

Transportation System Plan

City of Veneta

**prepared by Lane Council of Governments
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Transportation**

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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.

Summary of Amendments

July 23, 2001 by Ordinance 427

Amends Project 13

Intersection of Huston Road and Highway 126

Amends Project 15

Intersection of Territorial Highway and Jeans Road

Adds Paragraph

Highway 126 and Hope Lane

August 26, 2002 by Ordinance 432

Amends Project #15

Intersection of Territorial Highway and Jeans Road

Adds Project Description for

Cornerstone Drive and intersection with Highway 126

Amends Map 9 (Proposed Streets) as follows:

Cornerstone Drive – Added as a new collector

Jeans Road – Realigned to the north

April 24, 2006 by Ordinance 464

Chapters Three, Four, and Five were amended.

Chapters One & Two last amended in 2001 were not amended in 2006.

Appendix A was amended only with the addition of the 2004 Street Inventory prepared by Weber-Elliott Engineers.

Appendix B, C, D, and E were not amended in 2006.

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Available at City Hall in Hard Copy Only

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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.

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), and Cornerstone Drive

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.

Layout and Design of Streets, Bikeways, and Walkways

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.

FULL PAGE MAP INSERTS

- Map #1 Vacant Lands (Transportation Analysis Zones)
(produced by Lane Council of Governemnets, September 1997)
- Map #2 Veneta Daily traffic in 1994
(OREGONDT 97-03-26 EMME/2 Project - Small City TSP Analysis)
- Map #3 Veneta Daily traffic in 2015
(OREGONDT 97-03-26 EMME/2 Project - Small City TSP Analysis)
- Map #4 Estimated Change of Daily Traffic Volume (1994-2015)
(OREGONDT 97-12-11 EMME/2 Project - Veneta TSP)

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. **Crashes**

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

Highest Number of Crashes - 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 crash rate at this intersection. A traffic study for this intersection has been listed in Chapter Four as study D-2.

Second Highest Number of Crashes - Intersection of Territorial and Jeans Rd.

This intersection is located near the entrance to West Lane Center which may cause confusion. Many of the crashes 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 Crashes - Highway 126 and Huston Road

These crashes 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 Crashes - Territorial Hwy. and Broadway Ave.

Again, many of these crashes 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.

FULL PAGE MAP INSERTS

- Map #5 Veneta 1994 PM Peak Hour Volume: Capacity Ratio
(OREGONDT 97-12-11 EMME/2 PROJECT: Veneta TSP)
- Map #6 Veneta 2015 PM Peak Hour Volume: Capacity Ratio
(OREGONDT 97-12-15 EMME/2 PROJECT: Veneta TSP)
- Map #7 Accident Location Map = January 1, 1991 through May 6, 1996
(produced by Lane Council of Governements, October 1998)

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.

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. 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.

In 2004, the City Council authorized the East Veneta Study to help resolve conflicts between the City goals of a safe, connected, and convenient transportation system and natural resource protection. The subsequent map amendments resolved some of the existing conflicts by removing two local street crossings of locally significant wetlands and amending the bicycle and pedestrian plans to improve connectivity and access to destinations such as shops, schools, and parks.

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.

FULL PAGE MAP INSERTS

- Map #8 Street Condition map
- Map #9 Proposed Streets
(produced by Lane Council of Governments, dated February 9, 2006)
- Map #10 Wetlands
(produced by Lane Council of Governments, dated February 9, 2006)
- Map #11 Lane County Roadway Functional Classification Map
Veneta and Surrounding Area
- Map #12 Functional Class
(produced by Lane Council of Governments, dated January 5, 2006)
- Map #13 Access Control
(produced by Lane Council of Governments, dated October 1998)

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)
McCutcheon Avenue	B-1	high priority capital improvement
Intersection of Cornerstone Drive and Highway 126	B-2	high priority capital improvement
Intersection of Highway 126 and Territorial	B-3a	high priority capital improvement
Safety Project for Highway 126 and Territorial	B-3b	high priority capital improvement
Intersection of Territorial and Jeans Road	B-4	high priority capital improvement
Hunter Road	B-7	high priority capital improvement
Intersection of Huston Road and Highway 126	B-8	high priority capital improvement
Bolton Hill Road	B-9	high priority capital improvement
Highway 126 Access Management	B-10	high priority capital improvement
Intersection of 8 th Street and Bolton Hill Road	B-13	medium priority capital improvement
Hope Lane	B-15	medium priority capital improvement
Sertic Road	B-16	medium priority capital improvement
Baker Lane	B-17	medium priority capital improvement
Other intersections along Territorial	B-18	long range capital improvement

FULL PAGE MAP INSERT

Map #14 Capital Improvement Street Projects
(produced by Lane Council of Governments, dated February 14, 2006)

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 striped 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. There are also paths just south of the railroad. On the west side of Territorial Hwy., this path is within the existing right-of-way known as Waldo Lane. On the east side of Territorial Hwy., this path is mostly 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)
Intersection of Territorial and Jeans Road	B-4	high priority capital improvement
Crossings of Territorial Highway	B-5	high priority capital improvement
Safe crossing of Highway 126	B-6	high priority capital improvement
Intersection of Huston Road and Highway 126	B-8	high priority capital improvement
Bolton Hill Road	B-9	high priority capital improvement
Streets in Downtown Veneta	B-11	medium priority capital improvement
Bicycle Lanes for Collectors	B-12	medium priority capital improvement
Off-Street Paths	B-14	medium priority capital improvement
Other intersections along Territorial	B-18	long range capital improvement

FULL PAGE MAP INSERTS

Map #15 Proposed Bicycle/Pedestrian Network
(produced 12/2005 by Brian Issa, Veneta Planner)

Map #16 Bicycle Projects
(produced 12/2005 by Brian Issa, Veneta Planner)

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 paths will be useable by pedestrians.

2. Pedestrian Projects

Map 18 shows the location 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.

Project Title	Reference Number	Project Type (see Chapter Four for project descriptions)
McCutcheon Avenue	B-1	high priority capital improvement
Crossings of Territorial Highway	B-5	high priority capital improvement
Safe Crossing of Highway 126	B-6	high priority capital improvement
Bolton Hill Road	B-9	high priority capital improvement
Streets in Downtown Veneta	B-11	medium priority capital improvement
Sidewalks for Collector Streets	B-12	medium priority capital improvement
Off-Street Paths	B-14	medium priority capital improvement
Other intersections along Territorial Highway	B-18	Long range capital improvement

FULL PAGE MAP INSERTS

Map #17 Existing Sidewalks
(produced by Lane Council of Governments, dated October 1998)

Map #18 Capital Improvement Pedestrian Projects
(produced by Lane Council of Governments, dated February 14, 2006)

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 the Fern Ridge Center.

Specialized transportation for elderly and disabled residents is provided through **RideSource Escort and RideSource Shopper**. **RideSource Escort** is a volunteer based door-to-door service primarily for medical trips. Additional funding is needed to reimburse volunteers for mileage costs. **RideSource 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.

FULL PAGE MAP INSERTS

Map #19 Lane Transit District (LTD) map 93 Veneta
(updated 2/6/06)

Map #20 Proposed Transit Plan

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.

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 Projects sections.

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.

Project planning in the Transportation System Plan authorizes future projects. However, the specific timing, design and cost of a project may be subject to change as projects are developed for construction.

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. Many of these projects are for roads that ODOT maintains.

1. **McCutcheon Avenue**

Jurisdiction: Veneta Cost Estimate: \$\$316,000

This project extends from Territorial Highway to Eighth Street and involves bringing the street up to urban standards. Funding for this project may come from the city's share of County Rural Schools Funds, city's share of the State Highway Fund (mainly gasoline tax), systems development charges, and property owner assessments for sidewalks.

Estimate does not include engineering or acquisition costs.

2. **Intersection of Cornerstone Drive, a new collector, and Highway 126**

Jurisdiction: ODOT and Veneta Cost Estimate \$1,000,000

To serve the developing northeast quadrant of the City, a new north-south collector, Cornerstone Drive, will be constructed connecting the Highway with Jeans Road. Cornerstone Drive will be located east of Hope Lane and west of Huston Road.

The intersection will be designed as a "T" intersection with Highway 126. The new intersection will be a full move intersection and will likely need to be signalized during the planning period to maintain highway performance standards and provide a safe and efficient flow of traffic between Highway 126 and Jeans Road.

The improvements will be coordinated between ODOT and the City of Veneta.

3a. Intersection of OR 126 and Territorial Highway

Jurisdiction: ODOT

Cost Estimate: \$1,500,000

Improve intersection capacity and safety by adding turn lanes for high volume turn movements and implementing access management strategies to remove turn conflicts on Territorial Hwy., both north and south of the OR 126 intersection. Reconstruct traffic signal, widen roadways for added turn lanes south bound to east bound and west bound to south bound, widen roadways to add receiving lanes for new turn lanes, implement access management, improve pedestrian crossings, potential right-of-way acquisition.

3b. Safety Project for OR 126 and Territorial

Jurisdiction: ODOT

The area where the most accidents occur in Veneta is the intersection of OR 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 OR 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.

4. Intersection of Territorial Highway and Jeans Road

Jurisdiction: ODOT and Veneta

Cost Estimate: \$1,500,000

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 an entrance to the West Lane Shopping Center on Territorial, opposite Jeans Road as well as an entrance to a commercial property on the east side of Territorial, just south of Jeans Road. This intersection area shall be redesigned to better organize the traffic on Territorial Highway and to reduce conflict between turning vehicles.

The redesign includes realigning Jeans Road to the north, to a new “T” intersection with Territorial Highway. This new intersection will be a full move intersection and may need to be signalized during the planning period to maintain highway performance standards and provide safe and efficient flow of traffic between the NE Employment Center and Territorial Highway. Replacing the bridge on Territorial Hwy immediately north of this location will be necessary in order to provide left turn capacity south bound to east bound.

When Jeans Road is realigned to the north, the current Jeans/Territorial intersection will be restricted to a right-turn move from Territorial north bound to a new Jean’s Road connector. The West Lane Shopping Center entrance will continue to be full move, with the exception of the through movement from West Lane across Territorial to Jeans. These described turning and through movement restrictions will be accomplished through the use of a raised median on Territorial and a limited, curbed approach at the Jeans

connector. The improvements will be coordinated between ODOT and the City of Veneta.

5. Crossings of Territorial Highway

Jurisdiction: ODOT, Veneta, and Fern Ridge School District

Cost Estimate: \$500,000

As southeast Veneta develops, it will become necessary to provide additional safe pedestrian and bicycle crossings of Territorial Highway. At present, the Library, Territorial Sports fields, and Veneta Youth Park are all located west of Territorial. The only existing crossing consists of a raised median and blinking light located near Veneta Elementary School. Two proposed bicycle/pedestrian paths will reach Territorial from the east. The first is located directly across from the Library, and the second enters from Cottage Court. A safe crossing of Territorial at the intersection of Bolton Hill Road will allow users of these paths to cross Territorial and access City facilities and recreation areas to the west. A crossing similar to the existing one near the school may suffice. Given the scale of the development in the area, the likely increase in traffic generated by the build-out of the southwest area, and the likelihood that citizens will travel across Territorial to access new recreation facilities provided as part of that plan, a standard traffic light may be necessary.

6. Safe Pedestrian and Bicycle Crossing of OR 126

Jurisdiction: ODOT and Veneta

Cost Estimate: \$2,000,000

As OR 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 OR 126. Seniors and people with disabilities find this intersection intimidating. Adding painted or slightly raised medians as a safe haven is an option. Another more costly option that has been frequently requested by Veneta citizens is an overhead crossing for bicyclists and pedestrians. Given the layout of proposed bicycle/pedestrian paths and existing topography, the best location for a crossing may be at the junction of OR 126 and Hope Lane. Steep banks on both sides make the use of an overpass a feasible option. Such an overpass would provide the safest option for cyclists and pedestrians to cross OR 126 and may provide an opportunity for a more attractive entrance to the City.

7. Hunter Road

Jurisdiction: Veneta

Cost Estimate: \$1,590,000

This project involves bringing Hunter Road, west of Territorial Highway, up to urban standards. This road is dangerous for pedestrians due to existing drainage ditches along the asphalt mat road surface that leave no room for walking or bicycle riding. Estimate does not include engineering and right-of-way costs.

8. Intersection of Huston Road and OR 126

Jurisdiction: ODOT and Veneta

Cost Estimate: \$5,000,000

As east Veneta becomes more developed and people use Hunter Road or Perkins Road as an alternative to OR 126, traffic on Huston Road will increase. Traffic on OR 126 is also

projected to increase. This intersection already is a site of several accidents. Once this intersection meets signal warrants, it may be considered for signalization. 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.

A significant issue at this intersection is the proximity of the railroad crossing on Huston Road near the OR126/Huston intersection. A coordinated plan for mitigating traffic impacts and financing of those mitigation measures for OR 126 east of Territorial Highway, between Hope Lane and Huston Lane will need to be coordinated with the City, and approved by ODOT.

9. Bolton Hill Road

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

This modernization project on Bolton Hill Road from Territorial to the City limits involves upgrading the two-lane urban roadway to City standards within the city limits. A 70' right-of-way is desired to allow for fill slopes. . The project design and assessments will be coordinated with the City of Veneta. The City may contribute some SDC funds to this project and, on completion of the upgrade to City standards, will request jurisdiction be transferred from the County to the City. Estimate does not include engineering or acquisition costs.

10. OR 126 Access Management

Jurisdiction: ODOT

There is commercial development on the north side of OR 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, install painted or slightly raised medians, explore a frontage road alternative, and consolidate and shared driveways.

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.

11. 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 upgrading these streets to current city standards.

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. Estimates do not include engineering or acquisition costs.

Street Name	Sidewalk	Road Widening?	Bike Lane?	Cost Estimate
Dunham Avenue	1750'	no	no	\$ 92,000
Second Street	300'	no	no	\$ 16,000
Third Street	1,150'	yes	no	\$ 76,000
Fourth Street	1,100'	no	no	\$ 58,000
Fifth Street	2,000'	no	no	\$104,000
Sixth Street	4,050'	yes	no	\$336,000
Seventh Street	800'	no	no	\$ 42,000
Eighth Street	5,300'	yes	yes	\$522,000
TOTAL	31,100'			\$2,784,000

12. 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 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. Estimates do not include engineering or acquisition costs.

Existing Collector Street	Right-of-Way Desired?	Street Widening Needed?	Cost Estimate
Cheney Dr.	no (mostly a 55' ROW)	yes	\$325,000
Perkins Rd.	no	yes	\$412,000
8th St. (between Bolton Hill & McCutcheon)	yes	yes	\$522,000
E. Bolton Rd.	yes	yes	\$498,000
Hunter Ave. (west of Territorial)	no	no	\$54,000
Huston Rd.	yes	yes	\$590,000
TOTAL			\$2,401,000

13. Intersection of Eighth Street and Bolton Hill Road
Jurisdiction: Veneta *Cost Estimate: \$70,000*
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.
14. Off-Street Paths
Jurisdiction: Veneta *Cost Estimate: \$500,000*
Construct paths for bicyclists and pedestrians along the drainageways within the area already designated open space/greenway in the Comprehensive Plan. The cost estimate does not include right-of-way or easement acquisition..
15. Hope Lane
Jurisdiction: Veneta *Cost Estimate: \$256,000*
This project north of OR 126 will include widening and upgrading the street to city standards. With the adoption of the Northeast Employment Center specific area development plan, this road will need improvement. Estimate does not include engineering and right-of-way costs.
16. Sertic Avenue
Jurisdiction: Veneta *Cost Estimate: \$476,000*
Sertic Avenue, from 8th St. to 10th St., is planned for an additional 11 feet of width as well as an upgrade to city standards. Estimate does not include engineering and right-of-way costs.
17. Baker Lane
Jurisdiction: Veneta *Estimate Cost: \$414,000*
Baker Lane is currently a substandard gravel roadway with a low-lying area that floods seasonally. Improvements would bring this street up to city standards. The estimate does not include engineering or right-of-way costs.

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.

18. Other Intersections along Territorial Highway
Jurisdiction: ODOT, Veneta,
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 completed by Kittleson and Associates looked at traffic impacts of a complete build-out of southwest Veneta (west of 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 dedicated southbound right-turn lane at the intersection of Cheney Drive and Territorial Highway. Other intersections that may need improvements to handle increased traffic are Bolton Hill Road and Perkins Road.

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

[Section 16 added by Ord 427, July 23, 2001]

[Section 5 added by Ord 432, August 26, 2002]

[Section 15 amended by Ord 432, August 26, 2002]

C. Alternative Modes of Transportation

The City of Veneta supports alternative modes of transportation whenever possible. Bicycle and pedestrian funding mechanisms from the state and federal agencies are important to this goal, as well as coordination with the Lane Transit District. Providing LTD with information about new businesses or residential developments may help them improve planning for this area.

The City strongly supports LTD ridership and the Commuter Solutions program which includes educational programs, employer group pass program, and carpool matching, among other offerings.

D Ordinance Revisions

This section contains wording that can be inserted in Veneta's Land Development and Land Division Ordinances.

Traffic Impact Analysis Review

Purpose of Traffic Impact Analysis Review. The purpose of Traffic Impact Analysis Review is to ensure that developments which will generate a significant amount of traffic or cause an increase in traffic that will contribute to traffic problems in the area provide the facilities necessary to accommodate the traffic impact of the proposed development.

Applicability. Traffic Impact Analysis Review is required when one of the following conditions exist:

- 1) The development will generate 100 or more vehicle trips during the am or pm peak hour as determined by using the most recent edition of the Institute of Transportation Engineer's *Trip Generation Manual*. In developments involving a land division, the peak hour trips shall be calculated based on the likely development that will occur on all lots resulting from the land division.

- 2) The increased traffic resulting from the development will contribute to documented traffic problems in the area based on current accident rates, traffic volumes, or speeds.
- 3) The Traffic Impact Analysis is required by the State or County due to increased traffic on a State or County road within the City's Urban Growth Boundary.

Review Procedure:

- 1) Any application for a planned development, subdivision, site plan, or specific development plan which shows that increased traffic meeting one of the applicability conditions 1) through 3) shall be accompanied by a Traffic Impact Analysis. Traffic Impact Analysis shall be reviewed by a Traffic Engineer hired by the City prior to approval of the Site Plan Review, Subdivision, PD, or SDP. This review is part of the "Technical Review" costs incurred by the developer.
- 2) Traffic impacts to facilities as identified in the TIA and supported by the City's Traffic Engineer, shall be mitigated by the developer as part of the public improvements of the Site Plan, Subdivision or PD.

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-stripping.

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.

Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU). On August 10, 2005 President George W. Bush signed into law the \$286.4 billion surface transportation authorizing legislation, called SAFETEA-LU, the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users. The two landmark bills that brought surface transportation into the 21st century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21)—shaped the highway program to meet the Nation's changing transportation needs. SAFETEA-LU builds on this firm foundation, supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure.

SAFETEA-LU addresses the many challenges facing our transportation system today – challenges such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment – as well as laying the groundwork for addressing future challenges. SAFETEA-LU promotes more efficient and effective Federal surface transportation programs by focusing on transportation issues of

national significance, while giving State and local transportation decision makers more flexibility for solving transportation problems in their communities.

Surface Transportation Program (STP)

Funding for transportation enhancement activities is provided under the STP of the SAFETEA-LU. 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.

Secure Rural School and Community Self-Determination Act.

The FY 2007 President's Budget proposes to reauthorize the Secure Rural Schools program for another five years. The current program is in place through 2007. This program replaced the timber receipts program. Under that program, the U.S. Forest Service shared 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.

To help fund this new initiative, the Administration recommends selling a limited number of acres of National Forest System lands around the nation. Lands that are potentially eligible for this proposal have been identified, some in Oregon.

The City/County partnership payments are only established through fiscal year 2006. There is no guarantee that these payments will continue.

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. 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.

Oregon Transportation Enhancements Program. The ODOT Transportation Enhancement program provides federal highway funds for projects that strengthen the cultural, aesthetic, or environmental value of our transportation system. The funds are available for twelve "transportation enhancement activities" specifically identified in the federal legislation. These activities fall into four main groups:

- >Pedestrian and Bicycle Projects
- >Historic Preservation related to surface transportation
- >Landscaping and Scenic Beautification
- >Environmental Mitigation (highway runoff and wildlife protection only)

The twelve enhancement activities are:

- A. Provision of facilities for pedestrians and bicycles.
- B. Provision of safety and educational activities for pedestrians and bicyclists.
- C. Acquisition of scenic easements and scenic or historic sites (including historic battlefields).
- D. Scenic or historic highway programs (including the provision of tourist and welcome center facilities).
- E. Landscaping and other scenic beautification.
- F. Historic preservation.
- G. Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals).
- H. Preservation of abandoned railway corridors (including the conversion and use of the corridors for pedestrian or bicycle trails).
- I. Inventory, control and removal of outdoor advertising.
- J. Archaeological planning and research.
- K. Environmental mitigation
 - i. to address water pollution due to highway runoff; or
 - ii. reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.
- L. Establishment of transportation museums.

The intent of the program is to fund special or additional activities not normally required on a highway or transportation project.

Oregon Pedestrian and Bicycle Grant Program. The ODOT Pedestrian and Bicycle Grant Program is a competitive grant program that provides approximately \$5 million dollars every two years to Oregon cities, counties and ODOT regional and district offices for design and construction of pedestrian and bicycle facilities. Proposed facilities must be within public rights-of-way. Grants are awarded by the Oregon Bicycle and Pedestrian Advisory Committee.

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.

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.

Policy on Participating in State System Projects. It is the policy of the City of Veneta to participate on major modernization projects considered for inclusion in the Statewide Transportation Improvement Program (STIP), based on the City's financial capabilities. Participation may include contributions to funding, in-kind services and materials, improvements to local street circulation that support the state highway, benefits to non-auto modes, land use actions and other enhancements.

Oregon Economic Development Department (OEDD)

Special Public Works Funds (SPWF): The Special Public Works Fund program provides funding for the infrastructure that supports job creation in Oregon. Loans and grants are made to eligible public entities for the purpose of studying, designing and building public infrastructure that leads to job creation or retention.

The 2001 Legislative Assembly expanded the program to help municipalities cope with financial loss associated with natural disasters. For emergency projects eligible municipalities can apply

for funding to meet the match required to receive federal funds.

In 2003 the rules for the Special Public Works Fund (Division 42) underwent a dramatic revision. The rules are now broken out into five (5) major divisions:

1. Infrastructure (e.g., public infrastructure needed to support job creation)
2. Community Facilities (e.g., publicly owned facilities that supports the local economy)
3. Essential Community Facilities Emergency Projects (e.g., city halls, community centers)
4. Railroads
5. Technical Assistance

D. Lane County Funding Sources

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.

E. City Funding Sources

City Transportation Fund

This is a set of funds from the city’s share of the state highway fund and the federal secure rural schools act 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 has implemented a local gas tax, to be used in addition to the existing revenues from the state 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.

Private sector developers may contribute funds, right-of-way contributions, or off-system improvements when major highway improvements benefit specific properties planned for development, where changes are proposed or have occurred to the City's comprehensive plan or where development has occurred or will occur that necessitate major highway improvements.

Appendix A

EXISTING CONDITIONS

A. Introduction

The development of the Veneta 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 Veneta's street system was last conducted during the summer of 2004. 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. The original inventory included other information collected such as the number and location of traffic accidents and average daily traffic counts.

1. Methodology

Gathering the information for the inventory involved going to Veneta 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.

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.

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.

Class

Street classifications include right-of-way (ROW), local, minor collector, major collector, and minor arterial.

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).

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.

Curb & Gutter

Whether curb and gutters have been installed next to the roadway. In some cases, partial installation has occurred.

Pavement 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
SUBSTANDARD	Unpaved roadway. Unsafe or unmaintained streets such as alleys or decommissioned service roads. Unbuilt streets identified by the City as streets. Poor drainage.
POOR	Paved roadway in unserviceable condition. poorly defined drainage, generally including portions of sunken grade or standing water.
FAIR	Paved roadway Lacking curb and gutter or proper drainage; or curb, gutter and drainage need repair. Large cracks, alligator cracks potholes, uneven pavements, low spots causing puddling, rutting or other imperfections. Previous crack seal or slurry seal worn off. Major utility patching or patching is rough and or not smooth to the street grade. Striping and signage in unserviceable condition and needing major repair. Rough ride.
GOOD	Paved roadway. Curb and storm gutter or well defined drainage infrastructure. Minimal cracks or repaired cracks, potholes or other imperfections. Minimal utility patching and patching is smooth to the street grade. Proper width for functional class. Striping an signage in serviceable condition though might need minor repair.

EXCELLENT

Paved roadway. Curb and storm gutter or well defined drainage infrastructure. Absence of cracking, potholes, or other imperfections. Absence of utility patching or minimal patching in excellent condition. Proper width for functional class. Striping and signage in serviceable condition.

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.

Inserts: 2004 Street Assessment tables, A-1 through A-7 prepared by Weber-Elliott Engineers, Project 04-0-36

Traffic Counts

MP LOCATION 94 ADT

TERRITORIAL HIGHWAY NO. 200

Mile Post indicates distance from Pacific Highway West, ORE99W, in Monroe

18.69 0.01 mile north of Florence-Eugene Highway (ORE126)..... 7800
20.69 South city limits of Veneta, 0.01 mile south of Perkins Road..... 2200

FLORENCE-EUGENE HIGHWAY NO. 62

Mile Post indicates distance from Oregon Coast Highway, US101, in Florence

46.20 West City limits of Veneta..... 6000
Z47.97 East city limits of Veneta, 0.13 mile east of Huston Road..... 10700

LANE COUNTY ROADS

Bolton Hill Rd - 4062 - 00
w/o Territorial.....1850
n/o Crow-Vaughn Road 1600

Perkins Road- 4036-00
w/o Huston 1050
w/o Central 1000

Jeans Road - 4036-00
e/o Territorial 1450
w/o Huston..... 1150

4. Accidents

There are two sets of data recording accidents in the Veneta area. One set is from ODOT and is based on accident reports submitted to the Division of Motor Vehicles between January 1, 1991 and March 6, 1996 that involve more than \$500 in property damage and/or result in an injury. There were not fatalities on this list. A map showing the location of these accidents is shown in Chapter Three in the section about the Street System. The other set is a list of accidents to which the Lane County Fire District No. 1 responded from January 1, 1991 to October 1, 1996. There were two fatalities on this list, one at the intersection of Territorial Highway and Perkins Road, and one involving a train and pedestrian at the Territorial Highway crossing of the railroad.

Insert Accident tables Veneta 01/01/91-03/06/96
(produced by Oregon Department of Transportation Research Section – Accident
Data Unit)

Accident Location (2 tables)
Driver Error
Event Table

Tables for Transportation related incidents responded to by Lane County Fire District No.
1 within the boundaries of Veneta City limits from January 1, 1992 to October 1, 1996.

C. Public Transportation

Public Transportation in and around Veneta 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.²

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 boundary was originally established in 1971 when the District was formed and includes those communities that participate in paying a business payroll tax. The tax is 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 Veneta 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.

LTD has 18 bus stops in the Veneta area: five on Huston Road, three on Perkins Road, six on Territorial Highway, three in the downtown area, and one at the West Lane Shopping Center. Veneta has one informal Park and Ride location at Harold's Center on Territorial Road. LTD's three covered bus shelters are located at:

1. West Lane Shopping Center
2. East side of Territorial and north of West Broadway, near Harold's Center
3. South side of West Broadway between 3rd and 4th

There are six regularly scheduled weekday trips beginning at approximately 7:00 am and ending at 6:00 pm. There are two regularly scheduled Saturday trips. Productivity on rural routes is measured in terms of the number of customer boardings per round trip. The current standard is 30 boardings per trip. Route 93 averages 34 boardings per trip which is higher than LTD's standard.

² 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.

**Table B-2
Weekday Ridership Counts**

Departure Time	Average Number of Boardings
6:45 am (from Veneta)	28
7:30 am (from Eugene)	47
9:32 am (from Eugene)	22
1:32 pm (from Eugene)	28
3:52 pm (from Eugene)	48
5:32 pm (from Eugene)	24

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).³ Specialized transportation for elderly and disabled residents of the Veneta area is provided through **RideSource Escort** and **RideSource Shopper**.

RideSource 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 18 elderly and disabled individuals. Special Transportation Fund (STF) revenues were used to reimburse volunteers for mileage costs.

RideSource 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 **RideSource 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 **RideSource 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 **RideSource 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.

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 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.

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 many 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 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 ⁵:

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

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

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 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 Plain	50%-55% Slope Hazard	6 Acres (some 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

The Veneta Comprehensive Plan parks and open space goal is to “develop a variety of neighborhood parks, open space areas and recreational facilities for use by the residents of Veneta.” Veneta’s focus is on the future acquisition and development of neighborhood parks since adequate regional parks are within close proximity to Veneta.

Veneta has seven parks comprising a total of about 40 acres. Applegate Trail Days Park, located along Territorial Road, makes up the majority of this acreage at about 30 acres. Four of Veneta’s parks are only one-half acre or smaller. The Community Center is located in City Park at the end of East Broadway.

Proposed park sites indicate general areas which would be desirable and suitable for future park development. Several of these proposed park sites are also located in relation

to open space areas and potential bike trail locations in an effort to integrate a variety of facilities into a system that can mutually reinforce itself (Veneta Comp. Plan, 1989). Proposed park locations are primarily located in the southern and eastern portions of the city, where growth is likely to occur. Transportation Zones 5, 6, 7, 8, 10, and 11 each have one suitable park site.

The intent of the Veneta Parks and Open Space Plan is to designate areas that are appropriate for permanent open space protection. Areas designated for parks and/or open space are either areas that are not conducive to development due to environmental constraints, or those areas where open space is designed for a particular purpose. Transportation zone 8 is the most influenced by this designation with open space being designated along the open channels and TAZ 6 also having Open Space/Greenway along the channels.

As was discussed in the Natural Features section of this report, several areas are limited in development potential because of flooding, groundwater, wetlands, natural channels, or steep slope features. These include the Long Tom River floodway and the natural drainage channels extending primarily east and west through the city. Open Space/Greenway protection is indicated adjacent to the stream corridors flowing through TAZ 6 and 8. It should be noted that the linear wetland features indicated on the map are not always in alignment with the designated greenbelt. This may be due to the impreciseness of the NWI or alteration of the channel since the NWI was completed. The area to the southwest that has excessive slopes is also desirable as permanent open space as it contains natural forest vegetative cover.

A major portion of open space is also recommended to be maintained along Highway 126. This area is heavily forested and provides a buffer zone, both visually and acoustically, from traffic and residential areas.

2. Schools

Veneta has only one school, an elementary school located near the northeast corner of Hunter and Territorial Road. There are currently no future plans to develop a middle school or high school, however it is recognized that the planning population may require the construction of two additional elementary schools. The proposed locations of these schools have implications for transportation planning. Two general areas have been identified in the Comprehensive Plan for school locations. One is between Bolton Hill Road and Territorial (TAZ 5) and the other is between E. Hunter and E. Bolton (TAZ 8). These locations were chosen in part because the areas generally have access to, but are away from major arterials. In addition, the eastern site is located along one of the designated parkways which could contain provisions for bike trails.

3. Library

The Fern Ridge Community Library is located on the west side of Territorial Highway between Hunter Avenue and Bolton Hill Road. The library is planning for an expansion on the existing site which is within TAZ 4.

4. **Post Office**

The Post Office is located on Dunham Avenue between Territorial Avenue and Second Street. This site is within TAZ 3.

5. **City Hall**

The city is building a new City Hall at the west end of West Broadway, located within TAZ 3.

6. **Fire District**

The fire district has built a new facility on the west side Territorial Highway, just south of Hunter Road which is within TAZ 4.

7. **Historical Resources**

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.

Archaeological investigations in the Long Tom River sub-basin have shown the Veneta area to contain a large number of prehistoric sites, many of which seem to have been associated with the processing of Camas. Sites within the city limits show carbon dated materials 4,000 years old and show evidence of continuous occupation during those years.

A local inventory of historical buildings has not been conducted for Veneta.

Table A-4
Summary of Cultural Features
by Transportation Analysis Zone (TAZ)

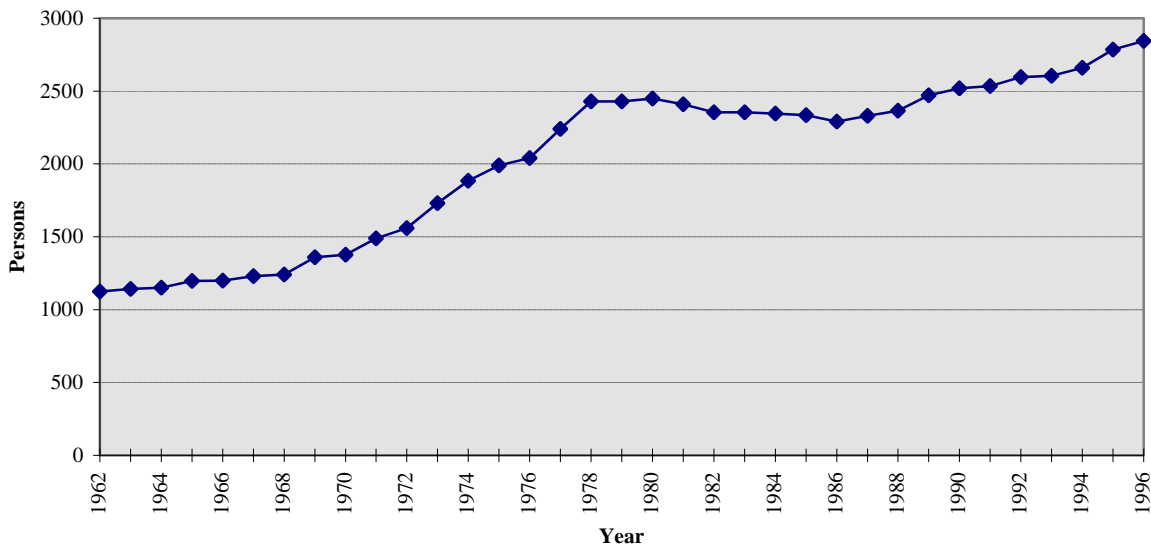
TAZ	Parks/Open Space	Schools	Other Features
1			
2			
3	Existing Park		City Hall Post Office
4	Existing Park		Library Fire Station
5	Existing Park Proposed Park	Proposed School	
6	Proposed Park		
7	Existing Park Proposed Park		
8	Proposed Park	Proposed Elementary School	
9		Existing Elementary School	
10	Existing Park & Community Center Proposed Open Space Proposed Park		
11	Proposed Park Proposed Open Space		
12			

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 sewer 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 as 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 (Transportation Analysis Zones) map with Vacant acres by plan designation
(produced by Lane Council of Governments, dated November 1996)

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

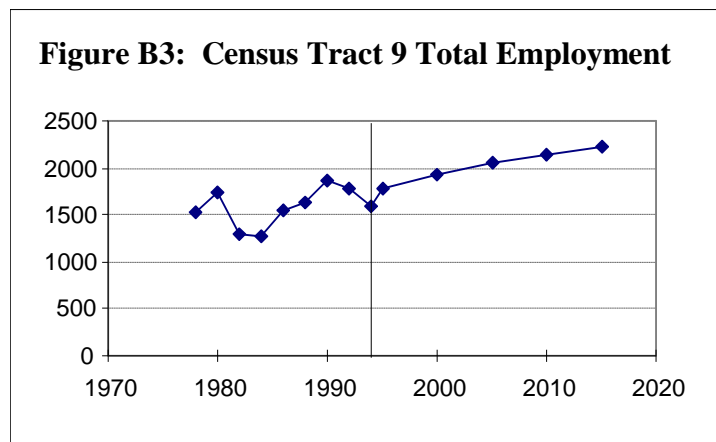
1. Methodology

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.



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

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	

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

Goals and Policies: 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.

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

Yes

Bicycle Plan: 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.

Future Projects: 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.

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 in 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 General/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 opportunities;
 - 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 Fair⁶, 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.

⁶ Changes were implemented for the 1997 Oregon Country Fair and were effective in reducing congestion during this special event.

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. 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 facilities;
 - 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.*

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.

<u>CLASS (LOI):</u>	<u>PRIMARY FUNCTION</u>	<u>SECONDARY FUNCTION</u>
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 closer 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.