

BEFORE THE BOARD OF COUNTY COMMISSIONERS OF LANE COUNTY,  
OREGON

ORDINANCE NO. PA 1151 ( IN THE MATTER OF ADOPTING THE  
( JUNCTION CITY TRANSPORTATION  
( SYSTEM PLAN AND ADOPTING  
) SAVINGS AND SEVERABILITY  
) CLAUSES

**WHEREAS**, the Board of County Commissioners of Lane County adopted the Lane County Rural Comprehensive Plan with Ordinance PA 883; and

**WHEREAS**, the Introduction to the Lane County Rural Comprehensive Plan describes the hierarchical relationship between that plan, the Comprehensive Plans for each of its cities, and special purpose plans such as the Junction City Transportation System Plan; and

**WHEREAS**, both the Comprehensive Plans for cities and special purpose plans such as the Junction City Transportation System Plan are to be incorporated as components of the Lane County Comprehensive Plan; and

**WHEREAS**, Section 660, Division 12, Oregon Administrative Rules (OAR) specifies the procedural and technical requirements of the Oregon Transportation Planning Rule. OAR 660-12-015(3) requires cities and counties to prepare local Transportation System Plans, and adopt them as an amendment to their acknowledged Comprehensive Plans; and

**WHEREAS**, the Junction City Council appointed a Citizens Advisory Committee to oversee preparation of the Junction City Transportation System Plan, and the committee met more than a dozen times and hosted two public workshops before endorsing the draft Transportation System Plan; and

**WHEREAS**, the Junction City Planning Commission, the Lane County Planning Commission, and the Lane County Roads Advisory Committee, in joint public hearing on March 21, 2000, recommended adoption of the draft Junction City Transportation System Plan; and

**WHEREAS**, the Board of County Commissioners of Lane County, in joint public hearing with the Junction City Council on June 14, 2000, voted to tentatively adopt the Junction City Transportation System Plan in accordance with the method prescribed by the Lane County Comprehensive Plan and Lane Code; and

**FILED**

**NOV 08 2000**

**COUNTY CLERK**  
BY M. Bulding

WHEREAS, the Junction City Council adopted the Junction City Transportation System Plan by Ordinance 1085 on July 13, 2000; NOW

THEREFORE, the Board of County Commissioners of Lane County, Oregon, ORDAINS as follows:

The Junction City Transportation System Plan dated July, 2000, attached as Exhibit A and incorporated here by this reference, is adopted as an amendment to the transportation element of the Lane County Comprehensive Plan.

FURTHER, although not part of this ordinance, the Board of County Commissioners adopts Findings as set forth in Exhibit "B" attached, in support of this action.

If any section, subsection, sentence, clause, phrase or portion of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision, and such holding shall not effect the validity to the remaining portions hereof.

ENACTED this 12<sup>th</sup> day of November 2000

Anna Marsson  
Vice-Chair, Lane County Board of County Commissioners

Melissa A. Zimmer  
Recording Secretary for this meeting of the Board

APPROVED AS TO FORM

Date 10-10-2000 lane county

Stephen J. Walker  
OFFICE OF LEGAL COUNSEL

# EXHIBIT A

BOOK **164** PAGE **1210**

## Junction City Transportation System Plan

July 2000

Prepared for the City of Junction City  
by Lane Council of Governments

BOOK 164 PAGE 1211  
**Table of Contents**

- Chapter One: Introduction
- Chapter Two: Mission, Goals and Policies
- Chapter Three: Land Use, Traffic Forecasting and Issues
- Chapter Four: Modal Plans
- Chapter Five: Implementation Actions

### Appendices

- Appendix A: Existing Conditions
- Appendix B: Population and Employment Projections
- Appendix C: Needs Analysis
- Appendix D: Policy Framework
- Appendix E: Glossary of Transportation Terms
- Appendix F: Survey
- Appendix G: Ordinance and Policy Amendments
- Appendix H: Compliance with State Law and Coordination with  
other Transportation Plans

## Maps and Figures

### List of Maps

- |  |           |
|--|-----------|
| Map 1- Peak Hour Congestion - 1994                     | Page 4-2  |
| Map 2- Peak Hour Congestion - 2015                     | Page 4-3  |
| Map 3- Vacant Lands & TAZs                             | Page 4-4  |
| Map 4- Estimated Daily Traffic – 1994                  | Page 4-5  |
| Map 5- Estimated Daily Traffic – 2015                  | Page 4-6  |
| Map 6- Accidents                                       | Page 4-8  |
| Map 7- Roadway conditions                              | Page 4-9  |
| Map 8- Sidewalk Conditions                             | Page 4-10 |
| Map 9- Sidewalk & Street Projects – Short Term         | Page 4-13 |
| Map 10- Map – Sidewalk & Street Projects – Medium Term | Page 4-15 |

## **Project Manager**

Larry Ward, Lane Council of Governments, 125 E. 8th Avenue, Eugene, OR 97401

## **City Staff**

Bert McClintock, City Administrator, City of Junction City

David Renshaw, Junction City Public Works Department

## **Staff Liaisons**

Nick Arnis, Oregon Department of Transportation, 3620 Gateway, Springfield, OR 97477

Harvey Hoglund and Chris Henry, Lane County Public Works, 3040 North Delta Highway, Eugene, OR 97408-1696

Dan Tutt and Lisa Gardner, Lane Transit District, P.O. Box 7070, Eugene, OR 97401

## **Funding**

The inclusion of proposed projects and actions in this plan does not obligate or imply obligations of funds by any jurisdiction for project level planning or construction.

However, the inclusion of proposed projects and actions does serve as an opportunity for the projects to be included, if appropriate, in documents such as the State Transportation Improvement Program (STIP) and Lane County Capital Improvements Plan (CIP). Such inclusion is not automatic. It is incumbent on the state, county, city, and general public to take action to encourage and support inclusion into the STIP or CIP at the appropriate time. Projects included in the STIP or CIP are required to have funds available so the number of projects which can be included are constrained by funding levels.

This project was funded by the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. The TGM Program relies on the funding from the federal Intermodal Surface Transportation Efficiency Act and the Oregon Lottery. This report does not necessarily reflect the views or policies of the State of Oregon

## Chapter One INTRODUCTION

### A. Overview: Relationship of the TSP to the Comprehensive Plan

The Junction City Transportation System Plan (TSP) is the long-range policy document that guides transportation planning within Junction City's urban growth boundary (UGB) for the next 20 years. The plan will be updated when needed or during the periodic review process.

The mission, goals and policies contained herein, as well as the project lists contained in Chapter 4, are adopted as part of Junction City's Comprehensive Plan. Ordinance amendments that implement the plan will be adopted as amendments to the city's development ordinances. Other parts of this document provide supplementary technical information and are supporting documents to the comprehensive plan.

The city will base its transportation system capital improvements on this plan. Refinements may supplement the plan with more detail and specific information on issues, policies, and projects. These refinement plans must be consistent with the Transportation System Plan.

### B. Plan Context

The City of Junction City has a considerable amount of growth potential within the city limits and urban growth boundary (UGB). Long-range comprehensive planning is a tool for looking ahead into the future and shaping growth of an area. Transportation planning is one facet of Junction City's long-range plan. Local comprehensive plans must be consistent with the statewide planning goals. Oregon's Statewide Planning Goal 12: Transportation, is "To provide and encourage a safe, convenient and economic transportation system." Goal 12 goes on to state that "A transportation plan shall...

- (1) consider all modes of transportation including mass transit, air, water, pipeline, rail, highway, bicycle and pedestrian;
- (2) be based upon an inventory of local, regional and state transportation needs;
- (3) consider the differences in social consequences that would result from utilizing differing combinations of transportation modes;
- (4) avoid principal reliance upon any one mode of transportation;
- (5) minimize adverse social, economic and environmental impacts and costs;
- (6) conserve energy;
- (7) meet the needs of the transportation disadvantaged by improving transportation services;
- (8) facilitate the flow of goods and services so as to strengthen the local and regional economy; and
- (9) conform with local and regional comprehensive land use plans."

This transportation plan is intended to meet all of the requirements of the state's Transportation Planning Rule (TPR), Oregon Administrative Rule 660 Division 12, that implements Goal 12.

## **E. Plan Monitoring and Performance**

The TSP is the guiding framework for transportation policies, actions, and investments in Junction City through 2015. Transportation projects, improvements, and refinement studies must be consistent with the goals, policies, and projects listed in the plan and consistent with state laws. To develop this plan, assumptions on growth and development, population, employment, and travel behavior patterns were made. These assumptions may need to be adjusted and the plan may need to be amended over time. Because conditions change over time, some flexibility has been built into the plan.

The adopted plan policies and modal project maps ("Junction City Transportation Projects" maps from chapter four) will become part of the Comprehensive Plan for Junction City upon their adoption. They will be reviewed on a routine basis as required by state law or as needed due to unforeseen events.

## **F. Plan Organization**

The remaining sections of this document are summarized below.

### Chapter Two: Mission, Goals and Policies

The transportation mission and goals are listed. These broad statements of philosophy were developed by the Citizen Advisory Committee and guided the development of the TSP. The policies provide a specific course of action that will move the community toward the attainment of its goals.

### Chapter Three: Land Use, Traffic Forecasting and Issues

A discussion of these three items and their relationship to the TSP is described.

### Chapter Four: Modal Plans

In this chapter the street plan, bicycle plan, pedestrian plan, pipelines, railroad and public transit plans are described.

### Chapter Five: Implementation Actions

This chapter describes the financing plan for the TSP.

### Appendix A: Existing Conditions

This appendix describes all components of the transportation system. It includes a database and maps for the existing street, sidewalk, bicycle system, and transit system. Also included is an accident summary, a description of existing land uses, and natural and cultural features.

### Appendix B: Population and Employment Projections

## Chapter Two MISSION, GOALS, AND POLICIES

### A. Introduction

To explain the items that follow in this chapter, the mission is the overall goal regarding transportation in Junction City. The goals are broad statements of philosophy that describe the hopes of the people of the community for the future of the community. Each goal is developed around a topic area. A goal may never be completely attainable, but is used as a point toward which to strive. The goals guided the development of the transportation system plan and should be used to monitor future transportation strategies and improvements. Policies are statements that provide a specific course of action moving the community toward the attainment of its goals. Each new capital improvement project, land use application, or implementation measure must be consistent with the policies. Once adopted, the mission, goals, and policies, as well as the project lists, will become part of Junction City's Comprehensive Plan.

### B. Mission

M1 Enhance the quality of life in Junction City by providing a balanced transportation system that meets the travel needs of the community.

### C. Goals

G1 The TSP will be based on research/data/knowledge and widespread public input and will be coordinated with and include material from the existing transportation element of the city's comprehensive plan.

G2 The TSP will include a convenient, efficient and financially feasible network of arterial, collector and local streets.

G3 The TSP will protect and enhance the existing transportation facilities within the city as new facilities are built to augment the system. The old and new parts of the system should be effectively and efficiently connected and coordinated with county and state transportation facilities.

G4 The TSP will stress safety for the users and will protect and enhance the community's quality of life.

G5 The TSP will be sensitive to the community's aesthetics and will strive to retain a sense of community, particularly in the downtown area of Junction City, which is seen as critical to the town as a focal center.

G6 The plan will remain flexible to change and will be supportive of reviewing and updating the TSP through the periodic review process or the comprehensive plan amendment process.

that apply to all new access permits on state facilities. The Lane County TSP will include similar requirements for access onto the county road system. Junction City will apply these standards and procedures during the development review process and will notify the County and/or ODOT when access to their facilities is proposed.

TSP -8 When making a land use decision, the city shall consider the impact of the new development on the existing and planned transportation facilities. Notice of all land use changes located on state or county roads shall be sent to the respective jurisdiction, and comments from same shall be included in the official record.

TSP-9 The city shall consider the potential to establish or maintain bikeways or walkways prior to the vacation of any public easement or right-of-way.

TSP-10 At the time of land development or land division, the city shall require the dedication of additional right-of-way when necessary to obtain adequate street widths and bikeways and walkways in accordance with the City's adopted street plans, bicycle plans and pedestrian plans.

TSP-11 Private development shall not encroach within the setbacks required for future street expansion.

TSP-12 Truck routes and other motorized vehicle alternatives may be used as tools to minimize the impact of large and heavy vehicles in the downtown and other areas.

### **Functional Classifications of Streets**

TSP-13 Oregon State Highway 99, 1st Avenue (including High Pass and River Rd. segments), Oaklea Drive, and 18th Avenue shall be classified as arterials and shall be safe, high volume traffic movers serving as regional connectors. Access to an arterial shall, wherever feasible, be from the collector road system. Arterials shall be protected against strip development and access driveways that will restrict their effectiveness.

TSP-14 6th and 10th Avenues east of Oaklea Drive and Prairie Road are major collectors and shall provide access from local streets or minor collectors to the arterial system. Individual accesses shall be managed to minimize degradation of capacity and traffic safety.

TSP-15 A minor collector shall provide access to abutting properties and serve local access needs of neighborhoods, including limited through traffic. Minor Collectors include the north/south street and the extensions of 6th, 10th and 15th Avenues west of Oaklea in the Professional/Technical Zone area, 13th Avenue and 15th Ave. west of Rose St. (including the portions to be built and shown on the Street Projects Map), the access road south of 1st and east of Hwy 99 (shown on the Street Projects Map), Hwy. 36, the proposed grid system from W. 1st south to Bailey Lane and from Prairie Rd. west, Prairie Rd. East of Hwy. 99, Rose, Maple, Kalmia, Juniper, Holly, Front, Deal/18th to Hwy. 99, and Birch. New development that generates a significant amount of traffic shall be discouraged from locating on minor collectors that serve residential areas.

TSP-25 Where new walkways are built or where crossings are rebuilt they shall be built to city standards and incorporate handicapped accessibility features as required by state and federal law.

### **Maintenance**

TSP-26 Maintenance and repair of existing bike and pedestrian facilities shall be given equal priority to the maintenance and repair of motor vehicle facilities.

TSP-27 Operation, maintenance, repair, and preservation of existing transportation facilities shall be allowed without land use review, except where specifically regulated.

### **Parking**

TSP-28 On-site motor vehicle parking, as required by Junction City ordinances, shall be provided for all new development unless on-street parking or other nearby sites provide adequate parking for the proposed use. Where development that does not meet the parking requirement is proposed the applicant shall use the variance procedures contained in the city's zoning ordinance.

TSP-29 An overnight truck parking area within the city may be needed so large trucks, which are not allowed to park on City streets overnight, don't have to park on the street illegally.

TSP-30 Bicycle parking facilities shall be required as part of new multi-family residential developments of three units or more, new retail, office and industrial developments, and all transit transfer stations and park and ride lots.

TSP-31 Parking requirements/needs will be addressed in the central business district with creative solutions/guidance. Recognizing the limitations of land in the downtown commercial areas, the Planning Commission can adjust or waive parking requirements for infill and renovation projects in developed areas along Hwy. 99 between 18th and 1st Ave. and along 6th Ave. and in other areas where land availability is limited and infill or more efficient use of land is desired. Such adjustments shall use the variance procedures set forth in the city's zoning ordinance.

TSP-32 As a follow-up to the TSP the city will review its signage ordinance for Ivy St. to see if changes are necessary.

TSP-33 As a follow-up to the TSP the city will look at RV impacts on traffic within the city.

### **Coordinated Review**

TSP-34 The city shall coordinate with the Department of Transportation to implement the highway improvements listed in the Statewide Transportation Improvement Program (STIP) that are consistent with the city's Transportation System Plan and comprehensive plan.

**Chapter Three****LAND USE, TRAFFIC FORECASTING AND ISSUES****A. Introduction: Population and Employment Projections**

If we want to know how the transportation system will need to change to fit the needs of the community over time we need to know how the city will change. As part of this project we want to know how the population of the city will most likely change over the life of this plan, and a necessary part of that process is projecting the growth of employment in the city. These dynamics are discussed below.

Please Note: A more detailed discussion of projections is contained in Appendix B.

**B. Population Projections**

Population changes impact transportation facilities; more people driving more vehicles means more congestion. To plan the transportation system we need to know how the city will grow over time (there is no evidence that indicates that the city's population will stay the same or be reduced).

In 1990, the population inside the UGB was estimated at 4,596. Approximately 900 persons were residing outside the city limits inside the UGB; the population outside the city limits but inside the UGB is not expected to increase since most growth will happen as land is annexed into the city. Whatever growth does occur in this area is projected to be accommodated by the losses that occur through annexation. For that reason, it is assumed that the number of persons outside the city inside the UGB will remain constant over the planning period.

The population of Junction City as a percent of Lane County population has been increasing slowly over the last four decades. Projecting this trend into the future and then applying this percent to the Lane County population projections for 2015, results in a city population of about 6,500 in 2015. When the estimated 900 people who currently live outside the city limits but inside the UGB are added to this, it results in a 2015 UGB population of 7,400. This total 2015 UGB population of 7,400 is very close to the growth rate of 1.9% for the UGB population, which was the recommendation of the TSP Citizen Advisory Committee (CAC).

Thus, the 2015 population projection for the Junction City UGB is 7,400. As mentioned, this is an annual average growth rate of 1.9 percent.

## **F. Results of the Community Survey on Transportation Issues**

A key component of this TSP is the information contained in Appendix F, the community survey. The Citizens Advisory Committee wanted to solicit input from the community on a variety of issues in order to build a plan that meets the needs and wishes of the town's citizens. The survey, in general, listed the following conclusions.

1. Just over three-in-five (61%) Junction City residents feel that some form of transportation problem currently faces Junction City. "insufficient bus service" and issues involving "Highway 99" are primary.
2. Overall, traffic congestion on Highway 99 in the Junction City area is currently viewed as a little more than "slightly serious".
3. Junction City residents are strongly in favor of "a system for protecting left turns along Highway 99", about evenly divided on the merits of "a truck route." And generally opposed to "a one-way system using Juniper and/or Holly Streets along with Highway 99"
4. On average, Junction City residents use a motor vehicle – car, van, truck, etc. – for almost nine out of ten trips. A further eight percent are conducted on foot, and three percent by bicycle.
5. Each of the changes evaluated appears "very likely to increase bus ridership among 8% to 14% of Junction City residents. "More frequent service" and "service that fits better" with work schedules are the most likely ways to increase ridership; a "Park & Ride lot" is expected to be least effective.
6. Walking around Junction City is generally considered quite "easy".
7. Junction City residents feel there are "too few" bike lanes and bike paths in the area.
8. Downtown parking in Junction City is viewed as somewhat inadequate overall.
9. Residents who feel Junction City needs an off-street overnight parking area for large trucks are slightly outnumbered by those who do not perceive such a need.
10. On balance, residents are slightly in favor of "mostly through streets" and few cul-de-sacs for new residential areas in Junction City.
11. Junction City residents strongly support "streets of regular width" in new residential areas, and oppose "narrow streets to slow down residential traffic".

The CAC proposed that a refinement study of Hwy. 99 be done within the UGB. Because Hwy. 99 is a state facility, the city cannot begin to solve these problems without the support and participation of ODOT.

Bicycle travel is quite easy within the older parts of the city, which was laid-out in a grid system. Recently developed areas to the west of town (much of which is in the urban growth area) often have poor connectivity, which is sometimes due to the random parcel size, patterns of existing development, and the shape of the parcels, which can make it difficult to continue streets. Such areas discourage pedestrian and bicycle travel. In that area north/south connectivity is poor and it is difficult for elementary and high school students to bike to their schools without traveling on busy streets. The CAC's street plan, bicycle plan and list of street improvements include retrofit facilities to address these problems.

For the most part, the pedestrian system is excellent with the exception of the areas described above and some areas to the south. The same improvements mentioned above will help improve those areas for pedestrians.

The public transportation system is provided by Lane Transit District (LTD). Staff and the CAC have established contact with planning staff of LTD to discuss ways to improve scheduling for the Junction City routes, which often arrive after a major employer's shift has changed, making bus transportation problematic for those workers who would use it if they could get to work on time.

In May, 1997, a telephone survey was done for the Junction City TSP. The report and survey instrument are included in the technical appendices of this plan (see Appendix F). An interesting thing to note is that the idea of a park-and-ride was not very popular with those interviewed; however, one-quarter of those surveyed felt that the main transportation issue for the city was the "limited schedule" and infrequent "service to Eugene". The CAC will continue these discussions with the community and the LTD in an effort to improve scheduling, service and ridership.

Para-transit and transit options for the elderly are limited by funding, although some services are available. For more on this topic, please see the description in Chapter 3 on these services.

The TSP process has not discovered that there are any unmet pipeline needs.

Trains, both the Burlington and Union Pacific lines, run through the center of town east of the highway in a north/south direction. The city would like the Burlington tracks in Holly St. to be removed. Having another route parallel to Hwy 99 could relieve pressure on highway and allow some options in dealing with problems associated with the highway. However, Burlington signed a 20 year contract in 1992 and it is unlikely that the tracks will be removed any time soon. This will likely preclude using Holly St. for a couplet, though the idea of using a couplet was not popular with survey participants, so this may be a moot point.

## **A. Introduction**

This section provides a plan for each of the transportation modes. Where applicable, the plan includes a map that graphically describes the location of existing and proposed transportation facilities. The maps are to be used in conjunction with the policies of Chapter Two and implementation actions of Chapter Five.

## **B. Street Plan**

The plans for the city's street system were based on modeling. The modeling itself was based on population and employment projections, traffic counts, and other data sets that were reviewed by the Citizens' Advisory Committee. The committee then discussed the impacts that were projected by the model.

One of the most important projects identified in this TSP deserves special attention. As Junction City's main street Hwy. 99's management is of critical importance to the future of the city. A very important project included in this TSP is the refinement plan for Hwy. 99, wherein the city, county and ODOT will work with members of the community and area to build a plan that will meet the needs of the city, county and state well into the future.

Following are descriptions of some of the data sets/maps that were used in this phase of the TSP development

### **1. Projected Traffic Volumes**

Based on approved population and employment projections, new dwelling units and jobs were allocated to vacant land within Transportation Analysis Zones (TAZs) and traffic volumes were modeled to show how congestion can be expected to change over the planning period. This process, called computer modeling, was described in Chapter 3. Maps show existing traffic volumes (1994) and projected volumes, and the vacant lands by plan designations within the eighteen TAZs,

### **2. Congestion**

These maps show projected congestion using the volume of traffic and the existing capacity of the streets. The model assumes a continuation of existing travel patterns and trip generation rates. Congestion will increase with the increases in population and employment, but could increase at a slower rate if people take fewer trips during rush hour in the future or if traffic efficiency improvements are built. Based on the capacity of the streets and the projected volume of traffic during the peak afternoon rush hour, there will likely be some congestion along the Hwy. 99 corridor by the year 2015. Morning peak hour traffic will likely cause congestion in the opposite directions.

Junction City Estimated PM Peak Hour Congestion - 2015

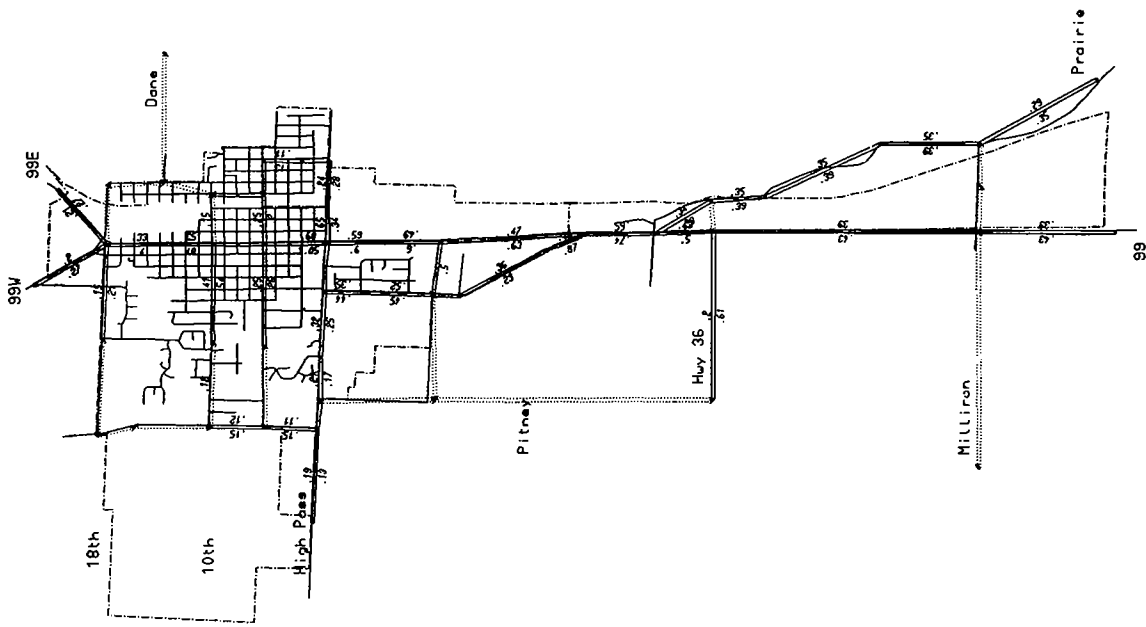
emme/2

LINKS:  
 i=100.999  
 & j=100.999  
 & mod=c  
 THRESHOLD:  
 LOWER: .1

BOOK 164 PAGE 1232

WINDOW B:  
 240.76/174.225  
 247.95/179.617

99-10-07 11:29  
 MODULE: 2.13  
 OREGONDT...bud



EMME/2 PROJECT: Junction City TSP  
 SCENARIO 14: 2015 Junction City - PM Peak Hour

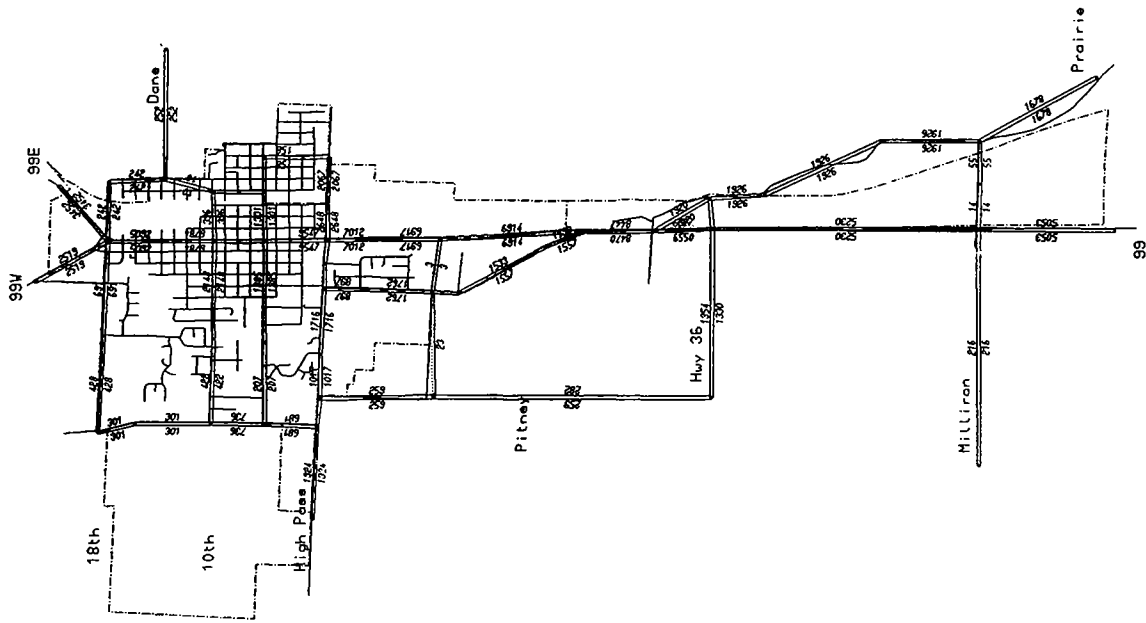
emme/2

LINKS:  
i=100.999  
& j=100.999  
& mod=a

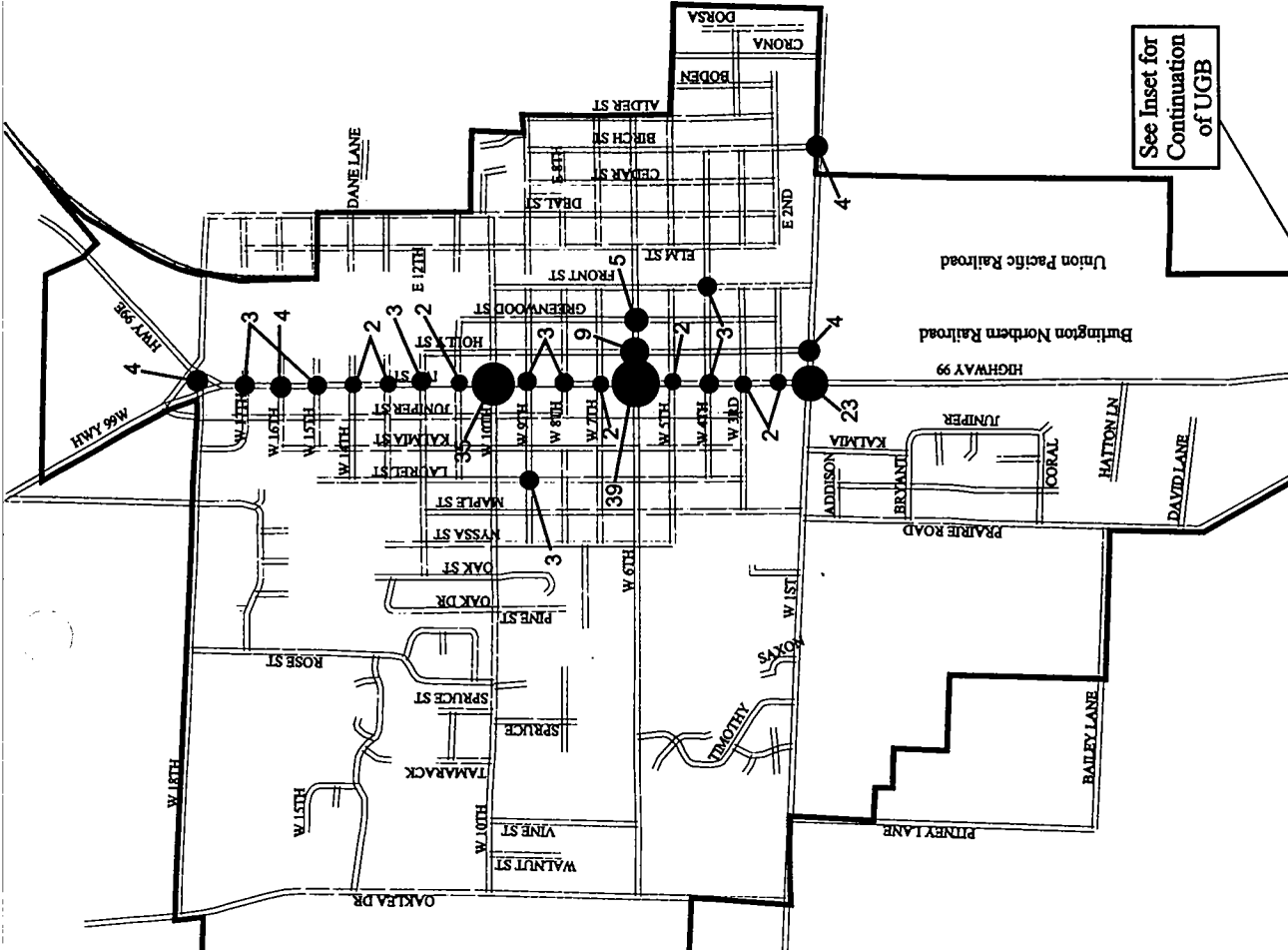
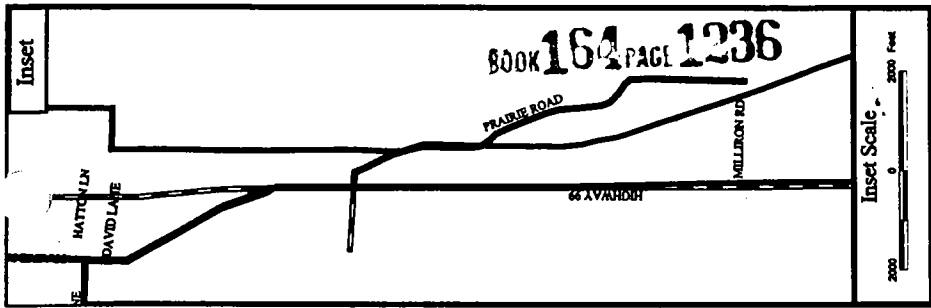
WINDOW B:  
240.76/174.225  
247.95/179.617

99-10-07 10:28  
MODULE: 6.12  
OREGONDT....bud

Junction City Estimated Daily Traffic Volume - 1994



EMME/2 PROJECT: Junction City TSP  
SCENARIO 11: 1994 Junction City - Daily



See Inset for Continuation of UGB

**Junction City Transportation System Plan**  
 Map \_\_\_\_\_  
 Sites With More Than One Accident from 1/91 to 9/95

● Accidents  
 □ UGB

1500 0 1500 Feet

Produced by Lane Council of Governments, 1998



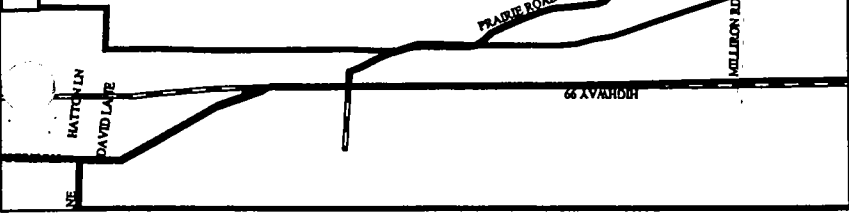
**5. Local Street Plans: Sidewalk & Street Projects**

The Sidewalk and Street Projects maps are shown on these maps. They span short (2000-2001), medium (2002-2007) and long (2008+) terms. The financing plan contained in Chapter 5 identifies and discusses the capital improvement projects that will enhance the existing street system.

**Please Note:** The inclusion on proposed projects and actions in this plan does not obligate or imply obligations of funds by any jurisdiction for project level planning or construction. However, the inclusion of proposed projects and actions does serve as an opportunity for the projects to be included, if appropriate, in documents such as the State Transportation Improvement Program (STIP). Such inclusion is not automatic. It is incumbent on the state, county, city and general public to take action to encourage and support inclusion into the STIP at the appropriate time. Projects included in the STIP are required to have funds available so the number of projects which can be included are constrained by funding levels.

Inset

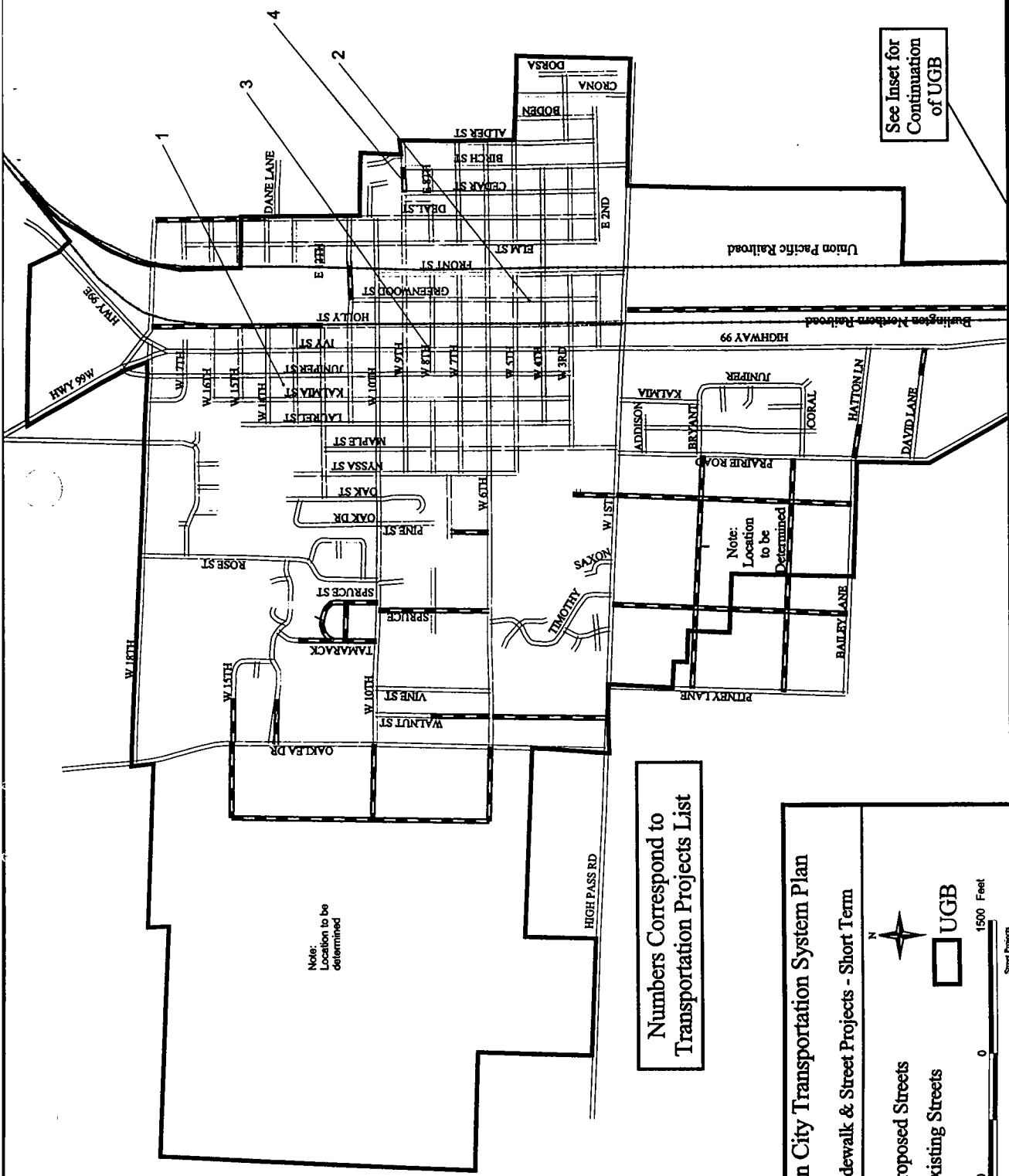
BOOK 164 PAGE 1242



Inset Scale

200 0 200 Feet

See Inset for Continuation of UGB



Note: Location to be determined

Numbers Correspond to Transportation Projects List

Note: Location to be Determined

**Junction City Transportation System Plan**

Sidewalk & Street Projects - Short Term

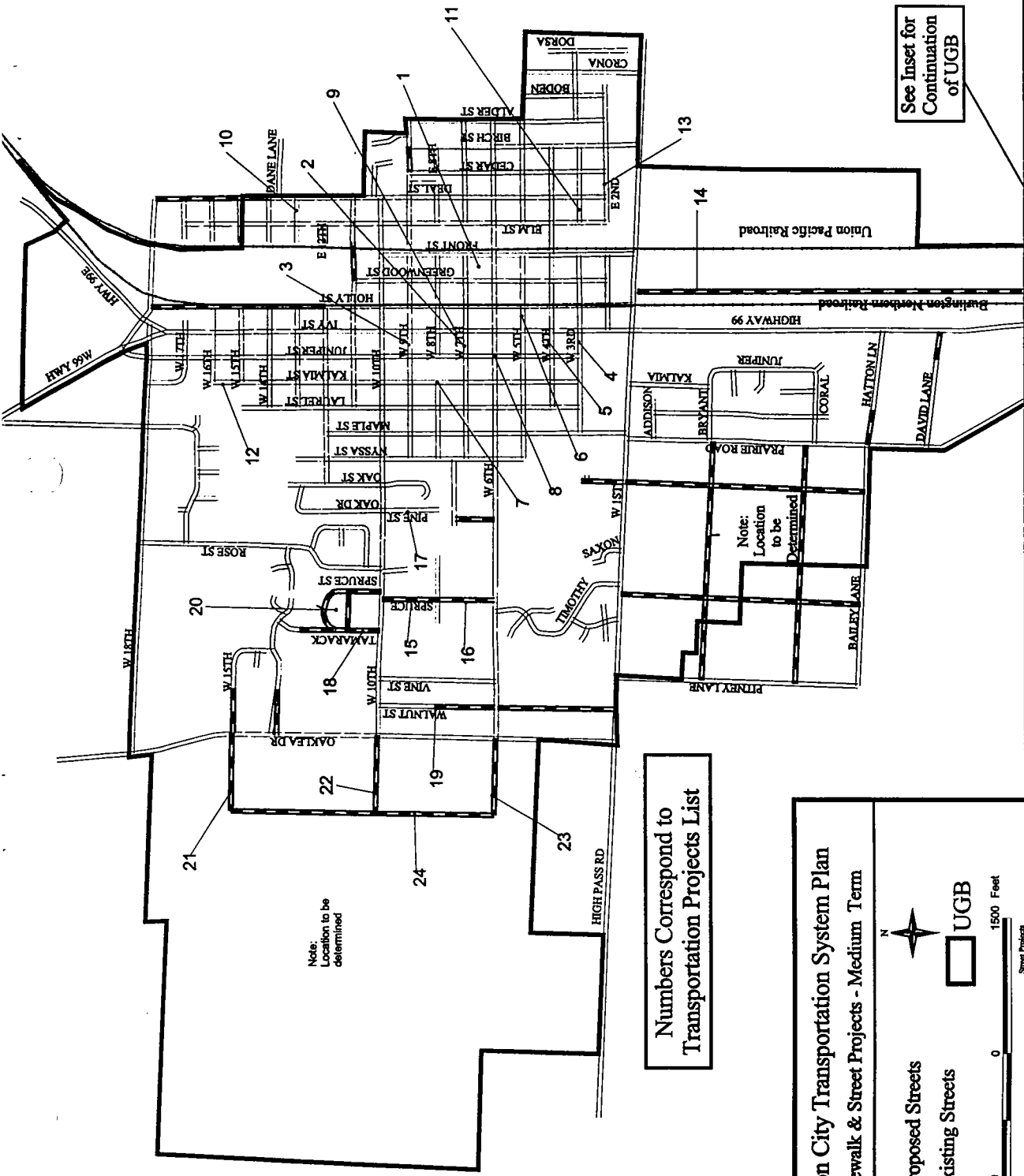
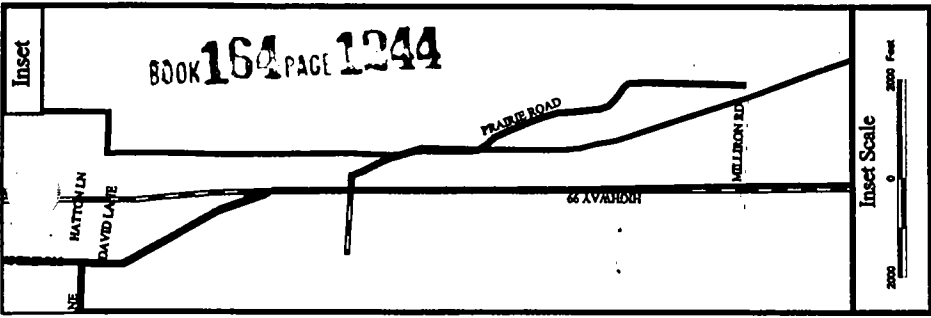
Proposed Streets

Existing Streets

UGB

1500 0 1500 Feet

Street Project



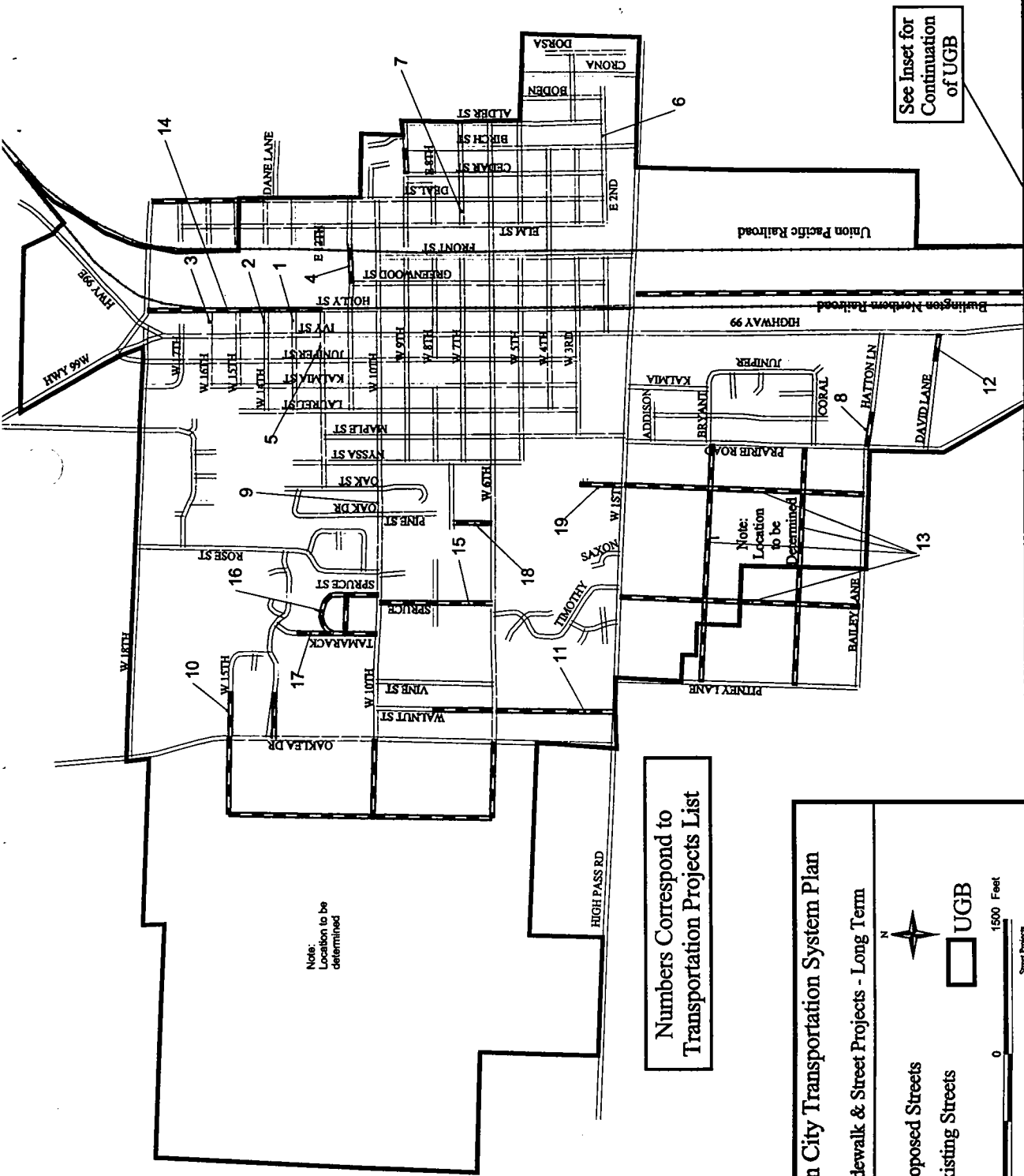
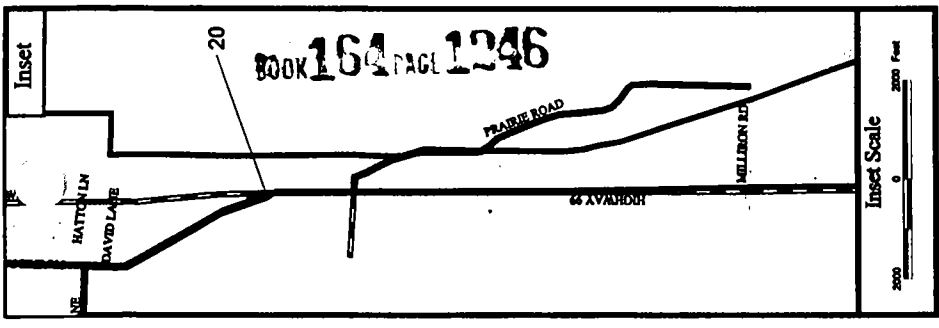
See Inset for Continuation of UGB

Numbers Correspond to Transportation Projects List

**Junction City Transportation System Plan**  
 Sidewalk & Street Projects - Medium Term

Proposed Streets  
 Existing Streets  
 UGB

N  
 1500 0 1500 Feet  
Street Projects



See Inset for Continuation of UGB

Numbers Correspond to Transportation Projects List

**Junction City Transportation System Plan**

Sidewalk & Street Projects - Long Term

Proposed Streets

Existing Streets

UGB

1500 0 1500 Feet

Street Projects

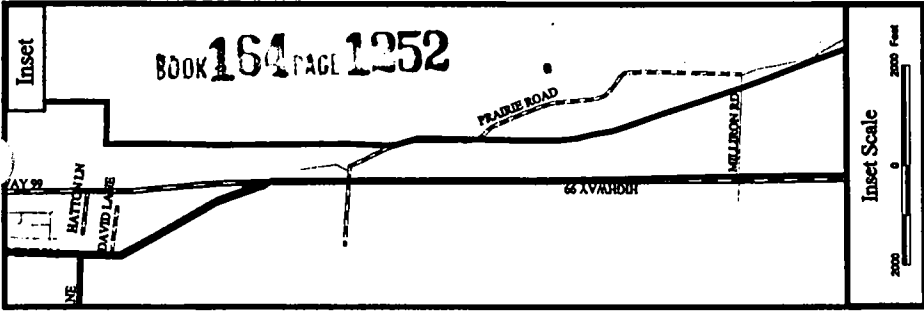
N

BOOK 164 PAGE 1248

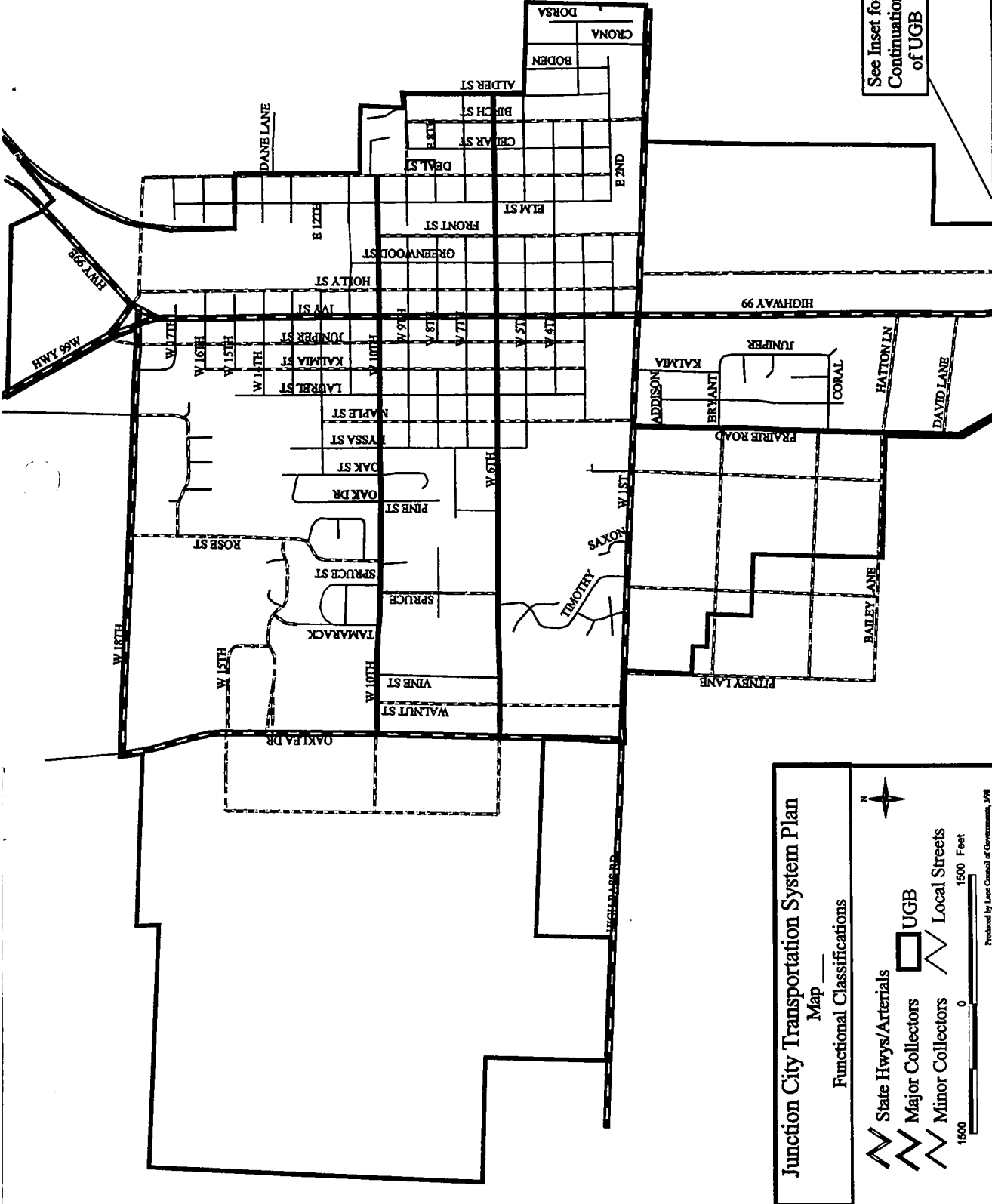
t:\trans projects\small cities\junction city tspladoption document\ Begin Limit End Limit Unit cost (\$1000/mile) Length (\$1000/mile) Estimated Cost (\$1000)  
**Junction City**

Project Name	Begin Limit	End Limit	BMP	EMP	Length (\$1000/mile)	Unit cost (\$1000/mile)	Estimated Cost (\$1000)
<b>6th Avenue West</b>	Junction City limits	Oaklea Drive	0.520	0.850	0.330	\$150	\$50
Add sidewalks, re-stripe to add bike lanes and possibly add turn lanes at intersections. Parking, need and location of turn lanes to be determined during project development. Curb and gutter are existing. <i>Lead Agency: Lane County.</i>							
<b>10th Avenue West</b>	Rose Street South	Oaklea Drive	0.495	0.841	0.350	\$150	\$50
Add sidewalks, re-stripe to add bike lanes and possibly add turn lanes at intersections. Parking, need and location of turn lanes to be determined during project development. Curb and gutter are existing. <i>Lead Agency: Lane County.</i>							
<b>18th Avenue West modernization</b>	Highway 99W	Oaklea Drive	0.000	0.854	0.850	\$1,400	\$1,190
Two lane urban modernization with curb, gutter, sidewalks, bike lanes, and possible turn lanes at intersections such as Oaklea Drive and Rose Street. Need and location of turn lanes to be determined during project development. <i>Lead Agency: Lane County.</i>							
<b>18th Avenue East &amp; Deal Street modernization</b>	Highway 99E	Dane Lane	0.000	0.509	0.510	\$1,400	\$710
Two lane urban modernization with curb, gutter, sidewalks, bike lanes, and possible turn lanes at intersections. Need and location of turn lanes to be determined during project development. Portion of project outside UGB. Includes two rail crossings. <i>Lead Agency: Lane County.</i>							
<b>High Pass Road modernization</b>	Highway 99	Oaklea Drive	0.000	0.859	0.860	\$1,400	\$1,200
Two to three lane urban modernization with curb, gutter, sidewalks and bike lanes. Need and location of turn lanes to be determined during project development. <i>Lead Agency: Lane County.</i>							
<b>High Pass Road modernization (future)</b>	Oaklea Drive	UGB	0.859	1.520	0.660	\$1,400	\$920
Two to three lane urban modernization with curb, gutter, sidewalks and bike lanes. Need and location of turn lanes to be determined during project development. <i>Lead Agency: Lane County.</i>							
<b>Oaklea Drive modernization</b>	18th Avenue West	High Pass Road	1.520	2.534	1.010	\$1,400	\$1,410
Two to three lane urban modernization with curb, gutter, sidewalks and bike lanes. Need and location of turn lanes to be determined during project development. <i>Lead Agency: Lane County.</i>							
<b>Prairie Road modernization</b>	Highway 99	High Pass Road	8.030	9.250	1.220	\$1,400	\$1,710
Two lane urban modernization with curb, gutter, sidewalks, bike lanes, and possible turn lanes at intersections. Need and location of turn lanes to be determined during project development. <i>Lead Agency: Lane County.</i>							





See Inset for Continuation of UGB



**Junction City Transportation System Plan**  
Map

**Functional Classifications**

- State Hwys/Arterials
- Major Collectors
- Minor Collectors
- UGB
- Local Streets

1500 0 1500 Feet

Produced by Lane Council of Government, 1998

## **Bicycle Plan**

BOOK 164 PAGE 1254

### **BICYCLE ROUTE SELECTION**

In planning routes, the major emphasis was on connecting public facilities using a combination of existing paths, new paths and signed routes. The routes stress linking the east side of Junction City with the west, and the north to the south. A route along 18th Avenue is also provided. With the recent improvement of the Highway 99E/99W intersection at the north end of town, this crossing is now controlled with a traffic signal and is much safer. Thus a specific safety concern addressed in the 1990 plan has been addressed. In all instances the system crosses Highway 99 at controlled intersections. Bike paths were placed in areas to either provide a linkage between parks and schools or to provide a multi-use trail for a variety of users. One path is planned along an existing drainage way to link the Tequendama subdivision with Laurel and Oaklea schools to the north. The intent is to reduce bicycle-automobile conflicts whenever possible.

### **EXISTING BICYCLE FACILITIES**

The city's bike path system has never been taken past a developmental stage. The City has established a Bike Path Reserve Fund used specifically for funding the construction, maintenance and repair of bike paths. These monies constitute one percent of the City's allocation from the State Street Tax revenue. The City's current bicycle transportation system inventory is as follows:

***Tequendama Bike Path:*** This path meanders through the Tequendama Subdivision and is used as a connector path between W. 1st Avenue and W. 6th Avenue. The path is 1/3 mile long and constructed to state bike path standards.

***Laurel School to Oaklea Middle School:*** This quarter mile long path is located in the northwest section of the city between Laurel Elementary School and Laurel Park and the Community Swimming Pool, and Oaklea Middle School. The path is presently a graveled surface used primarily by students and occasional joggers. The path is located totally on School District property and was built by the district.

***Timothy Street to Maple Street:*** This is a bike lane located along the curb of W. 6th Avenue adjacent to High School property and is 1/2 mile long. The path interconnects the Tequendama Bike Path with Washburne Park.

***Alder Street to Bergstrom Park:*** This path is 1/4 mile long and is used as a connector between apartments on Alder, Birch and Cedar Streets and Bergstrom Park to the east. The path was constructed during the summer of 1982 using Bike Path Reserve funds.

***18th Avenue/17th Avenue:*** This is a separate path that follows an existing drainageway in the north section of town. It provide a linkage through Toftdahl Park to the municipal pool and Laurel Park. A planned pathway will connect it through to 17th Avenue near Safeway.

JUNCTION CITY TRANSPORTATION PROJECTS - BICYCLE SYSTEM PROJECTS										
Map Location Number	Type of Work	Street Name	Road Segment		Cost to be Paid by	(S)hort (M)ed. Term*	Estimated City Cost			
			From	To						
1	Bike	Rose	6th	18th	City	M	\$ 25,000			
2	Bike	Multi-use path	Saxon	Maple	City	M	\$ 5,000			
3	Bike	Maple/Nyssa	Oaklea	Laurel Elementary School	City	M	\$ 500			
4	Bike	6th Avenue	Oaklea	Birch	City/County	M	\$ 10,000			
5	Bike	10th	Oaklea	Deal	City/County	M	\$ 10,000			
6	Bike	Prairie	1st	Hwy. 99	County	M	\$ -			
7	Bike	Hwy. 99 From 1st St. south through UGB	River Rd	High Pass Rd.	ODOT	M	\$ -			
8	Bike	1st	1st	18th	County	M	\$ -			
9	Bike	Oaklea Rd.	North of 18th		County	M	\$ -			
10	Bike	Hwys 99E & 99W			ODOT	M	\$ -			
11	Bike	1st to 18th via Birch, 6th and Deal St.			City	M	\$ -			
12	Bike	Pitney Ln from UGB to 1st Ave			County	M	\$ -			
13	Map	Bike Map of Junction City Bicycle System			City	M	\$ 4,000			
14	Education	Public Education, Safety, Education and Enforcement			City	S	\$ -			
15	Ordinance	Amendments			City	S	\$ -			
Total							\$	54,500		

\*Short term = 2000-2001; Medium = 2002-2007; Long = 2008 +  
 JC-TSP-Nov99 Project ListWith Overlays.xls

**8. High Pass Road, 1<sup>st</sup> Street, River Road (Lane County).** These names apply to different segments of the same street, which runs east-and-west. The eastern segment turns south and connects with River Road in north Eugene. Bike lanes will connect this County facility with the City's and State's systems. The western segment, from Oaklea Drive to the UGB is listed as a "future", or long range project.

**9. Oaklea Road from 1<sup>st</sup> to 18<sup>th</sup> (Lane County).** This bike lane segment gives the western area a north/south route .

**10. Hwys. 99E and 99W north of 18<sup>th</sup> (ODOT).** These bike lane segments will connect the city system to systems to the north.

**11. 1<sup>st</sup> to 18<sup>th</sup> via Birch, 6<sup>th</sup> and Deal Street (City).** These bike lanes will offer a north/south route for the eastern portion of the city and allow riders to avoid Hwy 99 through town. The segment connects with Hwys. 99 E and 99 W at the north end of town.

**12. Pitney Lane from UGB to 1<sup>st</sup> (High Pass) (Lane County).** Two lane modernization project with curb, gutter, sidewalks and bike lanes.

### **OTHER BIKE SYSTEM PROJECTS**

The following projects are not site-specific and, thus, are not shown on a map.

#### **13. Bike System Map (City).**

The City will develop a map of the bike system showing routes and such attractors as parks, City Hall, Post Office, schools, library, swimming pool, and other often-used facilities.

#### **14. Public Education: Safety, Education and Enforcement (City).**

Public information/education effort to create a safe bike system through the public safety and Parks and Recreation Departments of the City Government.

#### **15. Ordinance Amendments (City).**

Ordinance requirements for bicycle parking and other facilities will be added to the City's development ordinances.

### **SUPPORT FACILITIES/ACTIVITIES**

In order to provide for a quality bikeway system on a sustained basis, the City must also provide for support facilities and activities. These will include providing for bicycle parking at all City facilities, creating and distributing promotional and education material about the bikeway system and providing for proper maintenance of the facilities.

help them to safely coexist with motorists. Education of bicyclists assists in obtaining these skills and knowledge. Comprehensive bicycle safety education requires a program designed for each age group with emphasis on errors commonly committed by that group. On bike training is an important element of such a program. Education is also needed on the safety value of helmets and other protective measures.

At present, only a few Oregon communities have a comprehensive bicycle education program, while others have elements of one. Limited funds, lack of personnel expert in cycling, and lack of a person or agency responsible for bicycle education are the primary reasons. In some communities, volunteer service groups or police departments do some education, but support materials are often not well-developed. Usually, only elementary school age children are selected as the target group.

The 1987 Legislature took a big step forward in the passage of Senate Bill 514(ORS 802.325) which requires that the Oregon Traffic Safety Commission establish a bicycle safety program. This program should help to educate school age children, adult bicyclists, motorists, parents and law enforcement personnel. New legislation also requires the use of bicycle helmets by children, which is major improvement in safety requirements.

Law enforcement is a necessary component of bicycle safety. As with any law, lack of enforcement leads to a general disregard of the law. Some communities have had difficulty in getting the police to enforce the motor vehicle code with bicyclists. Discussions with bicycle coordinators have led to the conclusion that the lack of enforcement is partly caused by insufficiently trained police forces who are not aware of the importance in citing bicyclists. Also, there are the practical problems inciting bicyclists, since some lack positive identification, such as a driver's license.

Frequent contact between local bicycle advisory committees and the police can highlight the need for enforcement and identify problem areas. Significant violation problems that have been identified by the bicycling community include: running stop signs and traffic signals, riding the wrong way on a street, and riding at night without lights. Community education and support of enforcement efforts build respect between bicyclists and motorists.

### **FUNDING**

At this time (fall, 1999) the City has approximately \$40,000 in its Bicycle Reserve Fund. Annual revenues to that fund are expected to increase by about \$1,800 per year. Costs for the projects listed above and shown on Map 14 total \$54,500. Thus, some projects will need to be deferred, paid for with grants, or funded from another source. A source of funding that should be explored is the State Highway Division's Bicycle Grant program.

Long term improvements would include the widening of 18th Street, Oaklea Street and High Pass/River Road, which are shown in the Lane County road improvement plan. As these improvements are forthcoming, the city will make provisions for designated bike

Most of these retrofit areas are to the west of Maple Street; many are in the urban growth area.

### **Pedestrian System Improvements (City)**

1. Construct ADA access ramps throughout downtown business area.
2. Install ADA compatible facilities and amenities at City Hall and Public Works Shop

The Americans with Disabilities Act (ADA) requires that all public facilities meet these standards. Additionally, ADA requires that routes to buildings with public accommodations (Library, Post Office, and restaurants) be equipped with access ramps at logical locations.

3. Install sidewalks as part of the connectivity projects and as new development occurs.

### **E. Transit Plan**

Public Transportation in and around the community of Junction City is limited to commuter only service on Lane Transit District's fixed-route bus system, volunteer-based services for the elderly and persons with disabilities, once-a-week shopping service (also for the elderly and disabled), and very few inter-city bus connections.

#### **Fixed-Route Transit Services**


Lane Transit District (LTD) is the sole fixed-route, public mass transit provider operating within Lane County, Oregon. LTD's service boundaries were originally established in 1971 when the District was formed and includes those communities that participate in paying a business payroll tax; the local funding mechanism used to pay for LTD service operations. Route frequency and locations have developed and changed over the years primarily based on ride volumes, efforts to maximize the use of available resources and the ability to meet adopted productivity standards.

In small communities like Junction City service is usually designed as "commuter only" due to the relatively low volume of rides. The distance between the community and Eugene-Springfield metro area as well as low population densities contribute to the higher cost of providing bus service in rural communities.

**95**

**95 Junction City WEEKDAYS, SATURDAY**

Major Revisions!  
Cambios  
Importantes!

See following page  for 95 route map.

See 95X Express for additional service to Junction City.

<b>From: Eugene Downtown</b> <b>To: Junction City</b> <b>Name: 95 Junction City</b>										<b>From: Junction City</b> <b>To: Eugene Downtown</b> <b>Name: 95 Eugene Station</b>						
LEAVE Eugene Station	Hwy 99 at 5th (Big Y)	Hwy 99 at Royal	Prairie Road at Irving	River Road at Spring Creek	River Road at Riverview	Greenwood at 8th Junction City	Maple at 6th	ARRIVE Lindeborg Junction City	LEAVE Lindeborg Junction City	River Road at Riverview	River Road at Spring Creek	Prairie at Irving	Hwy 99 at Royal	7th at Garfield	ARRIVE Eugene Station	
I	1	2	3	4	5	6	7	6	6	5	4	3	2	8		
<b>WEEKDAYS</b>																
AM	6:00	6:06	6:09	6:15	6:21	6:26	6:34*	--	6:39	6:40	6:48	6:54	7:00	7:07	7:10	7:25
	--	--	--	--	--	--	6:58	7:03	7:13+	--	--	--	--	--	--	--
	7:30	7:36	7:39	7:45	7:51	7:56	8:05	8:10	8:20	8:23	8:31	8:37	8:43	8:50	8:53	9:05
PM	11:50	11:56	11:59	12:05	12:11	12:16	12:25	12:30	12:40	12:43	12:51	12:57	1:03	1:10	1:13	1:25
	2:03	2:09	2:12	2:18	2:24	2:29	2:38	2:43	2:53+	--	--	--	--	--	--	--
	4:23	4:29	4:32	4:38	4:44	4:49	4:58	5:03	5:13+	--	--	--	--	--	--	--
	5:23	5:29	5:32	5:38	5:44	5:49	5:58	6:03	6:13+	--	--	--	--	--	--	--
<p>* Continues to Front at 1st (Country Coach), but does not serve Junction City west of Highway 99 (see next trip).                  + Becomes 95X Express trip from Lindeborg to Eugene via Highway 99.</p>																

<b>From: Eugene Downtown</b> <b>To: Junction City</b> <b>Name: 95 Junction City</b>										<b>From: Junction City</b> <b>To: Eugene Downtown</b> <b>Name: 95 Eugene Station</b>						
LEAVE Eugene Station	6th at Garfield	Hwy 99 at Royal	Prairie Road at Irving	River Road at Spring Creek	River Road at Riverview	Greenwood at 8th Junction City	Maple at 6th	ARRIVE Lindeborg Junction City	LEAVE Lindeborg Junction City	River Road at Riverview	River Road at Spring Creek	Prairie at Irving	Hwy 99 at Royal	7th at Garfield	ARRIVE Eugene Station	
I	1	2	3	4	5	6	7	6	6	5	4	3	2	8		
<b>SATURDAY</b>																
AM	8:50	8:56	8:59	9:05	9:11	9:16	9:25	9:30	9:40	9:43	9:51	9:57	10:03	10:10	10:13	10:25
PM	4:40	4:46	4:49	4:55	5:01	5:06	5:15	5:20	5:30	5:33	5:41	5:47	5:53	6:00	6:03	6:15

4-35

**Inter-city Passenger Bus or Rail Services**

Greyhound Lines is the only available inter-city bus service traveling through Junction City with service seven days a week. A bus comes in from Corvallis and leaves Junction City at 8:20 a.m. arriving in Eugene at 8:45 a.m. (The bus continues south to Cottage Grove, Oakridge and Klamath Falls.) For a return trip, a Greyhound bus leaves Eugene at 10:48 a.m. and arrives in Junction City at 11:05 a.m.

**2. Transit Projects**

Chapter Four describes various projects that would enhance transit service. Any project that improves the pedestrian environment also improves accessibility to transit. Those projects have not been repeated in the following table. Rather, the table lists transit specific enhancement projects.

<u>Project Title</u>	<u>Project Type (see Chapter 4 for project descriptions)</u>
Support Special Transportation Services	other activity
Coordination with Lane Transit District	other activity
Park and Ride Improvements	other activity
Transportation Demand Management	educational effort
Use of Alternative Modes	educational effort
Transit Facilities	ordinance revisions
Land Use Strategies	further study
Expanded LTD Service	further study

LTD ridership averages 24 passenger boardings per trip on the six trips made each weekday for a total of 144 boardings per weekday. LTD's productivity standard for rural routes is 20 boardings per round trip; Junction City's route meets that standard. A specific trip on a rural route is considered substandard if it carries less than 15 boardings.

Junction City does not have a formal Park and Ride location. At present there is free parking with good capacity located in downtown Junction City. LTD has four covered bus shelters located at:

1. East side of Birch Street and south of 6<sup>th</sup> at Nordic Arms Apartments
2. North side of High Pass and east of Oak at Norsemen Village Apartments
3. North side of 8<sup>th</sup> and east of Holly at Lindeborg Place (housing)
4. West side of Greenwood and south of 5<sup>th</sup> at Viking Sal Senior Center

For all of their rural routes, LTD has requests for later service and, in some cases, more local service. In 1989 LTD contracted to provide a local shuttle service in Junction City called the "Town Flyer". The service was discontinued, in part, due to low ridership. Nevertheless, there was evidently interest in expanding local service even though it was not successful at the time.

## **F. Air Plan**

There is no airport or other air service facilities within the TSP study area. Air service for passengers and freight is locally available at Eugene Airport, located approximately 7 miles south of the study area. Eugene Airport provides regularly scheduled service to national destinations with connections to nearby international airports in Portland, San Francisco and Seattle.

## **G. Rail**

Junction City has a long history of rail activity. The city now stands on land purchased for the Oregon and California railroad, and its name comes from the fact that it once was the junction of two railroads. The following information is derived from the *Oregon Freight Rail Plan* (1994) and the *Junction City Comprehensive Plan* (1994).

Rail line locations are shown on the maps at the end of this chapter.

### Union Pacific Routes

The Union Pacific Railroad (UP), originally extended through Junction City in 1871, currently operates its Valley Main Line in the area, with service from Eugene to Portland. By far the most heavily used rail line in the Willamette Valley, this route moved over 20 million gross tons of freight in 1994. In the valley, the track is maintained to FRA Class 4 standards which permits maximum speeds of 60 and 80 mph for freight and passenger trains respectively. The maximum gross weight of equipment and lading permitted is 315,000 pounds. per four-axle car and there are no dimensional restrictions.

This line also accounts for significant passenger activity due to Amtrak's Coast Starlight train. However, there is no stop in Junction City. Amtrak has stops in Eugene, Albany, Salem and Portland, as well as connections to points south through Eugene and north and east through Portland. In 1992, 45,742 passengers got on or off at the Eugene Station.

### Burlington Northern Routes

In 1910, the City granted the Oregon Electric Railroad (OE) use of Holly Street from W. 2<sup>nd</sup> Avenue to W. 17<sup>th</sup> Avenue as the right-of-way for its interurban passenger service. The OE line is now owned by the Burlington Northern Railroad (BN) and is used for freight service. The Oregon Electric Branch runs from Portland to Eugene and has access to a variety of traffic, mostly wood products. Traffic density is between one and five million gross tons annually and the track is maintained to FRA Class 3 standards permitting freight train speeds up to 40 mph.

Junction City leases Holly Street right-of-way to BN for their tracks. The city is considering proposing a relocation of the BN line alongside the existing SP line in order to free up the BN right-of-way for use as part of the street system.

## IMPLEMENTATION ACTIONS

### A. Introduction

The Junction City Transportation System Plan (TSP) describes a strategy to develop the City's transportation system to meet the needs of the community for 20 years (through 2015). The Citizens Advisory Committee (CAC) studied information on the system's capacity and other issues and considered several alternative scenarios prior to choosing a strategy of Maintain and Connect. The CAC believed that this approach makes the most sense for the Junction City community.

This TSP contains four types of implementation actions used in achieving the mission of this plan. The capital improvements section lists projects and improvements. The comprehensive plan policies in the plan and ordinance revisions describe changes that will need to be made to the plan and implementing ordinances. The third strategy includes educational strategies. The last tool consists of areas of further study, such as the refinement plan that is recommended for Hwy. 99.

### The System

The city's transportation system is currently functioning at an acceptable level of service and needs few major fixes aside from the inevitable problems of Hwy. 99 capacity and safety, for which a refinement plan is recommended. A strategy of maintaining the existing roads, connecting those in areas of poor connectivity and identifying key road locations in developing areas, and supporting alternative modes was chosen by the CAC because it is overall the strategy that best meets the needs of the community. It is also the most likely to be supported by the community.

The plan will be carried out through a system of plan policies and implementing ordinances. The capital improvement projects (CIP) list and financial plan also set a path that will improve and build facilities as they are needed by the community. Projects and plans that support and encourage the use of alternative modes of transportation, such as public transit, walking to destinations, and bicycle travel, will offer people viable opportunities to make trips that don't require the use of their automobile.

There are three major components to the Maintain and Connect strategy, as described below.

Maintenance of the System. Streets, sidewalks, bike paths and other transportation facilities are expensive and time consuming to construct. Maintenance of facilities is an essential component of Junction City's strategy. As can be seen in the financial plan, most of the capital outlays during the planning period will be for maintenance of the existing system.

**Street Improvement Revenue 1998-99**

State Tax Street Revenue	\$190,201
Lane County Road Fund	96,275
Burlington Northern Franchise	<u>40,772</u>
Total	\$327,248

In addition, there is a small amount of Systems Development Charge money available that is dependent upon the amount of development each year which has not been included in the above figures.

Following shows how these revenue funds have been increasing or decreasing over the recent past.

Source	FY 94/95	FY 95/96	FY 96/97	FY 97/98
State Tax Street Revenue	173,612	181,464	184,557	191,141
Lane County Road Fund	132,104	132,104	132,920	132,129
Burlington Northern Franchise	65,400	0	36,325	36,325
	<u>371,116</u>	<u>313,568</u>	<u>353,802</u>	<u>359,595</u>

If we use an average amount of \$360,000/year with no increase we come up with a total of \$7.2 million available for transportation improvements over the planning period.

The table below shows estimated cost amounts for the short, medium and long term street projects.

**Street Improvement Cost Projections (Note: excludes Lane County Projects)**

Responsible party	Short Term	Medium Term	Long Term	Totals
City - Construction	312,000	1,247,200	365,420	1,924,620
Overlay	138,125	203,171	0	341,296
Others	0	598,400	1,006,000	1,604,400
Totals	<u>450,125</u>	<u>2,048,771</u>	<u>1,371,420</u>	<u>3,870,316</u>

Short Term Projects will require \$450,125, which appears to leave a balance (\$720,000 - \$450,125 = 269,875). The balance will help finance the medium and long-term projects.

## EXHIBIT B

**Findings in Support of Ordinance No. PA 1151  
Adopting the Junction City Transportation System Plan  
as an Amendment to the Lane County Comprehensive Plan**

The Junction City Transportation System Plan (TSP) was prepared according to standards and procedures specified by Division 660-012, Oregon Administrative Rules, and applicable policies of the acknowledged Comprehensive Plans for Junction City and Lane County. Herein are findings adopted by the Lane County Board of Commissioners certifying compliance with the criteria applicable to Comprehensive Plan amendments.

1. The Junction City TSP complies with **Statewide Planning Goal 1 – Citizen Involvement** –and the corresponding policies of the Lane County Comprehensive Plan because it was prepared under the direction of a Citizens Advisory Committee (CAC) appointed by the Junction City Council. The CAC held a succession of meetings between August 1996 and May 1999 in which every aspect of the plan was thoroughly considered. These meetings were publicized by a local newsletter, and open to the public. On two occasions the CAC hosted town hall meetings in which public opinion was actually solicited. Once their review of the TSP was complete and the CAC forwarded it to the Junction City and Lane County Planning Commissions, all other city and county code provisions for engaging the public were followed.
2. The Junction City TSP complies with **Statewide Planning Goal 2 – Land Use Planning** – and corresponding policies of the Lane County Comprehensive Plan because it was designed to compliment the acknowledged land use plan for Junction City. That plan includes developed areas inside the current corporate limits of Junction City as well as the unincorporated land situated between the corporate limits and the Junction City Urban Growth Boundary (UGB). Projections of future population and employment based on the Junction City Comprehensive Plan were used to forecast future travel demand and determine the extent of improvements to the existing transportation system that will be needed to accommodate it.
3. **Statewide Planning Goals 3 and 4** and corresponding policies of the Lane County Comprehensive Plan pertain to rural resource lands. They have no bearing on the Junction City TSP because all of the proposed projects are confined to land within the Junction City UGB.
4. The Junction City TSP complies with **Statewide Planning Goal 5 – Open Space, Scenic and Historic Areas, and Natural Resources** - and corresponding policies of the Lane County Comprehensive Plan because the plan was designed to protect all of the cultural and natural resources identified by OAR 660 Division 23.
5. The Junction City TSP complies with **Statewide Planning Goal 6 – Air, Water, and Land Resources** – and corresponding policies of the Lane County Comprehensive Plan because all of the proposed transportation improvement projects will be designed to meet the applicable permitting requirements of the Oregon Department of Environmental Quality.

6. The Junction City TSP complies with **Statewide Planning Goal 7 – Areas Subject to Natural Disasters and Hazards** – and corresponding policies of the Lane County Comprehensive Plan because none of the proposed transportation improvement projects is located in an area with known natural hazards.
7. The Junction City TSP complies with **Statewide Planning Goals 8 and 9 – Recreational Needs and Economy of the State** – and corresponding policies of the Lane County Comprehensive Plan because the proposed improvements will help provide access for future recreational needs and economic opportunities of the city, the region and the state.
8. The Junction City TSP complies with **Statewide Planning Goal 10 - Housing** - and corresponding policies of the Lane County Comprehensive Plan because the proposed transportation system has been designed to keep pace with and provide access to new housing that will be constructed within the Junction City UGB in the next twenty years.
9. The Junction City TSP complies with **Statewide Planning Goals 11 and 12 – Public Facilities and Transportation** – and corresponding policies of the Lane County Comprehensive Plan because it provides a systematic and comprehensive approach to meeting the city’s transportation needs over the next twenty years. In addition, the Junction City TSP is consistent with Goal 12 for the reasons stated in Attachment to Exhibit B, Ordinance PA No. 1151, Findings Related to Goal 12 and Transportation Planning Rule Requirements, Adopted by Junction City Council, July 13, 2000.
10. The Junction City TSP complies with **Statewide Planning Goal 13 – Energy Conservation** -and corresponding policies of the Lane County Comprehensive Plan because it helps carry out Oregon’s statewide strategy of containing new development within established UGBs. This strategy is expected to lessen dependence on automobiles, thereby reducing the amount of petroleum used for transportation.
11. The Junction City TSP complies with **Statewide Planning Goal 14 – Urbanization** - and corresponding policies of the Lane County Comprehensive Plan because it has been designed to serve as the transportation element of the Junction City Comprehensive Plan. All proposed improvement projects are within the acknowledged Urban Growth Boundary, and will be designed to urban standards.
12. The Junction City TSP has no bearing on **Statewide Planning Goals 15-19** because the city is not located within the Willamette Greenway, nor is it on the Pacific Coast where a series of special management goals apply.

**Attachment to Exhibit B, Ordinance No. PA 1151  
Findings Related to Goal 12 and Transportation Planning Rule Requirements**

**In the Matter of Adoption of ( Findings of Fact  
the Junction City ( and  
Transportation System Plan ( Conclusions of Law.**

**Adopted July 13, 2000 By the Junction City Council**

**1. Background**

Because of the city and county jurisdictional responsibility and the coordinative nature of plans developed to meet the state's Transportation Planning Rule (TPR) both the county and city must agree on and co-adopt TSPs that apply to both the city and the urban growth area.

On March 21, 2000, the Junction City Planning Commission held a joint hearing with the Lane County Planning Commission and Lane County Roads Advisory Committee to consider and make recommendation on the adoption of the Junction City Transportation System Plan (TSP). The matter was heard as a legislative action, duly noticed under the procedural rules of the city and county.

Given unanimous recommendations for adoption by the Junction City Planning Commission and the Lane County Roads Advisory Committee and Planning Commission, the TSP was sent to the City Council of Junction City, who held a joint public hearing on June 14, 2000, with the Lane County Board of Commissioners. At that meeting the Council and Board voted unanimously to support the adoption of the TSP. On July 13, 2000, the City Council reviewed and adopted the findings contained herein and adopted the Junction City Transportation System Plan by adopting Ordinance 1085. On November 1, 2000, the Lane County Board of Commissioners held a public hearing on the Junction City TSP, as amended by the city on July 13, 2000 and adopted Ordinance No. PA 1151.

The TSP, which was developed with a high degree of input from the city's Citizen Advisory Committee over a period of more than two years, is a multi-modal plan. It analyzes the city's vehicular, pedestrian, bike, water, air, rail and pipeline needs and contains plans for those systems that are integral to the city's current and future transportation needs.

**2. Standards for the Adoption of a TSP: Compatibility With State Transportation Planning Rule and Other Plans**

<b><u>TPR Requirements/Recommendations</u></b>	<b><u>Junction City Transportation System Plan</u></b>
<b>Public and Interagency Involvement</b>	
<ul style="list-style-type: none"> <li>• Establish Advisory Committees</li> </ul>	<p>An 8-member Transportation Citizens Advisory Committee (CAC) was established to provide project guidance. A list of the CAC membership is included on the inside cover of the TSP.</p>
<ul style="list-style-type: none"> <li>• Develop Information Material</li> </ul>	<p>Materials including reports, tables, and maps were prepared for public and agency review of the various TSP components. The Tri-County News periodically wrote stories on the plan. Informational packets were also prepared and made available to the general public attending meetings.</p>
<ul style="list-style-type: none"> <li>• Schedule Meetings and Public Hearings</li> </ul>	<p>The CAC met monthly from June 1996 through November 1997. Following that, the CAC met two more times to review work products and provide input on public comments. Two public open houses and a work session with the Junction City Planning Commission were held to allow the public to review various aspects of the plan.</p>
<ul style="list-style-type: none"> <li>• Develop Other Methods to Involve the Community</li> </ul>	<p>Staff made two presentations to the local Chamber of Commerce. The open houses all included opportunities for the public to participate verbally and in writing. A community survey was taken to get the citizens' opinions on transportation issues.</p>
<ul style="list-style-type: none"> <li>• Coordinate the Plan With Other Agencies</li> </ul>	<p>The TSP was coordinated closely with the City of Junction City, Oregon Department of Transportation (ODOT), and Lane County. Members of these organizations frequently attended most CAC meetings. The plan was also sent to the Department of Conservation and Development and Lane Transit District, who provided written comments.</p>

<p><b>Review Existing Plans, Policies, and Standards</b></p>	
<ul style="list-style-type: none"> <li>Review and Evaluate Existing Comprehensive Plan and state and federal plans</li> </ul>	<p>The Junction City Comprehensive Plan was reviewed and evaluated as part of the TSP Development. The following other plans were reviewed: The Oregon Transportation Plan, Oregon Highway Plan, Oregon Bicycle and Pedestrian Plan, Oregon Rail Passenger Policy and Plan and Oregon Rail Freight Plan, and American with Disabilities Act</p>
<ul style="list-style-type: none"> <li>Analyze Existing Land Uses and Vacant Lands</li> </ul>	<p>Existing land uses and vacant lands within the TSP study area were updated. Maps and associated data were produced and analyzed by Transportation Analysis Zone.</p>
<ul style="list-style-type: none"> <li>Review Population and Employment Forecasts</li> </ul>	<p>Population and employment data were updated and new forecasts developed. Housing by development type and employment by sector were allocated to vacant lands. These data were used in the Junction City TSP modeling effort.</p>
<ul style="list-style-type: none"> <li>Review Existing Ordinances and Zoning, Subdivision, and Engineering Standards</li> </ul>	<p>The Junction City Zoning Ordinance and Subdivision Ordinances were reviewed for consistency with the TPR. Street standards and other engineering standards were analyzed for consistency with new TSP policies.</p>
<ul style="list-style-type: none"> <li>Review Significant Transportation Studies</li> </ul>	<p>No significant transportation studies have been conducted in the Junction City area.</p>
<ul style="list-style-type: none"> <li>Review Existing Capital Improvements and/or Public/Facilities Plans</li> </ul>	<p>The Junction City Capital Improvements Plan has been made consistent with the TSP.</p>
<p><b>Inventory Existing Transportation System</b></p>	
<ul style="list-style-type: none"> <li>Street system (number of lanes, lane widths, traffic volumes, level of service, traffic signal location and jurisdiction, pavement conditions, functional classification and jurisdiction, truck routes, access points, and safety issues.)</li> </ul>	<p>A complete inventory of Junction City's existing street network is included in Appendix A.</p>
<ul style="list-style-type: none"> <li>Bicycle Ways (type, location, width, condition, ownership/jurisdiction).</li> </ul>	<p>Chapter Four of the TSP describes the existing bicycle system.</p>

<ul style="list-style-type: none"> <li>• Pedestrian Ways (location, width, condition, ownership/jurisdiction).</li> </ul>	Chapter Four describes the existing pedestrian system.
<ul style="list-style-type: none"> <li>• Public Transportation Services (transit, intercity bus, passenger rail, special transit services).</li> </ul>	A summary of existing public transportation service is provided in Chapter Four.
<ul style="list-style-type: none"> <li>• Air Transportation</li> </ul>	There are not airports within the city.
<ul style="list-style-type: none"> <li>• Freight Rail Transportation</li> </ul>	A summary of freight rail transportation services is provided in Chapter Four.
<ul style="list-style-type: none"> <li>• Water Transportation</li> </ul>	There are no navigable waterways in the planning area.
<ul style="list-style-type: none"> <li>• Pipeline Transportation</li> </ul>	A summary of pipeline transportation services is provided in Chapter Four.
<ul style="list-style-type: none"> <li>• Environmental Constraints</li> </ul>	A discussion of natural features including slope, soils, surface water drainage, and wetlands is included in Appendix A. A discussion of cultural features including parks and open space, schools, and historical features is also included in Appendix A.
<ul style="list-style-type: none"> <li>• Existing Population and Employment</li> </ul>	Existing and projected population and employment is included in Appendix B of the TSP.
<b>Determine Transportation Needs</b>	
<ul style="list-style-type: none"> <li>• Population and Employment Forecasts</li> </ul>	Population and employment forecasts are included in Appendix B. Junction City was divided into 18 transportation analysis zones (TAZ). Housing and employment data were allocated by TAZ and projected to the year 2015. An EMME/2 model was developed to forecast future vehicle trips. The results of the model are included in Chapter Three and Appendix A.

<ul style="list-style-type: none"> <li>Determine Transportation Capacity Needs</li> </ul>	<p>A Level 2 analysis was conducted to project traffic volumes to the year 2015. The model was calibrated using existing traffic counts. The model projected future trip rates and origin and destination information. The model also estimated level of service, P.M. peak hour traffic volume, and P.M. peak hour congestion. This information is included in Chapter Three and Appendices A and C.</p>
<ul style="list-style-type: none"> <li>Other Roadway Needs (safety, bridges, reconstruction, operation/maintenance)</li> </ul>	<p>The TSP includes a policy to pursue, with ODOT, a refinement study of Hwy. 99 within the downtown area (between 1<sup>st</sup> and 18<sup>th</sup> Avenues. Other roadway needs are described in Chapters Three, Four, and Appendix C of the TSP.</p>
<ul style="list-style-type: none"> <li>Freight Transportation Needs</li> </ul>	<p>The proposed TSP will provide for adequate freight movement by rail and highway.</p>
<ul style="list-style-type: none"> <li>Public Transportation Needs (special transportation needs, general public transit needs)</li> </ul>	<p>The proposed TSP identifies public transportation system and needs in Chapters Three and Four and Appendix C.</p>
<ul style="list-style-type: none"> <li>Bikeway and Pedestrian Needs</li> </ul>	<p>Bikeway and pedestrian system needs are described in Chapters Three and Four and Appendix C.</p>
<p><b>Develop and Evaluate Alternatives</b></p>	
<ul style="list-style-type: none"> <li>Evaluate and Develop Transportation Goals</li> </ul>	<p>Goals were established as part of the TSP development and are contained in Chapter 2.</p>
<ul style="list-style-type: none"> <li>Establish Evaluation Criteria</li> </ul>	<p>The established goals formed the basis for evaluating projects. These are present in Chapter 2. Appendix H shows compliance with other laws and policies.</p>
<ul style="list-style-type: none"> <li>Develop and Evaluate Alternatives (no-build system, transportation system management, transportation demand management, transit feasibility, improvements to roadway system, land use alternatives, and combination alternatives).</li> </ul>	<p>Chapters 3 and 4 and Appendix C, Needs Analysis, generally identified the need for future projects.</p>

<ul style="list-style-type: none"> <li>Select Recommended Alternative</li> </ul>	<p>The preferred plan alternative is contained in Chapter 4 and is discussed in Appendix C. The CAC reviewed and prioritized projects into short, medium, and long-range priorities. Project lists were also reviewed by the public at open houses.</p>
<p><b>Produce a Transportation System Plan</b></p>	
<ul style="list-style-type: none"> <li>Transportation Goals, Objectives, and Policies</li> </ul>	<p>Transportation goals and policies are contained in Chapter 2.</p>
<ul style="list-style-type: none"> <li>Street Plan Element (function street classification and design standards, proposed facility improvements, access management plan, truck plan safety improvements)</li> </ul>	<p>All of these elements are contained in Chapter 4 of the TSP.</p>
<ul style="list-style-type: none"> <li>Public Transportation Element</li> </ul>	<p>A transit plan is contained in Chapter 4.</p>
<ul style="list-style-type: none"> <li>Bikeway Element</li> </ul>	<p>The bike plan is contained in Chapter 4.</p>
<ul style="list-style-type: none"> <li>Pedestrian System Element</li> </ul>	<p>The pedestrian system plan is contained in Chapter 4 of the plan.</p>
<ul style="list-style-type: none"> <li>Air, Rail, Water, and Pipeline</li> </ul>	<p>The rail and pipeline plans are contained in Chapter 4. There are no air or water systems in the city.</p>
<p><b>Plan Review and Coordination</b></p>	
<ul style="list-style-type: none"> <li>Consistent with ODOT, Lane County, and other applicable plans</li> </ul>	<p>Representatives from ODOT and Lane County attended most CAC meetings and attended the hearings. In addition, the draft plan was reviewed by ODOT, the Department of Land Conservation and Development and Lane Transit District.</p>

<b>Adoption</b>	
<ul style="list-style-type: none"> <li>• Is it Adopted?</li> </ul>	<p>A joint public hearing of the Junction City Planning Commission, Lane County Planning Commission, and Lane County Roads Advisory Committee was held on March 21, 2000. The City Council of Junction City and the Lane County Board of Commissioners held a public hearing on June 14, 2000, and gave it unanimous support. The City Council adopted the TSP by Ordinance 1085 on July 13, 2000. The Board adopted the TSP by Ordinance PA 1151 on November 1, 2000</p>
<b>Implementation</b>	
<ul style="list-style-type: none"> <li>• Ordinances (facilities, services, and improvements; land use or subdivision regulations)</li> </ul>	<p>Implementing Ordinances were developed as part of the TSP.</p>
<ul style="list-style-type: none"> <li>• Transportation Financing/Capital Improvements Program</li> </ul>	<p>Capital projects are contained in Chapter 4 and the financing Plan is contained in Chapter 5 of the TSP.</p>

**Junction City Comprehensive Plan**

The Junction City Transportation System Plan (TSP) is consistent with the Junction City Comprehensive Plan. Therefore, the Lane County Board of Commissioners finds that the Junction City Transportation System Plan is in compliance with all applicable laws and policies.