

## GOAL 12. TRANSPORTATION

AS CAVE JUNCTION DOES NOT HAVE SUFFICIENT POPULATION TO SUPPORT LOCAL BUS SERVICE THE AUTOMOBILE IS THE MAJOR MODE OF TRANSPORTATION. THE REDWOOD HIGHWAY, U.S. 199, AND THE OREGON CAVES HIGHWAY, OREGON, INTERSECT AT CAVE JUNCTION. REGIONAL TRANSPORTATION IS PROVIDED BY GREYHOUND LINES BETWEEN GRANTS PASS AND CRESCENT CITY. THERE IS NO RAIL SERVICE IN THE ILLINOIS VALLEY. THE AIRPORT AT THE SMOKE JUMPER BASE NORTH OF O'BRIEN HAS THE POTENTIAL FOR ADDITIONAL DEVELOPMENT, ALTHOUGH THE SMOKE JUMPER BASE ITSELF IS SCHEDULED TO BE CLOSED. THERE IS NO WATER OR PIPELINE TRANSPORTATION NEED OR POTENTIAL. DUE TO THE GOOD CLIMATE AND SMALL SIZE OF THE CITY, BICYCLE AND PEDESTRIAN TRAVEL COULD PLAY AN IMPORTANT ROLE, ESPECIALLY FOR LOW AND MODERATE INCOME PEOPLE.

### HIGHWAYS

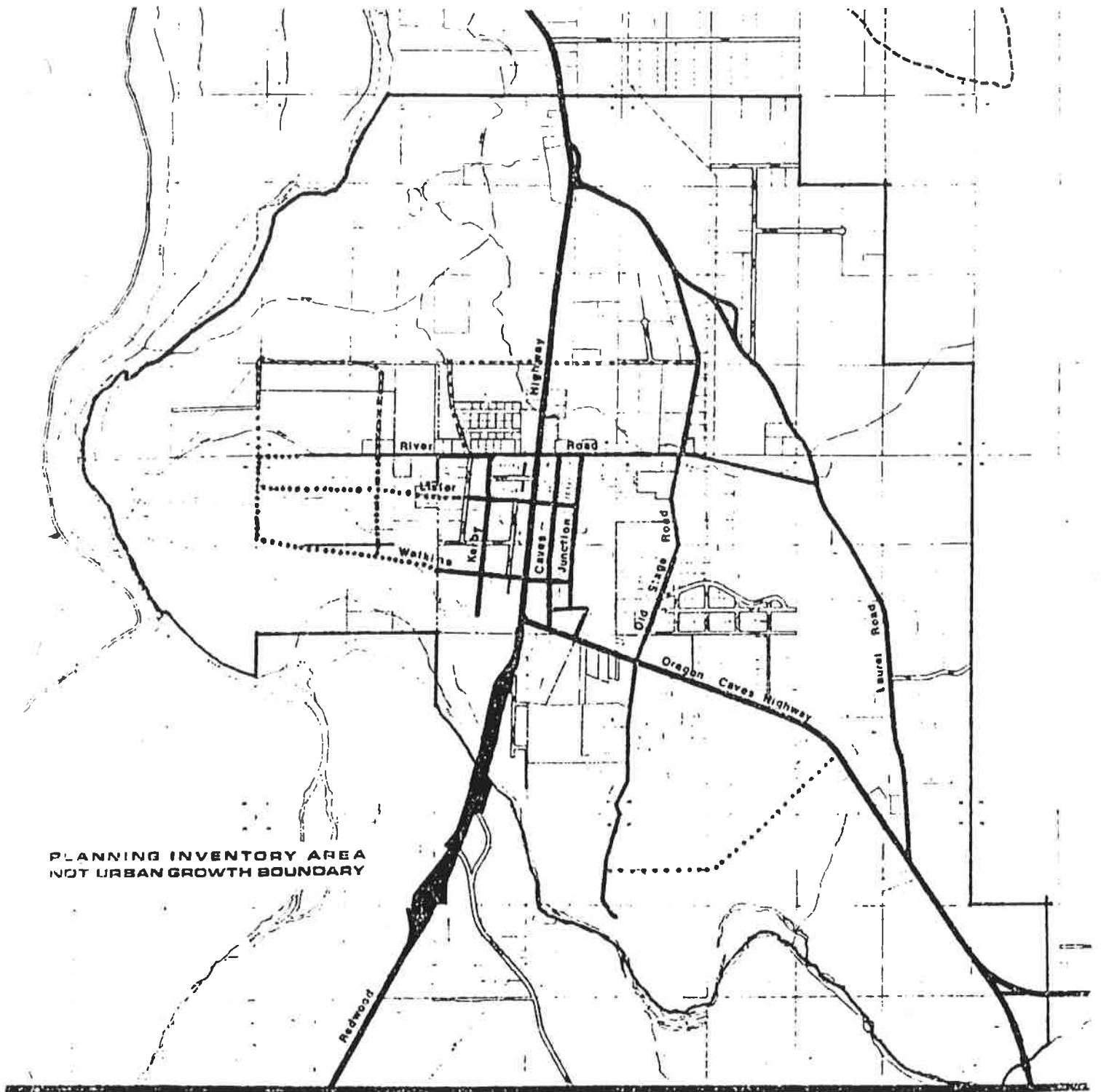
THE OREGON CAVES HIGHWAY ORIGINATES IN THE CITY AND EXTENDS TO THE U.S. NATIONAL MONUMENT. THE REDWOOD HIGHWAY IS A MAJOR TRANSPORTATION LINK BETWEEN OREGON AND THE COASTAL PORTION OF NORTHERN CALIFORNIA. AS THIS HIGHWAY IS ALSO THE MAIN COMMERCIAL THOROUGHFARE, IT IS IMPORTANT TO THE LOCAL CIRCULATION PATTERN AND AN ECONOMIC ASSET TO THE CITY. THE CITY RECOGNIZES THE NEED TO AVOID CONGESTION ON THESE HIGHWAYS AS MUCH AS POSSIBLE. THIS CAN BE DONE IN SEVERAL WAYS:

- PROVIDING ALTERNATE STREETS FOR LOCAL CIRCULATION
- LIMITING THE NUMBER OF CROSS STREETS TO MAJOR INTERSECTIONS
- KEEPING THE NUMBER OF CURB CUTS AND PRIVATE DRIVES TO A MINIMUM, AND
- MAINTAINING ADEQUATE SETBACKS AND RIGHT-OF-WAY EASEMENTS.

SPECIAL TRANSPORTATION NEEDS. HANDICAPPED, THE ELDERLY, AND OTHER NON-DRIVERS CAN BE CONSIDERED TRANSPORTATION-DISADVANTAGED. A SMALL COMMUNITY SUCH AS CAVE JUNCTION CANNOT BE EXPECTED TO SUPPORT EVEN A MINIMAL TRANSIT SERVICE. OFTEN, SOCIAL SERVICE AGENCIES PROVIDE TRANSPORTATION TO SPECIAL GROUPS. SENIOR CITIZEN ACTIVITY TRANSPORTATION GOES TO GRANTS PASS ONCE A WEEK.

### MAJOR STREETS PLAN

A MAJOR STREETS PLAN IS INTENDED TO PROMOTE AN ORDERLY DEVELOPMENT OF ARTERIAL AND COLLECTOR STREETS. THIS PLAN MUST BE IMPLEMENTED THROUGH THE CITY'S SUBDIVISION ORDINANCE AND CAPITAL IMPROVEMENT PROGRAM. THE ACCOMPANYING ROAD PLAN MAP IN CONJUNCTION WITH THE ROAD CLASSIFICATION CHART PROVIDES A GENERAL GUIDE FOR THE LOCATION AND WIDTHS OF STREETS FOR PRIVATE DEVELOPERS, THE CITY, AND THE COUNTY.



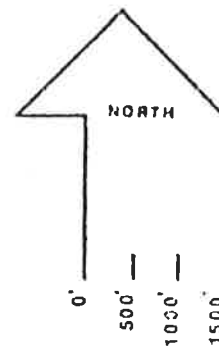
**PLANNING INVENTORY AREA  
NOT URBAN GROWTH BOUNDARY**

**LEGEND**

- EXISTING STREETS
- ..... PROPOSED STREETS

**TRANSPORTATION**

**THE CITY OF  
CAVE JUNCTION  
COMPREHENSIVE PLAN**



**DANIELSON  
ARCHITECTS**

ONE EAST BROADWAY  
MALL WALK  
EUGENE, OREGON  
97401 484-3757

<u>TYPE OF STREET</u>	<u>MINIMUM RIGHT-OF-WAY WIDTH</u>	<u>MINIMUM ROADWAY WIDTH</u>
ARTERIAL: REDWOOD HIGHWAY CAVES HIGHWAY LAUREL ROAD	80-120 FEET	40-52 FEET
COLLECTOR STREET LISTER STREET RIVER STREET OLD STAGE ROAD CAVES AVENUE JUNCTION AVENUE WATKINS STREET KERBY AVENUE	60-80 FEET	36-48 FEET

CONCLUSIONS:

1. THE AUTOMOBILE IS THE PRIMARY MODE OF TRANSPORTATION IN CAVE JUNCTION, SUPPLEMENTED BY PEDESTRIAN AND BICYCLE MODES.
2. THERE IS LITTLE OR NO MASS TRANSIT POTENTIAL DUE TO THE SMALL POPULATION.
3. THE OREGON CAVES HIGHWAY AND THE REDWOOD HIGHWAY ARE IMPORTANT TO THE CITY BOTH IN TERMS OF TRAFFIC CIRCULATION AND ECONOMIC BASE.

POLICIES:

1. THE CITY WILL REQUIRE DEDICATION OF ADEQUATE STREET RIGHT-OF-WAY FROM DEVELOPERS ACCORDING TO THE MAJOR STREETS PLAN AND STANDARDS SET FORTH IN THE SUBDIVISION ORDINANCE.
2. THE CITY WILL ENCOURAGE SOCIAL SERVICE AGENCIES TO PROVIDE SERVICES TO THE TRANSPORTATION DISADVANTAGED.
3. THE CITY WILL PROVIDE COMMERCIAL ZONING ON STREETS PARALLEL TO THE REDWOOD HIGHWAY TO RELIEVE POTENTIAL CONGESTION.

RECOMMENDATIONS:

1. THE CITY SHOULD ESTABLISH STANDARDS FOR CURB CUTS, VISION CLEARANCE AND OTHER TRAFFIC SAFETY MEASURES IN ALL AREAS OF THE CITY.
2. CURB CUTS ONTO THE STATE AND U.S. HIGHWAYS SHOULD BE REVIEWED WITH THE APPROPRIATE STATE AND FEDERAL AGENCIES.
3. TRAFFIC LIGHTS SHOULD BE INSTALLED AT MAJOR INTERSECTIONS AS GROWTH INCREASES.
4. THE CITY SHOULD DEVELOP A PEDESTRIAN AND BIKEWAYS PLAN TO TAKE ADVANTAGE OF ANY STATE AND FEDERAL FUNDING SOURCES WHICH MAY BE AVAILABLE.