

Existing Conditions and Deficiencies

Land Use Inventory

- Most land in Vernonia is zoned residential
- There are some Buildable lands still available for development, mostly in residentially zoned areas, with some zoned light industrial
- There were approximately 560 jobs in Vernonia in 2008, and the main employers are the school district, government, and a retreat and conference center

Traffic Operations

- All 10 study area intersections operate within State and City standards
- There are currently no vehicle queues that exceed available storage capacity

Bicycle and Pedestrian Facilities

- There is a bike lane for approximately one third of a mile along OR 47 within the City Limits. The highway lacks shoulders through central Vernonia between O-A Hill and Rose Street due to topographical constraints and on-street parking
- Cyclists share the travel lane over Rock Creek and Nehalem River Bridges
- Most local streets could be considered shared roadways due to their low speeds and low traffic volumes
- There are some newly developed areas with sidewalks, though these are not always continuous
- Downtown and adjacent streets have a connected network of sidewalks with pedestrian amenities
- Maple Street, Cougar Street and Weed Avenue are lacking sidewalks near the downtown area
- O-A Hill is the main obstacle to east-west pedestrian movement within Vernonia – a sidepath along the south side of OR 47 is the only option for pedestrians
- There are very few sidewalks between O-A Hill and the Nehalem River
- Mist drive north of Bridge Street does not have any dedicated pedestrian facilities

Future Conditions and Deficiencies

Land Use

- With current zoning, Vernonia's buildable land supply will be adequate to meet both residential and industrial land needs through 2031. Available commercial buildable land is not sufficient to meet the projected demand
- The alternative land use scenario would add 9 acres of commercial land to the DT commercial district. With these 9 acres, commercial land is more than adequate to meet all land needs through 2031

Traffic and Transportation

- All study intersections meet mobility standards for the 2031 afternoon peak hour
- One study area intersection, Bridge Street/Rose Avenue will experience vehicle queuing on the northbound right turn lane
- Several left turn lane warrants were met for eastbound and westbound left turn movements along Bridge Street. No right turn warrants were met
- Intersection of Rose Avenue/Bridge Street is confusing for visitors.