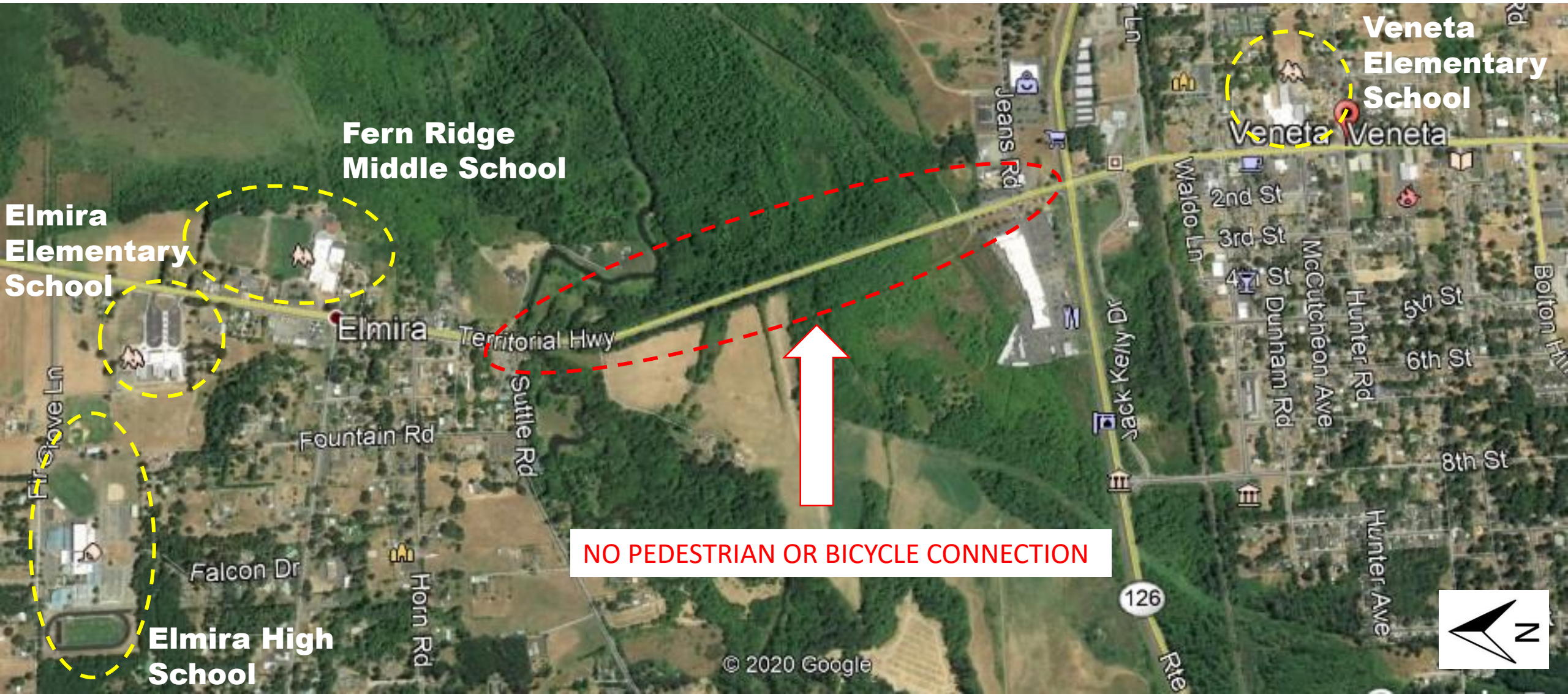
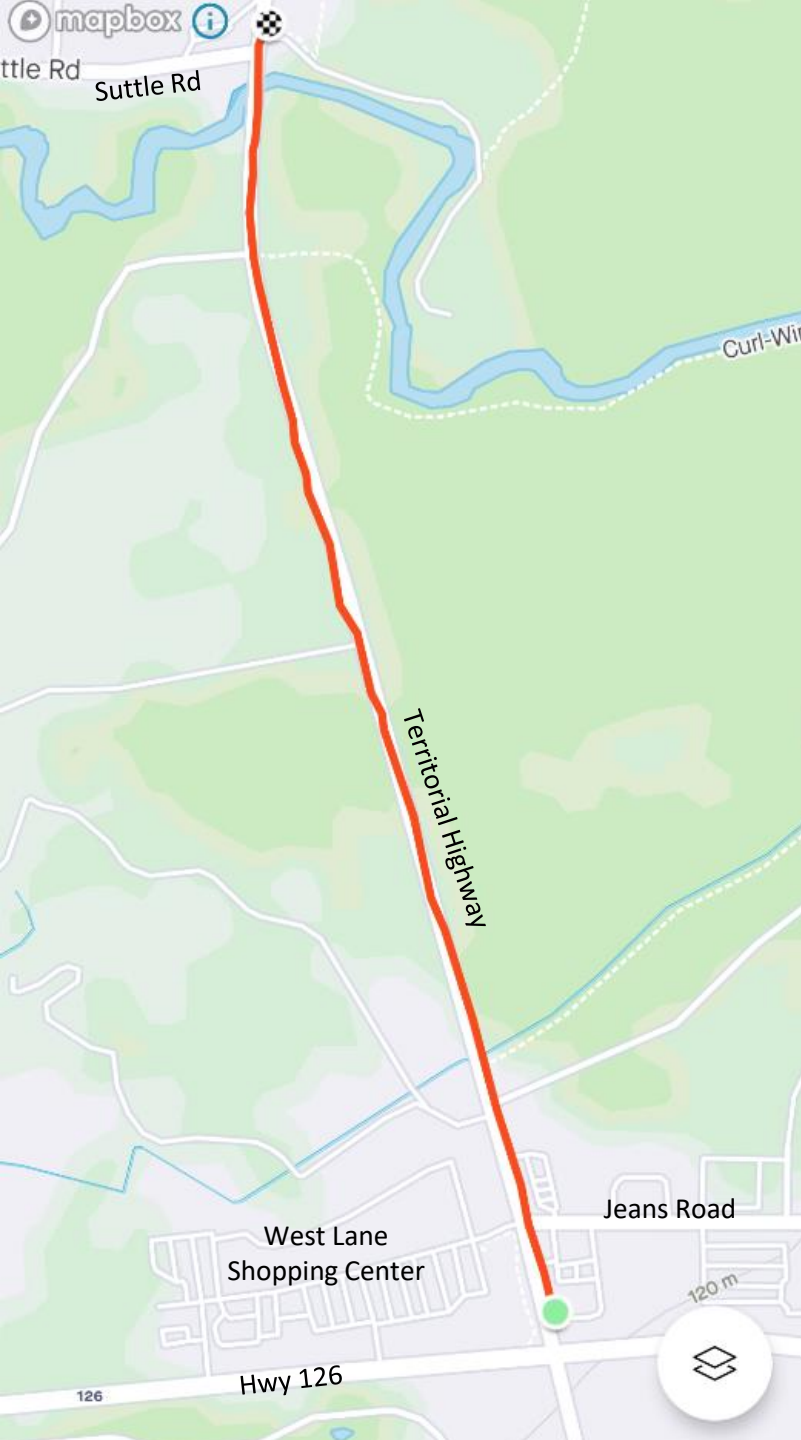


Veneta-Elmira Multi-Use Path

A partnership between the City of Veneta, Lane County and ODOT





Veneta-Elmira Multi-Use Path Territorial Highway Route Profile (existing conditions)

North end: Territorial Highway at Suttle Road (Elmira)

South end: Territorial Highway at Highway 126 (Veneta)

Elevation change: approximately 13 feet total from south to north end

Distance: approximately 0.75 miles

Time to drive: approximately 1 minute

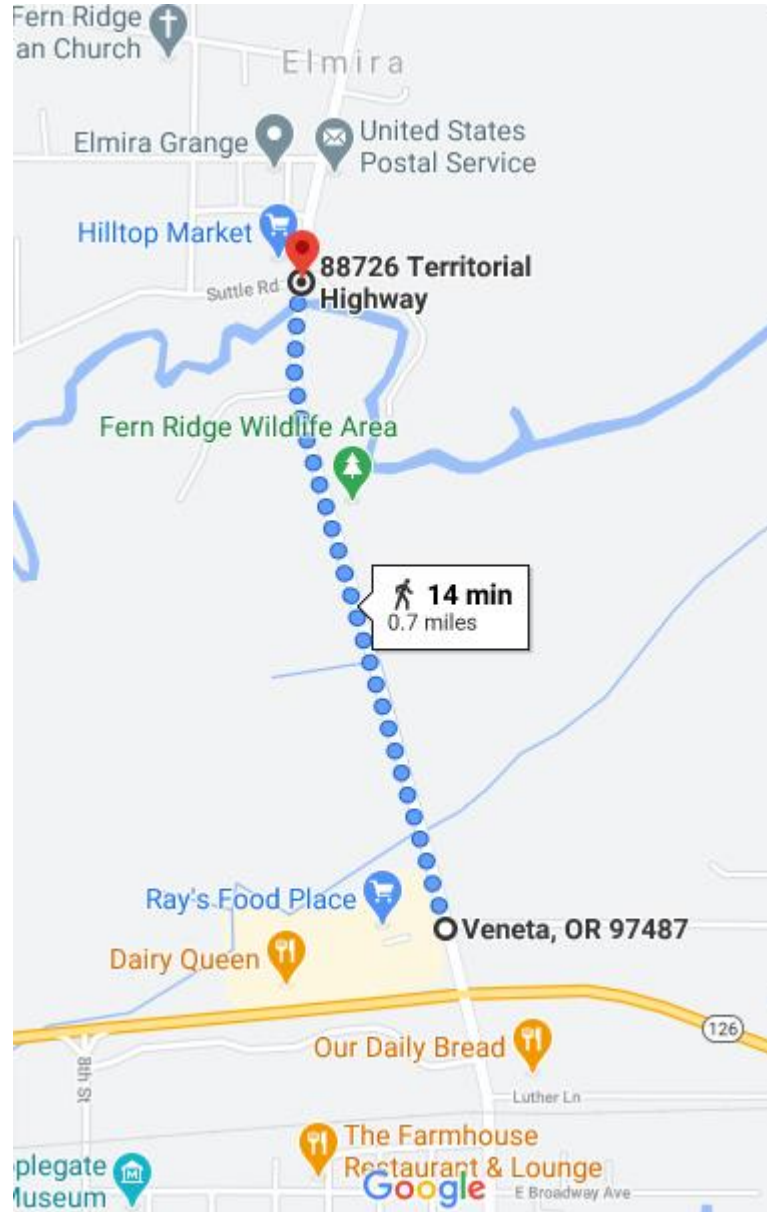
Time to ride on bicycle: approximately 4 minutes
(southbound will be slightly faster due to elevation drop)

Time to walk: approximately 15 minutes, either direction

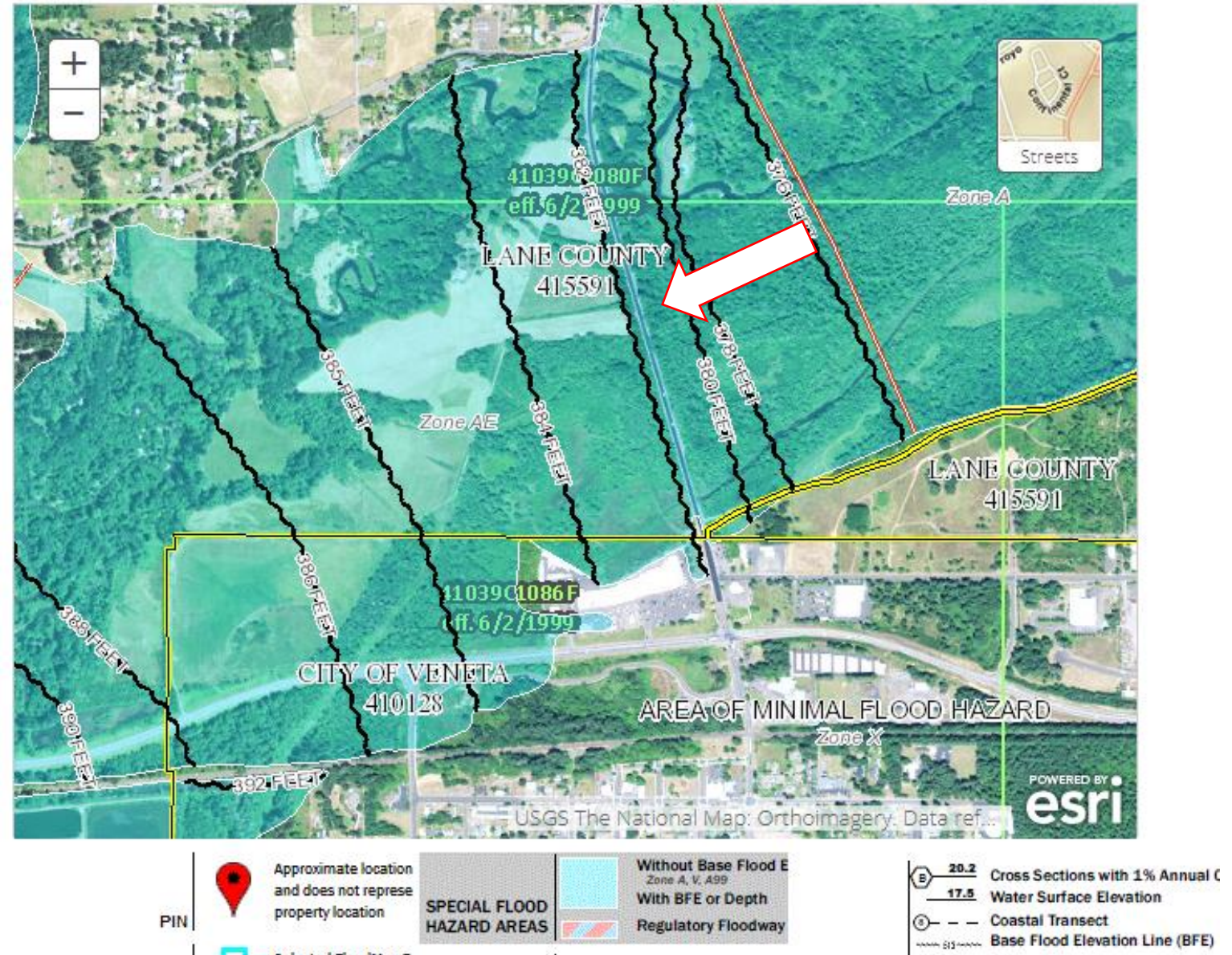
Conditions

- Speed limit: 45 mph in subject area; 35mph in Elmira; 55mph outside town
- Surface: +/-38 foot total improvement width with two 12-foot travel lanes, a fog line and an unprotected shoulder wide enough for a single bicycle rider
- Surface conditions: pavement in good condition but shoulder has a lot of small rocks, glass and debris.

Distance: approximately 0.75 miles
Walking time: approximately 15 minutes



Complications: The entire project area is in the Special Flood Hazard Area (floodplain); occasionally Territorial Hwy is under water in winter.



Existing conditions on Territorial Highway, looking south

88399 Territorial Hwy Veneta, Oregon



Veneta-Elmira Path

We are working on a bike/ped path to connect Veneta and Elmira. Elmira is unincorporated and under Lane County jurisdiction; the two towns share a school district. Although each has its own elementary school, the middle and high schools are both in Elmira. Elmira has a post office and one convenience store; all other commercial services are in Veneta. There is currently no way to safely travel the $\frac{3}{4}$ mile distance between Veneta and Elmira except by motor vehicle on Territorial Highway (State Route 200), a two-lane road with both high traffic volume and high speeds. For the safety of our children, as well as anyone else travelling between the two communities, we would like to construct a separate facility for pedestrians and bicyclists.

The city was awarded STIP funding for NEPA and engineering. Lane County is conducting/contracting work on behalf of ODOT. Kerry Werner at Lane County is the project lead; Veneta is making this application on behalf of the partnership. Original cost estimates put the project at approximately \$3.5 million. We currently have no dedicated funding source for actual project design or construction.

The tentative path alignment will be west of and run parallel to Territorial Road and will go from Hwy 126 at the southern end to Suttle Road in Elmira at the north end. The City of Veneta and Oregon Country Fair are the primary property owners, and both have offered to support the project by dedicating right-of-way. A small portion of the proposed alignment at the north end is on private property. The map on the first page of this document is on its side – the proposed alignment is “below” Territorial Hwy in this image.

Original plans assumed the path would not be directly connected to the existing Territorial Road surface but would instead be on its own surface slightly west. This alignment would put the path over/through wetland and floodplain areas, which increases mitigation costs significantly and thus increases total project costs. There is no alternative alignment that removes these constraints.

Project support in City of Veneta TSP

P. 27 Summary of Existing Transportation System Needs

Pedestrian

- Safe routes to schools. There is a lack of safe pedestrian connections between Veneta and the schools in Elmira due to lack of dedicated pedestrian facilities and high motor vehicle travel speeds.

Bicycle

- Safe routes to schools. Bike lanes and shoulders are available between Veneta and the schools in Elmira, but can be stressful to ride on due to high vehicle volumes and speeds.

P. 30 New Transportation System Needs by 2040

- OR 126 and Territorial Highway will continue to be barriers for active transportation. High motor vehicle travel speeds and lack of or limited enhanced crossing opportunities will impact active transportation. Three intersections on Territorial Highway at Broadway Avenue, Hunter Road, and Bolton Hill Road will be highly stressful pedestrian crossing locations without improvements.
- As Veneta grows and traffic volumes on areas streets increase, potential conflicts between people on bikes and people in cars will increase as well. Biking will become less comfortable without separate biking facilities.
- In areas where new roads are not feasible to construct, or may be limited due to wetlands and greenways, shared-use paths should be considered to provide additional connectivity for people walking and biking.

Excerpts from Veneta TSP on following pages

SAFETY

Safety projects were primarily developed to target documented crash histories or reported concerns. These projects seek to create a safer transportation system and reduce the harm done by vehicle collisions.

Safety Projects

PROJECT ID	PROJECT TYPE	PROJECT NAME	COST ESTIMATE (2017 DOLLARS)	PRIMARY FUNDING SOURCE	PRIORITY	SOURCE
O2	Program	Neighborhood Traffic Calming Program	\$50,000	City	Medium	Technical Advisory and Citizen Advisory Committee/ Public Comment
Implement program to process community requests for neighborhood traffic calming, investigating options, and implementing improvements. Cost is for an assumed amount of investment in traffic calming strategies.						
O4	Study	Safe Routes to School Plan	\$75,000	City	Medium	Project Team
Develop a Safe Routes to School Plan to identify walking and biking improvements in Veneta to Veneta Elementary School and connections to the high school, middle school and elementary school in Elmira.						

Figure 20. Safety Projects



ACTIVE TRANSPORTATION

Regional active transportation facilities connect Veneta to neighboring communities, can invite recreational tourism, and provide longer routes for exercising. Examples of key regional routes include the planned OR 126 Fern Ridge Multi-Use Path between Eugene and Veneta that would connect to Veneta at Perkins Road, as well as the planned Veneta-Elmira Multi-Use Path along Territorial Highway between OR 126 and Suttle Road. Because such connections are largely outside of Veneta's UGB, the full projects are not included in this TSP. However, projects and policies supporting these regional routes are included.

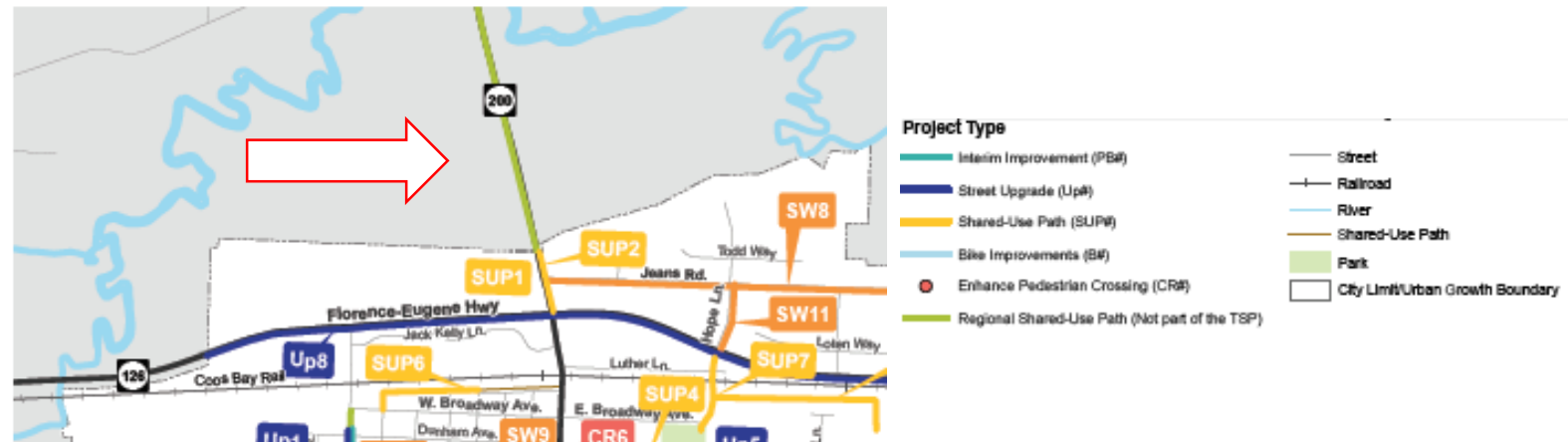
Figure 22. Bicycle Projects



PROJECT ID	PROJECT TYPE	PROJECT NAME	COST ESTIMATE (2017 DOLLARS)	PRIMARY FUNDING SOURCE	PRIORITY	SOURCE
SUP1	Shared-use Path	Elmira-Veneta Multi-Use Path Study - Phase 1	\$105,000	ODOT*/ City	High	Lane County TSP (#144a)
	Preliminary engineering to design off-street shared-use path along Territorial Highway (Phase 1) – not including the design of bridge widening. Initial cost represents the portion of the path within Veneta.					

PROJECT ID	PROJECT TYPE	PROJECT NAME	COST ESTIMATE (2017 DOLLARS)	PRIMARY FUNDING SOURCE	PRIORITY	SOURCE
SUP2	Shared-use Path	Territorial Highway Multi-use Path	\$203,300	ODOT*/ City	High	Lane County TSP (#144b)
Construct a shared-use path west of Territorial Highway between OR 126 and North UGB including bicycle improvements at the OR 126/Territorial Highway intersection to install two-stage turn queue bike boxes. Two-stage turn queue boxes provide a safe way to make left-turns at multi-lane signalized intersections from a right-side bike lane. The two-stage turn queue bike box will be installed on the northeast corner of the intersection, to provide northbound cyclists along Territorial Highway a lower stress option to connect to the shared-use path. The first phase does not include constructing to widen the bridges, thus pedestrians and cyclists will need to use the bridge shoulder. Initial cost represents the portion of the path within Veneta.						

Figure 21. Pedestrian and Transit Projects



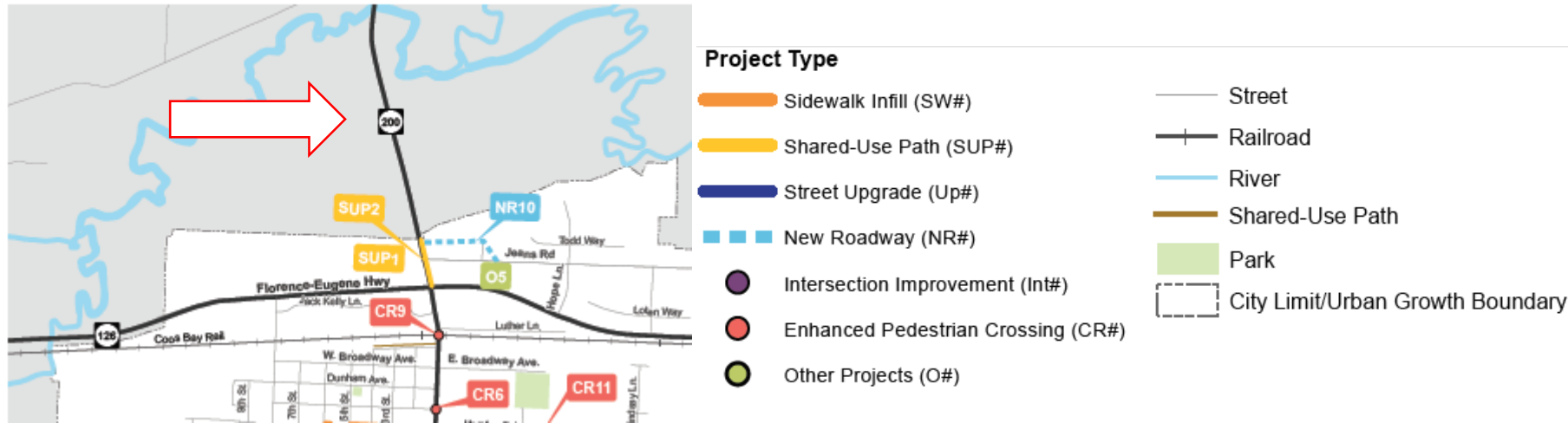
HIGH PRIORITY PROJECTS

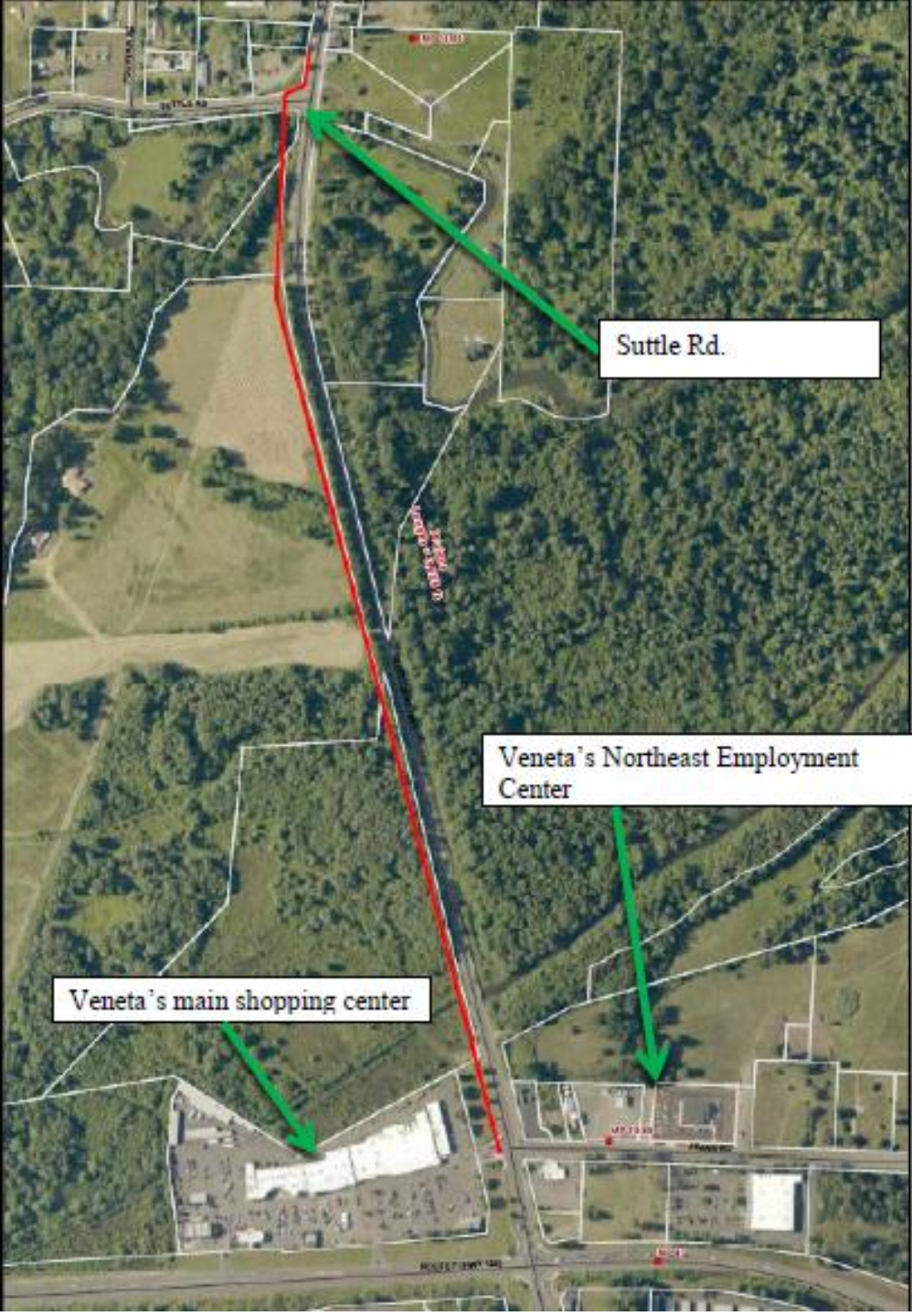
The highest value transportation solutions for Veneta, regardless of the likelihood of funding or implementation, are summarized in Table 16 (listed in project number order). These projects rose to the top of the prioritization process based on the evaluation criteria developed to measure alignment with the community’s transportation goals and objectives, as well as input from the public and CAC. Although many transportation projects will require inter-agency coordination, the identified lead agency (i.e. “Primary Funding Source”) is anticipated to be responsible for project development, design, and construction. Figure 25 illustrates the location of the High Priority projects.

Table 16. High Priority Projects

PROJECT ID	PROJECT NAME	COST ESTIMATE (2017 DOLLARS)	PRIMARY FUNDING SOURCE
CR6	Territorial Highway/McCutcheon Street Crossing Improvement	\$107,000	ODOT/City
CR8	Perkins Road/Oak Island Drive Pedestrian Crossing	\$82,000	City
CR9	Territorial Highway Rail Crossing	\$109,000	ODOT/City
CR11	E. Hunter Road Pedestrian Crossing Improvement	\$184,000	City
Int2	OR 126/Huston Road Intersection Improvements	\$1,024,000	ODOT/City
NR10	Jeans Road/Territorial Highway Realignment	\$5,150,000	ODOT/City
O5	OR 126 Refinement Plan	\$150,000	ODOT/City
SUP1	Elmira-Veneta Multi-use Path Study - Phase 1	\$105,000	ODOT/City
SUP2	Territorial Highway Multi-use Path	\$203,300	ODOT/City
SW9	Hunter Road Sidewalks	\$173,000	City
SW10	Hunter Road Sidewalks	\$33,000	City
UP5	E. Hunter Road Urban Upgrade	\$3,553,000	City
Total		\$10,873,300	

Figure 25. High Priority Projects





Lane County

Territorial Highway North

Traffic and Pedestrian Safety Improvement Project

The shared-use path will be 0.7 mile-long, 10' wide and constructed parallel to the west side of Territorial Highway. A 10' wide landscape buffer will provide physical separation between path users and vehicles travelling in a 45-mph zone. A new pedestrian bridge will be built for crossing the Long Tom River at the northern extent of the project just south of Suttle Rd. and roughly parallel to the bridge on Territorial Highway that will be expanded (see previous paragraph). At the southern extent of the project a high-visibility crosswalk will be installed linking the shared-use path and the entrance to the Veneta Northeast Employment Center (see Figure 4 at left).

Source:

Lane County Public Works

Department of Transportation | Office of the Secretary of Transportation

FY 2019 BUILD Transportation Grant | Solicitation No: G4910-9X, Proposal Submitted by Lane County