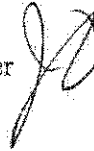


Memo

CITY OF
ASHLAND

Date: December 6, 2011
From: James H. Olson, Engineering Services Manager
To: Transportation Commission
Re: SOU STUDENT HOUSING DEVELOPMENT



QUESTION: Will the commission review and offer comments and suggestions regarding the Traffic Impact Analysis (TIA) prepared by Kittelson and Associates for the new SOU student housing development between Ashland and Webster Street and Wightman Street and Stadium Street?

STAFF RECOMMENDATION:

The Ashland Planning Commission has received a request to approve a site review to construct a new student housing development consisting of a single-story dining hall, two four-story residence halls, and two parking lots and associated improvements on SOU property located between Ashland and Webster Streets and between Wightman and Stadium Streets.

The SOU Master Plan which was approved last fall included this housing development which shifts a large portion of the student housing north of Siskiyou Blvd. As you may recall the TIA, which might have accompanied the master plan was deferred at the master plan level and referred to individual developments as they are brought forward.

Comments on the TIA are now being requested from the Transportation Commission. This issue will come before the Planning Commission on December 13, 2011 as an initial public hearing, but will again be before the Planning Commission in January 2012 so that comments from the TC might be reviewed and considered at the January meeting.

The entire application can be viewed at <http://www.ashland.or.us/1554Webster>; however the following excerpts are enclosed within this packet for your review:

1. Memo from Derek Severson to the Planning Commission dated 12/13/11
2. Copy of planning notice for Planning Action 2011-01576
3. Copy of applicable standards for approval
4. Excerpts from the TSP regarding the pedestrian place at Walker Avenue and Ashland Street
5. Letter of comment from Paige Townsend, RVTD
6. Letter of comment from Ian Horlacher, ODOT
7. Memo of December 1, 2011 from Karl Johnson regarding utility availability
8. Memo of November 9, 2011 from Karl Johnson with comments on the TIA
9. Excerpt from the SOU master plan regarding development in this area
10. Traffic impact analysis prepared by Kittelson and Associates, minus appendix



Memo

DATE: December 13th, 2011
TO: Planning Commissioners
FROM: Derek Severson, Associate Planner
RE: SOU North Campus Village Executive Summary

Given the volume of material and scope of the request, we wanted to prepare you a brief summary as you begin to consider the application before you.

The application before you involves a substantial shift of the resident student population on the SOU Campus from above Siskiyou Boulevard to the area behind the Greensprings residence hall complex. This shift was contemplated in the SOU Master Plan which you saw last fall, and a number of the studies relating to transportation issues were deferred at the master plan level and come before you now, with the current application. Typically, the Transportation Commission would have the opportunity to comment at the master plan, but in this instance, with the deferral of those plans and the potentially significant transportation impacts involved, staff believes it is appropriate and necessary for the Transportation Commission to review and comment on the current application at this stage. Their review is scheduled for December 15th, after the initial December 13th hearing at the Planning Commission.

With the amount and complexity of information involved, staff felt it best to bring the matter to the Planning Commission in December as a sort of initial evidentiary hearing to introduce the proposal and identify the issues, with additional information including Transportation Commission comments and complete recommendations from staff to come back to the commission at their January meeting. (*In excess of 300 pages of new materials, a large percentage of it transportation-related, were submitted December 5th and 6th as staff reports and packets were being finished and prepared for distribution, which makes it that much more important that the matter be continued to January to allow a fully-informed decision by the Planning Commission once staff, other departments and the Transportation Commission have reviewed and commented on these new items.*) For an overview of the transportation related information and recommendations of the applicants' transportation team, staff would suggest Planning Commissioners begin with the Executive Summary beginning on page 1 of the Transportation Impact Analysis, found in the booklet titled "Supplemental Land Use Information December 5, 2011".

While the application is large and complex, staff has tried to focus on the most significant issues in the staff report attached. For us, the key issues include making sure: 1) that pedestrian safety is fully considered and addressed; 2) that the proposed buildings respond to the city standards for sense of entry and relationship to the street and the university's own standards for length and articulation; and 3) that parking is addressed in a manner which can serve the demand while limiting adverse impacts to the surrounding neighborhood streets and broader community. We are hoping the December meeting will provide the opportunity to introduce the proposal, discuss the issues and allow the Commission to provide general direction to staff and the applicants, with the matter to be continued to the January meeting to conclude the hearing and begin deliberations.

The complete application materials are provided in your packets, and have also been posted on-line at <http://www.ashland.or.us/1554webster>. The webpage includes a link to the adopted SOU Master Plan for reference in considering the application.

A site visit has been scheduled this Friday, December 9th at 3:00 p.m. – commissioners can park on Stadium Street, off of Ashland Street, very near the site of the new residence halls. If you'd like to carpool, or have any questions, please contact me at 541-552-2040 or via e-mail to derek.severson@ashland.or.us.





PLANNING ACTION: 2011-01576

SUBJECT PROPERTY: 1554 Webster (on the Southern Oregon University campus)

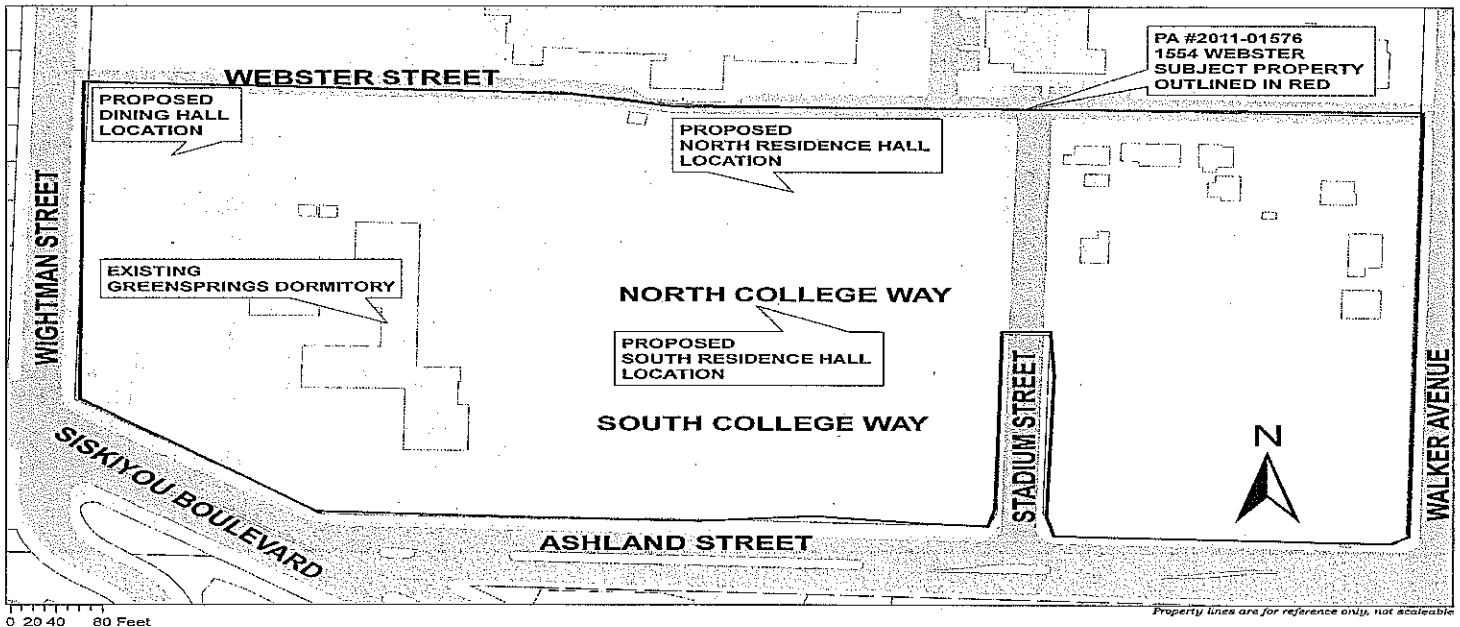
OWNER/APPLICANT: American Campus Community Services

DESCRIPTION: A request for Site Review approval to construct a new single-story dining hall near the intersection of Wightman and Webster Streets, two new four-story residence halls near the intersection of Webster and Stadium Streets, two parking lots and associated site improvements on the Southern Oregon University campus at 1554 Webster Street. Also included are requests for Conditional Use Permit approval to allow buildings that exceed the maximum length and vary from the locations identified in the SOU Masterplan and to exceed the 40 foot height allowance in the SO zoning district, and a request for a Tree Removal Permit to remove 18 trees that are 18-inches in diameter-at-breast-height (d.b.h.) or greater. The application involves the demolition of five residences and their associated accessory structures near the intersection of Webster and Stadium Streets to accommodate the proposed development. **COMPREHENSIVE PLAN DESIGNATION: Southern Oregon University; ZONING: SO; ASSESSOR'S MAP: 39 1E 10 CD; TAX LOT: 4200**

NOTE: The Ashland Tree Commission will review this Planning Action on **December 8, 2011 at 6:00 p.m.** in the Community Development and Engineering Services building (Siskiyou Room) located at 51 Winburn Way.

NOTE: The Ashland Transportation Commission will review this Planning Action on **December 15, 2011 at 6:00 p.m.** in the Council Chambers building located at 1175 East Main Street.

ASHLAND PLANNING COMMISSION MEETING: December 13, 2011 at 7:00 PM, Ashland Civic Center



Notice is hereby given that a PUBLIC HEARING on the following request with respect to the ASHLAND LAND USE ORDINANCE will be held before the ASHLAND PLANNING COMMISSION on meeting date shown above. The meeting will be at the ASHLAND CIVIC CENTER, 1175 East Main Street, Ashland, Oregon.

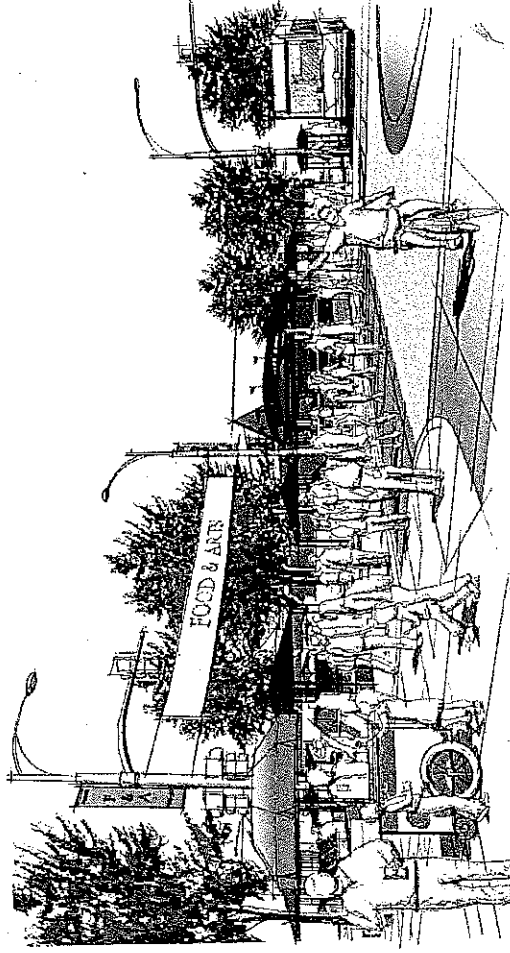
The ordinance criteria applicable to this application are attached to this notice. Oregon law states that failure to raise an objection concerning this application, either in person or by letter, or failure to provide sufficient specificity to afford the decision maker an opportunity to respond to the issue, precludes your right of appeal to the Land Use Board of Appeals (LUBA) on that issue. Failure to specify which ordinance criterion the objection is based on also precludes your right of appeal to LUBA on that criterion. Failure of the applicant to raise constitutional or other issues relating to proposed conditions of approval with sufficient specificity to allow this Commission to respond to the issue precludes an action for damages in circuit court.

A copy of the application, all documents and evidence relied upon by the applicant and applicable criteria are available for inspection at no cost and will be provided at reasonable cost, if requested. A copy of the Staff Report will be available for inspection seven days prior to the hearing and will be provided at reasonable cost, if requested. All materials are available at the Ashland Planning Department, Community Development and Engineering Services, 51 Winburn Way, Ashland, Oregon 97520.

During the Public Hearing, the Chair shall allow testimony from the applicant and those in attendance concerning this request. The Chair shall have the right to limit the length of testimony and require that comments be restricted to the applicable criteria. Unless there is a continuance, if a participant so requests before the conclusion of the hearing, the record shall remain open for at least seven days after the hearing.

In compliance with the American with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City Administrator's office at 541-488-6002 (TTY phone number 1-800-735-2900). Notification 72 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).

If you have questions or comments concerning this request, please feel free to contact the Ashland Planning Division, 541-488-5305.



Potential to become a university district neighborhood hub.

City of Ashland **TSP Update**

Walker Avenue and Ashland Street
Pedestrian Place



March 2011

Walker Avenue and Ashland Street Pedestrian Place Neighborhood Development and Circulation Opportunities

Vision Statement:

Potential to become a university district neighborhood hub. New development and streetscape changes will tie the north and south areas of the SOU campus together with places for people to gather, shop, live, and work.

Short Term Opportunity Sites:

- Opportunity Site A
- Privately owned vacant property.
- Could provide neighborhood-scale employment and affordable housing choices.

Opportunity Site B (potential phase development)

- Phase 1: Could provide additional commercial mixed-use development.
- Phase 2: Could retain and intensify affordable housing choices.

Long Term Opportunity Sites:

Opportunity Sites C, D, E & F

- Grocery, retail, restaurants, and a fitness center are a great mix of places to support the campus needs, but these existing uses lack connectivity and a cohesive site plan.
- Redevelopment over time could improve streetscape, pedestrian-scale design, create gathering places, and provide more retail entertainment uses.

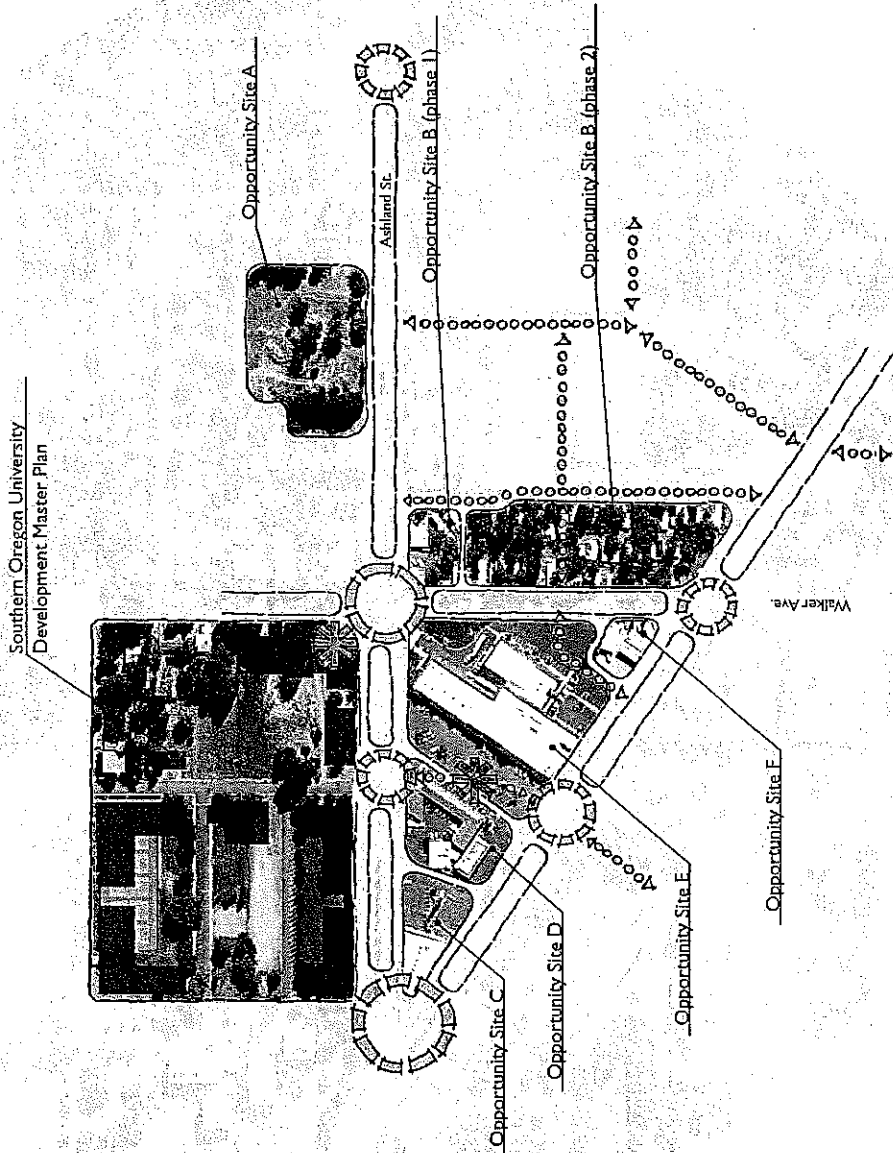
Southern Oregon University Development Master Plan

- Explore opportunities to integrate pedestrian place features into future university development.

Legend

- Priority Streetscape Improvements
- Opportunities for Future Connections
- Gathering Place
- Pedestrian Crossing Enhancements
- Planned SOU Master plan

5 Mined Mark



Long Term Concept Plan Development Summary

Building A: 2-3 Story Mixed-Use

- 7 shops
- 30 apartments

Building B: 1 Story Retail

- 1-2 shops

Building C: 1 Story Retail

- 1-2 shops

Building D: 2 Story Residential

- 16 apartments

Building E: 3 Story Mixed-Use

- 6 shops
- 34 apartments

Building F: 1-2 Story Grocery Store

- 20,000-30,000 sf.

Building G: 2 Story Fitness Club

- 8,000 sf.

Parking:

- Reduced parking ratios.

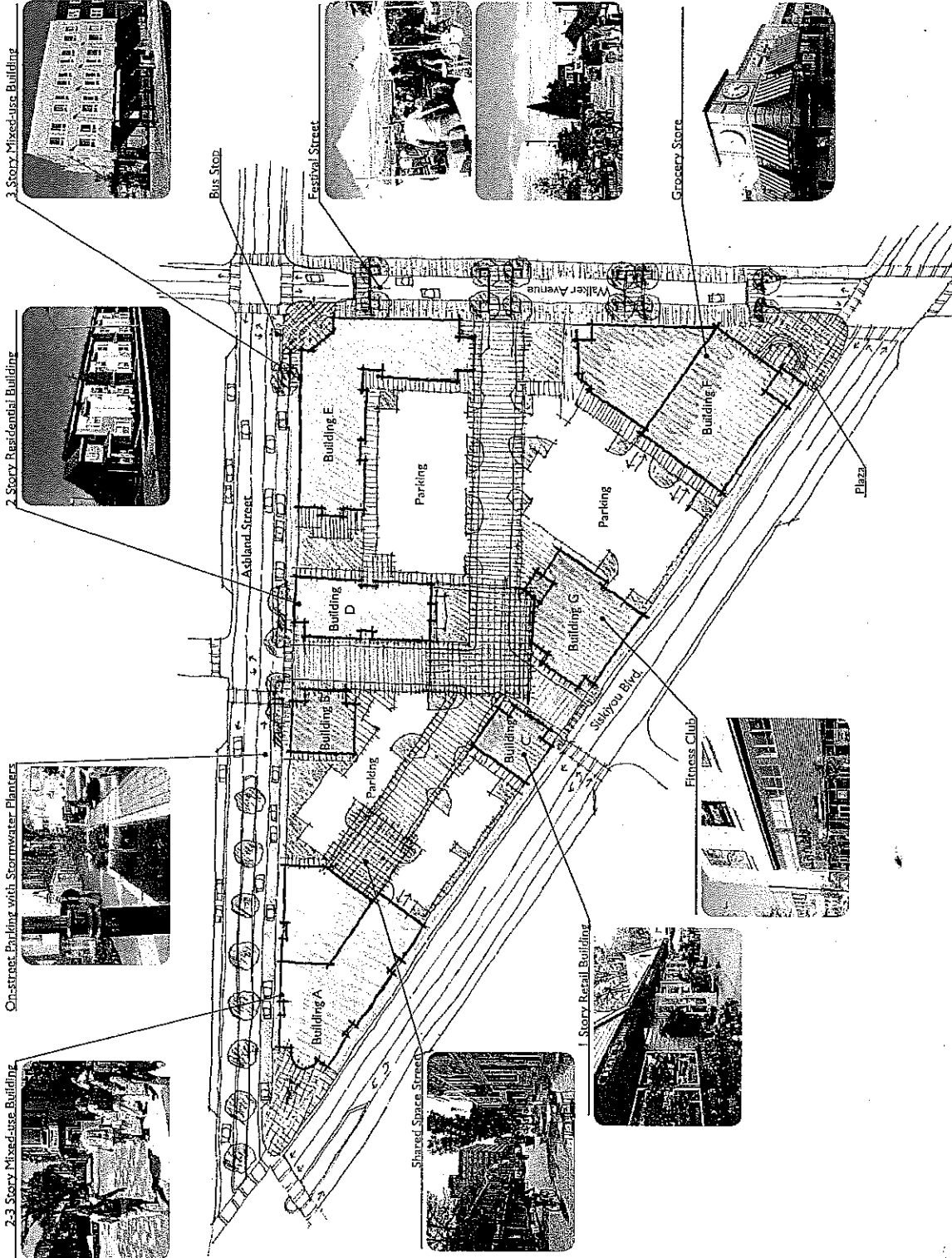
FAR= 0.59:1

Creating a University Hub

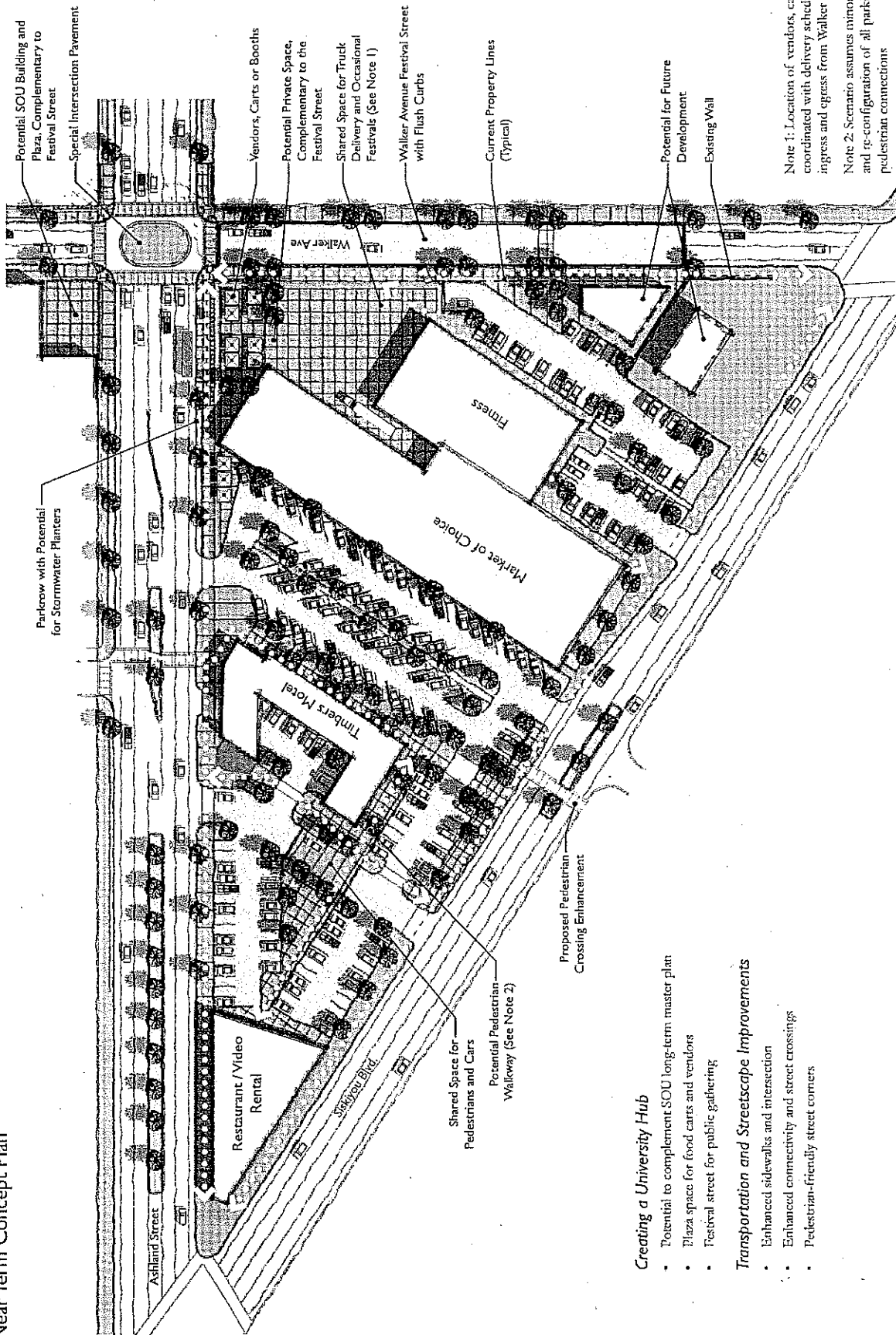
- Multiple, affordable housing choices and locations not currently available.
- New retail, grocery and entertainment uses
- Potential to complement SOU long-term master plan
- Festival street for public gathering

Transportation and Streetscape Improvements

- Enhanced sidewalks and intersection
- Enhanced connectivity and street crossings
- Transit-supportive densities for frequent service
- Reduced parking areas
- Pedestrian-friendly building design



Near Term Concept Plan



Note 1: Location of vendors, carts or booths coordinated with delivery schedules of market. Truck ingress and egress from Walker Street

Note 2: Scenario assumes minor re-development and re-configuration of all parking to promote new pedestrian connections

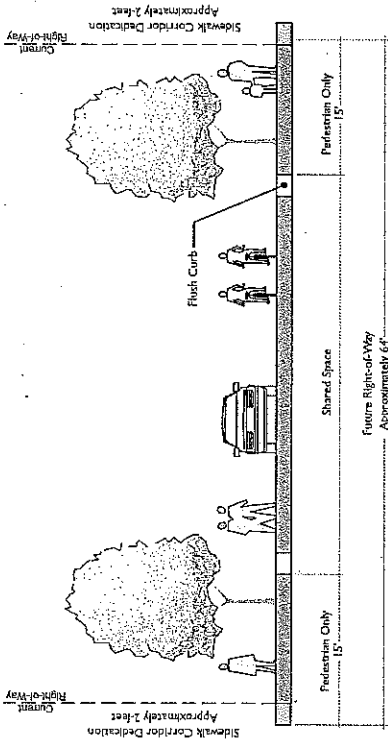
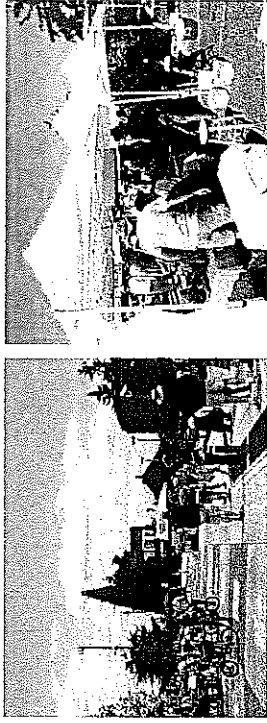
Creating a University Hub

- Potential to complement SOU long-term master plan
- Plaza space for food carts and vendors
- Festival street for public gathering

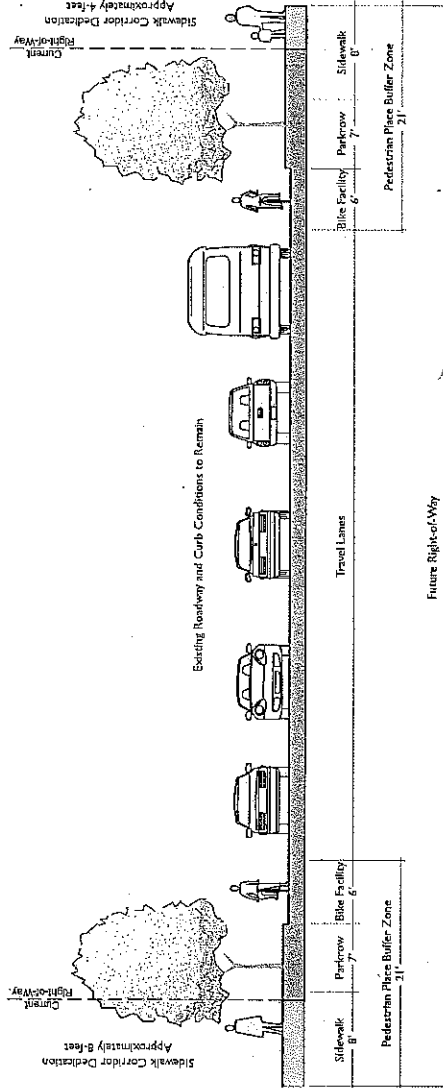
Transportation and Streetscape Improvements

- Enhanced sidewalks and intersection
- Enhanced connectivity and street crossings
- Pedestrian-friendly street corners

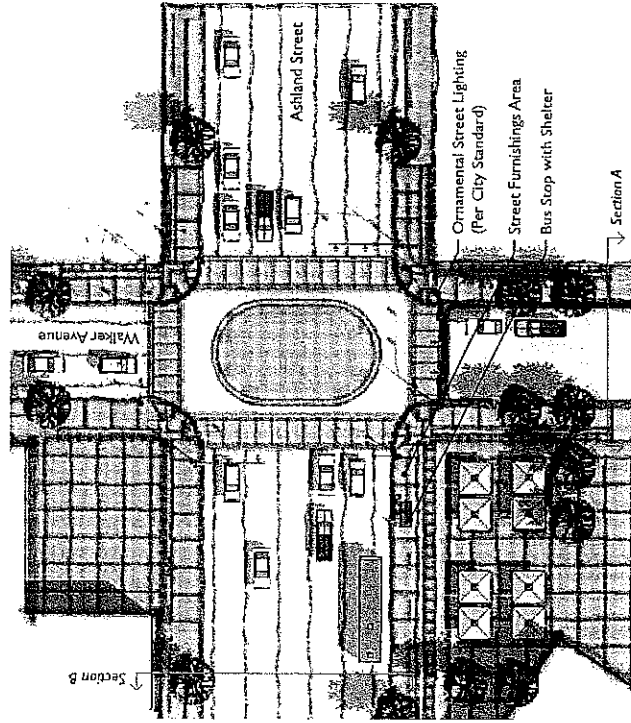
Festival Street and Intersection Design Features



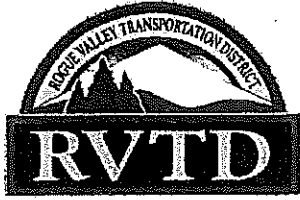
Walker Avenue Future Improvements
Section A - Looking South



Ashland Street Future Improvements
Section B - Looking West



Pedestrian Place Streetscape Features



Rogue Valley Transportation District

From the Desk of Paige Townsend, Senior Planner

3200 Crater Lake Avenue • Medford, Oregon 97504-9075

Phone (541) 608-2429 • Fax (541) 773-2877

Visit our website at: www.rvtd.org

RECEIVED

DEC 05 2011

City of Ashland

December 2, 2011

Pam Marsh, Chair

Ashland Planning Commission,

RE: SOU Webster Housing, *Action 2001-01576*

Thank you for this opportunity to provide Agency Comment on the SOU Webster Student Housing Development permit application. The application intends to add 30% more residential facilities at SOU for a population that is often considered 'auto-transportation disadvantaged' and thereby being on the cutting edge of using other forms of transportation. Students who live in residence halls are in many ways 'under the wing' of the University and with transportation being a critical aspect of everyday life it should be considered a partial responsibility of the University. To this end, RVT is requesting that the Webster Housing application's approval have conditions that address basic transportation needs.

First and foremost, RVT is requesting that the Webster Housing complex occupants receive transit subsidies by way of a bus pass program. Transit subsidies for all students, faculty and staff are identified as TDM strategies in the SOU Master Plan, in the Webster Housing Development permit application and in the City of Ashland's TSP currently underway. It is RVT's interest to equip *all* SOU users with a bus pass however this request is specifically focused on the Webster Housing complex occupants. By listing transit subsidies as a condition for approval on this permit application, the Webster Housing complex will have a perpetual transit subsidy program in place that will not be affected by the variability of a campus-wide program. It would ensure that approximately 10% of SOU students would have fare-less access to the transit system making it an attractive transportation choice.

Despite what the application report states on page 60, SOU does not have an 'effective TDM Program' in place and it 'needs to be enhanced with additional strategies' to become more effective. To ensure environmentally friendly transportation options are well known to the students RVT would also like to

see that a student-resident orientation include a paper and web-based description detailing transportation facilities and a map. Additionally, a simple tour of the housing development's bicycle facilities and a visit to the nearest bus stop will go a long way to help orient new students to the options they have available to them. Residents should be offered individualized trip planning assistance by resident assistants with support from the SOU Commuter Resource Center. These are all strategies identified in the application that should be adopted as permanent programs.

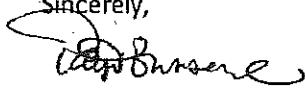
An additional strategy to encourage non-auto transportation is to un-bundle the cost of parking from the resident hall units. Essentially, students who do not own a car and utilize a parking space would pay less for their Webster unit than those who do. A smart complement to this strategy is to also provide a carshare program so that students can pay for and have access to a car only when they need it. This will likely require some study by SOU before implementing and with the foreseeable addition of new buildings on this property it would help to facilitate more efficient land use in Ashland.

These strategies will likely have indirect benefits by helping to achieve LEED certification which considers "easy accessibility to multiple modes of environmentally friendly transportation options." Additionally, families who research Universities will view these amenities as mutual benefits that are on the long list of reasons to attend SOU and live on campus.

Pedestrian and Bicycle Facilities

The Webster Housing permit application includes several recommendations on how to improve bicycle and pedestrian facilities to and from the new housing complex. The report states that adequate pedestrian crossing amenities are available and that adequate bicycle parking is already on campus and therefore the applicant does not need to provide more. We strongly disagree and want to encourage the city to ensure that not only will pedestrian, bicycling and skateboarding be encouraged, easy to navigate and feasible but that it will be *safe*. RVTD would like to see conditions for facility improvements as part of this application approval. The City has identified specific improvements to be made and RVTD supports their recommendations.

Sincerely,



Paige Townsend, Senior Planner

RECEIVED

DEC 05 2011

City of Ashland



Oregon

John A. Kitzhaber, MD, Governor

Department of Transportation

Rogue Valley Office
100 Antelope Rd
White City, OR 97503-1674
(541) 774-6299
FAX (541) 774-6349

December 1, 2011

City of Ashland Planning Department
Attn: Derek Severson
20 East Main St.
Ashland, OR 97520

Re: Site Approval for SOU Dining Hall (PA-2011-01576)

Dear Mr. Severson,

Thank you for the opportunity to comment on the consideration of a request for site review approval to construct a new single-story dining hall near the intersection of Wightman and Stadium streets.

ODOT has reviewed the land use request and has determined this proposal will not adversely impact the state's transportation facility; therefore, the proposed land use action does not trigger ODOT's review under the Transportation Planning Rule (OAR 660-012-0000) or under the current Access Management Rule (OAR 734-051-0045). We have no further comments for this land use action.

As a recommendation, we do suggest the City of Ashland and Southern Oregon University update their current cross-walk lights to the newer, rectangular rapid flash beacon currently being utilized throughout the State. The use of the rectangular rapid flash beacon has demonstrated its effectiveness in pedestrian safety in those areas where there are conflicts with pedestrian and vehicular traffic.

Please enter this letter into the public record for the proposed project and send me a copy of the City's final decision. Please feel free to contact me at (541) 774-6399 if you have any additional comments or concerns.

Respectfully,

Ian K. Horlacher
Development Review Planner

Cc: RVDRT

Rectangular Rapid Flashing Beacon (RRFB)

The Rectangular Rapid Flashing Beacon or RRFB is a pedestrian activated flashing warning beacon used to supplement pedestrian or school crossing signs at uncontrolled crosswalks. FHWA Interim Approval dated July 16, 2008 should be consulted for implementation details. The RRFB has proven to be very effective in improving stopping compliance at uncontrolled and mid-block crosswalks. In Oregon, the convention is to not provide any indication to the pedestrian about the flasher status, so that the pedestrian responds to changes in traffic, not the flasher. The RRFB should be paired with the advance stop bar on multi-lane roadways. Effectiveness improves with installation of a flasher on at the edge of the roadway and in a median.



Rapid rectangular flashing beacon

Two-Step Pedestrian Signal

On busy roads, stopping all traffic long enough to let a pedestrian cross may cause undue delay if the pedestrian signal is activated frequently at peak periods. A two-step pedestrian signal minimizes delay to motor vehicle traffic while allowing pedestrians to cross conveniently. This requires a median refuge island to break the crossing into two distinct parts. Each signal is independently controlled – essentially creating two pedestrian signals across two one-way streets:

- Phase 1: pedestrian pushes button to stop traffic in one direction; traffic stops and

pedestrian crosses to median island; traffic in opposite direction is not stopped and continues to travel, uninterrupted.

- At the end of phase 1, traffic in the first direction resumes; pedestrian walks towards second crossing, which is offset to the right.
- Phase 2: pedestrian pushes button in island and stops traffic in other direction; when pedestrian has finished the second crossing, traffic resumes in the second direction.

Pedestrians must be made to walk against on-coming traffic, so they can see it hasn't stopped; pedestrians need to push the second button (a pedestrian push button on island is required). This offset also makes it possible to orient the pedestrian signals to just half the roadway, so pedestrians don't get a mixed message from a pedestrian head that is in their line of sight, but not intended for their half of the roadway.

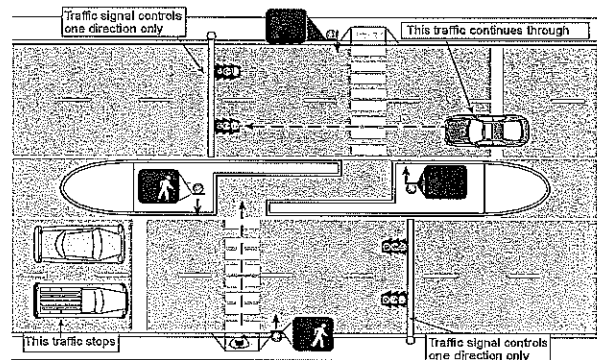


Figure 5-25: 2-step signal: pedestrian activates signal to stop near side traffic

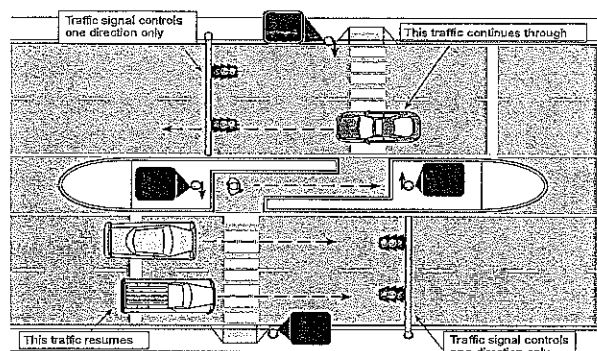


Figure 5-26: 2-step signal: pedestrian proceeds to far side crossing facing traffic

Memorandum

DATE: December 1, 2011
TO: Derek Severson
FROM: Karl Johnson *KJ*
RE: SOU Student Housing – Adequate Utility Availability

On Tuesday November 29th, the City of Ashland Engineering Department met with Scott Souders from ZCS Engineering Inc. to discuss what is currently shown on the civil design sheets of the proposed Student Housing plan set. During the discussion we were guaranteed that utilities that would need to be constructed to serve the housing project would be properly sized and all utility lines that must be reconstructed, due to current placement, would also be constructed in accordance with City of Ashland standards and needs. Currently the civil plans do not show all of the necessary information that we would normally see on civil plans, including pipe sizes, pipe profiles etc. This information will need to be included before any final sign off from the Engineering Department can occur and ZCS is aware of this and has stated that they will provide a schedule of when we can expect to receive plans that we will be able to review.

In a letter to ZCS Engineering Inc. dated September 12, 2011 I stated the following about the utilities in the area of the proposed SOU Student Housing project:

- **City of Ashland Water** – There is an 8-inch water main available Stadium Street and a 6-inch water main available in Webster Street.
- **City of Ashland Wastewater** – There is a 12-inch sanitary sewer main available in Wightman Street. There is also a 6-inch sanitary sewer main that is undersized for this project in Stadium Street.
- **City of Ashland Storm Sewer** – There is a 24-inch storm drain available in Webster Street.

The City of Ashland Engineering Department feels that the current water and storm drain systems will be adequate to serve the needs of what has been included in the preliminary design. ZCS has stated that they will provide storm water design calculations for the storm drainage system that will be constructed to serve the proposed buildings and parking lots.

The sanitary sewer system that will be used for the housing project is currently not of adequate size. SOU has already agreed to reconstruct this mainline and upgrade to an acceptable size to handle the increased flow and ZCS has already began a design of the new mainline placement, based on a meeting that occurred in the field a few months back. This design will also need to be reviewed and approved by the Engineering Department and it has been promised that it will be included in the overall civil design plans that will ultimately be provided.

The City of Ashland Engineering Department feels comfortable that all the necessary plans, designs and calculations will be provided for review and approval however, this will not occur before the Planning Commission meeting this month.



Memorandum

DATE: November 9, 2011
TO: Derek Severson, Planning Department
FROM: Karl Johnson *KJ*
RE: SOU Student Housing Development

Below are initial comments that the City of Ashland Engineering Department has for the SOU Student Housing Development submittals for the new dormitory buildings at 1554 Webster Street:

• **Traffic Impact Analysis**

- If it has been determined (page 22 of the Traffic Impact Analysis) that there is “a relatively high number of rear-end crashes over the five year period” and this crash rate is related to the crosswalk at this intersection, why wasn’t a potential solution to this problem proposed? With the increased number of students crossing the street, won’t this problem only get worse?
- Are the numbers presented in Table 3 (page 26) realistic due to the fact that there will be over 200 more students, but the table shows very few more trips generated? The students living in the existing Cascade Hall would only have a need to cross Siskiyou Boulevard to visit the few buildings on the north-side, while all of the students in the new dorms will need to cross Siskiyou Boulevard to access the entire rest of campus.
- How will there be a daily reduction of 575 daily trips to the south campus area (page 27) with the closure of Cascade Hall? The same number of students will need to access the buildings and classrooms on the south side of Siskiyou Boulevard and the automobile traffic that is using it will still be accessing this area the same way.
- Was data for any other times besides the typical a.m. and p.m. peak gathered? There are significant traffic issues, both pedestrian and vehicular, outside of these time frames.

• **Parking Demand/Ratio Analysis**

- Is it realistic that 700 students will only need 156 parking stalls (147 minus handicap accessible stalls)? Streets around the development will be inundated with cars as students will not want to walk the long distances to and from the dorms to their cars. Page 43 states the fact that students do not use lots now in the current layout due to inconvenience and the fact that on-street parking is free.

• **Pedestrian Safety Plan**

- With the addition of the potential 700 additional students that would cross at least twice per day, once to class and once back to the dorms, why were no alternatives given that would not use the existing crosswalks?
- The Pedestrian Safety Plan states (page 81-82) that the Wightman-Indiana Street/Siskiyou Boulevard intersection would operate acceptably with the addition of a 36



second "scramble" phase. This intersection currently has times during the day that traffic backs up on the westbound leg of Siskiyou Boulevard through the Siskiyou Boulevard/Ashland Street intersection. How would the addition of a 36 second "scramble" phase not affect both of these signals in a negative way? Will this 36 second phase run during every cycle of the traffic signal or will it be "intelligent" and only run when necessary?

- Would the addition of 9 seconds, to the traffic signal timing, too long? The current 3 second delay allows pedestrians to proceed into the street so that they are seen by drivers before traffic begins to move.

- ***Development Plan Set***

- Does not appear that the right-of-way transfer, from the City of Ashland to SOU, of the southerly portion of Stadium Street, which was requested, is shown.
- Unable to determine whether all requested utility upgrades have been addressed without the inclusion of the civil design plan sheets so we cannot determine whether we have additional comments on these at this time.
- Engineering Department will need to receive and review the storm water report before comments can be made. The initial submittal showed multiple bioswales and other detention facilities while the new plan set shows none.





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.



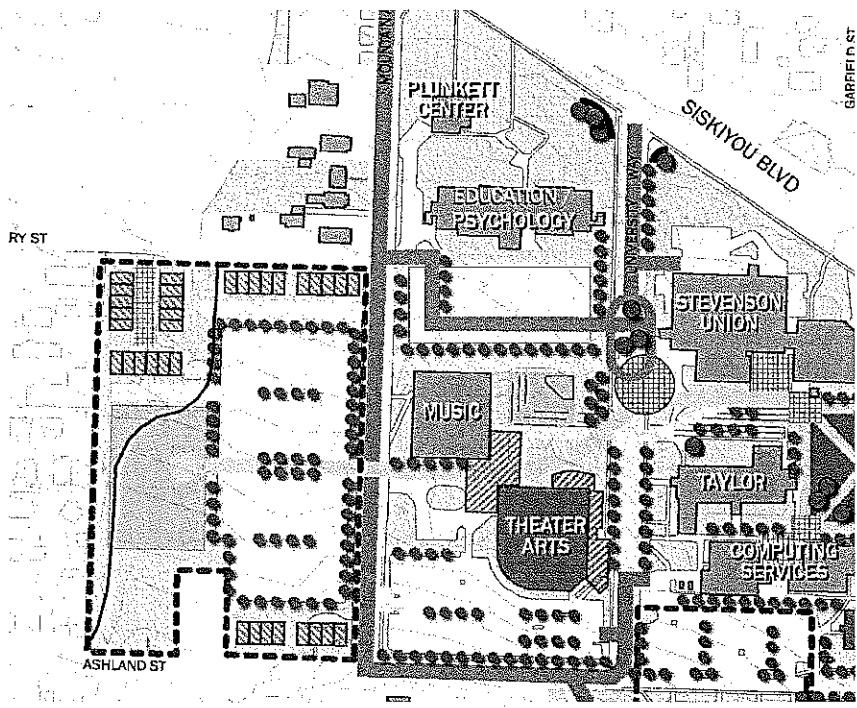
Improved entry signage - including monument signage at major entries will help create a more prominent impression of the campus.

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.

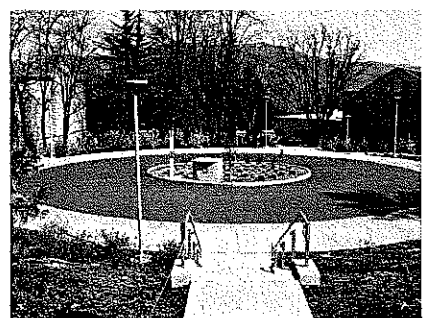
At the far western edge of the campus, several changes are proposed to create a strong and appropriate interface between the campus and the larger community. This is one area where housing for faculty is proposed. New housing development in this area will be consistent with the City of Ashland's policies 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].

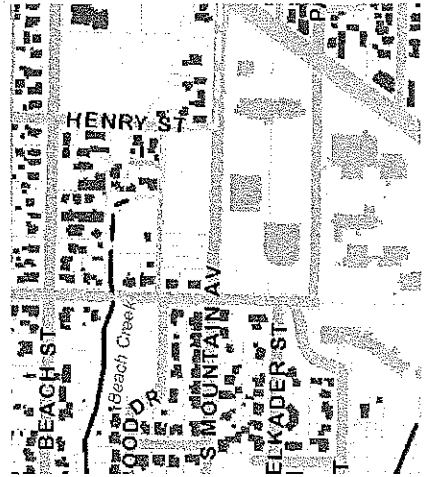
Plan Detail 4: Master Plan Detail Western Gateway & New University Way Drop Circle, with extension of circulation system to Lot 36 and ECOS Community Garden area.



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

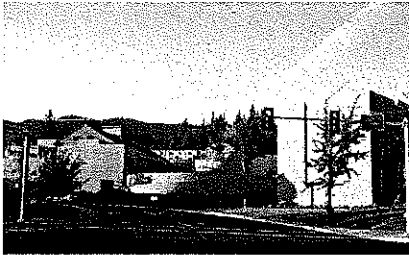


Drop-off circle at Hannon Library.



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]



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.

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.

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]. **As described at the end of this section, this area will be subject to additional transportation studies.**

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

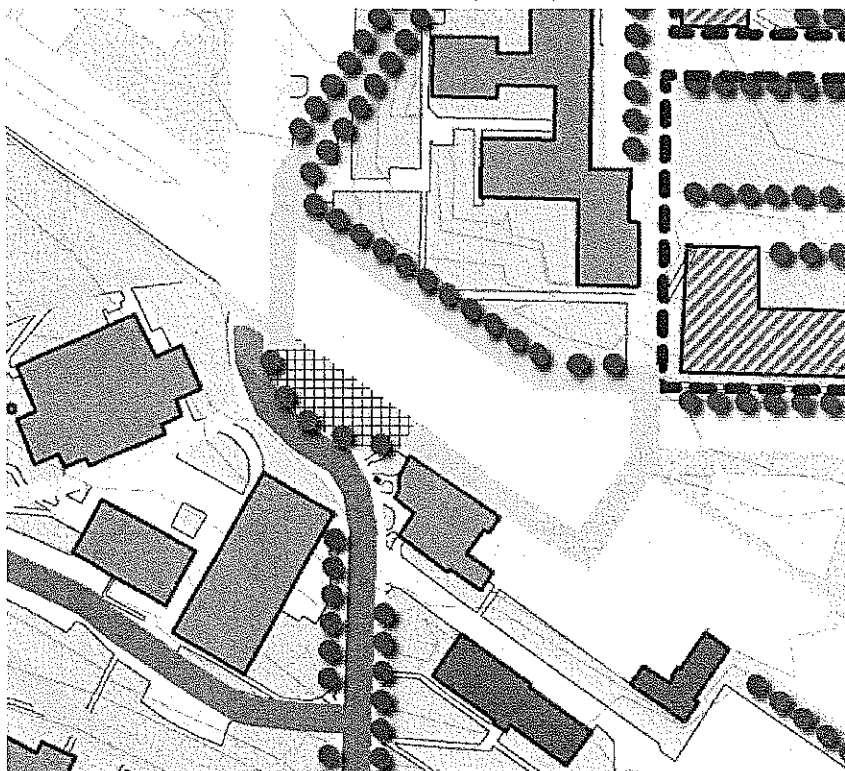
Texture, color and lighting can enhance and draw attention to this intersection and, as such, calm traffic and improve pedestrian safety. Motorists are more inclined to slow down and pay attention in roadway areas that are substantially different from the normal road condition. Option 1 proposes using 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



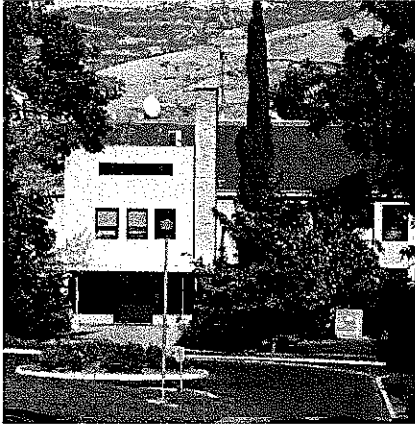
Siskiyou/Ashland & Siskiyou/Wightman/Indiana



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.

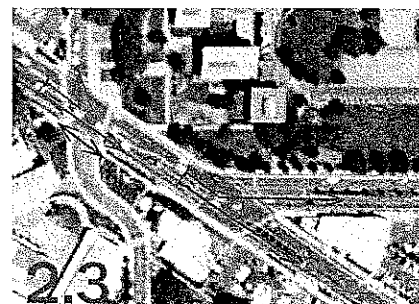
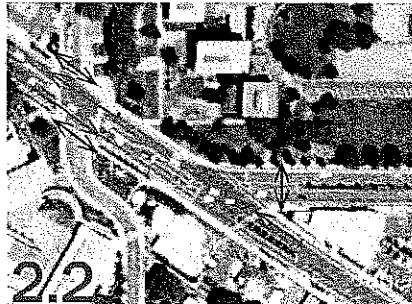
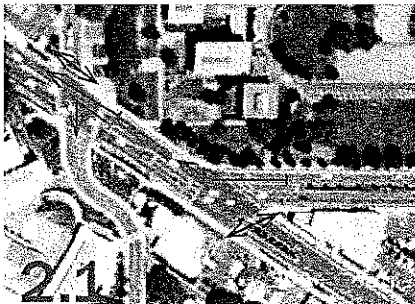
Signal Phasing for Pedestrian Crossing: the Option 2 diagrams below show phasing to accommodate pedestrian crossings while vehicles are flowing on intersections legs where they will not be in conflict. The Option 3 diagram shows a full pedestrian cycle, for potential use when future pedestrian volumes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

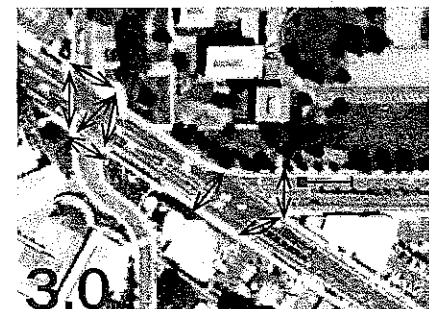
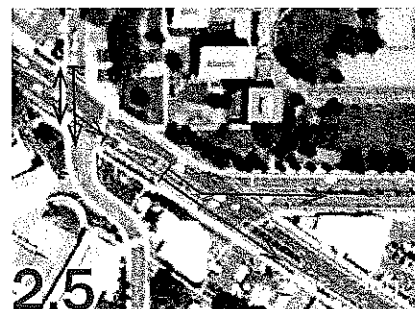
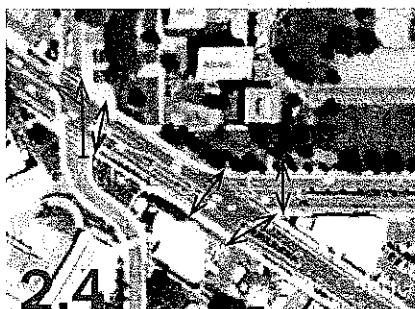
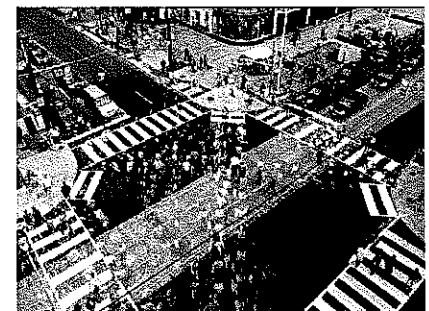


Currently, pedestrians travel through the parking lots on the north side of campus to get to the Athletics areas along the straightest path, or 'desire line.' This raises potential safety issues, and tends to isolate the Athletics areas and contribute to an impression that this part of the campus is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

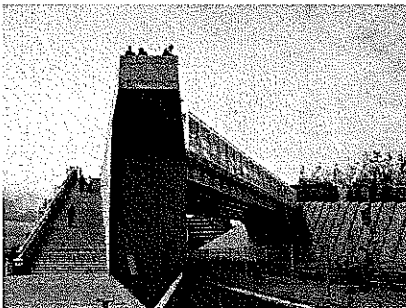
Campus parking is provided in numerous off-street lots of various sizes and is supplemented by parking on public and private streets internal or adjacent to the campus. A permit is needed to park in all but visitor spaces, and these can be purchased on an annual, quarterly, or daily basis. Anecdotal 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.

Prior to submission of a planning application for campus housing, the University shall develop, through collaboration with city staff, specific parking standards for on-campus housing. The standard is intended to avoid over-provision of off-street parking, and stress the use of alternate modes of transportation, by maximizing the efficiency of established and future campus parking facilities through consideration of the following strategies:

- The University's development and implementation of Transportation Demand Management strategies listed in the Sustainability section;
- Review of contemporary research and professional publications evaluating parking generation;
- Analysis of shared parking scenarios; and
- Review of potential impacts to neighborhood on-street parking supply.

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.



Additional Transportation Analyses Required

The following circulation assessments will be required prior to significant development under this Master Plan update. The assessments may be conducted on a project-by-project basis, or when appropriate, nearby planned developments can be consolidated in a circulation assessment for a sub-area of the campus.

Transportation Impact Analysis and Access Management Standards

All future housing projects proposed in this Master Plan shall be subject to a transportation impact analysis (TIA) and access management standards as described in the City of Ashland Transportation System Plan (TSP). The final scope of this requirement will be evaluated at the pre-application meeting preceding the land use application for Site Design Review approval.

Modifications to the University's Eastern Gateway area shall also be subject to this requirement.

Pedestrian Safety Plan

The University will work with the City, Oregon Department of Transportation and other stakeholders in developing a specific plan for implementation that addresses pedestrian safety issues. This planning shall be undertaken concurrently with the transportation impact analysis and access management strategy, and prior to submission of a planning application for the development of new student housing north of Ashland Street and Siskiyou Boulevard.

The Plan shall include, but not be limited, to improved crossings with enhanced pavement design and access controls with on-going monitoring of pedestrian flow and safety issues. Design strategies shall be coordinated and prepared based upon input from both a traffic engineer and urban design professional.

Transportation Demand Management (TDM) Strategies

A list of potential Transportation Demand Management strategies accompanied by a time line for implementation shall be developed and submitted to the City in conjunction with campus housing applications.

Emergency Vehicle Access

Prior to any changes to the campus circulation system including vehicular and pedestrian access ways, a site plan shall be provided to and approved by Ashland Fire & Rescue which demonstrates that the proposed modifications are in compliance with the emergency access provisions of the Oregon Fire Code.

Parking Requirements for On-Campus Student Housing

Prior to submission of a planning application for campus housing, the University shall develop, through collaboration with city staff, specific parking standards for on-campus housing, as described in the Parking sub-section, above.

Transportation Impact Analysis

Southern Oregon University Student Housing Development

Ashland, Oregon

December 2011

Transportation Impact Analysis

Southern Oregon University Student Housing Development

Ashland, Oregon

Prepared For:
SERA Architects, Inc.
338 NW 5th Avenue
Portland, OR 97209
(503) 445-7395

Prepared By:
Kittelsohn & Associates, Inc.
610 SW Alder, Suite 700
Portland, OR 97205
(503) 228-5230

Project Manager: Susan Wright, P.E.
Project Principal: Phill Worth

Project No. 11854.0

December 2011



TABLE OF CONTENTS

Executive Summary.....	2
Findings	2
Traffic Impact Analysis.....	2
Parking Demand/Ratio Analysis	4
Transportation Demand Management Strategies.....	6
Pedestrian Safety Plan.....	7
Introduction	12
Project Description.....	12
Scope of the Report.....	12
Traffic Impact Analysis	18
Existing Conditions	18
Transportation Impact Analysis.....	24
Conclusions and Recommendations.....	34
Parking Demand/Ratio Analysis.....	37
Ashland Parking Policy.....	37
Existing Parking Supply.....	39
Existing Parking Demand	41
Parking Ratios.....	46
Future Baseline Parking Conditions.....	47
Conclusions and Recommendations.....	50
Transportation Demand Management Strategies	54
TDM Overview.....	54
Existing TDM Programs and Strategies.....	55
Mode Split	58
Potential TDM Strategies.....	59
Conclusions and Recommendations.....	62
Pedestrian Safety Plan	65
Pedestrian Circulation	65
Existing Pedestrian Facilities.....	65
Unsignalized Pedestrian Crossings	68
Signalized Pedestrian Crossings.....	80
Conclusions and Recommendations.....	88



Conclusions and Recommendations	95
References	105

LIST OF FIGURES

Figure 1	Site Vicinity Map	15
Figure 2	Proposed Development Plan	16
Figure 3	Existing lane configurations and traffic control devices	20
Figure 4	Existing Traffic Conditions.....	22
Figure 5	Year 2013 Background traffic Conditions	27
Figure 6	Estimated Trip Distribution Pattern and Site-Generated Trips	32
Figure 7	Year 2013 Total Traffic Conditions.....	33
Figure 8	Existing Parking Supply	40
Figure 9	On-Street Parking Area	43
Figure 10	Existing Pedestrian Corridors.....	66
Figure 11	Existing Pedestrian Crossings.....	67
Figure 12	Recommended Pedestrian Improvements at the Wightman-Indiana Street Intersection	89
Figure 13	Recommended Pedestrian Corridor Improvements.....	90



LIST OF TABLES

Table 1	Existing Transportation Facilities and Roadways in the Study Area	18
Table 2	Crash Data Summary (2006 – 2010)	23
Table 3	Trip Generation Estimate	29
Table 4	Parking Requirements per Ashland City Code Under Existing Campus Conditions	37
Table 5	Existing Parking Supply	39
Table 6	Bicycle Parking Supply	41
Table 7	Existing Parking Demand Ratios by User Group	46
Table 8	Proposed Parking Supply Ratios by User Group	47
Table 9	Future Parking Supply – North Campus Area	48
Table 10	Future Parking Demand – North Campus Area	49
Table 11	Common TDM Programs and Strategies	55
Table 12	2010-2011 Parking Permits Sold	58
Table 13	SOU Travel Mode (Off-Campus)	59
Table 14	Preliminary Queuing Analysis	84



APPENDICES

- Appendix A Traffic Count Data
- Appendix B Description of Level-of-Service Methods and Criteria
- Appendix C Year 2006 Existing Conditions Level-of-Service Worksheets
- Appendix D Crash Data
- Appendix E Year 2013 Background Traffic Level-of-Service Worksheets
- Appendix F Re-Routed Trips
- Appendix G Year 2013 Total Traffic Level-of-Service Worksheets
- Appendix H SOU Surface Parking Supply Data
- Appendix I Parking Demand Data
- Appendix J TDM Survey Results
- Appendix K NCHRP 562 Worksheets
- Appendix L Sensitivity Analysis Worksheets
- Appendix M Signalized Intersection Operations Analyses



Section 1
Executive Summary

EXECUTIVE SUMMARY

Southern Oregon University (SOU) is proposing to develop a new student housing and student dining facility within the boundary of SOU's northern campus area. The new student housing facility will replace the existing tennis courts and adjacent parking lots in the southwest corner of the Stadium Street/Webster Street intersection and the new dining facility will replace the existing parking lot and vacant university property in the southeast corner of the Wightman/Webster Street intersection. Both facilities will replace existing student housing and student dining facilities currently located within the university's southern campus area. Construction of the new facilities is expected to begin in the spring of 2012 and the anticipated build-out year is 2013.

The results of this study indicate that the proposed facilities can be constructed while maintaining acceptable traffic operations and safety at the study intersections, assuming provision of the recommended mitigation measures.

Findings

Traffic Impact Analysis

YEAR 2011 EXISTING TRAFFIC CONDITIONS

- ▣ All of the study intersections currently operate at acceptable levels of service during the weekday a.m. and weekday p.m. peak hours.
- ▣ A review of historical crash data did not reveal any patterns or trends within the site vicinity that require mitigation associated with this project.
 - The Pedestrian Safety Plan provides further evaluation of pedestrian and bicycle related crashes at the study intersections and improvement options.

YEAR 2013 BACKGROUND TRAFFIC CONDITIONS

- ▣ No in-process developments were identified within the two year planning period that would impact the proposed development.
- ▣ An annual growth rate of 1.7 percent was applied to the existing traffic volumes to account for regional growth in the site vicinity.
- ▣ All of the study intersections are forecast to operate at acceptable levels of service during the weekday a.m. and weekday p.m. peak hours.



PROPOSED DEVELOPMENT PLAN

- The proposed development is estimated to generate approximately 832 daily trips to the north campus area, including 51 trips (23 in, 28 out) during the weekday a.m. peak hour and 83 trips (40 in, 43 out) during the weekday p.m. peak hour.
- The closure of Cascade Hall is estimated to result in approximately 575 fewer daily trips to the south campus area, including 35 trips (16 in, 19 out) during the weekday a.m. peak hour and 57 trips (28 in, 29 out) during the weekday p.m. peak hour

YEAR 2013 TOTAL TRAFFIC CONDITIONS

- All of the study intersections are forecast to operate with acceptable levels of service during the weekday a.m. and p.m. peak hours.
 - Potential modifications to the signal timing and phasing at the Wightman-Indiana Street/Siskiyou Boulevard intersection and the Walker Avenue/Ashland Street intersection are presented in the Pedestrian Safety Plan.

ON-SITE CIRCULATION/SITE-ACCESS OPERATIONS

- Access to the surface parking lots that will serve the proposed student housing facility will be provided via a single driveway located along Stadium Street.
 - The future site-access driveway will function acceptably with stop control.
 - Queues at the future site-access driveway are not expected to exceed 25 feet.
 - Sufficient sight distance appears to be available at the approximate location of the future site-access driveway; however, this should be confirmed following development of the proposed facilities.

RECOMMENDATIONS

- Shrubbery, landscaping, and above ground utilities near the internal intersections and site access points should be maintained to ensure adequate sight distance at the site-access driveway.



Parking Demand/Ratio Analysis

EXISTING PARKING SUPPLY

- SOU currently has over 40 designated parking lots with approximately 1,951 stalls, including:
 - 570 stalls in the north campus area and
 - 1,381 stalls in the south campus area.

EXISTING PARKING DEMAND

- Surface lot peak parking demand occurs between 11:00 a.m. and 12:00 p.m. campus wide with demand for approximately 1,192 stalls (61 percent of available capacity), including:
 - 203 stalls in the north campus area (36 percent of available capacity) and
 - 989 stalls in the south campus area (72 percent of available capacity).
- On-street peak parking demand also occurs between 11:00 and 12:00 p.m. campus wide with demand for approximately 724 stalls (91 percent of available capacity of the area evaluated), including
 - 361 on-street stalls surrounding the north campus area and
 - 363 on-street stalls surrounding the south campus area.
- A comparison between the peak time period and the lowest time period recorded for on-street parking throughout the day indicates the demand for on-street parking generated by SOU is approximately 363 stalls, including
 - 164 stalls in the north campus and
 - 199 stalls in the south campus area.

PARKING RATIOS

- Existing parking demand ratios for SOU include:
 - Student Commuter: 0.15 stalls/student
 - Resident Student: 0.27 stalls/student
 - Faculty/Staff: 0.33 stalls/faculty/staff
- Future parking supply ratios for SOU include:



- Student Commuter: 0.18 stalls/student allowing for 85 percent utilization or 0.17 allowing for 90 percent utilization.
- Resident Student: 0.31 stalls/student allowing for 85 percent utilization or 0.19 allowing for 90 percent utilization.
- Faculty/Staff: 0.33 stalls/faculty/staff allowing for 85 percent utilization or 0.37 allowing for 90 percent utilization.

FUTURE BASELINE PARKING CONDITIONS

Future Parking Supply – North Campus Area

- The proposed development plan will result in a net decrease of 44 parking stalls in the north campus area, leaving 526 stalls to accommodate future parking demand.

Future Parking Demand – North Campus Area

- The proposed development will result in demand for 394 parking stalls in the north campus area, including:
 - 203 stalls to accommodate existing demand (excluding demand for on-street parking),
 - 186 stalls to accommodate demand associated with the proposed student housing facility, and
 - 5 stalls to accommodate demand associated with the proposed dining facility.
- The future parking supply is sufficient to accommodate future parking demand while maintaining an operational capacity of 77 percent utilization during the campus wide peak time period.

Future Parking Supply and Demand – South Campus Area

- The proposed development will result in decrease in the demand for parking in the south campus area by approximately 180 parking stalls
- With the reduction, the south campus area has the capacity to accommodate the parking demand associated with the following while maintaining an operational capacity of approximately 85 percent:
 - Existing demand in the south campus area (minus demand for parking associated with Cascade Hall): 809 stalls

- On-street demand from the north campus area: 164 stalls
- On-Street demand from the south campus area: 199 stalls

RECOMMENDATIONS

Work with the City of Ashland to make the following changes to the City's Municipal Code:

- **A.3. Clubs, Fraternity and Sorority Houses, Rooming and Boarding Houses, Dormitories:** ~~One~~ ~~Two~~ spaces for every ~~each~~ three guest beds; ~~in dormitories, 100 square feet shall be equivalent to a guest room.~~
- **D.9. Colleges, Universities and Trade Schools:** ~~Two~~ ~~One and one-half~~ spaces per classroom, plus one space per five students the school is designed to accommodate, less the number of on-campus resident students the school can accommodate (to eliminate the double counting of parking demand of on-campus resident students).

Transportation Demand Management Strategies

SOU currently employs multiple travel demand management (TDM) strategies. Additional TDM strategies are not necessary to accommodate the proposed facilities as the future parking supply is anticipated to be sufficient to accommodate the proposed facilities. However, parking management is necessary to utilize the surface lot parking to its full potential. SOU could also implement additional strategies to continue to reduce its travel demand and further reduce the impacts and parking needs of future development on campus.

EXISTING TDM PROGRAMS AND STRATEGIES

- SOU's current TDM programs and strategies include parking pricing, carpool incentives, web-based transit, bike, walk, and carpool information, TDM events, workgroups, committees, and others.
- Existing infrastructure used to support the TDM programs and strategies include buses with regional transit service, bike racks adjacent to student housing and other campus facilities, bike lanes along major roadways, and other roadways.

MODE SPLIT

- Approximately 71 percent of all students, faculty, and staff currently travel to campus by private automobile; approximately 83 percent drive three or more days per week.



- Approximately 36 percent would carpool regularly if there were other potential carpoolers in their vicinity and a guaranteed ride home program provided by SOU.
- Approximately 46 percent would utilize public transit if free RVTD bus passes were made available to all students, faculty, and staff

POTENTIAL TDM STRATEGIES

Potential strategies to reduce parking demand generated by SOU include the following parking management and transit strategies:

Parking Management Strategies

- **Parking Pricing:** implement adjustments to the existing parking pricing structure to provide “variable pricing” between different lots,
- **Parking Restrictions:** implement restrictions on resident students, freshman, and/or anyone who lives within ½ mile of campus,
- **Parking Designations:** redesignate existing surface parking lots within the north and south campus areas to target utilization in underutilized lots.

Transit Strategies

- **Transit Subsidies:** reinstate transit pass subsidies for students to provide access to the transit system during all days and hours of operation, and
- **Shuttle service:** target service to places and/or for special user groups that may be unavailable via regular transit services,

Pedestrian Safety Plan

UNSIGNALIZED PEDESTRIAN CROSSINGS

The following summarizes the recommended improvements associated with each pedestrian crossing that could be implemented by SOU in the short-term. One potential long-term improvement is recommended for the pedestrian crossing at Bridge Street if monitoring indicates it is necessary

Palm Avenue/Siskiyou Boulevard

- Convert the flashing beacons to RFBs.
- Maintain street trees to ensure crosswalk signs and flashing beacons are visible to oncoming motorists and so that solar panels receive adequate sunlight.



Garfield Street/Siskiyou Boulevard

- Convert the flashing beacons to RRFBs.

Avery Street/Siskiyou Boulevard

- Convert the flashing beacons to RRFBs.
- Relocated "Stop Here for Ped" sign at the westbound approach to the intersection to provide adequate clearance for the crosswalk sign and flashing beacon in the center median island (may require relocation of advance stop bar).

Bridge Street/Siskiyou Boulevard

- Short-Term Recommendation: Convert the flashing beacons to RRFBs.
- Long-Term Recommendation: Install a pedestrian signal at the crossing with pedestrian push buttons, and countdown signal heads that gives a red light indication to motorists that they have to stop when activated. Ensure that the signal is coordinated with the Wightman-Indiana/Siskiyou Boulevard and Siskiyou Boulevard/Ashland Street intersections to allow continuous movement for vehicles along Siskiyou Boulevard.

This potential long-term solution should be considered if enhancements to the Wightman-Indiana Street/Siskiyou Boulevard intersection do not attract a sufficient number of pedestrians away from the unsignalized crossings along Siskiyou Boulevard and additional traffic or safety issues arise.

Francis Lane/Siskiyou Boulevard

- Install advance pedestrian signs and crosswalk signs with arrows at the crosswalk.
- Install RRFBs on the crosswalk signs.

Stadium Street/Ashland Street

- Install advance pedestrian signs and crosswalk signs with arrows at the crosswalk.
- Install RRFBs on the crosswalk signs.

SIGNALIZED INTERSECTIONS

The following summarizes the recommended improvements associated with each of the signalized intersections in the short-term. One potential long-term recommendation is provided at the Wightman-Indiana/Siskiyou Boulevard intersection if monitoring indicates it is necessary.



Mountain Avenue/Siskiyou Boulevard

- Install countdown pedestrian signal heads on each approach.
- Retime signal to provide a 5 second leading pedestrian phase.

Wightman-Indiana Street/Siskiyou Boulevard

- Short-Term Recommendation: Install countdown pedestrian signal heads on each approach and retime the signal to provide a 36 second pedestrian "scramble" phase (requires additional pedestrian signal heads and push buttons).
 - If the resulting traffic operations are deemed too impactful, the phasing should remain as is today but with an increased pedestrian lead time.
- Long-Term Recommendation: If a "scramble" phase is not implemented, monitor the need to remove the permissive left-turn phasing on Wightman-Indiana Street that conflicts with the pedestrian movements. This requires widening Wightman Street to provide a left-turn lane at Siskiyou allowing for exclusive left-turn phasing.

Siskiyou Boulevard/Ashland Street

- Install countdown pedestrian signal heads on each approach.

Walker Avenue/Ashland Street

- Install countdown pedestrian signal heads on each approach.
- Retime signal to provide a 5 second leading pedestrian phase.

The short-term and long-term recommendations described above would encourage certain pedestrian behaviors such as focusing crossings at key locations; consider walking versus driving, etc. In addition, the character along Siskiyou Boulevard and Ashland Street could potentially alter the motorists' driving behavior. The City and/or SOU should consider the following activities as a follow-up to the proposed enhancements.

- Monitor motorist behavior and yielding rates after installation of the enhancements.
- Monitor pedestrian behavior after installation of the enhancements to identify changes in pedestrian crossing activity as well as general trends related to campus activities, time of day, and weather.
- Educate neighborhood residents about the purpose of the crosswalk treatments and how pedestrians, cyclists and automobiles are supposed to behave based on Oregon laws.

-
- Conduct intercept surveys of pedestrians along the corridor to gain an understanding of how the enhancements have been received by the community.



Section 2
Introduction

INTRODUCTION

Project Description

Southern Oregon University (SOU) is proposing to develop new student housing and student dining facilities within the boundary of SOU's north campus area. Figure 1 illustrates the location of the proposed facilities. As shown in Figure 1, the proposed student housing facility will replace the existing tennis courts and adjacent parking lots in the southwest corner of the Stadium Street/Webster Street intersection and the proposed dining facility will replace the existing parking lot and vacant university property in the southeast corner of the Wightman/Webster Street intersection. Both facilities will replace existing student housing and student dining facilities currently located within SOU's south campus area. Access to the proposed facilities will be provided via Wightman Street (a full-access signalized intersection located along Siskiyou Boulevard) and Stadium Street (a right-in/right-out unsignalized intersection located along Ashland Street). Additional access opportunities for pedestrians and bicyclists will be provided at several other locations along Siskiyou Boulevard and Ashland Street. Construction of the proposed facilities is expected to begin in the spring of 2012 and the anticipated build-out year is 2013. Figure 2 illustrates the proposed development plan.

Scope of the Report

This analysis determines the transportation-related impacts associated with the proposed SOU Student Housing and Student Dining Facilities and was prepared in accordance with the City of Ashland's requirements for traffic impact studies. The study intersections and scope of this project were selected after City staff was consulted. The selections were based on both a review of the proposed development plan and our knowledge of study area. Traffic operations and pedestrian safety were evaluated at the following intersections:

- Avery Street/Siskyou Boulevard (OR99)
- Bridge Street/Siskyou Boulevard (OR99)
- Wightman Street/Indiana Street/Siskyou Boulevard (OR99)
- Siskyou Boulevard (OR99)/Ashland Street (OR66)
- Stadium Street/Ashland Street (OR66)
- Walker Avenue/Ashland Street (OR66)



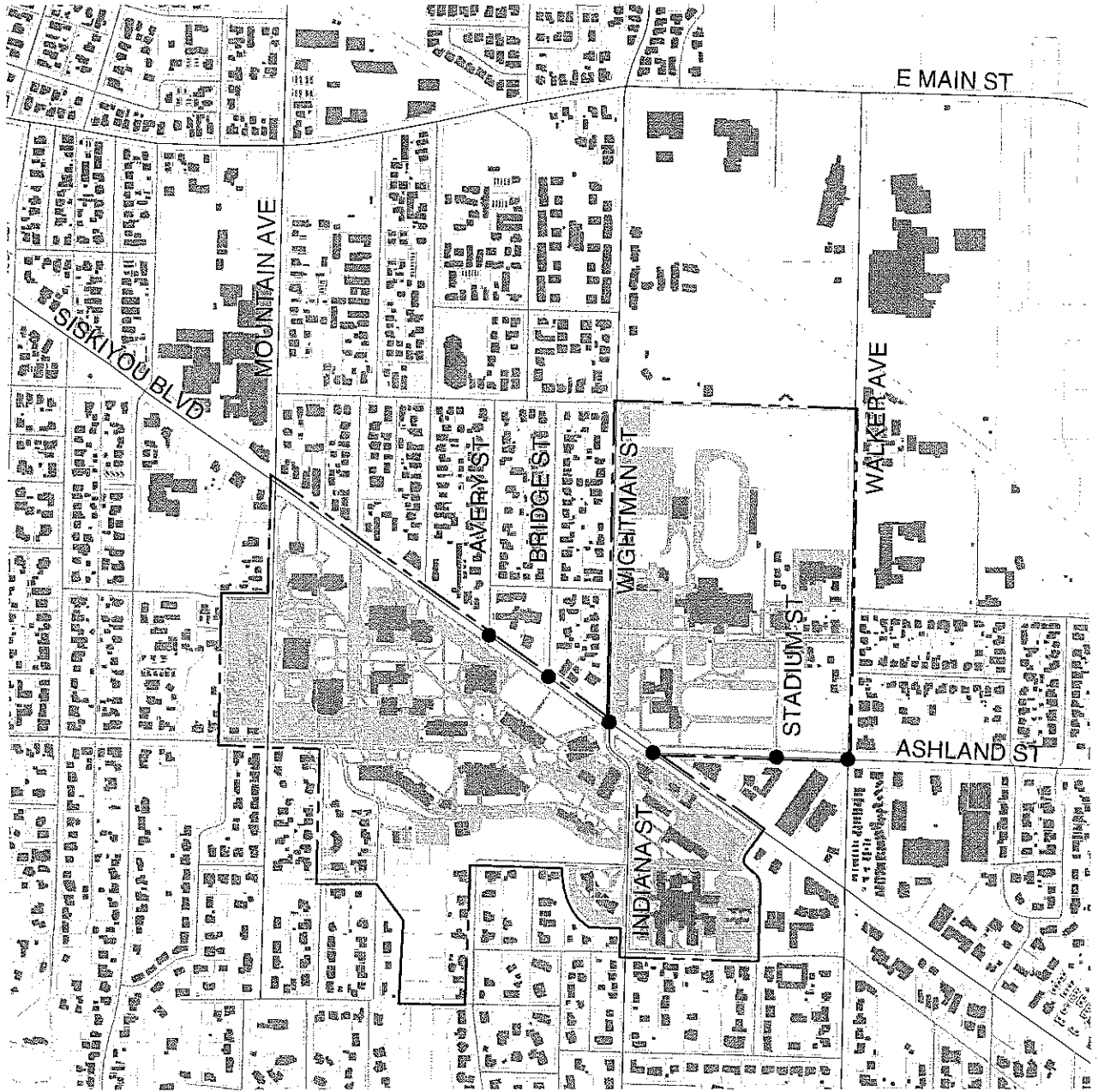
In addition to the intersections shown above, pedestrian safety was further evaluated at the following intersections:

- Mountain Avenue/Siskiyou Boulevard
- Palm Avenue/Siskiyou Boulevard
- Garfield Street/Siskiyou Boulevard

This report evaluates the following transportation issues:

- Traffic Impact Analysis
 - Year 2011 existing traffic conditions within the site vicinity during the weekday a.m. and weekday p.m. peak periods;
 - Developments and transportation improvements planned in the study area;
 - Forecast year 2013 background traffic conditions (without the new facilities) during the weekday a.m. and p.m. peak periods;
 - Trip generation and distribution estimates for the proposed facilities;
 - Forecast year 2013 total traffic conditions (with full build-out and occupation of the proposed facilities) during the weekday a.m. and weekday p.m. peak periods; and
 - On-site traffic operations and circulation.
- Parking Demand/Ratio Analysis
 - Existing Ashland parking policy and how it relates to SOU campus conditions;
 - Existing parking supply within SOU's surface parking lots;
 - Existing parking demand within SOU's surface parking lots and on the adjacent transportation system;
 - Existing Parking Ratios – supply of and demand for parking by the four main user groups (student commuters, resident students, faculty/staff, and visitors); and
 - Future baseline parking conditions with full build-out and occupancy of the proposed facilities.
- Travel Demand Management Strategies
 - An overview of Transportation Demand Management Programs and Strategies;

-
- Existing Transportation Demand Management programs and strategies currently underway at SOU; and
 - Potential future Transportation Demand Management programs and strategies for implementation at SOU.
- » Pedestrian Safety Plan
- Existing pedestrian circulation between the north and south campus areas;
 - Existing pedestrian crossing conditions along Siskiyou Boulevard and Ashland Street at the unsignalized and signalized intersections;
 - Potential future pedestrian crossing enhancements



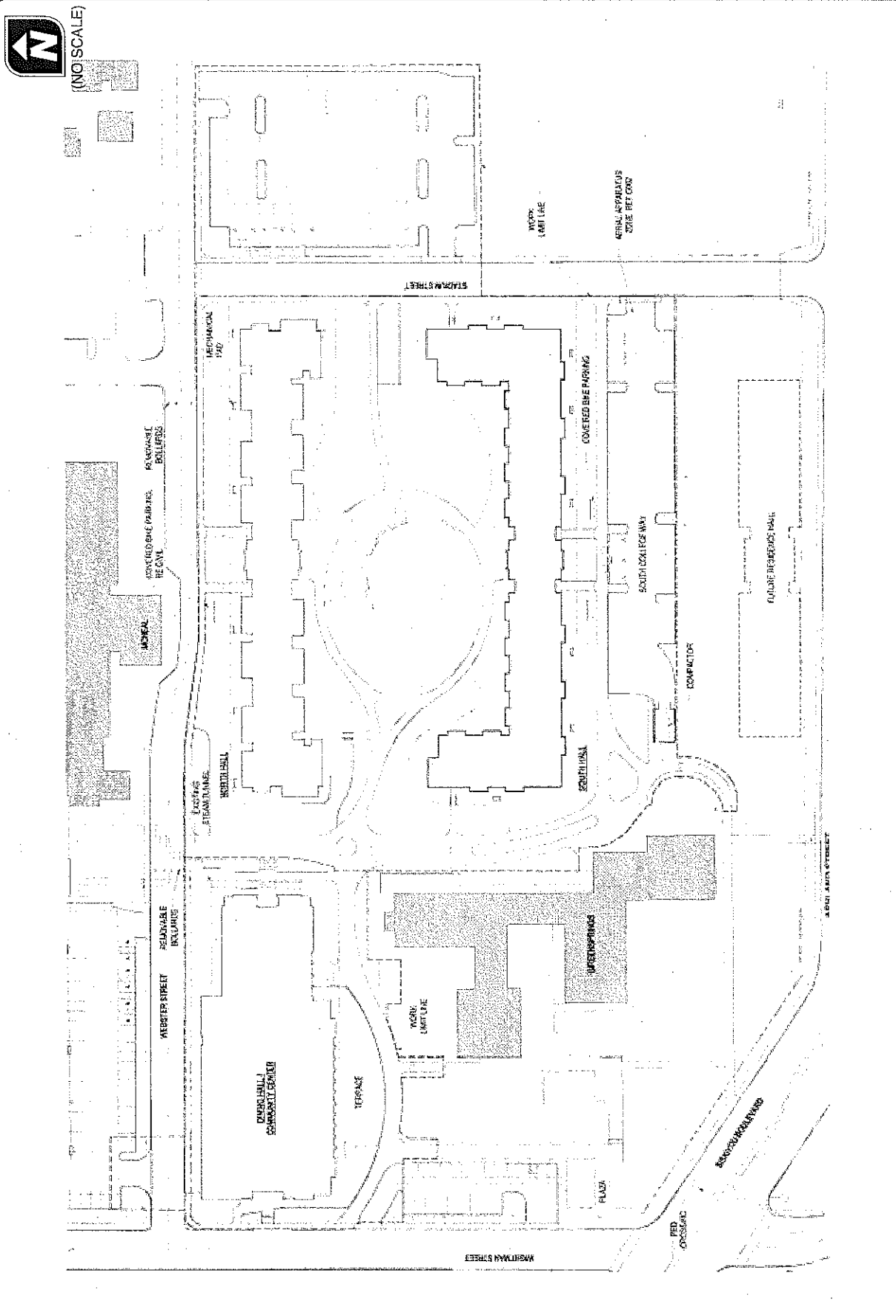
H:\projects\11854 - SOU Student Housing\dwgs\figs\11854\FIG01.dwg Dec 02, 2011 - 6:04pm - mbeil Layout Tab: Fig01

LEGEND

-  - SOU CAMPUS BOUNDARY
-  - STUDY INTERSECTIONS

**SITE VICINITY MAP
ASHLAND, OREGON**

**FIGURE
1**



(NO SCALE)

FIGURE 2
PROPOSED SITE PLAN
ASHLAND, OREGON

H:\profile\11854 - SOU Student Housing\dwg\figs\11854\FIG01.dwg Dec 02, 2011 - 5:04pm - mbell Layout Tab: Fig02

Section 3
Traffic Impact Analysis

TRAFFIC IMPACT ANALYSIS

This section summarizes the results of a traffic impact analysis prepared in support of the proposed SOU student housing and student dining facilities. The results of the analysis indicate that the proposed facilities can be developed without a significant impact to the adjacent transportation system. The analysis includes an evaluation of existing, background (without the proposed development), and total (with full build-out and occupation of the proposed development) traffic conditions at the six study intersections as well as an evaluation of site access and circulation. It should be noted that although no mitigation measures are recommended as a result of this analysis, further consideration of pedestrian safety at each of the study intersections is included in Section 6 (Pedestrian Safety Plan) later in this report.

Existing Conditions

The existing conditions analysis identifies the site conditions and current operational and geometric characteristics of the roadways within the study area. These conditions will be compared with future conditions later in this report.

Kittelson & Associates, Inc. (KAI) staff visited the proposed development site and surrounding study area in October 2011. At that time, KAI collected information regarding site conditions, adjacent land uses, existing traffic operations, and transportation facilities in the study area.

SITE CONDITIONS AND ADJACENT LAND USES

The proposed development site is located within the boundary of SOU's north campus area. Land uses surrounding the north campus area are mostly residential with some commercial and retail uses to the south and Walker Elementary School to the east.

TRANSPORTATION FACILITIES

Table 1 summarizes the existing transportation facilities in the study area.

Table 1 Existing Transportation Facilities and Roadways in the Study Area

Roadway	Functional Classification ¹	Number of Lanes	Posted Speed (mph)	Sidewalks	Bicycle Lanes	On-Street Parking
Siskiyou Boulevard (OR99)	Boulevard	5	25	Yes	Yes	No
Ashland Street (OR66)	Boulevard	5	30 ²	Yes	Yes	No
Wightman Street	Avenue	2	25	Yes	No	Yes

Walker Avenue	Avenue	2	25 ²	Partial ³	Yes	Partial ⁴
Indiana Street	Neighborhood Collector	2	25	Yes	No	No
Avery Street	Local Street	Not Striped	25	Yes	No	Yes
Bridge Street	Local Street	Not Striped	25	Partial ⁵	No	Yes
Stadium Street	Local Street	Not Striped	25	No	No	Yes
Webster Street	Local Street	Not Striped ⁶	25	Yes	No	Yes

¹ Per City of Ashland Transportation System Plan.

² Traffic speeds along segments of Ashland Street and Walker Avenue are restricted to 20 mph in the designated School Speed Zones.

³ Sidewalk is provided along Walker Avenue on the east side only.

⁴ Parking is provided along Walker Avenue on the west side only.

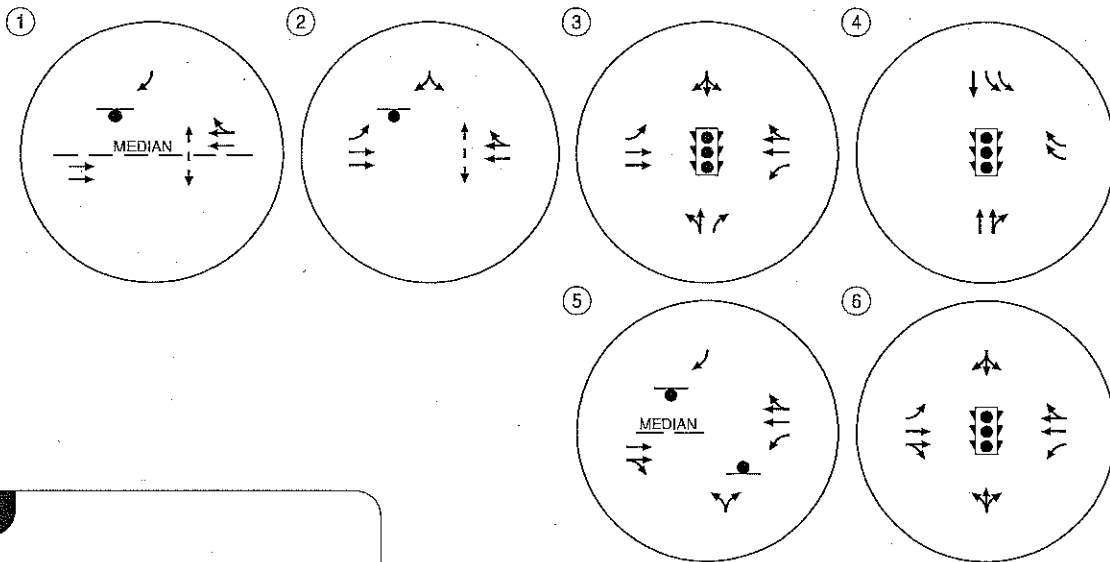
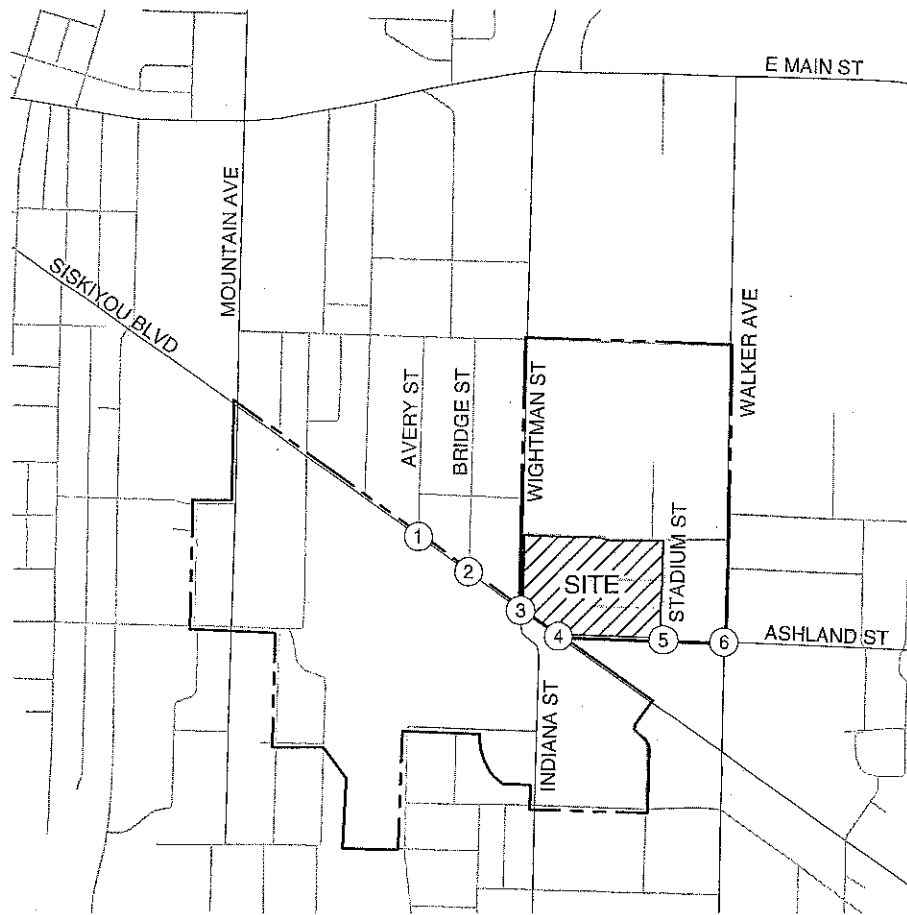
⁵ Sidewalk is provided along Bridge Street on the west side only.

⁶ Webster Street is one-lane one-way west of Stadium Street, and two-way (not striped) east of Stadium Street.




Roadway Facilities

Siskiyou Boulevard and Ashland Street are five-lane divided highways within the vicinity of SOU that geographically separate the campus into two distinct areas. These areas are referred to as the north and south campus areas throughout this report. North and east of the study area, Siskiyou Boulevard and Ashland Street are ODOT facilities classified as District Highways; however, within the site vicinity, both are City of Ashland facilities classified as Boulevards. Wightman Street, Indiana Street and Walker Avenue are two-lane roadways and are some of the major north-south streets serving campus traffic. Avery Street and Bridge Street are local streets running north-south adjacent to the campus. Stadium Street and Webster Street run inside the campus.

Figure 3 illustrates the existing lane configurations and traffic control devices in place at the study intersections.



LEGEND

-  - STOP SIGN
-  - TRAFFIC SIGNAL
-  - PEDESTRIAN FLASHING BEACON CROSSING

EXISTING LANE CONFIGURATIONS & TRAFFIC CONTROL DEVICES ASHLAND, OREGON

FIGURE 3

H:\projfile\11854 - SCU Student Housing\dwgs\figs\11854FIG01.dwg Dec 02, 2011 - 6:04pm - mbell Layout Tab: Fig03

Pedestrian and Bicycle Facilities

Sidewalks are generally available within the study area. Bicycle lanes are provided along Siskiyou Boulevard, Ashland Street and Walker Avenue. Further evaluation of the existing pedestrian and bicycle facilities located within the study area is provided later in this report.

Transit Facilities

Local transit service is provided in the area by Rogue Valley Transportation District (RVTD). Bus stops are located near the Siskiyou Boulevard/Avery Street, Siskiyou Boulevard/Ashland Street and Ashland Street/Walker Avenue intersections. Route 10 currently provides service between the city of Ashland and the Medford city center via Siskiyou Boulevard and Ashland Street between 5:00 a.m. and 6:00 p.m. Monday through Friday. Service is currently provided on 30-minute headways although it will soon operate on approximately 20-minute headways. Route 15 provides local service via Siskiyou Boulevard and Ashland Street between 5:00 a.m. and 6:00 p.m. Monday through Friday. Service is currently provided on 30-minute headways although Route 15 will be discontinued once Route 10 switches to 20 minute headways.

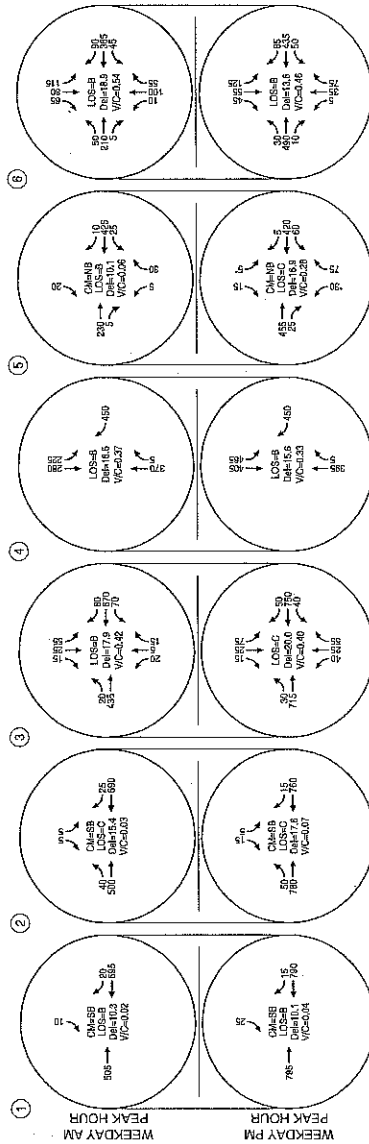
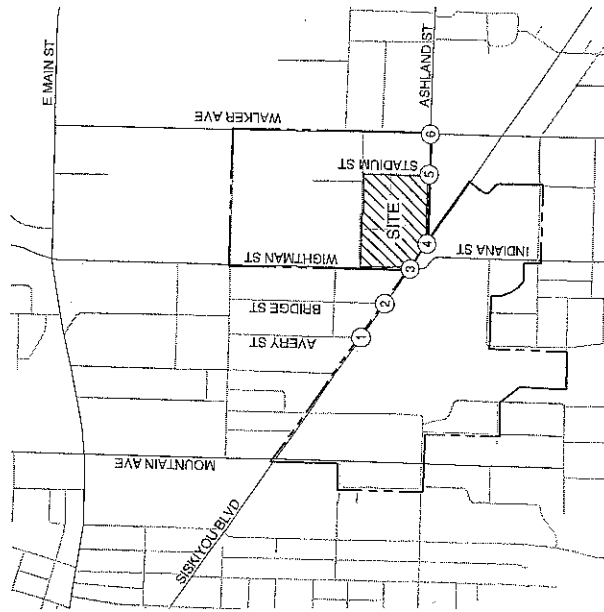
TRAFFIC VOLUMES AND PEAK HOUR OPERATIONS

Manual turning-movement counts were obtained at the study intersections in October 2011 during normal school operations. The counts were conducted on a typical mid-week day during the morning (7:30 to 9:30 a.m.) and evening (4:00 to 6:30 p.m.) peak time periods. The system-wide morning and evening peak hours were found to occur between 7:45 and 8:45 a.m. and between 4:30 and 5:30 p.m., respectively. Figure 4 provides a summary of the year 2011 turning-movement counts, which are rounded to the nearest five vehicles per hour for the weekday a.m. and weekday p.m. peak hours. *Appendix "A" contains the traffic count worksheets used in this study.*

Current Levels of Service

All level-of-service analyses described in this report were performed in accordance with the procedures stated in the 2000 *Highway Capacity Manual*. *A description of level of service and the criteria by which they are determined is presented in Appendix "B".* Appendix "B" also indicates how level of service is measured and what is generally considered the acceptable range of level of service.

All of the study intersections are owned and operated by the City of Ashland. Ashland has not adopted level-of-service (LOS) or volume-to-capacity (V/C) ratio standards for signalized or unsignalized intersections. However, the following standards were used in the development of the City's TSP update which is currently in process.



ESTIMATED AVERAGE CONTROL DELAY IS LESS THAN 1 SECOND DUE TO PEDESTRIAN CROSSINGS

ESTIMATED AVERAGE CONTROL DELAY IS LESS THAN 2 SECONDS DUE TO PEDESTRIAN CROSSINGS

- LEGEND**
- CM = CRITICAL MOVEMENT (UNSIGNALIZED)
 - LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED)/CRITICAL MOVEMENT LEVEL OF SERVICE (UNSIGNALIZED)
 - Dd = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED)/CRITICAL MOVEMENT CONTROL DELAY (UNSIGNALIZED)
 - V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

* ILLEGAL MOVEMENTS

**EXISTING TRAFFIC CONDITIONS
WEEKDAY AM AND PM PEAK HOUR
ASHLAND, OREGON**

- LOS "D" at signalized and all-way stop controlled intersections if the V/C ratio is not higher than 1.0 for the sum of critical movements.
- LOS "E" for the poorest operating approach at two-way stop intersections.

All intersection level-of-service evaluations used the peak 15-minute flow rate during the weekday a.m. and p.m. peak hours. Using the peak 15-minute flow rate ensures that this analysis is based on a reasonable worst-case scenario. For this reason, the analysis reflects conditions that are only likely to occur for 15 minutes out of each average peak hour. The transportation system will likely operate under conditions better than those described in this report during other time periods.

Figure 4 summarizes the level-of-service analysis for the study intersections under existing traffic conditions. As shown, all of the study intersections currently operate at acceptable levels of service during the weekday a.m. and weekday p.m. peak hours. *Appendix "C" includes the level-of-service worksheets used to evaluate existing traffic conditions.*

Traffic Safety

The crash history at the study intersections was reviewed in an effort to identify potential safety issues. ODOT provided crash records from the study intersections for the most recent five-year period, from January 1, 2006, through December 31, 2010. Table 2 summarizes the crash data within the study area over the past five years. *Appendix "D" includes the crash data obtained from ODOT.*

Table 2 Crash Data Summary (2006 – 2010)

Intersection	Collision Type				Severity			Total	Crash Rate ²
	Rear-End	Turning	Angle	Ped	PDO ¹	Injury	Fatal		
Avery St/Siskiyou Blvd	1	0	0	0	0	1	0	1	0.03
Bridge St/Siskiyou Blvd	15	0	0	0	10	5	0	15	0.51
Wightman-Indiana St/Siskiyou Blvd	4	3	2	0	2	7	0	9	0.27
Siskiyou Blvd/Ashland St	2	1	0	0	1	2	0	3	0.10
Stadium St/Ashland St	1	0	0	0	1	0	0	1	0.05
Walker Ave/Ashland St	1	3	0	2	2	4	0	6	0.23

¹ PDO – Property Damage Only.

² Crash Rate = Crashes per million entering vehicles

As shown in Table 2, the Bridge Street/Siskiyou Boulevard intersection has experienced a relatively high number of rear-end crashes over the five-year period. Further review of the crash data indicates that a majority of the crashes occurred on clear dry days and involved one or more vehicles failing to avoid one or more vehicles stopped or slowed at the intersection; presumably waiting for pedestrians

to cross the street. Six of the crashes occurred in the northbound direction and nine occurred in the southbound direction. No other trends or patterns in terms of time, day, or year were identified in the crash data that led to potential mitigation measures at the intersection.

Further evaluation of the pedestrian crossing at the Bridge Street/Siskiyou Boulevard intersection is provided later in this report along with the recommendation for the installation of Rectangular Rapid Flash Beacons [RRFB] on the existing crosswalk poles in place of the flashing beacons. Installation of the RRFBs is intended to further enhance driver awareness of pedestrians crossing and vehicles stopped at the intersection. Although none of the other study intersections experienced a significant number of crashes over the five year period and the resulting crash rates are well below the statewide average crash rate for an urban highway system (1.09¹), the *Pedestrian Safety Plan* also includes additional information on the installation of RRFBs at each of the unsignalized intersections evaluated as part of the study¹.

Transportation Impact Analysis

The transportation impact analysis identifies how the study area's transportation system will operate in the year the proposed student housing and student dining facilities are expected to be completed (year 2013). The impact of traffic generated by the proposed facilities during the weekday a.m. and weekday p.m. peak hours was examined as follows:

- Developments and transportation improvements planned in the site vicinity were identified.
- Year 2013 background traffic conditions (without the proposed development) were analyzed at each of the study intersections during the weekday a.m. and weekday p.m. peak hours.
- Background traffic conditions were developed by applying a 1.7-percent annual growth rate to the existing traffic volumes to account for regional growth in the site vicinity between years 2011 and 2013.
- Site-generated trips were estimated for build-out of the site.

¹ As reported in the *2008 Statewide Crash Rate Tables* published by ODOT's Transportation Data Section Crash Analysis and Reporting Unit in August 2009.

- A site trip-distribution pattern was derived based on the existing traffic patterns and the major trip origins and destinations in the Ashland area.
- Year 2013 total traffic conditions were analyzed at each of the study intersections and site-access points during the weekday a.m. and weekday p.m. peak hours.
- On-site circulation issues and site-access operations were evaluated.

YEAR 2013 BACKGROUND TRAFFIC CONDITIONS

The year 2013 background traffic conditions analysis identifies how the study area's transportation system will operate without the proposed development. This analysis includes traffic attributed to planned developments within the study area and to general growth in the region, but does not include traffic from the proposed development.

PLANNED DEVELOPMENTS AND TRANSPORTATION IMPROVEMENTS

No planned developments or transportation improvements were identified within the site vicinity.

TRAFFIC VOLUMES

The growth rate used in the analysis was derived from data from the Transportation System Plan Update and the EMM2 model provided by the Rouge Valley Metropolitan Planning Organization (RVMPO). Ultimately, the year 2013 background traffic volumes were developed by applying a 3.4-percent growth rate to the existing traffic volumes shown in Figure 4 to reflect two years of growth (1.7 percent annual growth rate x 2 years). Figure 5 illustrates the resulting forecast year 2013 background traffic volumes during the weekday a.m. and weekday p.m. peak hours.

Level-of-Service Analysis

The weekday a.m. and weekday p.m. peak-hour turning-movement volumes shown in Figure 5 were used to conduct an operations analysis to determine the year 2013 background traffic conditions at each of the study intersections. As shown, all of the study intersections are forecast to operate at acceptable levels of service during the weekday a.m. and weekday p.m. peak hours. *Appendix "E" contains the level-of-service worksheets used to evaluate year 2013 background traffic conditions.*

PROPOSED DEVELOPMENT PLAN

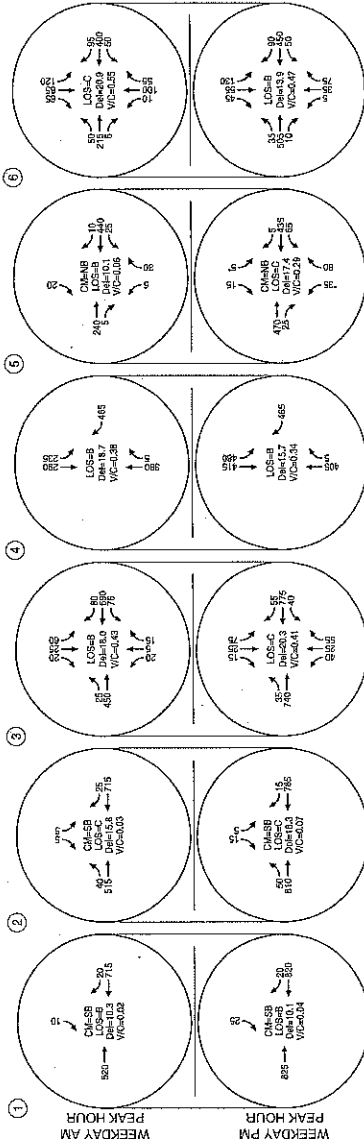
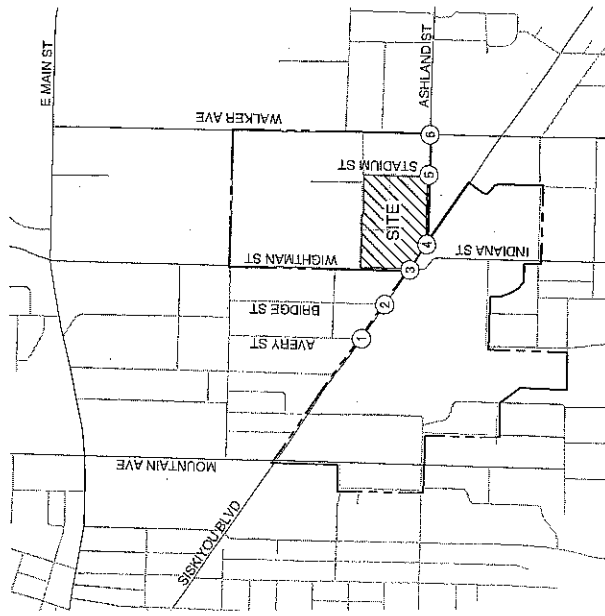
SOU is planning to develop a new student housing facility within the boundary of SOU's north campus area. The new housing facility will be located on the site of the existing tennis courts and adjacent parking lots in the southwest corner of the Stadium Street/Webster Street intersection. The new



housing facility will replace one of SOU's existing housing facilities (Cascade Hall), located across Siskiyou Boulevard within the south campus area. Upon completion of the new housing facility, Cascade Hall will be closed down and will not remain in use for any purpose. The new facility will provide housing for up to 702 resident students, while the existing Cascade Hall currently provides housing for up to 680 resident students.



(NO SCALE)



ESTIMATED AVERAGE DELAY IN SECONDS IS LESS THAN 2 SECONDS DUE TO PEDESTRIAN CROSSINGS

ESTIMATED AVERAGE DELAY IN SECONDS IS LESS THAN 2 SECONDS DUE TO PEDESTRIAN CROSSINGS

LEGEND

- CH = CRITICAL MOVEMENT (UNIGNALIZED)
- LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED)/CRITICAL MOVEMENT LEVEL OF SERVICE (UNIGNALIZED)
- DS = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED)/CRITICAL MOVEMENT CONTROL DELAY (UNIGNALIZED)
- VCI = CRITICAL VOLUME-TO-CAPACITY RATIO

*ILLEGAL MOVEMENTS

YEAR 2013 BACKGROUND TRAFFIC CONDITIONS WEEKDAY AM AND PM PEAK HOUR ASHLAND, OREGON **FIGURE 5**

H:\projects\11594 - SOU Student Housing\dwg\fig5\11594-FIG01.dwg Dec 02, 2011 8:04pm - mbell Layout Tab: fig5

In addition to the new student housing facility, SOU is planning to develop a new dining facility within the boundary of SOU's north campus area. The new dining facility will be located on the site of an existing parking lot and vacant university property in the southeast corner of the Wightman/Webster Street intersection. The new dining facility will replace SOU's existing dining facility located adjacent to Cascade Hall in the south campus area. Upon completion of the new dining facility, the existing dining facility will be closed down and will not remain in use. The new facility will provide seating for up to 550 people and is expected to serve more than 2,500 meals between the hours of 7:00 a.m. and 12:00 a.m. on a daily basis.

Access to the new student housing and dining facilities will be provided via Wightman Street (a full-access signalized intersection located along Siskiyou Boulevard) and Stadium Street (a right-in/right-out unsignalized intersection located along Ashland Street). Additional access opportunities for pedestrians and bicyclists will be provided at several other locations along Siskiyou Boulevard and Ashland Street (the pedestrian safety plan provides further evaluation of the pedestrian crossings located between the new facilities in the north campus area and the main part of the campus in the south campus area).

Trip Generation

Trip generation estimates for the proposed student housing facility were developed based on traffic counts conducted over a 24-hour period in October 2011 (while school was in session) at the surface parking lot driveways located adjacent to the Green Springs Residence Hall (lots 4, 5, 7, 8 and 9 shown in Figure 8). The total number of vehicles that entered and exited the driveways were compared to the total number of students who live in the Green Springs Residence Hall (330) to develop daily, weekday a.m., and weekday p.m. peak hour trip generation rates per resident student unique to SOU. It should be noted that the lots located adjacent to the Green Springs Residence Hall allow for resident student and faculty/staff parking only (student commuter parking is provided north of Webster Street), and therefore represent trips associated with resident students and faculty/staff. The resulting trip generation rates per resident student are therefore conservatively high.

Student Housing Facility

The trip generation rates described above were applied to the total number of students who currently live in the Cascade Residence Hall (485) and the potential number of students who could live in the proposed student housing facility (702) to determine the total number of vehicular trips that are anticipated to be removed to/from the south campus area and those that will be added to the south campus area as a result of closing one facility and opening the other. Table 3 summarizes the resulting trip generation estimate for the existing and proposed student housing facilities.

Table 3 Trip Generation Estimate

Residence Hall	Students	Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
			Total	In	Out	Total	In	Out
Existing Trips (Cascade Hall)	485 ¹	575	35	16	19	57	28	29
Proposed Trips (New Residence Hall)	702	832	51	23	28	83	40	43

1. Although the Cascade Residence Hall currently has the capacity to accommodate up to 680 students, 485 students occupied the hall during the data collection period. Therefore, only the trips associated with the 485 students were removed from the transportation system prior to the addition of the new trips associated with the full capacity of the proposed residence hall.

As shown in Table 3, the proposed student housing facility will result in approximately 832 daily trips to the north campus area, including 51 trips (23 in, 28 out) during the weekday a.m. peak hour and 83 trips (40 in, 43 out) during the weekday p.m. peak hour. Also shown in Table 3, closure of Cascade Hall is estimated to result in approximately 575 fewer daily trips to the south campus area, including 35 trips (16 in, 19 out) during the weekday a.m. peak hour and 57 trips (28 in, 29 out) during the weekday p.m. peak hour. It should be noted that this estimate assumes that all trips by resident students between the north and south campus areas will be by foot or by bike, given the proximity of the proposed student housing facility to the rest of the campus as well as the existing and proposed pedestrian and bicycle facilities located throughout the north and south campus areas. Furthermore, resident students are not allowed to park in student commuter (green) lots, which comprise the majority of the parking around their classroom destinations in the south campus area.

Additionally, it should be noted that no reduction in parking demand or trip generation was assumed for potential off-campus students that currently commute to campus using a vehicle, which may be converted to on-campus resident students. The proposed facility is anticipated to increase the proportion of the student body that lives on campus. Generally, the more students that SOU can attract to on-campus housing, the lower their impact to the transportation system will be.

Given the location of the existing student housing facility in the south campus area and the location of the proposed student housing facility in the north campus area, the total number of existing trips were removed from the system prior to adding the total number of proposed trips. A description of how the existing and proposed trips were distributed onto the transportation system is provided below. *Figures F1 through F4 in Appendix "F" contain the estimated trip reduction from Cascade Hall and trip addition from South Hall during weekday a.m. and weekday p.m., respectively.*

Student Dining Facility

Trips to the proposed student dining facility are assumed to consist primarily of pedestrian and bicycle trips and will therefore be addressed in the Pedestrian Safety Plan described later in this report. The



existing dining facility generates some vehicle trips from employees and deliveries but they could not be isolated for data collection. The dining facility will have up to 30 employees but only up to 15 at any given time (similar to the existing dining facility). Many of the employees are students. Therefore, any vehicular trips to the dining facility are not expected to significantly impact traffic operations at the study intersections because non-student employee trips, loading/unloading, or service vehicle trips, are expected to be minimal, likely to occur outside the peak periods, and are on the transportation system currently.

Site Trip Distribution/Motor Vehicle Trip Assignment

The site-generated trips shown in Table 3 were distributed onto the study area roadway system according to the existing traffic patterns, the location of major trip origins and destinations and information provided in previous studies of the area. The traffic reduction due to the removal of existing trips associated with Cascade Hall and traffic generated by the proposed student housing facility is expected to follow this same trip distribution pattern:

- 50 percent to the northwest along Siskiyou Boulevard;
- 25 percent to the east along Ashland Street; and,
- 25 percent to the southeast along Siskiyou Boulevard.

Figure 6 illustrates the estimated trip distribution pattern for the proposed development along with the net site-generated trips that are expected to use the roadway system during the weekday a.m. and p.m. peak hours.

YEAR 2011 TOTAL TRAFFIC CONDITIONS

The total traffic conditions analysis forecasts how the study area's transportation system will operate with the traffic generated by the proposed student housing facility. The year 2013 background traffic volumes for the weekday a.m. and weekday p.m. peak hours (shown in Figure 5) were added to the site-generated traffic (shown in Figure 6) to arrive at the total traffic volumes that are shown in Figure 7.

Intersection Level of Service

The weekday a.m. and weekday p.m. peak hour turning-movement volumes shown in Figure 7 were used to conduct an operational analysis at each study intersection to determine the year 2013 total traffic levels of service. As shown, all of the study intersections are forecast to operate at acceptable levels of service during the weekday a.m. and weekday p.m. peak hours. *Appendix "G" contains the level-of-service worksheets used to evaluate year 2013 total traffic conditions.*

Potential Signal Timing Changes

Although the study intersections are forecast to operate acceptably under total traffic conditions, potential modifications to the signal timing and phasing at the Wightman-Indiana Street/Siskiyou Boulevard intersection and the Walker Avenue/Ashland Street intersection are presented in the Pedestrian Safety Plan to address potential safety issues at the intersections.

ON-SITE CIRCULATION/SITE-ACCESS OPERATIONS

Internal circulation was evaluated to ensure that the site provides sufficient on-site circulation for pedestrian movements and internal traffic. Figure 2 illustrates the proposed development plan. Access to the surface parking lot that will serve the proposed student housing facility will be provided via a single driveway located along Stadium Street. The future site-access driveway will function acceptably under stop control. Sufficient sight distance appears to be available at the approximate location of the future site-access driveway; however, this should be confirmed upon development of the proposed facilities. Queues at the future site-access driveway are not expected to exceed 25 feet. Details about access and circulation for fire and emergency services are contained in the land use application package.

The following activities are recommended to ensure adequate safety and operation at the internal intersections and roadways:

- Shrubbery, landscaping, and above ground utilities near the internal intersections and site access points should be maintained to ensure adequate sight distance at the site-access driveway.

BICYCLE PARKING SUPPLY

Bicycle parking is currently provided near the main entrance to each of the campus resident halls as well as many other campus facilities. A majority of the bicycle parking stalls are located within covered parking structures that can accommodate more than 40 bicycles at once, while others are located in more traditional racks. Table 6 summarizes the total number of bicycle parking structures, racks, and stalls within the north and south campus areas.



Structured Bicycle Parking – North Campus Area

Table 6 Bicycle Parking Supply

Campus Area	Structures	Racks	Stalls
North campus Area	7	0	190
South Campus Area	9	13	465
Total	16	13	655

As shown in Table 6, there are currently 7 structures with more than 190 stalls located in the north campus area and 16 structures and 13 racks with more than 465 stalls located in the south campus area.

Existing Parking Demand

Parking demand can be measured by comparing the total number of parking stalls in a given area to the total number of parked cars. Parking utilization refers to the percent of parking stalls to parked cars at a given point in time. A parking system is generally considered to be full, or at its operational capacity, when parking utilization reaches 85 to 90 percent. Beyond that, drivers can have a difficult time locating the few available spaces.

SURFACE PARKING UTILIZATION

Parking utilization was measured in each of the surface parking lots between 7:00 a.m. and 7:00 p.m. on a mid-week day in October 2011 during the second week of the term. Chart 1 displays the surface parking utilization profile for the north and south campus areas. *Chart I-1 in Appendix "I" includes utilization data for the north and south campus areas in terms of parked vehicles.*

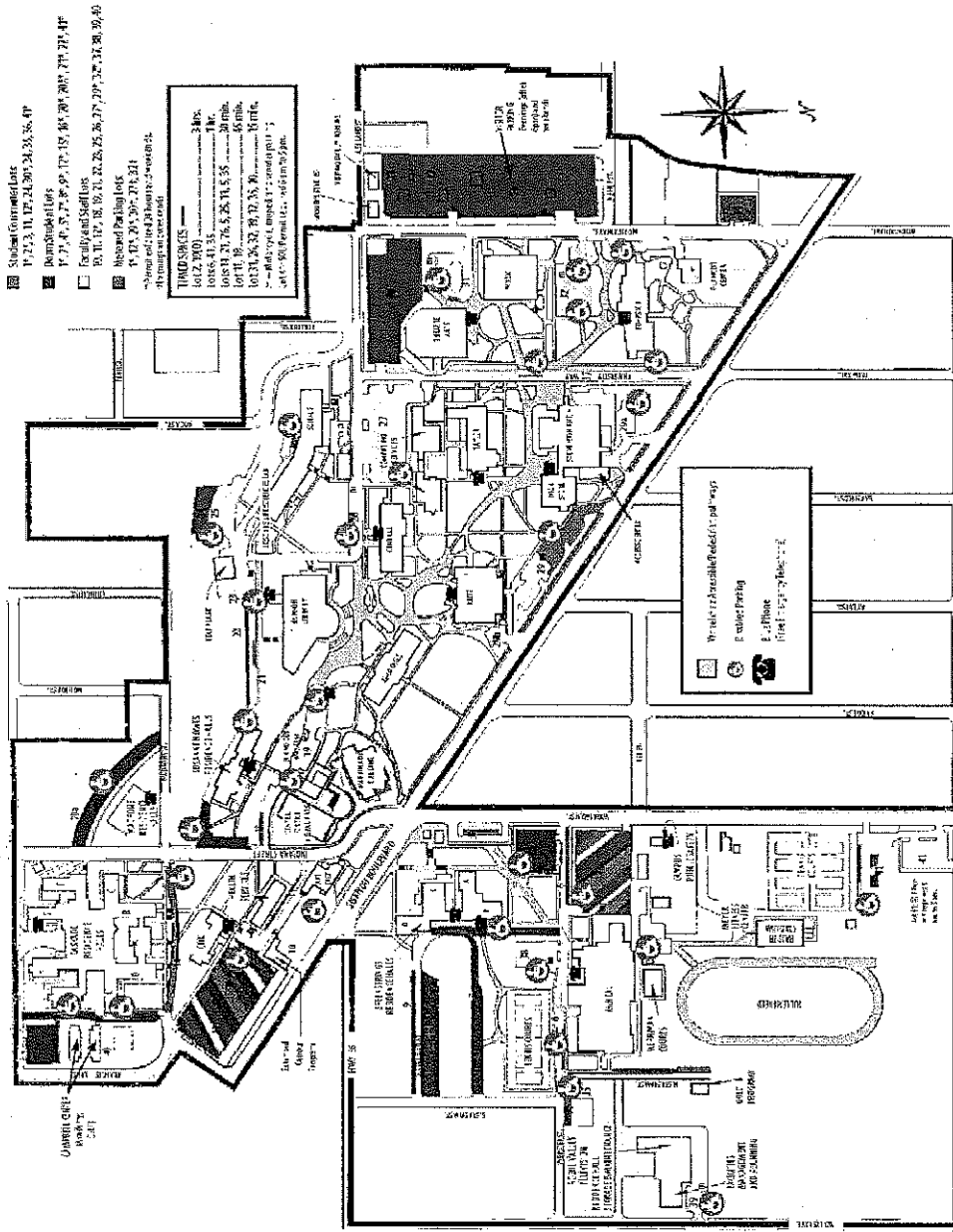


FIGURE 8
EXISTING PARKING SUPPLY
ASHLAND, OREGON

BICYCLE PARKING REQUIREMENT

The City of Ashland also requires bicycle parking facilities along with any new development or redevelopment within the city limits. Section 18.92.040 of Ashland’s Municipal Code (Bicycle Parking) provides the following minimum bicycle parking requirements for SOU:

- **F. Colleges, universities, and trade schools:** One bicycle parking space for every five required auto parking spaces, of which one half is to be sheltered.

Based on the number of required vehicle parking spaces, the City requires a total of approximately 380 bicycle parking stalls campus wide, including 190 sheltered and 190 unsheltered stalls. As described in the following sections, SOU currently has a sufficient number of bicycle parking stalls (both sheltered and unsheltered) to meet the City’s minimum bicycle parking requirement.

Existing Parking Supply

VEHICLE PARKING SUPPLY

SOU currently has over 40 surface parking lots within its campus boundary. The lots consist of student commuter lots (green), resident student lots (red), faculty and staff lots (yellow), visitor parking lots (blue), and lots that allow for a mix of uses (red, yellow, blue, and green). Figure 8 illustrates the location of the surface parking lots located with the north and south campus areas with respect to adjacent campus facilities. Table 5 summarizes the total number of parking stalls within the north and south campus areas. *Appendix “H” provides more details about the existing parking supply, including the total number of parking stalls by surface parking lot.*

Table 5 Existing Parking Supply

Campus Area	Student Commuter	Resident Student	Faculty/Staff	Visitor	Other ¹	Total
North Campus Area	263	162	62	41	42	570
South Campus Area	718	142	319	75	127	1,381
Total	981	304	381	116	169	1,951

1. “Other” includes Reserved, ADA, Motorcycle, Service/Delivery, and Loading stalls.

As show in Table 5, there are currently 1,951 parking stalls located within SOU’s campus boundary, including 570 stalls in the north campus area and 1,381 stalls in the south campus area.

As shown in Table 4, Ashland City Code currently requires a minimum of 1,887 parking stalls for uses within SOU's campus boundary. Distribution of the stalls between the north and south campus areas is difficult to determine based on the available data. However, as described in the following sections, SOU's existing parking supply is sufficient to meet the city's minimum parking requirements as well as accommodate existing demand in both the north and south campus areas.

There are several other City codes that impact minimum parking requirements at SOU, including the following:

- Section 18.92.060 of Ashland's Municipal Code (Limitations Location, Use of Facilities) requires off-street parking facilities to be located within 200 feet of the use they are intended to serve.
 - Given this provision, the following parking demand/ratio analysis includes an evaluation of parking conditions within the north and south campus areas as well as campus wide.
- Section 19.92.025 of Ashland's Municipal Code (Credit for On-Street Automobile Parking) provides for a reduction in the amount of off-street parking required by Section 18.92.020 based on the supply of on-street parking. However Section 18.92.025F states that on-street parking spaces within 200 feet of a SO (Southern Oregon University) zone may not be counted toward the reduction.
 - This Section and the restriction do not apply to on-street parking provided along private campus roadways, such as University Way (lot 37), Stadium Street and Webster Street. As such, parking stalls along these streets have been included as part of SOU's surface lot parking inventory described below.
- Section 19.92.060 of Ashland's Municipal Code (Limitations Location, Use of Facilities) allows for a reduction in the number of required parking stalls of up to 35 percent if it can be shown that peak parking demands are offset by the shared land-uses.
 - Several lots located within the north and south campus areas currently allow for shared use during all hours of the day among students, faculty, and staff as well as visitors.
 - Current SOU parking policy allows vehicles with faculty/staff parking permits to park in any lot while on campus.

PARKING DEMAND/RATIO ANALYSIS

This section documents existing and future parking conditions within SOU's north and south campus areas, both within the campus boundary and on the adjacent street system. The purpose of this section is to determine the extent to which the proposed student housing and student dining facilities will impact parking conditions in the north campus area and if additional parking will be required or if other measures, such as various transportation demand management strategies (described in Section 5) can be used to reduce parking demand or shift parking demand in time or in space. One other purpose of this section is to establish minimum parking ratios for SOU land uses that can be used in future development applications.

Ashland Parking Policy

VEHICLE PARKING REQUIREMENT

The City of Ashland requires off-street parking facilities along with any new development or redevelopment within the city limits. Section 18.92.020 of Ashland's Municipal Code (Automobile Parking Spaces Required) provides the following minimum vehicle parking requirements for uses within SOU's campus boundary:

- **A.3. Clubs, Fraternity and Sorority Houses, Rooming and Boarding Houses, Dormitories:** Two spaces for each three guest rooms; in dormitories, 100 square feet shall be equivalent to a guest room.
- **D.9. Colleges, Universities and Trade Schools:** One and one-half space per classroom, plus one space per five students the school is designed to accommodate, plus requirements for on-campus student housing.

Table 4 summarizes the minimum parking requirements for SOU per City code under existing campus conditions. The values shown in Table 4 for classrooms, enrollment, and campus housing are consistent with the values shown in SOU's current Master Plan (Reference 1).

Table 4 Parking Requirements per Ashland City Code Under Existing Campus Conditions

Land-use	Quantity	Minimum Parking Ratio	Required Parking Stalls
Classrooms	142	1.5 stalls/classroom	213
Enrollment	5,082	.20 stalls/student	1,017
Campus Housing	980	1.5 stalls/dorm room	657
Total Parking Required by City Code			1,887



Section 4
Parking Demand/Ratio Analysis

- Potential modifications to the signal timing and phasing at the Wightman-Indiana Street/Siskiyou Boulevard intersection and the Walker Avenue/Ashland Street intersection are presented in the Pedestrian Safety Plan.

ON-SITE CIRCULATION/SITE-ACCESS OPERATIONS

- Access to the surface parking lots that will serve the proposed student housing facility will be provided via a single driveway located along Stadium Street.
 - The future site-access driveway will function acceptably with stop control.
 - Queues at the future site-access driveway are not expected to exceed 25 feet.
 - Sufficient sight distance appears to be available at the approximate location of the future site-access driveway; however, this should be confirmed following development of the proposed facilities.

RECOMMENDATIONS

- Shrubbery, landscaping, and above ground utilities near the internal intersections and site access points should be maintained to ensure adequate sight distance at the site-access driveway.

Conclusions and Recommendations

The results of the traffic impact analysis indicate that the proposed student housing and dining facilities can be constructed while maintaining acceptable operations on the surrounding transportation system. The findings of this analysis and our recommendations are discussed below.

YEAR 2011 EXISTING TRAFFIC CONDITIONS

- All of the study intersections currently operate at acceptable levels of service during the weekday a.m. and weekday p.m. peak hours.
- A review of historical crash data did not reveal any patterns or trends within the site vicinity that require mitigation associated with this project.
 - The Pedestrian Safety Plan provides further evaluation of pedestrian and bicycle related crashes at the study intersections.

YEAR 2013 BACKGROUND TRAFFIC CONDITIONS

- No in-process developments were identified within the two year planning period that would impact the proposed development.
- An annual growth rate of 1.7 percent was applied to the existing traffic volumes to account for regional growth in the site vicinity.
- All of the study intersections are forecast to operate at acceptable levels of service during the weekday a.m. and weekday p.m. peak hours.

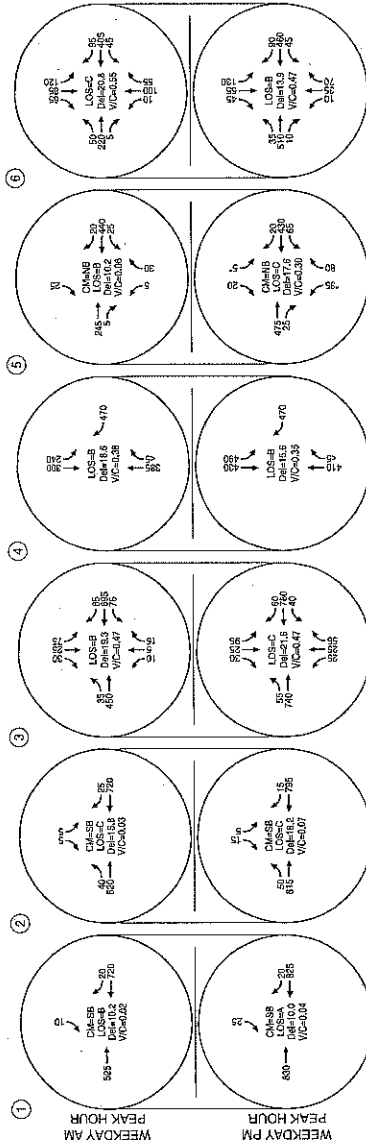
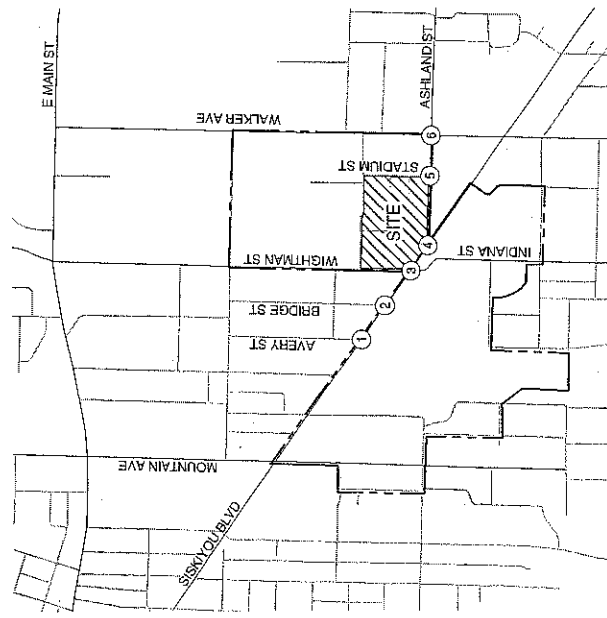
PROPOSED DEVELOPMENT PLAN

- The proposed development is estimated to generate approximately 832 daily trips to the north campus area, including 51 trips (23 in, 28 out) during the weekday a.m. peak hour and 83 trips (40 in, 43 out) during the weekday p.m. peak hour.
- The closure of Cascade Hall is estimated to result in approximately 575 fewer daily trips to the south campus area, including 35 trips (16 in, 19 out) during the weekday a.m. peak hour and 57 trips (28 in, 29 out) during the weekday p.m. peak hour

YEAR 2013 TOTAL TRAFFIC CONDITIONS

- All of the study intersections are forecast to operate with acceptable levels of service during the weekday a.m. and p.m. peak hours.





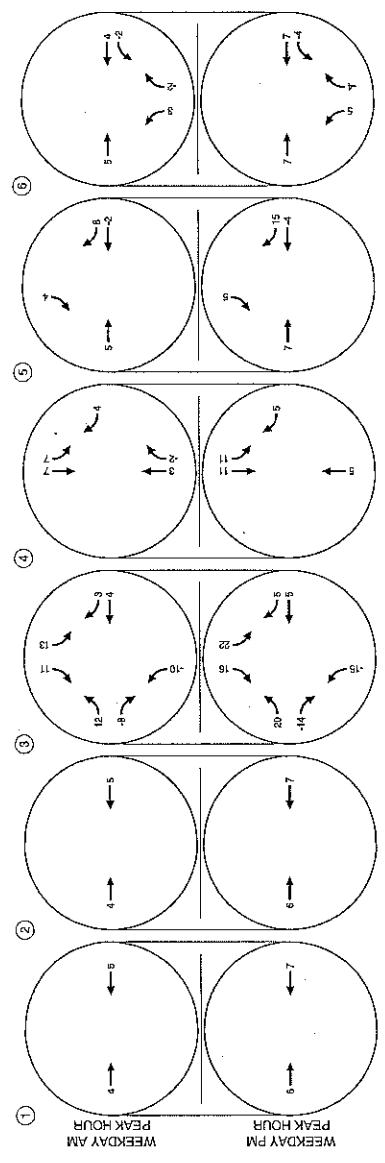
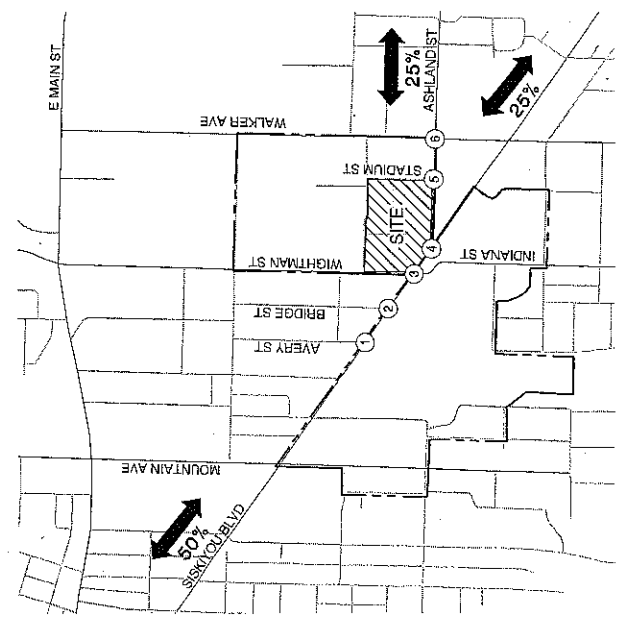
ESTIMATED AVERAGE THROUGH TRAFFIC DELAY THROUGH PEAK HOUR PERIODS THROUGH & SECTORIAL TO PEDESTRIAN CROSSINGS

ESTIMATED AVERAGE THROUGH TRAFFIC DELAY THROUGH PEAK HOUR PERIODS THROUGH & SECTORIAL TO PEDESTRIAN CROSSINGS

- LEGEND**
- CM = CRITICAL MOVEMENT (UNSIGNALIZED)
 - LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED)/CRITICAL MOVEMENT LEVEL OF SERVICE (UNSIGNALIZED)
 - Dd = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED)/CRITICAL MOVEMENT CONTROL DELAY (UNSIGNALIZED)
 - V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

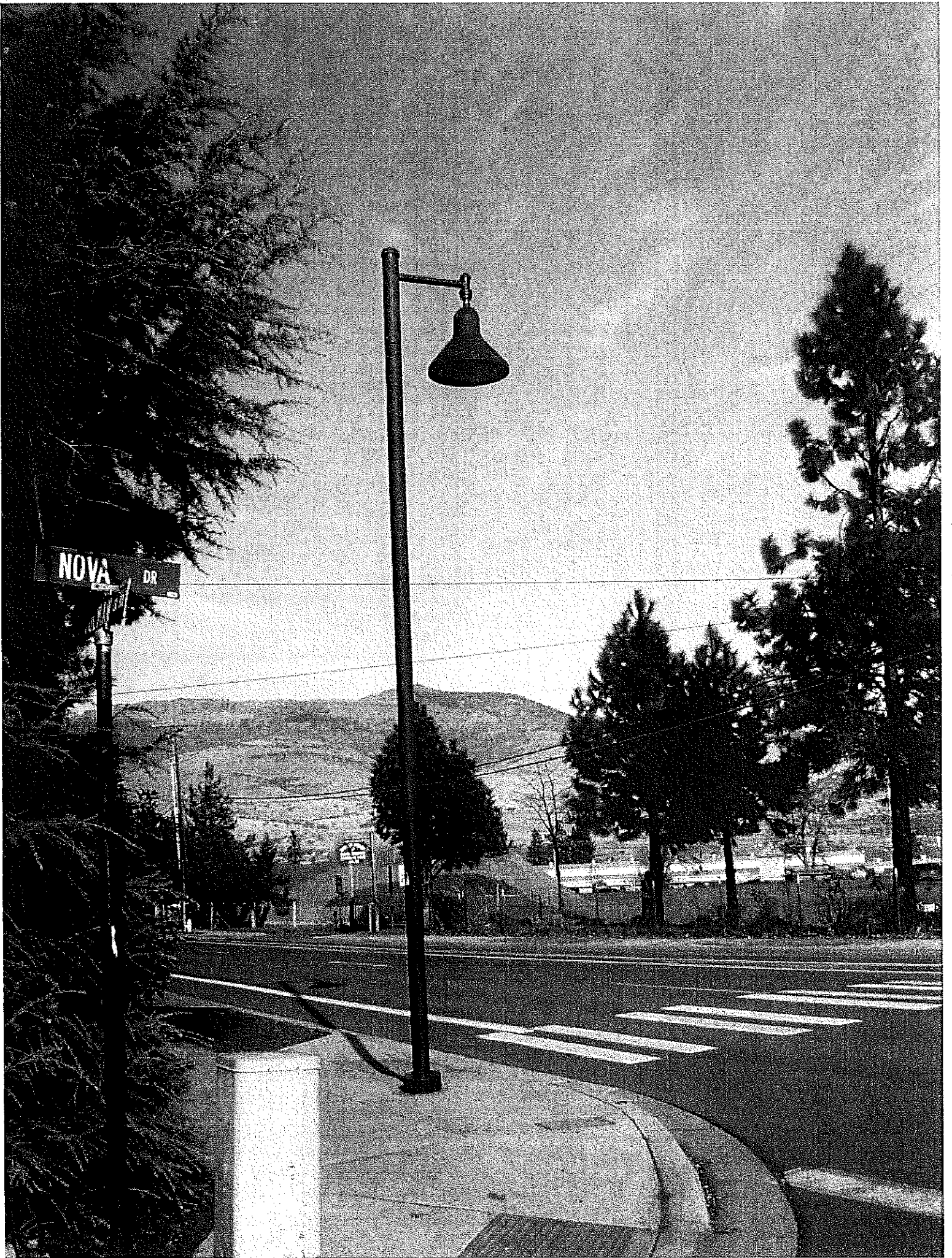
* ILLEGAL MOVEMENTS

YEAR 2013 TOTAL TRAFFIC CONDITIONS WEEKDAY AM AND PM PEAK HOUR ASHLAND, OREGON **FIGURE 7**



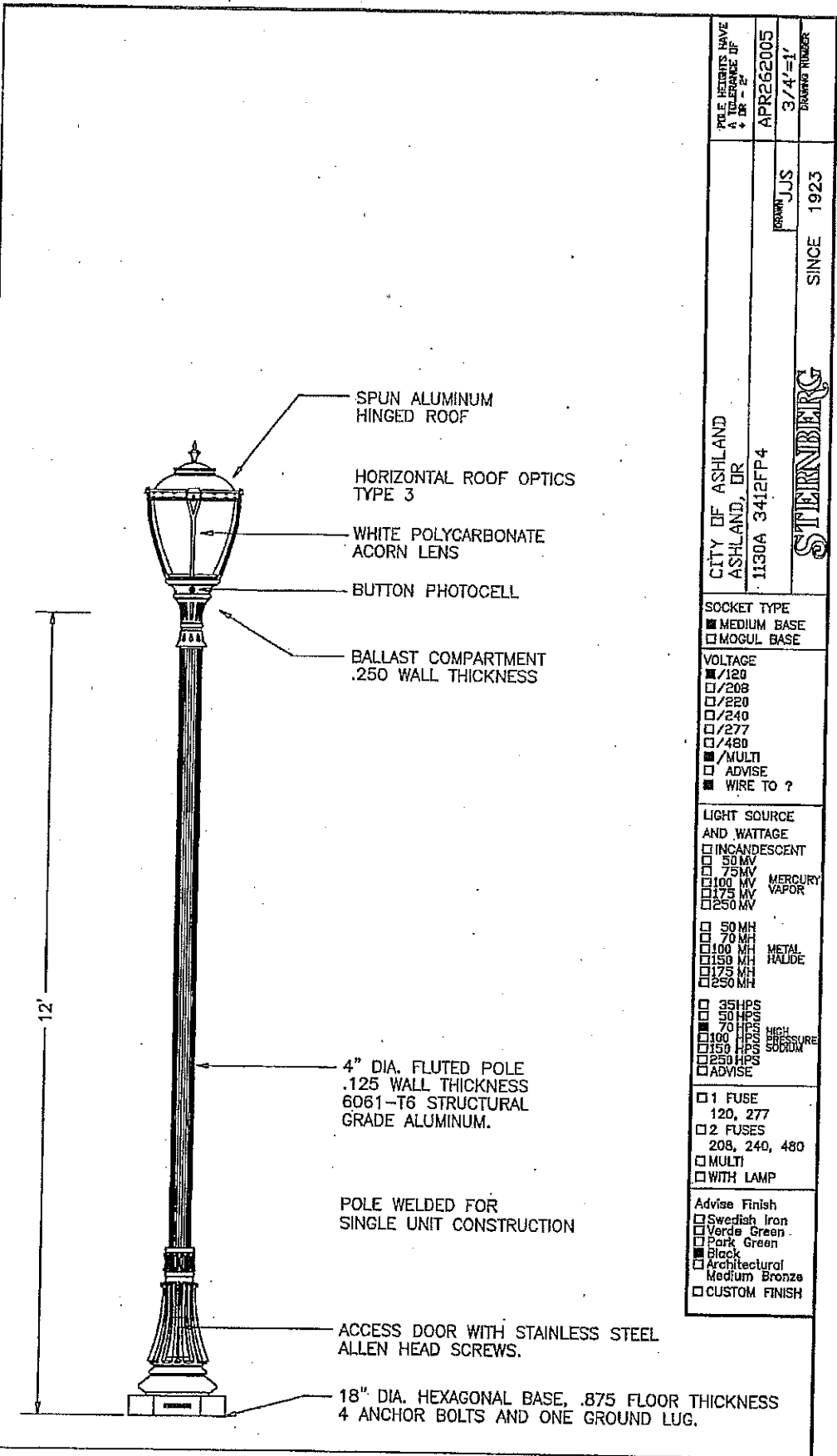
ESTIMATED TRIP DISTRIBUTION PATTERN &
 SITE GENERATED TRIPS - WEEKDAY AM AND PM PEAK HOUR
 ASHLAND, OREGON

FIGURE 6



NOVA DR

RESTAURANT



POLE HEIGHTS HAVE
A TOLERANCE OF
± .125"

APR 26 2005
3/4" = 1'
DRAWING NUMBER

CITY OF ASHLAND
ASHLAND, OR
1130A 3412FP4

DRAWN JJS
SINCE 1923

STEINBERG

SPUN ALUMINUM
HINGED ROOF

HORIZONTAL ROOF OPTICS
TYPE 3

WHITE POLYCARBONATE
ACORN LENS

BUTTON PHOTOCELL

BALLAST COMPARTMENT
.250 WALL THICKNESS

12'

4" DIA. FLUTED POLE
.125 WALL THICKNESS
6061-T6 STRUCTURAL
GRADE ALUMINUM.

POLE WELDED FOR
SINGLE UNIT CONSTRUCTION

ACCESS DOOR WITH STAINLESS STEEL
ALLEN HEAD SCREWS.

18" DIA. HEXAGONAL BASE, .875 FLOOR THICKNESS
4 ANCHOR BOLTS AND ONE GROUND LUG.

SOCKET TYPE
 MEDIUM BASE
 MOGUL BASE

VOLTAGE
 /120
 /208
 /220
 /240
 /277
 /480
 /MULTI
 ADVISE
 WIRE TO ?

LIGHT SOURCE
AND WATTAGE
 INCANDESCENT
 50 W
 75 W
 100 W
 175 W
 250 W
 50 MH
 70 MH
 100 MH
 150 MH
 175 MH
 250 MH
MERCURY
VAPOR
METAL
HALIDE

35 HPS
 50 HPS
 70 HPS
 100 HPS
 150 HPS
 250 HPS
HIGH
PRESSURE
SODIUM
 ADVISE

1 FUSE
120, 277
 2 FUSES
208, 240, 480
 MULTI
 WITH LAMP

Advise Finish
 Swedish Iron
 Verde Green
 Park Green
 Black
 Architectural
Medium Bronze
 CUSTOM FINISH

MOTOR VEHICLE CRASH SUMMARY

MONTH: SEPT 2011

NO. OF ACCIDENTS: 10

DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUII CITED	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
2	11:21	Fri	N Main at W Hersey St	2	N	N	P	N	Y	N	N	DV1 collided with V2 during turn from N Main St onto W Hersey St
6	14:59	Tue	Ashland St, median by Great American Pizza	1	N	N	N	N	Y	N	N	steering became loose, driver lost control and vehicle ran into the median.
9	09:30	Fri	N Main at Wimer intersection	2	N	N	P	N	Y	N	N	dV1 began to make a left turn onto Wimer, changed her mind and continued. dV2 collided with v1.
14	16:57	Wed	Parking lot of 249 A St	2	N	N	N	N	Y	Y	N	hit/run, v2 scraped v1 while backing out. Left scene. Suspect found and arrested 10/24/2011
16	15:30	Fri	Ashland St near southbound freeway entrance	2	N	N	N	N	Y	N	N	dV1 turning left across contraflow traffic was struck by v2 that was continuing straight through.
21	14:57	Tue	Siskiyou inbound at Bridge St	2	Y	N	P	N	Y	N	N	dV2 struck v1 while v1 was stopped for ped in crosswalk. Cited following too close.
28	17:35	Wed	Siskiyou just west of Frances	2	N	N	P	N	N	N	N	driver slowed for traffic ahead, was struck from behind by v2. No damage, no citations. Complaint of pain.
30	14:11	Fri	Ashland St at YMCA Wy	1	Y	N	P	N	N	N	N	dV1 ran into wheelchair that was traveling the wrong way in the bike lane. Wheelchair person was taken to ACH for observation.
30	16:20	Fri	Lithia Wy near N Pioneer St	1	N	Y	P	N	U	N	N	dV turning right into parking lot from Lithia Wy crossed the bike lane causing bike to collide. Dv1 cited failure to yield to bike.
30	18:38	Fri	Schofield St near N Main St	1	N	N	N	N	Y	N	N	vehicle rolled over slowly while descending steep grade on Schofield St.

MOTOR VEHICLE CRASH SUMMARY

MONTH: NOVEMBER, 2011

NO. OF ACCIDENTS: 16

DATE	TIME	DAY	LOCATION	NO. VEH	PED INV.	BIKE INV.	INJ.	DUJI	CITED	PROP DAM.	HIT/ RUN	CITY VEH.	CAUSE - DRIVER ERROR
1	11:15	Tue	Orchard near Sunnyview	1	N	N	N	N	Y	Y	N	N	dV1 failed to set parking brake on hill. Vehicle rolled, damaging fire hydrant and hitting tree. Cited failure to secure motor vehicle.
2	10:37	Wed	E Main near Oak St	1	N	N	P	N	Y	Y	N	N	RVTD bus collided with bucket of bucket truck that was stretched out over lane of traffic installing holiday lights. No flaggers nor traffic cones were being used.
2	11:14	Wed	E Main near Oak St	2	N	N	N	N	N	Y	Y	N	dV1 collided with parked RVTD bus as driver tried to go around. Driver did not stop. Driver being referred to DMV for competency eval.
5	18:41	Sat	E Main at S Pioneer	1	Y	N	N	N	Y	N	N	N	dV1 hit ped crossing in crosswalk; ped crossing with the light. No injury. Driver cited failure to yield to ped.
10	14:15	Thur	Lithia Way near Pioneer	1	N	Y	Y	N	Y	Y	N	N	dV1 hit bike in bike lane as vehicle turning right into a parking lot. Bicyclist injured. Driver cited failure to yield.
13	14:45	Sun	Parking lot near A Street	2	N	N	N	N	Y	Y	Y	N	dV1 struck parked v2 during backing out of a parking lot. Left scene. Found and cited.
18	09:00	Fri	Morton St near Lisa Lane	1	N	N	N	N	N	Y	N	N	unattended vehicle rolled downhill and flipped over embankment. No citations.
18	22:29	Fri	Siskiyou near Mountain	1	Y	N	Y	N	Y	Y	N	N	dV1 stuck ped crossing in crosswalk. Ped injured. Driver cited failure to yield.

Workshop Location:

This workshop will be held at:
Ashland Community Center
59 Winburn Way
Ashland, OR 97520

Continuing Education Units (CEUs)

This workshop satisfies the Oregon State Board of Examiners continuing professional development requirements for registered civil engineers.

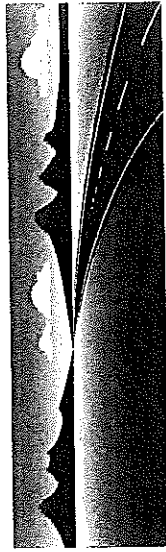
About the University

Founded in 1901, the University of Portland is an independent Catholic university of 3,000 students. The University offers 56 undergraduate and graduate programs in the arts, sciences, humanities, nursing, engineering, business, and education. In its education policies, programs, and procedures, the University provides equal opportunity for all its students without regard to race, color, religion, sex, age, nationality, or ethnic origin. For more information contact Dr. Mojie Takallou or Jamie Strohecker at (503) 943-7292 or stroheck@up.edu.

Special thanks to: Mr. James Olson, Engineering Services Manager, City of Ashland for all the local arrangements.

Improving Safety Features of Local Roads & Streets

**Free workshop offered in
Ashland, Oregon
on January 25, 2012**



Taught by Mojie Takallou, Ph.D., P.E.
Civil Engineering Program
Donald P. Shiley School of Engineering
University of Portland

Sponsored by:

Oregon Department of Transportation
Transportation Safety Division
and

U.S. Dept. of Transportation
National Highway Traffic Safety
Administration

With the cooperation of
City of Ashland Public Works Dept.

and
Ashland Transportation Commission

The University of Portland

Civil Engineering Program
5000 North Willamette Blvd.
Portland, OR 97203-5798

**Transportation Commission
Action Summary
as of November 2011**

Month Year	Item Description	Status	Date Complete
November 11 TC	Parking prohibitions on Highwood Dr.	approved, TR 2011-09	
October 11 TC	Crosswalk on A Street	approved TR 2011-08	12/1/11
August 11 TC	Parking prohibitions on Almond	approved TR 2011-07	
August 11 TC	Stop sign at 4th and A Streets	not approved	
Jul 11 TC	Parking Prohibitions on E. Nevada	approved; TR 2011-04	
Jul 11 TC	Stop Sign at Starflower	approved yield; TR 2011-05	11/17/2011
Jul 11 TC	A' Shared Road	approved; TR 2011-06	10/28/11
June 11 TC	N. Main Road Diet	TC recommend implementation asap, approved 8/2/11	
June 11 TC	Parking prohibition on Central	TR 2011-03, install painted centerline, only	✓
May 11 TC	Stop sign on Homes	Stop sign not approved, other improvements implemented.	
May 11 TC	Stop sign on Pinecrest	not approved	
May 11 TC	Left turn signal at Wightman	recommended review by traffic engineer	
May 11 TC	Memorial Sign Request	recommended development of a policy, approved by Legal/Planning	
Apr 11 TC	N. Main Road Diet Pilot	Approved by Council 8/2/11	
Feb 11 TC	Parking Prohibitions Meadowbrook	TR 2011-02 order sent to Street Div.	
Feb 11 TC	Parking Prohibitions on Liberty St	TR 2011-01 order sent to Street Div.	✓
Feb 11 TC	Bike Corral on Third Street	Completed & installed	✓
Dec 10 TC	Petition for ped. rail crossing	referred to TSP process	
Dec 10 TC	Siskiyou Blvd x-walk at Frances	no action required	12/16/10
Nov 10 TC	S Mountain Mid Block Crosswalk	Approved to be installed in cooperation with SOU	
Nov 10 TC	E Main @ RR Crosswalk Review	Commission asked stop sign replaced	
Oct 10 TC	A St Sharrow Designation	Commission asked for Kittleson review	
Oct 10 TSC	Safety Sleeve for Bollard @ RR Park	replaced	✓
Oct 10 TSC	Storm Drain on Bike Path @ N Mtn	staff is researching	
Oct 10 TSC	Additional Vehicle Parking Downtown	Contacted ODOT	
Oct 10 TSC	Crosswalk at Lithia and E Main	TR 2010-06, order sent to Street Division	✓
Oct 10 TSC	Stop Sign at Helman & Nevada	not approved	✓
Oct 10 TSC	Stop Sign on 'B' @ Third	not approved	✓
Oct 10 TSC	Crosswalk on Siskiyou @ Morton	not approved	✓
Aug 10 TSC	Grandview/Sunnyview/Orchard/ Wrights Crk Intersections	vegetation clearance referred to street dept for implementation	
Aug 10 TSC	15 Minute Parking on A Street	TR 2010-05, order sent to Street Division	
Aug 10 TSC	First St Parking Prohibition Change	TR 2010-04, order sent to Street Division	
Aug 10 TSC	Granite St Parking Prohibition Change	not approved, Swales will resubmit request	✓
Aug 10 TSC	Hargadine St Parking Prohibition Change	review as part of TSP update	
Aug 10 TC	Bridge Street Parking Prohibition Change	Memo received from Fire Dept recommending against change	✓
Jul 10 TSC			
Aug 10 TC	Truck Route Ordinance Review	Staff researching, Nov 2010 agenda item	
Jun 10 TC	2 Year Project List Goal Setting	3 goals selected	✓
Jul 10 TC	Audible Crosswalk Signals for Downtown	Vieville working w/staff to develop priority list for \$27K budget	
Jul 10 TC	Shared Road Policy	review as part of TSP update	
Mar 10 TSC	Yield Sign at Terrace @ Holly	TR 2010-02	✓
Mar 10 TSC	Ashland St @ YMCA Crosswalk	not approved by ODOT	✓
Mar 10 TSC	Oak St Crosswalk at A St	included in Misc Concrete Project, bids due 11/17/10	
Jul 09 TC	Additional Downtown Bike Parking	Implementation list complete, will be installed as budget	
Nov 09 TC & TSC	Crosswalk for East Main @ Campus Way	Staff applying for funding through grant application	
Nov 09 TC & TSC	Grandview Shared Road Improvements	TR 2010-03, other improvements likely in future	
Aug 09 TC	Oak Street Sharrows	TR 2010-01	✓
Jul 09 TC	Will Dodge Way Improvements	Complete	9/2010
Apr 09 TC	Siskiyou Bv Pedestrian Improvements	complete	✓
Aug 09 TSC	Union/Allison and Fairview Intersection	not approved	✓
Nov 09 TSC	Yield Sign at Palmer Rd	not approved	✓
Nov 09 TSC	Stop Sign at Indiana St	not approved	✓
Dec 09 TSC	Terrace St Traffic Calming	not approved	✓
Dec 09 TSC	Ashland Village Traffic Calming	not approved	✓

CITY OF ASHLAND

TRAFFIC REGULATION TR NO. 2011-07

Ashland Municipal Code Chapter 11.12.020 vests power in the City Administrator to establish, maintain, remove or alter traffic control signs, signals and all other markings and devices required to implement traffic and parking controls within the City of Ashland. The City Administrator has, in turn, delegated this authority to the Public Works Director, who shall make all determinations based upon accepted engineering principles and practices.

This proposal was reviewed at the regular meeting of the Transportation Commission held on August 11, 2011.

The Public Works Director has determined that this proposal conforms to the "Standards for Traffic Control" adopted by the City Council on February 8, 1990 as Resolution No. 90-03 and to applicable engineering standards. The Public Works Director therefore orders the following actions be implemented:

ALMOND STREET

Prohibit on street parking on both sides of Almond Street from Church Street, 100 feet westerly and from Manzanita Street, 250 feet easterly.

The Street Superintendent is hereby directed to install the signs, markings or features necessary to complete this Traffic Regulation.

The violation of this Traffic Regulation shall be an infraction and shall be subject to the penalty as specified under Section 1.08.020 of the Ashland Municipal Code.

APPROVALS

Michael R. Faught
Michael R. Faught, Public Works Director

Date: 11/21/11

Date: _____
Traffic Engineer (If Required by Public Works Director)

Printed Name

cc: Police Chief
City Engineer
Street Superintendent
Traffic Safety Commission

Engineering Tel: 541/488-5347
20 E. Main Street Fax: 541-488-6006
Ashland, Oregon 97520 TTY: 800/735-2900
www.ashland.or.us



CITY OF
ASHLAND

TRAFFIC REGULATION
TR NO. 2011-09

Ashland Municipal Code Chapter 11.12.020 vests power in the City Administrator to establish, maintain, remove or alter traffic control signs, signals and all other markings and devices required to implement traffic and parking controls within the City of Ashland. The City Administrator has, in turn, delegated this authority to the Public Works Director, who shall make all determinations based upon accepted engineering principles and practices.

This proposal was reviewed at the regular meeting of the Transportation Commission held on November 17, 2011.

The Public Works Director has determined that this proposal conforms to the "Standards for Traffic Control" adopted by the City Council on February 8, 1990 as Resolution No. 90-03 and to applicable engineering standards. The Public Works Director therefore orders the following actions be implemented:

HIGHWOOD DRIVE /TIMBERLINE TERRACE

Prohibit on street parking on both sides of Highwood Drive and on the south 20 feet of the east side of Timberline Terrace by installing five no parking signs with arrows as shown on the attached drawing.

The Street Superintendent is hereby directed to install the signs, markings or features necessary to complete this Traffic Regulation.

The violation of this Traffic Regulation shall be an infraction and shall be subject to the penalty as specified under Section 1.08.020 of the Ashland Municipal Code.

APPROVALS

Michael R. Faught Date: 11/21/11
Michael R. Faught, Public Works Director

Date: _____
Traffic Engineer (If Required by Public Works Director)

Printed Name

cc: Police Chief
City Engineer
Street Superintendent
Traffic Safety Commission

Engineering Tel: 541/488-5347
20 E. Main Street Fax: 541/488-6006
Ashland, Oregon 97520 TTY: 800/735-2900
www.ashland.or.us



CITY OF
ASHLAND

City

S O U R C E

Did you know?

Your City of Ashland residential utility customer winter water use is the basis for determining annual average sewer bills for the upcoming year. Meter readings taken during January, February, and March are used for this calculation. Depending on your location and billing cycle, your water use beginning as early as December 2011 and ending March 31, 2012 will determine your sewer bills for next year. Water bills beginning in April 2012 will reflect that usage. Call 541-488-6004 for more information. ▼

THE CITIZEN'S SOURCE OF INFORMATION ABOUT THE CITY OF ASHLAND

Cool Weather Heating Safety

Days are shorter, evenings are cooler and Oregon households are beginning to turn up the heat. Ashland Fire & Rescue reminds Ashland residents that chimney fires and combustibles



left too close to a heat source are the state's two leading fire causes in heating related fires. These types of fires are easily prevented by keeping chimneys cleaned and remembering to keep combustibles such as furniture, blankets and clothing far away from heaters, woodstoves and similar heat sources.

To reduce fire risk, Ashland Fire & Rescue recommends:

- Have chimneys and flues inspected and cleaned each year by a qualified chimney sweep. Ask them to check for creosote deposits, soot build-up or physical damage. (See *Heating Safety*, Back Page)

Share the Road

Ashland's streets and alleys are important public spaces to be shared by all modes of transportation including pedestrians, bicycles and motor vehicles. Each mode has its own distinct set of needs and requirements, but to function safely each use must respect and accommodate the right of others. Here are some resources for cyclists and drivers on sharing the road.

Sharing the Road: Cyclists

While riding on the road, remember the same laws that apply to motorists apply to cyclists, obey all traffic control devices, and use hand signals to indicate stops and turns to other users. Always wear a properly fitting helmet, no matter how short the trip. Always ride in the same direction as traffic, use the furthest right lane that heads to your destination. Also, slower moving cyclists and motorists need to stay to the right.

Cyclists need to remember to ride predictably. Ride in a straight line, don't swerve in the road or between parked cars, check for traffic before (See *Share the Road*, Page 3)



Enrolled
Senate Bill 130

Printed pursuant to Senate Interim Rule 213.28 by order of the President of the Senate in conformance with pre-session filing rules, indicating neither advocacy nor opposition on the part of the President (at the request of Governor John A. Kitzhaber for Department of Transportation)

CHAPTER

AN ACT

Relating to traffic control devices; amending ORS 811.260 and 811.360.

Be It Enacted by the People of the State of Oregon:

SECTION 1. ORS 811.260 is amended to read:

811.260. *[This section establishes appropriate driver responses to specific traffic control devices for purposes of ORS 811.265. Authority to place traffic control devices is established under ORS 810.210. Except when acting under the direction of a police officer that contradicts this section] Except as provided in ORS 811.265 (2), a driver is in violation of ORS 811.265 if the driver makes a response to traffic control devices that is not permitted under the following:*

(1) Green signal. A driver facing a green light may proceed straight through or turn right or left unless a sign at that place prohibits either turn. A driver shall yield the right of way to other vehicles within the intersection at the time the green light is shown.

(2) Green arrow. A driver facing a green arrow signal light, shown alone or in combination with another signal, may cautiously enter the intersection only to make the movement indicated by such arrow or such other movement as is permitted by other signals shown at the same time.

(3) Green bicycle signal. A bicyclist facing a green bicycle signal may proceed straight through or turn right or left unless a sign at that place prohibits either turn. The bicyclist shall yield the right of way to other vehicles within the intersection at the time the green bicycle signal is shown.

~~[(3)]~~ (4) Steady circular yellow signal. A driver facing a steady circular yellow signal light is thereby warned that the related right of way is being terminated and that a red or flashing red light will be shown immediately. A driver facing the light shall stop at a clearly marked stop line, but if none, shall stop before entering the marked crosswalk on the near side of the intersection, or if there is no marked crosswalk, then before entering the intersection. If a driver cannot stop in safety, the driver may drive cautiously through the intersection.

~~[(4)]~~ (5) Steady yellow arrow signal. A driver facing a steady yellow arrow signal, alone or in combination with other signal indications, is thereby warned that the related right of way is being terminated. Unless entering the intersection to make a movement permitted by another signal, a driver facing a steady yellow arrow signal shall stop at a clearly marked stop line, but if none, shall stop before entering the marked crosswalk on the near side of the intersection, or if there is no marked crosswalk, then before entering the intersection. If a driver cannot stop in safety, the driver may drive cautiously through the intersection.

[[10]] (14) Lane direction control signals. When lane direction control signals are placed over the individual lanes of a highway, a person may drive a vehicle in any lane over which a green signal light is shown, but may not enter or travel in any lane over which a red signal light is shown.

[[11]] (15) Stop signs. A driver approaching a stop sign shall stop at a clearly marked stop line, but if none, before entering the marked crosswalk on the near side of the intersection or, if there is no marked crosswalk, then at the point nearest the intersecting roadway where the driver has a view of approaching traffic on the intersecting roadway before entering it. After stopping, the driver shall yield the right of way to any vehicle in the intersection or approaching so closely as to constitute an immediate hazard during the time when the driver is moving across or within the intersection.

[[12]] (16) Yield signs. A driver approaching a yield sign shall slow the driver's vehicle to a speed reasonable for the existing conditions and if necessary for safety, shall stop at a line as required for stop signs under this section, and shall yield the right of way to any vehicles in the intersection or approaching so closely as to constitute an immediate hazard.

SECTION 2. ORS 811.360 is amended to read:

811.360. (1) The driver of a vehicle, subject to this section, who is intending to turn at an intersection where there is a traffic control device showing a steady circular red signal, a **steady red bicycle signal** or a steady red arrow signal may do any of the following without violating ORS 811.260 and 811.265:

(a) Make a right turn into a two-way street.

(b) Make a right or left turn into a one-way street in the direction of traffic upon the one-way street.

(2) A person commits the offense of improper turn at a stop light if the person does any of the following while making a turn described in this section:

(a) Fails to stop at the light as required.

(b) Fails to exercise care to avoid an accident.

(c) Disobeys the directions of a traffic control device or a police officer that prohibits the turn.

(d) Fails to yield the right of way to traffic lawfully within the intersection or approaching so close as to constitute an immediate hazard.

(3) A driver who is making a turn described in this section is also subject to the requirements under ORS 811.028 to stop for a pedestrian while making the turn.

(4) The offense described in this section, improper turn at a stop light, is a Class B traffic violation.

Daily Herald

Big Picture . Local Focus

This copy is for personal, non-commercial use. To order presentation-ready copies for distribution you can: 1) Use the "Reprint" button found on the top and bottom of every article, 2) Visit reprints.theygsgroup.com/dailyherald.asp for samples and additional information or 3) Order a reprint of this article now.

Article posted: 12/4/2011 6:45 AM

Scientists: Our brains can't safely juggle driving and cellphones, even hands-free

Editor's note: This is another story in an occasional series about the epidemic of distracted driving and efforts to curb it.

By Marni Pyke

mpyke@dailyherald.com

Think you can juggle coffee, a quick call to the boss and gridlock on the expressway?

Easy there, multitasker. Experts say you can't and it's just tempting fate to try.

When it comes to demanding actions such as driving and talking, our brains can't do two things at once, scientists explain.

"Your hands may be on the wheel but if your mind is off the road — you're vision impaired," psychologist Joel Cooper said.

"Scientists have been unable to show people can truly multi-task — doing two things at the same time as well as they do each individually."

Along with the myth of multi-tasking, safety advocates also want to debunk the popular notion that using hands-free phones is not a form of distracted driving.

A heated argument with your spouse absorbs the same attention away from the road whether it's on a cellphone or a hands-free system. Cognitively, it's just as dangerous, the Itasca-based National Safety Council reports after comparing more than 30 studies on cellphone use and driving.

"There's no difference in terms of safety," said Cooper, an assistant professor at the University of Utah and expert on distracted driving.

And that's why laws that ban cellphone use while driving but exempt hands-free devices give the public the mistaken impression you're safe as long as you don't hold a receiver, experts say.

"It sends a really bad message," said David Teater, National Safety Council senior director for transportation strategic initiatives.

Instead of exemptions for hands-free phones, more comprehensive laws are needed, safety experts say. Many, in fact, would like to see a total ban on cellphone use while driving.

'Invisible threat'

If you've ever prided yourself on the ability to switch lanes while engaged in a phone conversation with your teenager, it's time for a reality check, safety advocates say.

These lost seconds are the difference between life and death, accident reconstructionist Campbell said. For example, at 55 mph, a car travels 80 feet per second.

"If you take your eyes off the road for half a second, you travel 40 feet and distracted drivers usually take their eyes off the road for longer than half a second," Campbell said.

"The difference between a serious crash and a crash with minor injuries is a matter of milliseconds."

Despite proof showing the dangers of hands-free phones, laws don't reflect that reality. In Illinois, the state bans cellphones in school and construction zones but permits hands-free devices. That policy is similar to Chicago's ban on hand-held cellphones.

It sends the erroneous message that if you're hands-free, you're safe, Teater said. He's encouraged, however, by recent polls showing an upswing in the number of people who view driving with hands-free phones dangerous.

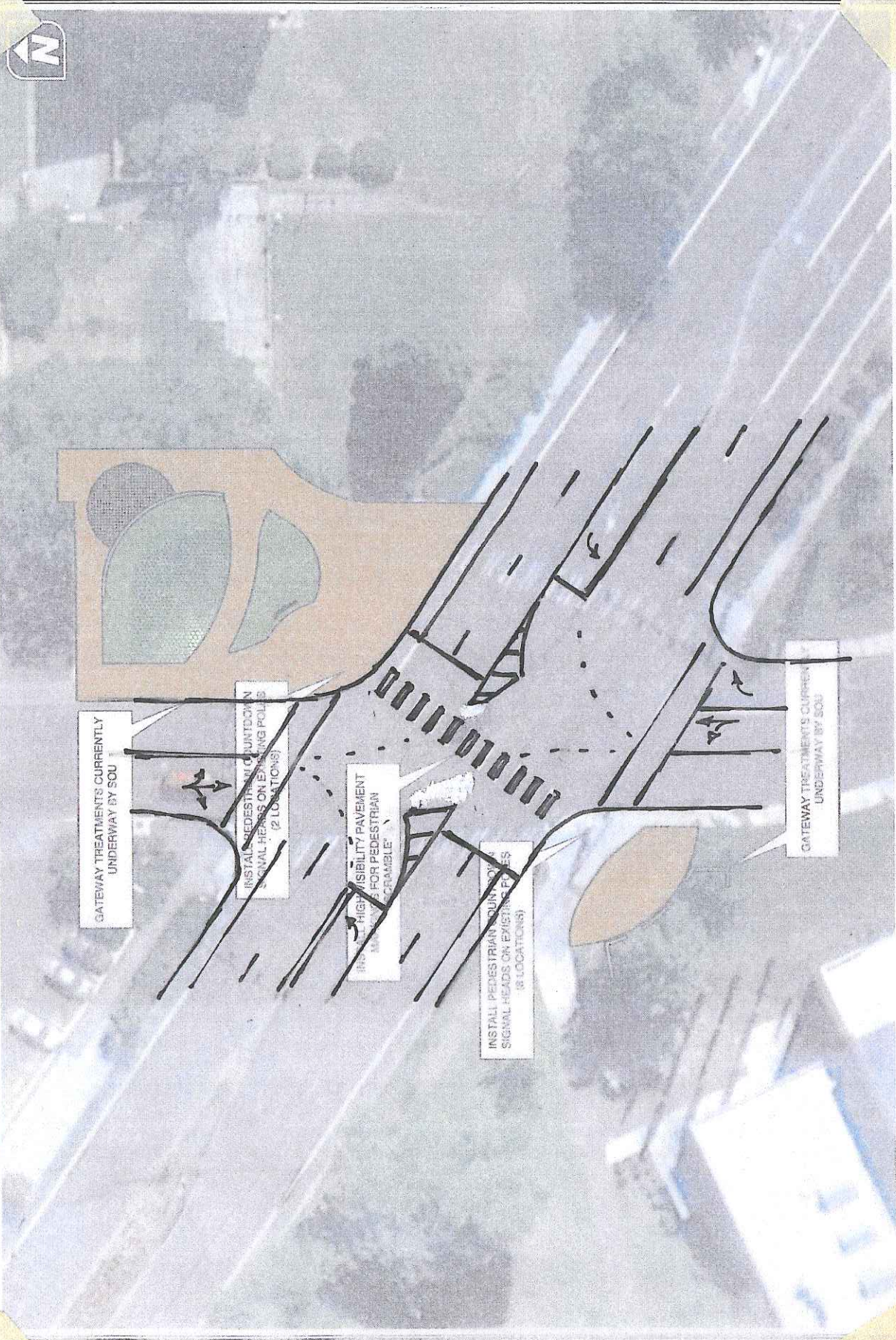
"I think the public is starting to understand, and the more they understand, the more likelihood there is that laws get passed," Teater said.

Itasca police recently took the step of putting a slogan on the back of squad cars that reads, "Put down the phone & drive."

"There's a lot of drivers with cellphones both hands-free and hand-held that are accidents waiting to happen," Police Chief Scott Heher said.

"It's a complicated task — it requires all your attention."

Copyright © 2011 Paddock Publications, Inc. All rights reserved.



RECOMMENDED PEDESTRIAN IMPROVEMENTS AT THE WIGHTMAN-INDIANA STREET INTERSECTION ASHLAND, OREGON