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 6 th 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.

TSP-35 The city shall consider the findings of ODOT's draft Environmental Impact Statements (EIS) and Environmental Assessments (EA) as integral parts of the land use decision-making procedures. Other actions required, such as a goal exception or plan amendment, will be combined with review of the draft ~~EA~~ EIS or ~~EIS~~ EA and land use approval process.

TSP-36 Procedures for the coordination between the city and Lane County on developments that impact county transportation facilities are identified in the City/County Urban Growth Management Agreement (UGMA). The city shall adhere to the UGMA procedures in order to protect Lane County's interests in said facilities.

Hwy. 99

TSP-37 Highway 99 is a critical facility to residents of Junction City, the surrounding communities, and the state. ~~The model shows that if nothing is done to better manage traffic on the highway portions of Hwy. 99 within the city will reach capacity within the planning period.~~ The city ~~will work closely with ODOT to secure funding for and develop a refinement plan that will maximize Hwy. 99's usefulness in moving traffic while maintaining a healthy and functional downtown community.~~

The Highway 99 Refinement Plan proposes a (Ivy) Hwy 99/Holly St couplet solution. The HWY 99 Refinement Plan shall be used for future project development.

Chapter Three
LAND USE, TRAFFIC FORECASTING AND ISSUES

A. INTRODUCTION: POPULATION AND EMPLOYMENT PROJECTIONS

[Dec 31, 2007 5,142]

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.

	1990	Without Prison 2015 Projection
City Limits Only	3,670	6,500
Urban Growth Area Only	926	900
Total within the Urban Growth Boundary	4,596	7,400

C. HOUSING UNIT PROJECTIONS

By having a projection of population we can estimate how the number of housing units will change over the life of the plan. This will give us an indication of how much land will be needed to accommodate the population growth that has been projected and how transportation facilities might need to be changed or added over the life of the TSP.

Average household size has been declining both nationally and locally over the past 30 years and is expected to continue to decline but more gradually. Average household size has been declining in Junction City based on 1970, 1980 and 1990 decennial census data. In 1970, average household size was 2.78. By 1990, it had dropped to 2.42. It is projected to decline to 2.27 by 2015. This is similar to the decline projected for the Eugene-Springfield Metro Area. This average household size results in a total of 3,216 households in 2015 inside the UGB ((7,400 – 100)/2.27 = 3,216).

D. EMPLOYMENT PROJECTIONS

It is reasonable to expect that there will be some increase in employment outside of the UGB since firms located there may grow. However, to be consistent with planning guidelines, the UGB area should be able to accommodate most new employment expected to locate in the census tract since it is the only city in the area. If all of the employment growth projected to occur in the Census Tract occurs inside the Junction City UGB (no growth outside the UGB), the projection for the UGB area would be 5,511 jobs. This would mean an increase in employment in Junction City's UGB by 2,640 employees over the 21 year period, or around 125 employees per year on average.

E. MODELING THE TRANSPORTATION SYSTEM

As part of the TSP planning process LCOG developed a computer model of the Junction City transportation system. First, the city was divided

into areas called transportation analysis zones (TAZs). Inventory data, such as the location, width, speed limits, traffic counts, etc., of streets, as well as population and employment growth rates for each TAZ, was entered into a modeling program that then projected how the system use and performance will change over the planning period. Knowing that, we can then make decisions on projects to maintain the performance of the system.

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".

For specific information on the survey's questions and responses please see Appendix F.

G. COMMUNITY ISSUES/NEEDS

The following needs were identified by the CAC through data review, the survey, and comments from the public.

Hwy. 99 through the downtown area (1st to 18th) is becoming congested and will become critical in some areas during the planning period if nothing is done. This is the most serious challenge to planning the City's transportation system, as it affects all other modes and strategies of the TSP. According to the community survey on transportation issues the most widely supported solution among the community is adding protected left turn lanes to the traffic moving north/south. However, due to a limited right-of-way width (60'), it may be difficult to add protected left turn lanes.

ODOT staff have proposed consideration of a three lane facility with a center barrier and protected left turn lanes but have not been able to offer additional information on how reducing the highway from four lanes to three would affect traffic and businesses located along the highway.

Many large trucks use the highway and CAC members were interested in developing alternatives or a truck route to reroute these trucks to other streets or roads. Members of the CAC expressed interest in a by-pass but were told by ODOT staff that because of funding and land use regulations such an option was unlikely. It is also uncertain how downtown businesses would react to a bypass.

Additional problems posed by the highway running through the center of town include difficulty for pedestrians crossing the street at non-signaled intersections and problems for motorists and bicyclists trying to cross Hwy. 99 at non-signalized intersections.

The survey conducted as part of this plan found that the community does not support the idea of a couplet system as a means to address congestion on Hwy. 99.

The Oregon Department of Corrections has informed the city that a 1600 bed medium security prison will be built at the south end of the UGB at Milliron Road. Preliminary plans include installation of sewer and water lines to that site. This would encourage development of the industrial lands along the east side of the highway. Access management will be important to the development of these industrial lands. An access road could be used to reduce the number of accesses to the highway in this area (see medium-term projects, #14, Chapter 4). The city will work with the Department of Corrections, ODOT and Lane County to resolve these issues.

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.

Junction City is fortunate that it has good access to rail service and several local businesses use rail to transport goods. The industrial area south of 1st St. along Hwy. 99, most of which is in the UGB, has rail lines all along its length, which could be beneficial to manufacturing companies interested in locating there when city services are made available.

Chapter Four
MODAL PLANS

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.~~ An ~~very~~ important project, adopted , 2008 was the Hwy 99 ~~included in this TSP is the~~ ~~r~~Refinement ~~p~~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

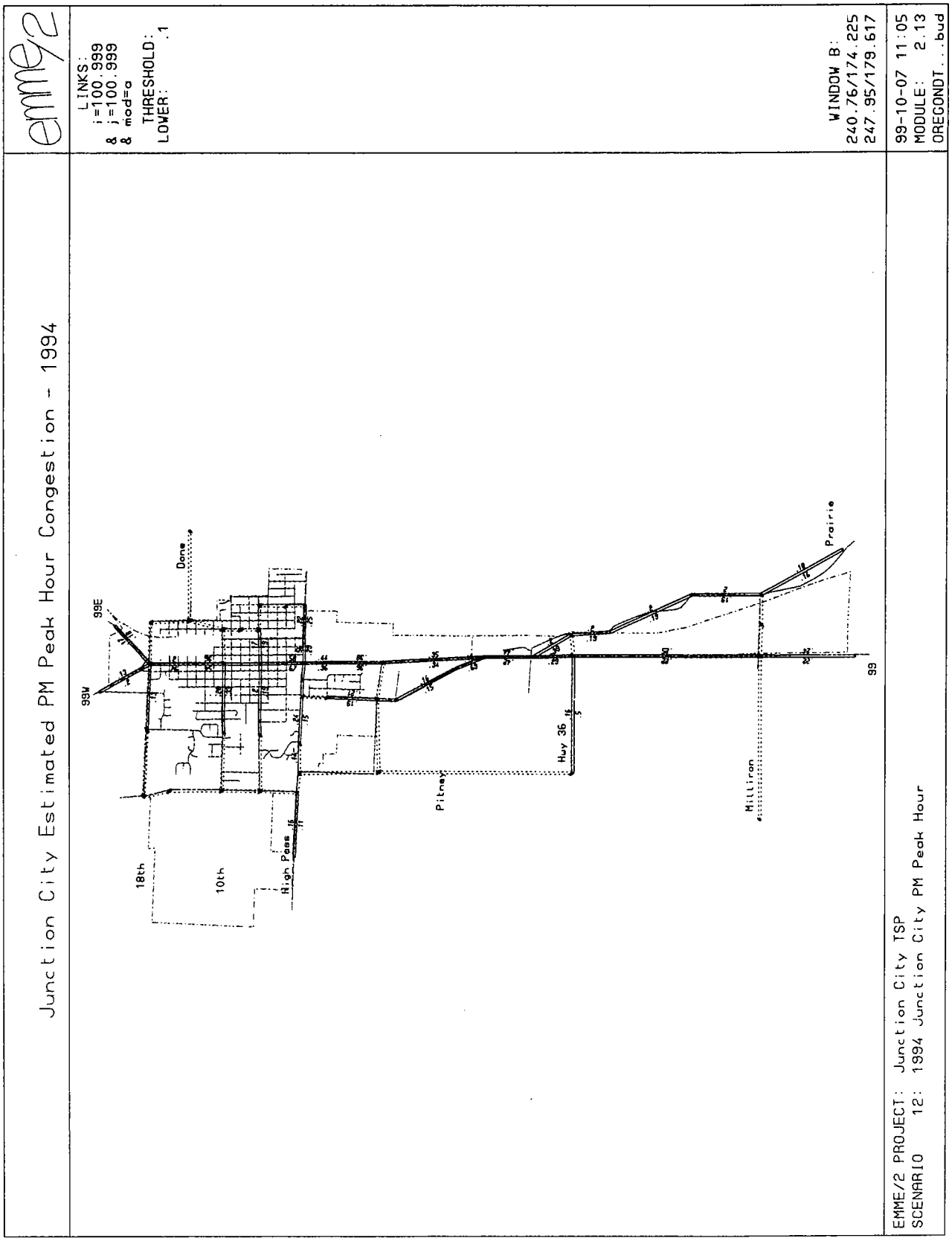
1. Projected Traffic Volumes

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,

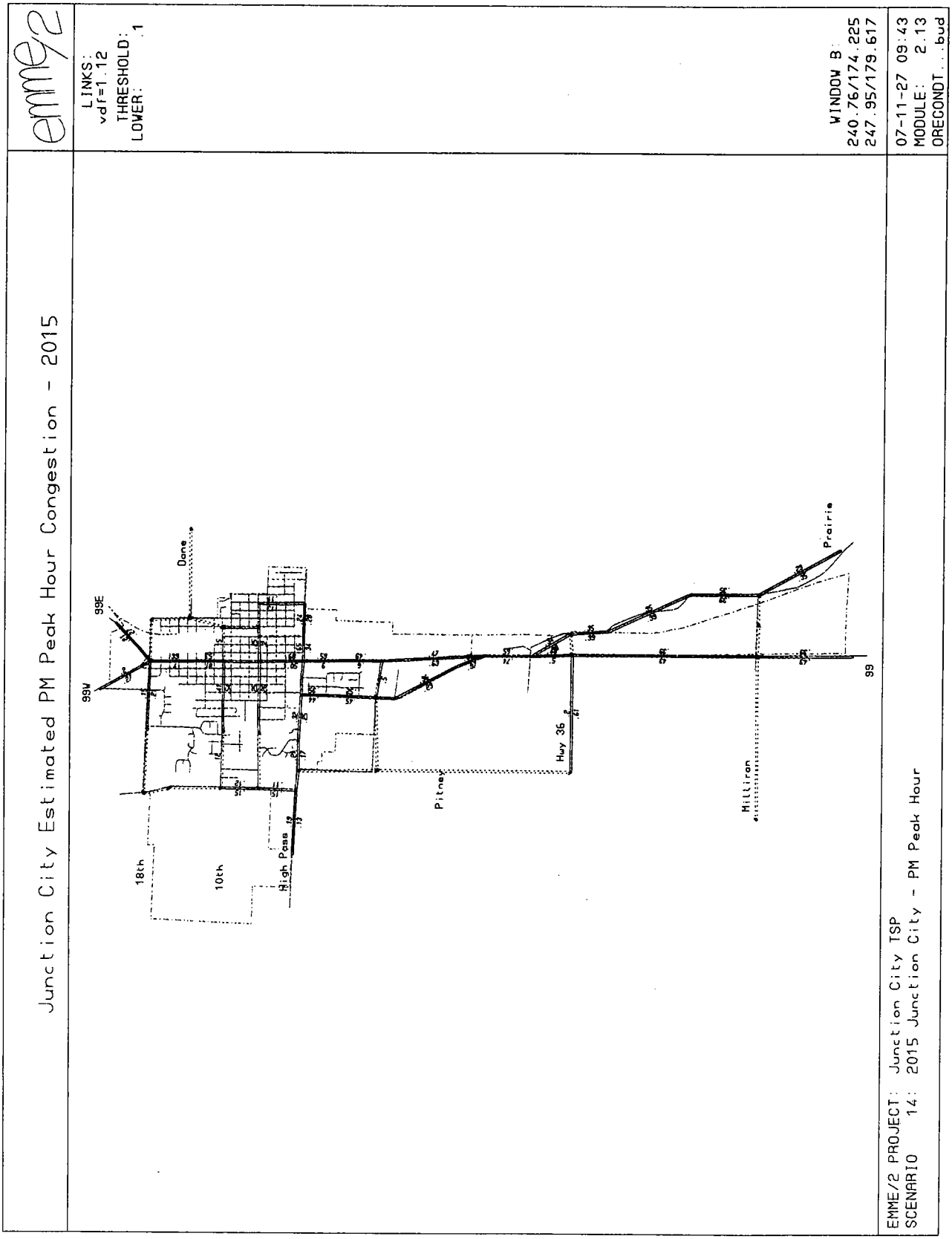
2. Congestion

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.

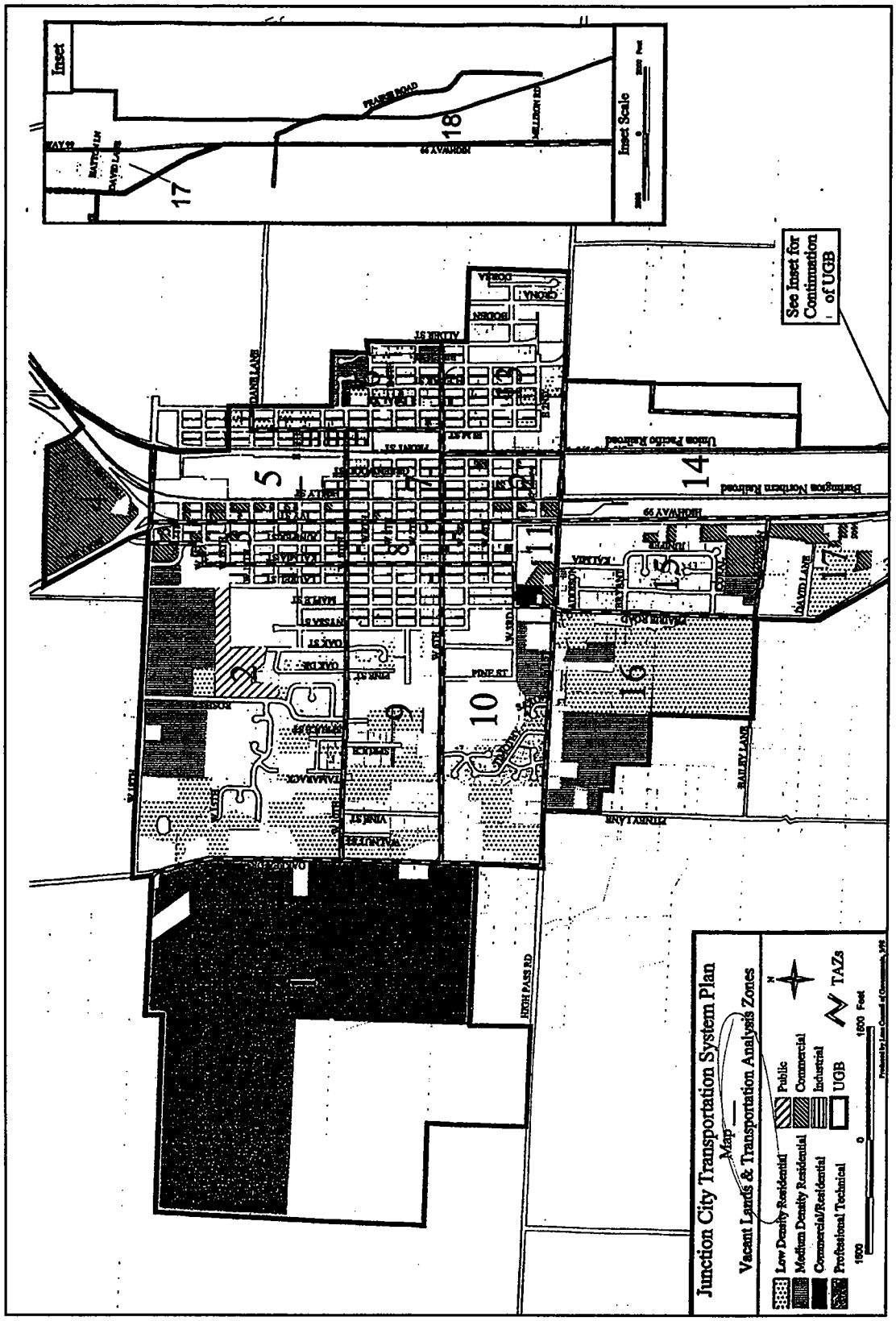
Map 1
PEAK HOUR CONGETSTION - 1994



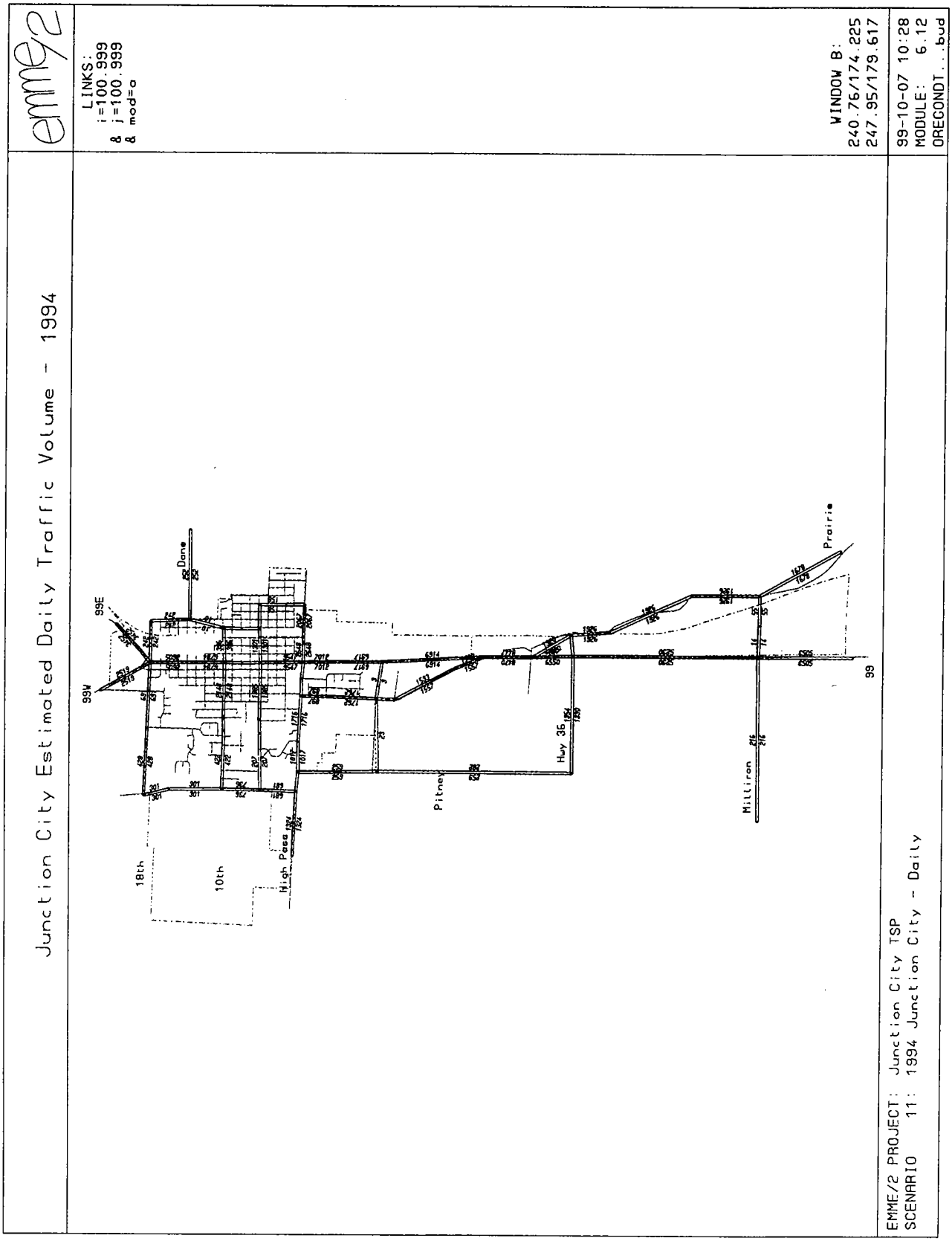
Map 2
PEAK HOUR CONGESTION - 2015



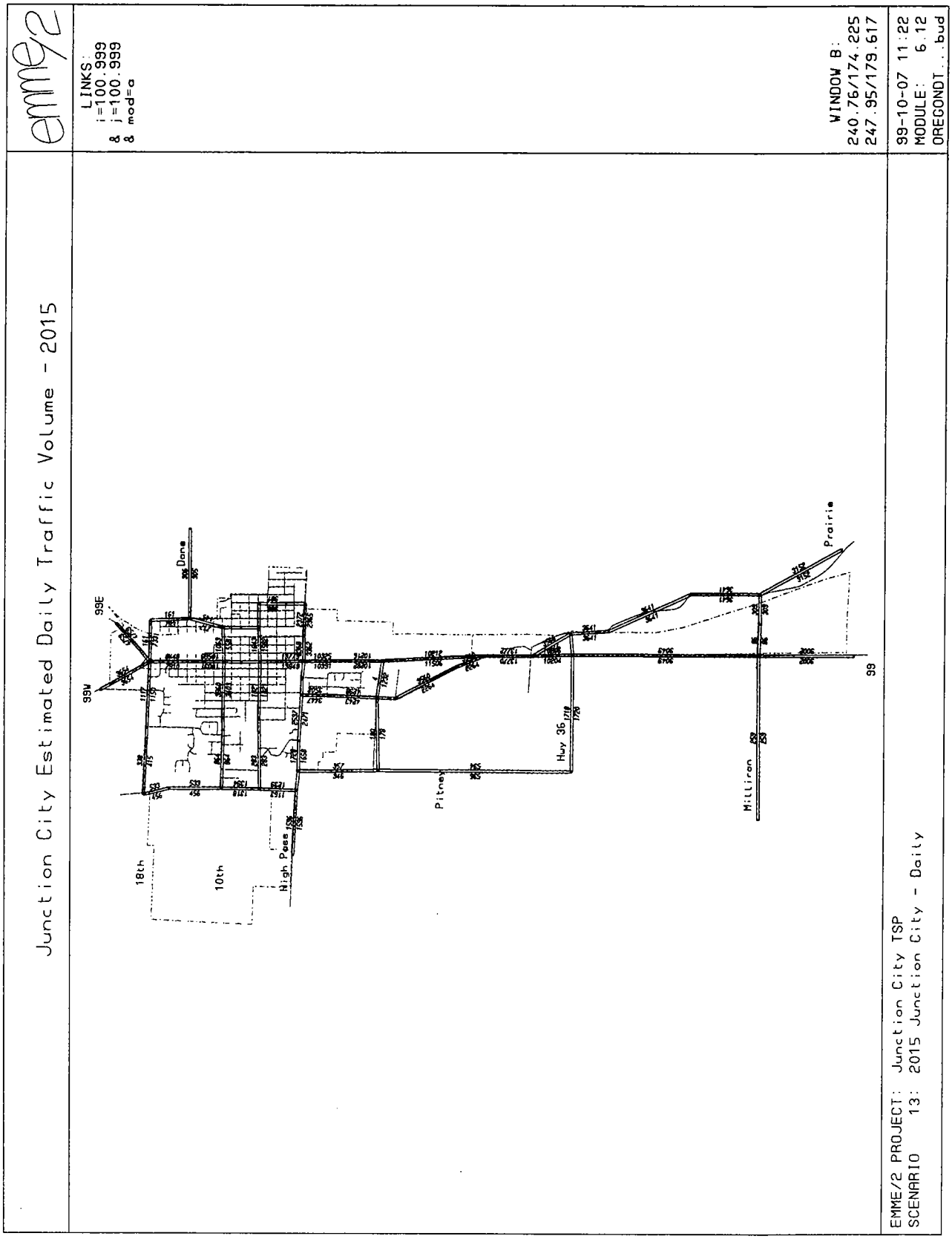
Map 3
VACANT LANDS & TAZs



Map 4
ESTIMATED DAILY TRAFFIC - 1994



Map 5
ESTIMATED DAILY TRAFFIC - 2015



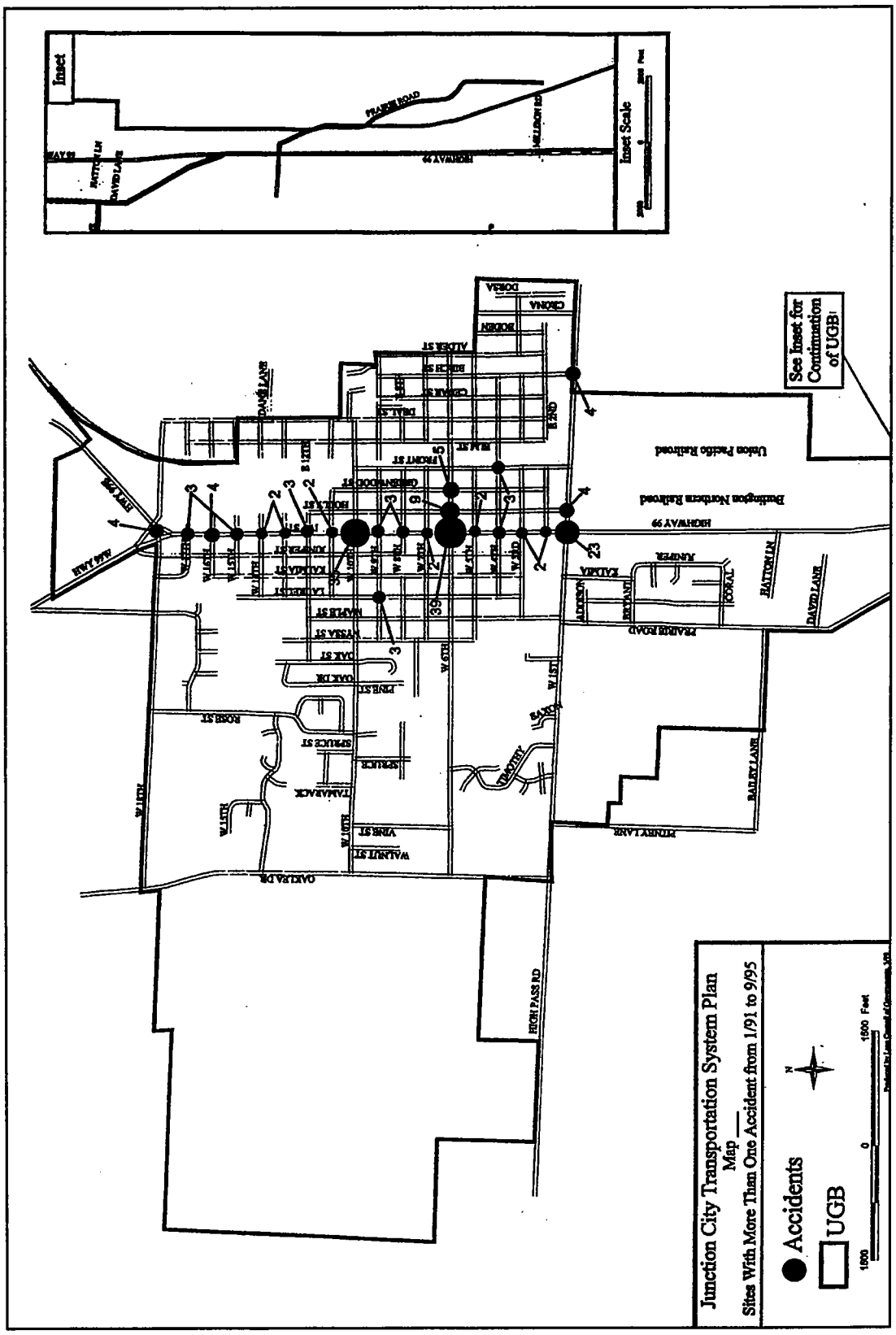
3. Accidents

At the end of this chapter there is a map that shows the location of accidents between January 1, 1991 and May 6, 1996 based on information from ODOT. Accident listings are included in Appendix A. From the map it is easy to see that most accidents happen along the Hwy. 99 corridor. The signalized intersections at 1st, 6th, and 10th are where most accidents occur.

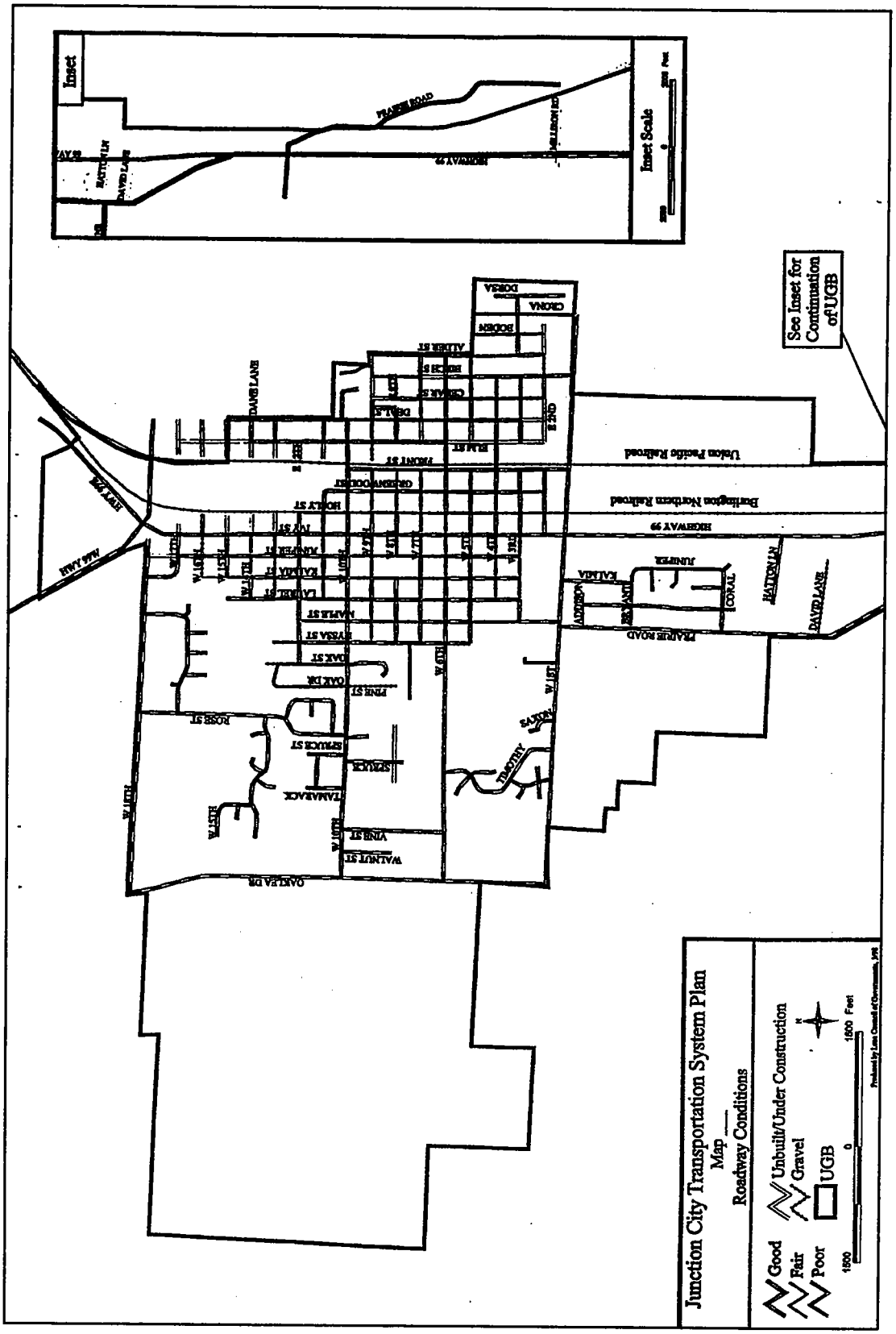
4. Street and Sidewalk Conditions

Existing streets in Junction City and their condition are shown on a map within this chapter. See Appendix A for more information on existing streets and the methodology for gathering the information such as street condition. The capital improvement projects identified herein will bring additional streets into good condition.

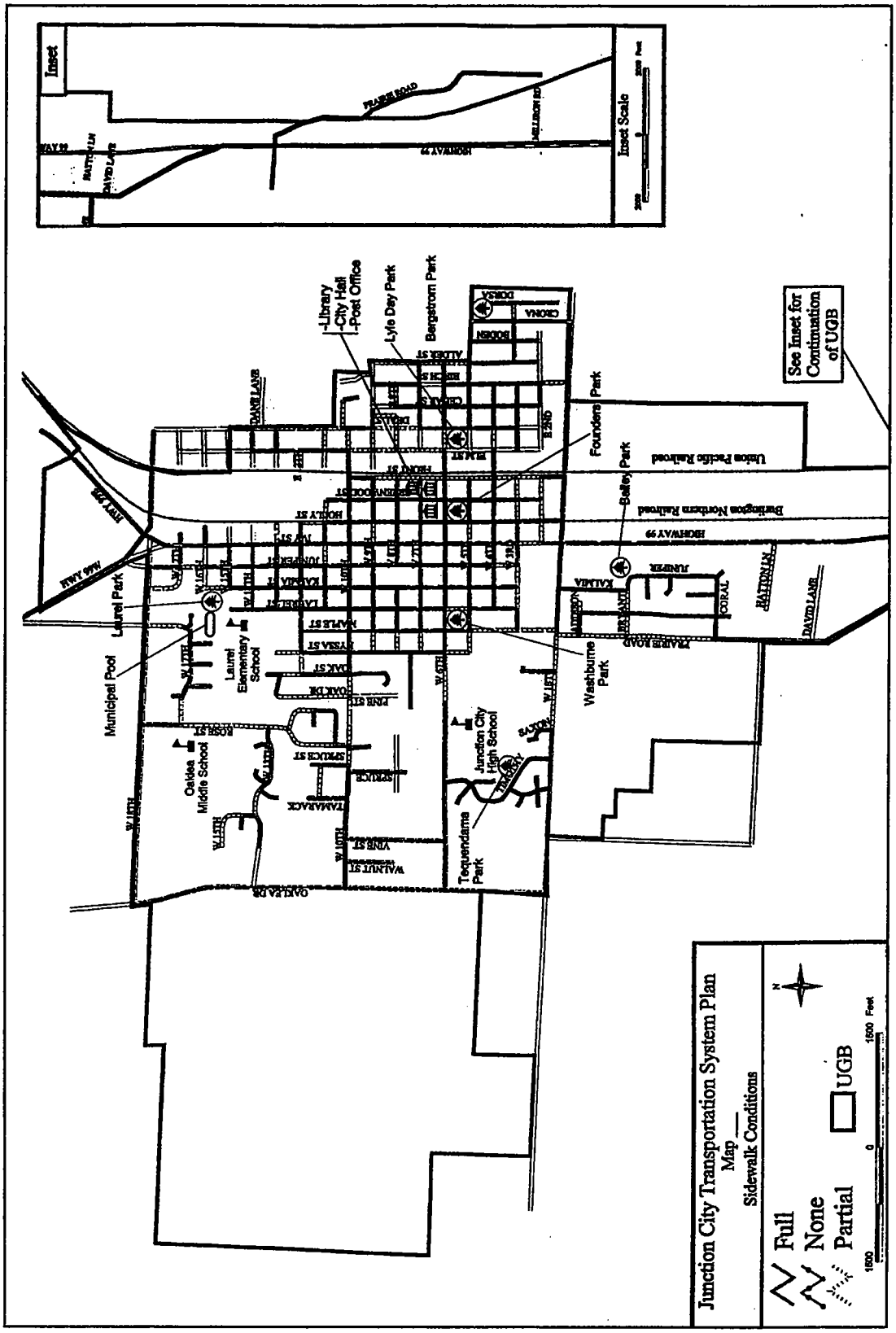
Map 6
ACCIDENTS



Map 7
ROADWAY CONDITIONS



Map 8
SIDEWALK CONDITIONS



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.

Figure A
SHORT-TERM STREET & SIDEWALK PROJECTS

JUNCTION CITY TRANSPORTATION PROJECTS - SHORT-TERM STREET & SIDEWALK PROJECTS

Map Location Number	Type of Work	Street Name	Road Segment From	Road Segment To	Cost to be Paid by	(S)hort (M)ed. (L)ong Term*	Pave	Curb & Gutter	Side-walk	Drain-age	Bike Path/ Lane	Length	Width	Thick	Pave Mater.	Estimated City Cost	Estimated Developer/ LID Cost
1	Reconstruct	13th	Ivy	Laurel	City	S	X	X		X		840	33		AC	$ 126,000	
2	Reconstruct	Greenwood	4th	5th	City	S	X	X		X		320	33			$ 42,000	
3	Reconstruct	8th	Holly	Juniper	City	S	X	X		X		840	33			$ 84,000	
4	Construct	9th	Cedar	Birch	City (bridge) & LID	S	X	X	X	X						$ 60,000	
	*Short term = 2000-2001; Medium = 2002-2007; Long = 2008 +													Short-Term Total		$ 312,000	$ -

Map 9
SIDEWALK & STREET PROJECTS - SHORT TERM

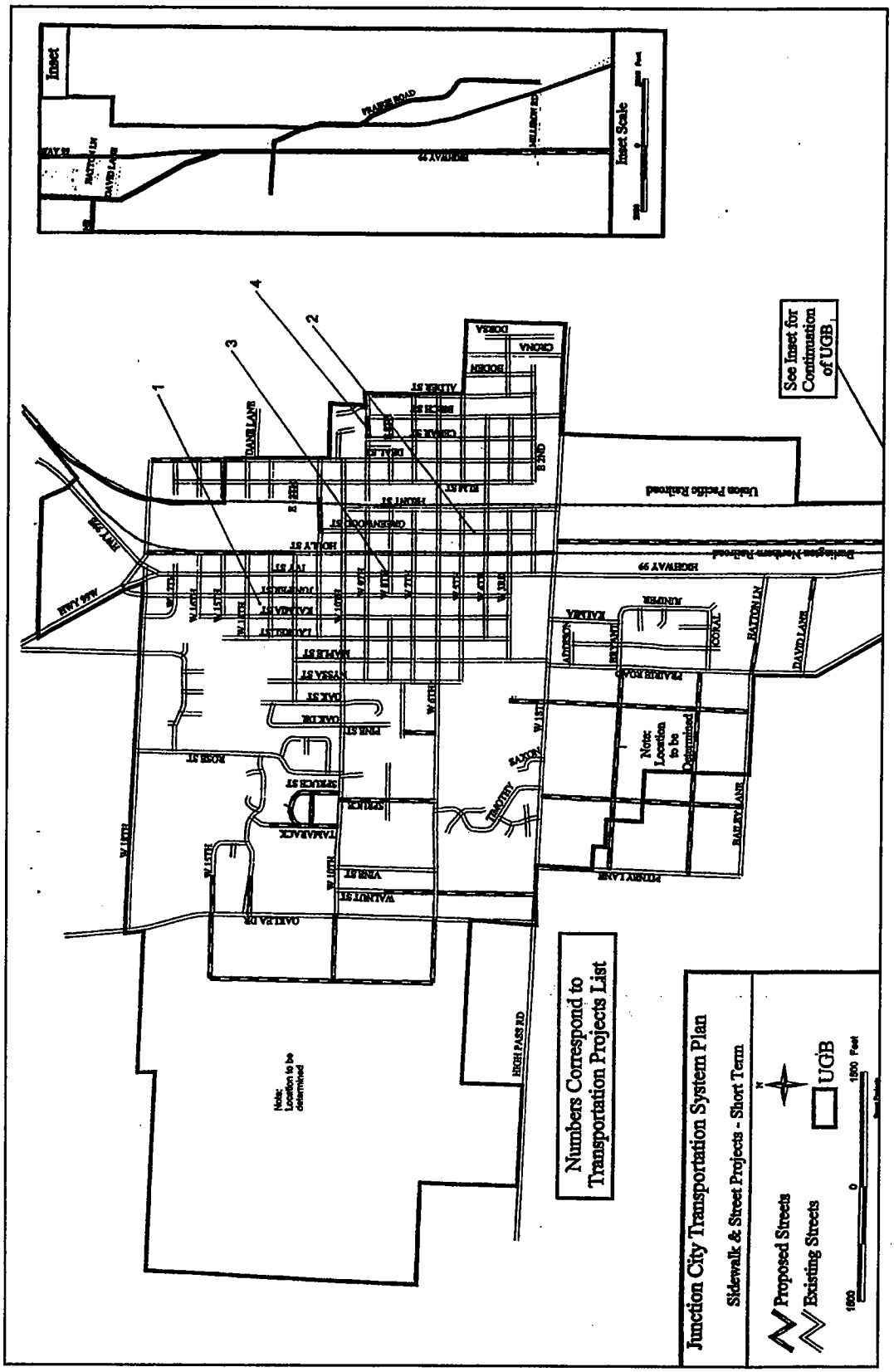


Figure B
MEDIUM-TERM STREET & SIDEWALK PROJECTS

JUNCTION CITY TRANSPORTATION PROJECTS - MEDIUM-TERM STREET & SIDEWALK PROJECTS

Map Location Number	Type of Work	Street Name	Road Segment From	Road Segment To	Cost to be Paid by	(S)hort (M)ed. (L)ong Term*	Pave	Curb & Gutter	Side-walk	Drain-age	Bike Path/ Lane	Length	Width	Thick	Pave Mater.	Estimated City Cost	Estimated Developer/ LID Cost
1	Improve Area	8th to 4th,	Ivy to Front		City	M	X	X	X	X			33	8	AC	$ 750,000	
2	Reconstruct	7th	Ivy	Juniper	City	M	X	X	X	X		280	33	3.5	AC	$ 42,000	
3	Reconstruct	9th	Juniper	Ivy	City	M	X	X	X	X		280	33	3.5	AC	$ 15,000	
4	Reconstruct	3rd	Juniper	Ivy	City	M	X	X	X	X		270	33	3.5	AC	$ 32,000	
5	Reconstruct	4th	Juniper	Ivy	City	M	X	X	X	X		270	33	3.5	AC	$ 32,000	
6	Reconstruct	5th	Ivy	Holly	City	M	X	X	X	X		270	33	3.5	AC	$ 32,000	
7	Reconstruct	Kalmia	7th	9th	City	M	X	X	X	X		560	33	3.5	AC	$ 84,000	
8	Reconstruct	Juniper	6th	9th	City	M	X	X	X	X		960	33	3.5	AC	$ 126,000	
9	Reconstruct	7th	Juniper	Ivy	City	M	X	X	X	X		270	33	3.5	AC	$ 32,000	
10	Construct	13th	Elm	Deal	City	M	X	X	X	X		240	33	8	AC	$ 33,600	
11	Construct	3rd	Deal	West to Alley	City	M	X	X	X	X		111	33	8	AC	$ 15,540	
12	Construct	Kalmia	15th	16th	City	M	X	X	X	X		275	33	8	AC	$ 38,500	
13	Construct	2nd	Cedar	West to Alley	City	M	X	X	X	X		104	33	8	AC	$ 14,560	
14	Ded & Const	Frontage Road From 1st South to end of UGB			Developer	M	X	X	X	X		unknown	33	8	AC		unknown
15	Construct	Spruce	10th	8th	Developer & LID	M	X	X	X	X		650	33	8	AC		$ 91,000
16	Ded & Const	Spruce	6th	8th	Developer & LID	M	X	X	X	X		450	33	8	AC		$ 63,000
17	Construct	Pine	10th	8th	LID	M	X	X	X	X		650	33	8	AC		$ 91,000
18	Construct	Tamarack	10th	11th	LID	M	X	X	X	X		450	33	8	AC		$ 63,000
19	Construct	Walnut	10th	6th	LID	M	X	X	X	X		600	33	8	AC		$ 84,000
20	Construct	11th	Spruce	Tamarack	Local Imp. Dist.(LID)	M	X	X	X	X		380	36	8	AC		$ 53,200
21	Construct	West 15th		West of Oaklea	Developer	M	X	X	X	X	X	380	36	8	AC		$ 53,200
22	Construct	West 10th		West of Oaklea	Developer	M	X	X	X	X	X	unknown					unknown
23	Construct	West 6th		West of Oaklea	Developer	M	X	X	X	X	X	unknown					unknown
24	Construct	N/S Connector		West of Oaklea	Developer	M	X	X	X	X	X	unknown					unknown
25	Planning	Hwy. 99 Refinement Plan			ODOT/Grant	M											$ 100,000
	*Short term = 2000-2001; Medium = 2002-2007; Long = 2008 +													Medium-Term Total		$ 1,247,200	$ 598,400

Map 10
SIDEWALK & STREET PROJECTS - MEDIUM TERM

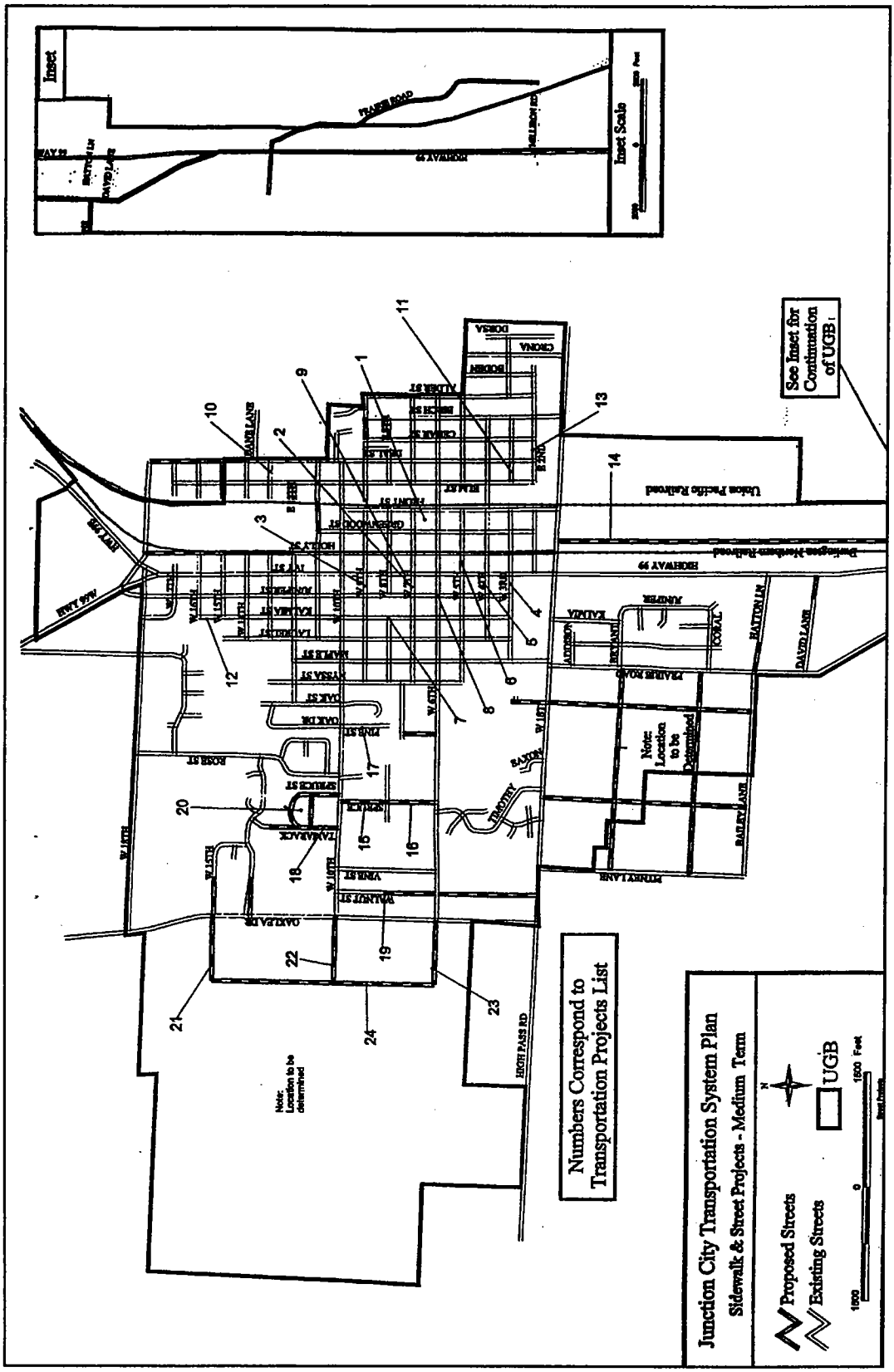


Figure C
LONG-TERM STREET & SIDEWALK PROJECTS

JUNCTION CITY TRANSPORTATION PROJECTS - LONG-TERM STREET & SIDEWALK PROJECTS

Map Location Number	Type of Work	Street Name	Road Segment From	Road Segment To	Cost to be Paid by	(S)hort (M)ed. (L)ong Term*	Pave	Curb & Gutter	Side-walk	Drain-age	Bike Path/ Lane	Length	Width	Thick	Pave Mater.	Estimated City Cost	Estimated Cost to Others
1	Improve	13th	Ivy	Holly	City	L	X	X	X	X		270	33	8	AC	$ 21,600	
2	Improve	14th	Ivy	Holly	City	L	X	X	X	X		270	33	8	AC	$ 21,600	
3	Improve	16th	Ivy	Holly	City	L	X	X	X	X		270	33	8	AC	$ 37,800	
4	Improve	E. Front St	10th	12th	City	L	X	X	X	X		540	33	8	AC	$ 64,000	
5	Reconstruct	12th	Ivy	Juniper	City	L	X	X	X	X		280	33	3.5	AC	$ 15,000	
6	Construct	2nd	Birch	East to Alley	City	L	X	X	X	X		245	33	8	AC	$ 34,300	
7	Construct	7th	Elm	East to Alley	City	L	X	X	X	X		112	33	8	AC	$ 15,680	
8	Extension	Hatton Ln.		Prarie Rd.	Developer	L	X	X	X	X	X	250	33	8	AC		$ 35,000
9	Widen (6')	10th	Nyssa	City Limits	City	L	X	X	X	X	X	1500	33	3.5	AC	$100,000	$ 100,000
10	Extension	15th		Oaklea	Developer	L	X	X	X	X		500	33	8	AC		$ 70,000
11	Extension	Chick Ln.	3rd	1st	Developer	L	X	X	X	X		750	33	8	AC		$ 105,000
12	Extension	David Ln.		Hwy. 99	Developer	L	X	X	X	X		1000	33	8	AC		$ 140,000
13	Extension	Grid Street System west of Prarie Rd. and north of Bailey			Developer	L	X	X	X	X		unknown	33	8	AC		UNKNOWN
14	Extension	Holly	12th	18th	Developer	L	X	X	X	X		1550	33	8	AC		$ 217,000
15	Extension	Spruce		6th	Developer	L	X	X	X	X		350	33	8	AC		$ 49,000
16	Extension	Spruce	Tamarack	via 12th	Developer	L	X	X	X	X		400	33	8	AC		$ 56,000
17	Extension	Tamarack	12th	13th	Developer	L	X	X	X	X		400	33	8	AC		$ 56,000
18	Construct	Pine	6th	7th	City	L	X	X	X	X		396	33	8	AC	$ 55,440	
19	Ded & Const	Oak		North of 1st	Developer	L	X	X	X	X		200	33	8	AC		$ 28,000
20	Install Traffic Signal at Hwy 99 and Prarie Rd.				ODOT	L											$ 150,000
	*Short term = 2000-2001; Medium = 2002-2007; Long = 2008 +													Long-Term Total		$365,420	$ 1,006,000

Map 11
SIDEWALK & STREET PROJECTS - LONG-TERM

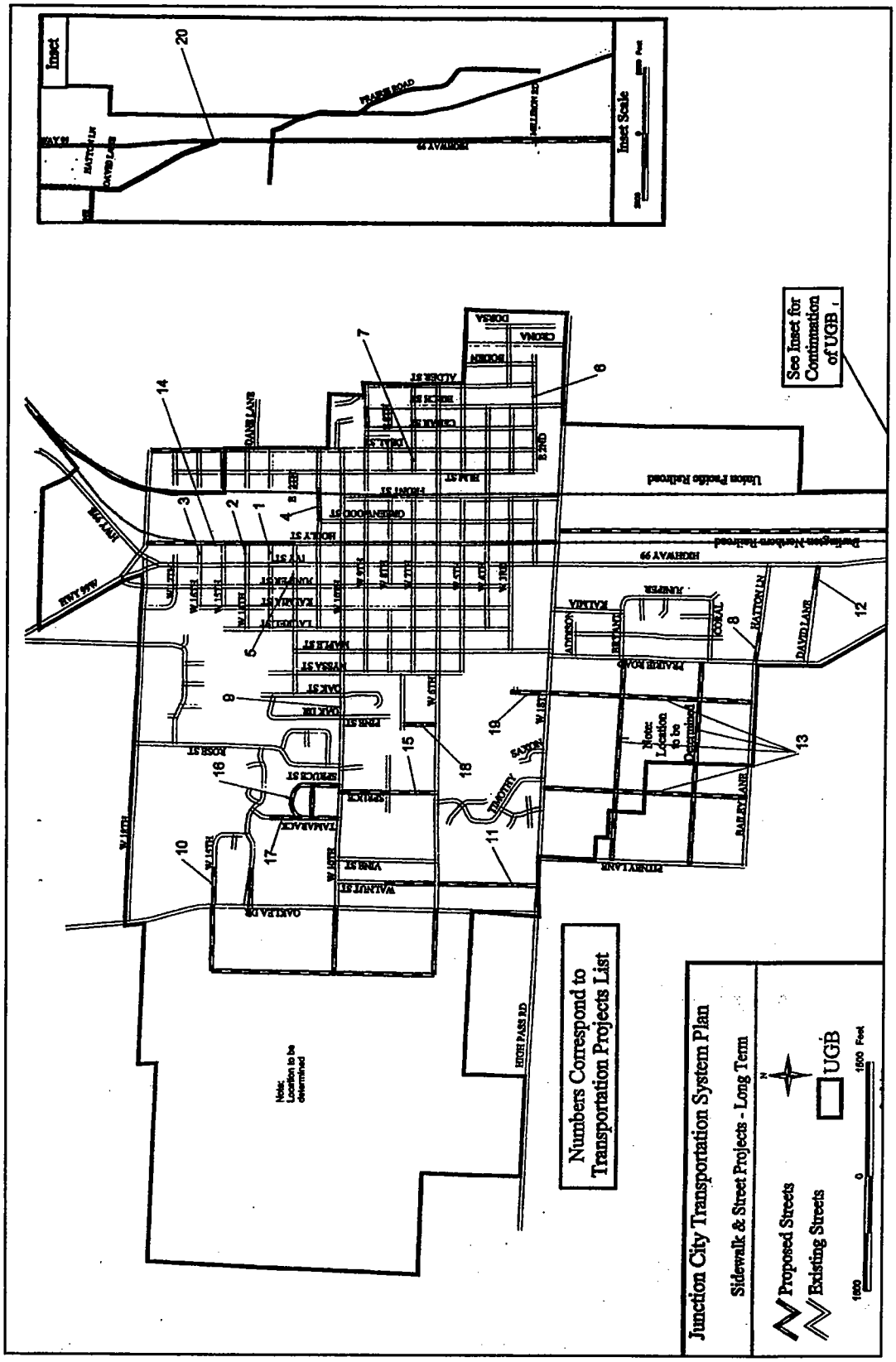


Figure D
OVERLAY/REPAVING PROJECTS

Type of Work	Street Name	Road Segment From	Road Segment To	Cost to Paid by	(S)hort (M)ed. Term*	Pave	Curb & Gutter	Side-walk	Drain-age	Bike Path/ Lane	Length	Width	Thick	Pave Mater.	Estimated City Cost	
Overlay	Oak	10th	Oak Drive	City	S	X					939	33	2	AC	$ 19,015	
Overlay	Oak Drive	10th	Oak	City	S	X					1172	33	2	AC	$ 20,110	
Overlay	Nyssa	10th	cul-de-sac	City	S	X					906	33	2	AC	$ 16,500	
Overlay	9th	Ivy	Kalmia	City	S	X						33	2	AC	$ 11,000	
Overlay	9th	Holly	Greenwood	City	S	X						33	2	AC	$ 5,500	
Overlay	Kalmia	12th	15th	City	S	X						33	2	AC	$ 16,500	
Overlay	Kalmia	9th	10th	City	S	X						33	2	AC	$ 5,500	
Overlay	Maple	9th	10th	City	S	X						33	2	AC	$ 5,500	
Overlay	Juniper	9th	10th	City	S	X						33	2	AC	$ 5,500	Short Term
Overlay	6th	Front	Ivy	City	S	X					840	33	2	AC	$ 16,500	Subtotal
Overlay	7th	Front	Ivy	City	S	X					840	33	2	AC	$ 16,500	$ 138,125
Overlay	Nyssa	10th	12th	City	M	X					526	33	2	AC	$ 11,500	
Overlay	Alder	2nd	7th	City	M	X					3069	33	2	AC	$ 65,725	
Overlay	8th	Front	Holly	City	M	X					311	33	2	AC	$ 5,598	
Overlay	Nyssa	10th	12th	City	M	X				X	583	33	2	AC	$ 10,494	
Overlay	Nyssa	12th	Cul-de-Sac	City	M	X				X	323	33	2	AC	$ 5,814	
Overlay	Nyssa		Dead End	City	M	X				X	100	33	2	AC	$ 1,800	
Overlay	Cedar	2nd	6th	City	M	X					1190	33	2	AC	$ 21,420	
Overlay	Cedar	6th	7th	City	M	X					225	33	2	AC	$ 4,050	
Overlay	Kalmia	9th	10th	City	M	X					237	33	2	AC	$ 4,266	
Overlay	Laurel	6th	7th	City	M	X					278	33	2	AC	$ 5,004	
Overlay	Maple	6th	10th	City	M	X					1204	33	2	AC	$ 21,672	
Overlay	2nd	Birch	Cedar	City	M	X					279	33	2	AC	$ 5,022	
Overlay	3rd	Birch	Deal	City	M	X					523	33	2	AC	$ 9,414	
Overlay	4th	Holly	Front	City	M	X					566	33	2	AC	$ 10,188	
Overlay	3rd	Ivy	Alley	City	M	X					657	33	2	AC	$ 11,826	Med. Term
Overlay	7th	Cedar	Deal	City	M	X					246	33	2	AC	$ 4,428	Subtotal
Overlay	9th	Alley past Greenwood t		City	M	X					275	33	2	AC	$ 4,950	$ 203,171
													Overlay Total		$ 341,296	$ 341,296

*Short term = 2000-2001; Medium = 2002-2007; Long = 2008 +

Note: Overlay/Repaving projects are not specifically identified on project maps

Figure E

LANE COUNTY URBAN STANDARDS PROJECTS

Description	Begin Limit	End Limit	BMP	EMP	Length	Unit cost ($1000/mile)	Estimated Cost ($1000)
Junction City							
1. 6th Avenue West	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. *Lead Agency: Lane County.*							
2. 10th Avenue West	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. *Lead Agency: Lane County.*							
3. 18th Avenue West modernization	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. *Lead Agency: Lane County.*							
4. 18th Avenue East & Deal Street modernizatior	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. *Lead Agency: Lane County.*							
5. High Pass Road modernization	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. *Lead Agency: Lane County.*							
6. High Pass Road modernization (future)	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. *Lead Agency: Lane County.*							
7. Oaklea Drive modernization	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. *Lead Agency: Lane County.*							
8. Prairie Road modernization	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. *Lead Agency: Lane County.*							

Figure E
LANE COUNTY URBAN STANDARDS PROJECTS
(continued)

Description	Begin Limit	End Limit	BMP	EMP	Length	Unit cost ($1000/mile)	Estimated Cost ($1000)
9. Prairie Road widening (future)	Junction City UGB	End (near Highway 99)	7.300	8.030	0.730	$1,400	$1,020
Widen shoulders. As of June 1999, plans still exist to construct a State Prison on a site in the vicinity of Prairie Road and Milliron Road East beginning in 2003. Traffic impacts may accelerate the need for improvements to Prairie Road and other surrounding facilities. The need for improvements should be coordinated with the Oregon Department of Corrections when the prison is constructed. *Lead Agency: Lane County.*							
10. River Road modernization	Highway 99	Vicinity of Strome Lane	0.000	0.694	0.690	$1,400	$970
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. *Lead Agency: Lane County.*							
11. Pitney Lane North	UGB	High Pass Road	1.370	1.509	0.140	$1,400	$200
Two lane urban modernization with curb, gutter, sidewalks and bike lanes. *Lead Agency: Lane County.*							
						TOTAL	$9,430

Notes:

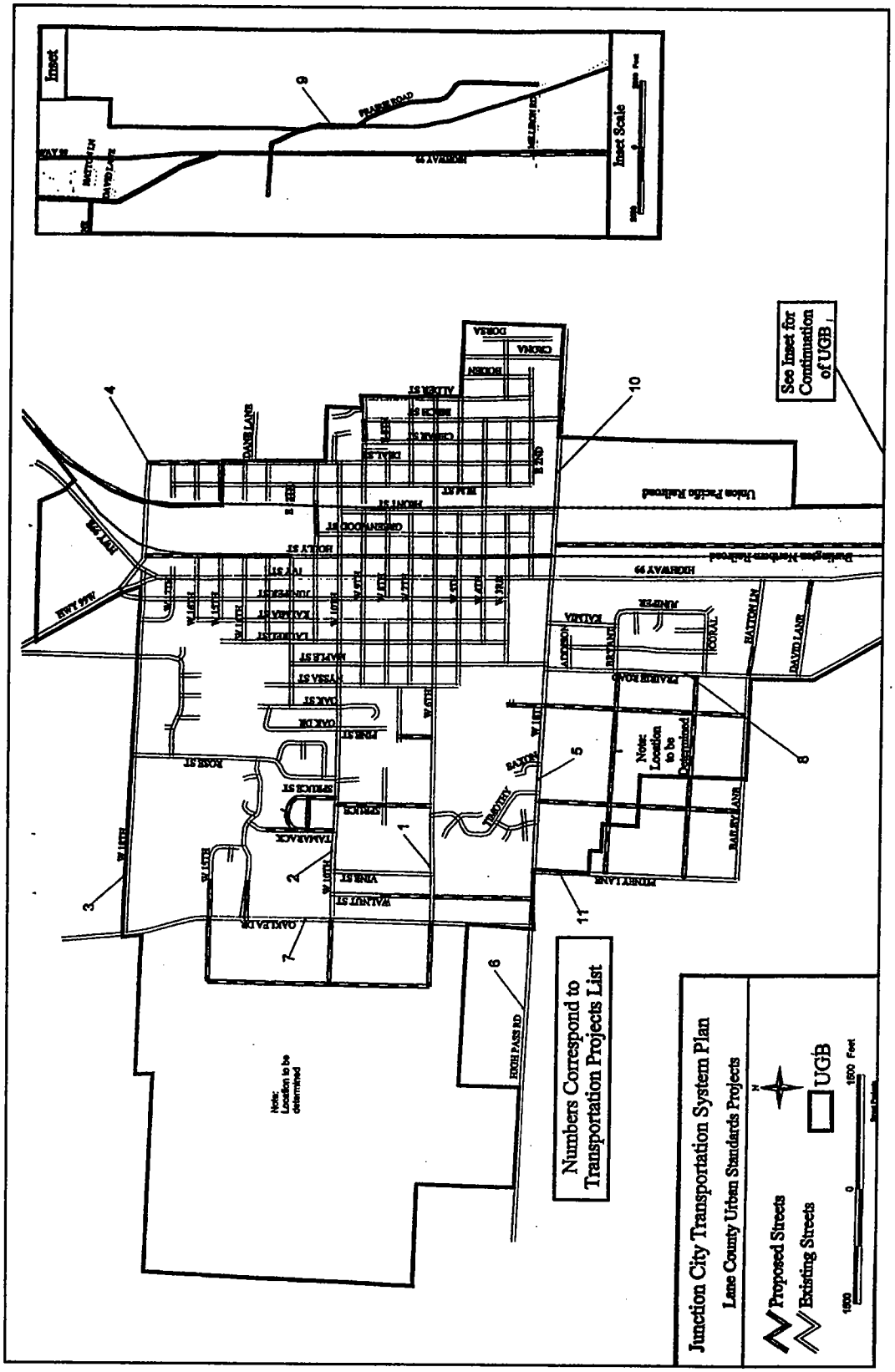
This list is a recap of projects in city TSPs. They are listed here for public information in the county TSP and use in the financial element. For more detailed descriptions, refer to the adopted city TSPs.

The estimated costs for these projects generally come from locally adopted TSPs and are subject to revision at the project development stage.

If the lead agency for the project changes, no plan amendment is needed.

Some projects are considered future because they are not planned for construction during the 20-year planning period. In some cases, land uses are often not intense, traffic volumes are relatively low and there is not perception of an imminent need for the project. These projects may be moved into the project list by future plan amendments.

Map 12
LANE COUNTY URBAN STANDARDS PROJECTS



6. Functional Class

Highway 99, 1st (including High Pass and River Rd Segments) and W. 18th Avenues, and Oaklea Drive are Arterials and need to be safe, high volume traffic movers serving as regional connectors. Access to an arterial should normally be from the collector road system. Arterials need to be protected against strip development and access driveways that will restrict their effectiveness and reduce capacity.

Prairie Road, 6th and10th Avenues are Major Collectors and move traffic from local streets and minor collectors to the arterial system and back. Individual accesses, while more frequent than on arterials, need to be managed to minimize degradation of capacity and traffic safety.

Minor Collectors provide access to abutting properties and serve local access needs of neighborhoods, including limited through traffic. Minor Collectors include Rose, Maple, Kalmia, Juniper, Holly, Front, Deal and Birch. New development that generates a significant amount of traffic shall be discouraged from locating on minor collectors that serve residential areas. Traffic studies will be used to analyze impact of proposed uses.

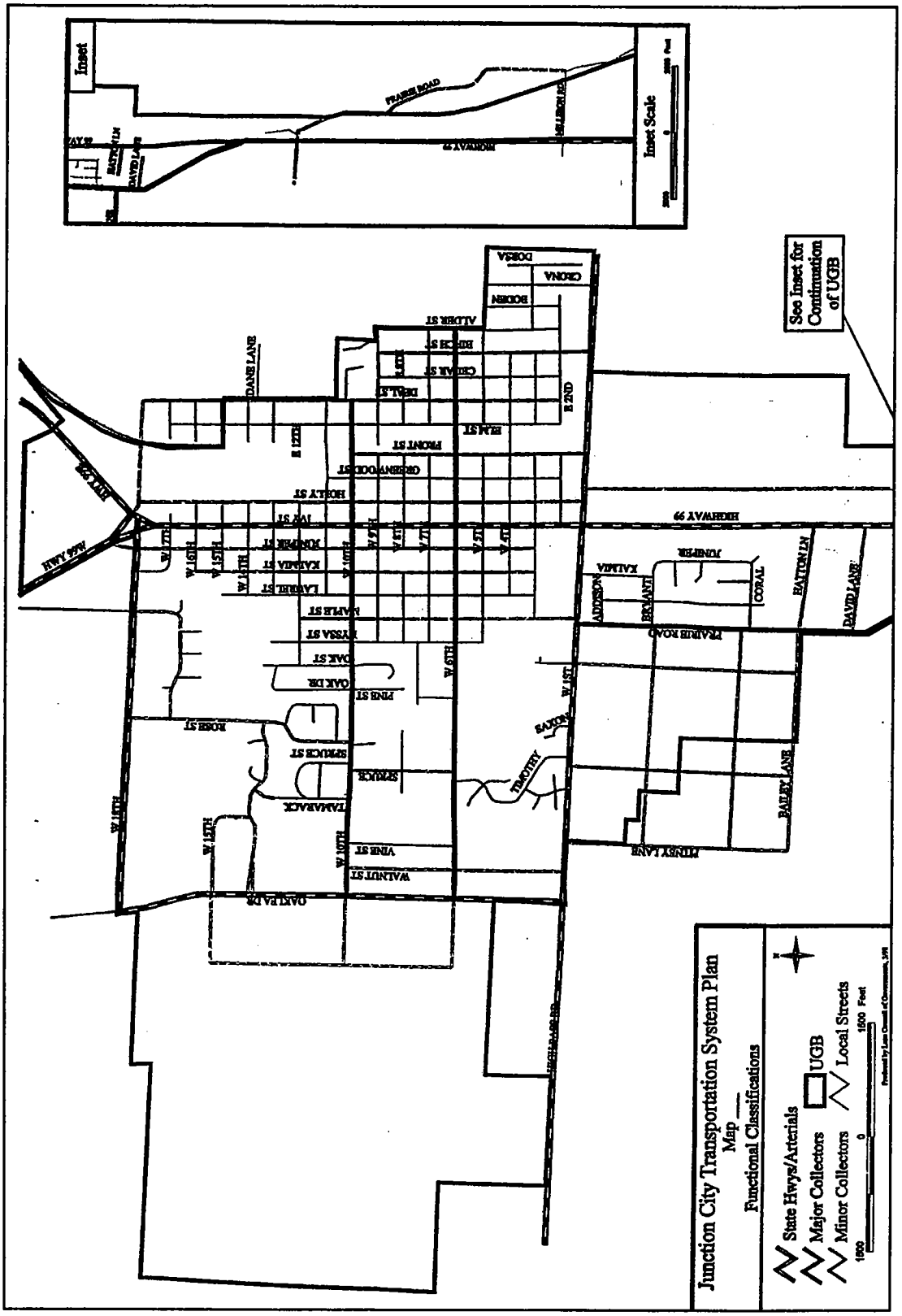
Local Streets are all streets not identified in previous categories. A local street shall provide direct property access and access to collectors and minor arterials.

Please see the Functional Classifications map for more detail.

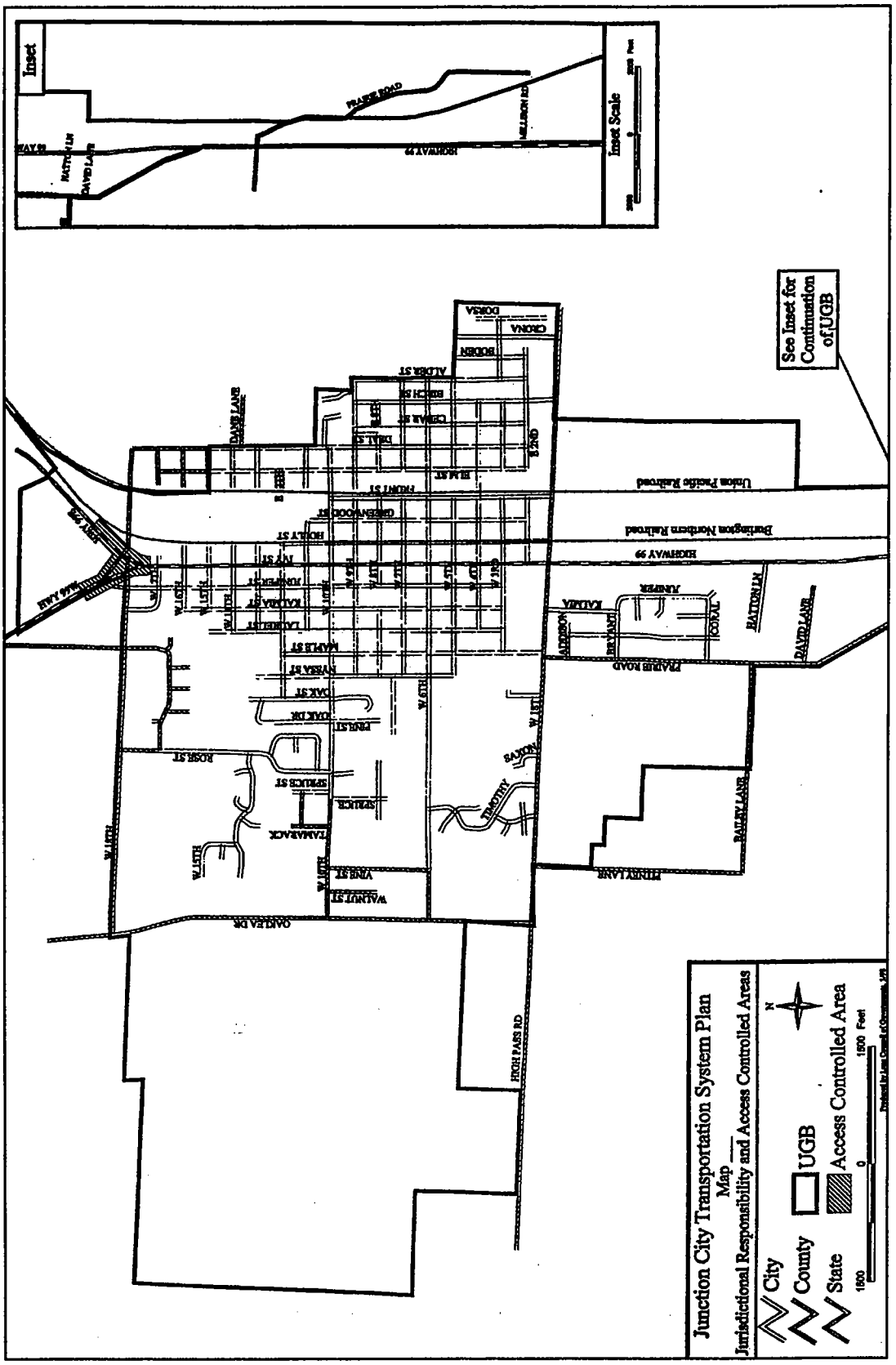
7. Access Control

The Access Control map at the end of this chapter shows the portions of Hwy. 99 north of 18th Avenue that are subject to access control.

Map 13
FUNCTIONAL CLASSIFICATION



Map 14
JURISDICTIONAL RESPONSIBILITY & ACCESS CONTROLLED AREAS



Junction City Transportation System Plan - Chapter 4

C. BICYCLE PLAN

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.

Proposed Bicycle System Improvements

The existing bikeway system is composed of signed bike routes, designated bike lanes and separate bike paths. The proposed system seeks to link the existing elements through the use of signed bicycle routes, bike lanes, new paths and the completion of several existing facilities. In the future wherever possible the City will promote improvements that will allow for the installation of designated bicycle lanes and ideally bike paths.. New system elements proposed are identified by their respective number on the Bicycle Plan map (see map at the end of this chapter).

1. Rose Street from 6th Avenue to 18th (City). This will be a separate bike path which will link the Tequendama neighborhood to Laurel Elementary and Oaklea Middle School. Development of the path will require the City to either obtain ownership or easements on the affected parcels as well as the capital cost of constructing the path.

2. Saxon Place to Maple Street (City). This will be an extension of the existing path. Development of this path will require a bridge connecting to Junction City High School, and permission from the School District to install a path along the southern edge of the property to Maple Street. This path will connect the Tequendama neighborhood to Washburne Park, and Junction City High. It will also give bicyclists and pedestrians an alternative to W. 1st/High Pass Road.

3. Maple Street/Nyssa Street to Laurel Elementary School (City). This route is designated as a signed bicycle route. It connects JCHS and Washburne Park to Laurel School as well as the municipal swimming pool and Laurel Park.

4. Oaklea Road to Birch Street via 6th Avenue (City; County outside City Limits). This component will link the Tequendama area to the east side of Junction City via 6th Avenue. It is proposed as a signed bike route with segments of bike lanes and will serve as the major east-west connector. This element will cross railroad tracks at Holly Street as well as Front Street and provisions must be made to improve these intersections.

5. Oaklea Road to Deal Street, via 10th Avenue (City; County outside City Limits). These are also signed bike routes, which will link the east side of town with public facilities located west of Highway 99. This component crosses railroad tracks at Holly Street as well as Front Street, and these intersections must be improved to provide for safe bicycle travel.

6. Prairie Road from W. 1st to Hwy 99 (Lane County). This segment will be a two lane urban modernization project with curb, gutter, sidewalks, bike lanes, and possible turn lanes at intersections.

7. Hwy 99 from 1st street south to UGB (ODOT). This segment will connect Junction City's system to Lane County roads heading south of the city.

8. High Pass Road, 1st 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 1st to 18th (Lane County). This bike lane segment gives the western area a north/south route .

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

11. 1st to 18th via Birch, 6th 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 1st (High Pass) (Lane County).*** Two lane modernization project with curb, gutter, sidewalks and bike lanes.

<u>Other Bike System Projects</u>

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.

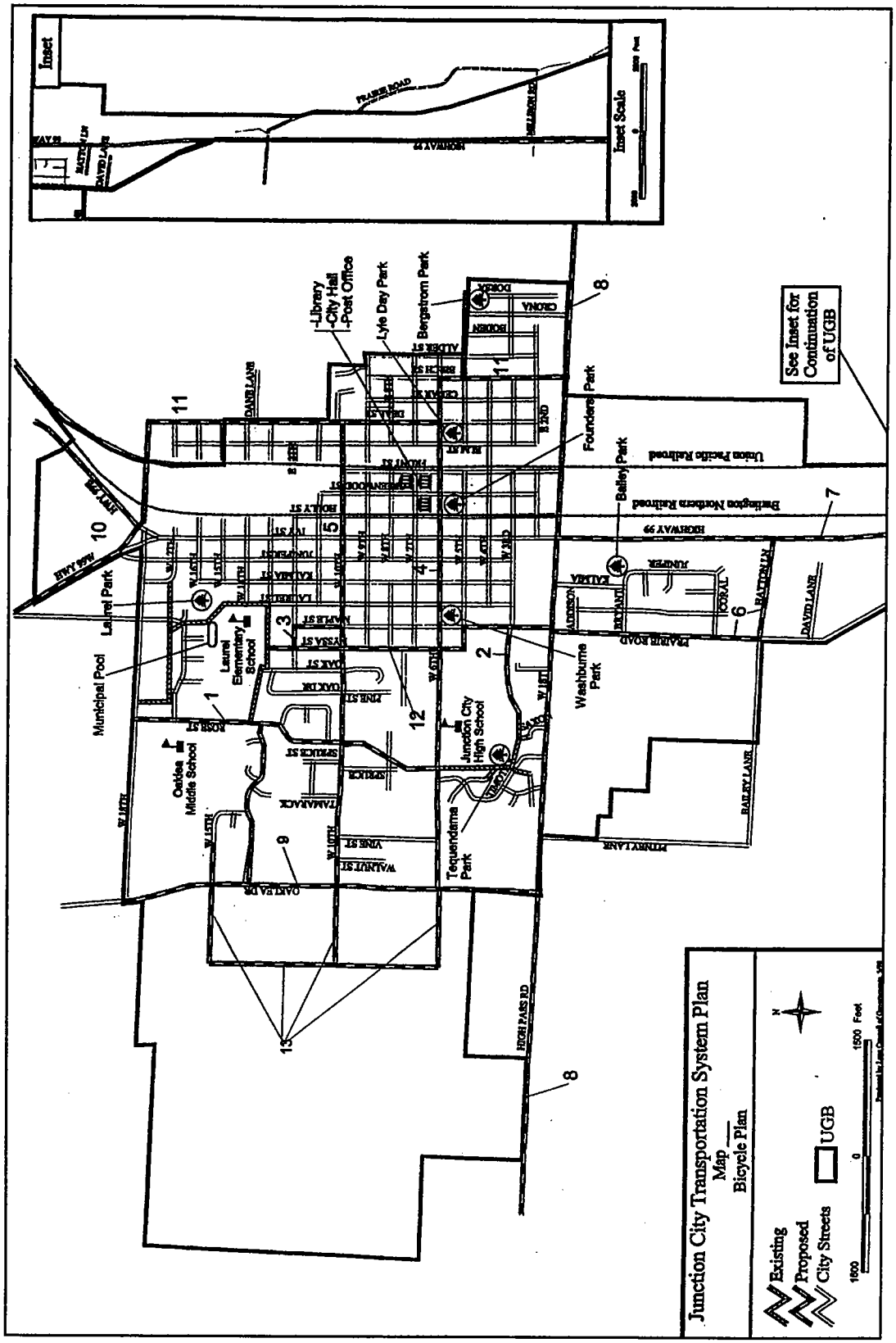
Figure F
BICYCLE SYSTEM PROJECTS

JUNCTION CITY TRANSPORTATION PROJECTS - BICYCLE SYSTEM PROJECTS

Map Location Number	Type of Work	Street Name	Road Segment From	Road Segment To	Cost to be Paid by	(S)hort (M)ed. Term*	Estimated City Cost
1	Bike	Rose	6th	18th	City	M	$ 25,000
2	Bike	Multi-use path	Saxon	Maple	City	M	$ 5,000
3	Bike	Maple/Nyssa		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	Prarie	1st	Hwy. 99	County	M	$ -
7	Bike	Hwy. 99 From 1st St. south through UGB			ODOT	M	$ -
8	Bike	1st	River Rd	High Pass Rd.	County	M	$ -
9	Bike	Oaklea Rd.	1st	18th	County	M	$ -
10	Bike	Hwys 99E & 99W	North of 18th		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 +

Map 15
BICYCLE PLAN



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.

Currently bicycle parking facilities are available only at Bailey Park, the Municipal Swimming Pool and the Junction City Library. Since the proposed system seeks to link all public facilities, the City will seek to install adequate bicycle parking facilities at all of its park sites. This will be particularly important in facilities which service the bypass routes. Cyclists using these routes will be using expensive equipment and must be provided with adequate space to secure their bicycles. In addition, the City will work with the school district in providing adequate parking facilities at school district ball fields that are linked by the system.

The City will also seek to develop and publish a system map and narrative to be distributed locally. Distribution sites should include the Chamber of Commerce, Viking Sal Senior Center, Junction City Library, the Municipal Pool and City Hall. Such a publication will enable the City to educate users about the system and enhance their use of it.

Proper maintenance will be a critical concern, given the limited manpower and resources available to the City. The nature of the proposed system is one of low maintenance. It will be important that the City provides for proper inspection and repair of signs, pavement marking, riding surfaces and railroad crossings to minimize the potential for accidents.

Safety, Education & Enforcement

Engineering, education and enforcement are the three major constituents of bicycle safety. In Oregon, the quality of engineering on bikeways has

been very good and the number of facility related bicycle accidents have been few. As long as the facilities are maintained there should continue to be no major problems in this area.

Education and enforcement, however, are areas that need special attention. State bicycle funds are not eligible for these activities; but federal safety funds are available to the Oregon Traffic Safety Commission.

Education and enforcement could significantly reduce bicycle/motor vehicle accidents. Of the 860 bicycle/motor vehicle accidents that took place in in Oregon in 1986, 45 percent took place at intersections while a lower but still significant 26 percent were a result of bicycles or motor vehicles entering or leaving the roadway at amid block location. Thirteen percent of the 1986 accidents resulted from wrong-way bicycle riding. Eight percent were caused by the other cyclist or motorist turning or swerving. The other 8 percent of the accidents were caused by miscellaneous movements.

The majority of these accidents were due to bicyclists or motorists disobeying the law, whether intentionally or out of ignorance. Education would certainly curtail unintentional infractions of the law, while a stricter enforcement would limit both intentional and unintentional infractions. Bicyclists especially need to know the vehicle laws which pertain to them and they also need to develop good bicycling skills. This will 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 award 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 lanes and shoulder bikeways on these streets. In addition, it is proposed that the city allocate necessary funds each year in the Parks & Recreation fund to provide for proper maintenance of the system.

Conclusion

The need for a coordinated bicycle transportation system has been voiced by Junction City residents over the last several years, and is a required part of Junction City's Comprehensive Plan. This plan is the mechanism to develop and implement such a system as well as to maintain it.

The proposed system seeks to meet the needs of both local and visiting cyclists in a safe and visually pleasing manner. The system will link all public facilities and provides for access into distinct neighborhoods in and around Junction City.

D. PEDESTRIAN PLAN

Junction City, like many towns that were founded in the 19th century, is based on a grid system of streets in its older parts of town. This grid system features high connectivity, where sidewalks are the rule rather than the exception. Walking is a convenient way to make trips within the core of the city and the survey shows that eight percent of trips are conducted by walking.

The objective of the pedestrian plan is to improve the most-used facilities that are in disrepair and retrofit pedestrian walkways into newer sections of town that were developed without walkways or where connectivity is low and walking is discouraged through a lack of convenient facilities and routes. Many sidewalks in the older section of town need to be improved to the new Americans with Disabilities Act standards. This project is listed in the Medium-term projects (See Project 1, Medium-term Sidewalk & Street Projects).

Overall, the pedestrian system in Junction City is in very good condition. Aside from the project listed above, improvements included in the Lane County projects, other improvements listed in the short, medium and long-term city projects, and the improvements listed in the bike projects (such as the multi-use path from Saxon to Maple St.), there are no other pedestrian projects that are listed as needed. Some small retro-fit projects exist that will be completed as part of the city's maintenance program.

Policies in this TSP require sidewalks in developing areas of the city. Where new sidewalks are required they will be built to City standards and incorporate handicapped accessibility features as required by state and federal law.

The city is planning on retrofitting areas of town that have poor vehicular, pedestrian and bicycle connectivity (see Sidewalks and Street Projects Maps earlier in this Chapter). All modes of transportation will benefit from these retrofit facilities, including pedestrians. 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.

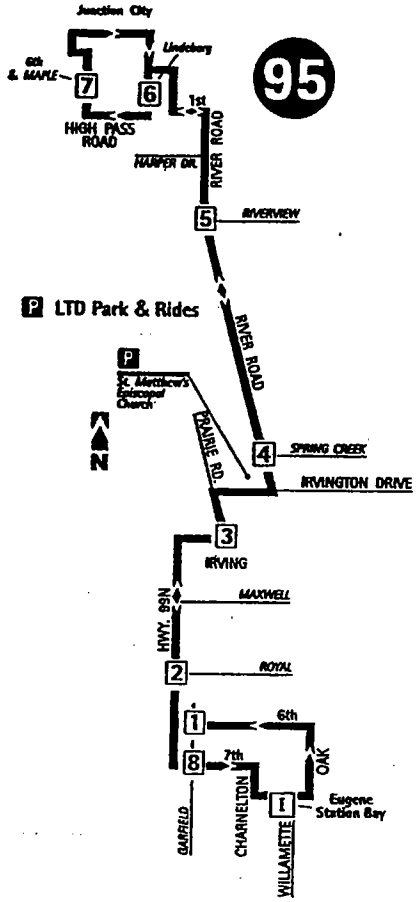
Specialized transportation for elderly and disabled residents is provided through RideSource Escort and RideSource Shopper. RideSource Escort is a volunteer based door-to-door service primarily for medical trips. Additional funding is needed to reimburse volunteers for mileage costs. RideSource Shopper is a once-a-week shopping service. Riders are picked up at their homes and transported as a group to a local store. This service is not well-utilized because it is not currently designed to meet the needs of its intended population due to a lack of state/federal funding.

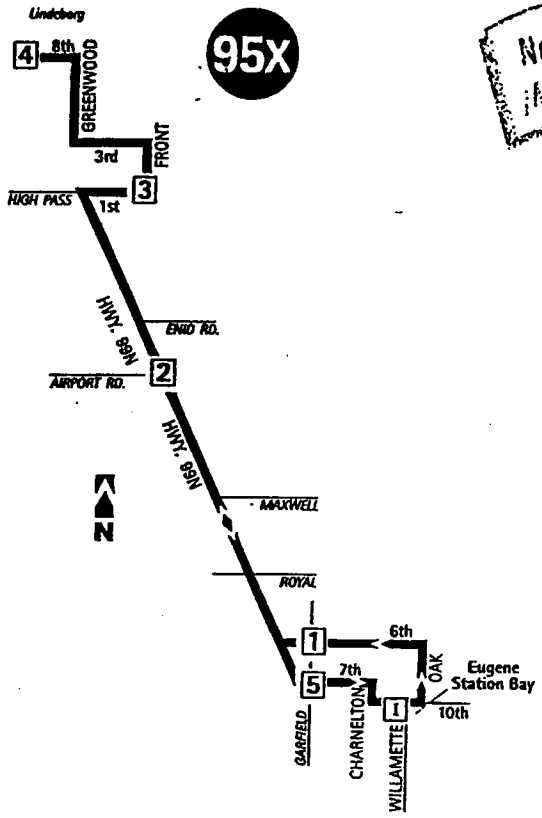
There are deficiencies in the existing special transportation services. There is no local public transportation available that regularly circulates within the community. Volunteer-provided rides are limited and do not serve individuals that use wheelchairs. Specialized services for the elderly and persons with disabilities do not serve other individuals within the

Map 16
BUS ROUTE

95X Express WEEKDAYS

95X





New Route
¡Nueva Ruta!

From: Eugene Downtown To: Junction City Name: 95X Express					From: Junction City To: Eugene Downtown Name: 95X Express				
LEAVE Eugene Station [I]	Hwy 99 at 5th (Big Y) [1]	Hwy. 99 at Airport Rd. [2]	First at Front Junction City [3]	ARRIVE Lindeborg Junction City [4]	LEAVE Lindeborg Junction City [4]	First at Front Junction City [3]	Hwy. 99 at Airport Rd. [2]	7th at Garfield [5]	ARRIVE Eugene Station
WEEKDAYS									
AM 6:27	6:33	6:42	6:50	6:53	7:17	7:20	7:30	7:39	7:55
PM --	--	--	--	--	3:00	3:03	3:13	3:22	3:35
--	--	--	--	--	5:40	5:43	5:53	6:02	6:15
--	--	--	--	--	6:20	6:23	6:33	6:42	6:55

Figure G
BUS SCHEDULE

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.

From: Eugene Downtown
To: Junction City
Name: 95 Junction City

	LEAVE Eugene Station [I]	Hwy99 at 5th (Big Y) [1]	Hwy.99 at Royal [2]	Prairie Road at Irving [3]	River Road at Spring Creek [4]	River Road at Riverview [5]	Greenwood at 8th Junction City [6]	Maple at 6th [7]	ARRIVE Lindeborg Junction City [6]
WEEKDAYS									
AM	6:00	6:06	6:09	6:15	6:21	6:26	6:34*	--	6:39
	--	--	--	--	--	--	6:58	7:03	7:13 +
	7:30	7:36	7:39	7:45	7:51	7:56	8:05	8:10	8:20
PM	11:50	11:56	11:59	12:05	12:11	12:16	12:25	12:30	12:40
	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 +

From: Junction City
To: Eugene Downtown
Name: 95 Eugene Station

	LEAVE Lindeborg Junction City [6]	River Road at Riverview [5]	River Road at Spring Creek [4]	Prairie at Irving [3]	Hwy99 at Royal [2]	7th at Garfield [8]	ARRIVE Eugene Station
WEEKDAYS							
AM	6:40	6:48	6:54	7:00	7:07	7:10	7:25
	--	--	--	--	--	--	--
	8:23	8:31	8:37	8:43	8:50	8:53	9:05
PM	12:43	12:51	12:57	1:03	1:10	1:13	1:25
	--	--	--	--	--	--	--
	--	--	--	--	--	--	--
	--	--	--	--	--	--	--

* 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.

From: Eugene Downtown
To: Junction City
Name: 95 Junction City

	LEAVE Eugene Station [I]	6th at Garfield [1]	Hwy.99 at Royal [2]	Prairie Road at Irving [3]	River Road at Spring Creek [4]	River Road at Riverview [5]	Greenwood at 8th Junction City [6]	Maple at 6th [7]	ARRIVE Lindeborg Junction City [6]
SATURDAY									
AM	8:50	8:56	8:59	9:05	9:11	9:16	9:25	9:30	9:40
PM	4:40	4:46	4:49	4:55	5:01	5:06	5:15	5:20	5:30

From: Junction City
To: Eugene Downtown
Name: 95 Eugene Station

	LEAVE Lindeborg Junction City [6]	River Road at Riverview [5]	River Road at Spring Creek [4]	Prairie at Irving [3]	Hwy99 at Royal [2]	7th at Garfield [8]	ARRIVE Eugene Station
SATURDAY							
AM	9:43	9:51	9:57	10:03	10:10	10:13	10:25
PM	5:33	5:41	5:47	5:53	6:00	6:03	6:15

community who also have limited transportation options such as young people seeking employment or social activities or those living on low-incomes.

Paratransit (Demand-Response) Transit Services

Acting on behalf of Lane Transit District, LCOG oversees and coordinates with providers to operate services funded through the Special Transportation Fund for the Elderly and Disabled (ORS 391.800 - 391.830). Specialized transportation for elderly and disabled residents of the Junction City area is provided through RideSource Escort and RideSource Shopper.

RideSource Escort is a volunteer based door-through-door service primarily for medical trips coordinated with the assistance of LCOG's Senior and Disabled Services' Outreach Program and Lane Community College's Senior Companion Program. In fiscal year 1995-96 volunteers using their own vehicles provided rides to 49 elderly and disabled individuals. Special Transportation Fund (STF) revenues were used to reimburse volunteers for mileage costs.

RideSource Shopper is a once-a week shopping service. Riders are picked up at their homes and transported as a group to a local store. The driver assists by loading, unloading and carrying packages. The RideSource Shopper provided rides to 13 elderly and disabled riders in the Junction City area with a total of 782 one-way rides for the year. The RideSource Shopper is also funded through STF.

There are obvious deficiencies in the service. There is no local public transportation available that regularly circulates within the community. Volunteer provided rides are limited and do no serve individuals that use wheelchairs. The RideSource Shopper operates one day each week and only for grocery shopping; trips to the post office, bank, drug store and other local businesses are not included. Specialized services for the elderly and persons with disabilities do not serve other individuals within the community who also have limited transportation options such us young people seeking employment and social activities or those living on low-incomes.

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.

PROJECT TITLE *(see Chapter 4 for project descriptions)*	PROJECT TYPE
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 Facilitiesordinance	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 6th at Nordic Arms Apartments
2. North side of High Pass and east of Oak at Norsemen Village Apartments
3. North side of 8th and east of Holly at Lindeborg Place (housing)
4. West side of Greenwood and south of 5th 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. 2nd Avenue to W. 17th 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.

Figure H
TRANSIT SYSTEM PROJECTS

JUNCTION CITY TRANSPORTATION PROJECTS - TRANSIT SYSTEM PROJECTS

	Type of Work	Cost to be Paid by	(S)hort (M)ed. Term*	Estimated City Cost
Support Special Transportation Services	other activity	City	M	$ -
Coordination with Lane Transit District	other activity	City	M	$ -
Park and Ride Improvements	other activity	LTD	L	$ 10,000.00
Transportation Demand Management	educational effort	City	L	$ -
Use of Alternative Modes	educational effort	City	M	$ -
Transit Facilities	ordinance revisions	Developer	S	$ -
Land Use Strategies	further study	City	S	$ -
Expanded LTD Service	further study	LTD	M	$ -
	Total Transit Projects			$ 10,000.00

*Short term = 2000-2001; Medium = 2002-2007; Long = 2008 +

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.

Spur Lines

There are 12 spur lines serving existing industry in the planning area.

H. WATER

There are no navigable waterways in the planning area. The Willamette River runs north-south approximately two miles east of the study area.

I. PIPELINES

Natural Gas

Northwest Pipeline Company operates a major regional natural gas transmission line between Portland and Eugene which passes through the planning area along the railroad right-of-way. The gas is distributed in the Junction City area by Northwest Natural Gas Company. This six-inch high-pressure main interconnects storage facilities in the state as well as interstate sources.

Petroleum Fuels

Southern Pacific Transportation Company operates an eight-inch major transmission pipeline which runs along the railroad right-of-way (see maps at the end of the chapter). It extends from Portland to Eugene and has been in operation since 1962. This pipeline is a common carrier, designed to handle alternately regular, premium or unleaded gasoline and diesel fuel. It currently transmits almost 30,000 barrels of fuel per day to Eugene. From Eugene, it is distributed to various companies for shipment by truck to end destinations or for storage in tank facilities nine miles south of Junction City. This southern terminal serves not only all of Lane County, but parts of southern Oregon as well. Without the pipeline it would require about 150 tank trucks operating on the road system through Junction City, or 60 railroad tank cars, each day from Portland passing through Junction City to serve the distribution point.

Chapter Five
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 completed HWY 99 ~~r~~Refinement ~~p~~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 issues and solutions identified in the HWY 99 Refinement Plan. ~~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 out-

lays during the planning period will be for maintenance of the existing system.

Increase the Connectivity of the System. Streets that frequently connect with other streets have several benefits to the user. They offer many opportunities to choose alternate paths to a location, which disperses traffic among the streets instead of funneling the traffic to one street that then becomes congested. Street systems of high connectivity also make it more convenient for the community to bike or walk to their destinations. In some areas that have been developed using a cul-de-sac system of land division it is inconvenient for residents to get from one side of their block to the other. Low connectivity systems discourage alternative modes and increase the dependency on the automobile.

The area between Junction City's city limits and the UGB has developed in patterns that make connectivity difficult. When land is partitioned haphazardly into smaller and smaller lots opportunities to connect streets, sidewalks and bike facilities are often lost. The City's challenge will be to consistently require rights-of-way that can be used to improve connectivity in the future and scrutinize right-of-way vacation requests to see if the requested vacation could be used to help connect streets, bike and pedestrian systems. Pedestrian and bicycle paths can also be used in such areas to make it easier for people to use these modes for errands and trips.

Encourage Alternative Modes of Travel. This strategy is supported by maintaining the system, increasing the connectivity of the system, and through education/public information. As part of this planning process the CAC and staff developed a bike plan and pedestrian plan and began conversations with Lane Transit District (LTD) staff to improve the viability of the public transit system, particularly with respect to routing and scheduling. All of these efforts support and enrich the overall strategy of the Junction City TSP.

B. FINANCING PLAN

Streets

The financing plan sets out improvements to the Junction City streets, sidewalks and bike facilities and estimates their scheduling and cost. Projects are identified as to whether they are the responsibility of the City or another party, such as a developer, Lane County, etc. ~~One glaring omission is that~~ The Hwy. 99 improvements were included in 2008, Based on the recommendations of the Hwy 99 Refinement Plan. ~~are not addressed, as it is unknown at this time what improvements might be needed or what those improvements might cost. To address this issue this TSP contains a recommendation that a refinement plan be done with close cooperation between the community and ODOT.~~

For purposes of scheduling, improvements are listed as short-term (2000-2001), medium term (2002-2007), or long term (2008 and beyond).

The City's revenue is projected as follows:

STREET IMPROVEMENT REVENUE 1998-99

State Tax Street Revenue	$190,201
Lane County Road Fund	96,275
Burlington Northern Franchise	40,772
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
	371,116	**313,568**	**353,802**	**359,595**

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. See the SDC Analysis portion of the HWY 99 Refinement Plan, Page for methodology considerations for the HWY 99 improvements.

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		**450,125**	**2,048,771**	**1,371,420**	**3,870,316**

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.

Medium Term Projects. The period 2002-2007 is a five year term projected to bring $1,800,000 to pay for $1,450,371 in city projects.

Long Term Projects. The period 2008-2015 is an eight year period projected to bring $2,880,000 in revenue. Only $365,420 in city projects have been scheduled.

It should be noted that these are capital improvement projects for which the city is financially responsible. Most Lane County Urbanization projects are not included in this analysis.

Bike/Pedestrian System

The most expensive project in this category is the improvement of the downtown area between 8th and 4th Avenues from Ivy to Front Streets (city cost $750,000). This project is listed as Project #1 on the medium-term street and sidewalk projects list and is accounted for in the financing plan for streets.

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 in this plan 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 needs to be explored is the State Highway Division's Bicycle Grant program.

Transit Projects

This plan includes $10,000 in estimated costs for transit system projects. This $10,000 is listed as a long-range expense to Lane Transit District for park and ride improvements. The expected cost is for a covered shelter. The shelter could be located at a city parking lot or some other lot that would be available for low or no-cost. All other projects in this category could be accomplished through existing staff coordinating with other agencies or organizations.

C. CONCLUSION

The above financing plan shows that the city can meet its projected transportation system costs with projected revenues if it can obtain a few additional small grants for its bicycle program. However, it will take a coordinated effort and outreach to the police, schools, other organizations

and agencies. Staff time will need to be directed/redirected to accomplish the objectives of this plan and the completion of these projects and activities. The city council should designate a position in the city government responsible for coordinating this effort to ensure its success.

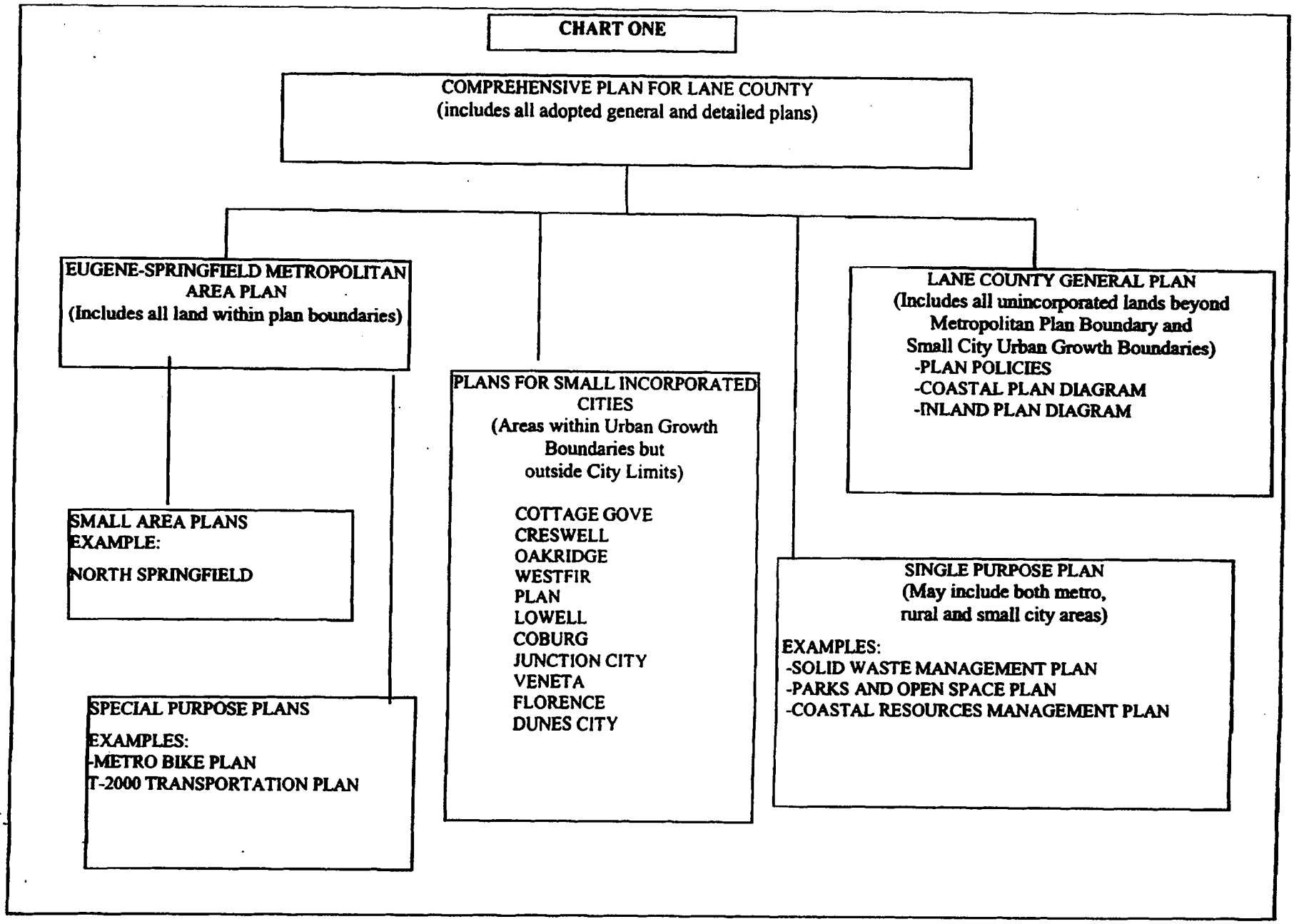


CHART ONE
COMPREHENSIVE PLAN FOR LANE COUNTY
(includes all adopted general and detailed plans)
EUGENE-SPRINGFIELD METROPOLITAN AREA PLAN
(Includes all land within plan boundaries)
SMALL AREA PLANS
EXAMPLE:
NORTH SPRINGFIELD
SPECIAL PURPOSE PLANS
EXAMPLES:
-METRO BIKE PLAN
T-2000 TRANSPORTATION PLAN
PLANS FOR SMALL INCORPORATED CITIES
(Areas within Urban Growth Boundaries but outside City Limits)
COTTAGE GOVE
CRESWELL
OAKRIDGE
WESTFIR
PLAN
LOWELL
COBURG
JUNCTION CITY
VENETA
FLORENCE
DUNES CITY
LANE COUNTY GENERAL PLAN
(Includes all unincorporated lands beyond Metropolitan Plan Boundary and Small City Urban Growth Boundaries)
-PLAN POLICIES
-COASTAL PLAN DIAGRAM
-INLAND PLAN DIAGRAM
SINGLE PURPOSE PLAN
(May include both metro, rural and small city areas)
EXAMPLES:
-SOLID WASTE MANAGEMENT PLAN
-PARKS AND OPEN SPACE PLAN
-COASTAL RESOURCES MANAGEMENT PLAN