

The Transportation System Plan Update Citizen Advisory Committee for the City of Junction City met on Thursday, May 31, 2012, at 6:30 p.m. in the Council Chambers at City Hall, 680 Greenwood Street, Junction City Oregon.

**PRESENT WERE:**

**Citizen Advisory Committee (CAC) Members**

Bob Biswell

Mike Kaiser

Kurt Straube

Jack Sumner

Jason Thiesfeld (arrived at 6:34 p.m.)

**Project Management Team**

Stacy Clauson, City Planner

Savannah Crawford, Oregon Department of Transportation

**ABSENT**

John Bosket, DKS Associates

CAC Member, D.W. Northey

Steve Faust, Cogan Owens Cogan

Lydia McKinney, Lane County Transportation

**I. OPEN MEETING AND REVIEW AGENDA**

The meeting was opened at 6:30 p.m.

**II. PUBLIC COMMENTS (FOR ITEMS NOT ALREADY ON THE AGENDA)**

There was none.

**III. REVIEW MEETING MINUTES**

● **AUGUST 4, 2011**

The committee reviewed the minutes from August 4, 2011.

**Consensus:** by a consensus of the Committee the August 4, 2011 Transportation System Plan Update Citizen Advisory Committee meeting minutes were accepted as written.

**IV. UPDATE ON THE STATUS OF THE TSP UPDATE**

● **BACKGROUND AND PURPOSE**

The meeting began with a committee discussion of the need for additional pedestrian crossing and signage as well as increased visibility along Ivy Street

(Highway 99). The consultants (DKS Associates) would present existing conditions documentation at the next meeting. The committee agreed to continue the discussion to that meeting.

(Committee Member Thiesfeld arrived)

Planner Clauson explained ideally the Transportation System Plan (TSP) update and the Urban Growth Boundary (UGB) expansion would be done somewhat concurrently. In that way the UGB expansion was considered as part of the TSP update process. One of the steps in the UGB expansion process was information was gathered and presented about land uses and where people would be located. That information would indicate travel routes.

Options available to the Committee were; to continue with the TSP update, the same assumptions would be used as those in the UGB proposal (expansion); or wait until the UGB process was completed. The TSP process would re-start at that time.

The issue with the second option was if annexation and/or development occurred without an updated TSP, the individual land use action (annexation or development) would not have the benefit of an update TSP and would be required to review transportation impacts itself.

Planner Clauson explained the Committee last met on August 4, 2011. There were a number of reasons for the time lapse between meetings, staff turnover being one of them. There had been no work done by the consultants on the project in the interim. Therefore the Committee had not missed any information on the project.

Background information had been provided at the August, 2011 meeting. Because of the time between the two (2) meetings that information was included with the meeting materials for this meeting as well. She asked if there were any question about that material.

Committee Member Kaiser asked if the Highway 99 Refinement plan had been adopted.

Planner Clauson said it had been adopted.

The committee held a lengthy discussion of whether to move forward with the TSP update at this time or wait until the City's Comprehensive Plan adoption was completed. There was not one (1) component that triggered a TSP update however every 10 years was considered the general rule. There were other factors that influenced the need for a TSP update such as population growth or employment/industry changes.

- **ODOT OPTIONS FOR UPDATE TIMING**

Funding was a big component in the need for an updated TSP. If there were identified projects but the TSP was outdated there may not be current justification available to demonstrate the need to fund a project.

There were also components that could outdate a transportation system plan. The TSP was affected by changes in factors such as employment forecasts, transportation infrastructure and population changes.

- **REVIEW GENERAL OUTLINE OF PLAN MILESTONES**

Ms Crawford explained an updated transportation system plan would address urban growth boundary expansion areas. It offered an idea of how those transportation system improvements would look. Areas of potential impact would be known. An updated TSP would allow potential developments to focus on their specific component(s) of the overall plan rather than the entire plan. Traffic impact studies would still be components of development.

The committee discussed requirements by Oregon Department of Transportation. It was noted ODOT jurisdiction regarding access points was limited to points along Ivy Street (Hwy 99) running north and south through Junction City. Access points off of Highway 99 were not under ODOT jurisdiction.

**Consensus:** There was general consensus to recommend to the City Council that the TSP CAC move forward with the transportation system plan update with review of existing conditions within the current urban growth boundary.

**V. NEXT STEPS**

At the next TSP CAC meeting the Committee would begin review of draft existing conditions report and consideration of the transportation vision.

**IX. ADJOURNMENT**

The meeting adjourned at 7:41 p.m.

The next scheduled Transportation System Plan Update Citizen Advisory Committee meeting date was to be determined.

Respectfully Submitted,

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Tere Andrews, Planning Secretary