



TRANSPORTATION DEMAND MANAGEMENT PLAN



OREGON CITY HIGH SCHOOL

Transportation Demand Management Plan

Introduction

The need for an expanded and centralized high school campus was identified by the School District. The existing Moss Campus was selected as the new school site after a considerable amount of analysis and public involvement. The Moss Campus is an attractive location because the District will be able to make use of an existing building rather than shoulder the burden and expense of acquiring land for a new site and constructing a new facility. The most important reason the site was chosen is the close proximity to Clackamas Community College. Some high school students currently attend classes at the college, and the potential for sharing of facilities would be significant with the schools located near each other.

Currently high school students in Oregon City are split, with the Freshman class at the Moss Campus and the remaining students at the Jackson Campus near downtown Oregon City. Many classes for Jackson students are held at the Moss Campus and students either provide their own transportation between the two schools, or they are bused. Also, as previously stated, some classes are also held at the college, which necessitates additional vehicle trips between campuses.

With the new campus completed, all students will be at one location and the current student traffic between the campuses will be eliminated. In addition, convenient pedestrian and bicycle facilities will be in place between the college campus and the new high school. This will reduce current vehicular trips between the high school and the college as well as offer the potential for even more sharing of academic facilities between the schools. Also, the favorable Tri-Met service to the college will offer increased transportation options for both students and staff at the new high school.

The Transportation Demand Management Plan is focused on the two most significant groups that will contribute to the school's traffic impacts: the students and the staff. The needs of each group are not the same, and accordingly, each has been targeted with a group of measures aimed at reducing the number of vehicular trips to the school, or the timing of the trips to reduce impacts during the critical morning and evening peak hours.



Demand Management Measures for Students

The Oregon City School District presently offers outstanding alternative means of transportation to and from the school. Bus service is available to all students in the District, except those residing within an approximate one-mile radius of the site. Also, over 50 percent of the student population is under the age of 16 and therefore must seek alternative means of transportation to and from school. Students driving separate vehicles to school are possibly the largest contribution to peak-hour traffic impacts. A successful Transportation Demand Management (TDM) Plan will identify and implement measures that encourage driving-age students to use the alternative transportation resources that will be available to them. TDM measures that the School District is planning to implement for students are described below.

1. Classes that begin both before and after the regular start of the school day are currently available to high school students and will continue to be available at the new campus. Currently 65 students at the Moss Campus and 255 students at the Jackson Campus attend an early class. Thirty students attend a late class at the Moss Campus, and 35 students attend a late class at the Jackson Campus. This serves to reduce the school's peak hour trip generation by allowing some trips to occur either before or after the typical school peaks.
2. Events planned at the school such as theater performances and sporting events will be scheduled during off-peak times so that school impacts during critical adjacent street peak hours are minimized.
3. Carpooling will be encouraged by reserving preferred parking spaces for carpools of two or more students. Also, reserved parking will be available for honor students and for drivers of electric or natural gas hybrid vehicles.
4. The District currently charges students for reserved parking stalls. Additional incentive to use other modes of transportation would be provided by offering a reduced, or possibly complementary parking for carpools. Also, higher rates could be charged to students that will drive to school as a single occupancy vehicle.
5. Bicycle and pedestrian facilities will be available throughout the new campus. The pedestrian and bicycle route between Clackamas Community College and the high school will be a very important link. This connection will enable high school students taking classes at the college to walk between campuses, rather than adding vehicle trips to the nearby roadways. Also, Tri-Met offers favorable transit service to the college. High school students will be able to take advantage of this service if public transportation is faster or more convenient than riding the school bus.
6. Tri-Met transit passes will be made available to students at a reduced rate, so that students that would be well served by transit will be encourage to ride the bus.



7. Bicycle racks will be located at strategic and convenient locations throughout the campus to make bicycling an attractive option. If possible, students who ride to school could receive a "student discount" at participating bike shops.
8. The benefits of utilizing alternative modes of transportation will be part of required curriculum in health and science classes. As part of this curriculum, students would be asked to provide input on what type of programs or services would best serve their needs for using alternative modes.

Demand Management Measures for Staff

While the student populations contributes the most to traffic impacts, school staff is also an important factor. Several TDM measures planned for staff are described below:

1. The District currently uses a centralized courier service to minimize trips made by individuals delivering materials between schools or to the Post Office. This service will continue with the new campus completed. Current employees of the District have indicated that the courier service makes a significant reduction in trips by staff.
2. Similar to the plan for students, preferred parking spaces will be made available for staff. To qualify for the preferred parking, carpools must have two or more members.
3. Teleconferencing facilities are planned for the library of the new campus. These facilities will allow interactive video conferencing that can be used by staff in lieu of traveling outside the area. These facilities could also be available to students for instructional purposes.
4. Tri-Met passes will also be offered to staff at a reduced rate. Since school bus service is not available to staff, the convenience of the transit center at Clackamas Community College and the pedestrian connection to the new campus could be an attractive option for employees.



Implementation

The TDM measures explained above that are currently offered will continue to be offered at the new campus. Implementation of new programs will be the responsibility of the School District when the new campus opens. The TDM program will be the part-time responsibility of a faculty member, who will oversee the coordination of the TDM plan. The School District currently assess the need for additional bus service on a yearly basis. As part of that assessment, the TDM measures in use will be revisited and examined for effectiveness. The TDM measures should be changed or altered to best suit the needs of the students and staff.