



March 8, 2010

TO: Lane County Board of Commissioners
FROM: Petra Schuetz, Associate Planner, Lane Council of Governments
RE: **TGM 05-07 Junction City TSP Update - Hwy 99 Refinement Plan; discussions and decisions about transit and park and ride facilities**

I was the Administrative Project Manager for the TGM 05-07 Junction City TSP Update: Hwy 99 Refinement Plan. I understand that there are two questions raised by the Lane County Board of Commissioners regarding the design of the project and its relationship to some transportation demand management (TDM) elements of the preferred alternative. Overall, TDM-related infrastructure was of prime importance when considering the design of this project. There were multiple discussions and technical analysis regarding transit and non-road elements. The following provides a summary of some of these discussions and the conclusions made by the Project Management Team, the Technical Advisory Committee, and the Citizen Advisory Committee.

Transit Service/Transit Stop Location

Transit service i.e. the routes, number of stops, and frequency of the buses is demand and resource or market based. To answer the question if the preferred alternative couplet encourages increased transit use; the direct answer is no because the design of the project does not change people's decision to use transit, nor does it pay LTD to provide increased service. What it does accomplish, however, is a far improved transit-oriented environment where by potential transit stops become far more accessible with the following design characteristics:

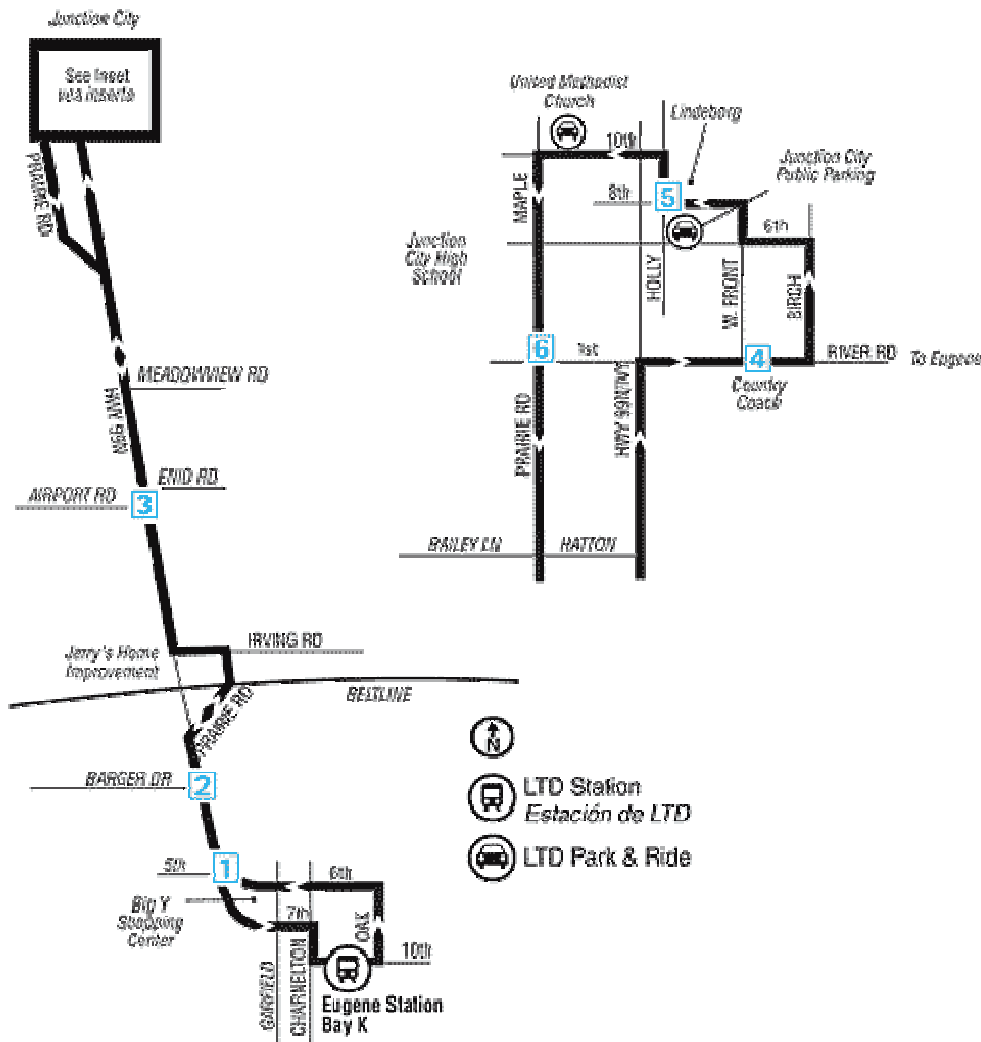
- 11 foot sidewalks on both sides of the street;
- Bulb-outs at key pedestrian crosswalks;
- Signalization prioritization for pedestrians at crosswalks
- Bike lanes on the opposite side of on-street parking to avoid potential conflicts
- Sidewalk amenities such as benches and bicycle parking
- Access management i.e. consolidation of driveways which will reduce potential conflict points between vehicular turn movements and bicycles and pedestrians

Specific transit stops were not specified in the design itself because the best demand-oriented location for stops needs to remain flexible based on changing factors. LTD indicated their preference to allow for flexibility regarding future transit stops along HWY 99. This flexibility has been accomplished by the fact that any of the on-street parking spaces could be easily be converted to a transit stop location with no additional infrastructure cost. If a particular location was no longer needed as a transit stop, then the configuration could simply be restriped for on-street parking. LTD's general sentiment was that access to transit service needs to remain flexible enough to meet the changing location demand and they did not

want to be “boxed-in” by specific transit stop locations along Hwy 99. Further, the bus drivers prefer not to have to merge onto Hwy 99, therefore, it was also preferred that the transit stops be located on the local street system wherever possible.

Park & Rides

At the time this project was developed, it was determined that park and ride infrastructure should be addressed in the full Transportation System Plan (TSP) update. This is because park and ride locations need to be considered comprehensively over the entire community, not only one corridor. This is why it was recommended that the City pursue the full TSP update upon completion of the HWY 99 Refinement Plan. Regardless, since the completion of this project a park and ride has been built in Junction City at Holly and 7th Sts. There is a second park and ride location at 10th and Maple Sts.; both along transit route #95 (below).



I hope this information is helpful as you consider co-adoption of this project. Please feel free to contact me with any additional questions at pschuetz@lcoq.org or 541-682-3639.

Regards,

Petra Schuetz