

OR 66 Green Springs IAMP

Public Open House #1

March 22, 2012



KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

Agenda

- › Introductions
- › Overview of Existing Conditions
- › Future Conditions Analysis
- › Breakout Period
- › Next Steps



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Agenda

- › Introductions
 - *Introduce project team members*
 - *Any first-time participants?*
- › Overview of Existing Conditions
- › Future Conditions Analysis
- › Next Steps
- › Breakout Period

Introductions

- › Oregon Department of Transportation (ODOT)
 - *Representatives*
- › City of Klamath Falls (City)
 - *Representatives*
- › Klamath County (County)
 - *Representatives*
- › Key Property Stakeholders
- › Other
- › Consultant team
 - *Kittelson & Associates, Inc. (KAI)*
 - *Angelo Planning Group (APG)*



Agenda

- › Introductions
- › Overview of Existing Conditions
 - *Project study area*
 - *Land use analysis*
 - *Operational analysis*
 - *Safety analysis*
 - *Access analysis*
 - *Existing Roadway Deficiencies*
- › Future Conditions Analysis
- › Next Steps
- › Breakout Period



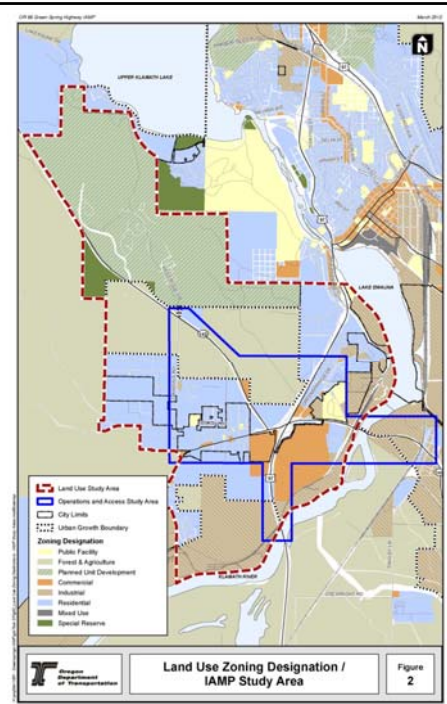
Project Study Area

- › Operational study area
- › Land Use study area
- › Study intersections



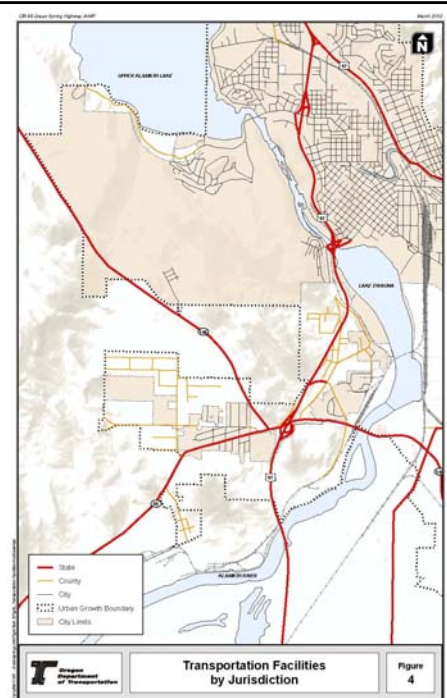
Land Use Analysis

Existing Zoning Map

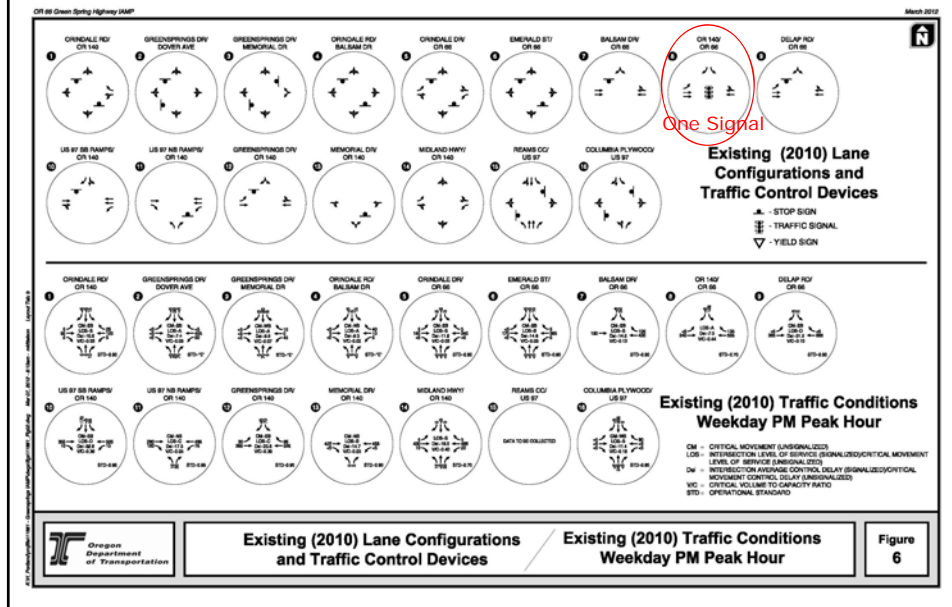


Operational Analysis

Transportation facilities by jurisdictions



Operational Analysis: Well within Operating Thresholds



Safety Analysis

Table 8 Summary of Reported Crashes at Study Intersections

Intersection	Total	Crash Rate	Crash Type					Severity		
			Angle	Rear-end	Turning	Head On	Other	PDO ¹	Injury	Fatal
1. Orndale Road & OR 140	2	0.38	0	1	1	0	0	0	2	0
2. Green Springs Drive & Riverside Avenue	0	0.00	0	0	0	0	0	0	0	0
3. Green Springs Drive/Memorial Drive	0	0.00	0	0	0	0	0	0	0	0
4. Orndale Road & Balsam Drive	0	0.00	0	0	0	0	0	0	0	0
5. Orndale Road & OR 66	0	0.00	0	0	0	0	0	0	0	0
6. Emerald Street & OR 66	0	0.00	0	0	0	0	0	0	0	0
7. Balsam Drive & OR 66	0	0.00	0	0	0	0	0	0	0	0
8. OR 140 & OR 66	5	0.26	0	4	0	0	1	4	1	0
9. Delap Road & OR 66	0	0.00	0	0	0	0	0	0	0	0
10. US 97 SB Ramps & OR 140	5	0.25	0	2	3	0	0	2	3	0
11. US 97 NB Ramps & OR 140	1	0.05	0	0	1	0	0	1	0	0
12. Green Springs Drive & OR 140	7	0.37	1	1	5	0	0	4	3	0
13. Memorial Drive & OR 140	1	0.06	0	1	0	0	0	0	1	0
14. Midland Highway & OR 140	3	0.16	0	0	2	0	1	1	2	0
15. US 97/Reames Country Club Access	1	0.05	1	0	0	0	0	1	0	0
16. US 97/Columbia Plywood Access	2	0.20	1	0	0	0	1	1	1	0

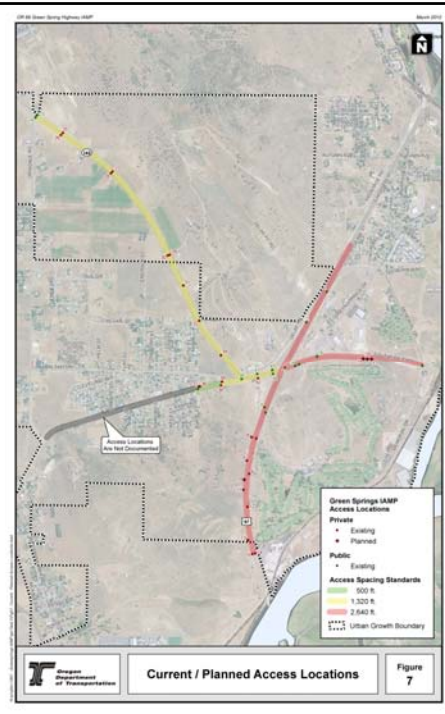
Note: ¹PDO - Property Damage Only

No fatalities

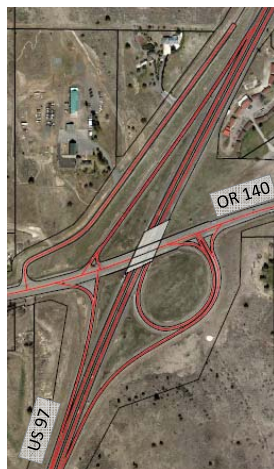
Access Analysis

- › Closely spaced intersections near interchange
- › New ODOT access spacing standards
- › System-wide approach

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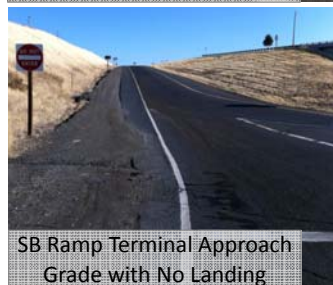
Existing Roadway Deficiencies



Interchange Angle



Intersection Sight Distance at SB Ramp Terminal



SB Ramp Terminal Approach Grade with No Landing



OR 140 Horizontal & Vertical Alignments

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Existing Roadway Deficiencies



Loop Ramp Geometry

Spacing & Back-to-Back Left-turns

Existing Roadway Deficiencies



Greensprings Dr/Riverside Drive:
Intersection Angle &
Approach Grades



Existing Roadway Deficiencies



Greensprings Drive/Riverside Drive/Dover Avenue/Heather Street Intersection



Two (2) Northbound US 97 Off-Ramps



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Existing Roadway Deficiencies



Skip Yellow Line along Road Center Line



OR 140/Memorial Drive intersection



Agenda

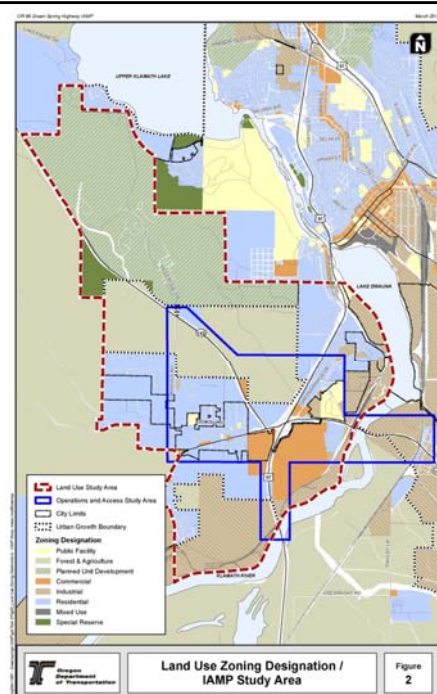
- › Introductions
- › Overview of Existing Conditions
- › Future Conditions Analysis
 - *Overview of land uses*
 - *Model land use assumptions*
 - *Modeling 101*
 - *Land use process*
- › Next Steps
- › Breakout Period



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Overview of Land Uses

- › 25-year Horizon
 - *Land use assumed in the Klamath Falls Urban Area Travel Demand Model*
 - *Model recently updated in collaboration with:*
 - ODOT
 - Klamath County
 - City of Klamath Falls



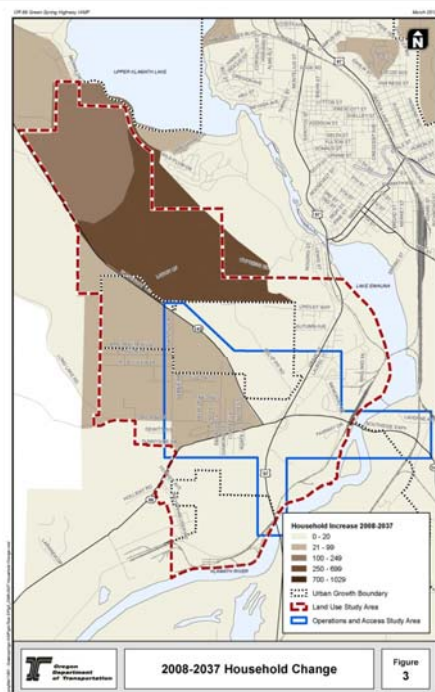
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Model Land Use Assumptions

	Klamath Falls Urban Area				
	2008	2037	Change	% Change	IAMP Area
Households	18,800	22,900	4,100	22	1,000
Jobs	19,950	24,000	4,100	20	440

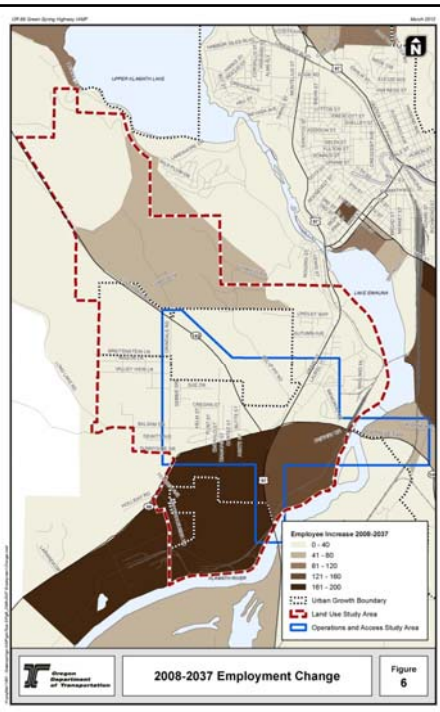
Model Land Use Assumptions - Household

- » ~1,000 new households



Model Land Use Assump. - Employment

» ~440 new jobs



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Modeling 101

***Oregon Department of Transportation
Transportation Planning Analysis Unit***

Peter Schuytema

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Land Use Process

- › The model does not reflect potential redevelopments through zone changes, and/or urban growth boundary (UGB) expansions.
- › IAMP excludes “speculation” about potential future developments of vacant properties within the IMSA
- › Potential developments will go through the formal land use application processes to obtain approval, which will include the required amendments to the transportation system plan (TSP)



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Agenda

- › Introductions
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- › Future Conditions Analysis
- › Next Steps
 - *Project Schedule*
 - *Upcoming Meetings*
- › Breakout Period



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Project Schedule

- › October 2011 – March 2013
 - ~18 month schedule
- › 6 Project Team Meetings
 - October 2011
 - January 2012
 - March 2012 *
 - May 2012
 - July 2012 **
 - September 2012
- › 2 Public Open Houses
 - March 2012 *
 - July 2012 **
- › 1 Visioning Workshop
 - December 2011
- › 4 Public Adoption Hearings
 - November 2012 through February 2013

PROJECT INFORMATION AVAILABLE ONLINE AT:
www.GreenSpringsIAMP.com



Next Steps - Upcoming Project Activities

- › PT Meeting #4 – May 2012
 - Draft TM #4: Future Conditions Analysis
 - Future travel demand forecasts
 - Future volumes/operations
 - Identify improvements



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- › Breakout Period
 - *Observe poster boards*
 - *One-on-One questions and answers*



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Breakout Period

- › Observe poster boards
 - *Color scheme*

About the Project

Existing Conditions

Future Conditions

 - *Provide input*
- › One-on-One questions and answers
 - *Connect with any of the PT members*



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Questions/Comments?

