accidents on Siskiyou Boulevard [46 of which have involved pedestrians in the crosswalks] including a fatality in February of 2008.

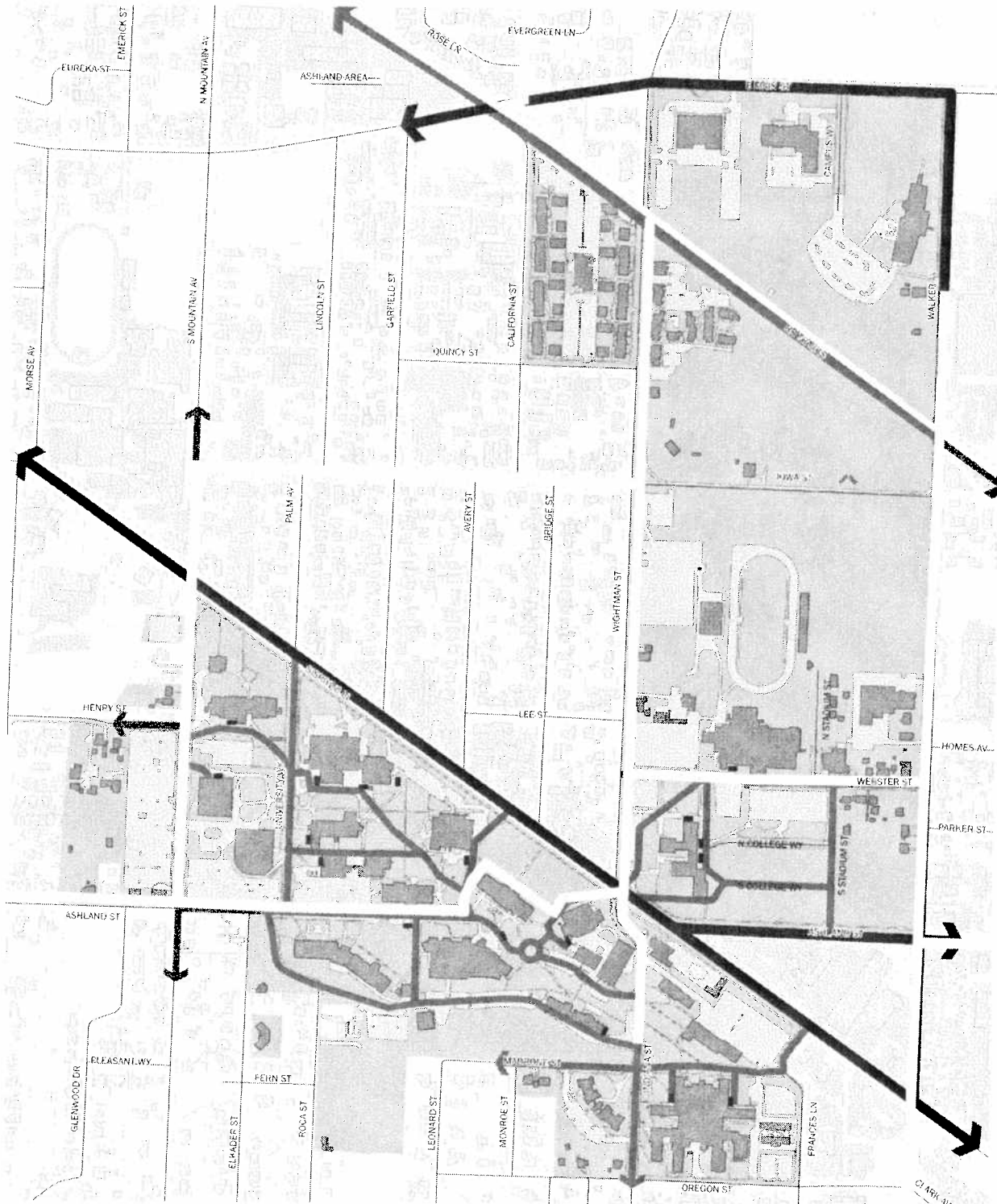
2. SERA Architects, for SOU, Cascade Commons Vision Study, 2008.



Diverse architectural styles and ages of campus buildings.

EXISTING CONDITIONS

Figure 6. Existing Bicycle Facilities and Parking



SERA MASTER PLAN UPDATE
Southern Oregon University
Bikeways and Bike Parking

-  on-street bike lane
-  shared on-street bikeway
-  multi-use pathway
-  designated 'safe route to schools'



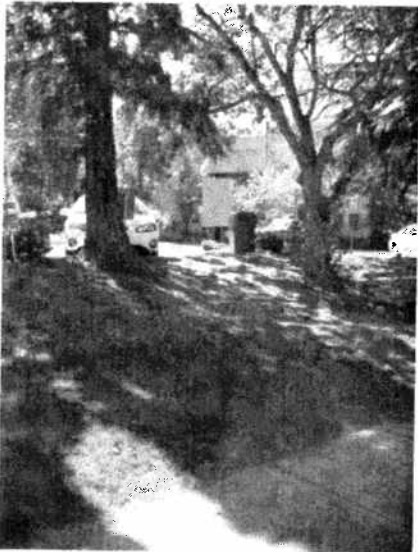


Crosswalks at Siskiyou Boulevard.

Transit service to the campus is part of the regional Rogue Valley Transportation District [RVTD], which serves Ashland and Medford, as well as Talent, Phoenix, Central Point, Jacksonville, and White City.

Vehicle, Bicycle and Pedestrian Circulation

South of Siskiyou Boulevard, a general pattern of circulation limits vehicles to perimeter areas, and reserves the heart of the campus for non-motorized uses, including bicyclists, pedestrians and skaters. The perimeter circulation system is largely dedicated to vehicle movement and parking [Figure 5] and includes Mountain Avenue, University Way, Indiana and Ashland Streets, internal service roads, parking drives, and Siskiyou Boulevard. The southern portion of this loop is somewhat unclear as it relies on a circuitous route of unmarked service roads and parking lots. On this southern perimeter loop, in particular, vehicular circulation and parking lacks clearly defined boundaries, a condition which creates potential conflicts with the numerous pedestrian movements through this portion of campus.



Many of the entry paths off of Siskiyou Boulevard are informal and ad hoc.

For the pedestrian, the heart of the South Campus is linked by a northwest-southeast network of pathways and open spaces that connects the major buildings [Figures 6 and 7]. The buildings along this corridor generally have two 'fronts:' one that is oriented to the central campus green and the other to parking lots or Siskiyou Boulevard. This consistent pattern is one aspect of the campus that should be clarified and enhanced with future development or renovations [See Design Guidelines section].

The North Campus is roughly bordered by Ashland, Wightman, East Main and Walker Streets, which provide vehicular access and limited pedestrian access (sidewalks are generally on one side of the road). Bicycle access is provided on Ashland Street, Walker Avenue and East Main Street, via striped bicycle lanes; Wightman is a shared roadway. The Creek to Crest multi-use trail travels through the northern portion of the North Campus and provides a regional connection to Downtown Ashland, the Bear Creek Greenway and, ultimately, to Medford. Iowa Street bisects the North Campus and links Ashland High School, Ashland Middle School and Walker Elementary School.



Some parking areas double as major pedestrian ways. Campus parking lots do not typically include good pedestrian circulation and tree plantings.

The southern portion of the North Campus has vehicular access on Stadium Street, Webster Street, and College Way [Figures 5, 6 and 7]. Pedestrian and bicycle access is formally and informally provided on these roads, and consists of a loose network of sidewalks and pathways between McNeal Pavilion and the South Campus. One of the bigger pedestrian circulation challenges on the North Campus is providing clear access to Raider Stadium. Stadium pathways and entrances are ambiguous and accessing them requires navigating through parking lots and loading areas. In addition, most of the North Campus athletic fields are fenced and restrict pedestrian access along Walker Avenue and Iowa Street, which can contribute to out-of-direction travel and create a disincentive to walking.

There is no sidewalk on the west side of Walker Avenue between Ashland and Iowa

Streets, and there is only a short length of sidewalk on the west side of Walker Avenue between Iowa and East Main Streets. The lack of sidewalks on the west side of Walker Avenue limits Safe Routes to Schools for students walking to Walker Elementary School and the Ashland Middle School.

Parking

Campus parking is primarily in off-street parking lots owned by the University [see Figure 5 for numbered parking lot locations]. Commuter student parking in the South Campus is located off Mountain Ave, adjacent to the Theater and Music buildings [in Lot 36, west of Mountain and Lot 30, East of Mountain]. Commuter students can also park in the small lots south of the Science Building [Lot 24] and west of the Plunkett Center [Lot 34]. Faculty and staff parking is provided along University Way [on-street], behind the Computing Services Center [Lot 27], behind the Hannon Library [Lot 21/22], Britt [Lot 29], and the Center for the Visual Arts [Lot 19]. The Cox Hall parking lot [Lots 12/13] is a multi-use lot, serving on-campus students, commuter students, faculty, and staff and university visitors. However, short-term university visitors are currently directed to the fee lot between Britt Hall and Siskiyou Boulevard [Lot 29], where the admissions office is located. Residence hall parking is located behind Madrone Hall [Lot 20a] and on the east side of Cascade [Lots 15 & 16]. Limited on-street parking is available on Indiana and Madrone.

North Campus parking lots are generally located at the southern end of the district near McNeal Pavilion and Greensprings housing [Lots 4 and 38 and Lots 5, 7, 8 and 9, which are arrayed along the Stadium Street loop]. These permit lots serve both commuter students and resident students with cars. Two large parking lots [Lots 1 & 41] between Webster and Iowa Streets serve stadium and sports field events as well as commuter students. On-street parking is available on Wightman Street and one side of Walker Avenue.

Since there are no residential parking restrictions in the neighborhood north of Siskiyou Boulevard, many students, faculty and staff park on the residential streets. This results in increased pedestrian crossings of Siskiyou Boulevard at the four non-signalized intersections.

Table 2: Parking spaces by lot/cluster. See Figure 5 for lot locations.

Lot	Location	
1	West of McNeal	167
2	N. Stadium Way	27
3	West of Greensprings	20
4	Northwest of Greensprings	39
5	Drive east of Greensprings	22
6	Webster Street	24
7	East of Greensprings	34
8	North of S. College Way	42
9	South of S. College Way	40
10	East of Art East	14
11	North of Student Health	17
12/13	North of Cox Hall	163
14	Madrone Street	18
15	Street east of Cascade	34
16	South of Campbell Center	36
18	South of Art Building	9
19	South of Marion Ady	25
20	East of Suzanne Homes	21
20A	South of Madrone Apts.	36
21	South of Library (East)	51
22	South of Library (West)	22
23	East of Heat Plant	11
24	West of Heat Plant (North)	46
25	West of Heat Plant (South)	10
26	South of Central Hall	16
27	S. of Computing Services	108
29	On Siskiyou Blvd.	52
29A	North of Stevenson Union	19
29B	East of Britt Hall	8
30	South of Theatre Bldg.	133
31	West of Theatre Bldg.	9
32	South of Ed./Psych. Bldg.	47
34	West of Plunkett Center	38
35	South & West of RVTV	21
36	Large Mountain Ave. lot	404
37	University Way	56
38	South of McNeal	23
39	FMP/Housing Maintenance	46
40	North of Campbell Center	5
41	Wightman & Iowa Streets	60
		1982



Plunkett Center is a strong iconic presence that should be cultivated to form an even stronger gateway presence.

Circulation

A welcoming, safe and inspiring campus has been demonstrated to contribute to the success of a university. There is growing evidence that the sense of belonging and community that are fostered by a strong campus setting support the academic achievements of students. The combination of circulation and open space improvements to the campus structure proposed here are intended to support these goals by promoting a strong 'sense of place' for the campus.

Improvements to the circulation system in coordination with building-related projects will add value to the overall campus. Minor open space improvements to support these goals should be linked to adjacent capital projects. Larger projects – such as an upgrade to the major campus pedestrian path or the proposed entry to the stadium – would likely be attractive to private donors.

All streets that travel through the campus – whether public or private – should be pedestrian-friendly and offer safe crossing locations. Improvements along these streets should include lighting, landscaping, and other street furnishings to define the campus limits.

Western Gateway

The approach to the campus from the east along Siskiyou Boulevard needs improvement to create a more welcoming entry for campus visitors [See Plan Detail 4]. Although the Plunkett Center presents a strong image to the public, the combination of its setback, the relatively small signage, and the existing circulation pattern make the entry sequence in this area unclear. The campus is not prominent until one has passed the entry point at Mountain Avenue.

Several changes are proposed for this area to address these shortcomings:

- The University will work with the City and other stakeholders to pursue a change in the circulation of University Way. Currently a one-way street that runs northbound (i.e. out from the campus), this street will be re-routed to allow two-way traffic.
- Significant monument and directional signage will be added in the block of campus between Mountain Avenue and University Way to increase the visibility of the campus to first-time visitors and passers-by.
- A drop-off circle is proposed on University Way adjacent to the Student Union to anchor the eastern end of the campus and more clearly define the pedestrian-oriented core.
- Additional measures will be taken to better screen the loading dock function of the Stevenson Union from the view of people on Siskiyou Boulevard. Initial review suggests that access to this loading area could be provided off of University Way. An existing berm would need to be reconfigured, but grades appear compatible. This option should be evaluated as a means to minimize conflicts at the existing driveway for the SU loading dock.
- A mid-block crossing at Mountain Avenue will be pursued to provide a safe path for daily and special event visitors. The main campus circulation system will be extended to better include Parking Lot 36 and the ECOS Community Garden area.



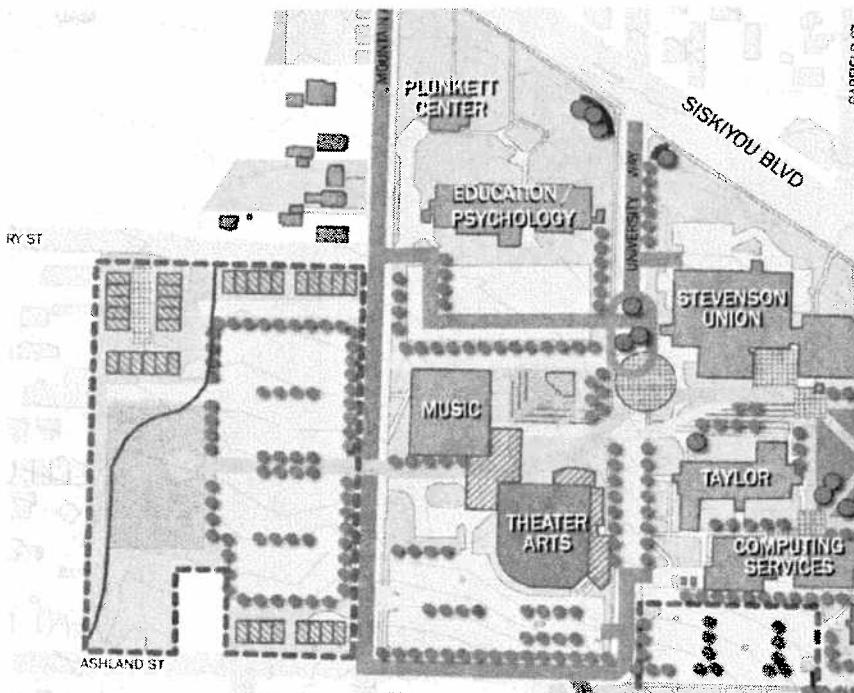
Improved entry signage - including monument signage at major entries will help create a more prominent impression of the campus.

As noted above, a change in the circulation pattern for University Way is proposed to improve campus access and wayfinding on the western edge of campus. University Way is a campus street, but it intersects Siskiyou Boulevard at the north. Therefore circulation changes need to be coordinated and approved with the City potentially including review by the Oregon Department of Transportation [ODOT]. Due to the volumes of traffic on Siskiyou Boulevard, it is unlikely that the University Way/Siskiyou Boulevard intersection would be able to have full turning motions, including left turns to and from westbound lanes of Siskiyou. However, a configuration allowing 'right-in, right-out' turns to and from the eastbound lanes would improve circulation and access to this area of the campus.

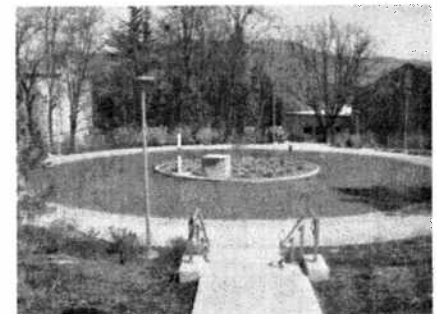
At the far western edge of the campus, several changes are proposed to create a strong and appropriate interface between the campus and the larger community. This is one area where housing for faculty is proposed. New housing development in this area will be consistent with the City of Ashland's policies on removal of existing housing, and will be developed with sensitivity to the scale of the surrounding neighborhood. The ECOS Community Garden will be maintained and enhanced to ensure that it remains a positive element in the mix of uses in this area. New faculty housing on Ashland Street (west of Mountain Avenue) would be no taller than the existing houses on that street frontage.

Extension of the main campus circulation system across Mountain Avenue and through Parking Lot 36 will serve to better connect the ECOS area to the heart of the campus and to provide a more welcoming gateway to the many campus users who enter from this edge [see Plan Detail 4].

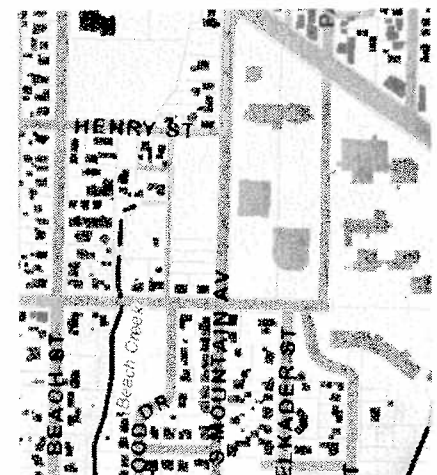
Plan Detail 4: Master Plan Detail Western Gateway & New University Way Drop Circle, with extension of circulation system to Lot 36 and ECOS Community Garden area.



Changes to University Way should offset the potential loss of parking.



Drop-off circle at Hannon Library.

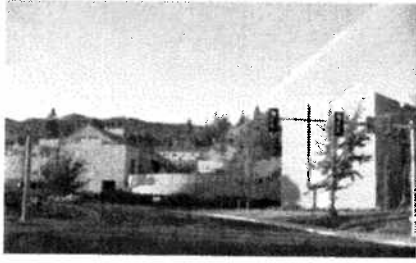


The City's planning for stormwater includes a long term goal to daylight streams. A corridor has been identified in the western edge of the campus, for Beach Creek. Site planning for development in this area will take into account this goal and specific policies for streams.

[Source: City of Ashland Draft Wetland and Riparian Map]

Eastern Gateway

The complex pair of intersections at Siskiyou/Ashland and Siskiyou/Indiana/Wightman together form the most important entry point to the eastern end of campus, as well as the entry to the entire north campus area. They also are a critical crossing point for pedestrians traveling between the North and South Campus areas. Even under the current campus configuration, where most uses are to the south of Siskiyou Boulevard, the safe crossing of this intersection is essential to the safety of pedestrians and participation in campus life. This will become much more true in the future as activity north of Siskiyou is increased.



The current configuration of the campus entry at Indiana St. does not provide a strong welcoming gesture. Existing signage is small and often obscured by landscape. Buildings do not have prominent entries facing the area, and circulation is indirect.

Several potential improvements to this gateway area were discussed during the planning process, including grade separated pedestrian crossings and potential signal changes. Several of the suggested changes are described and discussed in the side bar "Intersection Treatment Options for Eastern Gateway." To improve pedestrian safety and the overall pedestrian orientation of this area, the University will work with the City and other stakeholders to create a specific plan to improve the crossings with enhanced pavement design and on-going monitoring of pedestrian flow and safety issues [see Plan Detail 5].

It should be noted that increasing pedestrian volumes can improve pedestrian safety by increasing the awareness of pedestrians on the part of drivers. To succeed, development should be accompanied by good urban design, including special pavings, appropriate setbacks, and other measures.

Sidebar: Conceptual Intersection Treatment Options for Eastern Gateway:

The Siskiyou/Ashland/Wightman/Indiana intersection serves as a central node on the SOU campus linking the academic uses to the south to the proposed residential and student life services to the north. Pedestrian safety at this intersection will become paramount to the success of an integrated SOU campus as the community continues to grow. Below are five approaches that would both improve pedestrian safety and enhance the intersection as a gateway feature of the campus.

It is recommended that Option 1 be pursued, with detailed design input from both a traffic engineer and an urban designer. The intersection's performance should be monitored on an-going basis as development takes place. If warranted or feasible, signal phase improvements as discussed in Option 2 should be incorporated.

Option 1: Improved pavement design

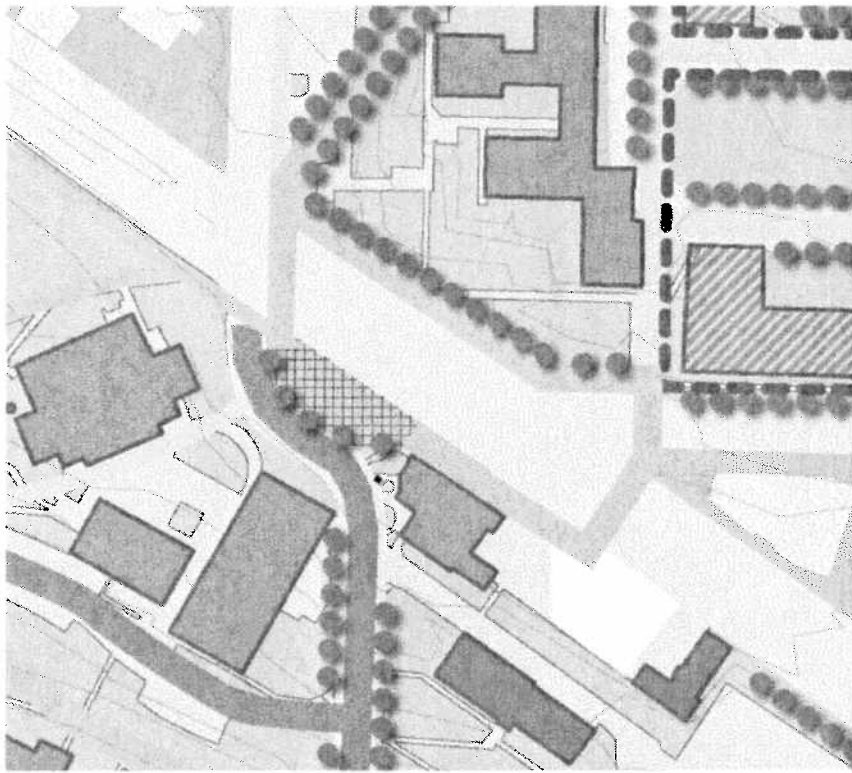
Texture, color and lighting can enhance and draw attention to this intersection and, as such, calm traffic and improve pedestrian safety. Motorists are more inclined to slow down and pay attention in roadway areas that are substantially different from the normal road condition. Option 1 proposes using a variety of high-visibility materials to accentuate the intersection, including colored pavers, stamped concrete, highly-reflective crosswalk materials, and better lighting.

These treatments support street-level pedestrian activity, which improves pedestrian safety and visibility by both motorists and other pedestrians. The interventions are relatively inexpensive, as they do not impact signalization, the public right-of-way, or adjacent land uses.



Use of pavements in downtown Eugene, OR to create a pedestrian zone.

Plan Detail 5: Master Plan Detail Eastern Gateway Concept



Siskiyou/Ashland & Siskiyou/Wightman/Indiana



In downtown Ashland, the combination of urban design factors signal to drivers that they are in an environment where pedestrians should be anticipated: on-street parking, streetscape design, zero-lot-line setbacks, the relationship of building height to street width and the active presence of pedestrians. Near SOU, these elements are not as strong and this difference may contribute to higher vehicle speeds and the perception among some that crossings are less safe.

South Campus Circulation

As noted above, a drop-off circle is proposed for University Way at the Stevenson Union as part of the Western Gateway. This builds on the success of the circle at Hannon Library and ‘bookends’ the pedestrian core of the campus. Ultimately, this pedestrian spine will also connect to any new academic development at the current Cascade Complex site.



The existing service road between Hannon Library and Sciences buildings is not needed and tends to bisect central areas of the campus. It is proposed that this be closed to all but emergency vehicles.

To better connect Theater Arts and Music to the campus core, University Way is proposed to be a pedestrian-only area between the new circle at the Stevenson Union and the parking lot behind Computing Services [Lot 27]. Closing this road to cars is recommended at least during times of peak pedestrian flow and during events at the Performing Arts facilities. At a minimum, an enhanced pedestrian crossing should be developed along this major pedestrian path. In addition, a mid-block pedestrian crossing of Mountain Avenue should be provided to extend the campus circulation system to Lot 36 and the ECOS Community Garden.

The perimeter access road behind Hannon Library could be realigned away from Susanne Homes to connect to Madrone Street in the vicinity of the Madrone Apartment Complex driveway. This detail will significantly improve privacy and safety concerns for Susanne Homes residents, particularly for those who are living at street level on the south side of the building.

The service road running north-south along the west side of the Library will be closed to regular vehicle use in order to extend the pedestrian zone to the Science area.

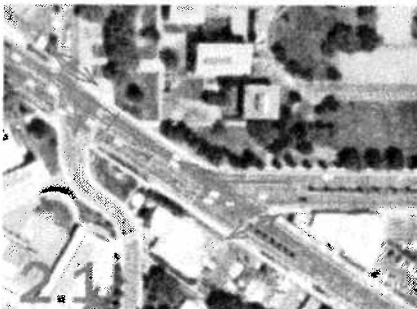
Signal Phasing for Pedestrian Crossing: the Option 2 diagrams below show phasing to accommodate pedestrian crossings while vehicles are flowing on intersections legs where they will not be in conflict. The Option 3 diagram shows a full pedestrian cycle, for potential use when future pedestrian volumes become high enough to warrant this phasing.

Red arrows represent pedestrian movements, while blue represent vehicular movements.

Option 2: Pedestrian phases combined with vehicle phases

Pedestrians could be better accommodated with relatively minor adjustments to signal phasing and timing within the existing intersection signal design. With adequate signal timing, pedestrians can typically be accommodated while vehicles are moving on other ‘legs’ of the intersection. The diagrams below show which pedestrian movements can be made during each signal phase.

By limiting queuing between the two intersections [e.g., diagram 2.4], more direct pedestrian travel would be accommodated, with minimal impact on vehicular travel.



North Campus Circulation

Development of the north side of the campus to include more campus housing is likely to necessitate upgrades to some of the local circulation system in that area. Currently, Webster Street is one-way for key stretches and has aggressive traffic calming measures in the form of steep speed bumps and back-up prevention devices. South Stadium Way – which is partially public and partially owned by the University – runs northward from Ashland Street. Both of these roads may require upgrades in order to accommodate access to new campus housing. The master plan map indicates a potential new road from Walker Avenue toward the stadium. This road would only be pursued if it was found that it could improve circulation to new athletics facilities.

There is a need for clear and prominent access from the main campus area to Raider Stadium and McNeal Pavilion. The connection between the eastern gateway and McNeal Pavilion should be enhanced to establish a clear circulation pattern in this area. This connection should tie into a plaza element in front of the main entrance of McNeal Pavilion or overlooking the stadium field prior to the slope that drops down to the field area.

A promenade/plaza has been proposed to provide a clear and prominent entrance to Raider Stadium from Wightman Street. This plaza could also serve as a gathering place for pre-game events. This feature would be attractive to private donors if designed as a commemoration of past student athletes or others worthy of special recognition.

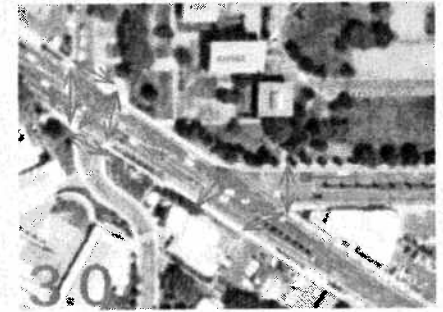
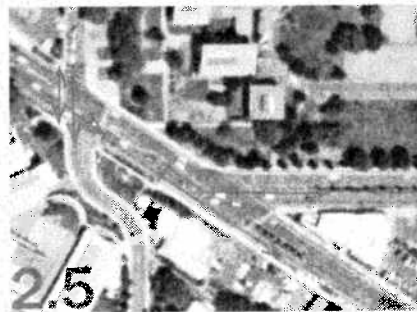
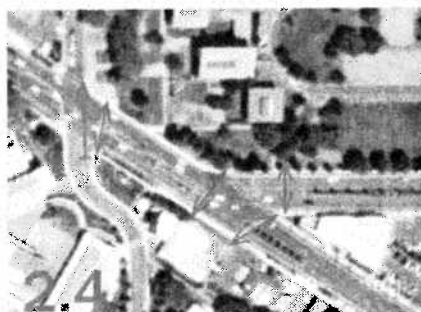


Currently, pedestrians travel through the parking lots on the north side of campus to get to the Athletics areas along the straightest path, or 'desire line.' This raises potential safety issues, and tends to isolate the Athletics areas and contribute to an impression that this part of the campus is disjointed.

Option 3: Full 'pedestrian scramble' signal phase

Scramble signals are a type of traffic signal that give pedestrians exclusive access to an intersection by stopping vehicular traffic on all approaches, allowing pedestrians to cross diagonally or conventionally. These treatments are used throughout the United States at select intersections with both heavy pedestrian and motor vehicle use. The objective of the scramble is to eliminate conflicts between pedestrians and motor vehicles, particularly from turning movements.

The benefits of a scramble signal are clear: numerous professional studies have demonstrated that auto-pedestrian conflicts are dramatically reduced when a scramble signal has been introduced. The costs to implement the system are relatively inexpensive (signal engineering and some new hardware) when compared to other interventions. Drawbacks include the real or perceived traffic flow disruption on Siskiyou Boulevard.





A color-coded parking permit program assigns parking to preferred users: red for residential students, green for commuting students and yellow for faculty and staff.

Parking

Campus parking is provided in numerous off-street lots of various sizes and is supplemented by parking on public and private streets internal or adjacent to the campus. A permit is needed to park in all but visitor spaces, and these can be purchased on an annual, quarterly, or daily basis. Anecdotal evidence suggests that numbers of students, faculty, and staff currently park in on-street spaces in the neighborhoods adjacent to the campus and walk to campus. There are currently no residential parking permit programs in place that would limit this behavior.

Minimum and maximum parking requirements are established by the City of Ashland through the Land Use Ordinance [18.92.020]. Those standards require that parking be built both for academic buildings and residential halls, though a shared parking provision would allow up to a 35% reduction in parking for uses which do not occur at the same time.

Applying the City's parking ratios to the current campus configuration results in a requirement for 1,218 spaces for non-residential uses, broken out below. A parking ratio of 0.67 spaces per residence hall room has been applied under past plans for campus residential uses. Use of this figure leads to a requirement for 657 additional space, for a total of 1,887. Currently, there are 1,982 spaces on campus, as detailed in Table 2 [Existing Conditions section].

Category	Quantity	Ratio	Spaces Required
Classrooms	142	1.50	213
Enrollment	5,082	0.20	1017
Campus Housing	980	0.67	657
Total	n/a	n/a	1,887



Option 4: Pedestrian overpass

Pedestrian overpasses allow for the uninterrupted flow of pedestrian movement separate from the vehicle traffic. These facilities are typically used as a measure of last resort where safe pedestrian crossing requires a grade-separated facility, like over freeways, waterways, and train corridors. Pedestrian overcrossings need to meet Americans with Disabilities Act (ADA) access requirements, which include either a mechanical lift system or a ramp system that does not exceed an 8 percent grade with landings.

The potential benefits of a pedestrian overcrossing are that it would provide exclusive grade-separated pedestrian access across Siskiyou Boulevard and could be designed to serve as a pronounced gateway to the district. The drawbacks include its high construction and development costs, its impact on surrounding land uses, and the likelihood that pedestrians would chose a more convenient crossing location than travel out of direction to access the overcrossing. Pedestrians take the easiest and most direct route despite real and perceived barriers to their destination. Studies have shown that many pedestrians will not use an overcrossing if they can cross at street level in about the same amount of time or less. At this particular location, many pedestrians would be less likely to use the pedestrian overcrossing, because it would be perceived as too onerous to access; some pedestrians would risk dashing across the road on a more efficient line of travel.

Given that this Master Plan Update provides for a potentially significant increase in the percentage of students housed on campus, it is recommended that parking standards appropriate to a more residential campus be developed. The University will collaborate with the City in the development of these standards.

Provisions in the City's Parking Ordinance [e.g., 18.92.060.A] requiring that parking be within a 200' distance of a particular development have not traditionally been applied to university projects. This is due to a recognition that the SOU campus as a whole is a destination for many users, rather than a particular building. The appropriate location of parking relative to campus uses should also be addressed as part of a review of parking standards for the campus. For example, providing resident parking in remote lots is one strategy that can help reduce incentives to driving, but could conflict with policies requiring parking be proximate to buildings.

One goal of any review of parking policies for an institution of SOU's size should be to reduce the potential for over-provision of parking. 'Over-parking' a facility acts as an incentive to driving. It is strongly recommended that parking standards be developed in conjunction with Transportation Demand Management [TDM] strategies [see *Sustainability* section], to ensure that the standards will be appropriate given the planned mix of travel modes, and will serve legitimate parking needs.

Any changes to parking policy will be considered in terms of their potential impact on surrounding streets, as well. Disincentives to parking on neighborhood streets – such as residential parking permit programs – should be evaluated as part of updated parking requirements.

Option 5: Pedestrian undercrossing

Like a pedestrian overcrossing, a pedestrian undercrossing allows for the uninterrupted flow of pedestrian movement separate from the vehicle traffic. Similarly to pedestrian overcrossings, many pedestrians will not use an underpass if they can cross at street level in about the same amount of time or less. Pedestrian undercrossings have special design considerations to ensure that they are well-lit, adequately drained, well ventilated, and secure. Personal safety is a major concern with pedestrian undercrossings as they are often hidden from public view and tend to attract undesirable activities.

This treatment is not recommended for the Siskiyou/Wightman/Indiana intersection because the drawbacks far outweigh the benefit of eliminating pedestrian-motor vehicle conflicts. In addition to personal safety issues, the drawbacks include high design, construction and development costs, design issues regarding an extreme change in grade between the north and south sides of Siskiyou, and the potential impacts on utilities and ground water.

Option 6: Center travel lane underpass

This treatment would lower the through lanes of travel on Siskiyou to allow pedestrians and local traffic to maneuver at-grade at the intersection. There are considerable design challenges to this treatment including signalization issues at the intersection, lack of vehicle queuing space on the bridge over the travel lanes, and the distance needed to transition from grade to 17' below grade. Other drawbacks include extremely high design, construction and development costs, impacts to adjacent land uses (additional right-of-way and restricting access to existing businesses), and the potential impacts on utilities and ground water.



permits commingled recycling for a number of recyclable materials, including paper fibers, metals, etc.

Trash is trucked to or picked up by Ashland Sanitary and is landfilled at their landfill north of Ashland.

Transportation

Transit service in the Ashland area is provided by the regional Rogue Valley Transportation District [RVTD], which serves Ashland and Medford, as well as Talent, Phoenix, Central Point, Jacksonville and White City. Current transit service to Ashland, including the SOU campus, is served by the #10 bus line (between Ashland and Medford) and the recently added # 15 bus line (with stops at Tolman Creek Road, the SOU campus, and the Plaza). RVTD only offers service during workday hours Monday-Friday. This limits the population that can rely on transit for regular access to and from the campus.



Transit service is limited but available during weekdays.

As indicated in the chart below, most campus users travel to the campus by automobile, with some of these commuting in carpools. As noted in the Circulation section, on-campus parking is by permit, with a modest fee associated.

Campus commuting by mode of travel	Students	Faculty	Staff
Commuting in private vehicles	39%	62%	76%
Driving Alone	33%	56%	65%
Carpool Participants	5%	3%	10%
Bus Transit Riders	4%	2%	4%

Environmental Policies under this Master Plan Update

For the reasons indicated above, the University is adopting the following policies:

1. All major renovations and new construction will meet energy efficiency performance targets consistent with the Presidents Climate Commitment and the implementing Action Plan that will accompany that commitment.
2. All new construction and major renovations by the University will be designed and constructed to meet a minimum of Silver rating under the U.S. Green Building Council’s LEED® Rating System. The costs and benefits of certifying to a higher level will also be evaluated.
3. The OUS-established goal for carbon-neutrality will be pursued, assuming that funding strategies can be identified that recognize the potential for increased capital costs, accompanied by reduced operating costs.
4. For projects serving the University but built and operated by private partners, the University will offer incentives as available to encourage the builder to meet the LEED® Silver minimum standard.
5. The University will create an Energy Master Plan that will address energy consumption in a comprehensive way and identify the most cost effective means to comply the President’s Climate Commitment [see sidebar]. As part of energy master planning, the University will evaluate the potential to create an “eco-district”⁷ with the campus and surrounding neighbors.

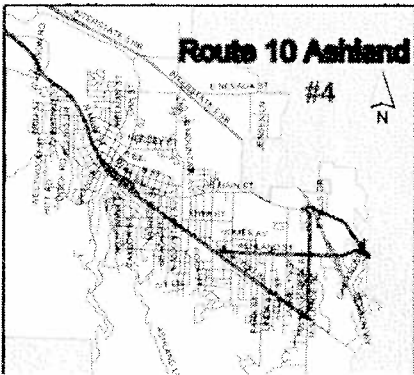


LEED® has emerged as the industry standard for evaluating green buildings.

7. Eco-districts are an emerging mechanism to manage resources at a neighborhood scale. They are being assessed by other OUS campuses as a means to partner with local private sector businesses to reduce impacts and create business opportunities.



Car sharing provides flexibility for people who choose not to own a personal car



RVTD's Line 10 bus route.



The ECOS Community Garden and the Bike Library projects help promote a 'hands-on' approach to environmental learning. It is recommended that these be expanded and improved, and that a strong interpretive element be created. Well-managed community gardens could also serve as an amenity to family housing and other campus residents.

6. In line with the energy master planning process, the University will continue to evaluate opportunities to develop renewable energy infrastructure. A review of potential capacity for photovoltaic installations has been conducted for the campus, and is attached as an Appendix to the Master Plan Update.

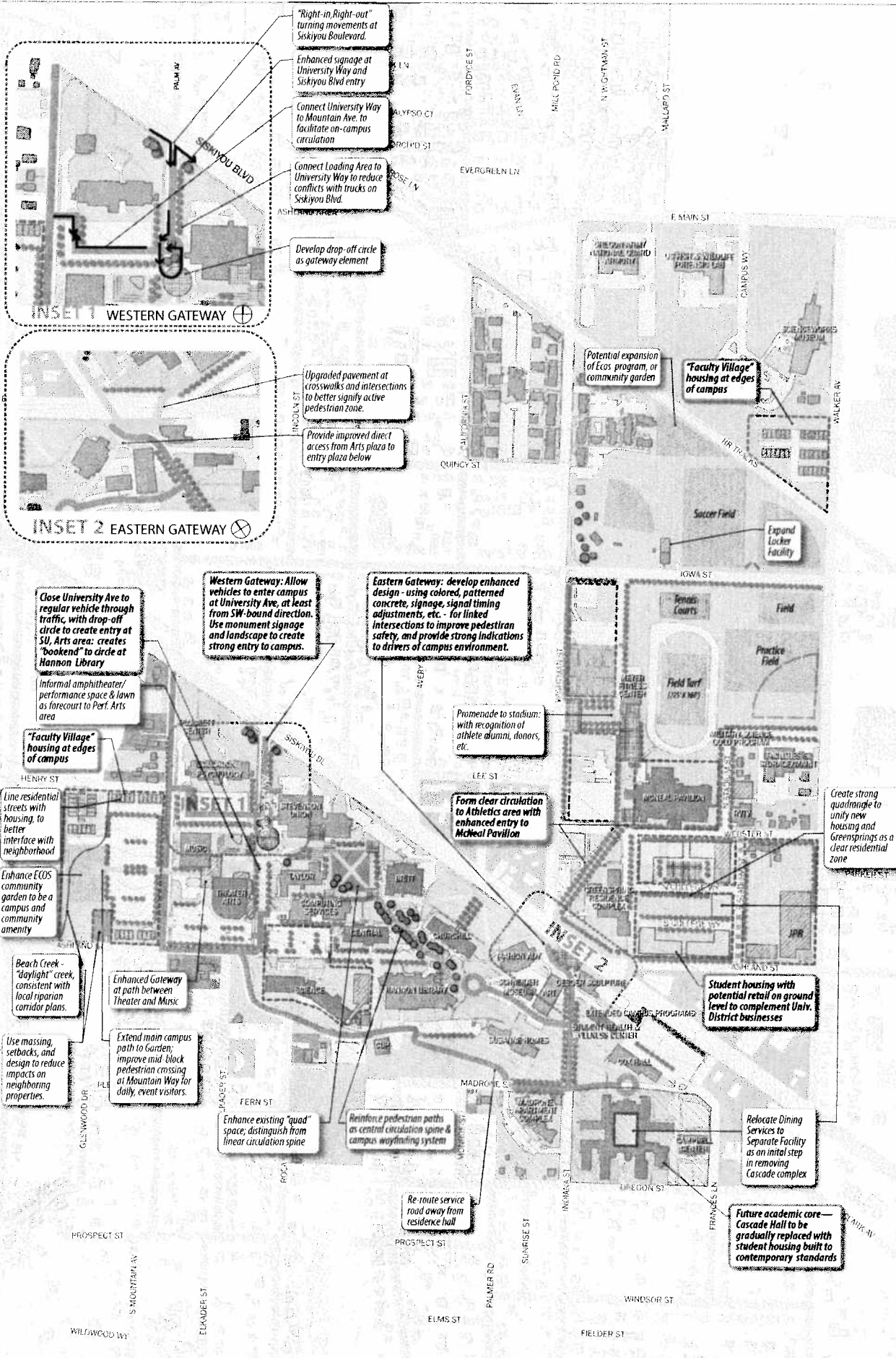
7. The University will make a coordinated effort to reduce water consumption through the following means:

- Review of landscape irrigation practices, including exploration of xeriscape landscapes where appropriate;
- Use of low-flow fixtures and other emerging technologies that demonstrate significant water savings;
- Future buildings projects will assess the feasibility of both greywater and rainwater reuse for appropriate purposes such as irrigation, toilet flushing, and cooling water; and
- Replace existing manual irrigation systems with automated irrigation system to increase efficiency and reduce consumption of TID water.

8. The University will continue to manage solid waste streams to reduce waste sent to landfill. Recyclable material collection facilities will be accommodated in new construction and renovation projects.

9. The University will continue to partner with other relevant agencies – including the City and RVTD – to develop appropriate Transportation Demand Management strategies. Strategies that will be assessed include:

- Development of campus housing to facilitate full-time students ability to live close to campus and reduce or eliminate dependence on automobiles for basic commuting;
- Review parking policies and parking facilities to create disincentives to single-occupancy driving;
- Cooperate with City staff to help ensure that campus parking policies do not create an excessive burden on surrounding streets;
- Provide bicycle parking, showers and other amenities to serve bicycle commuters;
- Continue to advocate for improved transit service to the University, and cooperate with RVTD on programs designed to encourage transit usage;
- Investigation of specialized transit options such as carpool matching programs, preferred parking incentives, vanpools and/or reservation-based shuttles to events at the Higher Education Center;
- A 'guaranteed ride home' program for staff that commute by bus but may occasionally miss the final bus home due to work demands;
- Appropriate partnerships with local car sharing programs.



"Right-in Right-out" turning movements at Siskiyou Boulevard.

Enhanced signage at University Way and Siskiyou Blvd entry

Connect University Way to Mountain Ave. to facilitate on-campus circulation

Connect Loading Area to University Way to reduce conflicts with trucks on Siskiyou Blvd.

Develop drop-off circle as gateway element

Upgraded pavement at crosswalks and intersections to better signify active pedestrian zone.

Provide improved direct access from Arts plaza to entry plaza below

Close University Ave to regular vehicle through traffic, with drop-off circle to create entry at SU. Arts area: creates "bookend" to circle at Hannon Library

Informal amphitheater/performance space & lawn as forecourt to Perf. Arts area

Western Gateway: Allow vehicles to enter campus at University Ave, at least from SW-bound direction. Use monument signage and landscape to create strong entry to campus.

Eastern Gateway: develop enhanced design - using colored, patterned concrete, signage, signal timing adjustments, etc. - for linked intersections to improve pedestrian safety, and provide strong indications to drivers of campus environment.

"Faculty Village" housing at edges of campus

Line residential streets with housing, to better interface with neighborhood

Enhance ECOS community garden to be a campus and community amenity

Beach Creek - "daylight" creek consistent with local riparian corridor plans.

Enhanced Gateway at path between Theater and Music

Extend main campus path to Garden; improve mid-block pedestrian crossing at Mountain Way for daily, event visitors.

Use massing, setbacks, and design to reduce impacts on neighboring properties.

Promenade to stadium: with recognition of athlete alumni, donors, etc.

Form clear circulation to Athletics area with enhanced entry to McNeal Pavilion

Potential expansion of Ecos program, or community garden

"Faculty Village" housing at edges of campus

Expand Locker Facility

Field

Practice Field

Field turf (55' x 100')

Enhance existing "quad" space, distinguish from linear circulation spine

Reinforce pedestrian paths as central circulation spine & campus wayfinding system

Re-route service road away from residence hall

Student housing with potential retail on ground level to complement Univ. District businesses

Relocate Dining Services to Separate Facility as an initial step in removing Cascade complex

Future academic core - Cascade Hall to be gradually replaced with student housing built to contemporary standards

Relocate Dining Services to Separate Facility as an initial step in removing Cascade complex

SOUTHERN OREGON UNIVERSITY

MASTER PLAN UPDATE

renovations	opportunity site	pedestrian path system
building additions	university district	primary pedestrian routes
new buildings	SO zone (City)	square/plaza
SOU campus boundary	SOU parking and paths	

Scale: 0 to 400 Feet

THE FUTURE OF TRANSPORTATION IS HERE



and
ITS Oregon Annual Meeting

February 9-11, 2010
Oregon State University
CH2M-HILL Alumni Center
Corvallis, Oregon

Sponsored by:

- › **Association of Oregon Counties**
- › **American Society of Civil Engineers, Oregon Chapter**
- › **Benton County Public Works**
- › **Federal Highway Administration**
- › **ITS Oregon**
- › **Oregon Department of Transportation**
 - Oregon Technology Transfer Center
 - Research Section
- › **Oregon State University**
 - Institute for Natural Resources
 - Kiewit Center for Infrastructure & Transportation
- › **Portland State University**
 - Oregon Transportation and Research Consortium

Conference Information

The 2010 Northwest Transportation Conference (NWTC) will be held at the Oregon State University CH2M-HILL Alumni Center. This year's theme is "***The Future of Transportation is Here.***" The theme acknowledges that events of the last two years have brought about a major shift nationally and within Oregon, with regard to energy, climate change and transportation technology. In line with that theme, there will be sessions on sustainable infrastructure and climate change as well as demand management techniques and smart growth. We have recruited nationally recognized speakers to address these topics.

The conference will also include vendor displays open Tuesday and Wednesday with hosted breaks as well as **free** Professional Development Hours. One hour of instruction equals 1-PDH.

Directions: From I-5, take Hwy. 34 exit to Corvallis, heading west. Follow Hwy. 20/34 'Ocean Beaches' sign (left turn-at traffic signal before crossing the Willamette River). Turn right on 26th St., left on Western Blvd. Your first right turn off Western is the Reser Stadium parking lot.

- **Parking:** Parking is \$5/day at Reser Stadium, which is adjacent to the CH2M-HILL Alumni Center. Cars with government E-plates do not require permits and are entitled to park in any regular student or staff parking space (not in coin metered spaces). Alternatively, a parking garage at the intersection of Washington Way and 26th Street is open and can be accessed from 26th just north of the Alumni Center. There are Pay & Display Kiosks on each floor near the elevator.

Register Early!

Several blocks of lodging rooms are being held for NWTC attendees. When you make reservations, identify yourself with NWTC to receive a special rate.

	RATES HELD	RESERVATION		
	RATE	UNTIL:	LINE	LOCAL PHONE
Days Inn	\$55 Single	February 1	1-800-329-7466	541-754-7474
Hilton	\$99	January 18	1-800-HILTONS	541-752-5000
Holiday Inn	\$79	January 18	1-800-465-4329	541-752-0800
Super 8 Motel	\$70.88	February 8	1-800-800-8000	541-758-8088

Additional accommodations can be perused at www.visitcorvallis.com

Public Transit: <http://www.ci.corvallis.or.us/downloads/nw/ctsRt3.pdf>

Route Number 3 includes the Alumni Center area. The cost is \$0.75.

Visit our web site at <http://kiewit.oregonstate.edu/nwtc>

For additional information on the conference program contact **Barnie Jones**, (503) 986-2845.

For registration information contact **Nancy Brickman**, (541) 737-4273.

Conference Program

Opening Plenary Session

The conference opens at 10:00 AM on February 9 with a plenary session. In keeping with the conference theme, this session features Glen Hiemstra, a distinguished speaker on the topic “**Reflections on Transportation Futures - Yesterday, Today, and Tomorrow**”. Glen will explore questions like: what will be the impact of climate change issues, how will we integrate land use and transportation, what will drive housing and employment choices, will the transportation system electrify and if so, how fast, how will transportation be impacted by population dynamics, and how will next generation technology impact transportation infrastructure. Glen will provide a glimpse of the future as seen by Northwest entrepreneurs in such fields as nanobatteries, small scale electricity generation, and electric re-fitting for large fleets. He will also take a look at the more distant future - what is beyond our normal planning horizon that we can learn from?

Breakout Sessions

During the afternoon of February 9, all day on February 10, and the morning of February 11, breakout sessions are scheduled. There will be 22 breakout sessions with over 100 presenters.

ITS Oregon is a co-sponsor of the conference, and has organized **four** sessions on ITS topics. Sessions are planned to address the following topics:

- **Climate Change**
- **Integrating Planning and Operations**
- **Innovations in Planning**
- **Intercity Passenger Rail**
- **Pavement Preservation Methods**
- **Measuring Arterial Performance**
- **Freight Movement within Urban Areas**
- **Active Transportation**
- **Traffic Calming**
- **Infrastructure and Energy**
- **Recent Bridge Research**
- **Congestion Pricing**
- **Multimodal Safety and Mobility**
- **Transportation Finance**
- **Public Transit Operations**
- **Multi-Agency Operations**
- **Low Volume Roads**
- **Context Sensitive Design**
- **Innovative Operations**
- **Coastal Tsunami Vulnerability**

Luncheons and Receptions

The conference will include a sit-down luncheon at the CH2M Hill Alumni Center Ballroom on Tuesday and Wednesday. Tuesday’s lunch will feature Carlos Schwantes from the University of Missouri, St Louis, with a presentation titled, “High Speed Trains for America? Reality versus Illusion”. Wednesday’s lunch will highlight Scott Belcher, President and CEO of ITS America.

Closing Plenary Session

For the last session, conference attendees will come back together at 10:15 AM on February 11 for an exciting closing plenary. This session titled, “Transit Oriented Developments: Two Views”, will feature two opposing transportation policy perspectives regarding the success of transit oriented developments (TOD) along the Westside Max line.

Registration Form

Register online at: <http://kiewit.oregonstate.edu/awic>.

For information contact Nancy Brickman, (541)737-4273, FAX (541)737-3052

Please make your checks or purchase orders payable to
Oregon State University - The Kiewit Center
and return with registration by January 29, 2010 to:

Northwest Transportation Conference
Oregon State University, The Kiewit Center
220 Owen Hall, Corvallis, OR 97331

Please send a separate form for each registrant, indicating your selections below and on the following page.

Member of ITS Oregon *Presenter* *Student*

First (Name used on badge)

Last

Agency

Agency Address

City,

State,

Zip

Telephone

Email

Accessibility needs?

TOTAL PAYMENT.....\$ _____

Visa

MasterCard

Expiration Date _____

Cardholder Name _____ **Card Number** _____

Billing Address _____

- † Student registration is no charge; however \$10 covers lunch and handouts.
- † Session moderators and presenters may register at no charge if attending only for their day on the program.
- † Cancellation of registration received by January 22, 2010 will be reimbursed 50%. No refunds will be given after January 22, 2010. Substitute attendees encouraged.

**Free Professional Development Hours are available; one hour of instruction equals one PDH.
Forms will be available at the conference registration table.**

Please indicate appropriate categories below.

General Registration	
Full Conference, 3-days	<input type="checkbox"/> \$300
•after January 29, 2010	<input type="checkbox"/> \$325
Daily:	
Tuesday & Thursday only	<input type="checkbox"/> \$175
Wednesday only	<input type="checkbox"/> \$175
Wednesday & Thursday only	<input type="checkbox"/> \$175

Student Registration (Any full-time, currently enrolled student)	
Tuesday	<input type="checkbox"/> \$10
Wednesday	<input type="checkbox"/> \$10
Thursday	<input type="checkbox"/> \$10

Moderator & Speaker Registration		
Full Conference, 3-days	<input type="checkbox"/> \$150	
•after January 29, 2010	<input type="checkbox"/> \$175	
When do you present? Please mark all that apply.		
<input type="checkbox"/> Tues, 2/9	<input type="checkbox"/> Wed, 2/10	<input type="checkbox"/> Thurs, 2/11
Free registration the day you present. Attend an additional day?		
•Tuesday	<input type="checkbox"/> \$100	
•Wednesday	<input type="checkbox"/> \$100	
•Thursday	<input type="checkbox"/> \$75	

We look forward to seeing you at the conference!



2010 NW Transportation Conference

The Future of Transportation is Here

TUESDAY, February 9, 2010 Registration, CH2M-HILL Alumni Center, 9:00 am

10:00 to 12:00	Vendor Fair - Exhibits Open	Opening Plenary Session Welcome and Introductions-CH2M-HILL Alumni Center Ballroom <ul style="list-style-type: none"> Gail Achterman, <i>Chair, Oregon Transportation Commission</i> James M. Lundy, <i>Executive Associate Dean of Engineering, Oregon State University</i> Keynote Speaker Glen Hiemstra - "Reflections on Transportation Futures - Yesterday, Today, and Tomorrow".			
		Luncheon, 12:00-1:30pm Carlos Schwantes, Professor of Transportation Studies, University of Missouri, St. Louis			
1:30 to 3:00		Room A	Room B	Room C	Room D
		<u>1A. Infrastructure and Energy</u>	<u>1B. Freight Movement within Urban Areas</u>	<u>1C. Public Transit Operations</u>	<u>1D. Innovations in Planning</u>
3:30 to 5:00		<u>2A. Green Highways</u>	<u>2B. Multimodal Safety and Mobility</u>	<u>2C. Congestion Pricing</u>	<u>2D. Context Sensitive Design</u>

WEDNESDAY, February 10, 2010 Registration, CH2M-HILL Alumni Center, 9:00 am

8:30 to 10:00	Vendor Fair - Exhibits Open	Room A	Room B	Room C
		<u>3A. Integrating Planning and Operations</u>	<u>3B. Structures</u>	<u>3C. Climate Change</u>
10:30 to 12:00		<u>4A. Innovations for Measuring Arterial Performance</u>	<u>4B. Continuing and Emerging Issues for Managing Low Volume Roads</u>	<u>4C. Traffic Calming</u>
		Luncheon, 12:00-1:30pm Scott Belcher, President and CEO of ITS America		
1:30 to 3:00		<u>5A. Improving Multi-Agency Operations and Communication</u>	<u>5B. Roadway Safety</u>	<u>5C. Active Transportation</u>

3:30 to 5:00		Room A	Room B	Room C
		<u>6A. Innovative Operations: Looking Ahead</u>	<u>6B. Innovations in Preservation</u>	<u>6C. Communication Between Tribal Communities and Transportation Agencies</u>

THURSDAY, February 11, 2010 Registration, CH2M-HILL Alumni Center, 9:00 am

8:30 to 10:00		Room A	Room B
		<u>7A. Intercity Passenger Rail</u>	<u>7B. Vulnerability of Oregon Coastal Infrastructure To Tsunami</u>
		Break, 10:00 - 10:15	
10:30 to 12:00		Closing Plenary Session "Transit-Oriented Development: Two Views" <ul style="list-style-type: none"> John Charles, <i>Cascade Policy Institute</i> and Richard Willson, <i>California Polytechnic University, Pomona, CA</i> 	

News Release

FOR IMMEDIATE RELEASE, PLEASE

DATE: December 2, 2009

CONTACT: Jim Olson, 541 488-5347

FREE TRAFFIC SAFETY WORKSHOP JANUARY 20TH

On January 20, 2010, the Oregon Department of Transportation Safety Division and the Ashland Transportation Commission will host a free one-day workshop entitled "Improving Safety Features of Local Roads and Streets." The workshop will take place at the Ashland Community Center, 59 Winburn Way, from 9:00 am to 4:00 pm.

This all day workshop will be facilitated by Dr. Mojie Takallou Ph.D., P.E. of the University of Portland Department of Civil Engineering. Dr. Takallou is a nationally renowned expert on transportation safety authoring fourteen books and teaching workshops for 22 years.

Motor vehicle traffic crashes are the leading cause of death for every age from 3 through 34 in the United States. Last year 37,261 persons were killed, 2,346,000 persons were injured and 5,777,000 motor vehicle crashes occurred with the total economic cost of 257.7 billion dollars! The workshop introduces the latest information in the field of highway safety and focuses on the cause of traffic crashes and how they can be prevented. Some of the topics of the workshop include: introduction to roads and streets safety in Oregon, proper use of traffic control devices, traffic calming, pedestrian safety, speed management and low cost roadway safety improvements. This workshop will be of particular value to elected officials, traffic safety committee members, road supervisors, public works



personnel and concerned citizens. This workshop also satisfies the requirements for continuing education units (CEUs) for registered civil engineers.

“I have attended several of Mojie’s classes and have always found them interesting and productive. Besides learning the latest in traffic safety technology, it provides an excellent opportunity to connect with others local professionals who have experienced similar problems or successes. Dr. Takallou has a knack of incorporating regional situations into his presentations.” Jim Olson, Engineering Services Manager, City of Ashland.

To register for this free workshop contact:

Jamie Strohecker
University of Portland School of Engineering
Email: stroheck@up.edu
Telephone: 503 943-7292
Fax: 503 943-7316

Or

Nancy Slocum
City of Ashland Public Works
Email: slocumn@ashland.or.us
Telephone: 541 552-2420
Fax: 541 488-6006

-end-



Lifestyle

The best rides

New Jackson County Bike Map gives pointers on Rogue Valley's routes

By John Darling
for the Tidings
January 04, 2010 10:10 AM

If you want to find the best back roads with the least traffic, the most bike lanes and shoulders and most forgiving (or not) hills, check out the new Jackson County Bike Map, available at bike stores and the county courthouse.

The map features breakouts of the Bear Creek Greenway and each city in the county. It shows moderate-traffic streets in yellow to get through towns, explains laws and is both water- and tear-resistant.

The handy map costs \$5 at the courthouse on Oakdale Avenue and West Main Street in Medford and up to \$6 at bike shops.

Let's say it's a lovely day and you want to bike from Ashland to Eagle Point and back. The map, says avid biker and Ashland Transportation Commission member Tom Burnham, shows you how, via Valley View, Suncrest, Payne, Fern Valley, North Phoenix, Corey, Kershaw and Bigham-Brown roads.

The map shows you that only four miles of the route, on North Phoenix Road, contain high-volume traffic and only one part, on Foothill Road, is of moderate steepness.

The colorful county map was redone in September to include more helpful data, such as road shoulders, bike lanes, traffic volume (look for green roads) and chevrons to indicate grades (one chevron is moderate, two is steep, three is very steep).

On the statewide level, the Oregon Parks and Recreation Department is gathering information to put out an Oregon Scenic Bikeways map — and to mark routes with road signs, a move that will encourage bike tourism.

Several political entities — the Medford Bicycle-Pedestrian Advisory Committee, Jackson County Bicycle Committee, Ashland Transportation Commission and Grants Pass-Josephine County Bikeways Commission — will be working out the best local routes for the state map. That process will take a fair amount of time, energy and funding, says Jenna Stanke, special projects manager for Jackson County.

"The state scenic bikeways map will show you the crème de la crème; the very best rides," says Stanke. "It will be an economic benefit here, and Southern Oregon absolutely has a lot to offer."

Oregon leads the nation in bicycling, routes and maps, she says, and already has the 132-mile Willamette Valley Scenic Bikeway from Eugene to Champoeg State Park south of Portland.

In addition to the Ashland-Eagle Point route, local scenic bikeways that might be included on the state map, says Burnham, would be the route along the river from Rogue River to Grants Pass, the Bear Creek Greenway, and a Jacksonville-to-Ashland trip using a broad choice of lovely back roads, including South Stage or Griffin Creek, Carpenter Hill or Dark Hollow, and Colver Road to Talent Avenue or the greenway.

"These are all pretty safe. It's a neat thing, the county map. It shows you the bike shops, restrooms, parks and places to stop for lunch," says Burnham, "and the state map makes a lot of sense. It's a great idea for touring cyclists to use."

The hard thing, says dedicated bicyclist and Ashland City Councilman David Chapman, is choosing just a couple of routes for the state program when there are so many valley.

"There are also many great fire-trail rides," Chapman says. "If we get people interested in road rides, maybe we can tell them about the off-road rides. It's an interesting way to draw tourists, biking in the day and seeing plays and music at night."

For the state map, Chapman would recommend the strenuous loop of Greensprings and Dead Indian Memorial Road and the Ashland-Jacksonville ride (taking in the greenway) and returning via Central Point and West Medford.

The state map, says Mike Smith of the Siskiyou Velo Club, is "a tremendous thing" | people will spend money here. Bike tourism can really draw people and groups to our area for a day or a week. We've got beautiful terrain and countryside. They'll camp, stay in motels, eat at our restaurants. It will fill the need for a state map. We don't have one now, only guidebooks."

Great rides that could go on the state map are detailed on the Siskiyou Velo Club's Web site (www.siskiyouvelo.org), and include a Brownsboro Loop (Medford, out 140 to Eagle Point, coming back west of White City through Central Point), an Applegate ride (Jacksonville, going the back way to Ruch, then south to the dam and back), and the challenging and highly scenic Butte Falls-Prospect ride.

Smith also favors a ride from Jacksonville to Murphy, and the steep (two chevrons) pedal up Old Highway 99 from Emigrant Lake to Callahan's Lodge and the awesome views at Mount Ashland.

For more information on the county bike map, go to www.co.jackson.or.us/Page.asp?NavID=3038.

John Darling is a freelance writer living in Ashland. E-mail him at jdarling@jeffnet.org.

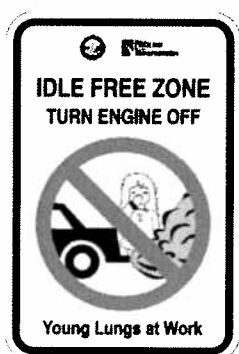
CTRAFFIC SAFETY Connection



Dec. 2009/Jan. 2010 Connecting Oregon's Community Traffic Safety Advocates

Volume 8, Number 2

Mind Your Idle— Idle Free School Zones



Did you know that children breathe in twice as much air for their body weight as adults? Idling your car during school drop-off and pick-up is a toxic health hazard that harms our children. Idling also gets you zero miles to the gallon.

Vehicle exhaust is the leading source of toxic air pollution in Oregon. It seems counter intuitive, but we actually pollute our own immediate air quality—inside the vehicle—when we idle. And, vehicle exhaust is associated with worsening symptoms for children with asthma.

What You Can Do:

Turn the car off if stopped for more than 10 seconds (except in traffic of course!).

Ask your school principal to post a no-idling sign at your school.

For information on mountable signs, contact Donna Green at donna.green@pdxtrans.org or 503-823-6114.

Click It AND Ticket, Teen Seatbelt Project

Goal—To increase seatbelt use among teen drivers with a positive, peer-driven, research-supported educational campaign that also raises awareness in the larger community about the importance of buckling up and the state (and national) Click It or Ticket Program.

Background—Washington State has a seatbelt use rate of 96.5%. Washington has been a national leader, alongside Oregon, in seat belt use since the adoption of the Click It or Ticket Project and primary seat belt law in 2002.

Additionally, teen drivers are part of a high-risk group that has the highest rate of seat belt non-use.

Project Description—Each high school-based project begins with a seatbelt observational survey (conducted by students with assistance from Traffic Safety officials) which determines the baseline seat belt use among the school community (students and teachers driving onto the school property). A second survey follows the project intervention components to measure the impact of the project.

School Resources Officers (SROs), High School Leadership students and their advisor partner (coached by Traffic Safety officials) conduct the intervention which involves identifying and rewarding students who drive onto the high school property buckled up.

A Mirror Image of Click It or Ticket—Students who drive onto school property buckled up receive “tickets” redeemable for rewards. Participating students and SROs position themselves in and around the school parking lot. Students arriving buckled up are given a “ticket.” The “ticket” is modeled after a real ticket, but contains information about why the student is smart to be buckled up (because seat belts reduce injuries and save lives).

There is an area on the “ticket” for the student’s signature, and this becomes their entry form for a drawing.

Once the student enters the school building, his “ticket” is redeemable for candy (or fruit). During morning announcements, the school principal (previously coached by Leadership students) makes a few statements about the importance of buckling up and then announces the big winner who is awarded a debit card worth \$124 (the cost of a REAL ticket for not using a seat belt).

Leadership students are also tasked with promoting seat belt use at the school. Some suggestions include:

- putting up seat belt posters (provided by Traffic Safety officials)
- encouraging teachers to add traffic safety themes to their curriculum
- encouraging teachers to air traffic safety educational videos
- promoting and organizing an all-school, traffic safety assembly
- encouraging student newspaper reporters to write about seat belt use and traffic safety
- writing guest articles in the high school electronic newspaper that goes to parents
- bringing in guest speakers on traffic safety themes
- putting photos in the school year book about the project

Leadership students are tasked with being “public information officers” for the project. They are trained (by Traffic Safety officials) about how to work with the media; they then conduct media interviews. Traffic Safety officials promote the project with the press, then encourage reporters to interview the students, faculty and school administrators. The school benefits from the positive, pro-safety news stories about the school in the local media; the larger community is reminded about the importance of buckling up and the state (and nation’s) Click it or Ticket project.

As mentioned, Leadership students collect observational survey data before and after the project (with coaching from Traffic Safety officials) which not only measures the impact of the project, this involves them in conducting research, which teachers and administrators appreciate.

Continued on Page 2

ACTS Oregon

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Rules of the Road

by Judge Michael J. O'Brien, Tigard
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Oregon electronics retailers can expect an increase in demand for hands-free devices for cell phones during the coming holiday season. The reason? On January 1st, Oregon's "hands-free" law goes into effect.

The new law (House Bill 2377), enacted in June, prohibits the use of cell phones by drivers who are 18 or older unless they utilize a "hands-free accessory." Drivers under the age of 18 are still prohibited from using cell phones while driving, either with or without a "hands-free accessory."

The law applies to any "mobile communication device," including a "text messaging device or a wireless, two-way communication device designed to receive and transmit voice or text communication," commonly known as a cell phone.

A "hands-free accessory" is defined as an "attachment or built-in feature—whether or not permanently installed in a motor vehicle, that when used allows a person to maintain both hands on the steering wheel."

Leading ACTS Oregon

Ruth Harshfield has been the Executive Director of ACTS Oregon since August 2001. From 1995 until 2001 she was the program manager for the ACTS Oregon Child Safety Seat Resource Center.

Ruth's involvement with child passenger safety began with the development of the Clackamas County Car Seat Loan Program in the late 1980's while working for Clackamas County Social Services Division. Her work with Clackamas County included managing the information and referral, emergency housing, energy assistance and self sufficiency case management programs. Working collaboratively to spread limited resources and develop a supportive network of professionals made a challenging job worthwhile.

Click It AND Ticket, Teen Seatbelt Project

Continued from Page 1

Grant funds from the Traffic Safety Commission pay for the following: up to four \$124 debit cards per school (one for each intervention) candy and fruit given to "ticketed" students, poster and "ticket" printing costs, and project T-shirts for Leadership students

After developing the project, the Washington Traffic Safety Commission received \$25,000 in

The law contains a number of exemptions from the "hands-free accessory" requirement, including:

- A driver who is "summoning medical or other emergency help if no other person in the vehicle is capable of summoning help."
- The operator of "an ambulance or emergency vehicle."
- The driver of a vehicle who is "acting in the scope of the person's employment as a public safety officer."
- The driver of a motor vehicle acting "in the scope of the person's employment if operation of the motor vehicle is necessary for the person's job."

Violators can be stopped even if they have committed no other traffic offense, and citations will carry a base fine of \$142. The full text of the law is online at: www.leg.state.or.us/09reg/measpdf/hb2300.dir/hb2377.en.pdf.

In adopting the new law, legislators balked at a proposal to prohibit all cell phone use while driving despite growing scientific evidence that the real danger from cell use comes not from using one's hands, but from the distraction caused by the conversation itself.



Sounds just like what she is doing now!

Empowering people with education and information and seeing people making positive decisions confirmed Ruth's desire to work with others to make a difference. "Working with traffic safety advocates fits well with my background", says Ruth. Correct use of child safety seats, bicycle helmets, safety belts as well as

driving the speed limit, reducing distractions and sharing the road are all things people can do to reduce risks.

Directing a non-profit membership organization that is working to increase the network of professionals and citizens advocating for traffic safety continues to be positive. Seeing a reduction in fatalities and an increase in community awareness of traffic safety continues to be a primary goal for Ruth and ACTS Oregon.

grant funds from State Farm to underwrite the costs of the project, hence media and educational materials now carry the State Farm logo and insurance agents partner with students to give away "tickets" and/or make presentations at the school on the insurance impacts of bad driving choices.

The project is called "Click it AND Ticket" to build on the state and national Click it or Ticket seat belt project brand, capitalize on the verbal connection and further the Click it or Ticket Project messaging.

Eugene Child Passenger Safety (CPS) Technician Class

The CPS Law Enforcement Instructors took a road trip to Eugene in November to teach the fourth CPS Certification training for Law Enforcement. This quick paced group worked hard to develop their skills in a short amount of time and nobody touched the helicopter!

Congratulations to Oregon's newest CPS technicians: Jessica Hull, Dave VanCleve, Steven Rogers & Dan Frye—**Beverton Police Department**; John Risko, Randy Sewell & Chris Kilcullen—**Eugene Police Department**; Kelly Busch—**Grants Pass Police Department**; Dan Kelley & Eric Jefferson—**Keizer Police Department**; Arik Schenfeld & Bryan Holiman—**Lane County Sheriff's Office**; John Diaz & Laura Seefeldt—



Salem Police Department; Rich Rayniak—**Sherwood Police Department**; Rod Morse & David Frisendahl—**Tigard Police Department**.

Thank you to JoAnna Kamppi and Eugene Fire for hosting this class and keeping us dry. Thank you to Gregg Magnus—**Beverton Police Department** for all your hard work behind the scenes as the Technician Assistant in preparation to become an Instructor Candidate.

Special thanks also goes to the Instructor team—Jeff Oliver—**Lake Oswego Police Department** and Bill Balzer, Bret Barnum & Brian Hunzeker—**Portland Police Bureau**. As always, you were a delight to work with and kept the Lead Instructor, Sandy Holt—**ACTS Oregon**, on her toes.



Young Drivers Research Initiative



Two new studies conducted by The Young Driver's Research Initiative (YDRI) published in Pediatrics reveal a link between teen driver crashes and the way families communicate and approach rules about safety. Researchers found teens are half as likely to crash and far less likely to drink and drive, use a cell phone, or speed if their parents set clear rules, pay attention to where they're going, who they'll be with, and when they'll be home in a supportive way. In addition, teens that reported being the main driver of a car were twice as likely to have crashed than teens that said they share a car with other family members.

These findings are part of *Driving Through the Eyes of Teens, A Closer Look*, a comprehensive report of recently published research providing evidence-based recommendations for teen driver safety practitioners and parents that may reduce teen crash risk. A set of fact sheets and a webpage have also been created to help parents enhance their skills to help teens safely navigate the first years of driving. The Children's Hospital of Philadelphia and State Farm Insurance Companies formed the Young Driver Research Initiative (YDRI) in 2005 to reduce injury and death from young driver-related crashes through scientific research and outreach. Motor vehicle crashes remain the No. 1 cause of death among teens in the U.S. Teen drivers (ages 16 to 19) have fatal crashes at four times the rate of adult drivers (ages 25 to 69). Go to www.chop.edu/youngdrivers to learn more about this research on parenting teen drivers and to download fact sheets and other resources.

New Adventures in Hubbard

After 18 years with Hubbard Police Department Sheba Wooddell has retired. Most people would be setting off for relaxation but not Sheba. She is just busting at the seams to discover her next adventure. We can't wait. Sheba has brought so much passion and dedication to the traffic safety community. She truly is inspiring.



Thank you Sheba for all your hard work; the citizens of Hubbard and all communities that you have touched are safer because of you.

Best Wishes to Kate Murphy

Since March 2006, Kate Murphy has been a valuable member of the ACTS Oregon Staff. She started out organizing us as our Administrative Assistant. Less than a year later she became the Community Traffic Safety Coordinator, helping organize others. Those who have had the opportunity to work with Kate have benefitted from her professionalism, knowledge and sense of humor.

Please join us in wishing her the best in her new pursuit as Assistant Property Manager for the Streets of Tanasbourne.

The Community Traffic Safety Program Coordinator position will be opening in January and be posted at www.actsoregon.org.





Check Up Clinics and Fitting Stations

Please check www.childsafetyseat.org under Child Passenger

Safety/Calendar for current list, specific dates, locations and times.

Date	City	Location	Address	Time
01/14/10	Scappoose	Fire Station	52571 Columbia River Highway	4:00 P.M. to 6:00 P.M.
01/16/10	Milwaukie	Clackamas County Fire District #1	2930 SE Oak Grove Boulevard	10:00 A.M. to 12:00 P.M.
01/20/10	Beaverton	City Hall	4755 SW Griffith Drive	9:30 A.M. to 12:30 P.M.
Event located behind building.				
01/20/10	Bend	Fire Department	1212 SW Simpson	10:00 A.M. to 1:00 P.M.
01/20/10	Corvallis	Fire Department	400 NW Harrison Street	8:00 A.M. to 11:30 A.M.
01/21/10	Redmond	Fire Department*	341 Dogwood Avenue	4:00 P.M. to 6:00 P.M.
*By Appointment call Terri 541-504-5000				
02/04/10	Redmond	Fire Department	341 Dogwood Avenue	10:00 A.M. to 1:00 P.M.
02/06/10	Lake Oswego	Fire Department	300 B Street	10:00 A.M. to 1:30 P.M.
02/10/10	McMinnville	Fire Department*	175 NE 1st Street	12:00 P.M. to 1:30 P.M.
*By Appointment call Jeff 503-435-5803				
02/11/10	St. Helen	Police Department	150 S 13th Street	4:00 P.M. to 6:00 P.M.

Save the Date!

The 2010 Oregon Transportation Safety Conference will be held at the Salem Conference Center, 201 Liberty Street South on October 12-14, 2010. Lodging is reserved at the Grand Hotel.

This year the ODOT 2010 Grantee Workshop will be on Monday October 11th. The conference will begin Tuesday October 12th at 8:30 A.M.

Interested in presenting or want to recommend a topic or a presenter? Email your ideas to safety@actsoregon.org or call 800-772-1315, 503-643-5620.

Input sought on Transportation Safety Action Plan

Plan to share your thoughts and ideas with ODOT—Transportation Safety Division.

All meetings are from 8:30 A.M.–12:30 P.M.

01/08/10	Lane County Public Works	3040 N Delta Highway, Eugene
01/12/10	Legacy Emanuel—Lorenzen Center	2801 N Gantenbein, Portland
01/21/10	Clackamas County Red Soils Complex	150 Beavercreek Road, Oregon City

For more information including additional meetings visit www.oregon.gov/ODOT/TS?tsap.shtml.

Keep an eye on the conference section of the ACTS Oregon website for current conference details, schedules, registration, and directions: www.actsoregon.org/conference.html.

Mark your calendars now!

