



## Existing Transportation System Plan Safety Policies

The following is an inventory of safety policies within Transportation System Plans (TSPs) across Lane County. This information is intended to help with emphasis area implementation – to determine the existing policy support. Transportation policies are primarily established at the state and local level through TSPs. State land use laws (i.e. Oregon Administrative Rule 660-012 Transportation) establish the requirements for TSPs of the state, counties, Metropolitan Planning Organizations (MPOs), and cities with a population over 2,500. The overarching purpose of a TSP is to provide and encourage safe, convenient and efficient transportation systems for all modes of travel through policy direction and project identification.

This inventory includes TSPs from the following jurisdictions: each of the 12 incorporated cities of Lane County (Coburg, Cottage Grove, Creswell, Dunes City, Eugene, Florence, Junction City, Lowell, Oakridge, Springfield, and Veneta); Lane County, which accounts for the areas outside of those cities' UGBs; and the Central Lane Metropolitan Planning Organization (MPO) Regional Transportation Plan (RTP). These are listed in alphabetical order; however, it is noted that the cities of Eugene and Springfield are in the process of developing separate UGBs and TSPs to replace the Metro Plan and TransPlan, respectively. Springfield has adopted its TSP, which is included below. Eugene's TSP is still in draft form at the time of this inventory. TransPlan policies are listed below as Eugene's acknowledged TSP and for historical context of the metro area. The MPO is in the process of developing an RTSP, which will supersede TransPlan, as the regional TSP to account for the cities of Eugene, Springfield, and Coburg, along with the Lane County areas within the MPO area that are outside those cities' UGBs. Until then, the MPO's RTP has functioned as the regional TSP, particularly for Coburg; therefore, the RTP policies are also included below. This inventory is based on the TSPs officially acknowledged by DLCD as of the date of this inventory, although several are in the process of being updated at this time. These TSPs were reviewed for policies specific to safety. The Oregon Transportation Plan (OTP) is also mentioned, as the state umbrella of TSPs, but the safety element of the OTP is a separate plan: the Oregon Transportation Safety Action Plan.

### Coburg

As of the date of this inventory, Coburg has locally-adopted an update to its TSP, which was supported by the Lane County Planning Commission on 9/15/15. The TSP still needs approval by



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the Lane County Board of Commissioners and acknowledgement by DLCD. References from both plans are provided below.

**The following inventory of safety-specific policies is from Coburg's September 1999 TSP:**

**Specific References to Safety – Text Excerpts:**

- As with bicycle usage, Coburg is well suited to increased pedestrian usage in town with its small size and relatively flat terrain, and this usage will likely continue in the roadway. However, the City lacks safe pedestrian crossings for school children, residents, and visitors. Proposed improvements, such as pedestrian safety projects, are included in the plan.
- It is recognized that safety is an important priority that needs to be addressed.
- Speed control and enforcement is lacking within Coburg. Citizens believe high speeds by vehicles passing through town are a major contributor to the safety problem.
- Improve the safety around I-5 interchange. (Coburg, ODOT, Lane County have adopted an Interchange Management Plan)
- Street lighting throughout the community contributes to the safety of all travelers.

**Safety Emphasis Areas:**

- Safe Routes Study – connecting residential areas, primary activity areas, and travel corridors.
- Traffic Calming – design measures on local streets
- Bicycle Park-and-Ride Lots
- Charter/Shuttle for Special Events
- Bicycle Education

**The following is from Coburg's updated TSP:**

**SAFETY FOR ALL MODES**

Develop a transportation system that safely and efficiently accommodates transportation needs for all modes.

**Objectives:**

- Address known safety issues and conflict areas within and among modes by reducing the number of conflicts and using best practices design solutions for transportation facilities.
- Improve bicyclist/pedestrian safety and user comfort at locations with perceived or documented safety issues, without creating additional operational hazards, particularly in the vicinity of schools.



Arterials should be safe, high-volume traffic movers serving as regional connectors.

#### TRAFFIC OPERATIONS

Create a street system that safely and efficiently distributes vehicular traffic. Alleviate existing and anticipated future traffic congestion for efficient vehicle operations.

Objectives:

- Address known traffic congestion issues and potential future traffic congestion, while meeting applicable mobility and traffic queue standards for local, county, and state roadways.

### Cottage Grove

Cottage Grove is also in the process of updating its TSP. The acknowledged version (2008) is the basis of this inventory. The first appearance of the word “safe” in the TSP is as follows: “A package of new projects was developed to maintain mobility standards or improve safety on city and state facilities.” The TSP includes an objective to “provide a safe transportation system.” Policy 5 directs the city to “Develop a street network that accommodates safe and efficient movement of emergency service vehicles.”

Access management is cited as a tool to address safety and capacity. The plan includes several policies about improving street crossings and bicycle/pedestrian access/connectivity. The following challenges are noted:

- Integration of Pedestrian and Bicycle – Provisions for adjoining sidewalks and bike facilities are required up through the arterial class, however, the frequency of intersection or midblock crossings for non-motorized vehicles steadily decreases with higher functional classes. The expressway and freeway facilities typically do not allow pedestrian and bike facilities adjacent to the roadway and any crossings are grade-separated
- The Oregon Highway Plan identifies the Goshen Divide Highway (OR 99) as a District highway. District highways often function as county and city arterials or collectors and provide connections between small urbanized areas, rural centers and urban hubs, while also serving local access and traffic. The ODOT management objective for District highways is to provide for safe and efficient, moderate to high-speed continuous-flow operation in rural areas and moderate



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to low-speed operation for traffic flow and pedestrian/bicycle movements in urban areas.

Consistent with engineering practices, collision ratings are based on a frequency that assumes an acceptable/tolerance level. Coburg's rating is based on a 1.0 threshold (crashes per million vehicles miles) and ODOT's statewide crash rating tables. Cottage Grove had a relatively low rating (compared to state averages), concluding that "All of the study intersections are well below a collision rate of 1.0 and therefore do not identify an immediate safety concern." Cottage Grove, however, did note that "Although historical crash data may not indicate an immediate concern...public dissatisfaction due to perceived safety risks exists..."

Cottage Grove has an impressive set of strategies to address pedestrian safety:

- Arterial crossing enhancements
- Connect key pedestrian corridors to schools, parks, and activity centers
- Create pedestrian corridors that connect neighborhoods
- Fill in gaps in the network where some sidewalks exist
- Create pedestrian corridors that connect to major recreational uses
- Create pedestrian corridors that encourage retail development

The strategies are supported by actions that include capital projects.

### **Creswell**

This inventory is based on Creswell's 1998 TSP. Specific safety issues identified for Creswell in their TSP are as follows: diagonal parking along Oregon Avenue; and safety issues for school children on 10 streets lacking sidewalks. One of the plan's goals is to reduce reliance on the automobile by providing more safe and convenient options for bicycling, walking, paratransit, carpooling, and public transportation. The layout and design of transportation facilities states that streets shall be designed to meet the needs of pedestrians and cyclists. Specific safety measures of cyclists include bicycle-proof drain grates, rubberized pads at railroad crossings, and appropriate signage. All arterials in Creswell are state facilities designated as District Highways; according to the Oregon Highway Plan, the management objective is to provide high-speed continuous flow in rural areas, but a high level of interruptions to flow in urban areas.



## Dunes City

Their Comprehensive Plan includes a transportation element that states: The city shall strive to maintain an efficient, safe and attractive road system and that all modes of transportation will be considered. The plan states that the roads in Dunes City are in good condition.

## Eugene

See TransPlan (below) for Eugene's acknowledged TSP. Eugene is currently developing an independent TSP. The draft Eugene 2035 TSP will be "a blueprint for investments in transportation projects and programs that provide 'complete streets' and improved safety and access for all travelers, reduce the community's contribution to climate change, and improve community resilience in the face of unforeseen changes and unpredictable future." The "complete streets" is a policy affecting street design to make them more inviting to pedestrians and bicyclists. The following DRAFT goals relate to safety:

Goal 1: Create an integrated multimodal transportation system that is safe and efficient; supports the *Envision Eugene Comprehensive Plan*, the City of Eugene's targets for a 50% reduction in fossil fuel consumption, and other City land use and economic development goals; reduces reliance on single-occupancy automobiles; and enhances community livability.

Goal 4: Address the transportation needs and safety of all travelers, including people of all ages, abilities, races, ethnicities, and incomes. Through transportation investments, respond to the needs of system users, be context sensitive, and distribute the benefits and impacts of transportation decisions fairly throughout the city.

DRAFT policies related to safety are as follows:

Consider safety first when making transportation decisions. Strive for zero transportation-related fatalities by reducing the number and severity of crashes through design, operations, maintenance, education, and enforcement.

Improve community health by designing streets and paths to encourage increased physical activity by the public.

Create a strategy to facilitate 90 percent of Eugene residences to be within "20-minute neighborhoods." The strategy might include methods to improve proximity of residences to services and prioritizing projects that improve convenience and safety for walking, biking, and connections to transit stops.

With Lane County Public Health Department, identify mutual objectives and opportunities to collaboratively promote bicycle and pedestrian activities, reduce injury crashes and fatalities,



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integrate health considerations into transportation decisions, and improve emergency medical systems.

Develop a Memorandum of Understanding (MOU) with Lane County Public Health Department for sharing data and analysis on traffic-related injuries and traumas.

Pursue strict enforcement of failure to stop for red lights and stop signs, distracted driving (e.g., texting while driving), failure to wear seatbelts, and failure to stop for pedestrians in crosswalks.

Work with the Oregon Department of Motor Vehicles (DMV) to revise driver's license tests to be more inclusive of rules pertaining to walking and biking.

Implement the *ADA Transition Plan for Public Right of Way* to bring all pedestrian access routes within sidewalks and other pedestrian circulation paths in the right-of-way into compliance with Americans with Disabilities Act (ADA) requirements.

Continue to review and amend standard conditions for traffic control, permit approval procedures, and design standards, as necessary, to ensure safe, barrier-free passage through and adjacent to construction zones.

Evaluate city streets for opportunities to lower speed limits, prepare city legislation setting lower speed limits where appropriate, and look for design solutions that may regulate speeds.

Continue to develop the City's traffic calming program.

Create and regularly use a robust, systemic method of measuring trips made by walking, biking, and driving.

Provide education and awareness programs, such as *SmartTrips* and school-based transportation options (like *Safe Routes to School*), to improve safety for all travelers.

Collect and report crash data for all travel modes and use the data to inform capital and maintenance projects to enhance safety.

Provide street crossing enhancements and expanded crosswalk education and enforcement programs.

Provide support for *Safe Routes to School* programs and other programs that create safe walking conditions between residences and schools and other neighborhood destinations.

Continually improve the comfort and safety of bicycling through design, operations, retrofits, and maintenance. Identify and develop "low stress" bikeways to attract new cyclists.



## **Florence**

Florence's acknowledged TSP is one of the most current (2012). The need to coordinate with other jurisdictions (State/County) is stated as being essential to realizing improvements. The plan identifies the need for several pedestrian crossing improvements and the need for the city to develop a Safe Routes to School program. The City of Florence, in collaboration with LTD, has an agreement with River City Taxi to operate the Rhody Express, a fixed-route bus system that loops through Florence hourly on weekdays between 10 a.m. and 6 p.m.

The city's TSP safety analysis is based on ODOT's Safety Priority Index System (SPIS), which is a method for identifying hazardous locations on state highways with consideration of crash frequency, crash rate, and crash severity. A roadway segment becomes a SPIS site if a location has three or more crashes or one or more fatal crashes over the three-year period. Crash rates at intersections were calculated in crashes per million entering vehicles (MEV). The city concluded that there were no identifiable patterns or trends in the crash types that would indicate an opportunity for specific engineering treatments to reduce crashes.

## **Junction City**

The following is based on Junction City's 2000 TSP, although the city is in the process of an update. One of the plan goals is: "The TSP will stress safety for the users and will protect and enhance the community's quality of life." As part of its functional street classification assessment, several streets are identified as arterials that "shall be safe, high volume traffic movers serving as regional connectors." New collectors and arterials are required to have bike lanes and all new streets to have sidewalks. The plan notes safety concerns addressed with the installation of a traffic signal and bike paths installed to connect parks and schools.

## **Lane County**

Lane County is in the process of updating its TSP. The following is from their acknowledged 2004 TSP; however, the County is proposing a revised goal structure that enhances safety as part of their update process.

### **The following are specific safety policies:**

- Ensure safety is a top priority in making decisions for the Capital Improvement Program and for transportation facility operations, maintenance, and repair. (*Policy 1-c*)
- Ensure the safe movement of motor vehicles, bicyclists, and pedestrians on the State system are a priority, except where specified users are strictly prohibited. Lane County supports development and implementation of ODOT projects that improve the safety,



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operation, and structural characteristics of the State highway and bridge system, provided they are consistent with the TSP and applicable federal, state, and local regulations. *(Policy 2-a)*

- Consider transportation improvement projects that upgrade existing railroad crossings and protective devices, construct grade-separated crossings, eliminate existing railroad crossings, and to the extent possible, minimize of new railroad crossings. *(Policy 14-b)*
- Maintain County arterial and collector roads sufficiently for the **safe** and efficient movement of freight, consistent with applicable traffic impact analysis, design policies and standards and land use regulations. *(Policy 1-f)*
- Ensure new development accommodates **safe** access and on-site circulation for non-motorized modes of transportation. *(Policy 3-g)*
- Ensure performance standards on County-maintained transportation facilities are as represented in Lane Code 15. Given adequate funding for transportation improvements, these standards should be maintained in making decisions about transportation improvement projects or implementation of other programs and strategies that mitigate traffic, improve **safety**, and address other transportation system needs. *(Policy 4-a)*

### **Some potential challenges to safety are as follows:**

- Policy 6-a requires marked bike lanes on arterial and collector streets, but only when those streets are newly constructed, are reconstructed to urban standards, or are widened to provide additional vehicular capacity. Lane County does not have funds for new streets, urban upgrades, or adding capacity. Projects have focused on pavement preservation of existing roadways. These types of projects do not include adding amenities for other modes (e.g. widening the shoulder to accommodate bicycles.)
- Policy 6-c acknowledges that Public Works staff “should” work with school district personnel to establish school route plans and that, based on these plans, Lane County will install appropriate traffic control devices, such as signs, crosswalks, or other markings and devices as approved by the Traffic Engineer. There does not appear to be resources or commitment to establish those school route plans; SRTS staff sought a TGM grant in 2015 for this work, but did not receive the funding.
- Most of the bike/ped amenity-related policies (i.e. 7-a and 7-b) are stated as coordination roles, such as supporting ODOT or other City agencies. (Lane County’s TSP Update is adding Active Transportation as a new goal with supporting policies.)

### **Design & Mobility Standards:**

- New road design standards are detailed in Lane Code and are derived from American Association of State Highway and Transportation Officials (AASHTO) and ODOT publications.
- The design standards attempt to address variations, such as road width standards based on steep terrane being narrower to reduce environmental impacts.



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- Mobility standards are specific to vehicles, expressed as acceptable volume of traffic compared to the facility's design capacity. There appear to be few capacity issues; most are at intersections with ODOT facilities.

### **Bike/Ped Issues:**

- The plan states that in rural areas, bicycle and pedestrian travel is more likely to be recreation or fitness-oriented, due to the distance between origins and destinations.
- The plan states that "Due to constitutional limitations on road funds, Lane County does not provide off-street multi-use paths in rural areas."

### **Crash Rates:**

- Crash data analysis is based on a maximum threshold of 2 crashes per million vehicle miles travelled on any particular segment in the road inventory. This means rates below that are not reviewed for further investigation; this means there's a built-in tolerance level for collisions.
- The plan also states that "the presence of a crash does not necessarily indicate a safety problem with the road, but perhaps driver error or poor weather conditions instead." The assumption is that most roads are engineered for safety and that collisions are a behavioral issue; while crash reporting data supports this assumption, it removes further inquiry about ways to engineer the system to influence or control behavior.

## **Lowell**

The city's TSP consists of 10 pages from their Comprehensive Plan, dated 2005. It states: "...the plan seeks to strengthen all modes of ..." and that "it is important to recognize that transportation systems function as more than systems for the safe and efficient movement of people and goods...they also become the...framework on which a community grows and develops." According to the plan, the majority of workers who live in Lowell commute to Eugene-Springfield to work. The city's local and regional access networks "are excellent" but the local systems within the community are "less adequate since they are in the early stages of development." Lowell is located along Highway 58, which intersects with I-5 to the west. ODOT has jurisdiction over Highway 58 and Lane County has jurisdiction over seven major streets. The majority of traffic is by automobile and roads are built to rural standards with no sidewalks. Future needs include bicycle and pedestrian facilities.



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## **Metropolitan Planning Organization (CLMPO) Regional Transportation Plan (RTP)**

This plan (2007) guides regional transportation system planning and development in the CLMPO metropolitan area. The RTP includes provisions for meeting the transportation demand of residents over a 20-year planning horizon while addressing transportation issues and making changes that can contribute to improvements in the region's quality of life and economic vitality. Safety is an object of the RTP, which defines a safe transportation system is one that is designed, built, and operated to minimize risk of harm to people and property and allows people to feel confident and secure in and around all modes of travel. Objective #2 Safety: Improve transportation system safety through design, operations and maintenance, system improvements, support facilities, public information, and law enforcement efforts.

### **Oakridge**

The following are from the city's December 2000 TSP. The plan concludes that Oakridge had no accident locations in the state's top 10 percent, based on ranking data from the State Safety Priority Index System (SPIS). Highway 58 has a permanent traffic recording station east of Oakridge. The TSP states that annual average daily traffic (AADT) has increased 102% between 1975 and 1996. An estimated 7.4 million tons of freight moved through the Highway 58 corridor. The trends cited in the TSP indicate that trucks are making up a larger percentage of the overall traffic on Highway 58, which is designated as a freight route in the 1999 Oregon Highway Plan. The TSP states that there are no designated bicycle facilities in the city and that the bike facility along Highway 58 is substandard and non-existent along many sections of the highway, with no shoulders or alternative bike routes. The plan says, "...the pedestrian facility along the five-lane cross section of Highway 58 is a disgrace." Community input indicated that Highway 58 intersections with Fish Hatchery Road and Industrial Park Way are dangerous and need safety improvements. The plan includes a dozen projects for bikeway and sidewalk improvements.

### **Oregon Transportation Plan (OTP)**

The Oregon Transportation Plan (OTP) is the state's transportation system plan. The safety element of the OTP is a separate plan: the Oregon Transportation Safety Action Plan, which is described below.

### **Oregon Transportation Safety Action Plan (OTSAP)**

This is an element (the safety element) of the Oregon Transportation Plan and also serves as Oregon's Strategic Highway Safety Plan, as required by federal law (MAP-21). ODOT is currently updating the plan, which was adopted in 2011. It is a multi-modal plan that defines system



improvements, legislative needs, and financial needs for safety – to guide investments reflected in the Statewide Transportation Improvement Plan (STIP). The plan says that moderate reductions in Oregon’s highway deaths can be continued through current programs, but a sustained, concentrated effort will prevent many crashes and save a significant number of lives and dollars. The plan is intended to: help sustain and strengthen the focus of efforts on factors contributing to the most transportation-related fatalities and injuries; and encourage safety programs and practices that address other significant safety problems (e.g. rising death toll for pedestrians and roadside workers, secondary crashes occurring on urban freeways, inadequate emergency response, and conflicts between motor vehicles and other travel modes). Actions were based on a thorough consideration of the crash data and information provided by transportation safety experts who presented their views on the most troubling problems and promising solutions. Emphasis area actions are summarized in the table below.

Figure I: OTSAP – The Emphasis Area Actions

Action Number	OTSAP Action	Significant Factor in Fatal Crashes
<b>PRIORITY 2</b>		
23	Safety areas of interest should include intersection crashes, roadway departure, pedestrian/bicycle.	Speed, Occupant Protection, DUII, Roadway
32	Create a plan to insure that safety is considered in construction/repair decisions.	Speed, Occupant Protection, DUII, Roadway
37	Develop a communications strategy for raising awareness and acceptance of the need for law enforcement.	Speed, Occupant Protection, DUII
43	Establish processes to train enforcement personnel, attorneys, judges and DMV.	Speed, Occupant Protection, DUII
45	Pass legislation to establish .04 percent BAC.	DUII
<b>PRIORITY 3</b>		
72	Improve and expand the delivery system for driver education in Oregon.	Young Drivers
75	Continue public education efforts aimed at proper use of child safety seats.	Occupant Protection
104	Consider legislation requiring the inclusion of helmets, reflective gear and lighting with new bicycles.	Rider Protection
106	Work with partner agencies to position Oregon's EMS system as world class and affordable for the average Oregonian.	Post crash medical care – availability and location
<b>PRIORITY 1</b>		
109	Develop strategies to assure the recruitment and retention of EMS volunteers.	Post crash medical care – availability and location

\*Note: Items denoted with (1) (2) (3) represents OTSC Priority Rankings



## Springfield

The Springfield TSP has four primary goals: Community development, System Management, System Design and System Financing with some goals having elements related to safety.

Policies with some mention of safety including:

### 1. Goals

#### a. Goal 2 - System Management

- i. **Policy 2.1** – Manage the roadway system to preserve safety, longevity, and operational efficiency.
  1. Action 2 – Monitor and adjust signal timing along key corridors as needed to improve flow and safety
- ii. **Policy 2.10** – The City of Springfield values a safe and efficient travel experience for bicycle, pedestrian, transit, freight, and auto travel. It is the intent of the City to balance the needs of these modes through creation of a multi-modal LOS methodology for all modes and to facilitate and encourage intermodal connections where most appropriate. Multi-modal LOS is generally of the following:
  1. Transit –LOS is based on a combination of the access, waiting, and ride experience, as well as travel time, frequency, safety, and reliability.
  2. Bicycle –LOS is a combination of the bicyclists' experiences at intersections and on-street and off-street segments in between the intersections. Safety is also a consideration.
  3. Pedestrian –LOS is based on a combination of pedestrian experience, density of
  4. land use, and other factors including efficiency, safety, and pedestrian comfort level
  5. Auto –LOS is based on a combination of travel time, delay, stops, safety, and queues.
  6. Freight –LOS is based on a combination of travel time, delay, stops, safety, and queues.
  7. Intermodal –LOS is based on an evaluation of the frequency and convenience of connections between different travel modes.

#### b. Goal 3 – System Design

- i. **Policy 3.5** – Address the mobility and safety needs of motorists, transit users, bicyclists, pedestrians, freight, and the needs of emergency vehicles when planning and constructing roadway system improvements.
  1. Action 1 – Ensure that current design standards address mobility needs and meet ADA standards
- ii. **Policy 3.7** – Provide for a pedestrian environment that supports adjacent land uses and is designed to enhance safety, comfort, and convenience of walking by providing direct routes and removing barriers when possible



1. Action 2 – Utilize safety studies such as the *Main Street Safety Study* and the *City of Springfield Safety Study* to improve pedestrian conditions along major pedestrian corridors.
- iii. **Policy 3.10** – When a project includes planning, reconstructing, constructing new intersections, all intersection control types are to be evaluated including statutory control, sign control, geometric control, and signal control. The City’s recommended alternative will be selected **primarily** on safety and operational efficiency in the context of mobility needs for all users, adjacent existing and planned land uses access considerations, site constraints, availability of rights-of-way, environmental factors, phasing, future needs, safety, construction, and operational costs.
  1. Action 1 – When analyzing the appropriate treatment for a new or reconstructed intersection, the City will consider needs consistent with policy 3.10.
- c. Goal 4: System Financing
  - i. **Policy 4.1** – Support development of a stable and flexible transportation finance system that provides adequate resources for transportation needs identified in the *Springfield TSP*
    1. Action 1 – Develop criteria that support adopted 2035 TSP goals and policies that help prioritize transportation maintenance, preservation, and construction projects
    2. Action 2 – Give funding priority to bicycle and pedestrian projects that address significant gaps in the network and that provide key linkages to other transportation modes
    3. Action 3 – Give funding priority to safety actions and operations to maximize use and utility of existing system

### **TransPlan (Eugene’s current TSP)**

Adopted in July 2002, this plan covers the Eugene-Springfield area and was meant to address two separate requirements: federal/state requirements for an MPO Regional Transportation Plan; and state requirements for local agency Transportation System Plans. This plan has been adopted by the cities of Eugene and Springfield, Lane County, Lane Transit District and Lane Council of Governments. TransPlan continues to serve as the local agency Transportation System Plan (TSP) for Eugene, although Eugene is currently developing an independent TSP. Springfield has since adopted its own TSP.



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## **Veneta**

The city's 2006 TSP has a safety goal to create a safe transportation system. Safety is integrated into policies about access management and into the function of street classifications; i.e. "Arterials should provide safe and efficient traffic flow" and about collector streets, "Access shall be managed to minimize degradation of capacity and traffic safety. The plan states that streets shall be designed to efficiently and safely accommodate emergency service vehicles and meet the needs of pedestrians and cyclists within the community. Street connectivity, primarily associated with development, is emphasized as a means of increasing public safety by increasing the access options for emergency vehicles to a crisis location. In 2004, the city authorized the East Veneta Study to help resolve conflicts between the goals of a safe, connected, and convenient transportation system and natural resource protection; as a result two proposed local streets were omitted in preference to wetland preservation. ODOT established an access control area on portions of Highway 126 within the city's limits. The plan includes several projects to address safety for bicycles and pedestrians, including a crossing of Highway 126.