

December 23, 2014

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RE: Junction City Draft TSP Review-Answers to Questions

Jordan,

As per your request, I have reviewed a series of questions from Junction City Staff and Council. Below is a response to those questions:

**1) What drives the TSP update?**

The previous TSP was adopted in the Year 2000. Typically TSP's are updated every 10-15 years to address changes in the community. The timing of this TSP update is consistent with the UGB expansion and the construction of the Prison and Hospital. The updated TSP helps ensure that the UGB expansion, hospital, prison, and other large scale development projects are not overtaxing the transportation system. The plan will help provide a roadmap of what improvements are needed to handle the added traffic and changes in travel patterns within the city. It helps to balance smart City growth and the correct infrastructure in place to handle it. A City has to update the TSP when a UGB expansion is proposed. This update can be an amendment or a full redo depending on the size of the UGB expansion.

**2) What says the City has to do it?**

The Oregon Administrative Rules 660-12-0015 states the following:

*“3) Cities and counties shall prepare, adopt and amend local TSPs for lands within their planning jurisdiction in compliance with this division:*

*(a) Local TSPs shall establish a system of transportation facilities and services adequate to meet identified local transportation needs and shall be consistent with regional TSPs and adopted elements of the state TSP;”*

The DLCDD will allow a City with a population less than 10,000 to file for an exemption for part of the TSP.

However, with the proximity to Eugene and the rapidly changing employment base it becomes a good idea for Junction City to have this plan in place. It gives a framework for how the city will grow, gives the ability to go after federal funding or other grants for

improvement projects, allows the City to create a Capital Improvement List and charge the appropriate SDC fees to developments to help fund needed projects, etc.

**3) How often does the City have to do it?**

There is not a set timeframe for updates. The City has to keep a current adopted TSP that is not older than the 20-year planning horizon in that TSP. Full updates are driven on more of a need basis with minor updates/amendments also performed as needed. For example, the City of Eugene's TransPlan "expires" in 2015. They are in the update phases now. They have done intermittent smaller updates/amendments to update improvement project lists without revising the analysis and comprehensive plan.

**4) Does everyone conform?**

The larger cities do and there is more pressure for them to have theirs completed. Smaller cities are completing the TSPs and keeping them updated for the opportunity to receive funding for improvement projects. Not all small Cities have them done, some rely on the County TSP documents.

**5) When a city does not conform how long does that go on?**

Larger Cities try to keep updated as important decisions come from that document and funding comes from the document. They try to keep their document current within the 20-year horizon.

**6) What is the reality of what Cities are doing with TSP updates, not just what a piece of paper says?**

There are elements of the TSP that have to be addressed according to OAR 660-0012. Those elements are such thing as considering all modes of transportation and to reduce reliance on solely automobile trips. All TSPs include planned growth within the cities and how to design infrastructure to accommodate, which is the basic intention.

Beyond that, the TSPs can vary greatly in what material is in them. They should be designed to be what the City needs to create a solid road map for infrastructure improvements. They should be very focused on the needs of the City. I.e. the Hermiston TSP update looked at a rapidly changing southern area for the industries that were coming in and the need to allow agriculture to run smoothly in town, they are also going heavily after new commercial so they are made provisions to rezone land and make build-ready parcels for that commercial. They elected to spend more effort on increasing streets and capacity for automobiles to serve the growth they want. Lincoln City, is heavily influenced by tourism and has major fluctuations in traffic during the summer months. They are creating a plan where they do not have to adhere to the strict ODOT mobility standard requirements (alternate mobility standards) it will destroy the quaint coastal community feel to have Highway 101 widened to 6+ lanes. Lincoln City roadways will be designed to calm traffic and encourage pedestrian use as much as possible. The City of Oakland is electing to do a Local Street Plan instead of a TSP. They do not expect any significant growth in 20 years and are focusing on improving existing infrastructure. By doing this plan they can go after funding to help with the improvements that they do not have money for. A good TSP does not follow a checklist on a piece of paper.

**7) Is there an order that these things have to happen?**

Typically they are done simultaneously. There is no set order. But a UGB expansion is a typical catalyst for wanting to update a TSP. A UGB expansion has to be supported by the TSP illustrating that the system can handle the extra growth in the city.

**8) Is it typical that a TSP update would be started first before a UGB expansion or Comp Plan amendment?**

Yes, it is an easier process this way. UGB expansion or Comp Plan amendment has to show that they are not negatively impacting the existing or proposed infrastructure beyond what is accounted for in the TSP. If the UGB expansion or Comp Plan amendment significantly affects the transportation infrastructure the TSP has to be updated to show the needed improvements. It is a smoother process to get the TSP in place first.

**9) Does the TSP have to be completed within a set time, now that it has been started?**

There is no set rule for how long a City has to complete a TSP once started. The City can take their time and make sure it is done well. However, things to consider is that it holds up other processes like UGB expansion, it keeps you from getting funding for projects, and if you wait too long the background data taken like traffic counts become unusable and the traffic analysis will have to be revised with new data.

Review of DKS response to Council Questions in Appendix I of the TSP

- 1) A) The assumptions for traffic going north are 40% of the prison and hospital traffic. This is reasonable as you can assume that there will be employees who live within Junction City and that there will be additional employees and visitors that will come from communities north of Junction City. Southbound traffic from I-5 will likely use the Harrisburg/Junction City exit rather than go into Eugene and back north. There is not enough data provided for me to see how much of the prison/hospital travels north out of the City to other destinations.  
  
B) The trip assumptions were made for a reasonable development potential rather than a worst-case. This is standard methodology and typically worst case scenarios are not built-out.  
  
C) Yes, the TSP should be modified to reference the Access Management Plan. It will be easier for revisions to be made as needed rather than provide an update to the TSP.
- 2) The street will be designated as an Arterial that will have sidewalks and bike lanes when upgraded. It does seem confusing when other upgrade projects are shown on the bicycle/sidewalk plans.
- 3) A) If the city is planning on annexing City roadways and providing upgrades to urban standards the appropriate thing is to provide documentation in the TSP in a table or Figure that states the facilities will be upgraded to the current design standard for their classification at the time of annexation. The policy on how they will annex the county roadways does not need to be in the TSP document.

Letter from: Kelly Sandow PE, Sandow Engineering

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B) I am not sure what the “best parts” of the Highway 99 refinement plan are. But having the document within the appendix will help keep the information handy. If there are specific improvements that the City wants to maintain within the TSP then there should be no reason why those improvements can’t make it into the TSP (as long as they meet standard engineering requirements for safety and design)

- 4) The response is correct. The “maintenance level” projects do not need to be specifically detailed or called out in the TSP.
- 5) TDM measures, as stated, are not a requirement (unless the city says it is). This provides another tool for mitigating impacts of development. i.e. a big industry comes into town and they want to add a lot of traffic to a nearly failing intersection. Instead of having to provide improvements they can elect to have the staff shift changes outside of the pm peak hour as to lessen the impact on the roadway. This can actually be an attractive tool to avoid costly infrastructure improvements for potential new developments.

Please let me know if you have any questions or need any further information.

Sincerely,

A solid black rectangular box used to redact the signature of Kelly Sandow PE.

Kelly Sandow PE