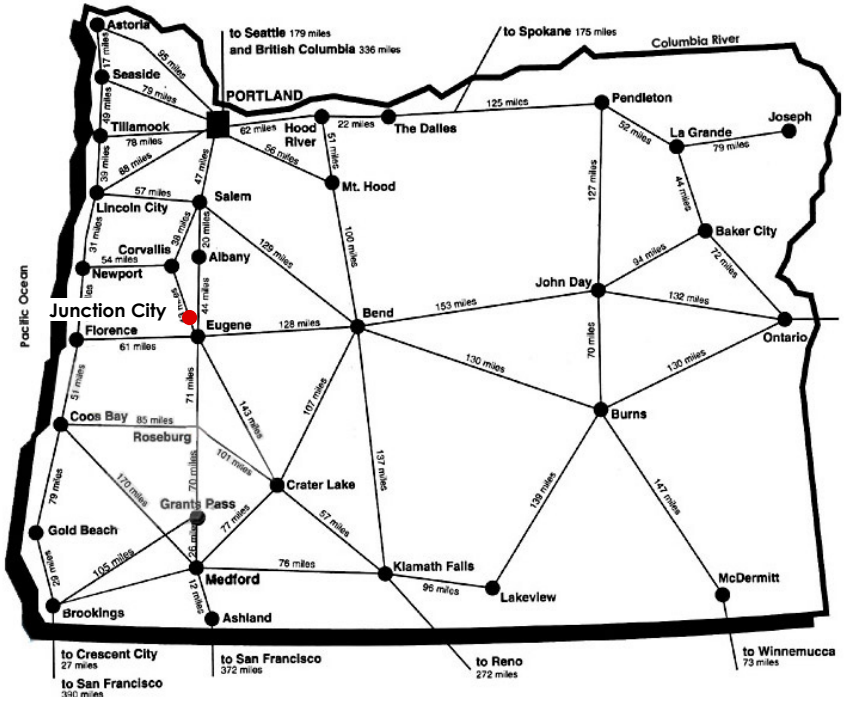
Junction City TGM Outreach Workshop Memorandum

May 2010

Junction City, Oregon
Crandall Arambula PC



Acknowledgements

Junction City

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This project is funded by the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Land Conservation and Development and the Oregon Department of Transportation. TGM is funded in part, by federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), local government, and State of Oregon funds.

The contents of this document do not necessarily reflect the views or policies of the State of Oregon.

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Introduction

Project Purpose

The Junction City outreach workshops' goal was to introduce residents, business owners, property owners and community leaders to urban design and streetscape improvement concepts that will improve the safety of routes to schools and enhance the economic vitality of the city's downtown. Further study and analysis are required to implement the ideas presented in the workshops and identified in this document.

Key issues and subjects addressed in the workshops include:

Safe Routes to Schools

- Safe routes to school barriers and mitigation measures
- Transportation, financial, health and other student and community benefits of safe routes to schools

Relevant local and other small city example images were incorporated into the presentation.

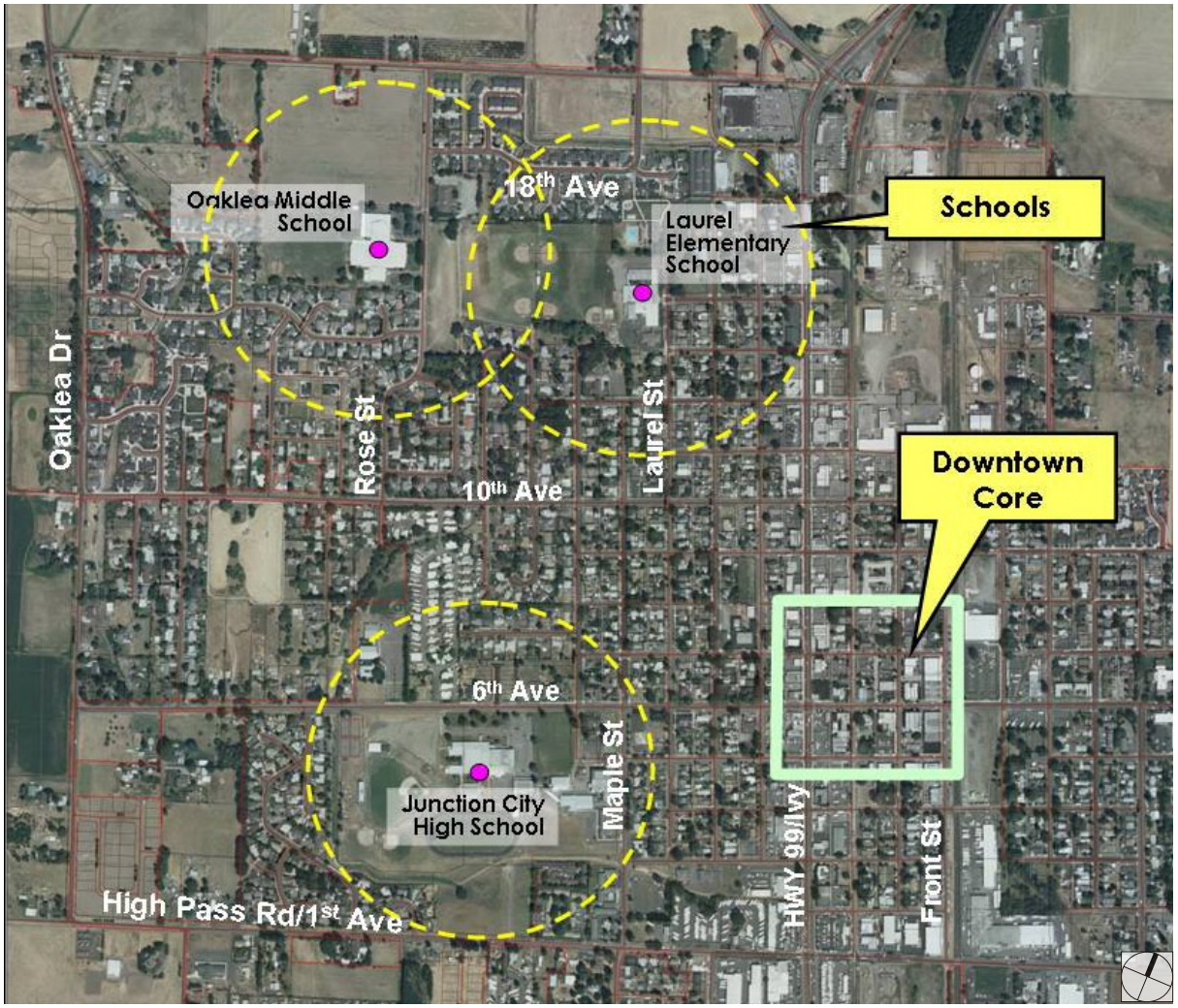
Downtown Revitalization

- Elements of a successful downtown
- Streetscape, infill, redevelopment, way-finding and other concepts that could improve safety and support downtown revitalization
- Ways to enhance alternative transportation modes in the city

Relevant local and other small city example images were incorporated into the presentation.

Study Areas

The study area relating to safe routes consists of three public schools: Laurel Elementary School, Oaklea Middle School and Junction City High School. The downtown revitalization study area includes the core downtown area bounded by Front Street to the east, Fifth Street to the south, 7th Street to the north, and a half block west of Hwy. 99 to the west.



Study Area

Outreach Process and Schedule

The outreach project included a site visit, interviews with stakeholders and two public outreach workshops. The three-month schedule is illustrated to the right.

Site Visit

A site visit was conducted and a meeting with local stakeholders was held on March 25, 2010. Meeting attendees included stakeholders from:

- Junction City Planning
- Planning Commission
- Junction City School District
- Energizing Junction City
- Concerned citizens

Additional telephone interviews were conducted with representatives from the following groups:

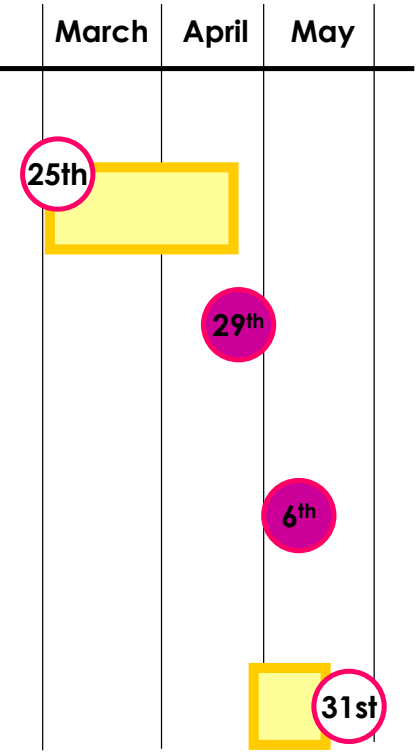
- Chamber of Commerce
- Downtown Junction City business owners
- Downtown Business Association
- Junction City Planning and City Administrator
- Oregon Department of Land Development and Conservation
- Oregon Department of Transportation

Public Workshops

The workshops included a presentation of the work program and a summary of the outreach objectives. Educational pieces on successful safe routes to schools and the best downtowns were presented in conjunction with improvement possibilities for community consideration. Community members discussed the outreach possibilities and completed individual written response sheets.

Safe Routes to Schools—A workshop was held at the School District Board Room on April 29, 2010 from 6:30-8:00 PM. Approximately 15 people attended the event and seven response sheets were submitted.

Outreach Schedule



1 Site Visit

1) Interview Stakeholders
2) Visit Junction City & Meet with Stakeholders
3) Assemble/Review Background Information
4) Prepare Workshop Presentation

2a Safe Routes to School Workshop

1) Issues & Benefits
2) Safe Walking & Biking
3) Your School- Barriers and Hazards
4) Next Steps
5) Collect Response Sheets

2b Downtown Revitalization Workshop

1) Present Background Information
2) Present Possibilities
3) Discuss Possibilities
4) Collect Response Sheet

3 Prepare Summary Memorandum

1) Summarize Workshop Responses
2) Recommend Next Steps

Downtown Revitalization—A workshop was held at the Community Services Center on May 6, 2010 from 6:30-8:00 PM. Approximately 30 people attended the event and 10 response sheets were submitted.

Existing Plans and Policies

A review of existing plans, policies and studies provided the consultant team with an understanding of the full range of recommendations and policies guiding development in the community. The following documents were reviewed:

Policy Documents

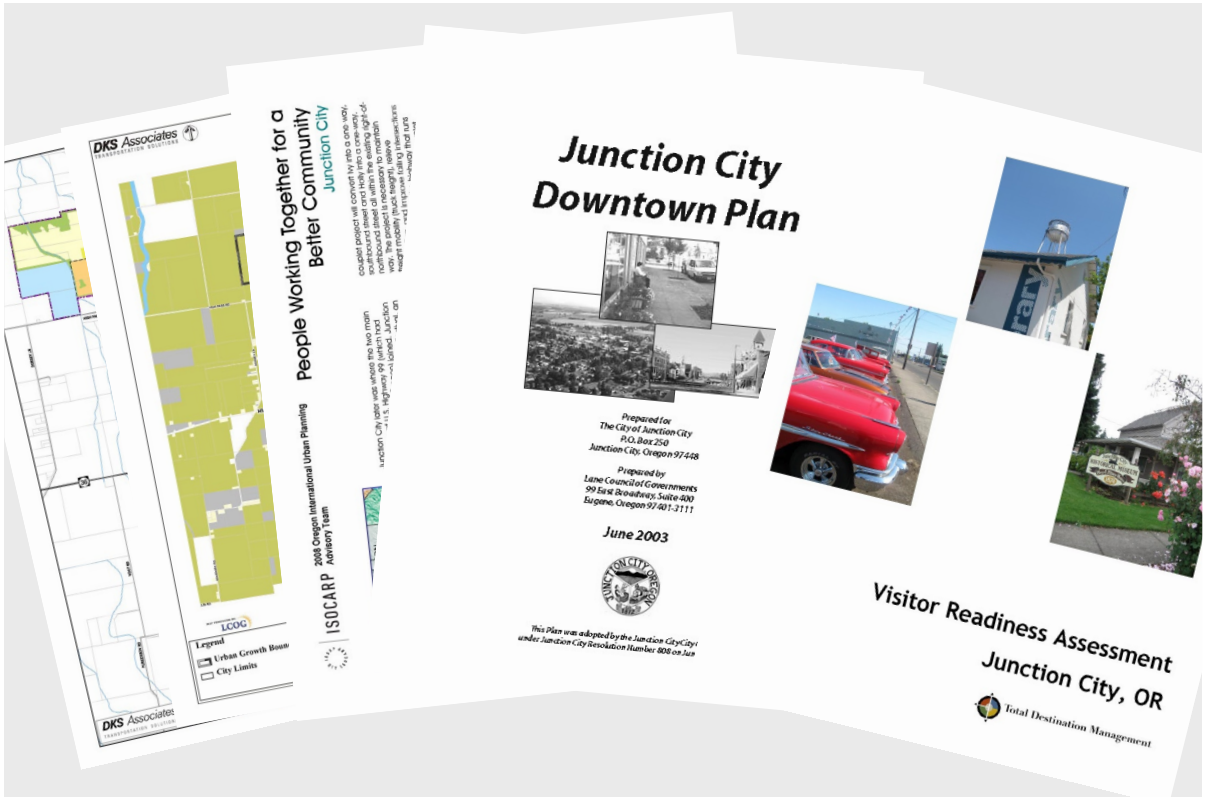
- Comprehensive Plan (Update Ongoing)
- Urban Renewal District Study (Ongoing)
- Economic Opportunities Analysis (2010)

Transportation Plan

- Transportation System (Update Ongoing)
- Hwy. 99 Refinement Plan (2008)

Downtown Revitalization

- Oregon Main Street Program Application (2010)
- Visitor Readiness Assessment (July 2009)
- International Urban Planning Advisory Team Report (2008)
- Downtown Plan (2003)



Existing Plans, Policies and Studies

Key Recommendations

The following key recommendations and aspirations are from existing documents and documents currently being updated that directly affect downtown revitalization and safe routes to schools.

- Establish an Urban Renewal District to encourage infill and redevelopment
- Limit the availability of new land for retail uses at the fringe
- Incorporate streetscape improvements along 6th Avenue and Greenwood Street
- Formalize design guidelines and standards into Zoning Ordinance
- Identify and concentrate on improving a specific downtown area
- Create a downtown destination with a critical mass of retail, dining and entertainment uses
- Engage a technical specialist in retail and downtown promotion
- Develop a small business recruitment strategy
- Provide incentives for new development and reuse of historic buildings
- Promote downtown activities and events
- Improve curb appeal of existing businesses
- Modernize public infrastructure and provide for universal accessibility
- Strengthen the bicycle and pedestrian element of the Transportation System Plan

Possibilities and Next Steps

Safe Routes to Schools Basic Features

The basic features of safe routes to schools are illustrated to the right. These features always start at the school, radiate along specific routes through neighborhoods with direct and continuous sidewalks and bikeways, include pedestrian-friendly crosswalks at intersections and may be connected to trails. The fundamental requirements of these basic features include:

At the School

- Direct sidewalk connections to school entries
- Sidewalks across driveways
- Pedestrian separations from auto and bus traffic
- Protected and accessible bicycle parking
- Comfortable areas for student pick-up/drop-off

Sidewalks

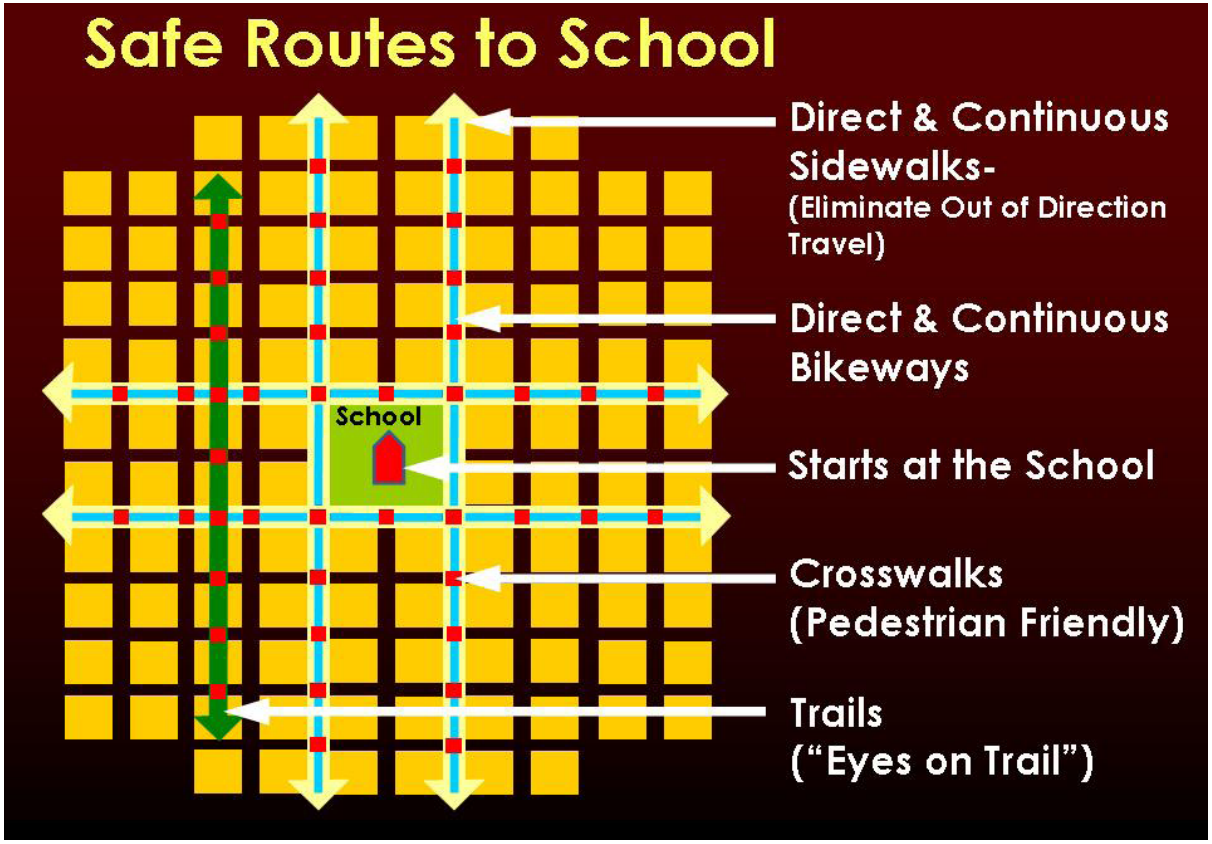
- Direct and continuous sidewalks linking home and school
- Minimum 5-foot sidewalks buffered from auto traffic
- 'Eyes on the sidewalks'–buildings and active uses facing the sidewalks

Bikeways

- Direct and continuous bikeways linking home and school
- Buffered bikeways–either minimum 5-foot sidewalks that allow bicyclists or exclusive off-street bikeways adjacent to sidewalks
- 'Eyes on the bikeways'–buildings and active uses facing the routes

Trails

- Continuous and direct routes linking home and school
- 'Eyes on the trail'–buildings and active uses facing the trail
- Minimum 10-foot wide trails



Safe Routes to Schools-Basic Features

Crosswalks at Intersections

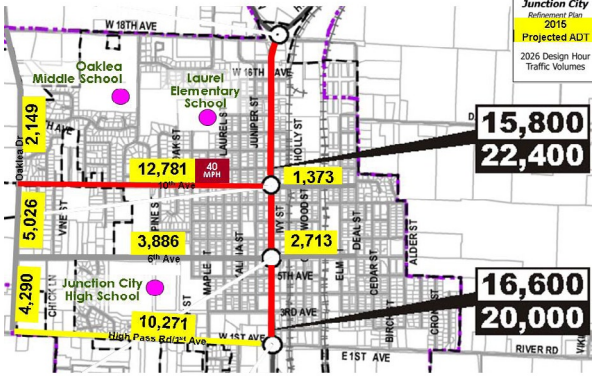
- Signal or stop sign required
- Crosswalks aligned with sidewalks
- ADA ramps and warning strips
- Tabled crossing (Under 20,000 ADT)
- Grade separated (Over 20,000 ADT)
- Crossing guards (Over 20,000 ADT)

Barriers and Hazards

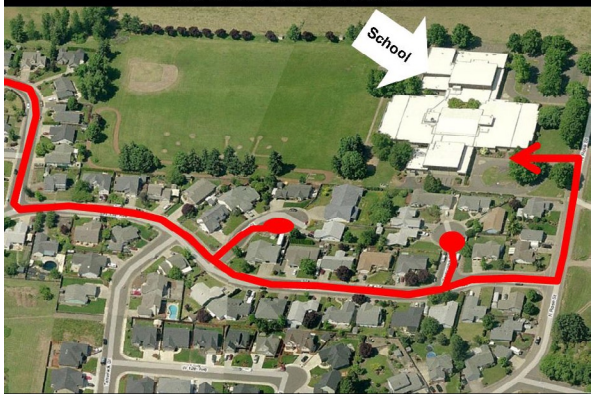
A variety of safe route barriers and hazards were documented in and around Junction City's three schools and are illustrated to the right. These barriers and hazards include:

- A lack of safe pedestrian crossings of Hwy. 99 at 6th Avenue, 10th Avenue and High Pass Road
- A lack of basic pedestrian and bike facilities along major routes to school
- High traffic speeds and traffic volumes along Hwy. 99 and 10th Avenue
- An incomplete trail system and existing trail locations that are not safe
- Indirect routes to schools due to contemporary development patterns
- A lack of traffic control measures, such as stop signs, signals or crosswalks along major school routes

Hazardous Streets



No Direct Route to School



Corner Not ADA Compliant

Crosswalk Not Aligned With Sidewalk

No Covered Bike Parking

No Crosswalk or Sidewalk

Safe Routes Possibilities

A summary of safe route possibilities for Junction City is outlined below and illustrated to the right. The safe routes to school concept should be implemented on those specific routes that capture the majority of student traffic.

At the School–Document barriers and hazards at each school location. Identify specific needed improvements, establish priority projects, and construct improvements.

Protected Pedestrian/Bike Routes–Develop a direct pedestrian and bike route plan that connects schools to homes and designs routes consistent with the following basic elements:

- 10-foot minimum routes with a 5-foot sidewalk and 5-foot bikeway buffered from auto traffic
- Routes surrounded by buildings and active uses

The plan should identify specific needed improvements, establish priority projects and identify a timeline for construction.

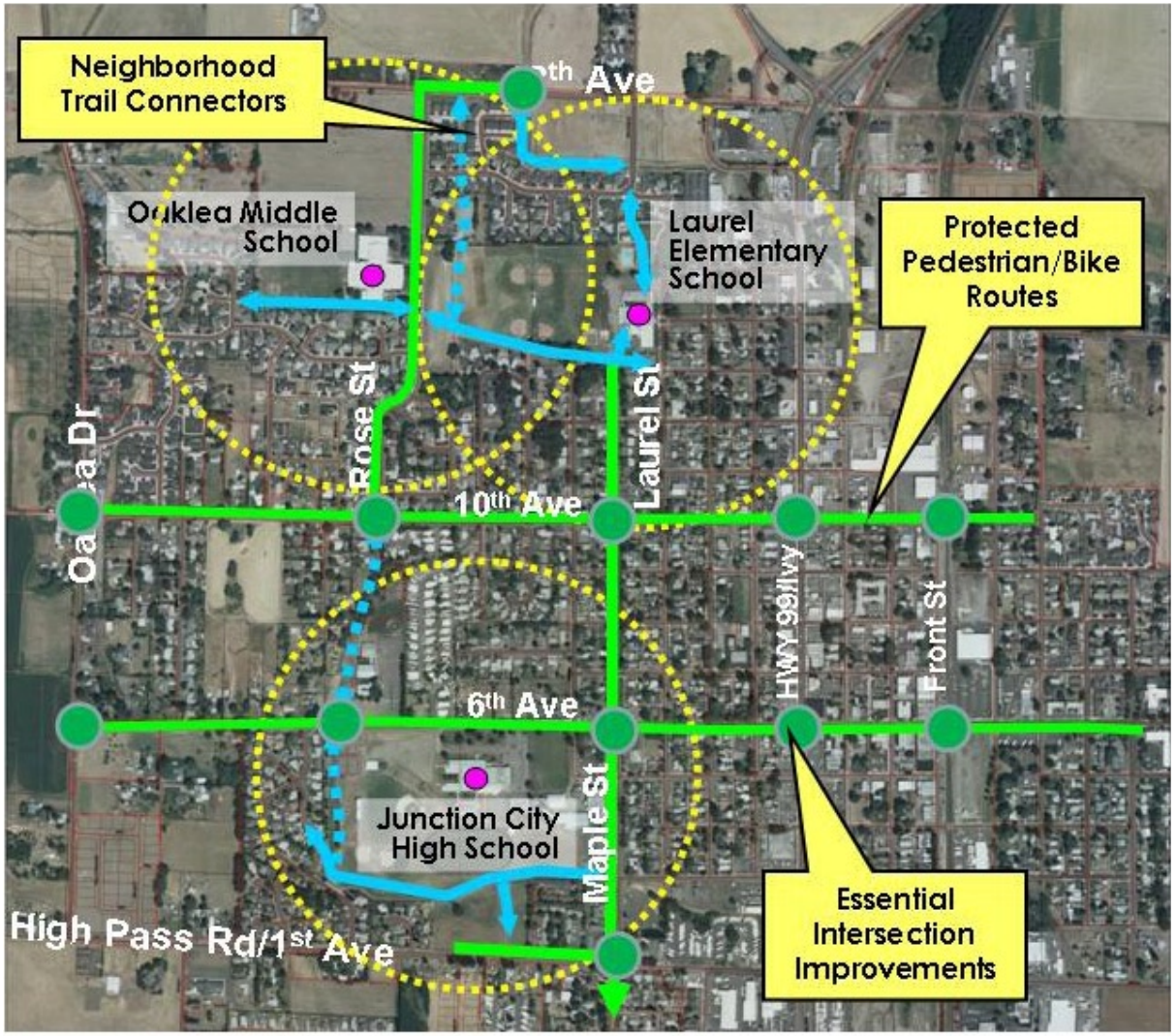
Essential Intersection Improvements–Consider the use of uniform elements that provide traffic control, provide direct crossings, and ensure the pedestrian is the priority, including:

- Traffic control measures, including stop signs or signals for automobiles
- Tabled intersections so that crossings are level with the sidewalk
- Align crossings with sidewalks

Consider implementing a 'demonstration intersection' to test these concepts.

Neighborhood Trail Connectors–Consider filling the gaps in existing trails:

- Trails should be a minimum of 10 feet
- Ensure that trails incorporate buildings and active uses facing the routes



Safe Routes to Schools Concept

Safe Routes Next Steps

Implementing safe routes to schools will require a coordinated effort between parents, the school district, the City and law enforcement. The national Safe Routes to Schools program offers the tools needed for local communities to:

- Organize around the need for safe routes
- Develop an action plan
- Access funding for a range of infrastructure and non-infrastructure improvements

Recommended next steps for the community to consider for implementing safe routes to schools are identified on the far right.

Potential Funding

Funding for the national Safe Routes to School Program is administered in Oregon by the Oregon Department of Transportation and is available for the following types of infrastructure and non-infrastructure projects:

Engineering–Physical improvements that reduce speeds and potential conflicts with motor vehicle traffic and establish safer and fully accessible routes from homes to schools.

Education–Teaching children about transportation choices, bicycling and walking safety skills and launching pedestrian and bike safety campaigns close to schools.

Encouragement–Creating events, activities and ongoing programs to promote walking and bicycling.

Enforcement–Ensure traffic laws are obeyed within the 2-mile vicinity of schools and initiating community enforcement such as crossing guard programs.

Evaluation–Monitoring and documenting outcomes and trends through the collection of data before and after the intervention(s).

Starting

- City and School District Apply for TGM Safe Routes to School Grant
- City and School District Form Action Plan Teams

Designing

- Action Plan Team Analysis of Existing Conditions & Identify Opportunities and Constraints
- City Prepares a Safe Routes to School Plan
- City Recommends Priority Projects for the Transportation System Plan Update

Implementing

- Construct Priority Projects

Next Steps for Implementing Safe Routes to Schools

Available grants include:

- State Safe Routes to Schools non-infrastructure grants
- State Safe Routes to Schools infrastructure grants
- State Transportation Enhancement Program grants
- State Pedestrian-Bicycle Program grants

For more information:
Online:
http://www.oregon.gov/ODOT/TS/saferoutes.shtml

Contact:
Julie Yip, Oregon SRTS Program Manager
Phone Number: (503) 986-4196
julie.a.yip.@odot.state.or.us

Downtown Revitalization

Some of the possibilities outlined in this outreach project are based on the principles of a mobility oriented downtown (MOD). The MOD includes a balance of residential and commercial uses and a complete transportation network that can significantly reduce auto travel and stimulate local economic development.

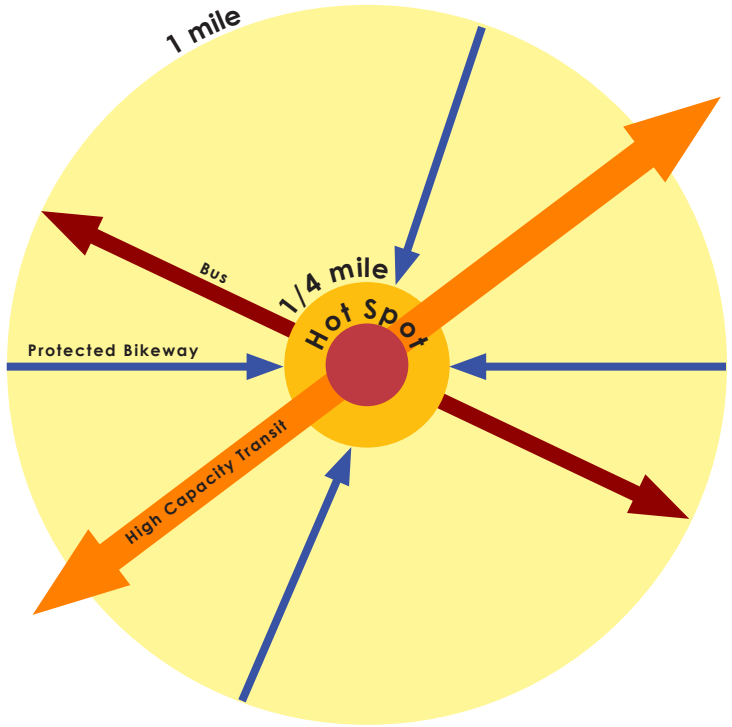
What is a MOD?

A MOD includes:

- **A Hot Spot–**The MOD is contained within a one-mile radius. The center or 'Hot Spot' contains a concentration of the community's residential, retail, employment, business and entertainment needs
- **Complete Streets–**The design of streets and sidewalks leading to the Hot Spot encourages a healthy, comfortable, safe and vibrant environment that effectively supports all modes of travel with an emphasis on bikes and the pedestrian
- **Protected Bikeways–**Protected bikeways separate bicyclists from auto traffic and connect to residential areas. Biking to the Hot Spot is never more than a five-minute ride (one mile) on protected bike lanes
- **Public Transit–**Public transit includes local connectors such as buses linking neighborhoods with the Hot Spot and connecting to other centers in the region

What are the benefits of a Junction City MOD?

- **Auto travel distances are reduced–**Most residents do not have to travel outside of the MOD to shop, work or conduct business. Most auto travel is to the Hot Spot, reducing typical travel distances by over 30 percent
- **Auto trips are reduced–**Protected bike lanes allow residents—young and old alike—to substitute safe bicycle travel for auto travel within the MOD



MOD Fundamental Concept

- **Homeowners' fuel costs are reduced–**The average U.S. household drives 22,000 miles per year. Households within the MOD would drive 50 to 60 percent fewer miles for an annual savings of approximately $2,500
- **Fuel savings provide a local economic stimulus–**If MOD households spend their energy savings locally—instead of sending the money overseas to multi-national companies—the annual local economic stimulus would likely be $14 million in Junction City (See table at right)

	Population	Annual Stimulus
Junction City	5,000	$ 14 million
Portland	545,140	$ 1,560 million
Salem	142,940	$ 409 million
Lake Oswego	37,000	$ 106 million

* $84 million for every 27,600 population

Potential Local Economic Stimulus

The Best Downtowns

The 'best downtowns' typically include seven fundamental elements identified to the right. The recommendations in this memo focus on the three elements most essential to enhancing economic vitality downtown—***Great Retail, a Great Main Street and Great Public Space.*** Key features include:

Great Retail

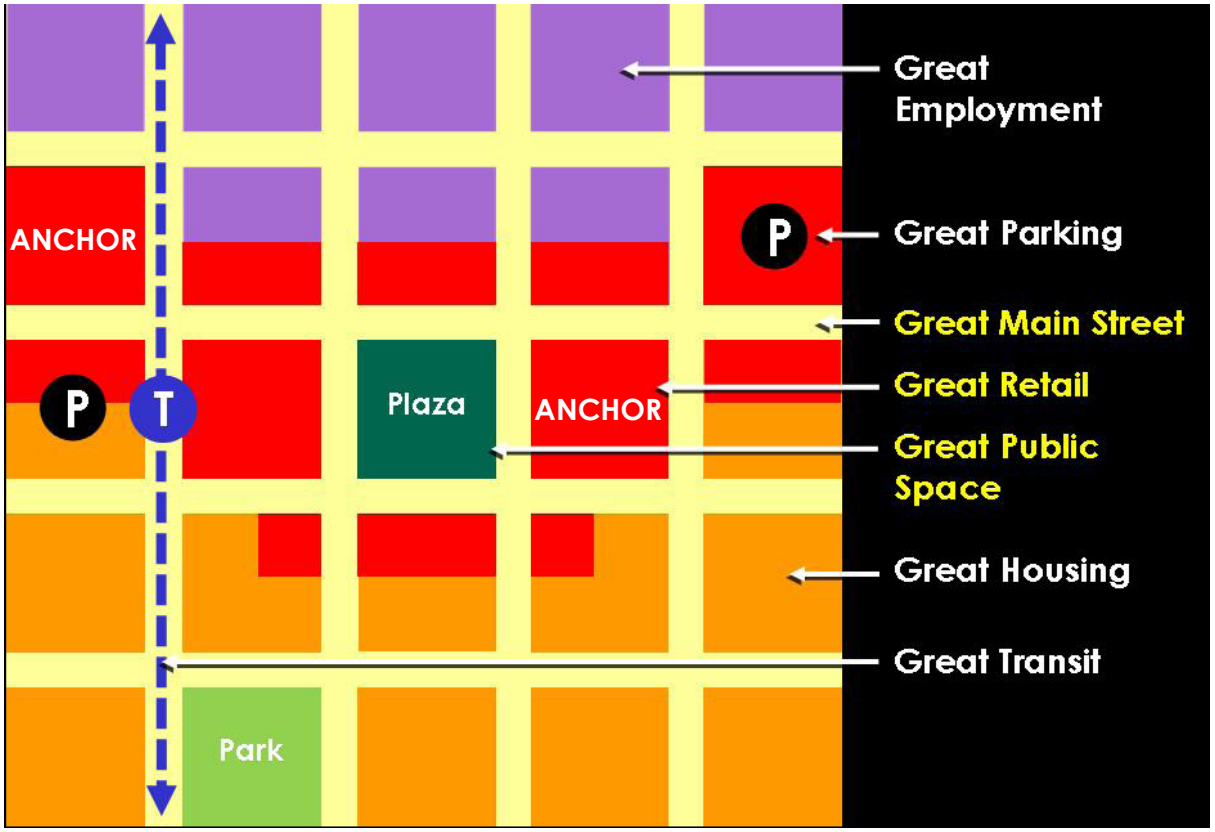
- On-street parking
- Busy two-way street–8,000/20,000 cars/day
- Ground-floor retail on both sides of the street
- Side-by-side retail uses with no interruptions
- Major retail development anchoring the beginning and the end of the street
- Street length approximately 1/4 mile–a five-minute walk
- Comfortable pedestrian environment with sidewalks, landscaping and street furniture

Great Main Street

- An effective pedestrian/auto separation
- An environment where pedestrians are the priority, not automobiles
- An environment where unfriendly pedestrian uses are hidden
- Well-defined edges along property lines such as, high-quality building construction with durable materials; buildings built to the sidewalk; and windows and doors facing the street
- Well-designed paving, street furniture, weather protection and lighting

Great Public Space

- Located in the center of the Hot Spot
- Located at a crossroads (retail/pedestrian/auto/transit)
- Surrounded by buildings with active ground-floor uses
- Designed as a place for use by all ages throughout all seasons and hours of the day
- Designed with a paved ground surface as the dominant material



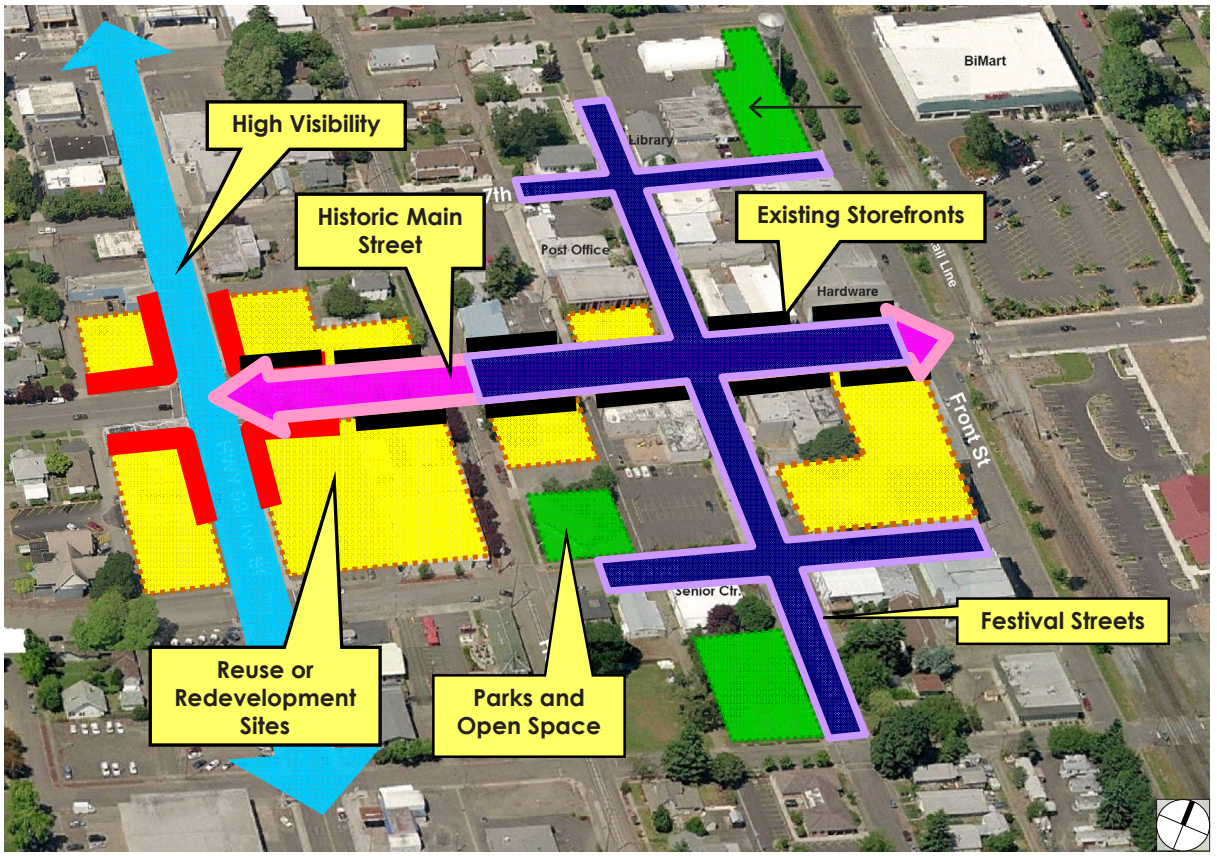
Elements of the Best Downtowns

Site Opportunities and Constraints

Opportunities

The features identified in the site opportunities diagram to the right should be built upon to revitalize downtown Junction City. These include:

- High traffic counts and good visibility to 6th Avenue from Hwy. 99
- An existing, walkable three-block 'main street' along 6th Avenue
- Available on-street parking
- A variety of historic mixed-use buildings built to the sidewalk
- Adjacent parks and open spaces
- Downtown festival streets surrounding Greenwood Street that serve as a location for the Scandanavian Festival
- A mix of large and small reuse or redevelopment sites
- A concentration of public uses, including community centers, the library, post office and government uses

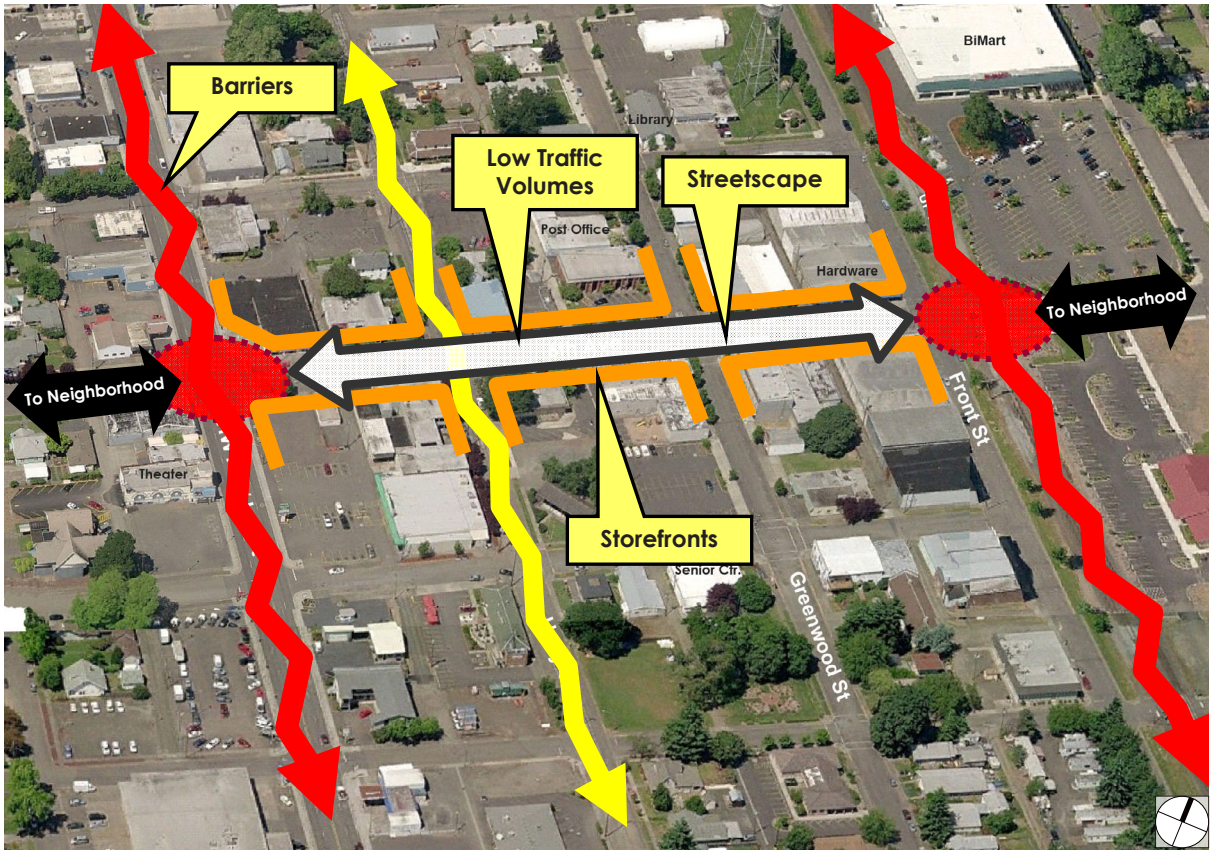


Site Opportunities

Constraints

Site constraints include the following physical features that present challenges to revitalization:

- Hwy. 99–a barrier to pedestrian and bicycle traffic coming from the west to 6th Avenue
- Front Street rail corridor–a barrier coming from the east
- Low traffic volumes on 6th Avenue
- Needed streetscape enhancements and ADA accessibility
- Needed storefront improvements and existing vacancies
- Lack of edge-to-edge retail



Site Constraints

Downtown Possibilities

The following downtown possibilities were developed based on the essential elements of the best downtowns and were presented at the public workshop.

Public Square–A centrally located square serves as the city's 'living room,' providing a community gathering place and an amenity for downtown retail. The design of the square should allow for maximum flexibility and be large enough for gatherings and everyday use. The square should be surrounded by ground-floor retail uses that support an 18-hour active environment.

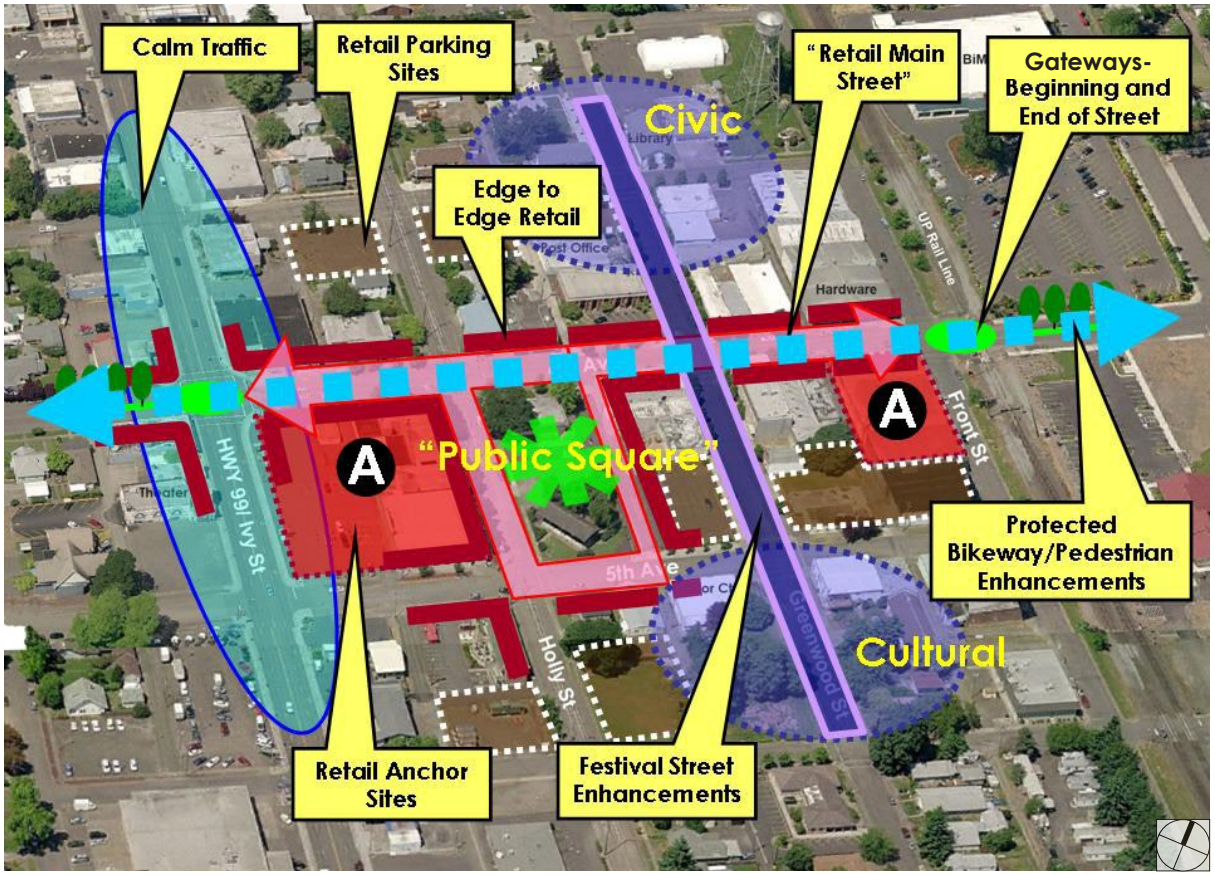
Retail Anchor Sites–Retail anchors, such as a grocery or 'cluster of uses' attract an influx of shoppers to support smaller in-line shops. Two potential sites exist. One site is located at 6th Avenue and Hwy. 99 that benefits from a large redevelopment parcel with high visibility. Another site is located at 6th Avenue and Front Street, opposite the Hardware Store, an existing downtown anchor.

Edge-to-Edge Retail–A successful retail environment with edge-to-edge ground-floor retail uses located along the 6th Avenue main street and surrounding the public square.

Retail Parking Sites–Parking directly connected to the retail string. Sites should be secured over time for parking reserves.

Retail Main Street Enhancements–A comfortable 6th Avenue environment with wide sidewalks, on-street parking, quality landscaping, lighting and street furniture.

Protected Bikeway/Pedestrian Enhancements–A critical link to downtown from adjacent neighborhoods for residents and visitors. The street should be designed with pedestrians and bicyclists as priorities. An off-street bikeway should be provided on either side of the street.



Downtown Possibilities

Festival Street Enhancements–Street enhancements consistent with the 6th Avenue enhancements that serve the Scandinavian Festival and daily use.

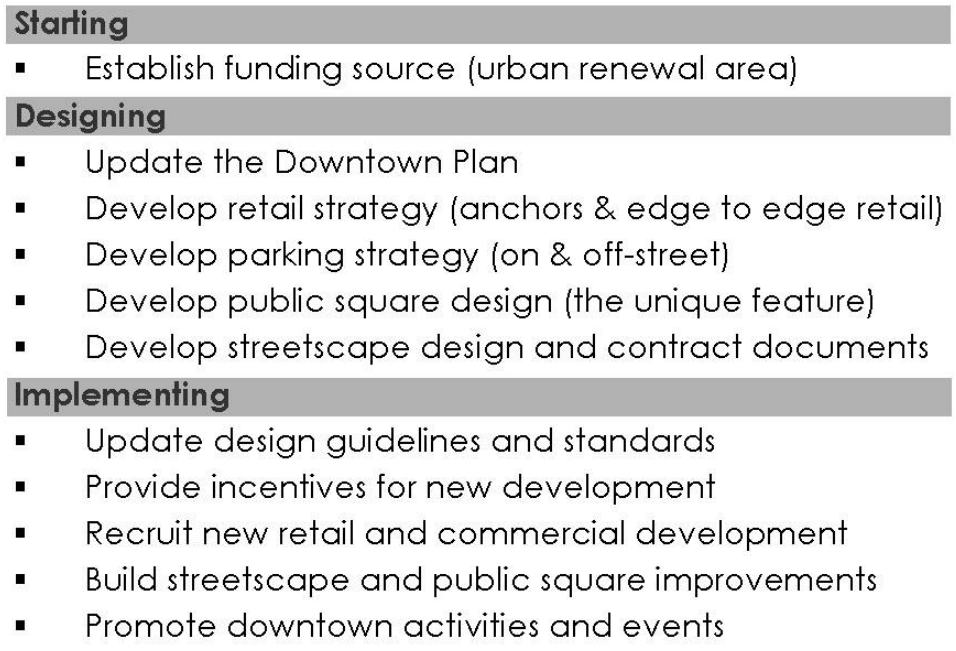
Calm Traffic–Traffic calming measures between the intersections of Hwy. 99 at 5th, 6th, and 7th Avenues implemented to ensure safe access to downtown businesses and services.

Gateways–Gateways at the Front Street and Hwy. 99 approaches to 6th Avenue incorporate 'green treatments,' such as rows of trees and landscaping or vertical elements in street medians, such as monuments or works of art.

Revitalization Next Steps

Recommended downtown revitalization next steps for the community to consider are identified to the right. The two steps that are of immediate importance include:

- **Creating a downtown urban renewal district–**Urban renewal districts and the tax increment associated with them provide a needed funding source for public projects that stimulate private development and strengthen the local economy
- **Updating the Downtown Plan–**An updated plan will knit together the various planning efforts to date, inform the location of pedestrian and bicycle priorities for the transportation plan update, and identify 'catalyst projects' that provide immediate momentum and sustain revitalization efforts over time



Next Steps for Downtown Revitalization

Safe Routes to Schools Workshop Summary

The following is a summary of the Safe Routes workshop and includes:

- Written public comments

Issues and Concerns:

List your three top routes and/or intersections needing improvement:

1. (3) High Pass/Prairie intersection
   (1) Rose to 10th and Maple to 6th
   (1) Oaklea
   (1) 6th from Alder to Walnut
2. (3) Oaklea Drive needs sidewalks, bike lanes and crosswalks
   (1) Prairie Road needs sidewalks
   (1) 10th from Rose to Oaklea needs sidewalks
   (1) High Pass Road
3. (2) 6th Avenue needs sidewalks and bike lanes from schools to HWY 99
   (1) 10th Street
   (1) Yew Street to Front to 7th to City Hall

Response Sheet

Safe Routes to School- TGM Outreach Project

Junction City

April 29, 2010

Proposed Safe Routes to School Planning Area:

Issues and Concerns:

List your three top routes and/or intersections needing improvement:

1. _____
2. _____
3. _____

Special Areas:

On the map above, please note areas you believe need improvements

Name (optional): _____

If you need additional time to respond, please return your comments to:

Crandall Arambula
520 SW Yamhill, Roof Suite 4, Portland, Oregon 97204
(503) 417-7879 fax (503) 417-7904
jgraf@ca-city.com

Downtown Revitalization Workshop Summary

The following is a summary of the Downtown Revitalization workshop and includes:

1)A tally of the response sheets

2) Written public comments

Public comments include:

- Let's go!
- The public square concept is a must for downtown revitalization! I really like the positioning incorporating a beautiful old oak
- Public square location?
- What a great grouping of concepts.
- The traffic on Hwy. 99 is the juggernaut and inhibits pedestrian and bicycle traffic- there is such a driving mind-set here
- I went to UC Davis- grew up in Europe-it is so refreshing to be part of this discussion
- Hood River is not a fair comparison as it has a huge tourist industry
- Included in the plan should be trades such as shoemakers weavers-teach self sufficiency
- Where do the advertising dollars come from?
- Does the city prepare a model for review?
- How does the city get owners on board?
- Does the city offer tax breaks to owners?
- Does the city change design guidelines and ordinances?

Response Sheet (Tally)

TGM Outreach Workshop
Junction City- Downtown Revitalization

May 6, 2010

Downtown Improvement Options	Check Preference		
Do You Agree with the Following Recommendations?			
1. Prepare a Retail and Parking Strategy	9 Yes	1 No	☐ Other
2. Prepare Streetscape Design (6th and Greenwood)	10 Yes	☐ No	☐ Other
3. Public Square Concept	10 Yes	☐ No	☐ Other
4. Update Design Guidelines and Standards	9 Yes	1 No	☐ Other

Comments

If you would like more room for comments, please write on back.

Name (optional): _____

If you would like additional time to respond, please return your comments to:

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