Transportation System Plan

City of Veneta

prepared by Lane Council of Governments
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Funding

The inclusion of proposed projects and actions in this plan does not obligate or imply obligations of funds by any jurisdiction for project level planning or construction.

However, the inclusion of proposed projects and actions does serve as an opportunity for the projects to be included, if appropriate, in documents such as the State Transportation Improvement Program (STIP) and Lane County Capital Improvements Plan (CIP). Such inclusion is not automatic. It is incumbent on the state, county, city, and general public to take action to encourage and support inclusion into the STIP or CIP at the appropriate time. Projects included in the STIP or CIP are required to have funds available so the number of projects which can be included are constrained by funding levels.

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Chapter One
INTRODUCTION

A. Overview

The Veneta Transportation System Plan (TSP) is the long-range policy document that guides transportation planning within Veneta's urban growth boundary (UGB) for the next 20 years. The plan will be updated every five years or when needed. The goals and policies are part of Veneta's Comprehensive Plan. Ordinance amendments that implement the plan will also be adopted. The City will base its transportation system capital improvements on this plan. Refinements may supplement the plan with more detail and specific information on issues, policies, and projects. These refinement plans must be consistent with the Transportation System Plan.

B. Plan Context

The City of Veneta has a lot of growth potential within the city limits and UGB. Long-range comprehensive planning is a tool for looking ahead into the future and shaping growth of an area. Transportation planning is one facet of Veneta's long-range plan. Local comprehensive plans must be consistent with the statewide planning goals. Oregon's Statewide Planning Goal 12: Transportation is "To provide and encourage a safe, convenient and economic transportation system." Goal 12 goes on stating, "A transportation plan shall

(1) consider all modes of transportation including mass transit, air, water, pipeline, rail, highway, bicycle and pedestrian;
(2) be based upon an inventory of local, regional and state transportation needs;
(3) consider the differences in social consequences that would result from utilizing differing combinations of transportation modes;
(4) avoid principal reliance upon any one mode of transportation;
(5) minimize adverse social, economic and environmental impacts and costs;
(6) conserve energy;
(7) meet the needs of the transportation disadvantaged by improving transportation services;
(8) facilitate the flow of goods and services so as to strengthen the local and regional economy; and
(9) conform with local and regional comprehensive land use plans."

This transportation plan is intended to meet all of the requirements of the state's Transportation Planning Rule, Oregon's administrative rule 660 Division 12 that implements Goal 12.

C. Planning Assumptions

The transportation plan assumes the same plan designations as Veneta's comprehensive plan when forecasting future land development. The study area is Veneta's UGB. The base year for the population data is 1996 when there were an estimated 2,845 people in Veneta. The base year for the employment data is 1994 when there were 477 jobs in Veneta. The horizon year, or planning year is 2015. The projected population for 2015 is 5,447 people and the projected

employment is 864 jobs. See Appendix B for more detail on the population and employment projections and allocation of future housing units and job to vacant land.

There are 738 vacant acres available for residential development which provides plenty of residential land to serve the projected population. The allocation of households to the vacant areas has taken into consideration Veneta's priority development area, service availability, and wetland, floodplain, and steep slope constraints. There are 186 vacant acres available for industrial and commercial development which, if evenly allocated with new jobs, would result in two jobs per vacant acre. Even with wetland and floodplain constraints on some of the land, there is adequate land to accommodate the new jobs.

D. Planning Process

The TSP is based on public involvement and citizen review to ensure that the goals of the TSP reflect the values of the community. A Citizen Advisory Committee has met monthly for one year to provide staff with direction on the development of a plan by first developing transportation goals, and then making sure the TSP meets those goals. This committee is made up of nine members; two city councilors, two planning commissioners, a representative of the fire district, and a representative from the sheriff's office. The remaining three members are people who live or work in Veneta. This committee was appointed by Veneta's City Council to represent a broad spectrum of transportation and community interests in the planning process.

Staff conducted a system-wide inventory that provided a basis for determining transportation system needs. Traffic projections were developed based on allocation of the future population and employment. A community workshop was held in fall 1996 to identify issues that should be addressed by the plan. Staff worked with the committee to come up with ways to approach the transportation needs and issues. Some of these options were presented to the public during a workshop in spring 1997. The public was also asked to provide comments on the draft goals. In summer 1997, the public again had the opportunity to respond to elements of the draft transportation plan at a community workshop. All committee meetings were open to the public and advertised in the West Lane News. Short articles describing the development of the plan were also published in the newspaper throughout the year.

The committee reviewed this document and staff made the suggested edits. It was released to the public and to other agencies for review (Oregon Department of Transportation, Department of Land Conservation and Development, Lane County). As needed, staff responded to the comments and made the suggested edits to the draft TSP. The draft TSP will then went through the adoption process. The Planning Commission will held a joint public hearing July 20 with the Lane County Planning Commission and Lane County Roads Advisory Committee on the TSP during which people submitted oral and written testimony. Both Planning Commissions and the Roads Advisory Committee made recommendations to their respective elected officials. The City Council and the Board of County Commissioners also held a joint public hearing on September 14, identified changes that needed to be made, and adopted the TSP.

E. Plan Monitoring and Performance

The TSP is the guiding framework for transportation policies, actions, and investments in Veneta for the next 20 years. Transportation projects, improvements, and refinement studies must be consistent with the goals, policies, and projects listed in the plan and consistent with state laws. To develop this plan, assumptions on growth and development, population, employment, and travel behavior patterns were made. These assumptions may need to be adjusted and the plan amended over time. Because conditions change over time, some flexibility has been built into the plan.

The adopted plan will become part of the Comprehensive Plan for Veneta which will be reviewed on a routine basis through the periodic review process. It is during this time that the plan assumptions, policies, and implementation actions will be re-evaluated.

F. Plan Organization

The remaining sections of this document are summarized below.

Chapter Two: Mission, Goals and Policies
The transportation mission and goals are listed. These broad statements of philosophy were developed by the Citizen Advisory Committee and guided the development of the TSP. The policies provide a specific course of action that will move the community toward the attainment of its goals.

Chapter Three: Plan Maps
These maps graphically portray the street plan, bicycle plan, pedestrian plan, and public transportation plan.

Chapter Four: Implementation Actions
There are four types of implementation actions that are described in this chapter. The capital improvements section lists projects and improvements. Each project and improvement is accompanied with a brief project description. The ordinance revisions section describes changes that will need to be made in Veneta's Land Division and Land Development Ordinances to implement the adopted policies. The third section includes education strategies. The last section consists of areas of further study.

Chapter Five: Financing Strategies
Existing and potential funding sources are described that would pay for the capital improvements, educational efforts, and further studies that were identified in the previous chapter.

Appendix A: Existing Conditions
This appendix describes all components of the transportation system. It includes a database and maps for the existing street, sidewalk, bicycle system, and transit system. Also included is an accident summary, a description of existing land uses, and natural and cultural features.
Appendix B: Population and Employment Projections

Data on current population and employment for Veneta is presented. The appendix also includes the methodology for the population and employment projections, and explains how those projections have been allocated to the various Transportation Analysis Zones.

Appendix C: Needs Analysis
This needs analysis includes information based on the existing conditions, traffic projections based on the population and employment projects, and issues raised by the Citizen Advisory Committee, city staff, and the general public.

Appendix D: Policy Framework
This appendix describes what other government policies affect local transportation planning.

Appendix E: Glossary
The glossary defines transportation-related words that may be used in this document or in discussions about the TSP.

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Chapter Two
MISSION, GOALS, AND POLICIES

A. Introduction

The mission is the overall goal regarding transportation in Veneta. The goals are broad statements of philosophy that describe the hopes of the people of the community for the future of the community. Each goal is developed around a topic area. A goal may never be completely attainable, but is used as a point toward which to strive. The goals guided the development of the transportation system plan and should be used to monitor future transportation strategies and improvements. Policies are statements that provide a specific course of action moving the community toward the attainment of its goals. Policies have the force of law. Each new capital improvement project, land use application, or implementation measure must be consistent with the policies. Once adopted, the mission, goals, and policies will become part of Veneta's Comprehensive Plan.

B. Mission

Enhance the quality of life in the City of Veneta through a balanced transportation system that meets the travel needs of the community.

C. Goals

Quality of Life: Enhance the city's quality of life by providing adequate access to residences, employment, services, social and recreational opportunities.

Land Use Planning: Integrate land use and transportation planning.

Safety: Create a safe transportation system.

Congestion: Operate transportation facilities at a level of service that is cost-effective and appropriate for the area served.

Connectivity: Create an interconnected transportation system to support existing and proposed land uses.

Access: Meet the access needs of land development while protecting public safety needs transportation operations, and mobility of all transportation modes.

Transportation Balance: Provide a balanced transportation system that provides options for meeting the travel needs of all modes of transportation.

Energy: Minimize transportation-related energy consumption by using energy-efficient and appropriate modes of transportation for the movement of people, goods and services.

Economic: Promote economic health and diversity through the efficient and effective movement of goods, services, and people.

Environmental: Minimize environmental impacts on natural resources when constructing transportation facilities and by encouraging non-polluting transportation alternatives.

Pollution Control: Minimize pollution including air, water, and noise pollution.

Parking: Provide adequate parking without conflicting with other transportation goals.

Coordination: Collaborate and coordinate with state, county and other agencies during long range planning efforts, development review, design and construction of transportation projects, and any other land use or transportation programs, policies or developments.

D. Policies

Protection of Transportation Facilities

1. The City shall protect the function of existing and planned transportation systems as identified in the Street Plan, the Bicycle Plan, and Pedestrian Plan and Transit Plan through application of appropriate land use and access management regulations.

2. When making a land use decision, the City shall consider the impact on the existing and planned transportation facilities.

3. The City shall consider the potential to establish or maintain bikeways or walkways prior to vacating any public easement or right-of-way.

4. At the time of land development or land division, the City shall require the dedication of additional right-of-way or easements in order to obtain adequate street widths, bikeways and walkways and to accommodate transit facilities. These dedications shall be in accordance with all street plans, bicycle plans, pedestrian plans, and transit plans adopted by the City.

5. New development shall gain access primarily from local streets. Driveway access onto arterials and collectors shall be evaluated based on access options, street classifications and the effect of the new access on the function, operation and safety of surrounding streets and intersections.

6. Land development shall not encroach within the setbacks required for potential street expansion.

Street Classifications

1. Arterials: Arterials should provide safe and efficient traffic flow. Access to an arterial shall normally be from the collector street system. It shall be protected from strip commercial development and access points that restrict its effectiveness.

   Highway 126 is a state highway of statewide importance classified as a ***principal arterial*** that shall primarily serve a high volume of traffic with high to moderate speed operations with limited interruptions of traffic flow.

   Territorial Road is a state highway of district importance classified as a ***minor arterial*** that shall provide for moderate to low speed operations with a moderate to high level interruption of traffic flow.

2. Collector Streets***:*** Access shall be managed to minimize degradation of capacity and traffic safety.

   A ***major collector*** shall serve traffic from local streets or minor collectors to the arterial system. Major Collectors: Huston Road, Perkins Road, Bolton Hill Road, Hunter Road, Jeans Road

   A ***minor collector*** shall provide access to abutting properties and serve local access needs of neighborhoods, including some through traffic. Minor Collectors: Hope Lane, Broadway Avenue, Cheney Drive, 8th Street, East Bolton Road (east-west and north-south)

3. Local Streets: A local street shall provide direct property access and access to collectors and minor arterials. Service to through-traffic movement shall be discouraged. Local Streets: all streets not identified in previous categories.

<u>Layout and Design of Streets, Bikeways, and Walkways</u>

1. Streets shall be designed to efficiently and safely accommodate emergency service vehicles.

2. Streets, bikeways, and walkways shall be designed to meet the needs of pedestrians and cyclists to promote safe and convenient bicycle and pedestrian circulation within the community. To promote bicycling and walking, all new arterial and collector streets shall have bicycle lanes and all new streets (except streets serving low-density development in the rural residential zone) shall have sidewalks. As a change of use, alteration, or new construction occurs, existing streets shall be brought up to code or money set aside for future upgrades shall be collected.

3. Direct and convenient access for motor vehicles, transit, bicycles, and pedestrians, shall be provided to major activity centers, including public buildings and schools, shopping areas, parks, and employment centers.

4. Streets shall be interconnected to reduce travel distance, encourage efficient lot layout, promote the use of alternative modes, efficiently provide utilities and emergency services, and to evenly disperse traffic. Cul-de-sacs are allowed only when topographical, environmental, or existing adjacent land uses make connecting streets infeasible. Where cul-

de-sacs are planned, multi-use paths connecting the end of the cul-de-sac to other streets or neighborhood activity centers shall be provided if feasible.

5. Streets identified as future transit routes shall be constructed or reconstructed to safely and efficiently accommodate transit vehicles with respect to their turning radius and wear and tear on the streets. Streets shall also be designed to provide pedestrian and transit amenities; thus encouraging the use of public transportation.

6. Street designs shall be responsive to topography and shall minimize impacts on natural resources such as streams, wetlands, and wildlife corridors.

7. Where appropriate, the street system and its infrastructure shall be utilized as an opportunity to convey and treat stormwater runoff.

8. Attention shall be given to the beautification of entranceways to the city, particularly along Highway 126 and Territorial Highway.

Maintenance

1. Maintenance and repair of existing bikeways and walkways (including sidewalks) shall be done on a proportional basis, except in emergencies.

Parking

1. On-site motor vehicle parking shall be provided for all new development unless on-street parking or other nearby sites provide adequate parking for the proposed use.

2. Appropriate bicycle parking facilities shall be provided at all new commercial, industrial, recreational, and institutional facilities and at new residential multi-family developments of four or more units. Bicycle parking facilities shall be no farther from the facility entrance than the closest automobile parking (except handicapped spaces).

Public Transportation

1. Support provision of basic mobility service for the elderly and people with special transportation needs.

2. Work with Lane Transit District to improve transit services and access to transit services in conjunction with new development.

3. Encourage demand management programs such as park-and-ride facilities and vanpools to reduce single-occupancy auto trips to and from Eugene.

Rail Freight

1. The City will support the continued use of the railroad for rail freight service by designating land along the tracks to allow uses that depend on freight.

Coordination

1. City will notify ODOT of all project proposals and development applications adjacent to state highways. City will notify Lane County Department of Public Works of all project proposals and development applications adjacent to county roads.

2. City will notify ODOT, Lane County Department of Public Works, and LTD of major project proposals and development applications. Major development applications are those that will generate more than 25 trips during an average peak hour or which require a traffic study.

3. City will notify DLCD, ODOT, Lane County Department of Public Works, and LTD of proposed changes to this Transportation System Plan.

Natural and Cultural Resources

1. Newly-identified natural and cultural resources or sites shall be addressed in the following manner:
   a. The site shall be inventoried, incorporating the use of experts, for specific location, quantity and quality. This inventory shall be done in a timely manner. Constraints on access to private lands, availability of qualified experts, and the difficulty of identifying the suspected natural resource at certain times of the year may require an extended time period for the study.
   b. Upon completion of the preliminary inventory, the city shall determine whether the identified resource is significant and adopt supporting findings. Significance will be determined on a case-by-case basis, according to whether the resource is on a federal, state, or local listing, and because of the uniqueness or scarcity of the resource locally. If necessary to protect the site, the city shall apply interim protection. The city shall then notify any interested parties of the decision and any interim protection measures to be undertaken.
   c. If a resource is determined significant, within one year, the city shall initiate a Goal 5 Environmental, Social, Economic, and Energy conflict resolution analysis. The city will then release a draft working paper with recommendations which will be reviewed by the Planning Commission and City Council.
   d. Staff will coordinate with affected property owners and interested parties throughout the process.

Chapter Three
MODAL PLANS

A. Introduction

This section provides a plan for each of the transportation modes. Where applicable, the plan includes a map that graphically describes the location of existing and proposed transportation facilities. It also includes a map showing capital improvement projects. They are to be used in conjunction with the policies of Chapter Two and implementation actions of Chapter Four.

B. Street Plan

1. Projected Traffic Volumes

Based on approved population and employment projections, the new dwelling units and jobs were allocated to vacant land within Transportation Analysis Zones (TAZs). This process is fully described in Appendix B. Map 1 shows the vacant lands by plan designations within the twelve TAZs. An alternative to the allocation described in Appendix B is one described by Access Engineering in their report Southwest Veneta Traffic Study dated March 1996.[1] That study assumed 709 dwelling units within TAZ 5. The 709 units is projected build-out rather than expected growth over the planning period. The main difference in outcomes between the two allocation alternatives is that total buildout in TAZ 5 shows an apparent need for a traffic signal at the corner of Territorial Highway and Bolton Hill Road. If development is more evenly absorbed throughout Veneta instead of focused in TAZ 5, a traffic signal may not be needed within the planning period.

Maps 2, 3 and 4 show the computer model (emme/2) outputs of daily traffic volume in 1994 and 2015 and the percent change of traffic volumes. The model was calibrated to traffic counts taken by ODOT, Lane County, and Access Engineering. However, there is a discrepancy in the model output with actual traffic patterns. The number of trips on Perkins between Territorial Highway and Huston Road should be higher and those on Cheney and E. Bolton should be lower. There is adequate capacity on Perkins Road to handle the likely traffic in 2015 without becoming congested. The percent change for Hope Lane was not graphically shown on the map because it would have been a huge black band. Because there is very little traffic on Hope Lane now, the percent change is over 1000 percent. However, the projected average number of cars travelling that road in 2015 is well within the capacity of the street.

[1] Although not included in this Transportation Plan, the traffic impact analysis for TAZ 5 is available at the City of Veneta, ODOT, Lane Council of Governments or Access Engineering. Access Engineering is now located at 310 NW 5th St., Ste. 206 in Corvallis, OR, 97330-4849. Thomas Bauer, the author of the document, can be reached at 541-754-6836.

#1 - Vacant Land map

#2 - daily traffic in 1994

#3 - daily traffic in 2015

#4 - percent change of traffic volumes

2. Congestion

Maps 5 and 6 portray congestion using the volume of traffic and the existing capacity of the streets. The model assumes a continuation of existing travel patterns and trip generation rates. Congestion will increase with the increases in population and employment, but could increase at a slower rate if people take fewer trips during rush hour in the future. Based on the capacity of the streets and the projected volume of traffic during the peak afternoon rush hour, there will likely be congestion on the following segments of state highways in the year 2015. Morning peak hour traffic will likely cause congestion in the opposite directions.

Street Segment	Congestion Level
westbound on Hwy. 126, between Hope Ln. and Territorial	moderate
southbound on Territorial, between Hwy. 126 and Broadway	high
southbound on Territorial, between Broadway and Hunter	moderate

3. Accidents

Map 7 shows the location of accidents between January 1, 1991 and May 6, 1996 based on information from ODOT. The following list shows in descending order, the location of frequent accidents. The date on which this summary description is based is derived from ODOT's Accident Data Unit and Lane County Fire District #1. Accident lists from ODOT and the fire district are included in Appendix A.

Highest Number of Accidents - Intersection of Territorial Hwy. and Hwy. 126
This intersection is crossed by thousands of cars each day and traffic volume will increase in the future. Notifying drivers of the upcoming signal and encouraging them to slow down may reduce the accident rate at this intersection. A traffic study for this intersection has been listed in Chapter Four as study D-2.

Second Highest Number of Accidents - Intersection of Territorial and Jeans Rd.
This intersection is located near the entrance to West Lane Center which may cause confusion. Many of the accidents have been caused by drivers who did not have the right-of-way. A traffic study for Highway 126 is listed in Chapter Four as study D-3.

Moderate Number of Accidents - Highway 126 and Huston Road
These accidents are generally caused as people try to turn onto Highway 126 from Huston Road. This intersection does not meet the requirements for a signal at this time, but the projected traffic volumes indicate a signal may be warranted. As traffic increases, there may be enough traffic to instigate a traffic study for this intersection which has been listed in Chapter Four as study D-4. A signal has been listed as long-term capital improvement project B-4.

Moderate Number of Accidents - Territorial Hwy. and Broadway Ave.
Again, many of these accidents are caused by drivers who did not have the right-of-way. Sight distance on Territorial Highway is limited because of the hill. Traffic Study D-1 in Chapter Four discusses possibilities for this intersection.

#5 v/c map - existing

#6 v/c map - projected

#7 Accident map

4. Street Conditions

Map 8 shows the existing streets in Veneta and their condition. See Appendix A for more information on existing streets and the methodology for gathering the information such as street condition. The maintenance projects identified in the next chapter will bring several Veneta streets into good condition.

5. New Streets

Map 9 shows general locations of where streets will go as those areas are developed. The exact alignment of streets will be determined at the time of development. Design and traffic issues will be addressed at the time of development. Natural or cultural resources may require that streets be realigned, and in some cases, may prevent construction. Where possible, the new streets will provide more connections to the existing street system. More connections mean that public safety is increased because emergency vehicles have more options for getting to a crisis location. More connections also mean shorter travel distances and less congestion because people will have choices about where to drive or walk and not be restricted to a particular street. The street plan focuses on connectivity. It also provides alternative routes to the state highways which will alleviate some of the burden on Territorial Highway and Highway 126 for local trips.

Having an adopted street plan will help Veneta residents, property owners and developers by providing certainty in the development process. In areas where there are no streets shown in the street plan, property owners and developers may submit a proposal for local streets that will be reviewed by the Planning Commission. All new streets must comply with the adopted Transportation Policies and meet the street design standards in the Land Division Ordinance. The exact alignment of all new streets should be studied further at the time of development. This is particularly true for the future connection between Sertic Road and Bolton Hill Road because Bolton Hill provides a constraint in this area with the steep slopes. Map 10 shows the location of new roads in relation to wetlands.

6. Functional Class

Map 11 shows the regional road system around Veneta by Lane County's functional classification. In most cases, when streets cross the city limits, Lane County's functional classifications are similar to Veneta's. The only place where there are some discrepancies are Huston Road North and Jeans Road. Lane County classifies these as rural local while Veneta classifies them as major collectors. Lane County staff may consider reclassifying Huston Road North, and Jeans Road to rural minor collector in the County Transportation System Plan. Map 12 shows the functional class of existing and future streets in Veneta. See the policy section of Chapter Two for a description of the various street classifications.

7. Access Control

When constructing the new portion of Highway 126, ODOT took the opportunity to limit access to the new portions of road. ODOT negotiated specific access points and set up an access control area. Map 13 shows the portions of Highway 126 within Veneta's city limits that are under access control.

#8 - street condition map

#9 Proposed street map

#10 – Wetlands and new streets

#11 regional map

#12 functional class

#13 access control

8. Street System Improvement Projects

Map 14 shows the locations of capital improvement projects that will enhance the existing street system. New streets are not considered city projects - they will be built as development occurs and will be paid for by the developer. All of the city projects related to the street system are listed in the following table, even if they are not shown on the map. Chapter Four contains descriptions of each project under the section listed as Reference Number.

Project Title	Reference Number	Project Type (see Chapter Four for project descriptions)
West Broadway Ave.	B-1	high priority capital improvement
McCutcheon Ave.	B-2	high priority capital improvement
Sertic/Seventh/Hunter Ave.	B-3	high priority capital improvement
Crossing of Territorial Hwy.	B-4	high priority capital improvement
Bolton Hill Rd.	B-5	medium priority capital improvement
Streets in Downtown Veneta	B-6	medium priority capital improvement
Intersection of 8th Ave. and Bolton Hill Rd.	B-8	medium priority capital improvement
8th St. crossing railroad	B-10	medium priority capital improvement
Safety project for Hwy. 126 and Territorial	B-11	long range capital improvement
Intersection of Huston Rd. and Hwy. 126	B-13	long range capital improvement
Highway 126 Access Management	B-14	long range capital improvement
Intersection of Territorial and Jeans Rd.	B-15	long range capital improvement
Other intersections along Territorial	B-16	long range capital improvement
Blek Dr.	C-1	maintenance
8th St.	C-2	maintenance
Woodland Ave.	C-3	maintenance
Bolton Hill vegetation management	C-4	maintenance
Street sweeping	C-7	maintenance
Highway 126 Corridor Plan	E-5	other activities
Perkins/Cantrell alternative route	E-6	other activities
Territorial Sports Parking	E-8	other activities
Transportation Demand Management	F-1	educational effort
Speeding	F-3	educational effort
Country Fair	F-4	educational effort
Street Design Standards	G-6	ordinance revisions
Access Management	G-7	ordinance revisions
Street Lighting	H-1	further study
Land Use Strategy	H-2	further study
Stormwater Plan	H-5	further study

#14 street capital projects

C. Bicycle Plan

1. New Bikeways

Map 15 shows the existing bicycle lanes on Territorial Highway and East Broadway. Although Highway 126 does not have stripped bicycle lanes, it does have wide shoulders.

All collector streets (existing and new) will eventually have bicycle lanes. As new collector streets are built, bicycle lanes will automatically be included. Adding bicycle lanes to existing collector streets is listed as a medium-priority capital improvement project in Chapter Four. There should be coordination with Lane County regarding bicycle lanes. For example, the portion of Huston Road between Hunter Road and the extension of East Bolton Road is outside the city limits but should have bicycle lanes to complete the bicycle system.

Off-street bicycle and pedestrian paths are shown on Map 15. The ones in the southeast part of Veneta go along drainageways in areas that have been designated as Open Space/ Greenway. Again, coordination with Lane County will need to occur to provide a path from Perkins Road to Huston Road since a portion of the proposed path is outside the city limits. There are also paths just south of the railroad. On the east side of Territorial Hwy., this path is within the existing right-of-way known as Waldo Lane. On the west side of Territorial Hwy., this path is in an area designated as Open Space/Greenway.

2. Bicycle Projects

Map 16 shows the bicycle plan and locations of projects that will enhance the existing bicycle system. These projects are listed here, but are more fully described in Chapter Four. Some of these projects may be completed as part of new development and paid for by the developer. Other projects are improvements that will be funded by the city.

Project Title	Reference Number	Project Type (see Chapter Four for project descriptions)
W. Broadway Ave.	B-1	high priority capital improvement
Crossing of Territorial Hwy.	B-4	high priority capital improvement
Bolton Hill Rd.	B-5	medium priority capital improvement
Streets in Downtown Veneta	B-6	medium priority capital improvement
Bicycle Lanes for Collectors	B-7	medium priority capital improvement
Off-Street Paths	B-9	medium priority capital improvement
Eighth Street crossing of Railroad	B-10	medium priority capital improvement
Safe crossing of Hwy. 126	B-12	long range capital improvement
Intersection of Huston Rd. and Hwy. 126	B-13	long range capital improvement
Intersection of Territorial & Jeans	B-15	long range capital improvement
Other intersections along Territorial	B-16	long range capital improvement

#15 bicycle map

#16 bicycle project map

The following implementation actions listed in the table are not shown on the map.

Project Title	Reference Number	Project Type (see Chapter Four for project descriptions)
Bicycle System Maintenance Procedures	D-1	other activity
Support Bicycle and Pedestrian Funding	D-2	other activity
Highway 126 Corridor Plan	D-5	other activity
Shoulder for Bicyclists on County Roads	D-7	other activity
Bicycle Parking	D-9	other activity
Transportation Demand Management	E-1	educational effort
Use of Alternative Modes	E-2	educational effort
Bicycle Parking	G-1	ordinance revisions
Street Design Standards	G-6	ordinance revisions
Street Lighting	G-1	further study
Land Use Strategies	H-2	further study
Downtown Streetscape Enhancement	H-3	further study
Parks, Recreation and Open Space Plan	H-4	further study

D. Pedestrian Plan

1. New Walkways

All streets in Veneta except rural local streets and rural lanes will eventually have sidewalks. Rural local streets and rural lanes are streets in the rural residential zone where densities are low due to large lot sizes. Map 17 shows the location of existing sidewalks. As new development occurs and improvements on already developed land occurs, sidewalks will be installed as part of the building process if they are not already in place. In addition to sidewalks, the off-street multi-use path shown on the previous page will be useable by pedestrians.

2. Pedestrian Projects

Map 18 show the locations of projects that will enhance the existing pedestrian system. These projects are listed here, but are more fully described in Chapter Four. The City of Veneta is planning on adding sidewalks to some of the streets in the downtown area - see High Priority Capital Improvements. The rest of the missing sidewalks in the downtown area have been included as a Medium Priority Capital Improvement Project.

#17 Pedestrian map

#18 Pedestrian project map

Project Title	Reference Number	Project Type (see Chapter Four for project descriptions)
W. Broadway Ave.	B-1	high priority capital improvement
McCutcheon Ave.	B-2	high priority capital improvement
Sertic/7th/Hunter Ave.	B-3	high priority capital improvement
Crossing of Territorial Hwy.	B-4	high priority capital improvement
Bolton Hill Rd.	B-5	medium priority capital improvement
Streets in Downtown Veneta	B-6	medium priority capital improvement
Sidewalks for Collector Streets	B-7	medium priority capital improvement
Off-Street Paths	B-9	medium priority capital improvement
8th St. crossing of railroad	B-10	medium priority capital improvement
Safe crossing of Hwy. 126	B-12	long range capital improvement
Intersection of Huston Rd. and Hwy. 126	B-13	long range capital improvement
Other intersections along Territorial Hwy.	B-16	long range capital improvement
Crosswalks on Territorial Hwy.	M-5	maintenance
Support Bicycle and Pedestrian Funding	D-2	other activity
Highway 126 Corridor Plan	D-5	other activity
Transportation Demand Management	E-1	educational effort
Use of Alternative Modes	E-2	educational effort
Pedestrian Access and Circulation	F-3	ordinance revisions
Commercial Development Standards	F-4	ordinance revisions
Street Design Standards	F-6	ordinance revisions
Street Lighting	G-1	further study
Land Use Strategies	G-2	further study
Downtown Streetscape Enhancement	G-3	further study
Parks, Recreation and Open Space Plan	G-4	further study

E. Transit Plan

1. Transit Service

Existing bus service operates between Veneta and Eugene (shown next page) serving the residents in Veneta. Lane Transit District (LTD) will consider adding new or additional bus service based on community need, use of existing service, and whether there are adequate resources for the expanded service. Map 20 shows the existing route within Veneta and potential routes where transit service could be expanded to serve new development. There is currently one park and ride located at Harold's Center.

#19 Transit map

#20 Veneta transit map showing new transit routes

Specialized transportation for elderly and disabled residents is provided through **Ride*Source* Escort and Ride*Source* Shopper. Ride*Source* Escort** is a volunteer based door-to-door service primarily for medical trips. Additional funding is needed to reimburse volunteers for mileage costs. **Ride*Source* Shopper** is a once-a-week shopping service. Riders are picked up at their homes and transported as a group to a local store. This service is not well-utilized because it is not currently designed to meet the needs of its intended population.

There are deficiencies in the existing special transportation services. There is no local public transportation available that regularly circulates within the community. Volunteer-provided rides are limited and do not serve individuals that use wheelchairs. Specialized services for the elderly and persons with disabilities do not serve other individuals within the community who also have limited transportation options such as young people seeking employment or social activities or those living on low-incomes.

2. Transit Projects

Chapter Four describes various projects that would enhance transit service. Any project that improves the pedestrian environment also improves accessibility to transit. Those projects have not been repeated in the following table. Rather, the table lists transit specific enhancement projects.

Project Title	Reference Number	Project Type (see Chapter Four for project descriptions)
Support Special Transportation Services	D-3	other activity
Coordination with Lane Transit District	D-4	other activity
Highway 126 Corridor Plan	D-5	other activity
Park and Ride Improvements	D-10	other activity
Transportation Demand Management	E-1	educational effort
Use of Alternative Modes	F-2	educational effort
Transit Facilities	F-5	ordinance revisions
Land Use Strategies	G-2	further study
Expanded LTD Service	G-7	further study

F. Air Plan

The only air facility in the City is a helicopter landing pad on Forest Service property which is used only on rare occasions. There is no airport within Veneta's urban growth boundary. Air service for passengers and freight is available at Mahlon Sweet Airport, located approximately seven miles northeast of Veneta. Mahlon Sweet provides regularly scheduled service to national destinations with connections to nearby international airports in Portland, San Francisco, Salt Lake City, Seattle, and Denver.

G. Rail Plan

The Central Oregon and Pacific Railroad currently operates its Coos Bay Branch Line through Veneta with freight service from the Coquille to Eugene where it joins the Union Pacific Railroad. There is only one siding in the planning area, on a 2.5 acre parcel on West Broadway Avenue, and it is in need of upgrading before it could be used. Three industrial sites have direct access to the railroad. There are few implementation actions to support rail included in this plan. Rail is studied more fully in the Highway 126 West Corridor Strategy and will be an integral part of the Corridor Plan. There is a policy in Chapter Two to designate land along the railroad for uses that would support freight.

H. Water Plan

There are no navigable water bodies within Veneta.

I. Pipeline Plan

There are no pipelines of regional significance in or near Veneta.

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Chapter Four
IMPLEMENTATION ACTIONS

A. Introduction

There are many ways to implement the goals and policies described in the second chapter and to follow the modal plans described in Chapter Three. One way is for the city to fund projects that provide or improve transportation facilities. These system improvements are often the most visible parts of the plan. These projects are listed in the Capital Improvements and Maintenance Projects sections. There are other sorts of actions the city can take that do not fit into the previous categories. These have been described as Other Activities. Education is another way of implementing the plan. As people become more aware of their transportation options and the results of their choices, they may change some of the travel patterns and behaviors. This section lists topics about which Veneta should share information with its citizens. The next section contains city projects that are not capital improvements, but require some dedication of city resources. Another way to implement the plan is to require new development to be consistent with the plan. The maps in the previous chapter show how the transportation systems will be extended in the future. The land division ordinance and land development ordinance set the standards for many things like street design, parking, and lot size and configuration. The Ordinance Revisions section describes changes that will need to be made to Veneta's ordinances. The last section describes other studies that could be done that will enhance transportation planning in Veneta.

B. Capital Improvements

Highest Priority Projects

The following projects are the highest priority and should be completed within the first five years of this plan.

1. West Broadway Avenue
   Jurisdiction: Veneta *Cost Estimate*: *$500,800*
   This project extends from Territorial Highway to Eighth Street. It will include curbs, gutters, sidewalks, and bike lanes. The major design decision to be made is how much on-street parking to provide. Some of the existing parking for businesses along West Broadway may need to be redesigned or relocated as sidewalks are added. The city will work with downtown businesses to ensure that parking needs are met. Funding for this project will come from the city's share of County Road Funds (timber receipts), city's share of State Highway Fund (mainly gas tax), some of Veneta's General Fund money, and property owner assessments for sidewalks.

2. McCutcheon Avenue
   Jurisdiction: Veneta *Cost Estimate: $535,500*
   This project extends from Territorial Highway to Eighth Street. It will include curbs, gutters, and sidewalks. There will be no bike lanes and the road will allow for parking on both sides of the street. Funding for this project will come from the city's share of

County Road Funds (timber receipts), city's share of State Highway Fund (mainly gasoline tax), some of Veneta's General Fund money, and property owner assessments for sidewalks.

3. Sertic/Seventh/Hunter Avenues

Jurisdiction: Veneta Cost Estimate: $349,400

This project will improve the following gravel streets: Sertic Avenue from Eighth Street to Seventh Street, Seventh Street from Sertic Avenue to McCutcheon Avenue, and Hunter Avenue from Seventh Avenue to Sixth Avenue. This project may require additional right-of-way dedication, and will involve base paving, curbs, gutters, and sidewalks. Funding for this project will come from the city's share of County Road Funds (timber receipts), city's share of State Highway Fund (mainly gas tax), some of Veneta's General Fund money, and property owner assessments for sidewalks.

4. Crossing of Territorial Highway

Jurisdiction: ODOT, Veneta, and Fern Ridge School District

The city, ODOT, and school district need to investigate options for a safer crossing of Territorial Highway in the downtown area. At this time, pedestrians and motorists must wait for traffic to cross the 49' wide road. These options could involve a safe haven such as a 6" raised, mountable median for pedestrians crossing the street. A second option could involve a blinker that would warn cars about the crossing. A signal would be a third option. A traffic signal would provide time for pedestrians, bicyclists, and motorists to cross the highway.

McCutcheon may be a good location for a signal because of the elementary school and is the site of the existing cross walk. Broadway may also be a good location for a signal because this intersection has poor sight distance due to the hill and has been the site of several accidents. The park and community center at the end of East Broadway attract pedestrians and bicyclists. East Broadway has recently been upgraded and now includes a bicycle lane. Improving West Broadway is on the City's high priority list. A signal on Broadway would give that street prominence as a minor collector. McCutcheon is a local street.

Medium Priority Projects

These projects will enhance Veneta's transportation systems and will be prioritized once the projects of highest priority have been completed. They may be financed through a variety of methods including private assessments, system development charges, and public money. The cost estimates are for planning purposes only. More precise estimates should be done by an engineer prior to budgeting.

5. Bolton Hill Road

Jurisdiction: Lane County Cost Estimate: $1.92 million plus right-of-way acquisition

This modernization project involves a two-lane urban roadway with curbs, gutters, sidewalks, and bicycle lanes within the city limits. A 70' right-of-way is desired to allow for fill slopes. This road is rather curvy and climbs up Bolton Hill. Isolated turn lanes

may be considered particularly at the intersection with Territorial Highway. The project design and assessments will be coordinated with the City of Veneta.

6. Streets in Downtown Veneta

Jurisdiction: Veneta *Cost Estimate: see estimates below for each street*

The downtown portion of Veneta is from Broadway Avenue to Hunter and from Territorial Highway to Eighth Street. These projects will complete the pedestrian system in the downtown portion of Veneta by installing curbs, gutters and sidewalks where needed. Sidewalks will create a pedestrian-friendly and attractive setting for Veneta's downtown businesses and residences. Also, this project involves increasing the paving width to provide for on-street parking in areas where the street width is less than 36 feet. The city will work with downtown businesses to ensure that parking needs are met. Finally, widening and striping Hunter Road and Eighth Street will provide bike lanes and parking on one side of the street as well as curbs, gutters and sidewalks. These improvements will also enhance transit service as it will be easier to walk to and from the bus stops in downtown Veneta.

The tradition in Veneta has been to assess property owners for curb, gutter and sidewalk improvements and for the city to fund the road widening and striping. The estimates below include the total cost of the project which would be shared between the city and property owners.

Street Name	**Sidewalk**	**Road Widening?**	**Bike Lane?**	**Cost Estimate**
Dunham Avenue	1040'	no	no	$142,000
Hunter Road	3040'	yes	yes	$308,000
Second Street	250'	no	no	$ 35,000
Third Street	940'	yes	no	$154,000
Fourth Street	760'	no	no	$107,000
Fifth Street	760'	no	no	$107,000
Sixth Street	610'	yes	no	$112,000
Seventh Street	220'	no	no	$ 35,000
Eighth Street	730'	yes	yes	$116,000
TOTAL	8350'			$1,116,000

7. Bicycle Lanes and Sidewalks for Collector Streets

Jurisdiction: Veneta *Cost Estimate: see table below*

None of Veneta's collector streets currently have bike lanes except East Broadway, and most of the collector streets do not have sidewalks. This project involves adding bicycle lanes and sidewalks to all existing collector streets. (Those within the downtown area have been covered by the first project. Those on Bolton Hill Road have been covered separately.) In some cases, the existing paving is of sufficient width to provide bicycle lanes. In other cases, the streets would need to be widened. Additional rights-of-way should be obtained, consideration given to drainage, and possible relocation of utility lines.

Existing Collector Street	Right-of-Way Desired?	Street Widening Needed?	Cost Estimate
Cheney Dr.	no (mostly a 55' ROW)	no	$25,000
Perkins Rd.	no	yes	$220,000
8th St. *(between Bolton Hill & McCutcheon)*	yes	yes	$125,000 + ROW
E. Bolton Rd.	yes (Pine St. to Cheney)	yes	$320,000 + ROW
Hunter Rd. *(east of Territorial)*	yes	yes	$335,000 + ROW
Huston Rd.	yes	yes	$200,000 + ROW
TOTAL			$1,225,000

8. Intersection of Eighth Street and Bolton Hill Road
Jurisdiction: Veneta *Cost Estimate: $5,000*
Add a right turn lane for west bound traffic on Bolton Hill Road to turn right onto Eighth Street. This turn lane would alleviate problems caused by an acute intersection angle. The cost estimate does not include right-of-way acquisition.

9. Off-Street Paths
Jurisdiction: Veneta, Lane County *Cost Estimate: $300,000*
Construct paths for bicyclists and pedestrians along the drainageways within the area already designated open space/greenway in the Comprehensive Plan. One path would extend from this path in an area west of Baker Lane and continue west to intersect with bike lanes on Territorial Highway or East Bolton Road. Another path would go along the drainageway going from Oak Island Park to Huston Road. (Some of this planned path is on property outside Veneta's UGB and will need to be coordinated with Lane County. Funding for the Lane County portion may be difficult to obtain because of Lane County's assessment policy and funding sources that limit improvements to street right-of-ways.) The cost estimate does not include right-of-way or easement acquisition.

10. Eighth Street Crossing Railroad Tracks
Jurisdiction: ODOT, Veneta, and Central Oregon and Pacific Railroad
Extending Eighth Street to the north provides an alternative to Territorial Highway which is projected to be highly congested in the future. This street would also provide a connection between the industrial/commercial area north of the railroad tracks and the downtown area without having to drive on a state highway. ODOT and the railroad would need to approve this project.

Potential Long Range Projects

These major projects will need to overcome some issues in order to be implemented. Planning and monitoring of the traffic situation needs to begin now for these to become a reality. The

need for these projects will grow as traffic volumes increase. Each potential project will need additional analysis.

11. Safety project for 126 and Territorial

Jurisdiction: ODOT

The area where the most accidents occur in Veneta is the intersection of Highway 126 and Territorial Highway. According to the accident reports, many of these accidents were caused by cars backing up while at the intersection. Drivers are accustomed to driving at a high speed on the highway and do not slow down enough as they enter Veneta and particularly as they approach the traffic signal. A study may show that as cars approach the intersection of Highway 126 and Territorial Highway, they need to be better warned about the upcoming traffic signal. Some techniques that could be used are: increased signage, painting strips that decrease in spacing as they are closer to the intersection, and a posted lower speed limit.

12. Safe pedestrian and bicycle crossing of Highway 126

Jurisdiction: ODOT and Veneta

As Highway 126 becomes more congested and walking and bicycling become more popular, there will be an increase of modal conflicts. There is only one signal providing safe crossing of Highway 126. Seniors and people with disabilities find this intersection intimidating. Adding painted or slightly raised medians as a safe haven is one option. Another more costly option that has been frequently requested by Veneta citizens is a separated crossing for bicyclists and pedestrians. At this time, it seems as though the best location for this crossing would be west of Territorial Highway so there is easy access to the West Lane Center. ODOT would need to approve this project.

13. Intersection of Huston Road and Highway 126

Jurisdiction: ODOT and Veneta

As east Veneta becomes more developed and people use Hunter Road or Perkins Road as an alternative to Highway 126, traffic on Huston Road will increase. Traffic on Highway 126 is also projected to increase. This intersection already is a site of several accidents. One popular solution is a traffic signal to allow cars to cross the Highway, or for cars to be able to make safe turns to, or from, the highway. In order to prepare for the long-term signal project, more data needs to be gathered in order to determine when traffic volumes will increase to the extent that a signal at this intersection can be justified. ODOT would need to approve a signal.

The intersection of Huston Road and Highway 126 will be impacted by the NE Employment Center plan and zone designation. One issue is the number and spacing of traffic signals that ODOT will approve along Highway 126. Another issue is the proximity of the railroad crossing on Huston Road near the 126/Huston intersection. A coordinated plan for mitigating traffic impacts and financing of those mitigation measures for Highway 126 east of Territorial Highway, between Hope Lane and Huston Lane will need to be coordinated with the City, and approved by ODOT per policies in the Oregon Highway Plan of 1999.

14. Highway 126 Access Management
Jurisdiction: ODOT
There is commercial development on the north side of Highway 126, west of Huston Road. Many of these businesses obtain access directly from the highway. Vehicles traveling east on the highway often make illegal left turns into the businesses around the Texaco Star Mart. Some possible options for dealing with this potentially dangerous situation are to create a left turn lane or the installation of painted or slightly raised medians.

15. Intersection of Territorial Highway and Jeans Road
Jurisdiction: ODOT, Veneta
There have been a number of accidents at this intersection. The Jeans Road intersection is located fairly close to the Highway 126 intersection. There is also a major entrance to the West Lane Shopping Center between these two intersections as well as an entrance to a restaurant on the east side of Territorial. This intersection area should be investigated to see if adding a traffic median (striped or slightly raised) will help organize the traffic on Territorial Highway and reduce conflict between turning vehicles. The improvements should be coordinated with ODOT, Veneta, and local business owners.

The NE Employment Center plan and zone designation impacts this intersection. The close proximity of this intersection to Highway 126 and Territorial Highway precludes the allowance for a traffic signal. Other mitigation measures that will need to be explored, such as medians and limiting left turns at this intersection, will need to be approved by ODOT. Potential mitigation measures for this intersection need to be explored as soon as possible and a mechanism for financing and timing of construction needs to be put in place prior to any additional development in this area.

16. Highway 126 and Hope Lane.
Jurisdiction: ODOT and Veneta
This intersection has been identified as needing a traffic signal with the adoption of the NE Employment Center plan and zone designation. A traffic signal at this intersection would need approval by ODOT. The existing location of the intersection currently does not meet desirable spacing standards set by the 1999 Oregon Highway Plan, policy 3A.3, page 110. An exception to the spacing standards may be requested, but there is no guarantee of approval. A mechanism for financing and timing of the installation of the signal needs to be put in place prior to any additional development in this area.

17. Other Intersections along Territorial Highway
Jurisdiction: ODOT, Veneta, Lane County
According to Veneta's population projections and allocations into Transportation Analysis Zones, the intersection of Bolton Hill Road and Territorial Highway will not need a signal within 20 years. However a traffic study competed by Access Engineering looked at traffic impacts of a complete build-out of southwest Veneta (west Territorial Highway, south of Bolton Hill Road). If this area of Veneta is developed to the extent shown in this traffic study, there will be a need for a signal at the intersection of Bolton Hill Road and Territorial Highway due to high volume of traffic traveling east on Bolton

Hill Road. If the City develops a system development charge for transportation, the cost of this signal should be included in the analysis. Other intersections that may need improvements to handle increased traffic are Cheney Drive and Perkins Road.

[Sections 13 & 15 amended by Ord 427, July 23, 2001]
[Section 16 added by Ord 427, July 23, 2001]

C. Maintenance Projects

These projects are relatively minor projects that can be done within the next five years. Other maintenance projects may be needed within the twenty-year planning period, so there should be a periodic monitoring of the condition of the transportation system in order to identify future maintenance projects.

1. Blek Drive
   Jurisdiction: Veneta
   This project will improve a street that is in poor condition by doing a paving overlay. This project will be funded with the city's share of the State Highway Fund (mainly gas tax).

2. Eighth Street
   Jurisdiction: Veneta
   This project will improve the portions of the street that are in poor condition, particularly at the intersection with McCutcheon Avenue by patching sections of the street. This project will be funded with the city's share of the State Highway Fund (mainly gas tax). There may be opportunities to deal with some storm drainage problems in this area during street improvements.

3. Woodland Avenue
   Jurisdiction: Veneta
   This project will improve a street that is in fair condition using a chip seal technique. This project will be funded with the city's share of the State Highway Fund (mainly gas tax).

4. Bolton Hill Road vegetation management
   Jurisdiction: Lane County
   Two intersections with Bolton Hill Road have visibility problems. The County has and will continue to trim some of the vegetation within the Bolton Hill Road right-of-way in order to increase sight distances. The first location increases the visibility for drivers driving south on Eighth Street wanting to turn left onto Bolton Hill Road by trimming on the northeast corner of the Eighth Street intersection. The second location increases visibility for drivers turning left onto Bolton Hill Road from Dogwood Lane by trimming along the south side of Bolton Hill Road.

5. Crosswalks on Territorial Highway
   Jurisdiction: ODOT

The City should continue to work with ODOT to ensure that the school crosswalk is maintained, including painting of the walk.

6. Trash Collection and Mowing
Jurisdiction: Veneta
Control litter and weed infestation within street right-of-ways.

7. Street Sweeping
Jurisdiction: Veneta
Maintain and possibly increase amount of street sweeping contracted for through Oregon Sweeping. Street sweeping helps to reduce dirt on the road surface and contaminated water runoff.

D. Other Activities

1. Bicycle System Maintenance Procedures
As Veneta develops a bicycle system, it may want to adopt maintenance procedures to ensure good pavement condition, visible striping and signage, and safe lanes unobstructed by leaves, gravel, and debris.

2. Support Bicycle and Pedestrian Funding
Support the continuation of federal, state, and local funding mechanisms to implement bicycle and pedestrian projects.

3. Support Special Transportation Services
Contribute financially through LCOG to reimburse volunteers for their mileage when they provide rides to people with special transportation needs. Encourage major commercial centers to provide a delivery service or a van that could be driven by volunteers to provide transportation to serve Veneta residents with special transportation needs.

4. Coordination with Lane Transit District
Work closely with LTD to coordinate transit service provision. The City and LTD will be working on a coordination agreement to establish planning roles and responsibilities for long-range projects and development proposals. As development applications come in, the city can refer the proposals to LTD who can then provide suggestions for transit facilities. In this way, LTD will also be notified in advance of new businesses or residential developments and may be able to better plan their routes to meet the new demand.

5. Highway 126 Corridor Plan
Support the corridor planning efforts along Highway 126. A draft corridor strategy has been prepared and will soon be going through the approval process. Once that stage is complete, a corridor plan will be developed. The City has been actively involved on the Steering Committee and in this process and should continue to be involved. The City

should actively support the strategies for the corridor and integrate them into the local planning process.

6. Perkins/Cantrell Alternative Route
The City Council could write a letter to the Lane County Commissioners requesting that Perkins and Cantrell Roads be improved to provide a feasible alternative route from Veneta to Eugene. Cantrell is currently a gravel road that would need to be paved and possibly realigned. This project could be included in Lane County's five-year capital improvements program.

7. Shoulder for Bicyclists on County Roads
Encourage Lane County to provide shoulders that would accommodate bicyclists using the urban bicycle system. Examples of these streets include the portions of Perkins Road, Huston Road, East Bolton Road, and Jeans Road that are near Veneta but outside the city limits. In some cases, it may be desirable for Lane County to add bicycle lanes to streets that border Veneta's city limits.

8. Territorial Sports Parking
Assist the Territorial Sports Program in finding an alternative site or setting up a shuttle system to provide access to parking lots located away from the sports fields.

9. Bicycle Parking
The city will work with other agencies as needed to provide adequate bicycle parking in schools, parks, existing shopping and employment areas, and other destination areas to encourage increased use of bicycles.

10. Park and Ride Improvements
In order to enhance the bus riding experience, the city could encourage commercial activities near the park and ride for the convenience of commuters. Supporting services could consist of an espresso/coffee and bakery kiosk, newspaper vending, and restrooms.

E. Educational Efforts

1. Transportation Demand Management
The transportation management activities most likely to work for Veneta residents are:
- carpooling
- minimum work weeks/flex time
- telecommuting
- more bus riders as bus services expand
- better bicycling and pedestrian facilities

Lane Transit District has a strong commuter solutions program and provides bus racks on all its buses. LTD works with employers to find ways to reduce reliance on single-occupancy vehicle commuting at rush hour. The city can assist in these efforts by bringing LTD and future employers together. The city can also inform residents who commute to Eugene about LTD's commuter information number.

2. Use of Alternative Modes

The city will provide better bicycling and pedestrian facilities through its capital improvements program. The city could also provide educational material on the benefits of alternative modes and sponsor events that highlight riding the bus, walking and bicycling. The city could ask local organizations and schools for suggestions for events that promote bicycling. Some activities the city could sponsor or co-sponsor include:

- Bus pass lottery
- Free coffee to carpools
- Bicycling opportunities and safety programs presented to kids (in schools or through recreation programming)

3. Speeding

Continue to encourage the Lane County Sheriff and State Police to patrol areas of particular concern. These areas include Highway 126 between the east city limits and Territorial Highway (particularly approaching the signal), Territorial Highway, and East Hunter Road. In areas of particular concern, work with residents, businesses, and property owners to identify methods of encouraging speed reductions. If these methods require significant expense for physical improvements, a local improvement district can be formed to pay for these improvements. If residents, businesses, and property owners will be impacted with potential speeding by a new development, encourage the developer to address these concerns in the permit application process.

4. Country Fair

Many of the traffic problems associated with this annual event were alleviated at this year's fair (1997) due to off-site ticket sales. People had to pre-purchase their tickets because they were not sold at the fair. Also, only people who had tickets to the fair were allowed in the parking area. This year's success proves that continued efforts by the fair, the community, and the Lane County Sheriff will try to solve traffic problems that may arise in the future as long as there are sufficient resources.

F. Ordinance Revisions

There will need to be revisions to Veneta's Land Development and Land Division Ordinances in order to implement the goals and policies described in Chapter Two. Notice of proposed amendments will be given all affected agencies and the Department of Land Conservation and Development during the adoption process. This section contains wording that can be inserted into the ordinances. In some cases, the new wording will replace or modify existing ordinance language. Once these revisions have been approved as part of the Transportation System Plan, the changes will be inserted into the appropriate locations using legislative format (deletions struck over and new wording in bold).

1. Bicycle Parking

Bicycle parking requirements shall apply to new development, changes of use, and building expansions and remodels. Bicycle parking spaces provide a convenient place to

lock a bicycle and shall be at least six feet long, two feet wide, and seven feet high. Bicycle parking shall not interfere with pedestrian circulation.

Multi-Family Residences

Every residential use of four or more multi-family dwelling units shall provide at least one sheltered bicycle parking space for each unit. Sheltered bicycle parking spaces may be in a conveniently located garage or storage unit, or under an eave, independent structure, or similar cover.

Parking

There shall be a minimum of one bicycle space for every seven motor vehicle parking spaces. At least ten percent of all bicycle parking spaces shall be sheltered. Bicycle parking provided in outdoor areas shall be located near the building entrance, similar to vehicle parking spaces, unless existing development on site precludes that option. Fractions shall be rounded to the nearest whole number.

2. <u>Automobile Parking</u>

1. Allow reductions in the number of required parking spaces if there is evidence that a reduced amount of parking is sufficient and will not cause any detrimental impacts to on-street parking or other parking areas. For example, an employer working with LTD to provide bus passes to employees or who offers van pools may need fewer parking spaces for employees.

2. Amend Veneta's shared parking ordinance provision so it reads, "Owners of two or more uses, structures, or parcels of land may agree to use the same parking spaces jointly when peak demands do not occur at the same time periods, provided substantial proof is presented to the Building and Planning Official or Planning Commission pertaining to the cooperative use of parking facilities."

3. A system of joint use driveways, sidewalks, and cross access easements shall be established for commercial and office properties wherever feasible and shall incorporate the following:
   a) A design speed of 10 mph and a maximum width of 20 feet to accommodate two-way travel aisles designed to accommodate automobiles, service vehicles, and loading vehicles.
   b) A unified access and circulation system plan for coordinated or shared parking areas.

   Pursuant to this section, property owners shall:
   a) Record an easement with the deed allowing cross access to and from other properties served by the joint use driveways, sidewalks, and cross access or service drive;
   b) Record a joint maintenance agreement with the deed defining maintenance responsibilities of property owners.

   The Building and Planning Official or the Planning Commission may modify or waive the requirements of this section where the characteristics or layout of

abutting properties would make development of a unified or shared access and circulation system impractical.

3. Pedestrian Access and Circulation

1. Internal pedestrian circulation shall be provided within new commercial, office, and multi-family residential developments through the clustering of buildings, construction of hard surface walkways, landscaping or similar techniques.

2. Pedestrian access to transit facilities shall be provided from new commercial, employment, and multi-family residential developments and new activity centers shall be provided while existing developments shall provide safe and accessible pedestrian access to transit facilities when a site changes use or is retrofitted.

3. Internal pedestrian and bicycle systems shall connect with external existing or planned systems.

4. All streets shall have sidewalks except rural local streets and rural lanes unless there is compelling evidence that other pedestrian systems meet the needs of pedestrians.

4. Commercial Development Standards - (Commercial and Residential-Commercial and Industrial-Commercial Districts)

1. All new or remodeled commercial or public buildings shall have their main entrance facing the street.

2. A sidewalk shall provide safe, convenient pedestrian access from the street to the building entrance. If the sidewalk crosses a driveway, it shall be raised or marked in a manner that calls attention to the sidewalk.

5. Transit Facilities

The table below shows the transit amenities that may be required. Determination of specific requirements will be made on a case by case basis for each development by weighing the following factors in consultation with Lane Transit District:

- expected transit ridership generated by development,
- level of existing or planned service adjacent to development (Planned service is defined as service which will be established within five years after the completion of the development.),
- location of existing transit facilities, and
- proximity to other transit ridership generators.

Number of Average Peak Hour Traffic Trips	Amenities Which May be Required
Residential	
Developments with less than 9 dwelling units per gross acre that generate 25 to 49 trips	Concrete boarding pad for bus stop, lighting, bench
Developments with 9 or more dwelling units per gross acre that generate 25 to 49 trips	Shelter, concrete boarding pad, lighting
Developments that generate 50 to 99 trips	Shelter, concrete boarding pad, lighting
100 - 199 trips	Shelter, concrete boarding pad, lighting, bus turnout
200 or more trips	Shelter, concrete boarding pad, lighting, bus turnout, on-site circulation
Office Developments	
50 to 199 trips	Shelter, concrete boarding pad, lighting
200 or more trips	Shelter, concrete boarding pad, lighting, bus turnout
Retail/Industrial/Institutional/Public Facilities	
100 to 249 trips	Shelter, concrete boarding pad, lighting
250 to 499 trips	Shelter, concrete boarding pad, lighting, bus turnout
500 or more trips	Shelter, concrete boarding pad, lighting, bus turnout, on-site circulation

Transit easements may be required for bus stops and shelters.

Amenities for developments that are being built in phases may be required at the phase of completed development that will generate enough peak hour traffic trips to meet the requirements.

6. <u>Street Design Standards</u>

(1) <u>General</u>. The function, location, width, and grade of streets shall be considered in relation to existing and planned streets, to topographical conditions, to public convenience and safety, and to the proposed use of land to be served by the streets. The street system shall assure an adequate and safe traffic circulation system with intersection angles, grades, tangents and curves appropriate for the traffic and topography. Where a proposed street location is not shown on the street plan or in a development plan, the arrangement of streets shall either:

(a) Streets shall be interconnected and provide for continuation or appropriate extension to surrounding properties. Cul-de-sacs shall be allowed only when one or more of the following conditions exist:

(i) Physical or topographic conditions make a street connection impracticable. Such conditions include but are not limited to freeways, railroads, steep slopes, wetlands or other bodies of water where a connection could not reasonably be provided.

(ii) Buildings or other existing development on adjacent lands physically preclude a connection now or in the future considering the potential for redevelopment; or

(iii) Where streets would violate provisions of leases, easements, convenants, restrictions or other agreements existing as of October 1, 1998 which preclude a required street connection.

Where cul-de-sacs are planned, multi-use paths connecting the end of the cul-de-sac to other streets or neighborhood activity centers shall be provided if feasible."

(b) Conform to a plan for the development area approved or adopted by the Planning Commission to meet a particular situation where topographical or other conditions make continuance or conformance to existing streets impractical.

(2) Standard right-of-way and street widths.
The width of streets shall be adequate to fulfill city specifications as provided for in SECTION 7.02 of the Land Division Ordinance, and, unless otherwise indicated on a development plan or approved by the Planning Commission, streets shall have:

Type of Street	Standard Right-of-Way	Standard Paved Width	Sidewalks
Major Collector	60' *	34' (11' travel lanes, 6' bike lanes, no parking)	yes
Minor Collector	60'	38' (10' travel lanes, 5' bike lanes, 8' parking on one side)	yes
Local Street	60'	36' (10' travel lanes, 8' parking on both sides)	yes
Rural Local Street	60'	28' (10' travel lanes, 8' parking on one side)	no
Rural Lane	60'	20' (10' travel lanes, no parking)	no
Cul-de-Sac	50'	36' (10' travel lanes, 8' parking on both sides)	yes
Radius for turn-around at end of cul-de-sac	50'	50' (no parking in cul-de-sac bulb)	yes
Alley	16'	12'	no

* Bolton Hill Road requires 70' right-of-way to meet Lane County standards.

(3) Alternatives to standard street design.

The Planning Commission, in consultation with Lane County Fire District #1 and Lane Transit District may approve alternate street right-of-ways and paving widths when the benefits of standard right-of-way or paving width are outweighed by the benefits of feasible alternatives. Alternatives to street design may include things like narrower or varying street widths, medians, and bulb-outs at intersections. Considerations include:

- emergency vehicle access
- self-protection of structures using sprinkler systems or other fire prevention means
- curb and sidewalk design that accommodates emergency vehicles and storm drainage (such as rolled curbs)
- provision for generous parking on site that would eliminate need for on-street parking
- location of proposed street relative to other streets (block length and connectivity)
- provision of transit service through special agreements and facilities
- pedestrian safety, particularly at intersections
- adequate rights-of-way or easements for public utilities
- existing development that limits paving and right-of-way widths
- topography
- environmental impacts

(4) Exceptions to Street Requirements

Streets that have been identified as not required to have a full right-of-way or paving width are listed in this section. Existing development makes it difficult to provide a 60' right-of-way, but there is adequate right-of-way to provide a safe and efficient transportation system within the neighborhood.

- 7th Street between Hunter Road and Sertic Road, 40' ROW is acceptable
- Cheney Drive, 55' ROW is acceptable
- Woodland Avenue, 50' ROW is acceptable
- existing cul-de-sacs

Other streets that should be evaluated to see if they meet this criteria are:

- 5th Street, south of Hunter Road
- 6th Street, south of Hunter Road
- 7th Street, south of Hunter Road
- Sertic Road, between 7th Street and 9th Street
- Tidball Lane
- Hunter Road

(5) Block Lengths

In residential zones, block lengths shall not exceed 600 feet and block perimeters shall not exceed 1800 feet except where topography or existing development creates conditions requiring longer blocks.

7. Access Management

1. Residential driveways shall be located to optimize intersection operation and where possible, to access off the street with the lowest functional classification. For example, if a house is located on the corner of a local street and a minor collector, the driveway access shall be from the local street as long as it can be located a sufficient distance from the intersection.

2. Properties that front only on collector or arterial streets are encouraged to share an access with neighboring properties.

3. Access to state highways is regulated by the Oregon Department of Transportation (ODOT) as described in the Oregon Highway Plan.

4. Property with frontage onto two or more streets shall not be divided in a manner that would preclude access to a portion of the property from the road(s) with the lesser functional class. Access could be provided via an access easement.

Note: References in the Land Development and Land Division ordinances to street classifications will need to be revised to be consistent with the new functional classification and access management requirements.

G. Further Studies

1. Street Lighting

Although the Land Division Ordinance requires street lights, this provision has not been enforced. Nor are there any street lighting standards. The Planning Commission and the City Council have agreed that the City needs to develop a street lighting ordinance. A committee for this project will be formed and start working on this project in the fall of 1997.

2. Land Use Strategies

The transportation system plan did not focus much effort on land use strategies. However, land use strategies can have an important impact on transportation, over time, by mixing land uses and creating pedestrian-friendly environments. Veneta is currently in periodic review and will be re-evaluating plan designations and implementing ordinances during that process.

Lane Council of Governments has obtained a Transportation Growth Management Grant to look at ways to mix land uses and develop policies and implementation measures that decrease vehicle dependency and encourage the use of alternative modes throughout the city. The grant also includes a specific development plan for a neighborhood center or an employment center. The City Council strongly supports this grant application.

3. Downtown Streetscape Enhancement

The city would like to develop a downtown streetscape enhancement program to install curb extensions, crosswalk pavers, benches, pedestrian-scaled lighting, and bicycle parking racks where feasible, practical and desirable. This effort would enhance the economic viability of this area by making it more attractive to local shoppers while also encouraging bicycling and walking. The city is considering having a landscape architecture studio from the University of Oregon provide possible plans and sketches of ways to achieve those objectives in the Spring of 1998.

4. Parks, Recreation and Open Space Plan

One of Veneta's periodic review projects is to develop a Parks, Recreation and Open Space Plan. This project will begin in 1998 and use the recently completed wetlands inventory. The Parks and Recreation Plan will assist Veneta in determining future locations for bicycle and pedestrian paths that link activity centers such as parks.

5. Natural Resources Study

The City has recently completed a local wetlands inventory which has been approved by the Division of State Lands. Now, the city has started a Natural Resources Study to determine what policies and ordinance amendments are needed to protect the wetlands and other know natural resources. Some of the proposed streets cross drainageways which are linear wetlands. As a result of the Natural Resources Study, some of the proposed roads may need to be re-evaluated.

6. Stormwater Plan

The city is currently paying for aerial photos and mapping that will assist in creating the model required for a stormwater plan. Once that information is available, the city will create a stormwater plan, probably in 1999. This plan will be helpful in transportation planning, because it will provide guidance on the type of stormwater system desired and if curbs and gutters should be incorporated into all new and improved streets.

7. Expanded LTD Service

If ridership increases and resources are available, LTD may be able to expand the existing transit service. Veneta residents have requested: earlier departures for hospital workers in Eugene, later buses to Veneta from Eugene, direct service to Lane Community College, flexible bus routes, broader service area, and express busses in conjunction with park and ride facilities. As the existing park and ride reaches capacity, the city and LTD may want to expand or provide another park and ride facility. The criteria for locating a park and ride are:

1. One park and ride spot for every 270 residents. For Veneta's current population, that's about 11 parking spots. There are currently eight spots for the park and ride at Harold's Center. By 2015, about 20 spots will be needed.
2. Direct service location. The location should provide the user with as direct inbound and outbound service as possible. By avoiding the in-town and neighborhood portions of a route, the park and ride user can have the shortest bus travel time possible (Park and ride users are "choice" riders, and travel time is an important criteria for using the bus).
3. Convenient bus stop location and safety.

4. Safe pedestrian crossing nearby.
5. Located close to major trip generator, if possible.
6. Visible and adequate park and ride signage.
   Aesthetic treatment of the park and ride will enhance its desirability. For example, trees in the parking lot not only are pleasing to look at, but also provide shade to the cars during the day.

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Chapter Five
FINANCING STRATEGIES

A. Introduction

The City of Veneta has conducted a thorough inventory of the existing transportation system and an analysis of future demands on the system. There are needed improvements to the existing street system and expansions will be required as development occurs. In addition, alternative modes, such as pedestrian, bicycle, and public transportation, will warrant additional facilities and services to safely accommodate future demand. Unlike the roadway funds, there are a limited number of funding resources available for bikeway improvements. The total cost of proposed bikeway improvements is significantly higher than the local share of Bicycle Funds available, even if bikeway funds are allowed to accumulate for several years. For this reason, a bicycle funding strategy for improvements should emphasize alternate sources, consolidation with other street and maintenance projects, and cost effective improvements such as re-striping.

Veneta has evaluated alternatives and opportunities to enhance the transportation system and has identified a series of capital improvements as part of the Preferred Transportation System Plan. Financing for transportation system improvements comes from a variety of sources. This chapter summarizes potential funding sources.

B. Federal Funding Sources

Some federal funding programs are administered by the state. These programs are listed under the *Federal Funding Sources* section.

Intermodal Surface Transportation Efficiency Act (ISTEA): Funding through the ISTEA Act is targeted to improvements which demonstrate beneficial impacts toward implementing a region's transportation system plan, enhance the multi-modal nature of the transportation system, and meet local land use, economic, and environmental goals. Funding categories created by ISTEA are intended to provide an area with more discretion in allocating federal transportation funds to projects from highway improvements to transit improvements, management systems, and non-vehicular modes such as bicycle and pedestrian improvements. The ISTEA funding programs include: National Highway System, Interstate Program, Surface Transportation Program, and National Scenic Byways Program. The federal legislation authorizing ISTEA terminates in November 1997. A new federal funding package is currently under development, but there is uncertainty about continuation of, and/or funding levels for, some existing programs.

<u>Highway Enhancement System (HES)</u>
This Federal Highway Administration program provides funding for safety improvements on public roads.

National Highway System (NHS)
Provides funding for a variety of activities on any highway currently designated as a principal arterial. In Veneta, this would mean Highway 126.

Surface Transportation Program (STP)
Funding for transportation enhancement activities is provided under the STP of the ISTEA. These enhancement activities include the provision of facilities for pedestrians and bicycles. Ten percent of each state's share of STP funds are to be set aside for transportation enhancements. These funds are dispersed through ODOT's regional offices. The project must be included in the State Transportation Improvement Program to receive STP funds. This is the most flexible of the funding programs and can fund improvements on any highway except those with a functional classification of local street or rural minor collector. These roads are now collectively referred to as Federal-aid routes. Transit capital improvement projects are also eligible for funding through this category. Each eligible city is suballocated a portion of the State's STP funds. The project sponsor must request inclusion of the project in the annual Transportation Improvement Program.

Transportation Enhancement Program
The state is required to set aside a portion of its STP funds for projects that will enhance the cultural and environmental values of the state's transportation system. Projects need to demonstrate a link to the intermodal transportation system. It funds enhancements including mitigation of water pollution due to highway runoff, landscaping or other scenic beautification, bicycle/pedestrian projects, historic preservation, acquisition of scenic easements and scenic or historic sites, archaeological planning and research, and preservation of abandoned railway corridors.

Highway Bridge Replacement and Rehabilitation Program (HBRR): This program provides funding for the replacement and rehabilitation of structures regardless of functional classification. A portion of the HBRR Program is allocated for the improvement of structures under the jurisdiction of cities and counties. Bridges under local jurisdiction are added to the program based on a selection process agreed upon by ODOT, the League of Oregon Cities, and the Association of Oregon Counties. A technical ranking system, based on sufficiency rating, cost factor, and the load capacity is applied to proposed projects, and those ranking highest statewide receive top priority funding.

Timber Receipts: The U.S. Forest Service shares revenue from timber receipts with counties in Oregon. Lane County then shares with the cities within the county through a county/city road partnership agreement. The USFS revenues have permitted Lane County to make significant capital improvements to its road system. The share of forest revenues is no longer directly tied to the level of timber harvests. Funds from this source are declining. Timber receipts are guaranteed for a ten year period ending in fiscal year 2004. Beginning with the average timber sales between fiscal year 1987 and 1991, the guaranteed minimum will decline at a rate of 3% per year for each of those ten years. The actual payment will be the greater of the actual harvest receipts or the guaranteed minimum. After 2004, the payments will be based on actual timber receipts.

The County/City Partnership Payments are only established through fiscal year 1998. For fiscal year 1998, they are based on $4,000,000 being distributed to the cities based on a road mileage formula. These agreements expire this year with the payments being made in November. There is no guarantee that these payments will continue or at what level they will be. A budgeting projection shows the pool of funds decreasing from $4,000,000 in fiscal year 1998 to $3,000,000 in fiscal year 1999 and then to $2,500,000 in fiscal year 2000 through 2002. The actual dollar amounts paid to each city will depend on changes in road mileage. For fiscal year 1996-97, Veneta received $156,167. For fiscal year 1997-98, Veneta received $130,016. The transportation plan relies on the remaining funds to finance the high priority projects listed in the previous chapter.

Community Development Block Grants (CDBG): CDBGs are administered by the Department of Housing and Urban Development and disbursed through the state. Although CDBG funds could be used for transportation projects in eligible cities, Veneta has traditionally used these funds for other types of infrastructure projects.

Land and Water Conservation Fund: This grant program is administered by the Oregon Department of Transportation (ODOT). Funds are derived under Public Law 88-578 from the National Park Service, Department of the Interior. Grants are available for the acquisition of land and the development of public outdoor recreation facilities. Grants are limited to 50% of the total project cost. The cities and counties are responsible for the remaining project cost. Bicycle/pedestrian paths have been funded under this program in instances where they have been shown as needed in connection with outdoor recreation activities.

Local Rail Freight Assistance (LRFA): Rail freight improvement projects compete nationally for scarce federal LRFA program funds that must be matched by state, local or private sources. LRFA provides grants to rehabilitate low density branch and short line railroads, allowing them to provide cost effective rail freight service to communities.

C. State Funding Sources

Oregon Department of Transportation (ODOT)

State Highway Fund (also known as gas tax): The State of Oregon, collects gas tax revenues, vehicle registration fees, and weight mile taxes on freight carriers. ODOT, through the Department of Revenue, receives these revenues and disburses a portion of them to individual cities and counties based on their percent of statewide population. The Oregon constitution limits the use of these funds to capital projects within right-of-ways. Cities may use funds for local street, bike lane and sidewalk upgrades, maintenance, and new construction. A reasonable amount of this fund (at least one percent) must be spent on bicycle and pedestrian facilities.

ODOT administers two annual grant programs for bicycle and pedestrian projects using Highway Fund money. This grant program funds projects that cost up to $100,000 and may require a 20% local match. One program is for bicycle and pedestrian projects within road right-of-ways of local streets or for bicycle maps. The second program is for small-scale urban pedestrian and bicycle improvements on state highways.

ODOT combines federal funds with State Gasoline Tax Revenues to support capital projects in the Statewide Transportation Improvement Program (STIP). The STIP is the state document that lists projects in the coming years and with these projects there is an associated fund and source of those funds. The STIP is a project prioritization and scheduling document developed through various planning processes involving local and regional governments and transportation agencies. Aeronautics, rail, public transit, bicycle/pedestrian and highway projects are included. Public meetings are held throughout the state prior to adoption by the Oregon Transportation Commission (OTC). The adopted STIP lists projects by ODOT's regions. These regional offices are responsible for administration and disbursement of the funds.

Access Management Program: Approximately $500,000 is set aside each year to address access management issues, including the evaluation of existing approach roads to state highways. Over the years, many accesses to state highways have become unsafe due to higher speeds and increased traffic volumes. The program will identify those locations, determine necessary mitigation, prioritize improvements, and correct problems.

Local Government Fund Exchange: This program helps local governments make the most effective use of limited transportation funding. To reduce their administrative burden, local governments can agree to develop their projects with state funds, which are easier to administer, while the state uses the local governments' federal funds for state projects. This program allows flexibility in spending.

Community Transportation Program (CTP): The CTP provides money to fund public and special needs transportation in small cities and communities throughout the state. The program is financed by a combination of state, federal, and local matching funds. The program is a unified project application, review and selection process for discretionary funds. These funds are made available under the Federal Transit Act, Elderly Persons with Disabilities Program, the Non-Urbanized Area Formula Program, and the Special Transportation Fund.

Special Transportation Fund (STF): The *Special Transportation Fund for the Elderly and Disabled* (ORS 391.800 - 391.830) revenues are collected through the state cigarette tax and distributed based on a formula that considers the elderly population in poverty. The funds that come into Lane County are then allocated to the rural districts based on population and service needs according to the STF Advisory Committee. The STF is the only dedicated revenue source in the State of Oregon for specialized transportation for the elderly and disabled. This funding source has been declining over the years due to the reduction in the amount of cigarette tax collected. There is awareness that new sources of revenue are needed. Acting on behalf of LTD, Lane Council of Governments oversees and coordinates with providers to operate services funded through STF.

Rail Freight Program: Although ODOT does not own or operate any rail lines, the ODOT Rail Freight Program assists in the rehabilitation of publicly and privately-owned rail lines through planning and the administration of federal and state funded programs.

State Rail Rehabilitation Fund: The fund was established by the state legislature to be used for rail line acquisition, track rehabilitation, improvement of rail properties, planning, or any other method of reducing the costs of lost rail service. However, this program has never received an allocation of funds.

Oregon Economic Development Department (OEDD)

Special Public Works Funds (SPWF): The State of Oregon, through lottery proceeds passed through the OEDD, has provided grants and loans to local government to construct, improve and repair public infrastructure in support of local economic development and job creation. The application of this funding source for transportation improvements is limited. Funds for rail projects are also available through the OEDD. Projects must compete with other public works projects submitted by local and state agencies. As of 1996, OEDD had administered approximately $4.5 million in lottery funds to develop three rail projects.

Immediate Opportunity Fund: ODOT funds the Immediate Opportunity Fund through an annual $5 million allotment from the State Motor Vehicle Fund. OEDD administers the fund. The funds are set aside to provide OEDD the opportunity to respond quickly to transportation improvements that demonstrate a significant benefit to economic development and job creation. The program has been expanded recently to include alternate modes that reduce VMT, and for new technologies that improve commerce or safety. The maximum amount available for a single project is $500,000. A key factor in determining eligibility for funds is whether an immediate commitment of funds is required to influence the location, relocation, or retention of a firm in Oregon. Funding is reserved for cases where an actual transportation problem exists, and where a location decision hinges on immediate commitment of road construction resources.

D. Lane County Funding Sources

Lane County Road Fund
This is a set of funds collected from the county's share of the state motor vehicle fund and federal timber receipts. They are limited to use within street right-of-ways. These funds can be used for restoration and upgrading of Bolton Hill Road which is the only county road within Veneta.

Economic Development Assistance Program (EDAP)
EDAP is funded through the county road fund. Funds may be used to improve the marketability of "for sale" industrial properties or to improve access to existing industrial businesses. The goal of EDAP is to create family wage jobs which directly benefit local communities. The future of this funding source is in question due to the county's diminishing share of federal timber receipts.

Payroll Tax
Lane Transit District typically funds their services through a employer payroll tax.

E. City Funding Sources

City Transportation Fund
This is a set of funds from the city's share of the state motor vehicle fund and the federal timber receipts allocated through Lane County. See previous sections for more description of these funding sources.

System Development Charges
System Development Charges (SDCs) could be collected as vacant parcels of land are developed or as redevelopment occurs. This charge would be based on the development's impact on the overall transportation system. Transportation SDCs are based on the land use type, the size of the development (number of dwelling units or number of acres), the number of trips per unit of development (derived from the Institute of Transportation Engineers Manual), and the fee/trip rate. These funds may also be used for financing alternative modes projects. Veneta could create a SDC based on this transportation plan. The costs of setting up a system development charge can be covered in the charge itself.

Debt Financing
General Obligation Bonds: Bonds are sold by the municipal government to fund public infrastructure and other improvements, and are repaid with property tax revenue. Voters must approve general obligation bond sales.

Revenue Bonds: Bonds sold by the city and repaid with revenue from an enterprise fund which has a steady revenue stream such as a water or sewer fund. The bonds are typically sold to fund improvements in the system which is producing the revenue. They are a common means to fund large high cost capital improvements which have a long useful life.

User Fees
In general, the users pay based on their use of, or impact on, the system.

Local Gas Tax: The City or county could implement a local gas tax, in addition to the existing revenues from the state gas tax. Several cities and counties in Oregon have a local gas tax. Given the current anti-tax atmosphere, it may be difficult to get voter approval on a local gas tax.

Local Vehicle Registration Fee: Counties can implement a local vehicle registration fee. A portion of the County fee would be allocated to cities in Lane County. The fee would provide a stable and reasonable funding source, but is unlikely to receive local support.

Street Utility Fee: Similar to a water or sewer utility fee, a fee would be assessed in the city for use of streets. Implementing a street utility fee would require voter approval and political support would likely be low.

Special Assessments
Assessments pay for on-site or adjacent public improvements. The property owners who directly benefit from the improvement pay the assessments.

Local Improvement District: The property owners who will benefit from the improvements pay an assessment of the project cost. In Veneta, this approach is usually done for sidewalk improvements or street widening.

Agreement for Improvements: It does not always make sense for a land divider or property owner to install the required improvements (including streets and sidewalks) at the time of development. If that is the case, s/he executes and files with the City an agreement to pay for future improvements. Veneta keeps these agreements in files organized by street and will pull them at the time of a capital improvement project.

F. Private Developers

The majority of local streets and sidewalks are paid for at the time of development by the developer. This will also apply to bikeways, bicycle parking, and transit facilities. In this way, the benefiting users are paying for the cost of the system installation. The city then is responsible for maintaining improvements within the public right-of-way.

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Appendix A
EXISTING CONDITIONS

A. Introduction

The development of the Junction City Transportation System Plan began with an assessment and evaluation of the existing transportation system which includes streets, sidewalks, bicycle paths, public transportation and rail. The existing land use was updated to determine the number of acres that are vacant or in agricultural use. The natural and cultural features were also identified and considered in relation to the transportation system and future growth potential within the city.

B. Inventory of Streets, Sidewalks, and Bikeways

A complete inventory of Junction City's street system was conducted during the summer of 1996. All roadway segments within the urban growth boundary were evaluated for pavement condition, number of lanes, and surface type. The pavement width and right-of-way width for each segment was also recorded along with jurisdictional responsibility and areas of access control. Other information collected includes the number and location of traffic accidents and average daily traffic counts.

1. Methodology

Gathering the information for the inventory involved going to Junction City and looking at all of the streets and sidewalks in the city. This information was recorded on large paper maps. The information was then entered into a database linked to ArcView, a program that can create maps based on that information. In some cases, the information is only available on the paper maps and was not entered into the database. The inventory tables are based on the following terms and explanations.

Name

Name of a road for which there are one or more segments in the study area. Each record refers to attributes of a single segment, where a segment is a stretch of road or road right-of-way typically ending where intersected by another street or significant boundary or break-point (e.g., the UGB). Multiple segments have the same name, so a segment's *unique* name is a combination of "Name" + "From" + "To", such as: "6TH ST *from* A ST *to* B ST". Where no name was known, the code "unknown" was entered.

From

The name of the street (or one of the streets) touching the West or North end of the segment. "From" and "To" are arbitrary for most non-grid streets. If the street does not continue beyond the *from*-point, a code of "START" was entered. Where no name was known, the code "unknown" was entered.

To
The name of the street (or one of the streets) touching the East or South end of the segment. "From" and "To" are arbitrary for most non-grid streets. If the street does not continue beyond the *to*-point, a code of "END" was entered. Where no name was known, the code "unknown" was entered.

Length
The length of the roadway segment in feet -- derived from Arc/Info calculations, ArcView estimates, or field measurements. Populated (i.e., 456.783) decimal places indicate the source was Arc/Info; whole numbers indicate ArcView estimates or field measurements.

No. of Lanes
Presumed to be "2" in most cases, and presumably two-way unless otherwise noted. Odd numbers of lanes indicate the presence of an additional center turning-refuge lane. Gravel roads were given a number of lanes of "1". Unused rights-of-way were given a number of lanes of "0".

Right of Way (width)
Width, in feet, of the right-of-way associated with a particular road segment. Variation was captured by a range, such as 40'-60'.

Roadway Width
The width of the paved portion of the segment (the "roadway") in feet. If unpaved, gravel, or nonexistent, a "0" is shown. Variation was not identified below the level of the segment, so variation in width has been averaged to the nearest whole number.

Road Width Class
A classification of the width of the paved portion of the segment (the "roadway"). The classes were as follows:

Class	**Range**
0	unpaved or out of study area
1	10' - 19'
2	20' - 29'
3	30' - 33'
4	34' - 41'
5	42' - 60'
6	60'+

Roadway Condition
The condition of the paved portion or "roadway" of the segment. The basic categories are based on ODOT standards. Special codes were used to identify other segment conditions. Varying conditions were not identified below the segment level. The following is a key to all codes used in this field *(the POOR, FAIR and GOOD categories were adapted from ODOT definitions):*

Code	Meaning
POOR	Paved roadway. Areas of instability, marked evidence of structural deficiency, large crack patterns (alligatoring), heavy and numerous patches, and/or deformation very noticeable. Riding quality ranges from acceptable to poor.
FAIR	Paved roadway Generally stable, with minor areas of structural weakness evident. Cracking easy to detect, patched but not excessively. Deformation is more pronounced and easily noticed. Good riding quality.
GOOD	Paved roadway. Stable, may have minor cracking, generally hairline and hard to detect. Minor patching and some minor deformation may be evident. Very good riding surface.
GRAVEL	Segment has gravel surface instead of paved roadway.
UNBUILT	Segment roadway is inaccessible, unsurfaced (pavement or gravel), or altogether absent, but right-of-way is not vacated.
REMOVED	Segment of paved roadway was removed, but right-of-way is not vacated.
OUTSIDE UGB	Segment is outside the study area, but has been included for mapping purposes.

Functional Class

The Citizen Advisory Committee worked with staff to come up with the functional class descriptions for roads within the city which are described in the policy section of the report. They then classified each street by its existing function. Lane County has its own functional class system for roads in their jurisdiction.

Level of Service

Level of service is computed by dividing road capacity by the average volume of traffic at peak travel times.

Good service is based on low congestion with a volume to capacity ratio of less than 0.71.
Fair service is based on moderate congestion with a ratio between 0.71 and 0.86.
Poor service is based on high congestion with a ratio over 0.86.

Jurisdiction

The ownership of the right-of-way (and roadway) for the segment.

Sidewalks

Presence of sidewalks along the segment. Codes used are as follows:

Code	Meaning

FULL	Full, unobstructed, unbroken sidewalks present on both sides of the roadway.
PARTIAL	Sidewalks present, but partial (obstructed or broken on either side and/or missing on one side).
NONE	No sidewalks present along existing, adequate roadway.
NA	No sidewalks present due to lack of adequate roadway (road condition is gravel, unbuilt or removed).

Sidewalk condition data was collected on field maps, but has not been entered on this table.

Bike Lanes

Presence of bike lanes or shoulders along the segment. Codes used are as follows:

Code	**Meaning**
FULL	Full width, unobstructed and unbroken, paved bike lanes on both sides of the segment, either striped lanes or paved shoulder.
PARTIAL	Bike lanes present, but partial (obstructed or broken on either side and/or missing on one side).
NONE	No bikelanes present along existing, adequate roadway.
NA	No bikelanes present due to lack of adequate roadway (road condition is gravel, unbuilt or removed).

2. Inventory Tables

Information in these tables is linked to a Geographic Information System that is accessed through ArcView to produce some of the maps shown in Chapter Three, Modal Plans.

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3. Traffic Counts

State

Lane County

4. Accidents

The data on accidents in the Junction City area is from ODOT and is based on accident reports submitted to the Division of Motor Vehicles between January 1, 1991 and September 30, 1995 that involve more than $500 in property damage and/or result in an injury. There were no fatalities on this list. A map showing the location of these accidents is shown in Chapter Three in the section about the Street System.

accident table

accident table

accident table

accident table

accident table

accident table

C. Public Transportation

Public Transportation in and around the community of Junction City is limited to commuter only service on Lane Transit District's fixed-route bus system, volunteer based services for the elderly and persons with disabilities, once-a-week shopping service also for the elderly and disabled, and very few inter-city bus connections.[1]

Fixed-Route Transit Services

Lane Transit District (LTD) is the sole fixed-route, public mass transit provider operating within Lane County, Oregon. LTD's service boundaries were originally established in 1971 when the District was formed and includes those communities that participate in paying a business payroll tax; the local funding mechanism used to pay for LTD service operations. Route frequency and locations have developed and changed over the years primarily based on ride volumes, efforts to maximize the use of available resources and the ability to meet adopted productivity standards.

In small communities like Junction City service is usually designed as "commuter only" due to the relatively low volume of rides. The distance between the community and Eugene-Springfield metro area as well as low population densities contribute to the higher cost of providing bus service in rural communities.

The schedule for the #95 Junction City route on LTD is shown on the following pages.

[1] Public transportation, as used in this context, includes fixed-route transit services, paratransit services (demand-response or door-to-door services to meet the needs of persons with limited mobility), inter-city bus or rail, organized shared-ride services, and park and ride facilities.

Route #95

Route #95

LTD ridership averages 24 passenger boardings per trip on the six trips made each weekday for a total of 144 boardings per weekday. [2] LTD's productivity standard for rural routes is 20 boardings per round trip; Junction City's route meets that standard. A specific trip on a rural route is considered substandard if it carries less than 15 boardings.

Junction City does not have a formal Park and Ride location. At present there is free parking with good capacity located in downtown Junction City. LTD has four covered bus shelters located at:

1. East side of Birch Street and south of 6th at Nordic Arms Apartments
2. North side of High Pass and east of Oak at Norsemen Village Apartments
3. North side of 8th and east of Holly at Lindeborg Place (housing)
4. West side of Greenwood and south of 5th at Viking Sal Senior Center

For all of their rural routes, LTD has requests for later service and, in some cases, more local service. In 1989 LTD contracted to provide a local shuttle service in Junction City called the "Town Flyer". The service was discontinued, in part, due to low ridership. Nevertheless, there was evidently interest in expanding local service even though it was not successful at the time.

Paratransit (Demand-Response) Transit Services

Acting on behalf of Lane Transit District, LCOG oversees and coordinates with providers to operate services funded through the Special Transportation Fund for the Elderly and Disabled (ORS 391.800 - 391.830).[3] Specialized transportation for elderly and disabled residents of the Junction City area is provided through **Ride*Source* Escort** and **Ride*Source* Shopper**.

Ride*Source* Escort is a volunteer based door-through-door service primarily for medical trips coordinated with the assistance of LCOG's Senior and Disabled Services' Outreach Program and Lane Community College's Senior Companion Program.[4] In fiscal year 1995-96 volunteers using their own vehicles provided rides to 49 elderly and disabled individuals. Special Transportation Fund (STF) revenues were used to reimburse volunteers for mileage costs.

Ride*Source* Shopper is a once-a week shopping service. Riders are picked up at their homes and transported as a group to a local store. The driver assists by loading, unloading and carrying packages. The **Ride*Source* Shopper** provided rides to 13 elderly and disabled riders in the Junction

[2] LTD boarding statistics were collected from February through June 1996. As a cautionary note, some of the rural route numbers are somewhat inflated by passenger trips made within Eugene or Springfield as buses head in or out of town. More detailed information can be provided by LTD.
[3] STF is the only dedicated revenue source in the State of Oregon for specialized transportation for the elderly and disabled and comes from a two-cent tax on cigarettes.
[4] LCOG has an Outreach Worker stationed in Junction City to assist elderly residents in maintaining independence within the community. The Senior Companion Program matches senior volunteers with elders needing companionship and other help to maintain social contacts and quality of life.

City area with a total of 782 one-way rides for the year. The **Ride*Source* Shopper** is also funded through STF.

There are obvious deficiencies in the service. There is no local public transportation available that regularly circulates within the community. Volunteer provided rides are limited and do no serve individuals that use wheelchairs. The **Ride*Source* Shopper** operates one day each week and only for grocery shopping; trips to the post office, bank, drug store and other local businesses are not included. Specialized services for the elderly and persons with disabilities do not serve other individuals within the community who also have limited transportation options such us young people seeking employment and social activities or those living on low-incomes.

Inter-city Passenger Bus or Rail Services

Greyhound Lines is the only available inter-city bus service traveling through Junction City with service seven days a week. A bus comes in from Corvallis and leaves Junction City at 8:20 a.m. arriving in Eugene at 8:45 a.m. (The bus continues south to Cottage Grove, Oakridge and Klamath Falls.) For a return trip, a Greyhound bus leaves Eugene at 10:48 a.m. and arrives in Junction City at 11:05 a.m. [5]

[5] Arrival and departure times as of 9/27/96.

AIR, RAIL, WATER AND PIPELINE ELEMENT

Inventory of Existing Facilities

The Air, Rail, Water and Pipeline components make up a small part of Junction City's transportation system. The Rail component is the most significant, with both a passenger and a freight function.

Air

There is no airport or other air service facilities within the TSP study area. Air service for passengers and freight is locally available at Eugene Airport, located approximately 7 miles south of the study area. Eugene Airport provides regularly scheduled service to national destinations with connections to nearby international airports in Portland, San Francisco and Seattle.

Rail

Junction City has a long history of rail activity. The city now stands on land purchased for the Oregon and California railroad, and its name comes from the fact that it once was the junction of two railroads. The following information is derived from the *Oregon Freight Rail Plan* (1994) and the *Junction City Comprehensive Plan* (1994).

Southern Pacific Routes

The Southern Pacific Railroad (SP), originally extended through Junction City in 1871, currently operates its Valley Main Line in the area, with service from Eugene to Portland. By far the most heavily used rail line in the Willamette Valley, this route moved over 20 million gross tons of freight in 1994. In the valley, the track is maintained to FRA Class 4 standards which permits maximum speeds of 60 and 80 mph for freight and passenger trains respectively. The maximum gross weight of equipment and lading permitted is 315,000 pounds. per four-axle car and there are no dimensional restrictions.

This line also accounts for significant passenger activity due to Amtrak's Coast Starlight train. However, there is no stop in Junction City. Amtrak has stops in Eugene, Albany, Salem and Portland, as well as connections to points south through Eugene and north and east through Portland. In 1992, 45,742 passengers got on or off at the Eugene Station.

Burlington Northern Routes

In 1910, the City granted the Oregon Electric Railroad (OE) use of Holly Street from W. 2nd Avenue to W. 17th Avenue as the right-of-way for its interurban passenger service. The OE line is now owned by the Burlington Northern Railroad (BN) and is used for freight service. The Oregon Electric Branch runs from Portland to Eugene and has access to a variety of traffic, mostly wood products. Traffic density is between one and five million gross tons annually and the track is maintained to FRA Class 3 standards permitting freight train speeds up to 40 mph.

Junction City is considering proposing a relocation of the BN line alongside the existing SP line in order to free up the BN right-of-way for use as part of the street system.

Spur Lines

There are 12 spur lines serving existing industry in the planning area.

Water

There are no navigable waterways in the planning area. The Willamette River runs north-south approximately two miles east of the study area.

Pipelines

Natural Gas

Northwest Pipeline Company operates a major regional natural gas transmission line between Portland and Eugene which passes through the planning area. The gas is distributed in the Junction City area by Northwest Natural Gas Company. This six-inch high-pressure main interconnects storage facilities in the state as well as interstate sources.

Petroleum Fuels

Southern Pacific Transportation Company operates an eight-inch major transmission pipeline, extending from Portland to Eugene, which has been in operation since 1962. This pipeline is a common carrier, designed to handle alternately regular, premium or unleaded gasoline and diesel fuel. It currently transmits almost 30,000 barrels of fuel per day to Eugene. From Eugene, it is distributed to various companies for shipment by truck to end destinations or for storage in tank facilities nine miles south of Junction City. This southern terminal serves not only all of Lane County, but parts of southern Oregon as well. Without the pipeline it would require about 150 tank trucks operating on the road system through Junction City, or 60 railroad tank cars, each day from Portland passing through Junction City to serve the distribution point.

2. Specialized Transit Services

Acting on behalf of Lane Transit District, LCOG oversees and coordinates with providers to operate services funded through the Special Transportation Fund for the

Elderly and Disabled (ORS 391.800 - 391.830).[6] Specialized transportation for elderly and disabled residents of the Veneta area is provided through **Ride*Source* Escort** and **Ride*Source* Shopper**.

Ride*Source* Escort is a volunteer based door-through-door service primarily for medical trips coordinated with the assistance of LCOG's Senior and Disabled Services' Outreach Program and Lane Community College's Senior Companion Program.[7] In fiscal year 1995-96 volunteers using their own vehicles provided rides to 18 elderly and disabled individuals. Special Transportation Fund (STF) revenues were used to reimburse volunteers for mileage costs.

Ride*Source* Shopper is a once-a week shopping service. Riders are picked up at their homes and transported as a group to a local store. The driver assists by loading, unloading and carrying packages. The **Ride*Source* Shopper** provided rides to seven elderly and disabled riders in Veneta and one person in Elmira with a total of 474 one-way rides during the previous year. The **Ride*Source* Shopper** is also funded through STF.

There are obvious deficiencies in the service. There is no local public transportation available that regularly circulates within the community. Volunteer provided rides are limited and do not serve individuals that use wheelchairs. The **Ride*Source* Shopper** operates one day each week and only for grocery shopping. The service is not well utilized. Specialized services for the elderly and persons with disabilities do not serve other individuals within the community who also have limited transportation options such as young people seeking employment and social activities or those living on low-incomes.

Accessible transportation allows seniors and individuals with disabilities to enjoy cultural, recreational, commercial, and other benefits society has to offer. When there is little or no specialized transportation service provided, people often do not even think to ask for service. However, there is generally a latent demand for services once these services are offered and advertised. In surveys conducted by LCOG's Senior and Disabled Services, transportation has been identified may times over the years as a high need. Seniors and people with disabilities may need transportation to obtain other services such as medical care and social services. They may also need transportation to parks, shopping or other activities that enhance the quality of life. Some services and activities tend to be regionalized, so their needs may not be met in Veneta.

Specific needs vary by individual; some need point-to-point transportation within a community, such as going to the Senior Meals site, the grocery store, or beauty parlor. Others need point-to-point transportation to other communities as well. For example, many

[6] STF is the only dedicated revenue source in the State of Oregon for specialized transportation for the elderly and disabled and comes from a two-cent tax on cigarettes.

[7] LCOG has an Outreach Worker stationed in Veneta to assist elderly residents in maintaining independence within the community. The Senior Companion Program matches senior volunteers with elders needing companionship and other help to maintain social contacts and quality of life.

older people have medical appointments in Eugene or Springfield. Still others need these services but require door-through-door assistance on both ends of the trip. These people are frail and require someone to escort or support them as they move about."

3. Inter-city Passenger Bus or Rail Services

Porter Stage Lines is the only available inter-city bus service traveling through Veneta and operates on the following schedule between Florence and Eugene with an unscheduled flag stop in Veneta [8]:

7 Days a Week	Eastbound	Departs Florence, 8:30 am	Arrives Eugene, 9:45 am
Mon.- Fri.	Eastbound	Departs Florence, 2:05 pm	Arrives Eugene, 3:35 pm
7 Days a Week	Westbound	Departs Eugene, 10:35 am	Arrives Florence, 11:50 am
Mon.- Fri.	Westbound	Departs Eugene, 4:30 pm	Arrives Florence, 5:45 pm

D. Air, Rail, Water and Pipeline Element

The Air, Rail, Water and Pipeline components make up a very small part of Veneta's transportation system. The Rail component is the most significant.

1. Air

The only air facility in the City is a helicopter landing pad on Forest Service property which is used only on rare occasions. There is no airport within the transportation systems planning area.

Air service for passengers and freight is available at Mahlon-Sweet Airport, located approximately 7 miles northeast of Veneta. Mahlon-Sweet Airport provides regularly scheduled service to national destinations with connections to nearby international airports in Portland, San Francisco, Salt Lake City, Denver and Seattle.

2. Rail

Freight Service

The Central Oregon and Pacific Railroad currently operates its Coos Bay Branch Line through Veneta, with freight service from the Port of Coquille to Eugene where it joins the Union Pacific Railroad. One to five million gross tons are transported annually on this line, primarily lumber and paper products between Eugene and Coos Bay. Track conditions vary from FRA Class 1 (limit of 10 mph) between Coquille and Coos Bay to Class 2 (25 mph) between Coos Bay and Eugene. There is a maximum gross weight of equipment and lading restriction of 240,000 pounds on the line between Coquille and Coos Bay, but there are no dimensional restrictions anywhere on the line.

Passenger Rail

The Eugene Station provides the nearest passenger rail service, with Amtrak Routes running north to Canada and south to California. These lines account for significant

[8] Arrival and departure times as of 9/27/96.

passenger activity due to Amtrak's Coast Starlight train, which has stops in Seattle, Portland, Salem, Albany, and Eugene, as well as connections to Chemult, Klamath Falls, and points south all the way to Los Angeles. In 1992, 45,742 passengers got on or off at the Eugene Station.

Spur Lines

There is only one rail siding in the planning area, on a 2.5 acre parcel on West Broadway Avenue, and it is in need of upgrading before it could be used. Three industrial sites have direct access to the Branch Line.

3. Water

There are no navigable waterways in the planning area. Fern Ridge Reservoir, which lies just northeast of the planning area, is a significant regional resource for recreational water vehicle activity.

4. Pipelines

There are no pipelines of regional significance in the Veneta planning area.

E. Natural Resource Features

1. Slope

According to the Veneta Comprehensive Plan, generally slopes over 20 percent are considered unsuitable for development. Although development in areas with severe slope limitations is not prohibited, often the cost of design and construction limits the demand for such areas. If other areas are available, they can be built at a lower cost than a sloped area. For Veneta, which has a steep slope area located in the western portion of the city, this normal reduction in demand, may be somewhat off-set by the demand for development areas that offer scenic views.

Land within Veneta is relatively flat with most of the downtown city area having an elevation of about 400 feet. Beginning within the City and extending and rising westward are the foothills of the Coast Range. These hilltops reach an elevation of about 850 feet at the highest point in Veneta. The steep slopes in the Southwest (shown on map) may limit development. Not only will construction and engineering costs be higher in this area, but currently over half of the steep slope area is located above the city water tank, posing an additional challenge in bringing a water supply to potential residents above this point.

Most of these steep slope areas are located in transportation zones 2 and 5. About half of zone 2 development is potentially constrained by steep slopes and about 20 - 25 percent of zone 5. However, it is expected that in spite of the slope and water supply challenges, low density residential development will eventually occur in this area since it is the only area within the city that provides a scenic view. The level of development will be primarily constrained by the financial considerations associated with construction in these areas, limiting the number of builders that can afford such development.

2. Soils

Soil types can influence development ability because of variations in stability and permeability. Unstable soils can shrink or swell limiting the development of structures on such soil. Permeability can influence the soils ability to drain, with low permeability soils creating areas of ponding, limiting septic system effectiveness, and increasing flooding potential.

The underlying rock of the Veneta area is Tyree Sandstone overlaid in many areas by clay shales. There are no gravel beds or mineral deposits of any significance, nor are there any landslide, earthquake, or weak soil hazards for building foundations.

The U.S. Soil Conservation Survey of the area (USGS, 1970) found 23 different soil series of which the most prevalent are various loams and silty clay loams. The loam soils are moderately well drained, at best, but the soils of the low-lying natural drainage ways in the city are poorly drained. The combination of heavy rains, poor soil drainage, and subsoil permeability (percolation) creates high water tables and ponding, especially in the winter (Comp Plan, 1989).

A large part of Veneta is flat and drainage is poor due to low soil permeability. Drainage problems can limit development. In Veneta, poor drainage areas limit the development of residences and businesses that rely on septic systems as these areas do not allow enough soil percolation for the proper operation of the septic system.

3. Surface Water Drainage

Veneta participates in the Federal Flood Insurance Program managed by the Federal Emergency Management Agency (FEMA), and in association with that program has identified flood plain and hazard areas within the city. If a development proposal is located within the designated flood plain zone, developers undergo a more extensive review of their proposal to determine the site specific flood hazards of the property, and additional measures that must be applied to prevent damage in the event of flooding. Build-out potential in flood prone areas is constrained because site design, engineering, construction, and insurance costs are often higher than non-flood prone areas.

Low-lying natural “finger” drainage-ways run at gentle slopes generally in a northeast direction within Veneta moving towards Fern Ridge Reservoir. Lowlands of the upper Long Tom River drainage area are subject to periodic annual ponding and flooding especially during the winter months. There are 42 acres of flood plain identified in Veneta (Comprehensive Plan, 1989) mostly associated with the Long Tom drainage area and potentially impacting transportation zones 1 and 2. These flood plain designations match the areas depicted by the FEMA map developed for the Veneta area. Over half of zone 1 is within the designated flood plain, possibly impacting future industrial/commercial development within that zone. About 15 - 20 percent of zone 2 is also within the Long Tom flood plain potentially affecting a mix of General Residential, Single Family Residential, and Public uses designated by the Comprehensive Plan.

Flood plain and related development hazards have also been identified along the east-west flowing channels located in TAZ 8. This area has a plan designation of Open Space, so urban development would probably not be limited.

4. Wetlands

The presence of wetlands may influence the extent of development and/or where it occurs on both an area wide and a site specific basis. Development proposals that may impact wetlands are regulated and permitted by the Army Corps of Engineers and the Oregon Division of State Lands. If wetlands are located on property, before development can occur, the boundaries of the wetland must be clearly delineated; wetland impacts should be avoided if possible; and if impacts do occur, mitigation must replace the features lost by development.

A comprehensive inventory of wetlands has not been conducted for Veneta so wetland features for this report are based on the National Wetlands Inventory (NWI). The NWI provides basic data about the general characteristics and extent of wetlands in the nation. The NWI identifies the general boundaries of wetlands, however, in many instances actual wetland boundaries and features are more extensive than what is identified through this national classification system. In other instances, NWI information is out-dated and although a wetland is indicated on the NWI map, human influences have since then altered or even eliminated that feature.

Wetlands identified by the NWI comprise about 58 acres and 3.4 miles of linear wetlands within the Veneta UGB. However, the majority of these wetlands are shown as being located in TAZ 1 in the area between the railroad tracks and Highway 126. Although this area once contained significant quantities of wetlands, it is likely that most of these wetlands no longer exist. The railroad and Highway 126 runs right through the wetlands identified by the NWI. Most of the remaining wetlands in Veneta are of a linear type flowing through TAZs 5, 6, 7, and 8 corresponding with the natural channels flowing through this area. As was noted previously, a Plan designation of open space creates a greenbelt along most of these features.

5. Other Significant Natural Features

According to the Veneta Comprehensive Plan Background Report, (revised 1989), no significant ecological or wilderness areas have been identified within the Veneta Urban Growth Boundary.

Table A-3
Summary of Natural Feature/Potential Development Constraints by Transportation Zone

Transportation Zone	Flood Plain	Steep Slope	NWI Wetlands	Water Features
1	55%-60% Flood Plain		32 Acres (mostly developed) 1,521 ft.	
2	10% -15% Flood	50%-55% Slope	6 Acres (some	

	Plain	Hazard	developed)	
5		22%-27% Slope Hazard	.6 Acres 2,029 ft.	
6			6.1 Acres 1,756 Ft.	1,756 ft. open channel
7			1,761, ft.	1,761 ft. open channel
8	2%-5% Flood Plain		9 Acres 8,471 ft.	8,471 ft. open channel
11			.9 Acres	
12			2.6 Acres	

F. Cultural Features

1. Parks and Open Space

Junction City currently has seven neighborhood parks totaling about 10 acres inside the city limits. These include:

Bailey Park - Southeast corner of Kalmia and Bryant Street - 2.6 acres
Bergstrom Park - North end of Dorsa Street - 2 acres
Founders Park - NE corner of W. 5th and Holly - .25 acres
Laurel Park - NW corner of W. 14th and Laurel - 1.5 acres
Lyle Day Park - NW corner of E. 5th and Deal - 2 acres
Tequendama Park - south end of Shara Place - .5 acres
Washburne Park - SW corner of W. 6th and Laurel - 1.25 acres

Four other facilities provide recreation opportunities and may influence transportation needs. These include:

Dutch's Softball Field - W. 15th and Kalmia
Viking Sal Senior Center - 245 W 5th
Lions Building and Kindergarten - 1450 Kalmia Street, in Laurel Park
Junction City Municipal Swimming Pool - North end of Laurel Street

Junction City's plans for future facilities focus on the need for expansion of neighborhood and community parks. Future acquisition will emphasize lands which are adjacent to established recreation facilities and schools, and parcels located within new subdivisions.

Historic Features

The location of significant historical features is important from a transportation perspective for two reasons.

1. The local community may desire to provide better access to these sites, and
2. Design of transportation systems should ensure that these sites are protected.

Junction City has clearly defined historic preservation goals and goal implementation measures stated in its Comprehensive Plan. These goals provide for the recognition and protection of significant buildings, sites, and other historic elements. Implementation of these goals includes the use of a conditional use process to protect historic sites, and a requirement that these sites will be incorporated into plans for any new sub-division or commercial or industrial projects. However, recent legislation has changed allowing landowners to demand that their property be removed from comprehensive plan historical inventory designation.

Eight sites, half of which are located in TAZ 12, are included in Junction City's historical resources inventory. These eight sites are:

Stanley House, 617 Juniper Street
Oregon Electric Depot, 5th and Holly Street
Oddfellows Lodge Hall West 6th Avenue and Greenwood Streets
Lee Drug Store, 467 Front Street
Faith Lutheran Church, 920 West 6th Avenue
Bushnell House, 248 Holly Street
Milliron Cemetary, north side High Pass Road., near Pitney Lane

Schools

Junction City has three public schools, including a high school, middle school, and an elementary school. School locations generally have access to, but are located away from major arterials. Locations are listed below:

Junction City High School - South of 6th Street, west of Maple Street
Oaklea Middle School - West of Rose Street, north of Tropicana Court Street
Laurel Elementary School - West of Laurel Street, near 14th Street

Summary of Natural Features/Potential Development Constraints
by Transportation Zone
Junction City

Transportation Zone	Flood Hazard	Soil Limitations	NWI Wetlands	Water Features
1		65-70%	8 sites including 2 sewage lagoons. Crow Creek	Crow Creek
2	3-6%	5-8%	3 sites (1 likely developed) Crow Creek	Crow Creek
3	15-20%	4-6%		
4				
5	75%	8-12%		
6	85-90%	15-20%	Open channel	Open channel
7				
8				
9	5-8%	5-8%	Crow Creek	Crow Creek
10	8-10%	20-25%	Crow Creek	Crow Creek
11		25-30%	Crow Creek 1 site	Crow Creek
12	2-4%			
13	94-97%	27-31%	1 small site	
14	5-10%	10-15%	2 sites Flat Creek	Flat Creek
15	15-20%	17-22%	Flat Creek	Flat Creek
16	7-10%	5-7%	2 sites Open channel	Open channel
17			1 site	
18			2 sites 4 open channels	Open channels

Cultural Features
by Transportation Zone
Junction City

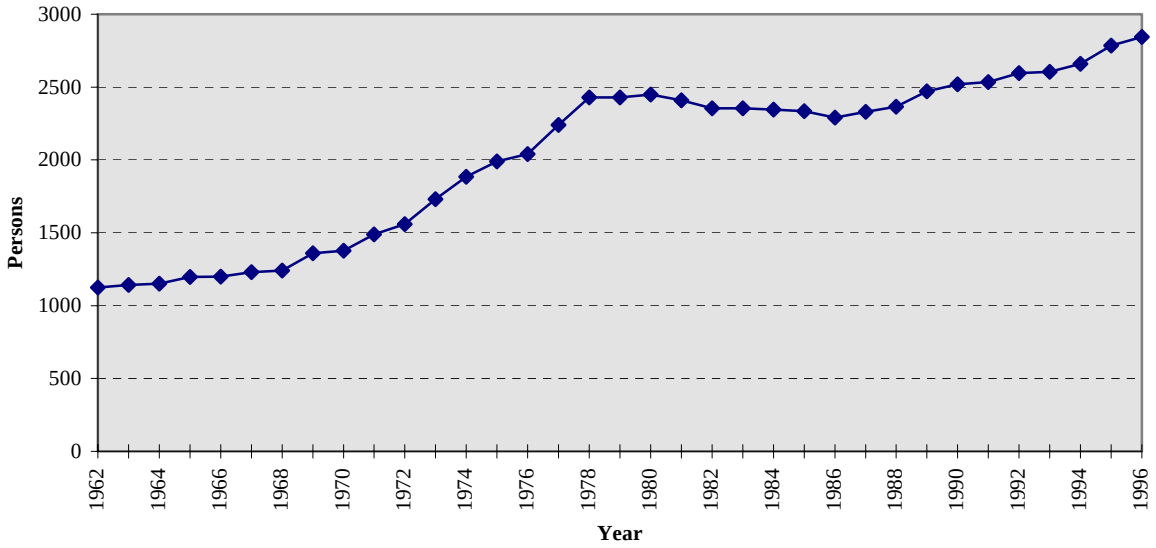
Transportation Zone	Parks/Open Space	Schools	Historical Sites
1			
2	Park - 1.5 acres Swimming pool	Middle School Elementary School	
3			
4			
5			
6			
7	Park - .25 acres		Lee House
8			Stanley House
9			Faith Lutheran Church
10	Park - 1.2 acres	High School	Milliron Cemetary
11			
12	Park - .5 acres		Oregon Electric Depot Oddfellows Lodge Hall Lee Drug Store Bushnell House
13	Park - 2 acres Park - 2 acres		
14			
15	Park - 2.6 acres		
16			
17			
18			

Appendix B
POPULATION AND EMPLOYMENT

A. Population

1. Historic Trends and Future Projections

Figure B1: Veneta City Population 1962-1996



Source: 1970, 1980, and 1990 are U.S. Census figures. The remaining years are estimates by the Center for Population and Research and Census.

Veneta has experienced an average annual growth rate of 2.9 percent since it became incorporated in 1962. In 1980, Veneta's Comprehensive Plan set forth a projected population of 5,944 for the year 2010 based on an average annual growth rate of three percent. As with most cities in Lane County, growth was very fast during the 1970s and non-existent during the 1980s. From 1990 to 1995, Veneta's growth rate exceeded the state's in three of the five years. Situated along Highway 126 within commuting distance of Eugene, Veneta is likely to experience a relatively high growth rate as west Eugene attracts new industries and Eugene's housing prices increase. Veneta has a large city limits and urban growth boundary, so there is plenty of land available for development. The population projections used for the Transportation Plan are consistent with those used for Veneta's Sanitary Sewer Plan. The City Council approved population projections for the sewered population based on fast initial growth of 5% growth per year from 1995 to 2002 followed by moderately high growth of 3% growth per year until 2015. Adding to that population, the number of people who are not served by the sewer system and assuming that number will not be served by sewers in the future, the projection for 2015 is 5,447 people. There are no residences within the un-incorporated portion of Veneta's urban growth boundary. These assumptions result in a 3.5 percent average annual growth rate through 2015

and assume Veneta's population will almost double from the 1996 estimated population of 2,845 people.

The following table shows that Veneta's population of a percent of Lane County's population has been increasing and is expected to continue to increase.

Table B1: Comparing Populations of Lane County and City of Veneta

Year	Lane County Population	Veneta Population	Veneta Population as Percent of Lane County Population
1970	215,401	1,377	0.64
1980	275,226	2,449	0.89
1990	282,912	2,519	0.89
2015	413,300	5,447	1.32

Source: 1970, 1980, and 1990 figures from U.S. Census. Lane County projection for 2015 produced by LCOG.

2. Households

The Comprehensive Plan projects an average household size of 2.5 in the year 2010. Given that the rate of decline of household size has not been as high as anticipated, the City assumed an average household size of 2.5 people in the year 2015. Veneta does not have any group quarters, so this housing type does not factor into the projections.

Table B2: Average Household Size - Veneta

Year	1970	1980	1990	2015
Persons per Household	3.27	2.84	2.79	2.50

Source: 1970, 1980, and 1990 figures from U.S. Census.

In 1990, there were 904 households in Veneta. In 2015, there are projected to be 2,179 households.

3. Housing Units

In 1990, 66 percent of the households owned their homes and 34 percent of the households rented. The tenure split is expected to change slightly and so 64% of the homes will be owner-occupied and 36% of the homes will be renter-occupied in 2015. Applying a five percent vacancy rate to renter-occupied housing and a two percent vacancy rate to owner-occupied housing results in 2,249 housing units in 2015.

4. Structure Type Mix

The Comprehensive Plan projected that the structure type mix would not change. For this study, the structure type mix has been slightly adjusted to reflect existing conditions and likely future trends.

Table B3: Percent of Structures by Type

Structure Type	Comprehensive Plan (1988)	1996	TSP Assumption (2015)
Single-family	61	64	62
Multi-family (includes duplexes)	22	21	20
Manufactured Homes in Parks	17	15	18

Source: 1996 numbers from Adlib, information maintained by Lane Council of Governments.

This results of this assumption are shown in the next table.

Table B4: Units by Structure Type

Structure Type	1996 Units	2015 Units	Difference (2015-1996)
Single-family	700	1,394	694
Multi-family (includes duplexes)	224	450	226
Manufactured Homes in Parks	164	405	241
TOTAL	1,088	2,249	1,161

Source: 1996 numbers from Adlib, information maintained by Lane Council of Governments.

5. Allocation

The projected households are used in the transportation modeling process to anticipate travel behavior associated with residential development. Veneta has been divided into twelve transportation analysis zones. These zones are shown on the map on the following page. The number of new units needed by the year 2015 were allocated to the Transportation Analysis Zones (TAZ). The number of vacant acres within each zone had been determined based on city staff marking up land use maps by tax lot. This information was then updated on LCOG's geographic information system (GIS). The new housing units that would be needed to meet Veneta's population demand for the next twenty years were distributed to the various TAZs containing vacant land zoned for residential development. Housing units were allocated at a lower density to the TAZs with development constraints such as wetlands, floodplain, and limited water and sanitary sewer services. There is more land available for residential development than will be needed to accommodate the projected population growth of the next twenty years. The table on page B-5 shows how the projected housing units were distributed throughout Veneta.

The following three tables on page B-6 summarize the results of the population analysis by TAZ that are used for the transportation modeling process. Duplexes and multifamily dwellings were not distinguished in the allocation of future housing units. It was assumed that the ratio of duplexes to multifamily dwellings would remain constant to establish a number of duplexes for the future year.

Insert TAZ map with Vacant acres by plan designation

Table B5: Allocating Future Housing Units Within Plan Designations By TAZ

TAZ	Plan Designation	Vacant Acreage	Single Family	Multi Family	Manufactured Homes in Parks
2	Single-Family Residential	146.61	147		
	General Residential	32.13	36	36	
3	General Residential	1.77	10	0	
4	Single-Family Residential	1.32	3		
	General Residential	15.42	35	35	
5	Rural Residential	24.97	12		
	Single-Family Residential	40.55	41		
	General Residential	97.34	34	54	225
6	Rural Residential	10.74	8		
	Single-Family Residential	29.25	44		
	General Residential	22.28	50	50	
7	Rural Residential	14.19	11		
	Single-Family Residential	0.83	2		
	General Residential	4.48	8	8	16
8	Rural Residential	155.83	101		
	General Residential	10.16	23	23	
9	General Residential	9.05	20	20	
10	Rural Residential	93.65	84		
11	Rural Residential	23.9	22		
12	Rural Residential	3.88	4		
	TOTAL	738.35	694	226	241

Table B6: Existing Housing Units by TAZ, 1996

TAZ	Single Family	Duplex	Multi Family	M'ftd Homes in Parks	Total
2	85	12	0	5	102
3	104	25	40	0	169
4	117	39	32	0	188
5	13	0	0	102	115
6	149	18	0	0	167
7	48	0	0	57	105
8	83	0	4	0	87
9	26	7	47	0	80
10	42	0	0	0	42
11	25	0	0	0	25
12	8	0	0	0	8
Total	700	101	123	164	1088

Table B7: New Housing Units by TAZ (1996-2015)

TAZ	Single Family	Multi Family	M'ftd Homes in Parks	Total
2	183	36	0	219
3	10	0	0	10
4	37	35	0	72
5	87	54	225	366
6	102	50	0	152
7	20	8	16	44
8	124	23	0	147
9	20	20	0	41
10	84	0	0	84
11	22	0	0	22
12	4	0	0	4
Total	694	226	241	1161

Table B8: Total Future Housing Units, 2015

TAZ	Single Family	Duplex	Multi Family	M'ftd Homes in Parks	Total
2	268	48	0	5	321
3	114	25	40	0	179
4	154	58	48	0	260
5	100	0	54	327	481
6	251	68	0	0	319
7	68	0	8	73	149
8	207	0	27	0	234
9	46	10	65	0	121
10	126	0	0	0	126
11	47	0	0	0	47
12	12	0	0	0	12
Total	1394	209	241	405	2249

B. Employment

1. Methodology

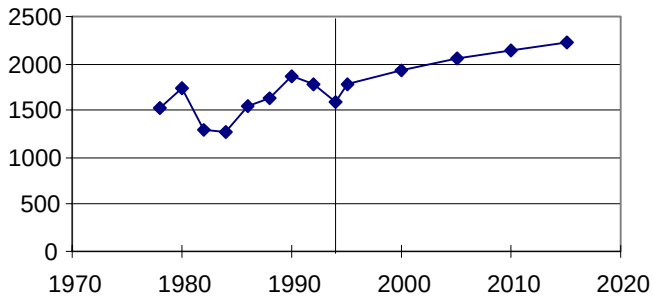
The 2015 employment projections for the Veneta UGB area are largely based on employment projections for Lane County. The county projections were used to develop a projection for the Census Tract in which Veneta resides, Census Tract 9. The Census Tract projection was then used to estimate a projection for the Veneta UGB area. This methodology was selected because more reliable historical data are available for Census Tract 9 than for the Veneta UGB.

Annual historical employment data for Lane County, provided by the Oregon Employment Division, was used for this analysis. Biannual historical employment data from 1978 - 1994 for Census Tract 9 was also used. Total employment in the Veneta UGB in 1994 is known, though it is not available for any other year.

2. Census Tract Projection

The historical data for Lane County and Census Tract 9 were used to develop a trend for Census Tract 9 employment as a percent of Lane County employment. The extension of the 1978-1994 trend was used along with the Lane County employment projection for 2015 to arrive at a 2015 projection for the Census Tract.

Figure B3: Census Tract 9 Total Employment



3. Existing Conditions and Future Trends

In 1994, employment in the Veneta UGB area comprised 30 percent of the total employment in Census Tract 9. If we assume employment growth occurs as rapidly outside the UGB as it does inside the UGB, and that UGB employment continues to be 30 percent of census tract employment, the total number of jobs in the UGB area would be 669 in the year 2015. Because of Oregon planning rules, however, more of the growth in employment in the Veneta area should occur inside the UGB than outside. Therefore, Veneta UGB employment should increase as a percent of total employment in Census Tract 9, although it did not during the period from 1978 to 1994. Veneta should be able to attract more industrial and commercial employment in the future, but some of Veneta's population growth will rely on jobs in Eugene. Veneta projects a total of 866 jobs within the urban growth boundary by 2015, a 2.86 percent average annual growth rate that increases Veneta's portion of census tract employment to 39 percent.

Table B9: Comparison of Number of Jobs by Geographic Area

Employment by Area Geographic Area	1978	1994	2015	1994 - 2015 AARG
Lane County	103,200	125,900	177,074	*1.6%*
Census Tract 9	1,526	1,597	2,230	*1.6%*
CT % of Lane County	*1.48%*	*1.27%*	*1.26%*	*n/a*
Veneta	458	479	866	*2.86%*
Veneta % of Census Tract	*30%*	*30%*	*39%*	*n/a*

4. Employment Sectors

The Comprehensive Plan projected that by the year 2010, 65 percent of employment would be in the commercial sector and 35 percent would be in the industrial sector. While this much of a shift is unlikely to happen, the projections do assume that 35 percent of the new jobs created will be within the industrial sector. Services and government were also expected to increase. The retail trade sector is expected to decrease as a percent of the overall employment, although there is still expected to be an increase of 117 jobs between 1994 and 2015. The percent of education jobs was assumed to stay the same as was the percent of finance, insurance, and real estate jobs. These totals and their percentages are shown in the tables under the next section.

5. Allocations

See the tables on the next page for allocation of the jobs within general employment sectors by TAZ. The new educational jobs were split evenly between the two TAZs containing potential school sites in the Comprehensive Plan. The industrial jobs were allocated to vacant areas designated industrial. The retail, finance, insurance, real estate, services, and government jobs were distributed to vacant acres designated industrial/commercial, commercial, or general residential/commercial.

Table B10: Vacant Acres by TAZ for Employment Allocation

Plan Designation	1	2	3	4	8	9	11	12	Total
Commercial	2.1	2.6	1.5	4.8	.2	.2	15.8	14.5	41.7
Commercial/ General Residential			2.9						2.9
Industrial/ Commercial	55.5		1.9						57.4
Industrial							33.9	49.9	83.8
TOTAL	57.6	2.6	6.3	4.8	.2	.2	49.7	64.4	185.8

Source: Vacant Tax Lots Verified by City of Veneta in 1996. Acreage mapped and calculated by LCOG's GIS.

Table B11: Number of Jobs By TAZ in 1994 - Veneta

	1	2	3	4	5	6	7	8	9	10	11	12	Total	%
Agriculture/ Industrial			22	6		11		12	11	3	8		73	15
Retail Trade	64		24			5			25		75		193	40
Finance/ Insurance/ Real Estate	5			10					6		2		23	5
Services/ Government	13		12	8	25	8		10	19	5	49		149	31
Education								3	36				39	8
TOTAL	83	0	58	24	25	24	0	25	97	8	134	0	477	

Table B12: Number of New Jobs by TAZ Between 1994 and 2015

	1	2	3	4	5	6	7	8	9	10	11	12	Total	%
Agriculture/ Industrial											55	81	136	35
Retail Trade	70		3								15	29	117	30
Finance/ Insurance/ Real Estate	5			10							4		19	5
Services/ Government	42		13	2							19	7	83	21
Education					16			16					32	8
TOTAL	117	0	16	12	16	0	0	16	0	0	93	117	387	

Table B13: Total Number of Jobs by TAZ in Veneta in the Year 2015

	1	2	3	4	5	6	7	8	9	10	11	12	Total	%
Agriculture/ Industrial			22	6		11		12	11	3	63	81	209	24
Retail Trade	134		27			5			25		90	29	310	36
Finance/ Insurance/ Real Estate	10		0	20					6		6		42	5
Services/ Government	55		25	10	25	8		10	19	5	68	7	232	27
Education					16			19	36				71	8
TOTAL	199	0	74	36	41	24	0	41	97	8	227	117	864	

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Last Saved: October 14, 1998

Appendix C
NEEDS ANALYSIS

A. Issues

All issues listed in this appendix are verbatim comments. No attempt has been made to guess at the meaning if it seems unclear or to reword into sentences. The list of issues is useful in seeing what people said or wrote as transportation issues in Veneta.

1. Grouping of Issues

(Issues from committee, city staff, newsletter responses, and first public workshop)
These issues have been organized by location and topic.

- **Hwy 126**
  - Only route to the coast from Eugene
  - Future traffic on highway likely to increase
  - Frequent accidents at major intersections
  - Difficult to access Hwy 126 from side streets during peak traffic hours
  - Speed
    - (1) Speed limits are too high between Ellmaker and West Lane Center
    - (2) More traffic enforcement is needed
    - (3) Conflict between speeds driven by highway travelers and business customers. Ingress and egress for businesses is hazardous
    - (4) Greater speed reduction zone near traffic signal is needed
  - Additional Traffic Signal(s) on Hwy 126
  - Directing traffic to Huston Road may increase need for additional signal
  - Open Luther Lane onto Hwy 126 to increase safety and connectivity
  - Only one signal (Territorial Road intersection)
  - Alternate access needed for emergency vehicles
  - Huston Road provides one additional access point which could be used to divert some of the traffic through connectivity with other streets
  - West Broadway does not connect to Hwy 126
  - Congestion of a wide variety of vehicle types on road; i.e. commercial, recreational, commuter
  - Road capacity is not adequate, nor has it been for 25 years.
  - Widen Highway to 4 lanes
  - Ingress/egress standards need to be fair for all access/users.
  - Traffic control (i.e. signing, striping, etc.) is not adequate to control flow of traffic.

- **Territorial Road**
  - Pedestrian crossing is difficult due to increased vehicular traffic
  - Increased traffic and poor visibility make vehicular access from side streets difficult
  - Railroad track crossing

- Additional traffic signal(s) on Territorial Road
- Future residential growth will add to need for connectivity to Territorial Road
- Stoplight needed at Territorial & McCutcheon to increase safety for Veneta elementary children, especially those needing to cross Territorial when there is no crossing guard on duty

Intersection of W. Broadway and Territorial Road

- Traffic congestion
- Poor visibility
- Conflicts with bicycle, pedestrian & vehicular traffic including school buses
- Lack of sidewalks creates problem for pedestrian traffic resulting from the school bus stop located on W. Broadway
- Railroad tracks north of the intersection contribute to the problems
- Business ingress & egress causes conflicts with traffic
- Speeds are too fast for the volume and type of traffic
- Close vicinity to the city park and pool contributes to the congestion and conflicts with the different modes of transportation using the intersection

Bolton Hill Road

- Improve safety for Bolton Hill by controlling driveway access and to pattern future streets to not feed off of Bolton Hill but divert traffic away from Bolton Hill.
- Congestion at Bolton Hill TSP playing fields, schools, parks, etc.
- Widening of 8th Street at Bolton Hill to facilitate turning onto 8th from Bolton Hill Road

Jeans Road

- Jeans Road - planning for traffic growth.
- Jeans Road needs to accommodate alternative modes of transportation (bikes/pedestrians)
- Industrial development is desired on Jeans Rd.

Street Plan

- Streets which dead-end with only one way out. Should change those to through streets so there are more ways to get in and out of areas to make a healthier system
- Cul-de-sacs difficult for firefighters
- Traffic congestion/flow/safety
- On some roads, need to balance high speed travel with access off of road
- Maintain Perkins as a high-speed alternative
- Need a city-wide approach to development of collectors and arterials
- Should not have houses fronting on collectors and arterials
- Plan for future arterials and collectors considering topography, drainage,

traffic patterns, and future growth

- Reduce 60' right-of-way to 50' to allow for denser development
- Recommend solutions for access and right-of-way standards for existing streets that do not meet current ordinance requirements such as 7th St., Hunter Rd., Sertic Rd., Erdmann Rd. (include discussion of extension of these substandard streets)
- Extend 8th Street to 126, eliminating congestion on city streets in Veneta
- Cheney St. Extension west of Territorial is not desirable for landowners
- Local roads north of Jeans Rd (Conrad) are too narrow for emergency vehicles
- No thru lots

Speed

- Hunter Rd - speed limit of 25 mph is too low
- Speed limits within city limits
- Huston S Rd - 55 mph speed limit is too high
- Highway 126
  - (1) Speed limits are too high between Ellmaker and West Lane Center
  - (2) More traffic enforcement is needed
  - (3) Conflict between speeds driven by highway travelers and business customers. Ingress and egress for businesses is hazardous
  - (4) Greater speed reduction zone near traffic signal is needed
- Speeds are too fast on Territorial for the volume and type of traffic

Parking

- Limited Parking (both off-street and on-street)
- Open rural storm drainage does create a problem for street parking
- On-street parking on both sides of narrow streets with open ditches
- Insufficient off-street parking for multi-family dwellings
- Insufficient off-street parking for the sports complex on Bolton Hill Road

Railroad

- Tracks divide the south and north portions of the city
- Creates an obstacle for emergency vehicle access
- Raised rail system from Eugene to Florence following existing rail route

Pedestrians

- Lack of sidewalks, need more throughout Veneta
- Bike and pedestrian accidents appear to be on the increase. Potential reasons: lack of sidewalks, increased volumes for all modes of traffic, inadequate street lighting
- There are places where kids could walk to school, but there are no shoulders to walk on.
- Kids would use sidewalks
- McCutcheon should be the priority for sidewalks because of the school

kids. Start at Territorial and work west
- Provide sidewalk access to Sports Program
- Make downtown attractive for pedestrians. Walkways and bikeways should connect city's parks and other area resources such as Fernridge Reservoir

- **Bicyclists**
  - Bike and pedestrian accidents appear to be on the increase. Potential reasons: lack of sidewalks, increased volumes for all modes of traffic, inadequate street lighting
  - More curb cuts increase conflicts with bicyclists
  - Establish bike lanes
  - Walkways and bikeways should connect city's parks and other area resources such as Fernridge Reservoir
  - Secure, wider bike lanes need to be added to streets highlighted [Highway 126, Jeans Road, Huston Road, Hunter Road, Bolton Hill Road (west of Territorial, east of Erdman Way), Perkins Road). This will also add to safer pedestrian travel
  - Highway 126 is very dangerous for bike travel
  - Add a bike path along railroad r/w - Coos Bay to Eugene

- **Public Transit**
  - Locate new transit stops near parking to facilitate park and ride
  - Create a park-and-ride at Luther Lane
  - Buses should run earlier in morning for 7am shift at hospital

- **Oregon Country Fair Impact**
  - Backed up traffic on Hwy 126 between Eugene and the fair entrance (prior to and during hours of operation)
  - Vehicle traffic blocking private driveways
  - Emergency vehicle access made more difficult
  - Short cycle timing of traffic signal at intersection of Territorial Road and Hwy 126 added to the problem of traffic backing up on Hwy 126.
  - Accidents
  - Other events planned for the fair site could create additional traffic problems

- **Other**
  - Link storm drainage to transportation Create nice entrances to communities by dealing with maintenance issues
  - Develop strategies to handle street operations and maintenance to keep the transportation system up to date and safe
  - Need street lighting standards for residential and commercial areas
  - Commercial & destination for signing to Veneta is inadequate (from Hwy 126 to Territorial)

2. Ranking of Issues

The Citizen Advisory Committee reviewed the issues in the first section and placed them into high, medium, and low priority groupings based on type of transportation issue.

Access

High Priority

a Streets which dead-end with only one way out. Should change those to through streets so there are more ways to get in and out of areas to make a healthier system

b Increased traffic and poor visibility make vehicular access onto Territorial from side streets difficult

c Huston Road provides one additional access point to Highway 126 which could be used to divert some of the traffic through connectivity with other streets

Medium Priority

d On some roads, need to balance high speed travel with access off of road

e Recommend solutions for access and right-of-way standards for existing streets that do not meet current ordinance requirements such as 7th St., Hunter Rd., Sertic Rd., Erdman Rd. (include discussion of extension of these substandard streets)

f Difficult to access Hwy 126 from side streets during peak traffic hours

g Alternate access (besides Highway 126) needed for emergency vehicles

h Improve safety for Bolton Hill by controlling driveway access and to pattern future streets to not feed off of Bolton Hill but divert traffic away from Bolton Hill.

i Ingress/egress standards need to be fair for all access/users.

j Business ingress & egress causes conflicts with traffic along Territorial

Low Priority

k Vehicle traffic blocking private driveways

l Limited Parking (both off-street and on-street)

m Should not have houses fronting on collectors and arterials

n Conflict on Highway 126 between speeds driven by highway travelers and business customers. Ingress and egress for businesses is hazardous

o West Broadway does not connect to Hwy 126

p Maintain Perkins as a high-speed alternative

q No thru lots

r More curb cuts add conflicts for bicyclists

Traffic Operations

High Priority

a Traffic control (i.e. signing, striping, etc.) is not adequate to control flow of traffic on Hwy. 126

b Additional traffic signal(s) on Territorial Road

c Need a city-wide approach to development of collectors and arterials

d Stoplight needed at Territorial & McCutcheon to increase safety for Veneta elementary children, especially those needing to cross Territorial when there is no crossing guard on duty.

Medium Priority

e Additional Traffic Signal(s) on Hwy 126

f Directing traffic to Huston Road may increase need for additional signal at Highway 126

g Widening of 8th Street at Bolton Hill to facilitate turning onto 8th from Bolton Hill Road

h Railroad track crossing at Territorial

Low Priority

i Only one signal along Highway 126 (Territorial Road intersection)

j Short cycle timing of traffic signal at intersection of Territorial Road and Hwy 126 added to the problem of traffic backing up on Hwy 126 during the Country Fair.

Congestion

High Priority

a Congestion at Bolton Hill TSP playing fields, schools, parks, etc.

b Future traffic on highway likely to increase

c Future residential growth will add to need for connectivity to Territorial Road

Medium Priority

d Congestion of a wide variety of vehicle types on road; i.e. commercial, recreational, commuter

e Road capacity of Highway 126 is not adequate, nor has it been for 25 years.

f Streets which dead-end with only one way out. Should change those to through streets so there are more ways to get in and out of areas to make a healthier system

g Widen Highway 126 to four lanes

h Jeans road - planning for traffic growth

i Insufficient off-street parking for multi-family dwellings

j Traffic congestion/flow/safety

k Close proximity of intersection (Broadway and Territorial) to the city park and pool contributes to congestion and conflicts with different transportation modes.

Low Priority

l Local roads north of Jeans Rd (Conrad) are too narrow for emergency vehicles
m Extend 8th Street to 126, eliminating congestion on city streets in Veneta
n Raised rail system from Eugene to Florence following existing rail route
o Backed up traffic on Hwy 126 between Eugene and the fair entrance (prior to and during hours of operation)
p Vehicle traffic blocking private driveways during Country Fair
q Emergency vehicle access made more difficult during Country Fair
r Traffic congestion at intersection of W. Broadway and Territorial Road
s Railroad track crossing
t Highway 126 only route to the coast from Eugene
u Industrial development is desired on Jeans Rd.
v Should not have houses fronting on collectors and arterials
w Speeds are too fast on Territorial for the volume and type of traffic
x Limited Parking (both off-street and on-street)
y Other events planned for the fair site could create additional traffic problems

Safety

High Priority

a Develop strategies to handle street operations and maintenance to keep the transportation system up-to-date and safe
b Increased traffic and poor visibility on Territorial make vehicular access from
side streets difficult
c Cul-de-sacs difficult for firefighters

Medium Priority

d Frequent accidents at major intersections along Highway 126
e Stoplight needed at Territorial & McCutcheon to increase safety for Veneta elementary children, especially those needing to cross Territorial when there is no crossing guard on duty
f Local roads north of Jeans Rd (Conrad) are too narrow for emergency vehicles
g Pedestrian crossing of Territorial is difficult due to increased vehicular traffic
h Highway 126,
  (1) Speed limits are too high between Ellmaker and West Lane Center
  (2) More traffic enforcement is needed
  (3) Conflict between speeds driven by highway travelers and business customers. Ingress and egress for businesses is hazardous
  (4) Greater speed reduction zone near traffic signal is needed
i Secure, wider bike lanes need to be added to streets highlighted [Highway 126, Jeans Road, Huston Road, Hunter Road, Bolton Hill Road (west of Territorial, east of Erdman Way), Perkins Road). This will also add to safer pedestrian travel
j Speeds are too fast for the volume and type of traffic on Territorial
k Huston S Rd. - 55 mph speed limit is too high
l Railroad creates an obstacle for emergency vehicle access
m Poor visibility at intersection of Territorial and W. Broadway

Low Priority

n On some roads, need to balance high speed travel with access off of road
o Speed limits within city limits
p Speeds are too fast on Territorial for the volume and type of traffic
q Raised rail system from Eugene to Florence following existing rail route
r Provide sidewalk access to Sports Program
s Bike and pedestrian accidents appear to be on the increase. Potential reasons: lack of sidewalks, increased volumes for all modes of traffic, inadequate street lighting
t Need street lighting standards for residential and commercial areas
u Highway 126 is very dangerous for bike travel
v Emergency vehicle access made more difficult during the Country Fair
w Insufficient off-street parking for the sports complex on Bolton Hill Road
x Improve safety for Bolton Hill by controlling driveway access and to pattern future streets to not feed off of Bolton Hill but divert traffic away from Bolton Hill.
y Accidents during the Country Fair
z Widening of 8th Street at Bolton Hill to facilitate turning onto 8th from Bolton Hill

Providing for Alternative Modes and Minimizing Mode Conflict

High Priority

a Lack of sidewalks creates problem for pedestrian traffic resulting from the school bus stop located on W. Broadway
b Conflicts with bicycle, pedestrian & vehicular traffic including school buses
c Bike and pedestrian accidents appear to be on the increase. Potential reasons lack of sidewalks, increased volumes for all modes of traffic, inadequate street lighting

Medium Priority

d Close vicinity to the city park and pool contributes to the congestion and conflicts with the different modes of transportation using the intersection
e Jeans Road needs to accommodate alternative modes of transportation (bikes/pedestrians)

Low Priority

f Lack of sidewalks, need more throughout Veneta
g There are places where kids could walk to school, but there are no shoulders to walk on.
h Kids would use sidewalks
i McCutcheon should be the priority for sidewalks because of the school kids. Start at Territorial and work west
j Provide sidewalk access to Sports Program
k Make downtown attractive for pedestrians. Walkways and bikeways should connect city's parks and other area resources such as Fern Ridge Reservoir
l Establish bike lanes

m Walkways and bikeways should connect city's parks and other area resources such as Fern Ridge Reservoir
n Buses should run earlier in morning for 7am shift at hospital
o Locate new transit stops near parking to facilitate park and ride
p Secure, wider bike lanes need to be added to streets highlighted [Highway 126, Jeans Road, Huston Road, Hunter Road, Bolton Hill Road (west of Territorial, east of Erdman Way), Perkins Road). This will also add to safer pedestrian travel
q Need street lighting standards for residential and commercial areas
r Create a park-and-ride at Luther Lane
s Speeds are too fast on territorial for the volume and type of traffic
t Limited Parking (both off-street and on-street)
u Jeans road - planning for traffic growth
v More curb cuts
w Cheney St. extension west of Territorial is not desirable for landowners
x Add a bike path along railroad r/w - Coos Bay to Eugene

Parking

High Priority

a Insufficient parking for the sports complex on Bolton Hill Road

Medium Priority

b Limited parking (both off-street and on-street)
c Open rural storm drainage creates a problem for street parking
d Insufficient off-street parking for multi-family dwellings

Other

High Priority

a Plan for future arterials and collectors considering topography, drainage, traffic patterns, and future growth

Medium Priority

b Commercial and destination signing in Veneta is inadequate (from Hwy. 126 to Territorial)

Low Priority

c Hunter Road - speed limit of 25 mph is too low
d Link storm drainage to transportation
e Reduce 60' right-of-way to 50' to allow for denser development
f Tracks divide the south and north portions of the city

B. Results of April 17, 1997 Public Workshop

These results were gathered at the Veneta Transportation Workshop on April 10, during the time the display was up at City Hall (about one month), and during an afternoon at the West Lane Center on Saturday, May 10.

Local Neighborhood Streets

Should Veneta reduce the local street standard to allow 28' wide streets in new developments?
18 - Yes
8 - No

As a requirement of new development, streets such as Baker Lane must be brought up to the 36-foot-wide street standard as found on Laro Court. Should new development in the rural residential zone be allowed to have narrower streets than the rest of Veneta?
20 - Yes, rural streets do not always need on-street parking and sidewalks.
12 - No, all local streets should meet the same requirements.

Should local neighborhood streets provide on-street parking?
9 - Yes, both sides of street
15 - Yes, one side of street
6 - No on-street parking needed

Which kind of sidewalks do you prefer in neighborhoods?
18 - Next to street
11 - Set back from street

Should Veneta require street trees in new developments?
12 - Yes
12 - No

Collector Streets

Collector streets provide both access to properties and traffic circulation within the city. They carry more traffic than local streets but not as much as arterial streets (Territorial Road and Highway 126). Examples of existing and future collector streets are 8th Street, Bolton Hill Road, Perkins Road, East Bolton Road, Cheney Drive, Hunter Road and Huston Road.

Should collector streets provide shoulders for bicycle lanes?
23 - Yes
3 - No

Is parking needed on collector streets?
18 - Yes
7 - No

Bicycle/Pedestrian Paths

Please place a dot to show if you think Veneta should plan for off-street bicycle/pedestrian paths in the following locations.
11 - Along the south side of the railroad tracks.
6 - In Greenway along wetlands diagonally between Perkins Road and Huston Road.
12 - In Greenway along wetlands going east-west between Territorial Road and Huston Road.
7 - Other locations.
5 - I don't like bicycle/pedestrian paths.

Park and Rides

Should there be a designated Lane Transit District (LTD) park and ride in Veneta?
22 - Yes
7 - No

C. Comments from July 22, 1997 Public Workshop

Questions and Comments During Oral Discussion

1 - Intersections with Bolton Hill Road that have alignment/visibility problems
Dogwood Lane (need to relocate Dogwood Lane)
8th St. (turning from Bolton Hill right onto 8th)
6th St.
Potential intersections (9th and 10th Streets)

2 - Is there adequate right-of-way for sidewalks and bike lanes on E. Bolton Rd.?

3 - What we've called bike lanes on 8th Street aren't really bike lanes, they are just paved shoulders.

4 - Pavement condition problem at 8th and McCutcheon

5 - Do we want growth? We could discourage growth by not improving roads.

6 - Changing demographics in Veneta indicate younger families and higher incomes.

7 - Is rail crossing at 8th St. feasible?

8 - Siting of Park-n-Ride in relation to economic dev'p. (downtown)? How large a parcel is needed? Does the city have any parcels that could be used?

9 - Desire for bicycle-pedestrian overpass in Veneta. ISSUE: How are Veneta's bicyclists and pedestrians going to conveniently and safely cross Highway 126?

10 - Desire for light rail. Is it feasible? How do its costs compare with other transportation options in the long term when considering all the subsidies for highways and other forms of transportation?

11 - Need for direct transit routes from Veneta to key places in Eugene like LCC.

12 - LTD van pools may be the best option for Veneta commuters to Eugene employers.

13 - Lack of bike lanes along Hwy. 126. Issue of whether there should be striped bikelanes or paved shoulders that can be used as bikeways. If paved shoulders is the choice, are the shoulders wide enough between in Veneta and between Veneta and Eugene?

14 - Increasing use of Cantrell as an alternate route to Highway 126. Cantrell should be improved. Are there right-of-way or environmental constraints to paving and raising the road level to prevent flooding? Will bridges have to be replaced?

15 - Lack of maintenance (trash pick-up, keeping culverts clear) on area between Hwy. 126 and railroad along Fern Ridge Reservoir. Who is responsible?

16 - Need sidewalks along Jeans Rd, Ellmaker, and 8th Streets for walkers. Bicycle lanes may be sufficient for bikers and walkers.

Written Comments Regarding Street Designs

There was a display of various street designs for collector streets. Some photos showed existing streets, and some photo-enhanced photos showed what streets could look like with the addition of bicycle lanes, on-street parking, and sidewalks. The majority of people preferred urban street designs with curbs, gutters, sidewalks and bike lanes.

1. If the enhanced photo of West Broadway is a proposal, are two parking lanes needed?

2. Option 1 design desirable for more rural streets.

Comment Form

<u>Goals and Policies</u>: Do you agree with the goals and policies?

Enhancing Quality is agreeable, however, what is transportation quality? I see Highway 126 and Territorial as our transportation mass movers whereas all other streets are slow paced, walk your dog, push a carriage, etc. Collector roads to the arterials should be somewhere in between.

<u>Streets</u>: What do you think of the proposed street plan? Do you agree with the classification of the streets?

Yes

<u>Bicycle Plan</u>: What do you think of the proposed bicycle plan? Are there other places that you think would be good for bicycle/pedestrian paths?

You stop at Huston Road. On Jeans from Territorial to and along Ellmaker is a very popular walking route (even some horse use). Jeans is also identified as a major collector and rightly so, but some adjustments are needed for aiding walking bike, etc. to protect wild turkeys, deer and pheasants.

<u>Future Projects</u>: How should the City prioritize it's future transportation projects? Do you have any specific projects that you think the city should consider?

I noticed that several collectors in Eugene are now adding speed bumps. I don't recommend such bumps but it does indicate that where there are street side housing, people want slow pace.

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Appendix D
POLICY FRAMEWORK

A. Federal Policies

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)

- "It is the policy of the United States to develop a National Intermodal Transportation System that is economical efficient and environmentally sound, provides the foundation for the Nation to compete in the global economy, and will move people and goods in an energy efficient manner."

- "The National Intermodal Transportation System shall include significant improvements in public transportation necessary to achieve national goals for improved air quality, energy conservation, international competitiveness, and mobility for elderly persons in urban and rural areas of the country."

- "The National Intermodal Transportation System must be the centerpiece of a national investment commitment to create the new wealth of the Nation for the 21st century."

Clean Air Act Amendments of 1990

- Projects in transportation plans and programs must not contribute to violations in air quality standards set by the Environmental Protection Agency.

- Failure to show conformance with the standards will result in withdrawal of federal funds.

Americans with Disabilities Act (ADA) of 1990

- Mandates the access of public transportation to persons with disabilities.

- Establishes requirements for comparable paratransit services, to public transit, with an annual update of an ADA Paratransit Plan.

Clean Water Act

- The objective is to restore and maintain the chemical, physical, and biological integrity of the Nation's waters.

- Special consideration must be given to new facilities within areas that could impact water quality sources and sensitive areas (includes water run-off).

B. State Policies

Transportation Planning Rule

- Requires comprehensive transportation plans to be prepared for all Oregon cities.

- Requires plans to reduce reliance on the automobile.

Oregon Transportation Plan

- Sets policies for the state's transportation facilities and services for the next 40 years.

- Outlines the strategy the state has developed for implementing the policies and federal and state mandates.

Oregon Benchmarks

- Measurable indicators to assess progress toward broad strategic goals. The Benchmarks for transportation include:

    - increase the percentage of Oregonians who commute during peak hours by means other than the single-occupant vehicle

    - ensure that the percentage of Oregonians who are able to commute from home to work within 30 minutes does not decline

    - increase the percentage of streets in urban areas that have adequate pedestrian and bicycle facilities

    - reduce the backlog of city, county, and state road and bridges in need of repair and preservation

    - increase to 100% the portion of Oregonians living where the air quality meets government standards

C. Regional Policies

Lane County Transportation System Plan

The Lane County TSP updates the 1980 Lane County Master Road Plan. It provides coordination between and with local TSPs and statewide corridor plans. It also complements the Rural Comprehensive Plan for unincorporated portions of Lane County. It is still and development and will be completed after Veneta's TSP.

Highway 126 Corridor Strategy

The Oregon Department of Transportation is developing a plan for Highway 126 West. Corridor planning is organized into three phases, proceeding from the general to the specific. In the first phase, transportation goals and management objectives are identified in the development of the Corridor Strategy. The second phase includes preparation of Genera/System Plans, which define the transportation improvement needs and accompanying land use framework. In sections of the Corridor with particular environmental, land use, or operational concerns, Refinement Plans can be developed as a third phase. At this point, an interim corridor strategy has been written. It addresses the operation, preservation, and improvement of transportation facilities in the Corridor. The strategy covers a 20-year planning horizon, building upon federal, state, and local transportation and land use policies and plans. The rest of this section includes the Goals and Objectives particularly applicable to Veneta. See the *Interim Corridor Strategy* for more detail.

Transportation Balance Goal: Provide for a balanced mix of transportation modes to maintain a range of modal choice for urban and rural users of the corridor: commuters, transportation disadvantaged, and users of automobile, truck, rail, air, inter-city bus, bicycle and pedestrian facilities.

Commuter Travel Objectives

Take steps to manage and reduce work commute trip impacts during the planning period through the following objectives:

1. Support multi-modal transportation facilities and services in Eugene and Veneta, and to a lesser extent, in Elmira. For example, by:
   - Preparing a refinement plan;
   - Coordinating LTD routes and services, para-transit services and inter-city transit with bike, pedestrian, rail and air facilities;
   - Linking these facilities and services directly to activity centers (such as employment centers, shopping centers, and community centers) in each community and the I-5 corridor;
   - Creating a process for coordination among the affected local governments and public agencies; and
   - Seeking financing for these planning efforts from state programs that fund projects to link transportation and land use.
2. Work with LTD to improve transit service.
   - Increasing bus service to Veneta (number of trips, number of stops);
   - Improving bus service (e.g., consistent and convenient times) in Veneta;
   - Increasing Park-and-Ride opportunitites;
   - Improving pedestrian access to transit service in urban and rural areas;
   - Continuing to provide bus shelters and bicycle facilities as feasible; and
   - Investigating the possibility of express bus service between Veneta and Eugene.
3. Develop and implement transportation demand management measures.
4. Construct system improvements, as identified through the refinement planning process.
   - Add one reversible high-occupancy vehicle (HOV) lane between Veneta and Eugene.

Truck and Rail Objectives

1. Support rail freight service. For example, by:
   - Retaining land use designations of existing industrial sites, from Eugene to Coos Bay, that allow the types of industrial development that uses rail for freight transport.
2. Evaluate the feasibility of passenger rail service (including commuter service between Veneta and Eugene). For example, by:
   - Taking steps to provide inter-modal access to rail (e.g., auto, truck freight, bus, bicycle, pedestrian facilities).

Inter-City Bus Objectives

1. Work with inter-city carriers to increase the number of strategically located inter-city bus stops and to increase the frequency of service.

2. Improve inter-modal connections. For example, by:
    - Continuing to install bus shelters and bike lockers in urban and rural areas, and maintaining these facilities at the highest feasible standard; and
    - Creating multi-modal transportation facilities and services that create convenient and safe links with inter-city bus service in Eugene, Veneta, Florence, and, to a lesser extent, in rural communities along the Corridor.

Bicycle Travel Objectives

1. Improve access, mobility, and safety for bicycle travel along the Corridor. For example, by:
    - Completing an adequate and connected bike system throughout the Corridor, i.e., a combination of consistent shoulder widths and off-street multi-use paths.
2. Enhance the inter-connection between bicycles and transit by planning and creating bicycle facilities at multi-modal facilities listed under other objectives of this Strategy.

Pedestrian Travel Objectives

1. Identify areas in urban and rural sections of the Corridor where pedestrian facilities are needed.
2. Meet identified pedestrian needs. For example, by:
    - Upgrading pedestrian facilities to urban standards (curbs, gutters, and sidewalks) and filling in gaps in sidewalks within UGBs;
    - Installing a center median or other pedestrian-safe area at intersections in urban areas;
    - Developing a refinement plan for the area between Veneta and Eugene that addresses pedestrian needs at the intersection of Highway 126 and Territorial Highway.

Regional Connectivity Goal: Develop transportation facilities and services to provide a high degree of regional connectivity for users internal to the Corridor, including cities and unincorporated areas, as well as those passing through the Corridor.

Regional Connectivity Objectives

1. Improve regional connectivity through land use management, access management, and system improvements (passing lanes, re-alignments, and additional travel lanes).
3. Design land use patterns that provide efficiency through connected streets and access to alternative modes.
4. Develop strategies for alternative modes to connect places along the Corridor. For example, by:
    - Improving the facilities for inter-city bus (e.g., bus stations, park and rides); and
    - Improving connections between all modes, including rail freight opportunities.

Highway Congestion Goal: Reduce congestion through cost-effective approaches that integrate level of service standards, system improvements, refinement planning, alternative mode strategies, and land use, access, and transportation demand management.

Highway Congestion Objectives

2. Implement land use management and alternative mode strategies through comprehensive plan, transportation plan, and code amendments that plan for:
    - A connected local street system,
    - Land use patterns and transportation facilities that accommodate alternative modes (buses, bicycles, and pedestrians); and
    - Land uses that create safe and convenient inter-modal links, especially with inter-city bus service.
3. Identify specific areas along the Corridor for access management planning.
4. Implement demand management strategies (e.g. bus pass programs) by coordinating among public agencies and between the public and private sector to reduce reliance on the single-occupant automobile.
6. Study and develop a plan to address congestion issues in areas impacted by special events such as the Oregon Country Fair[1], the Rhododendron Festival, Lane County Fair, and other community celebrations.
7. Prepare a refinement plan, to address safety and congestion issues between Veneta and Eugene, that includes:
    - An analysis of safety and congestion issues in this area, including the Territorial Highway/Highway 126 intersection and other areas; and
    - An analysis of alternatives that includes, at a minimum, maintaining current facilities, alternative routes, (e.g. Clear Lake Road, Cantrell Road, Green Hill Road), alternative modes and inter-modal links, transportation demand management, access management, land use management strategies in Eugene and Veneta, and system improvements (e.g., a reversible HOV lane between Veneta and Eugene).

Safety Goal: Improve all facets of transportation safety within the Corridor through road improvements, improved visibility, education, enforcement, and refinement planning.

1. Prioritize safety improvements (e.g., signing, guard rails, shoulder-widening, turning lanes, turnouts, lane markings and improvements listed under other goals and objectives) for cars, transit, bicycles and pedestrians based on the severity and frequency of accidents; and where appropriate, work with property owners on right-of-way acquisition.
    - Highway 126 and Territorial Highway intersection is one possible location.
3. Increase education and enforcement. For example:
    - Study the issue of speeding, and address documented safety problems, including referring high-speed areas to the County Sheriff's office for patrol.

Economic Goal: Promote economic health and diversity by the efficient movement of goods, services, and people and by retaining the viability of rail for freight transport, providing access to recreational opportunities, and providing appropriate access to natural areas that attract visitors to communities along the Corridor.

Economic Objectives

[1] Changes were implemented for the 1997 Oregon Country Fair and were effective in reducing congestion during this special event.

1. Encourage economic development in cities and unincorporated rural communities along the Corridor by retaining the viability of rail for freight transport to serve future industrial users. For example:
    - Continue to support freight rail; and
    - Retain industrial designations of land (e.g. in Mapleton) that could be marketed to rail users, consistent with Regional Strategies Goal 1: increase the raw supply and productive utilization of existing forest materials.
5. Support sustainable development (e.g. encouraging employment opportunities that provide family wage jobs in Veneta, reducing inter-city commute trips).

Social and Land Use Goal: Provide an integrated land use and transportation system that maintains the quality of life, addresses social needs, and promotes transportation-efficient land use while providing a safe and efficient road system for automobiles.

Social Objectives

3. Develop an integrated land use and transportation system that encourages alternative modes, enhances pedestrian and transit connections, and incorporates higher density and mixed land uses in urban areas. For example, by:
    - Supporting connectivity in local street plans and providing building sites access to local roads that have access to Highway 126 (e.g. plan for alternative access to commercial areas adjacent to Highway 126 where access from the highway is prohibited);
    - Increasing transit use;
    - Coordinating with multi-modal facilities; and
    - Developing a transportation system that supports a jobs/housing balance and transportation-efficient development in urban areas and rural designations in rural areas (i.e., requires clustered development; redesignates land to support transit; and supports other land use strategies in the Eugene-Springfield, Veneta, Florence and Lane County TSPs).

Environmental Goal: Provide a transportation system throughout the Highway 126 Corridor that is environmentally responsible, encourages the protection of natural resources, and maintains federal air quality standards.

Environmental Goal

1. Identify and preserve wildlife habitat, high value wetlands, and rare plants (e.g. at Fern Ridge), minimize road construction impacts on wetlands, and where needed, improve mitigation techniques to replace what is lost to construction.
6. Encourage increased use of transit and ride-sharing to help protect waterways from polluted run-off.

Energy Goal: Provide a transportation system that minimizes transportation-related energy consumption by using energy-efficient and appropriate modes of transportation for the movement of people, goods, and services.

1. Focus efforts on improving opportunities to use alternative modes. For example, by:
    - Supporting passenger and freight rail movements;
    - Improving local transit and inter-city bus service;
    - Improving pedestrian facilites;

- Promoting car pooling, telecommuting, and other strategies for transportation demand management;
- Widening and maintaining shoulders and other facilities for bicyclists and pedestrians, and
- Improving alternative mode connections.

D. Local Policies

Veneta Comprehensive Plan

- "Transportation Plan: The Planning Commission shall prepare street plans to supplement the overall transportation plan."

- "Dedication of Right-of-Way: At the time of land development or land division, the City shall require the dedication of additional street right-of-way in order to obtain adequate street widths in accordance to all street plans adopted by the City."

- "State Highways:
  a. Highway 126: Highway 126 is intended to be a safe, high volume traffic mover, and as such must be protected against strip commercial and access driveways which restrict its effectiveness as a highway. This is the primary reason that there will be few access points on the new portions.
  b. Territorial Road: The City recognizes Territorial Road is Veneta's main street. Therefore, it is imperative that Territorial Road projects a positive image of the community.
  c. Highway Maintenance and Beautification: The City shall improve maintenance of all city streets and shall emphasize beautification efforts on Veneta's main thoroughfares and in residential areas.
  d. The City will coordinate all State Highway Improvement projects on Hwy 126 (the Florence/Eugene Highway) and Territorial Road with Oregon Department of Transportation and assist in implementing a 6-year Highway Capital Improvement Program."

Fern Ridge Strategic Plan - Statements Related to Transportation Planning

Strengths

- Proximity to Eugene makes for an easy, albeit somewhat long, home-to-work commute.
- Veneta can be accessed by highway, rail and air connections.
- Streets, curbs and sidewalks have been improved in town.

Weaknesses

- Veneta is affected by rural area development over which the city has no control.
- Highway 126 is increasingly inadequate to serve local and regional vehicular access needs.
- Transit service to Eugene-Springfield is limited and inconvenient.

Threats

- Uncontrolled growth.
- Unplanned rural area development.

- Rail abandonment.

Prioritized Critical Issues	Weighted Score*
• Planned, orderly growth	28
• Land use practices and policies (inconsistent with values)	23
• Concern for public planning process and restrictions	14
• Streets and maintenance	11
• Traditional and alternative modes of transportation	8
• Rail	5

** The weighted scores for all prioritized critical issues ranged from a high of 64 to a low of 3.*

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Appendix E

GLOSSARY
of
TRANSPORTATION AND LAND USE TERMS

Access Control (Control of Access, or Controlled Access) - The regulated limitation of access. Achieved through the regulation of public access rights to and from properties abutting highway facilities. These regulations are categorized as Full Control of Access, Partial Control of Access, Access Management, and Driveway and Approach regulations.

- **Full Control of Access:** Preference is given to through traffic by providing access connections only with selected public roads and by prohibiting crossings at-grade and direct private driveway connections.
- **Partial Control of Access:** Preference is given to through traffic to a degree that, in addition to access connections with selected public roads, there may be some crossing at-grade and some private driveway connections. Full or Partial Control of Access is generally accomplished by legally obtaining access from the abutting property owners (usually at the time of purchase of right-of-way) or by the use of frontage roads.
- **Access Management:** Involves providing (or managing) access to land development while simultaneously preserving the flow of traffic on the surrounding road system in terms of safety, capacity, and speed. Access Management views the highway and its surrounding activities as part of a single "system." Individual parts of the "system" include the activity center and its circulation systems, access to and from the center, the availability of public transportation, and the roads serving the center. All parts are important and interact with each other. The goal is to coordinate the planning and design of each center to preserve the capacity of the overall system, and to allow efficient access to and from the activities.
- **Driveway and Approach Regulations:** These may be applied even though no control of access is obtained. Each abutting property is permitted access to the street or highway; however, the location, number, and geometrics of the access points may be governed by the regulations.

The principal advantages of control of access are the preservation or upgrading of service and safety of the roadway facility/facilities.

Accessibility - The opportunity to easily reach a given destination within a certain time frame without being impeded by physical or economic barriers.

Alternative Modes of Transportation - Forms of transportation that provide transportation alternatives to the use of single occupant automobiles. Examples include: rail, transit, carpools, bicycles and walking.

Alternative Work Hours - Work policies such as flex-time and staggered work hours and compressed work weeks that allow employees to meet transit, carpool, or vanpool schedules or to avoid commuting during peak hours traffic periods.

Americans with Disabilities Act (ADA) - Federal civil rights legislation for persons with disabilities, signed into law in 1990, that prohibits discrimination specifically in the areas of employment, public accommodation, public services, telecommunications and transportation. Transportation requirements include the provision of "comparable paratransit service" that is equivalent to general public fixed route service for persons who are unable to use regular bus service due to a disability.

Arterial (Principal): Roadways in urbanized areas which serve the major centers of activity, the highest traffic volume corridors, the longest trip desires, and a high proportion of the total urban area travel (-- even though it may only constitute a relatively small percentage of the total roadway network).

- Provides significant intra-area travel, for example:
  - ➲ Between central business districts
  - ➲ Outlying residential areas
  - ➲ Between major inner-city communities
  - ➲ Between major suburban centers
  - ➲ Intra-urban and intercity bus routes
- Because of the nature of the travel served by the major arterial system, almost all are fully and partially controlled access facilities.
- For major arterials, service to abutting land is subordinate to travel service to major traffic movements.

Arterial (Minor): Interconnects with and augments the principal arterial system.

- Accommodates trips of moderate length at a somewhat lower level of travel mobility than major arterials.
- Distributes travel to geographic areas smaller than those identified with the higher system.
- Places more emphasis on land access than the higher system does and offers lower traffic mobility.
- May carry local bus routes and provide intracommunity continuity. Ideally, does not penetrate identifiable neighborhoods.

Average Daily Traffic (ADT) - The average number of vehicles passing a specified point in a typical 24-hour time frame. A measure of traffic volume.

Balanced Transportation System - A system that provides a range of transportation options and takes advantage of the inherent efficiencies of each mode.

Capacity - The maximum rate of flow at which persons or vehicles can be reasonably expected to traverse a point or uniform segment of a lane or roadway during a specified time period under

prevailing roadway, traffic, and control conditions; usually expressed as vehicles per hour or persons per hour.

Capital Improvement Program (CIP) - A plan for future capital infrastructure and program expenditures which identifies each capital project, its anticipated start and completion, and allocates existing funds and known revenue sources for a given period of time.

Collector: Provides both land access service and traffic circulation within residential neighborhoods and commercial and industrial areas.

- Differs from Arterial system in that facilities on the collector system may penetrate residential neighborhoods, distributing trips from the arterials through the area to their ultimate destination.
- Conversely, they collect traffic from the local streets in neighborhoods and channel it into the arterial system.

Comprehensive Plan - An official document adopted by a local government in which are set forth the general, long-range policies on how the community's future development should occur. A local comprehensive plan must be in compliance with state land use planning goals.

Congestion - A condition under which the number of vehicles using a facility is great enough to cause reduced speeds and increased travel times. Congestion is measured as the percent of capacity that is being used.

Low Congestion	= less than 71 % of capacity
Moderate Congestion	= between 71% and 86% of capacity
High Congestion	= greater than 86% of capacity

Connectivity - A term used two ways in transportation planning.

- One definition describes the qualities of easy access and appropriate connections between all parts of the transportation system, providing for ease of transfer between different modes of travel, such as rail to bus or bicycle to walking.
- A second definition refers to the connections between streets and paths. Minor collectors and local streets should connect to surrounding streets to permit convenient movement of traffic between residential neighborhoods and to facilitate emergency access and evacuation. Connectivity provides shorter, direct routes to local destinations; and offers more route options thereby relieving congestion on any single street.

Constant Dollars - Often used for large, long term projects, such as transportation or infrastructure. Refers to a method of comparing costs over time, relative to the value of a chosen base year. Using constant dollars controls for the effects of inflation, so as to remove the distortion in value caused by inflation. For example, an economic analysis of a project's costs over a 10 year period could be in "1992 dollars".

Cul-de-sac - A local street, usually only a few hundred feet in length and closed at one end, designed to serve the interior of a subdivision or large tract of land.

Design Standards - Those conditions that should be met when a new road is constructed, or when a deficient section is improved, including all relevant geometric and structural features required to provide some desired level of service over the life of the project - generally 20 years beyond project implementation.

Density - The average number of families, persons, or housing units per unit of land; usually density is expressed "per acre."

Development Patterns - The overall development characteristics of an area, such as the built form of a city, town, district or neighborhood. For example, the development pattern in a downtown business district has different qualities and characteristics in terms of land use, architecture, street pattern and density than does an out-lying residential neighborhood.

Discontinuous Street - A street that is disconnected from other parts of the same street by land features, buildings, cross streets, etc. Cul-de-sacs or dead end streets are also discontinuous streets.

Environmental Impact Statement (EIS) - Document that studies all likely impacts that will result from major federally assisted programs. Impacts include those on the natural environment, as well as impacts on the economy and society, and those on the built environment of historical and aesthetic significance.

Environmental Protection Agency - The federal agency charged with protecting the environment. EPA is the source agency of air quality control regulations affecting transportation.

Express Bus Service - Bus services with limited stops, primarily at transfer points and activity centers, and higher average speeds. Often provided only during peak periods, and using freeways and HOV facilities where available.

Floor Area Ratio (FAR) - A ratio comparing the amount of floor space to the total land area of a development site. Specified ratios are often required for commercial and industrial development projects, and are used in urban zoning ordinances to regulate the dimensions of multistory buildings.

Frequency of Service - The number of transit vehicles in a given time period passing by any given point on a route.

Goal 12 - One of 19 statewide planning standards that makeup the state land use planning program. Goal 12 relates to transportation, and reads: "To provide and encourage a safe, convenient and economic transportation system." See Transportation Planning Rule.

Goals - A desired result or purpose. In planning, a goal is a broad statement of philosophy that describes the hopes of the people of the community for the future of the community. A goal may never be completely attainable but it is used as a point to strive for.

Group Bus Pass Programs - Programs designed for large groups or organizations to allow bulk purchases of transit passes for all members of the group at a significant cost savings.

Guaranteed Ride Home - Program to guarantee that an alternative modes employee will be provided a ride home in an emergency.

High Occupancy Vehicle (HOV) - A vehicle carrying more than one person, such as a carpool, vanpool or bus.

High Occupancy Vehicle (HOV) Lane - A lane(s) on a street or highway reserved primarily for the use of high occupancy vehicles (HOVs), either all day or during specified periods (e.g. during rush hours).

Household Characteristics - Used in the statistical study of human populations. Includes a variety of household attributes, such as number of family members, age, income, number of vehicles, and method of travel to work. The U. S. Census gathers household characteristics of the U S. population.

Impervious Surface - Surfaces which prohibit water from soaking into the ground. Concrete, asphalt, and rooftops are the most common urban impervious surfaces.

Infill Development - Development consisting of either (1) construction on one or more lots in an area which is mostly developed, or (2) new construction between two existing structures.

Infrastructure - The system of essential public services, utilities, and public and community facilities, e.g. water, sewerage, power, roads, schools, health facilities, necessary for the functioning of urban development.

In-migration - The number of persons moving into a geographic area within a given period of time. A component of an area's total population growth.

Interchange - A grade separated system of interconnecting roadways that provides for the movement of traffic between two or more roadways or highways on different levels.

Intermodal - Connecting individual modes of transportation and/or accommodating transfers between such modes.

Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 - The 1991 federal transportation funding legislation that provides for a new direction in transportation planning, with emphasis on protecting the environment and reducing congestion, relying on the most efficient transportation mode and providing increased flexibility to state and local governments on the use of federal funds.

Intersection - The general area where two or more highways join or cross, including the roadway and roadside facilities for traffic movements within it.

Interstate Highway System - That system of highways which connects the principal metropolitan areas, cities, and industrial centers of the United States, as well as routes of continental importance in Canada and Mexico.

Land Conservation and Development Commission (LCDC) - A seventeen member commission established by Senate Bill 100 in 1973 to develop and administer Oregon's statewide planning goals.

Land Use - The way specific portions of land or the structures on them are used; for example commercial, residential, retail, industrial, and open space.

Land Use Decision - A final decision or determination made by a local government or special district that concerns the adoption, amendment or application of: the goals, a comprehensive plan provision, a land use regulation, or a new land use regulation.

Land Use Board of Appeals (LUBA) - A board established by the state legislature in 1979 to hear and decide on contested land-use cases.

Level Of Importance (LOI) - State highway facilities are divided into four main Levels of Importance. This categorization system provides overall direction for managing the system and provides a basis for developing funding strategies for improvements. Each LOI is described in terms of its primary and secondary functions, key characteristics, and objectives for managing the operations of that class of highway.

CLASS (LOI):	**PRIMARY FUNCTION**	**SECONDARY FUNCTION**
Interstate Highways	Provide connections & links to major cities, regions of the state & other states. Connections are primarily with roadways that serve areas or regional significance or scope.	Provide connections & links for regional trips within metropolitan areas.
Statewide Highways	Provide connections & links to larger urban areas, ports and major recreation areas that are not directly served by interstate highways. Provide links to the interstate system and alternate links to the other states.	Provide connections & links for intra-urban and intra-regional trips.
Regional Highways	Provide connections & links to areas within regions of the state, between small urbanized areas and larger population centers, and to higher level facilities.	To serve land uses in the vicinity of higher level highways.
District Highways	To serve local traffic and land access. Similar in function to county roads and city streets.	

Level of Service - A measure of how well the transportation facility (street, intersection, sidewalk, bikeway, etc.) provides service. More congestion means a lower level of service. Congestion is measured as the percent of capacity that is being used.

A - Free flow conditions: 32% of capacity
B - Reasonably free flow conditions: 51% of capacity
C - Operation stable: 71 % of capacity
D - Lower speed range of stable flow : 86% of capacity
E - Unstable flow: 100% of capacity
F - Forced flow, stop and go operation: +100% of capacity

Light Rail - A type of electric transit vehicle railway with a "light volume" traffic capacity as opposed to "heavy rail." Light rail may be on exclusive or shared rights-of-way, high or low platform loading, multi-car trains or single cars, and be automated or manually operated. In generic usage light rail includes "streetcars," "trolley cars," and "tramways"; in specific, light rail refers to very modern and more sophisticated development of these older rail modes.

Local Street - Comprises all streets that are not collectors or arterials. It serves primarily to provide direct access to abutting land and access to the higher order systems. It offers the lowest level of mobility and usually contains no bus routes.

Local Street System - Comprises all facilities not in one of the higher order systems.

- Permits direct access to abutting properties and connections to the higher order systems.
- It offers the lowest level of mobility and usually contains no bus routes.

National Highway System (NHS): A classification of roads authorized by ISTEA comprised of Interstate Highways and roads designated as important for interstate travel, national defense, intermodal connections, and international commerce. Federal funds are designated for projects on the NHS system. Highway 126 is part of the NHS.

Mixed Use - A development having a mixture of uses which may include office space, commercial activity, residential uses, parks and public places, and supporting public facilities and services. The development is designed so that the need to travel from one activity to another is minimized.

Mobility - Being able to move easily from place to place.

Modal Split (or Mode Share) - The proportion of total persons using a particular mode of travel.

Mode - A method of travel, such as automobile, transit, pedestrian, bicycle, or paratransit.

Multimodal - Involving several types of transportation, such as a trip using both rail and bus.

Non-Point Sources - Causes of water pollution that are not associated with point sources. Non-point sources include agricultural fertilizer or pesticide runoff, and sediment runoff from

construction. Non-point sources of pollution may enter a sewer system and become a point source, such as urban runoff.

Objective - An attainable target that the community attempts to reach in striving to meet a goal. An objective may also be considered as an intermediate point that will help fulfill the overall goal.

Oregon Transportation Plan (OTP) - The comprehensive, long-range plan for a multimodal transportation system for the state which encompasses economic efficiency, orderly economic development, safety and environmental quality.

Paratransit - Alternative known as "special or specialized" transportation which often includes flexibly-scheduled and routed transportation services that use low capacity vehicles, such as vans, to operate within normal urban transit corridors or rural areas. Services usually cater to the needs of persons whom standard mass transit services would serve with difficulty, or not at all. Common patrons are the elderly and persons with disabilities.

Park-and-ride - An access mode to transit and other HOV modes in which patrons drive private automobiles or ride bicycles to a transit station, stop, or carpool/vanpool waiting area and park the vehicle in the area provided for that purpose (park-and-ride lots, park-and-pool lots, commuter parking lots, bicycle rack or locker).

Pedestrian Pathway - Pathway designed for pedestrian travel.

Policy - Statement adopted as part of the Plan to provide a specific course of action moving the community towards attainment of its goals. Due to budget constraints and other activities, all policies cannot be implemented at the same time. Generally, those with metropolitan-wide implications should receive priority consideration.

Preferential Parking - Parking for HOV's such as vanpools or carpools. Located closed to destination, workplace or shopping mall than spaces provided for SOVs.

Public Facility Plan - Required by state law for any city with an urban growth boundary encompassing a population greater than 2,500. A plan for the sewer, water, and transportation facilities needed to serve such an urbanized area.

Retrofit - To change or upgrade an existing structure or system to meet new needs or requirements. For example, structurally strengthening an existing bridge, or upgrading a home's electrical and plumbing system to accommodate a solar water heater.

Ridesharing - Sharing of one vehicle by two or more commuters. While the concept of ridesharing applies primarily to carpools and vanpools, it is sometimes applied to transit as well. Commuters are matched with others having similar commute trip origins, destinations, and schedules.

Right-of-Way - Public space legally established for the use of pedestrians, vehicles or utilities. Right-of-way typically includes the street, sidewalk and buffer strip areas.

Sight Distance - The length of roadway ahead visible to the driver. The minimum sight distance available on a roadway should be sufficiently long enough to enable a vehicle traveling at or near the design speed to stop before reaching a stationary object in its path.

Single-Occupant Vehicle (SOV) - A vehicle carrying only one person.

Site Design - The aspects of overall design relating to the form and function of a specific site. Site design deals with the configuration of elements on a particular site, usually for a specific project or purpose. These would include grading plans, building siting, and landscape planting plans.

Statewide Transportation Improvement Plan (STIP) - The STIP outlines the statewide construction project schedule for the Oregon Department of Transportation (ODOT) and Metropolitan Planning Organizations. The STIP is not a planning document. It is a project prioritization and scheduling document.

Stormwater (Urban Runoff) - Rain which travels over land surfaces and drains into the street gutters or storm sewer pipes and is discharged into a ditch, channel, stream or river. As stormwater travels over the land, it accumulates pollutants from roofs, yards, driveways, streets and industrial and commercial land uses.

Strip Commercial Development - A linear pattern of commercial development along a major street or highway, usually configured for the convenience of automobile travel.

Subdivision Street Pattern - Typically refers to a limited access, usually curvilinear street pattern, with a relatively high number of cul-de-sacs, designed to serve a low-density residential subdivision development. Other than at limited access points, this type of street pattern usually does not connect with other adjacent subdivision developments or to existing street patterns.

Telecommuting - A method of either working at home or at an off-site work station with computer facilities that link to the work site.

Traffic Calming - An integrated traffic planning approach which seeks to maximize mobility while creating a more livable city by reducing the undesirable side effects of that mobility.

Traffic Flow Improvements - Projects that are designed to enhance or improve the movement of vehicles on existing facilities such as freeways or streets. Some examples include ramp metering and signal timing improvements.

Transit Amenities - Items that support buses and bus riders. They include items such as bus stops, bus pads, turn-arounds, shelters, and benches.

Transportation Corridor - Major or high volume routes for moving people, goods and services from one point to another. They may serve many transportation modes or be for a single mode such as an air corridor.

Transportation Demand Management (TDM) - "Demand-based" techniques which are designed to change travel behavior in order to improve performance of transportation facilities and to reduce the need for additional road capacity. Methods include the use of alternative modes, ride-sharing and vanpool programs and trip-reduction ordinances.

Transportation Disadvantaged - Persons who must rely on public transit or paratransit services for most of their transportation. Typically refers to individuals without access to personal vehicle.

Transportation Needs - Estimates of the movement of people and goods consistent with an acknowledged comprehensive plan and the requirements of the Transportation Rule. Needs are typically based on projections of future travel demand resulting from a continuation of current trends as modified by policy objectives, including those expressed in Statewide Planning Goal 12 and the Transportation Rule, especially those for avoiding principal reliance on any one mode of transportation.

Transportation Planning Rule (TPR) - A state planning administrative rule, adopted by the Land Conservation and Development Commission in 1991 and amended in 1995, to implement state land use planning Goal 12, Transportation. The TPR requires metropolitan areas to show measurable progress towards reducing dependence on automobiles.

Transportation System Improvements (TSI) - TSI focuses on the supply side of transportation. TSI strategies include the full range of system improvements from improving the capacity and efficiency of the existing system to the construction or expansion of a new facility. TSI strategies are not limited to improvements for the automobile but also incorporates system improvements, expansion, and construction for transit, bicycles, and pedestrians.

Transportation System Management - Techniques for increasing the efficiency, safety, capacity or level of service of the existing transportation system without increasing its size. Examples include traffic signal improvements, traffic control devices including installing medians and parking removal, channelization, access management, ramp metering, and restriping for high occupancy vehicle (HOV) lanes.

Travel Mode - Means of transportation used, such as automobile, bus, bicycle, or by foot.

Trip Purpose - The primary reason for making a trip. In travel demand analysis, trips are often classified according to whether they start or end at the tripmaker's home, and by the primary activity at the tripmaker's destination. For example, the typical commute trip is a home-based work trip. A typical shopping trip is either a home-based non-work trip, or a non-home-based non-work trip.

Trip Reduction Ordinances - Regulations which require developers or employers to participate in efforts to reduce automobile demand.

Urban Design - Urban design deals with the forms, functions, materials and activities of cities, and the use and management of urban settlements or their significant parts, such as neighborhoods or districts.

Urban Growth Boundary (UGB) - A site-specific line in the Comprehensive Plan that separates existing and future urban development from rural lands. Urban levels and densities of development, complete with urban levels of services, are planned within the UGB. A requirement of the state land use planning program.

Urban Facilities and Services - Those public facilities and services important to urban development. They are primarily planned for by local government and are provided within the current urban service area.

User Group - People with common characteristics in terms of how they use the transportation system. These characteristics include attitudes toward transportation choice, trip making patterns, and other shared travel behaviors. For example, retired persons, university students, and working parents can be considered different user groups.

Vanpool - Commuting in a seven to 15 passenger van, with driving undertaken by commuters. Some portion of the van's ownership and operating cost is usually paid for by the riders on a monthly basis. The van may be privately owned, employer-sponsored with the company owning and maintaining the vehicle, or it may be provided through a private company that leases vehicles. Fares may be charged, or the cost may be divided as agreed by the passengers.

Vehicle Capacity - The number of motor vehicles a highway or road is designed to carry over a given period of time at a given level-of-service.

Vehicle Miles of Travel (VMT) - The sum of distances traveled by all motor vehicles in a specified region. A requirement of the state Transportation Planning Rule is reducing vehicle miles traveled per capita.

Wetlands - Areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.

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