



*Junction City Transportation System Plan (TSP) Update  
Task Force Meeting*

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Date: April 28, 2015  
**Time:** **9:00 am**  
Location: Council Chambers, 680 Greenwood Street  
Contact: Jordan Cogburn, City Planner, 541-998-2153

*A G E N D A*

- I. Open Meeting and Review Agenda
- II. Public Comment (for items not already on the agenda)
- III. Review of Minutes
  - April 21, 2015
- IV. Discussion Items
  - Continue review of TSP update
- V. Next Steps
- VI. Adjournment

*Location is wheelchair accessible (WCA)*  
**THIS MEETING WILL BE RECORDED**

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*Next Scheduled Meeting: To be determined*



The Transportation System Plan (TSP) Update Task Force for the City of Junction City met on Tuesday, April 21, 2015 in the Council Chambers at City Hall, 680 Greenwood Street, Junction City Oregon.

**PRESENT WERE:** City Councilor, Karen Leach (Chair); Planning Commission Member, Jeff Haag (arrived at 9:05 am), and Jason Thiesfeld; Citizen Members, Alicia Beymer and Gary Crum; City Planner, Jordan Cogburn and; Secretary, Tere Andrews; Absent: None

## **OPEN MEETING**

Chair K Leach opened the meeting at 9:00 a.m.

### **I. PUBLIC COMMENT (FOR ITEMS NOT ALREADY ON THE AGENDA)**

There were none.

### **II. REVIEW OF MINUTES**

**APRIL 7, 2015**

**APRIL 14, 2015**

**CONSENSUS:** By consensus of the committee the minutes for April 7, and April 14, 2015 were approved as written.

### **III. CONTINUE REVIEW OF TSP UPDATE**

Chair K Leach opened the discussion by listing questions she had regarding the update. They were as follows:

1. Who is the ODOT representative, if not Savannah Crawford
2. Opportunity to compare old and new Access Management Plan (side by side)
3. What is the City gained or lost in the update
4. What is the language proposed to be removed from the Access Management Plan (Committee Member Haag arrived)
5. Why does the City need to keep in the appendix items that are not wanted or will not be used?

6. What/where are the access points in the UGB expansion areas along highway 99

A discussion ensued regarding the level of control the City had along Highway 99s versus ODOT. Planner Cogburn suggested the committee members review the existing Access Plan contained in the 2009 Highway 99 Refinement Plan and ask what elements/language should remain.

Committee Member Haag asked for answer to his questions; who controls speed limits on Highway 99 within the city limits, and how does that speed limit impact trip caps and/or access points.

The conversation moved on to traffic analysis. The definition of Peak Hour traffic was the highest traffic activity (7-9 am and 4-6 pm). Transportation modes employed to reduce peak hour traffic were items such as mass transit and alternate shift start/end times.

Committee Member Haag wanted to see the plans for Meadowview Road at Highway 99. Committee Member Crum related a discussion he had with Mr. Keith Horton of Grain Millers, Inc. that discussion included that the DOC changed their plan to light the intersection at Meadowview and Highway 99 and would not fund such a project. He recommended a new trip count be taken. The committee asked for information on how that could happen.

Planner Cogburn said per conversation with John Boskett, trip caps were directly related to traffic through an intersection. How traffic demand numbers shifted (from that estimated in the TSP) depended upon employment created by development and the location of that development.

ACTION ITEM	RESPONSIBLE	DEADLINE
Email John Boskett, DKS regarding trip caps and relationship to speed and access points	Planner Cogburn	Next meeting
Item 2 above: Prepare materials with existing and proposed access management plans only (spreadsheet?)	Planner Cogburn	Next meeting
Senate Bills passed in 2010 & 2011	Committee Member Beymer	Next meeting

#### IV. NEXT STEPS

The next TSP Update Task Force meeting was set for Tuesday, April 28, 2015 at 9:00am.

**VIII. ADJOURNMENT**

The meeting was adjourned at 10:16 a.m.

Respectfully Submitted,

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Tere Andrews, Secretary

DRAFT

Table 5: Typical Roadway Cross-Sections

Street Type	Right-of-Way Width	Curb-to-Curb Paved Width	Within Curb-to-Curb Area				Planter Strips <sup>B</sup>	Sidewalks <sup>CD</sup>
			Motor Vehicle Travel Lanes	Median/Center Turn Lanes	Bike Lanes <sup>A</sup>	On-Street Parking		
Minor Arterials	56'-72'	34'-50'	11'-12'	12'-14' (optional)	6'	-	5'	6'
Collectors	56'-74'	34'-52'	11'-12'	-	6'	8' (optional)	5'	6'
Local Streets	58'	36'	10'	-	-	8'	5'	6'
Neighborhood Local Streets	50'	28'	10'	-	-	8' <sup>E</sup>	5'	6'

Notes:

- A – Minimum bike lane widths of 5' may be allowed in constrained areas.<sup>20</sup>
- B – Width includes 6" curb if planter strip is between curb and sidewalk.
- C – Width includes 6" curb unless planter strip is between curb and sidewalk.
- D – Variances may be allowed for gap infill to match existing sidewalk widths.
- E – Parking allowed on one side of the street only.

### Access Management

Access management is the control of access points allowed to enter arterial and collector facilities to preserve their functionality and maximize their capacity. Controlling access can reduce congestion and crash rates, providing efficient, safe, and timely travel.

On arterial and collector facilities, excessive driveways erode the capacity of roadways as additional conflict points are introduced at each driveway location. Reducing or consolidating driveways on these main facilities can decrease collisions and preserve capacity on high volume roads thereby maintaining traffic flow and mobility within the city. Balancing access and good mobility can be achieved through various access management strategies, the first of which is establishing access management spacing standards for driveways and intersections.

### Junction City Access Spacing Standards

Junction City has established access management regulations through the Municipal Code (Chapter 17.85). These regulations include permitting and site plan review processes, design and spacing standards, and requirements for the provision of inter-parcel circulation and joint access.

<sup>20</sup> For Lane County facilities, a minimum 5.5-foot bike lane width is required (Lane County 15.702(9)(a)). A 5-foot bike lane would require approval of a Deviation (Lane County 15.709) or a Variance (Lane County 15.900).

The City's current requirements for access spacing applied to the recommended functional classification system are shown below in Table 6, with spacing measured from centerline to centerline of the intersection. As part of this TSP update, the minimum access spacing for minor arterials and collectors has been increased to better support the objectives of providing for longer and higher speed trips and to enhanced safety where posted speeds are higher. These changes will require amendments to the Municipal Code.

**Table 6: City of Junction City Access Spacing Standards**

<b>Functional Classification</b>	<b>Minimum Access Spacing (ft.)</b>
Minor Arterial	300
Collector (≥30 mph)	150
Collector (<30 mph)	75
Local	25

<sup>a</sup> Source: City of Junction City Ordinance 17.85.060

New accesses shall meet or exceed these minimum spacing requirements. However, where no alternatives exist or where strict application of the standards is impractical, the City may allow variances.

***Lane County and State of Oregon Access Management Standards***

Both Lane County and ODOT maintain access regulations for roadways under their jurisdiction. Lane County's access regulations are documented in Lane Code Chapter 15.130 through 15.140. Access management regulations for state highways are provided through the *1999 Oregon Highway Plan* and OAR 734-051.

The City of Junction City and Lane County have adopted an Access Management Plan as part of the OR 99 Junction City Refinement Plan.<sup>21</sup> The Access Management Plan applied to OR 99W, OR 99E, and OR 99 from approximately the northern UGB to OR 36 and superseded other access management standards.

Following the adoption of the Access Management Plan, ODOT's access management regulations changed and some elements of the plan proved to be impractical to implement. In response, the adoption of the Access Management Plan has been repealed, with Policy 6h from this TSP adopted in its place.

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<sup>21</sup> OR 99 Junction City Refinement Plan, 2008.

**Policy 6c:** At the time of land development or land division, the City shall require the dedication of additional right-of-way when necessary to obtain adequate street widths and bikeways and walkways in accordance with the TSP.

**Policy 6d:** For improvements designated in the TSP, the following activities shall be allowed without land use review:

- Dedication of right-of-way
- Authorization of construction and the construction of facilities and improvements
- Classification of the roadway and approved road standards

**Policy 6e:** The City will require the extension of the city street system wherever possible, thereby increasing connectivity. In all cases where it is reasonable, land divisions shall continue existing streets, set aside right-of-way for future streets and intersections that will promote connectivity, and continue the city's grid system. Cul-de-sacs and other low-connectivity street types shall be discouraged except where topography, land development patterns, or natural, scenic, historic, and open space resources preclude high-connectivity street patterns. Where cul-de-sacs and other low-connectivity street types are used, shared-use paths may be required for bicycle and pedestrian users.

**Policy 6f:** Adopt street mobility standards for street intersections within the city. Signalized intersections shall operate at a level of service (LOS) D or better during the weekday peak hour, with stop and yield-controlled intersection approaches allowed to operate at a level of service E or better. Level of service shall be based on the most recent edition of the Highway Capacity Manual. Where a facility is under the jurisdiction of the County or ODOT, the more restrictive of the standards shall apply.

**Policy 6g:** Operation, maintenance, repair, and preservation of existing transportation facilities shall be allowed without land use review, except where specifically regulated.

**Policy 6h:** Implement access management standards and policies to reduce conflicts on roadways within the city.

Access points to state and local roadways, in the form of private driveways and public street intersections, provide network connectivity and access to adjacent properties. However, they also introduce conflict points that can have negative impacts on safe and efficient travel. Therefore, the planning, design, and operation of access points to state and local roadways in a manner that appropriately balances the need for access and connectivity to support local development with safe and efficient operations is of interest to the City of Junction City, Lane County, and the Oregon Department of Transportation.

The City, County, and ODOT have adopted individual policies and regulations related to access management that apply to the roadways under their respective jurisdictions

within Junction City. Future decisions regarding the planning, design, and operation of access to the roadways in Junction City shall be governed by the applicable regulations of each agency at the time of the decision. The City and County access-related regulations are included in each jurisdiction's zoning codes and their policies are provided in their respective comprehensive plans and TSPs. ODOT's access-related regulations are provided in OAR 734-051 and its policies are provided in the Oregon Highway Plan (OHP). Should the City have access management policies that are equal to or more restrictive than that of ODOT, those standards shall be applied to developments along an ODOT facility.

*Oregon Highway 99*

Oregon Highway 99 is the principle roadway and carries by far the most traffic in Junction City. It also has the greatest number of access points and safety issues within the City. Because of its key role within the transportation system, the City, County, and ODOT have agreed that the following policy statements shall be considered as part of all future decisions related to access points within the Oregon Highway 99 corridor.

- Each agency shall focus on safety when making decisions regarding access to Oregon Highway 99, keeping in mind economic development needs and objectives of property served by the access points.
- Recognize that the safety and mobility of the highway are generally improved by minimizing conflict points through actions such as reducing the number of access points and increasing the separation between them.
- The unique challenges of providing appropriate access to adjacent lands shall be considered. Specific examples include:

*Oregon Highway 99 from 18th Avenue to 1st Avenue*

This segment of the corridor is characterized by lower posted speeds (30 mph), a comprehensive grid system of local streets creating intersections on the highway every 300 feet, the presence of parallel alleys, and fully developed general commercial land uses on small lots. It also serves as a principal commercial corridor through the city. There are many constraints that may make the reduction of access points impractical in some areas. Nonetheless, as land uses change and properties reconfigure, and within the framework of the local code and OAR 734-051, ODOT and the City shall collaborate to identify opportunities for consolidating or sharing access points and developing cross easements that reduce the need for travel on Oregon Highway 99.

*Oregon Highway 99 from 1st Avenue to Meadowview Road*

This segment of the corridor is characterized by higher posted speeds (45 to 55 mph), a mix of adjacent commercial and industrial land, and as a transition area between the urban and rural areas. The larger lots and higher potential for

redevelopment may provide new opportunities to minimize conflicts on the highway through actions such as consolidating access, establishing shared access points, developing cross easements, and constructing parallel streets connecting to lower classified roadways. In consideration of the higher travel speeds that could result in higher severity collisions, opportunities to minimize access points shall be explored by the City, County, and ODOT when considering access changes.

## Current Plan

- Improvements to local roadway facilities (County or City roads) include upgrades to existing roadways as well as constructing a new connection between OR 36 and High Pass Road along Pitney Lane. These improvements will include right of way acquisition of rural residential and farm land. It should be recognized that if these lands are brought within the urban growth boundary in the future, the cost of the land would be expected to increase commensurate with the applicable zoning designation.
- Improvements to local facilities (County or City roads) will be constructed to local standards. For cost estimate purposes, it was assumed that improvements would include 12-foot travel lanes with 8-foot shoulders along an 80-foot section or right of way.

### **Access Management Plan**

With no dedicated funds available to construct any improvement alternative selected, the timing of implementation is unknown and may be many years away. By adopting an access management plan for the existing corridor, incremental improvements can be made in the meantime to help enhance safety and operations. Because access points introduce a number of potential vehicular conflicts on a roadway and are frequently the causes of slowing or stopping vehicles, they can significantly degrade the flow of traffic and reduce the efficiency of the transportation system. By reducing the overall number of access points and providing greater separation between them, the impacts of these conflicts can be minimized.

As an added benefit, the access management enhancements made would complement any alternative when constructed and would help preserve the functional life of new improvements. However, as the construction of new facilities will modify the transportation system, it is recommended that the access management plan be modified during the project development process to implement appropriate management objectives for those new facilities.

### **Public Outreach**

As part of the Access Management Plan development process, a public involvement plan was implemented to obtain input from affected property owners and tenants, as well as from the general public. In addition to the public outreach conducted for the overall project, including three Technical Advisory Committee meetings, three Citizen Advisory Committee meetings, and two public open houses, an additional public open house was held to discuss access management implementation and impacts and invitations were mailed to highway-adjacent property and business owners in the study area to establish individual meetings to discuss site-specific access needs and potential access modifications. As a result, individual meetings were held with 33 property/business owners to discuss access to over 40 highway-adjacent properties.

### **Access Management Plan Objectives**

To provide a basis for decision-making during the development of the access management plan, the objectives of the plan were formed with ODOT staff and outlined as shown below.

1. Where reasonable alternate access is available, direct highway access is to be removed. Where reasonable alternate access is not available, the objective will be to meet, or move in the direction of meeting, ODOT's adopted access management spacing standards for Regional Highways, as documented in OAR 734-051-0115, Table 2. Applicable spacing standards for

each access management zone within the study area are shown below, with zone boundaries illustrated in Figures 6-9A through 6-9D.

**Table 6-3: Study Area Access Management Spacing Standards**

Zone	Highway Segment	Classification	Segment Designation	Urban/Rural	Posted Speed	Access Spacing Standard
1	OR 99W: MP 108.32 - 108.50	Regional Hwy	Other	Rural*	55 mph	990 ft.
2	OR 99W: MP 108.50 - 108.70	Regional Hwy	Other	Urban	45 mph	750 ft.
3	OR 99W/99: MP 108.70 - 109.83	Regional Hwy	Other	Urban	30 mph	425 ft.
4	OR 99: MP 109.83 - 110.04	Regional Hwy	Other	Urban	45 mph	750 ft.
5	OR 99: MP 110.04 - 111.27	Regional Hwy	Other	Urban	55 mph	990 ft.
6	OR 99E: MP 31.78 - 32.07	Regional Hwy	Other	Rural	55 mph	990 ft.
7	OR 99E: MP 32.07 - 32.29	Regional Hwy	Other	Rural*	45 mph	750 ft.
8	OR 99E: MP 32.29 - 32.46	Regional Hwy	Other	Urban	30 mph	425 ft.

\* Segment lies in both Urban and Rural areas, but spacing standard is not impacted.

2. In attempting to meet access management spacing standards, exceptions may be allowed to take advantage of existing property boundaries and existing or planned public streets, and to accommodate environmental constraints.
3. Replace private approaches with public streets, where feasible, to provide consolidated access to multiple properties.
4. Develop short, medium, and long-range actions for access management implementation, where short-range actions could be implemented immediately, medium-range actions are dependent on property redevelopment, and long-range actions would occur as part of or following a construction project by ODOT or the City. As the timing of property redevelopment and future construction projects can not be predicted, the labeling of actions as short, medium, or long-range is only intended to be a guide and should not be used to establish a required order of implementation. Any action should be implemented as opportunities arise, regardless of timing.
5. Modifications of property access should acknowledge needs of existing development. Where on-site infrastructure, such as buildings and other permanent objects, have been located in such a way that site access or function is dependent on the existing access location or design, modifications of access should be delayed until the site is redeveloped. However, this condition shall be re-evaluated should a "Change in Use" of an approach occur as defined in OAR 734-051-0045.
6. Proposed actions shall not prevent properties from maintaining reasonable access to the transportation system where available under existing conditions. This objective is not intended to require provision of reasonable access to properties that do not maintain it under existing conditions or to properties not impacted by recommended actions.

7. Where approaches to the highway are to remain upon consideration of the preceding objectives, such approaches should be aligned on opposite sides of roadways where feasible to reduce turning conflicts.

### **Access Management Action Plan**

Using these objectives, an action plan for each approach to the State highway system within the study area was developed, as shown below in Table 6-4. As noted in the objectives, the short-range actions could be implemented at any time and are not dependant on site redevelopment or future improvement projects. The medium-range actions represent those that are dependent on site redevelopment due to potential hardships that could result by modifying property access given current infrastructure locations. Long-range actions represent those that are dependent on improvement projects to be constructed before access changes could be made. The long-range action plan has also been illustrated in Figures 6-9A through D to aid in the interpretation of the actions in Table 6-4. Note that the use of the term “further development” is intended to refer to any degree of development activity, whereas the term “redevelopment” is intended to refer to a level of development activity that would allow for site circulation to be modified as a result of such actions as building relocations or on-site circulation changes.

Detailed information regarding approach and property characteristics, as well as existing access rights, has been compiled into inventory lists. These databases will provide needed information to ODOT staff in determining the appropriate procedure for executing the recommended actions in Table 6-4. The inventory lists, included in the appendix, have been separated into an existing approach physical inventory (Appendix Table A.1) and an existing property access rights list (Appendix Table A.2).

**Table 6-4: OR 99 Junction City Access Management Plan Actions**

Approach #	Short-Range Action	Medium-Range Action	Long-Range Action
1	(17th Ave.) No action.	Same as Short-Range.	Same as Short-Range.
2	No action.	Upon property redevelopment, close approach to OR 99. Future access to be taken from 17th Ave.	None
3	(16th Ave.) No action.	Same as Short-Range.	Same as Short-Range.
4	Close approach as opportunity arises. Alternate access is available via 15th Ave. and 16th Ave.	Same as Short-Range.	None
5	(15th Ave.) No action.	Same as Short-Range.	Same as Short-Range.
6	Close approach to OR 99 as opportunity arises. Alternate access is available via 15th Ave. and 14th Ave.	None	None
7	(14th Ave.) No action.	Same as Short-Range.	Same as Short-Range.
8	No action.	Upon property redevelopment, close approach to OR 99. Future access to be taken from 14th Ave. and/or 13th Ave.	None
9	No action.	Upon property redevelopment, close approach to OR 99. Future access to be taken from 14th Ave. and/or 13th Ave.	None
10	(13th Ave.) No action.	Same as Short-Range.	Same as Short-Range.
11	Property is currently vacant. At time of development, close approach to OR 99. Future access to be taken from 13th Ave.	None	None
12	No action.	Upon property redevelopment, close approach to OR 99. Future access to be taken from 12th Ave.	None
13	(12th Ave.) No action.	Same as Short-Range.	Same as Short-Range.

**Table 6-4 (continued): OR 99 Junction City Access Management Plan Actions**

Approach #	Short-Range Action	Medium-Range Action	Long-Range Action
14	Combine with approach No. 15.	Upon property redevelopment, close approach to OR 99. Future access to be taken from 12th Ave.	None
15	No action.	Upon property redevelopment, close approach to OR 99. Future access to be taken from 11th Ave.	None
16	(11 <sup>th</sup> Ave.) No action.	Same as Short-Range.	Same as Short-Range.
17	No action.	Upon property redevelopment, close approach to OR 99. Future access to be taken from 11th Ave.	None
18	No action.	Upon property redevelopment, close approach to OR 99. Future access to be taken from 11th Ave.	None
19	No action.	Upon property redevelopment, close approach to OR 99. Future access to be taken from 10th Ave.	None
20	Approach to be restricted to right-out movements only. Installation of traffic separator in median is recommended. However, given right-of-way limitations, interim improvements may consist of on-site signing and/or pavement markings to convey right-out only restriction.	Upon property redevelopment, close approach to OR 99. Future access to be taken from 10th Ave.	Install traffic separator in median if determined to be feasible as part of future highway improvement project if redevelopment and approach closure (see medium-range action) has not occurred.
21	(10th Ave.) No action.	Same as Short-Range.	Same as Short-Range.
22	Convert to serve entrance only. Alternate access exists on both 10th & 9th Ave.	Upon property redevelopment, close approach to OR 99. Future access to be taken from 10th Ave. and 9th Ave.	None
23	(9th Ave.) No action.	Same as Short-Range.	Same as Short-Range.

**Table 6-4 (continued): OR 99 Junction City Access Management Plan Actions**

Approach #	Short-Range Action	Medium-Range Action	Long-Range Action
24	As opportunity arises, close approach to OR99. Alternate access is available via 9th Ave.	Same as Short-Range.	None
25	No action.	Upon property redevelopment, close approach to OR 99. Future access to be taken from 9th Ave.	None
26	No action.	Upon property redevelopment, close approach to OR 99. Future access to be taken from 8th Ave.	None
27	(8th Ave.) No action.	Same as Short-Range.	Same as Short-Range.
28	Combine with approach No. 29.	Upon property redevelopment, close approach to OR 99. Future access to be taken from 8th Ave.	None
29	No action.	Same as Short-Range.	Same as Short-Range.
30	(7th Ave.) No action.	Same as Short-Range.	Same as Short-Range.
31	No action.	Upon property redevelopment, close approach to OR 99. Future access to be taken from 7th Ave.	None
32	No action.	Same as Short-Range.	Same as Short-Range.
33	(6th Ave.) No action.	Same as Short-Range.	Same as Short-Range.
34	(5th Ave.) No action.	Same as Short-Range.	Same as Short-Range.
35	(4th Ave.) No action.	Same as Short-Range.	Same as Short-Range.
36	No action.	Upon property redevelopment, close approach to OR 99. Future access to be taken from 4th Ave. and 3rd Ave.	None
37	As opportunity arises, close approach to OR99. Alternate access is available via 3rd Ave.	Same as Short-Range.	None
38	(3rd Ave.) No action.	Same as Short-Range.	Same as Short-Range.

**Table 6-4 (continued): OR 99 Junction City Access Management Plan Actions**

Approach #	Short-Range Action	Medium-Range Action	Long-Range Action
39	(1st Ave.) No action.	Same as Short-Range.	Same as Short-Range.
40	As opportunity arises, close approach to OR99 and relocate 425 feet south of the centerline of 1st Ave.	Upon property redevelopment, close approach to OR 99. Future access to be taken from 1st Ave.	None
41	No action.	Same as Short-Range.	Same as Short-Range.
42	Combine with approach No. 43.	Concurrent with further development on property, construct vehicular access road (and bridge if necessary) between TL 6100 and TL 4400 and take access from approach number 41 on TL 4400, resulting in closure of approach number 42.	None
43	No action.	Upon property redevelopment, close approach to OR 99. Construct shared approach to be used by TL 229 and neighboring TL 101 to the south (one approach total). Establish access easements between TL 229 and TL 101 to support use of shared approach. Location of access to be determined during development review.	None
44	No action.	Upon property redevelopment, close approach to OR 99. Construct shared approach to be used by TL 101 and neighboring TL 229 to the north (one approach total). Establish access easements between TL 101 and TL 229 to support use of shared approach. Location of access to be determined during development review.	None
45	No action.	Same as Short-Range.	Same as Short-Range.

**Table 6-4 (continued): OR 99 Junction City Access Management Plan Actions**

Approach #	Short-Range Action	Medium-Range Action	Long-Range Action
46	As opportunity arises, close approach to OR99. Alternate access is available via approach #47.	Same as Short-Range.	None
47	No action.	Same as Short-Range.	Same as Short-Range.
48	No action.	Upon redevelopment, if shared approach is available from TL 1001 to the south, close approach to OR 99 and take access from shared approach from TL 1001. If shared approach on TL 1001 is not yet available upon redevelopment of TL 200, site circulation on TL 200 shall be planned to accommodate a change in access to close the OR 99 approach and use the shared approach on TL 1001 as it becomes available.	None
49	No action.	Upon property redevelopment, close approach to OR 99. An approach to OR 99 may be considered by ODOT if constructed near the north property line of TL 1001 to be shared with TL 200 to the north (one approach total). Establishment of access easements between TL 1001 and TL 200 to support use of shared approach would be required.	None
50	No action.	Upon property redevelopment, close approach to OR 99. Future access to be taken from Hatton Lane.	None
51	(Hatton Ln.) No action.	Same as Short-Range.	Same as Short-Range.
52	No action.	Same as Short-Range.	None

**Table 6-4 (continued): OR 99 Junction City Access Management Plan Actions**

Approach #	Short-Range Action	Medium-Range Action	Long-Range Action
53	Convert to serve entrance only.	Same as Short-Range.	None
54	Convert to serve exit only.	Same as Short-Range.	None
55	As opportunity arises, close approach to OR99. Alternate access is available via approach #56.	Same as Short-Range.	None
56	No action.	Same as Short-Range.	Same as Short-Range.
57	No action.	Upon redevelopment, if shared approach is available from TL 800 to the south, close approach to OR 99 and take access from shared approach from TL 800. If shared approach on TL 800 is not yet available upon redevelopment of TL 400, site circulation on TL 400 shall be planned to accommodate a change in access to close the OR 99 approach and use the shared approach on TL 800 as it becomes available.	None
58	Modify approach to be used for emergency access only. Design of emergency access to be determined by ODOT.	Upon property redevelopment, close approach to OR 99. An approach to OR 99 may be considered by ODOT if constructed near north property line of TL 800 to be shared with TL 400 to the north (one approach total). Establishment of access easements between TL 800 and TL 400 to support use of shared approach would be required.	None
59	As opportunity arises, close approach to OR99. Alternate access is available via Prairie Rd.	Same as Short-Range.	None

**Table 6-4 (continued): OR 99 Junction City Access Management Plan Actions**

Approach #	Short-Range Action	Medium-Range Action	Long-Range Action
60	As opportunity arises, close approach to OR99 and combine it with approach #61 into a new approach.	Upon property redevelopment, close approach to OR 99. Future access to be taken from Prairie Rd. and approach to OR 99 near north property line to be shared with TL 400.	None
61	As opportunity arises, close approach to OR99 and combine it with approach #60 into a new approach. New approach should be located further north than approach #61 to increase separation between new approach and next approach to the south.	Upon property redevelopment, close approach to OR 99. Future access to be taken from Prairie Rd. and approach to OR 99 near north property line to be shared with TL 400 (if approved).	None
62	No action.	Upon property redevelopment, close approach to OR 99. Future access to be taken from Prairie Rd. Approach to Prairie Rd. should be moved to north to provide adequate sight distance to south along Prairie Rd.	None
63	As opportunity arises, close approach to OR99. Alternate access is available via Prairie Rd.	Same as Short-Range.	None
64	No action.	Upon property redevelopment, close approach to OR 99. Future access to be taken from Prairie Rd. Approach to Prairie Rd. should be moved to north to provide adequate sight distance to south along Prairie Rd.	None
65	(Prairie Rd.) No action.	Same as Short-Range.	Same as Short-Range.
66	No action.	Same as Short-Range.	Same as Short-Range.
67	No action.	Upon property redevelopment, close approach to OR 99. Future access to be taken from OR 36.	None

**Table 6-4 (continued): OR 99 Junction City Access Management Plan Actions**

Approach #	Short-Range Action	Medium-Range Action	Long-Range Action
68	No action.	Upon property redevelopment, close approach to OR 99. Future access to be taken from OR 36.	None
69	No action.	Upon property redevelopment, close approach to OR 99. Future access to be taken from OR 36.	None
70	As opportunity arises, close approach to OR99. Alternate access is available via OR 36.	Same as Short-Range.	None
71	(OR 36) No action.	Same as Short-Range.	Same as Short-Range.
72	(18th Ave.) No action.	Same as Short-Range.	Same as Short-Range.
73	No action.	Same as Short-Range.	Same as Short-Range.
74	No action.	Upon property redevelopment, close approach to OR 99. Future access to be taken from 16th Ave.	None
75	(16th Ave.) No action.	Same as Short-Range.	Same as Short-Range.
76	No action.	Same as Short-Range.	None
77	Close approach as opportunity arises. Use approach No. 76.	Same as Short-Range.	None
78	No action.	Upon property redevelopment, close approach to OR 99. Future access to be taken from approach 77 located opposite 15th Ave.	None
79	No action.	Upon property redevelopment, close approach to OR 99. Future access to be taken from approach 80 or approach to 14th Ave.	None

**Table 6-4 (continued): OR 99 Junction City Access Management Plan Actions**

Approach #	Short-Range Action	Medium-Range Action	Long-Range Action
80	No action.	Upon property redevelopment, close approach and take access from 14th Avenue if 14th Avenue has been constructed or will be constructed concurrent with the development. If 14th Avenue has not been or will not be constructed, retain approach to OR 99.	None
81	No action.	Upon property redevelopment, close approach and take access from 14th Avenue if 14th Avenue has been constructed or will be constructed concurrent with the development. If 14th Avenue has not been or will not be constructed, retain approach to OR 99.	None
82	Close approach as opportunity arises. Use approach No. 81.	Same as Short-Range.	Same as Short-Range.
83	Modify to serve garage bay only.	Upon property redevelopment, close approach to OR 99. Future access to be taken from 13th Ave.	None
84	No action.	Upon property redevelopment, close approach to OR 99. Future access to be taken from 13th Ave.	None
85	(13th Ave.) No action.	Same as Short-Range.	Same as Short-Range.
86	No action.	Upon further property development, close approach to OR 99. Future access to be taken from 13th Ave.	None
87	As opportunity arises, close approach to OR 99 and replace with access to 12th Ave.	Same as Short-Range.	None
88	No action.	Upon property redevelopment, close approach to OR 99. Future access to be taken from 12th Ave.	None

**Table 6-4 (continued): OR 99 Junction City Access Management Plan Actions**

Approach #	Short-Range Action	Medium-Range Action	Long-Range Action
89	(12th Ave.) No action.	Same as Short-Range.	Same as Short-Range.
90	No action.	Upon property redevelopment, close approach to OR 99. Future access to be taken from 12th Ave.	None
91	Close approach.	Same as Short-Range.	None
92	(11th Ave.) No action.	Same as Short-Range.	Same as Short-Range.
93	(10th Ave.) No action.	Same as Short-Range.	Same as Short-Range.
94	Convert to serve entrance movements only. Egress is available via alley.	Upon property redevelopment, close approach to OR 99. Future access to be taken from 9th Ave.	None
95	(9th Ave.) No action.	Same as Short-Range.	Same as Short-Range.
96	As opportunity arises, close approach to OR 99 and replace with access to 9th Ave.	Same as Short-Range.	None
97	No action.	Upon property redevelopment, close approach to OR 99. Future access to be taken from 8th Ave.	None
98	(8th Ave.) No action.	Same as Short-Range.	Same as Short-Range.
99	As opportunity arises, close approach to OR 99 and replace with access to 8th Ave.	Same as Short-Range.	None
100	Approach to serve egress movements from site only, with ingress movements from 7th Ave.	Upon property redevelopment, close approach to OR 99. Future access to be taken from 7th Ave.	None
101	(7th Ave.) No action.	Same as Short-Range.	Same as Short-Range.
102	Convert to serve entrance movements only. Egress is available to 7th Ave.	Upon property redevelopment, close approach to OR 99. Future access to be taken from 7th Ave.	None

**Table 6-4 (continued): OR 99 Junction City Access Management Plan Actions**

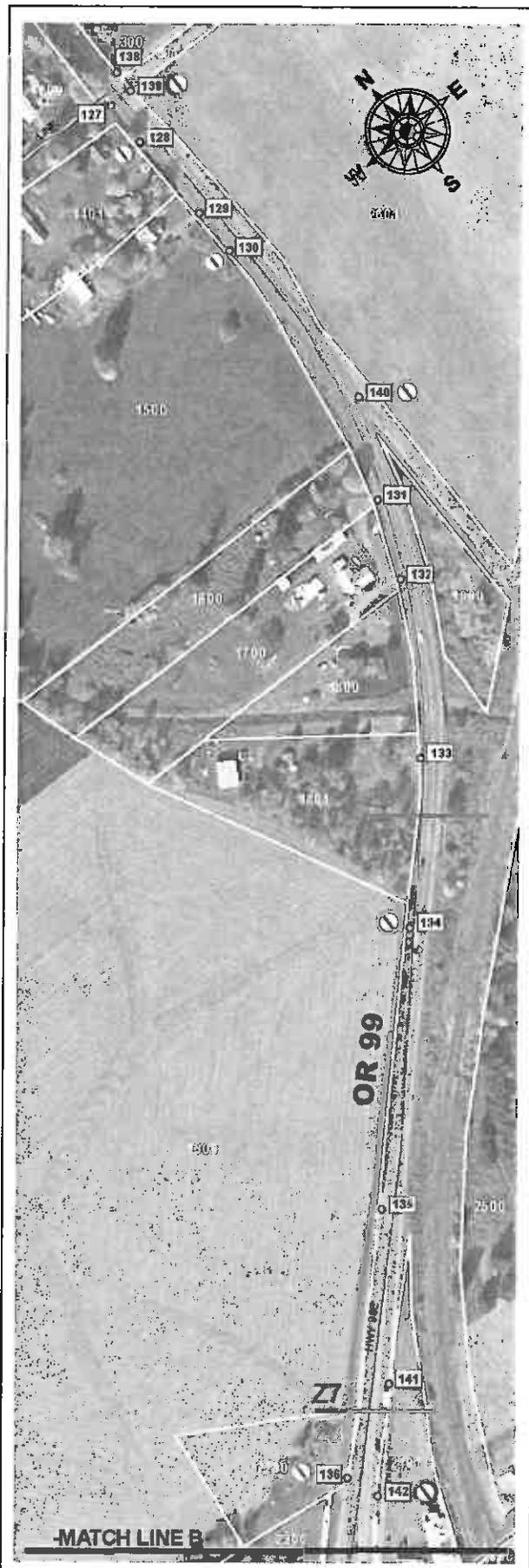
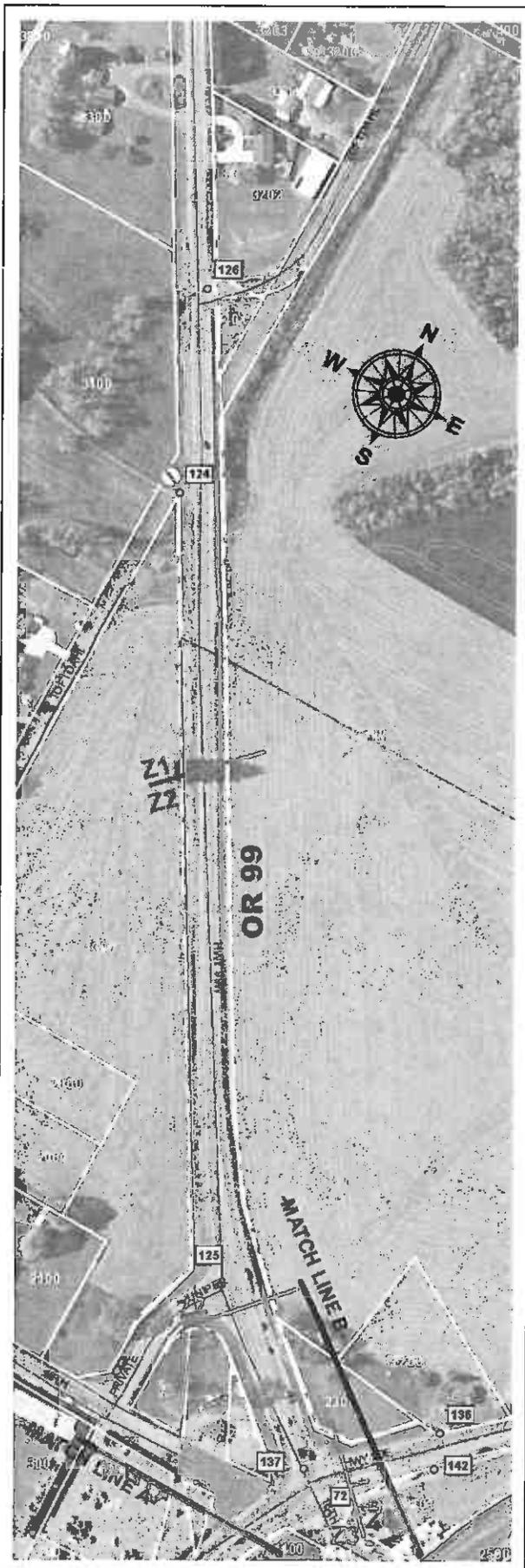
Approach #	Short-Range Action	Medium-Range Action	Long-Range Action
103	(6th Ave.) No action.	Same as Short-Range.	Same as Short-Range.
104	Close approach as opportunity arises. Access exists from two city streets and alley.	Same as Short-Range.	Same as Short-Range.
105	(5th Ave.) No action.	Same as Short-Range.	Same as Short-Range.
106	Close approach as opportunity arises. Alternate access available to 5th Ave.	Same as Short-Range.	None
107	No action.	Upon property redevelopment, close approach to OR 99. Future access to be taken from 5th Ave.	None
108	Approach to serve egress movements from site only, with ingress movements from 4th Ave.	Upon property redevelopment, close approach to OR 99. Future access to be taken from 4th Ave.	None
109	(4th Ave.) No action.	Same as Short-Range.	Same as Short-Range.
110	Close approach as opportunity arises. Alternate access available to 4th Ave.	Same as Short-Range.	None
111	Close approach as opportunity arises. Alternate access available to 4th Ave.	Same as Short-Range.	None
112	No action.	Upon property redevelopment, close approach to OR 99. Future access to be taken from 3rd Ave.	None
113	(3rd Ave.) No action.	Same as Short-Range.	Same as Short-Range.
114	(2nd Ave.) No action.	Same as Short-Range.	Same as Short-Range.
115	(1st Ave.) No action.	Same as Short-Range.	Same as Short-Range.
116	Approach to remain until reasonable alternate access becomes available.	Same as Short-Range.	Same as Short-Range.

**Table 6-4 (continued): OR 99 Junction City Access Management Plan Actions**

Approach #	Short-Range Action	Medium-Range Action	Long-Range Action
117	Approach to remain until reasonable alternate access becomes available.	Same as Short-Range.	Same as Short-Range.
118	As opportunity arises, close approach to OR 99.	Same as Short-Range.	None
119	Approach to remain until reasonable alternate access becomes available.	Same as Short-Range.	Same as Short-Range.
120	As opportunity arises, close approach to OR 99.	Same as Short-Range.	None
121	As opportunity arises, close approach to OR 99.	Same as Short-Range.	None
122	As opportunity arises, close approach to OR 99.	Same as Short-Range.	None
123	(Prairie Rd.) No action.	Same as Short-Range.	Same as Short-Range.
124	No action.	Upon property redevelopment, close approach to OR 99W and take access from Toftdahl Rd.	None
125	(Juniper St.) No action.	Same as Short-Range.	Same as Short-Range.
126	(Toftdahl Rd.) No action.	Same as Short-Range.	Same as Short-Range.
127	(Link Ln.) No action.	Same as Short-Range.	Same as Short-Range.
128	Close approach as opportunity arises. Alternate access is available via Link Lane.	Same as Short-Range.	None
129	Combine with approach No. 130.	Same as Short-Range.	Same as Short-Range.
130	Close approach as opportunity arises. Alternate access is available via approach No. 129.	Same as Short-Range.	None
131	No action.	Same as Short-Range.	Same as Short-Range.
132	No action.	Same as Short-Range.	Same as Short-Range.
133	No action.	Same as Short-Range.	Same as Short-Range.

**Table 6-4 (continued): OR 99 Junction City Access Management Plan Actions**

Approach #	Short-Range Action	Medium-Range Action	Long-Range Action
134	Close approach as opportunity arises. Alternate access is available via approach No. 135.	Same as Short-Range.	None
135	No action.	Same as Short-Range. However, upon property redevelopment, consideration should be given to maximizing the distance to the OR 99W/OR 99E intersection and providing adequate sight distance to the north along OR 99E (horizontal curve).	None
136	No action.	Upon property redevelopment, close approach to OR 99E.	None
137	(OR 99W/OR 99E) No action.	Same as Short-Range.	Same as Short-Range.
138	Combine with approach No. 139 and locate shared approach on property line.	Same as Short-Range.	Same as Short-Range.
139	Combine with approach No. 138 and locate shared approach on property line.	Same as Short-Range.	Same as Short-Range.
140	Close approach as opportunity arises. Alternate access is available via approach No. 139.	Same as Short-Range.	Same as Short-Range.
141	No action.	Same as Short-Range.	Same as Short-Range.
142	Close approach as opportunity arises. Alternate access is available via approach No. 141.	Same as Short-Range.	None
143	As opportunity arises, close approach to OR 99. Alternate access is available via Pitney Lane.	Same as Short-range.	Same as Short-range.
New Approach between No. 143 and No. 67	Provide one approach to OR 99 from area of TL 400 that is landlocked by a stream. Locate approach as far south of neighboring approach to the north as feasible.	Same as Short-range.	Same as Short-range.



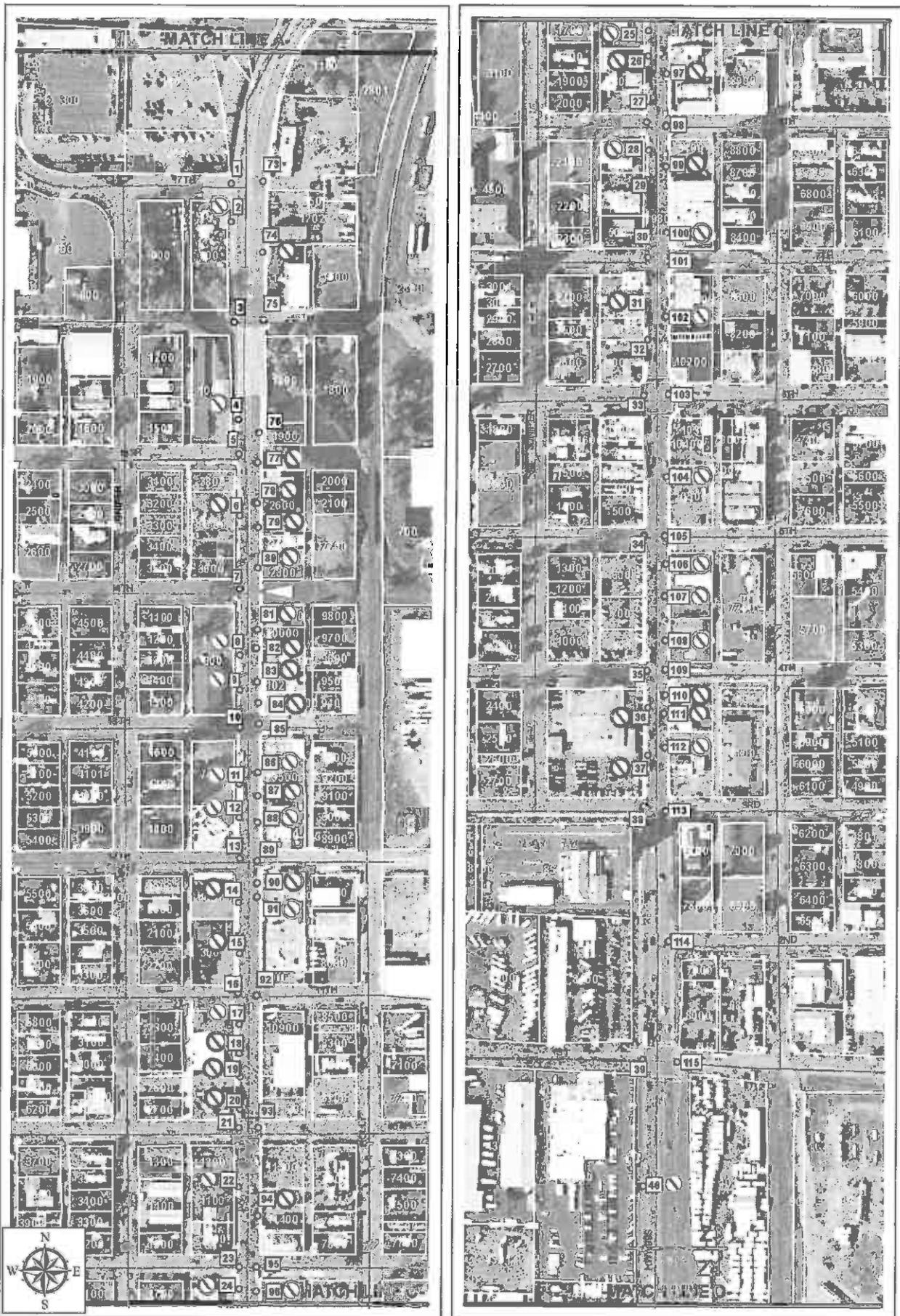
**Legend**

- |  |                 |  |                           |
|--|-----------------|--|---------------------------|
|  | UGB             |  | Tax Lot                   |
|  | Approach        |  | Access Management         |
|  | Approach Number |  | Zone Boundary and Number  |
|  | Access Control  |  | Close Approach            |
|  |                 |  | Restricted Turn Movements |
|  |                 |  | Construct Approach        |

200 100 0 200 Feet

Notes:  
 - For detailed information regarding individual approach treatment, see Table 6-4.  
 - The actions illustrated are subject to change as described in the text of the access management plan.

**FIGURE 6-9A**  
**OR 99 Long-Range**  
**Access Management Plan**



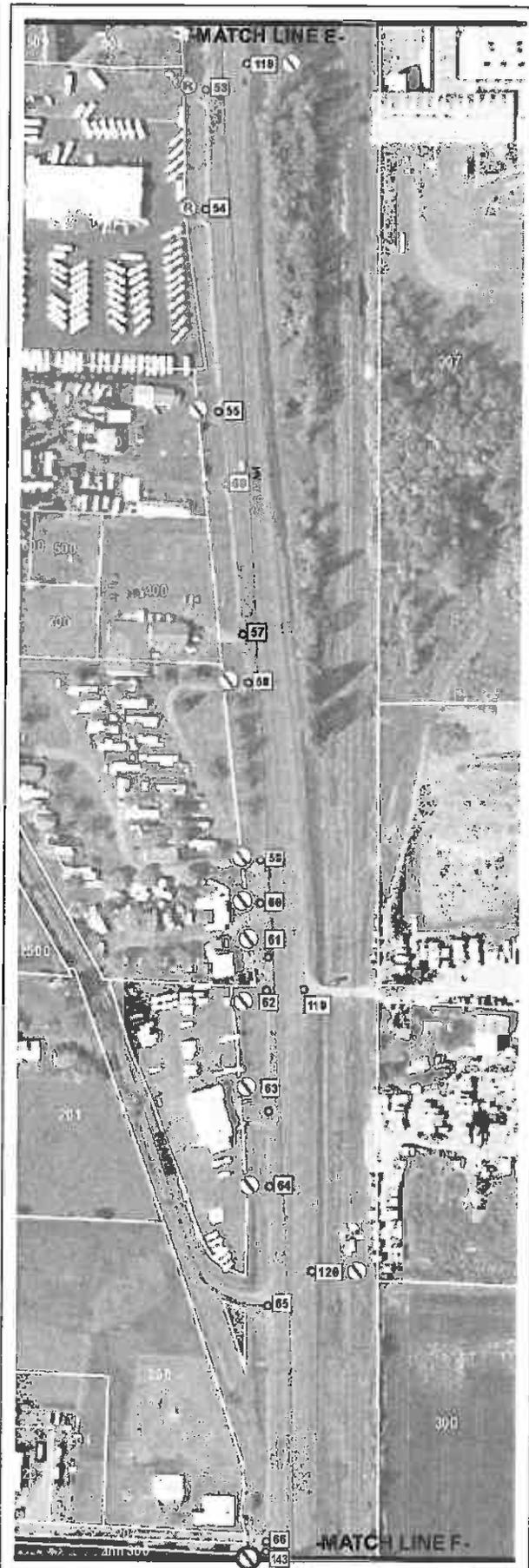
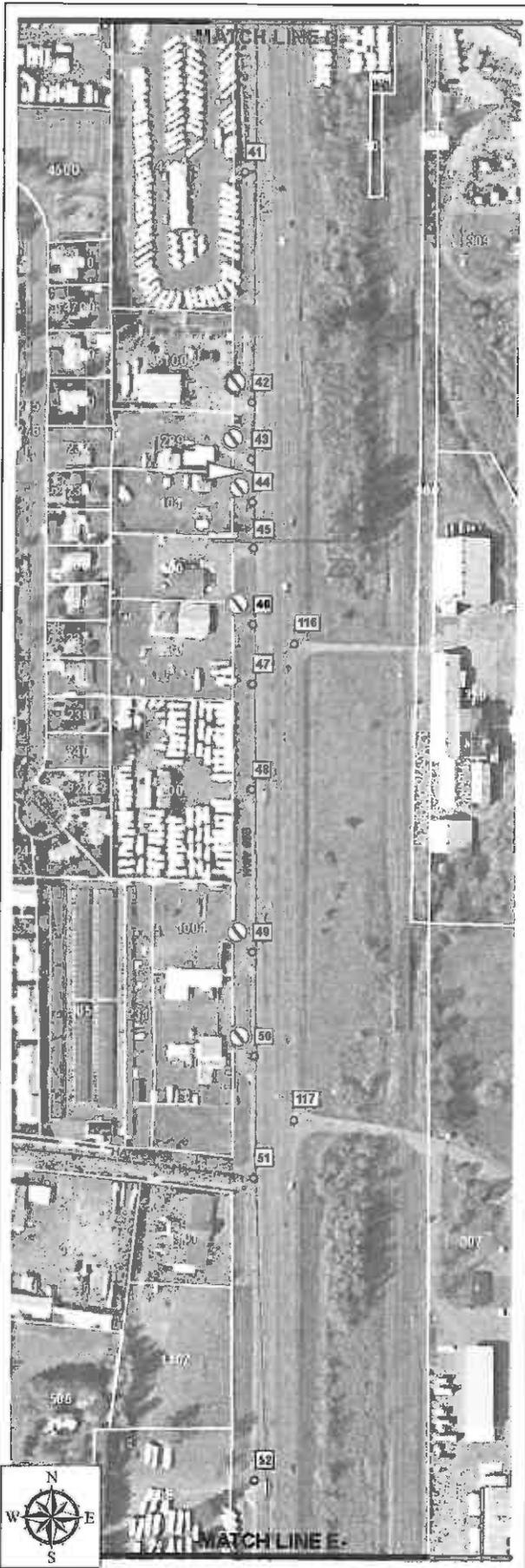
**FIGURE 6-9B**  
**OR 99 Long-Range**  
**Access Management Plan**

**Legend**

- UGB
- Approach
- Approach Number
- Access Control
- Tax Lot
- Access Management
- Zone Boundary and Number
- Close Approach
- Restricted Turn Movements
- Construct Approach

200 100 0 200 Feet

Notes:  
 - For detailed information regarding individual approach treatment, see Table 6-4.  
 - The actions illustrated are subject to change as described in the text of the access management plan.

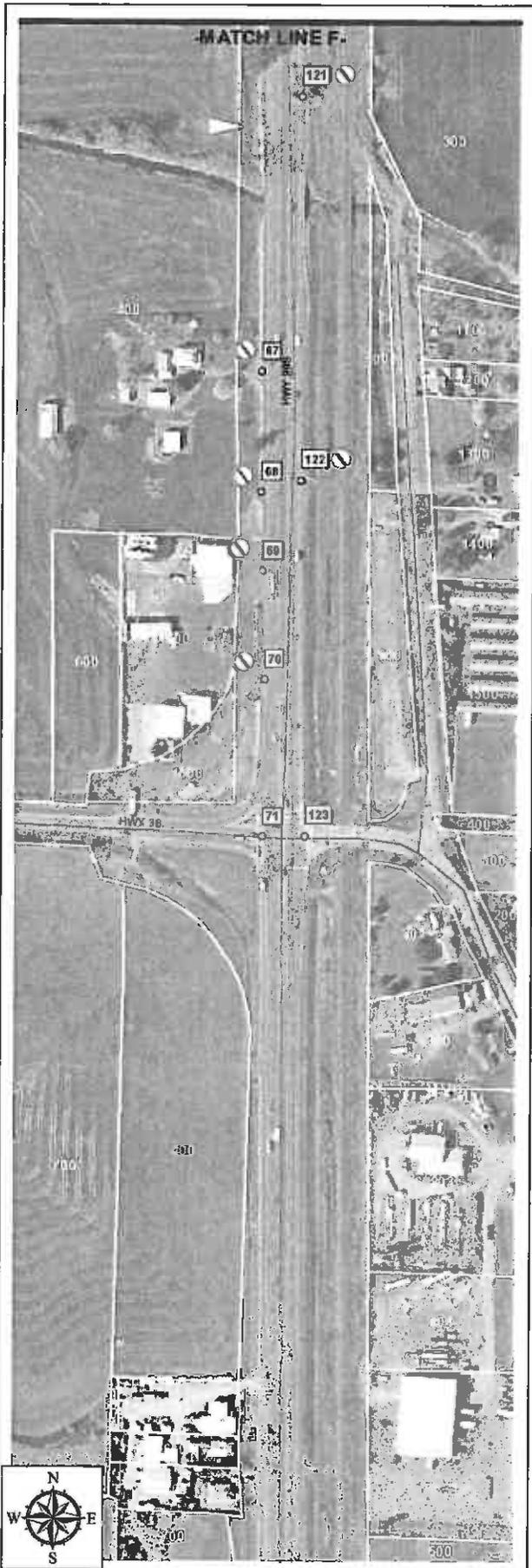


Legend	
	UGB
	Approach
	Approach Number
	Access Control
	Tax Lot
	Access Management Zone Boundary and Number
	Close Approach
	Restricted Turn Movements
	Construct Approach



Notes:  
 - For detailed information regarding individual approach treatment, see Table 6-4.  
 - The actions illustrated are subject to change as described in the text of the access management plan.

**FIGURE 6-9C  
 OR 99 Long-Range  
 Access Management Plan**



**Legend**

- UGB
- Approach
- Approach Number
- Access Control

- Tax Lot
- Access Management Zone Boundary and Number
- Close Approach
- Restricted Turn Movements
- Construct Approach



Notes:  
 - For detailed information regarding Individual approach treatment, see Table 6-4.  
 - The actions illustrated are subject to change as described in the text of the access management plan.

**FIGURE 6-9D  
 OR 99 Long-Range  
 Access Management Plan**

## **Access Management Plan Modification Recommendation**

As the access management plan is implemented over time, there may be conditions under which modifications to the plan are desired as a result of new findings or changes in circumstances related to property accessibility. Under such conditions, modifications to the plan may be made by ODOT, with input provided by the applicable local jurisdiction (i.e. City of Junction City or Lane County). Any modifications made should be documented in writing and provided to ODOT, the City of Junction City, and Lane County. Specific conditions under which modifications to the access management plan actions are recommended are as follows.

### **Approach Permitting**

The actions in this plan do not replace the requirement to obtain an approach permit from ODOT for the construction, maintenance, and operation of an approach to a state highway.

### **Turn Restrictions & Approach Design**

Conditions of use, including but not limited to approach design and the restriction of turning movements allowed, may be applied by ODOT through the approach application process. Unless specifically stated, the actions in this plan do not guarantee that all turning movements will be allowed to/from an approach.

### **Land Divisions and Consolidations**

It should be noted that the recommended actions were based in part on current property configurations and ownerships. Should property boundaries change in the future through consolidation or other land use action, the access management plan may be modified by ODOT following consultation by the applicable local jurisdiction (i.e. City of Junction City or Lane County), where such modifications would move in the direction of the adopted access management spacing standards in this plan. Additional access points should not be allowed where they would result from future land partitions or subdivisions. Also, where contiguous properties have been placed under common ownership following plan adoption, opportunities to further consolidate access should be pursued.

### **Changes in Property Zoning**

It should be noted that the recommended actions were based in part on current property zoning and comprehensive plan zoning. Should property zoning change in a manner inconsistent with current or comprehensive plan zoning, the access management plan may be modified by ODOT following consultation by the applicable local jurisdiction (i.e. City of Junction City or Lane County), where such modifications would move in the direction of the adopted access management spacing standards in this plan. Provision for access management plan modification by ODOT shall also be allowed where conditional uses are approved.

### **Shared Mid-block Access**

Along the corridor of OR99 from 17<sup>th</sup> Avenue to 1<sup>st</sup> Avenue where property access is recommended to be relocated to the side-streets rather than taken directly from the highway, applications for approaches to the highway where not shown in the plan may be considered by ODOT where proposed approaches would be located at a mid-block location, adjacent property owners agree to record access easements to allow for joint use, and where a right of access exists. When approving such applications, OAR 734-051 will govern decisions and findings must be made that side-street

access as shown in the plan could not adequately serve existing and proposed development and that approval of the proposed access would benefit the highway.

Also, should the corridor along OR99 from 17<sup>th</sup> Avenue to 1<sup>st</sup> Avenue become adopted as a Special Transportation Area (STA), the prevailing access management spacing standards for that section would be used.

### **Maintenance & Modernization of Legal Approaches**

The actions listed in this plan shall not prevent the reconstruction of legal approaches as necessary to meet City, County, or ODOT standard design. This provision is not intended to apply to conditions related to ODOT projects or actions resulting in a “Change in Use” of an approach as defined in OAR 734-051-0045.

### **Recommended Modifications to Public Alley Design**

Within the corridor along OR99 from 17<sup>th</sup> Avenue to 1<sup>st</sup> Avenue, property access is recommended to be relocated to the side-streets, rather than taken directly from the highway. However, most properties are currently served by alleys to the side-streets that are located approximately 100 feet from the intersection with OR99, making the establishment of additional access points undesirable. As these alleys are only 20 feet wide, they may not be adequate to accommodate trips associated with some developments.

Therefore, it is recommended that all alleys be improved at the time access is relocated from OR99 to a side-street. Improvements shall include widening the alley by a minimum of four feet on each side (each side improved as part of development activity on that property) and establishing a minimum unobstructed approach throat distance of 30 feet from the back of sidewalk. Larger dimensions may be required as determined appropriate through the development review process. If improvements are not possible due to existing development patterns or insufficient right-of-way, one-way travel should be considered.

## **Project Phasing**

This discussion includes an assessment of the anticipated timing and importance of various elements of each alternative to guide prioritization of funding. It should be recognized that this assessment assumes growth through 2026 will occur evenly throughout the City and on a linear basis. Significant develop activity in any one area of the City could have an impact on the timing of improvements needed.

### **Alternatives A and B:**

Alternatives A and B are fundamentally the same, with the most significant difference being only the alignment of the new half of the couplet (i.e. Juniper Street or Holly Street). Therefore, the phasing discussion for these alternatives will be the same.

As the intersection on OR 99 at 1<sup>st</sup> Avenue is the only intersection that fails to meet mobility standards under existing conditions and is projected to be the primary bottleneck in 2026, the timing of the need to implement improvements at this location is immediate. Therefore, the first phase must include the couplet from the north end of the project (OR 99W/OR 99E) through the 1<sup>st</sup> Avenue intersection. The divided highway section south of 1<sup>st</sup> Avenue does not address any mobility needs,