City Council and Planning Commission Workshop

March 25, 2025

6:00 PM

City Council Members:	Planning Commission Members
Robert Duncan, Mayor	Todd Culver, Chairperson
Mike Caughey, Council President	Jeremy Moritz, Vice Chairperson
Kim Downey	Rhonda Giles
Randy Klemm	Kurt Kayner
Charlotte Thomas	Kent Wullenwaber
Cindy Knox	Susan Jackson
Dana Henry	Joe Neely
Nolan Malpass, Youth Advisor	Taylor Tatum, Youth Advisor

Meeting Location: Harrisburg Municipal Center Located at 354 Smith St.

PUBLIC NOTICES:

1. *This meeting is open to the public and will be tape-recorded.*
2. *Copies of the Staff Reports or other written documents relating to each item on the agenda are on file in the office of the City Recorder and are available for public inspection.*
3. *All matters on the Consent Agenda are considered routine and will be enacted by one motion. Any member of the public can request that a matter be removed from the Consent Agenda for discussion. It will then be discussed under the "Other" part of the meeting schedule.*
4. *The City Hall Council Chambers are handicapped accessible. Persons with disabilities wishing accommodations, including assisted listening devices and sign language assistance are requested to contact City Hall at 541-995-6655, at least 48 hours prior to the meeting date. If a meeting is held with less than 48 hours' notice, reasonable effort shall be made to have an interpreter present. The requirement for an interpreter does not apply to an emergency meeting. ORS 192.630(5)*
5. *Persons contacting the City for information requiring accessibility for deaf, hard of hearing, or speech-impaired persons, can use TTY 711; call 1-800-735-1232, or for Spanish voice TTY, call 1-800-735-3896.*
6. *The City of Harrisburg does not discriminate against individuals with disabilities and is an equal opportunity provider.*
7. *For information regarding items of discussion on this agenda, please contact City Recorder Lori Ross, at 541-995-6655*
8. *Masks are not required currently. The City asks that anyone running a fever, having an active cough or other respiratory issues, not to attend this meeting.*
9. *If you wish to testify, and are unable to attend due to health concerns, please contact the City Recorder to be placed on a Conference Call list during the meeting.*

CALL TO ORDER AND ROLL CALL by Mayor, Robert Duncan

CONCERNED CITIZEN(S) IN THE AUDIENCE. (Please limit presentation to two minutes per issue.)

NEW BUSINESS

1. **THE MATTER OF REVIEWING A REPORT FOR THE TRANSPORTATION SYSTEM PLAN SYSTEM IMPROVEMENTS AS PROVIDED BY CONSULTANTS PARAMETRIX AND ODOT REPRESENTATIVE DAVID HELTON.**

   STAFF REPORT:

   Exhibit A: Harrisburg TSP System Improvement Reports

   Exhibit B: Comprehensive Plan Amendments Draft

   ACTION: REVIEW AND DISCUSSION

OTHER ITEMS

ADJOURN

Agenda Bill
Harrisburg City Council/Planning Commission
Harrisburg, Oregon

THE MATTER OF REVIEWING A REPORT FOR THE TRANSPORTATION SYSTEM PLAN SYSTEM IMPROVEMENTS AS PROVIDED BY CONSULTANTS PARAMETRIX AND ODOT REPRESENTATIVE DAVID HELTON.

STAFF REPORT:

Exhibit A: Harrisburg TSP System Improvement Reports

Exhibit B: Comprehensive Plan Amendments Draft

ACTION: REVIEW AND DISCUSSION

THIS AGENDA BILL IS DESTINED FOR: Agenda – March 25, 2025

BUDGET IMPACT		
COST	BUDGETED?	SOURCE OF FUNDS
N/A	Yes/No	N/A

STAFF RECOMMENDATION:

Staff recommends that the Planning Commission and City Council review the latest draft of the Transportation System Plan Draft Report as provided by our TSP Consultants at Parametrix

BACKGROUND INFORMATION:

The City Council and Planning Commission last met with the consultants at Parametrix, and our ODOT Representative, David Helton, on this project, in August of 2024. Parametrix will be providing an overview and summary of the latest draft of this report again during the meeting.

Exhibit A is the updated draft of the TSP System Plan Report. Some changes were made as discussed last August, and as further detailed by discussion between the Public Works Director and City Administrator. The report provides a full analysis of our transportation system, including multi-modal aspects. This also includes the monetary requirements for the improvements the City would like to consider and includes a brief summary of the funding sources available to the City.

Of particular concern is, of course, that streets represent some of the most costly of our Capital Improvement Plan (CIP) projects. Parametrix has suggested some partnerships to make with ODOT, grants that can be applied for, and local funding strategy. One of those will be a discussion we have in the future, as we determine Transportation SDC's, based off of the changes suggested in the CIP. That will be a conversation held by the

City Council, and will certainly be interesting. In 2013, when we last updated our Transportation SDC's, we made a decision to provide a discount to Transportation SDC's, based on the types of businesses that we hoped to attract into town. In 2025, we still have many streets to improve, along with many of the upgrades and changes to our overall transportation system network that are desirable at this time. While we have been able to achieve some local road improvements in later years, thanks to the skills of our Public Works Director, and some grants we've received, we still have far more to go. The City Council and Staff will need to decide how they want to try to meet some of the goals as outlined in the TSP draft.

There are also some suggested planning updates to discuss, shown in **Exhibit B**. This includes changes that the consultant is suggesting we make to both Volumes 1 and 2 of the Comprehensive Plan, and to our development code. The City will work through these in the future. After review, and participating in discussion, attendees are asked to send any suggestions to Staff for review. The TSP is scheduled to start it's adoption process in May, finishing with the Council Adoption in June.

REVIEW AND APPROVAL:

Michele Eldridge 03.19.25
City Administrator/Planner

DRAFT City of Harrisburg Transportation System Plan

Prepared for
City of Harrisburg, Oregon
Oregon Department of Transportation

March 2025

Parametrix

Citation

Parametrix. 2025. DRAFT City of Harrisburg Transportation System Plan. Prepared for City of Harrisburg, Oregon Oregon Department of Transportation by Parametrix, Portland, Oregon. March 2025.

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APPENDICES

1. Introduction

The Harrisburg Transportation System Plan (TSP) Update is a long-term plan for managing, preserving, and improving the transportation system to support the needs of the Harrisburg community. This section introduces the updated 2025 TSP and provides an overview of the purpose, planning process, and policy context that influenced the development of the TSP.

1.1 Purpose of the Transportation System Plan

The TSP establishes the vision for Harrisburg's transportation system over the next 20 years. It is an update to the 1999 TSP and responds to significant changes that have occurred in the city since that time. The population has grown by 30% and the City's boundaries have expanded by hundreds of acres, resulting in increased pressure on the local transportation system. This TSP update will guide decisions and investments that help address these changes, improve transportation options for residents and visitors, and support local businesses. This updated plan:

- Assesses the existing and future conditions of Harrisburg's transportation system and determines transportation needs for all modes of travel, including driving, walking, biking, and public transportation.
- Addresses issues related to safety for all modes of travel.
- Discusses the freight needs of the system.
- Includes both near- and long-term projects and programs that directly address transportation issues in the City of Harrisburg and provides an evaluation system for prioritizing these projects.
- Includes an implementation plan for funding and financing projects.

1.2 Plan Process

The 2025 Harrisburg TSP was developed through research, data analysis, technical reports, and public involvement. The process began in Fall 2023 and concluded in June 2025.

A project management team (PMT) composed of Harrisburg staff, the Oregon Department of Transportation (ODOT), and the consultant team led the TSP development process. A separate project advisory committee (PAC) representing community members, local businesses, and organizations provided input at key milestones throughout the project. The PAC reviewed project documents and recommendations, considered public input, and provided feedback and recommendations to the PMT.

The project team also engaged with Harrisburg community members throughout the planning process to gather feedback on system needs, proposed goals, and identified solutions. The project team held two community open houses, maintained a project website that included draft documents for review and public surveys, and shared information with project partners. As shown in Figure 1, community members, interested parties, and project partners were involved in the project and decision-making process.

Figure 1. TSP Decision-Making Process

The Harrisburg Planning Commission and City Council participated in two joint work sessions during the project process. The Planning Commission made recommendations to City Council on the final TSP. The Harrisburg City Council ultimately adopted the final TSP on June XX, 2025.

1.3 Policy Context

TSPs are developed per Oregon's Transportation Planning Rule (TPR) (OAR 660-012) and must be consistent with existing regional, state, county, and local plans, policies, and documents including the Oregon Highway Plan, the ODOT 2020 Transportation System Plan Guidelines, and the Harrisburg Comprehensive Plan (adopted in 2013 and amended in 2020). The TPR implements Statewide Planning Goal 12 – Transportation, which is intended to promote the development of safe, convenient, and economic transportation systems designed to maximize the benefit of investment and reduce reliance on automobiles. The project team reviewed more than a dozen plans, policies, and other documents while developing the 2025 TSP, including the 1999 Harrisburg TSP, the 2022 Harrisburg Parks System Plan, the Harrisburg Comprehensive Plan, and other applicable state and regional plans.

1.4 Study Area

The City of Harrisburg is in Linn County along OR 99E, approximately 6 miles west of the I-5 corridor. It is approximately 5 miles northeast of Junction City, 21 miles northwest of the Eugene-Springfield Metropolitan area, and 25 miles south of Albany. As shown in Figure 2, the city is bordered on the west by the Willamette River and is bisected north-south by two existing railways: the BNSF Railway leased by Portland and Western Railroad (PNWR) and Union Pacific (PNWR) Railway. The Harrisburg TSP considers all of the land within city limits and the Harrisburg urban growth boundary (UGB), which covers approximately 928 acres. The TSP considers deficiencies on City-owned roadways, as well as county and state roadways within the UGB. This includes OR 99E (locally, 3rd Street) which is a State facility, and Peoria Road which is a Linn County facility.

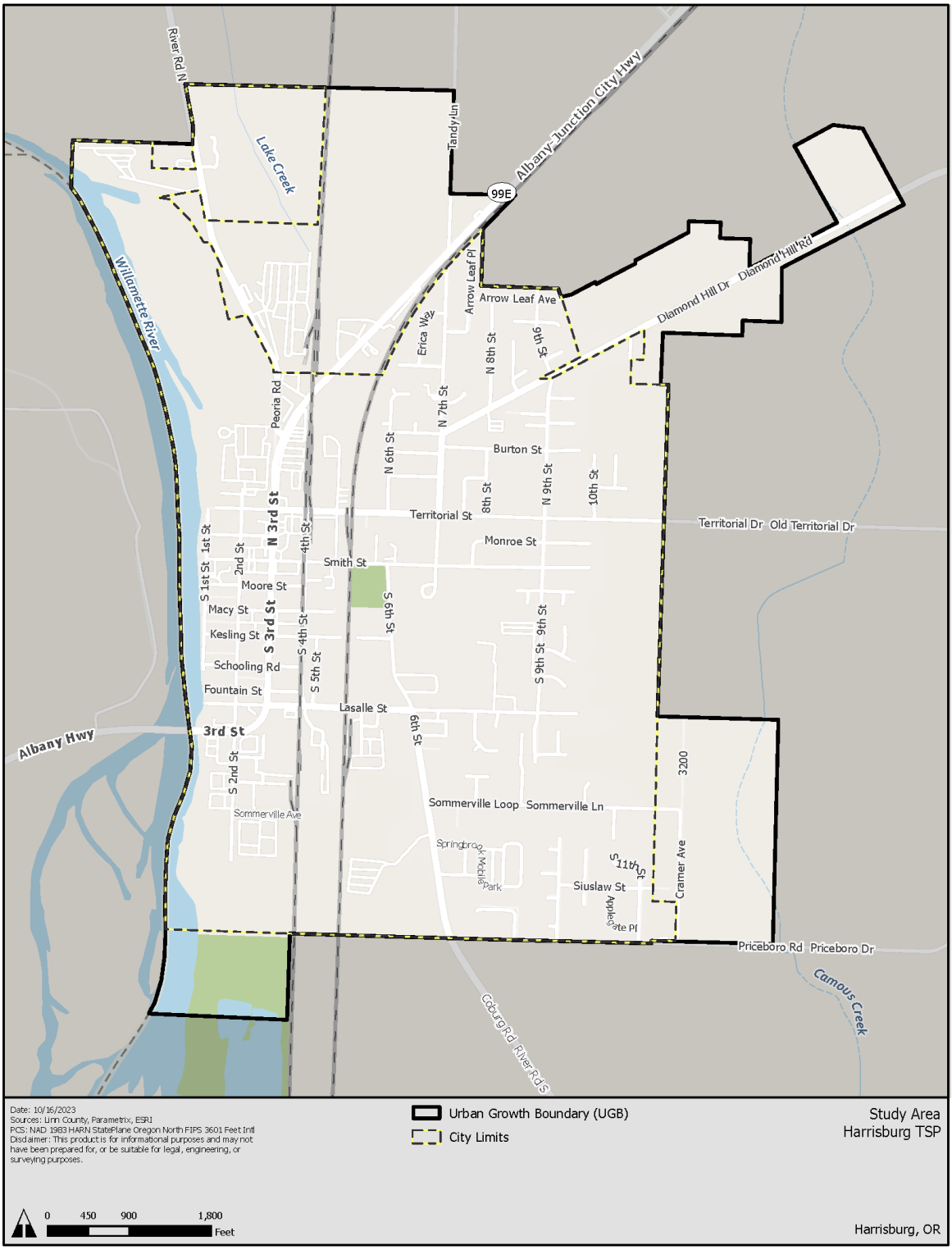

Figure 2. Harrisburg Study Area

1.4.1 Current Land Use

A city's zoning heavily influences local transportation behavior. How far people must travel from their residences to work, learn, and recreate can be a factor in what transportation method they use. Harrisburg's land use includes a mix of residential, industrial, commercial uses, and open space, as shown in Figure 3.

Nearly half (45%) of the City is zoned for residential uses, including single family and multi-family residential. Residential uses are most often located to the east of the Union Pacific Rail Line, with smaller pockets of residential uses located near Harrisburg's downtown.

Commercial uses are concentrated along 3rd Street (OR 99E), which is the primary route for traveling through Harrisburg and is a state highway. The combination of this corridor's role as a state route and commercial center creates challenges for accessing commercial services. Specifically, the needs of pedestrians, shoppers, employees, and businesses owners accessing the corridor must be balanced with the needs of people traveling safely through the corridor.

Industrial uses are located north and south of Harrisburg's downtown and represent an area of growing demand in the city. Industrial zoning includes two types of industrial uses: limited industrial and general industrial. Limited industrial accommodates a mix of less intensive uses that aims to avoid negative impacts on neighboring parcels, provide transportation options for people, and facilitate compatibility between dissimilar uses.[1] General industrial accommodates more intensive uses associated with industrial, manufacturing, and processing. The intent of this district is to provide for efficient use of land and public services while also advancing employment opportunities in the city.[1]

Harrisburg also has several parks and open spaces, including the Harrisburg Skate Park, Riverfront Park, and smaller park spaces in residential areas. Eagle Park located south of Harrisburg along the Willamette River is also a popular recreation destination for area residents. Finally, the area immediately adjacent to the river falls within the Greenway Special Purpose Overlay Zone, which provides development controls to protect the Willamette River. Key community destinations are shown in Figure 4.

Photograph 1-1. Eagle Park
Source: City of Harrisburg

[1] https://www.codepublishing.com/OR/Harrisburg/#!/Harrisburg18/Harrisburg1840.html#18.40.020

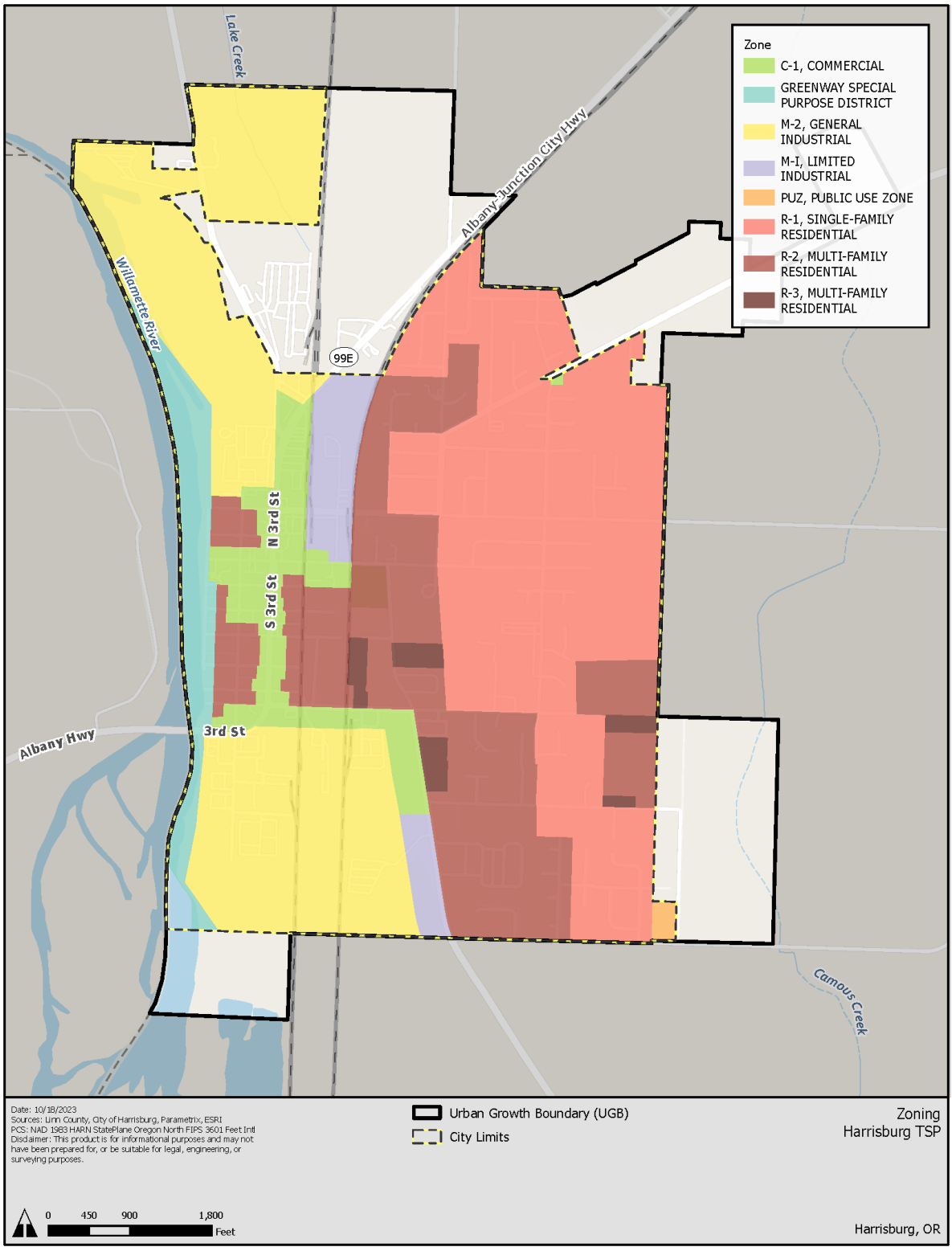

Figure 3. Harrisburg Zoning

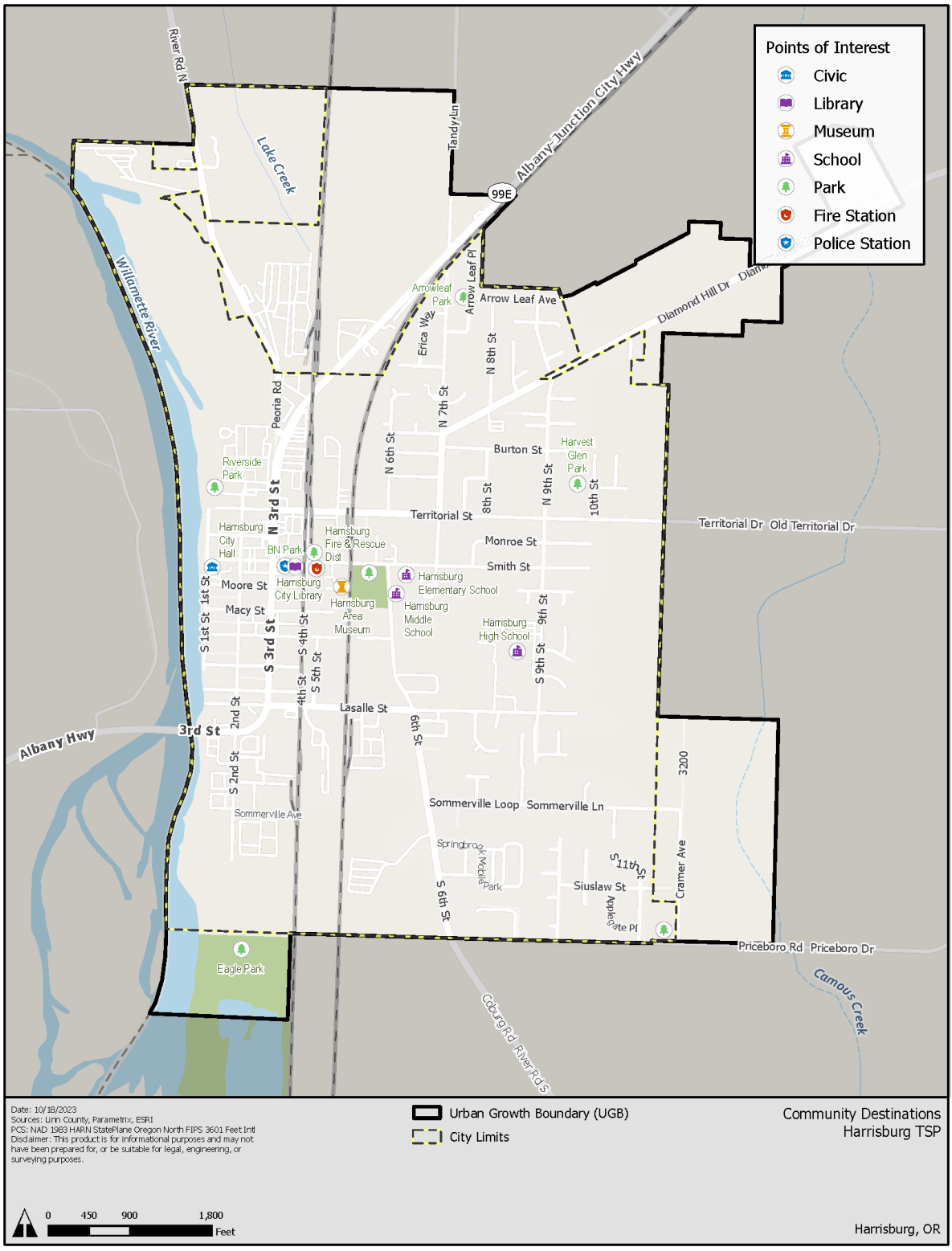

Figure 4. Harrisburg Community Destinations

1.4.2 Community Profile

As of 2021, 3,645 people live in Harrisburg. Since 2000, the population has grown by approximately 33%, steadily increasing throughout this time. Future population forecasts project that Harrisburg will continue to grow quickly. By 2050, Harrisburg is projected to be home to nearly 6,000 people.

Table 1 compares community characteristics in Harrisburg to Linn County and Oregon. The table is based on 2021 American Community Survey (ACS) data published by the US Census Bureau. Notable demographics information includes the following:

- A higher proportion of the city's population is low income (54%), which is almost double that of the state at 29%.
- Harrisburg is relatively young compared to the state, with 31% of the population under 18 years of age.
- Harrisburg also has a slightly higher percentage of the population who live with a disability (16%) compared to the state level.

Table 1. Harrisburg Community Characteristics

	Harrisburg	Linn County	Oregon
Population	3,645	127,200	4,207,177
Race and Ethnicity			
American Indian and Alaska Native alone	<1%	1%	1%
Asian alone	<1%	1%	4%
Black or African American alone	<1%	<1%	2%
Hispanic or Latino alone	1%	10%	14%
Native Hawaiian and Other Pacific Islander alone	0%	<1%	<1%
White alone	90%	84%	74%
Some other race alone	0%	<1%	<1%
Two or more races	9%	4%	5%
Limited English-Proficiency Households	0%	1%	2%
Income Characteristics			
Low Income Population (200% or less of the Federal Poverty Level)	54%	33%	29%
Families Below Federal Poverty Level	6%	7%	8%
Age			
Youth (under 18)	31%	23%	21%
Older adults (65 years+)	9%	18%	18%
Persons with Disabilities	16%	17%	14%
No Vehicle Households	2%	4%	7%

Source: American Community Survey: 5-Year Estimates 2021

2. Existing and Future Transportation Needs

This section summarizes the current state of Harrisburg's transportation system and includes an analysis of transportation system performance. This inventory and analysis, including current safety and mobility conditions for drivers, bicyclists, and pedestrians, guided development of solutions for the Harrisburg TSP Update. More detail on the existing conditions and deficiencies of the transportation system can be found in Appendix A.

2.1 Motor Vehicle System

Harrisburg's motor vehicle system serves people driving to destinations in Harrisburg and connects people traveling within the region. As the city has grown in population, more people rely on the transportation network to get around. Similarly, growth in the region and increased travel through Harrisburg has resulted in additional demands on major roadways, including OR 99E/S 3rd Street, LaSalle Street, 6th Street, Peoria Road, and Diamond Hill Road. OR 99E/S 3rd Street is a critical regional corridor that is owned by ODOT and travels through Harrisburg's downtown. Many businesses and services are located along or in the vicinity of the roadway, and it is a primary route for access to industrial businesses in the city.

Roadways are organized by functional classifications, which help describe the purpose and scale of each segment. As shown in Figure 5, the existing functional classifications include:

- Arterial Roadways carry the majority of car traffic and connect major destinations, emphasizing motor vehicle throughput. The majority of arterials in Harrisburg are under the jurisdiction of ODOT or Linn County.
- Collector Roadways provide less vehicle throughput than arterials but provide more access to residences and businesses. Within Harrisburg, collector roadways are similar to arterials in terms of width and are constructed to accommodate heavier traffic volumes and loads.
- Neighborhood/Local Roadways connect residences to collectors and typically have lower speeds of travel and lower traffic counts. Most local roads in Harrisburg are owned by the City.

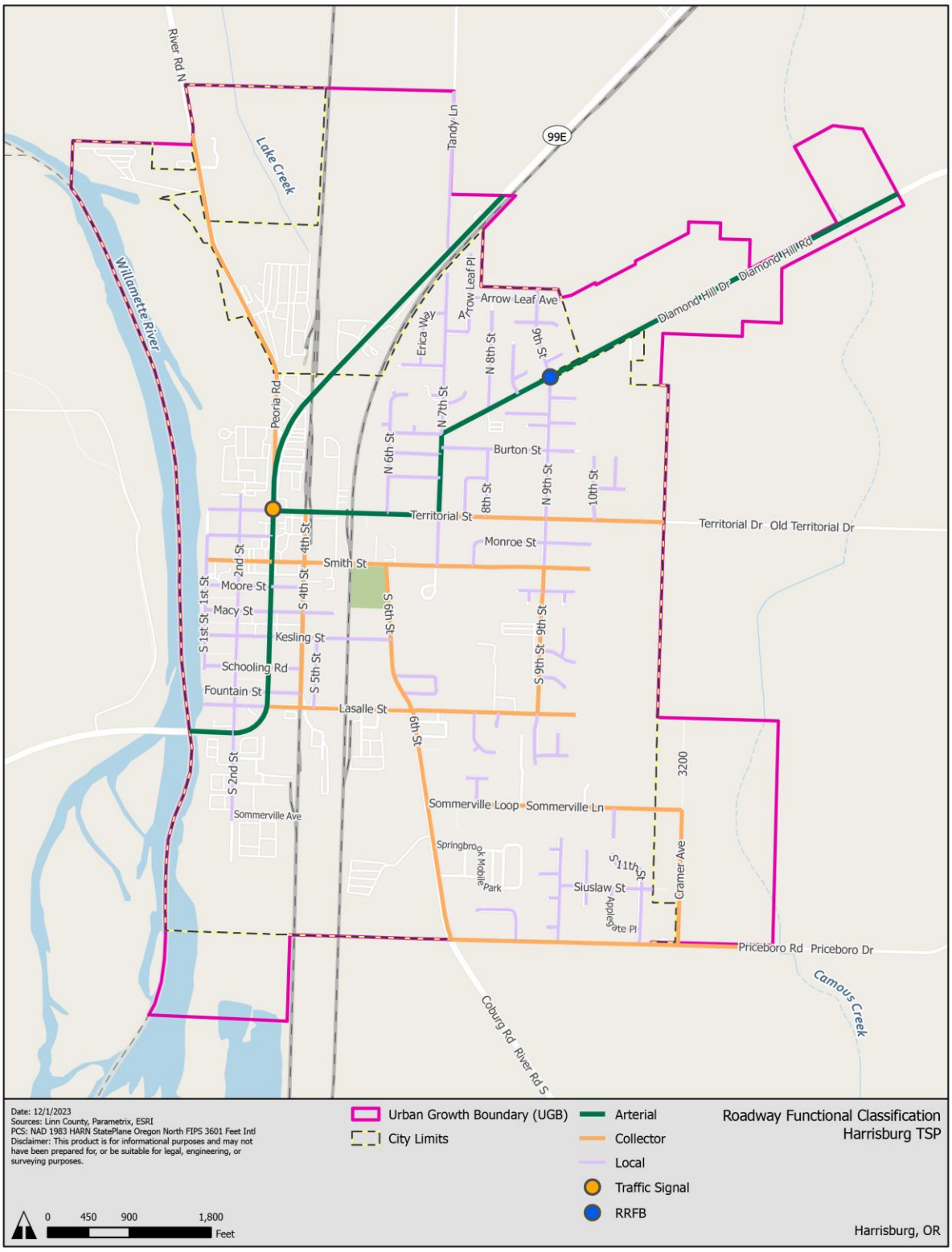

Figure 5: Existing Roadway Functional Classification

Research, analysis, and engagement with Harrisburg residents provided insight into current conditions and key issues associated with the motor vehicle system, as well as priorities to be addressed by the TSP. These issues are summarized below and detailed further in Appendix A.

Traffic Volumes and Congestion

- City staff and community members have identified congestion and potential conflicts along OR 99E/S 3rd Street, particularly at LaSalle Street. This is consistent with the results of the intersection analysis completed as part of this plan.
- OR 99E/S 3rd Street serves as the City's only designated freight route and is a Reduction Review Route. This means that any changes to the roadway must be reviewed to determine if there will be a reduction in its physical vehicle-carrying capacity and those changes may require additional approval by ODOT.

Photograph 2-1. 3rd Street and Territorial Drive
Source: Parametrix

Intersection Operations

- A total of 11 intersections were analyzed to identify operational deficiencies both now and in the future (2045).
- The intersection at OR 99E/S 3rd Street and LaSalle Street exceeds the current mobility target based on volume-to-capacity (v/c) ratio and level of service (LOS); its performance of OR 99E/S 3rd Street and LaSalle Street is expected to worsen in the future if no improvements are made. More information is shown in Table 2.

Table 2. Intersections Exceeding Existing or Future Mobility Targets

Intersection		Existing Conditions					2045 Future (No Build) Conditions				
		Mobility Target (v/c)	V/C ratio	Delay (sec)	LOS	Exceeds Mobility Target?	Mobility Target (v/c)	V/C ratio	Delay (sec)	LOS	Exceeds Mobility Target?
OR 99E/S 3rd Street and LaSalle Street	Major Street	0.90	0.06	9.4	A	No	0.90	0.07	9.7	A	No
	Minor Street	0.95	1.24	208.0	F	Yes	0.95	1.55	342.6	F	Yes

Roadway Connections

- Few routes in Harrisburg provide continuous connections across the city. Barriers, including the railroads and OR 99E/S 3rd Street further limit connectivity.
- A complete grid network in and around Harrisburg's downtown enhances connectivity for all modes of travel and provides system redundancy; however, developments to the north, east,

and south in the city typically feature cul-de-sac or dead-end roadways, with limited connections into and out of neighborhoods.

- There are some opportunities to improve connections within neighborhoods to enhance circulation, including completing Riley Way between N 6th Street and 7th Street as well as extending S 9th Street south of Sommerville Loop.

Pavement Condition

- The City recently completed a comprehensive pavement inventory, resulting in an average score of "Fair" for pavement condition. Staff have identified the need to improve pavement preservation efforts to enhance the transportation system and reduce future costs associated with failing pavement.

2.2 Active Transportation System

A well-connected and maintained active transportation system enables safer, more comfortable, and more convenient travel for people walking, rolling, or bicycling. A complete and connected network of sidewalks, crosswalks, bicycle lanes, multi-use trails, and neighborhood greenways can support local connections between neighborhoods, schools, parks, the library, and more. Existing active transportation conditions are described below and the locations of existing facilities are shown in Figure 6 and Figure 7.

2.2.1 Pedestrian System

The pedestrian network is relatively complete along major roadways (arterials and collectors) in Harrisburg, where sidewalks are generally present on at least one side of the roadway. However, many areas of the city lack dedicated walking facilities to support travel within neighborhoods. There are additional opportunities to improve pedestrian connections throughout the city by expanding dedicated pedestrian walkways, particularly along north-south routes like S 2nd Street, which connects residential areas to businesses; S 4th Street, which crosses the railway; and N 9th Street, which connects residential areas to Harrisburg High School. Figure 6 identifies arterial and collector roadways with existing sidewalks; note that this figure does not include sidewalks on local roadways.

Marked crosswalks are present in many areas of the city, including near the schools, and a pedestrian-activated beacon at the intersection of Diamond Hill Drive and N 9th Street supports pedestrian crossings. However, many crosswalks are striped with transverse markings and are fading. Additionally, there are few marked crossing opportunities along OR 99E/3rd Street, including only one signalized crossing location. The lack of marked crosswalks across OR 99E/S 3rd Street limits connections across the city and further separates residential areas from schools, the riverfront, and commercial destinations.

Photograph 2-2. Existing Enhanced Crossing on Diamond Hill Drive at 9th Street
Source: Google Earth

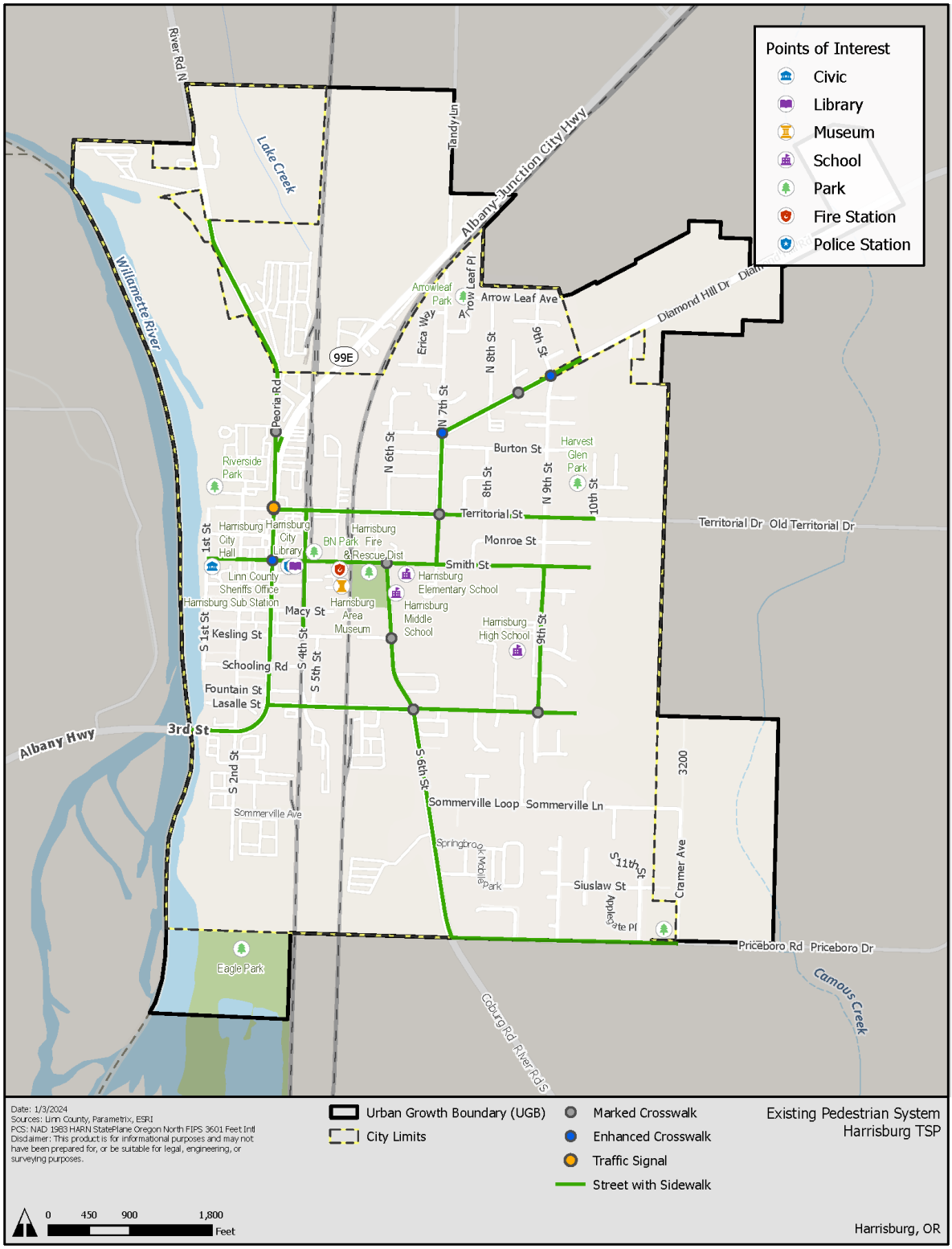

Figure 6. Existing Pedestrian System

2.2.2 Bicycle System

The bicycle network in Harrisburg includes bicycle lanes, shared roadways, and shoulders. OR 99E has short segments of wide shoulders near the city limits; however, OR 99E/S 3rd Street does not have a bike lane through Harrisburg. Where present, bicycle lanes are found on major roadways, including S 6th Street, Priceboro Drive, LaSalle Street west of 6th Street, and Diamond Hill Drive. S 6th Street connects Harrisburg Skate Park and the elementary and middle schools to residential areas to the south. Additionally, many local roadways offer lower stress routes due to low traffic volumes and lower speed limits.

Dedicated bicycling facilities in the city are typically not well-connected and do not offer a complete network for travel across the city. Opportunities to improve bicycle connectivity include expanding bicycle facilities, including bicycle lanes and neighborhood greenways, which feature low-cost improvements to help calm traffic and support navigation by bicycle.

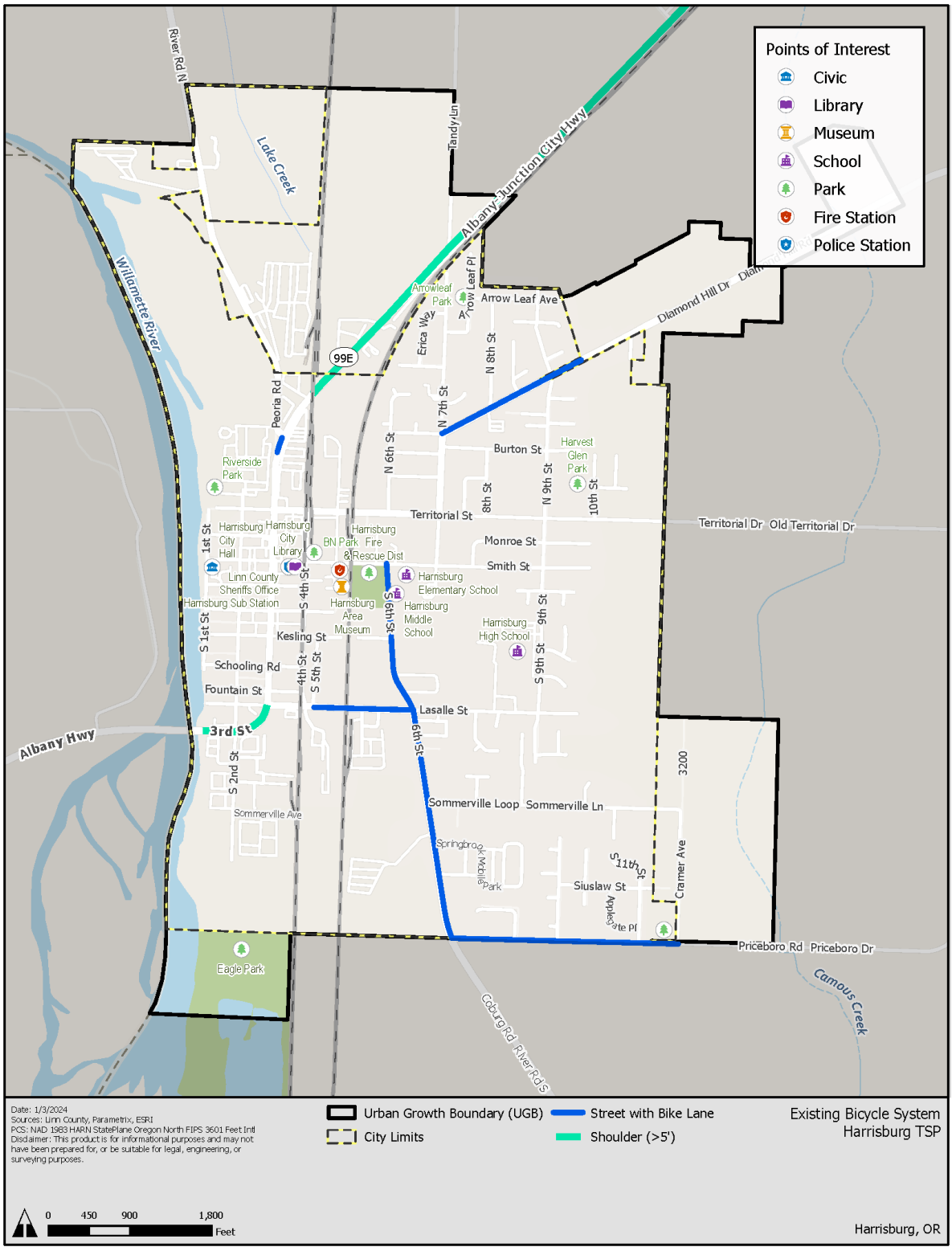

Figure 7. Existing Bicycle System

2.3 Public Transportation System

The city does not currently have a public transportation service. While the nearest scheduled fixed-route bus service is in Junction City, less than 5 miles away, this distance would require about two hours of walking with no apparent rest areas. There is interest in providing better access to transit services through partnerships with neighboring jurisdictions and the county. The city is part of the Oregon Cascades West Council of Governments, which offers transportation services for eligible residents to reach non-emergency medical services through the Cascades West Ride Line. Cascades West Rideshare, Valley VanPool, and Drive Less Connect programs are also available to residents who meet eligibility requirements.

While Harrisburg is located in Linn County, which is served by the Oregon Cascades West Council of Governments, many of the desired destinations for Harrisburg residents who may use transit are in Junction City, Eugene, and Springfield which are in Lane County. Transit services in Lane County are provided by the Lane Transit District and Link Lane. Extending transit services across jurisdictional boundaries is a challenge for providing services to meet the needs of Harrisburg residents.

According to the US Census, over 30% of Harrisburg residents are under the age of 18, and 16% of Harrisburg residents identify as having a disability. Public transportation can expand mobility opportunities for these groups. Additionally, public transportation that connects to nearby cities could support commute travel patterns and help manage demand on the roadway system.

2.4 Freight

Currently, most freight travels on OR 99E/S 3rd Street. However, freight traffic also requires connections to industrial sites in Harrisburg, including businesses along S 2nd Street south of OR 99E, LaSalle Street east of OR 99E/S 3rd Street, and areas north of Territorial Street along OR 99E and Peoria Road. Freight traffic movement, especially along LaSalle Street, results in potential conflicts for all modes. Intersection improvements may be needed on OR 99E at S 2nd Street to accommodate existing industrial users and expected development in the area south of OR 99. Intersection improvements on OR 99E at Tandy Lane (outside City limits, but inside the UGB) may also be needed to accommodate future industrial development north of OR 99E in that area.

2.5 Railroads

Two existing mainline railways are located in Harrisburg: the Union Pacific (UP) and Burlington Northern Santa Fe/Portland & Western (BNSF/PNWR). PNWR operates on both railways. The UP owns the right-of-way for its railway while the BNSF Railway owns the right-of-way of the BNSF/PNWR railway. A portion of the BNSF/PNWR railway operates in the center of 4th Street between Territorial Street and LaSalle Street under an agreement with the City of Harrisburg, which owns the right-of-way. The primary purpose of both railways is freight. The UP railway is also used by Amtrak for its Cascades and Coast Starlight service. There is no Amtrak stop in Harrisburg. Approximately 20 trains travel through Harrisburg each day.[2]

[2] Federal Railroad Administration. Crossing Inventory & Accidents. https://safetydata.fra.dot.gov/OfficeofSafety/PublicSite/Crossing/Crossing.aspx. Accessed December 28, 2023.

2.6 Safety

During the five-year period between 2017 and 2021, 57 crashes occurred in Harrisburg involving people driving and walking. Of these crashes, none resulted in fatality; however, four resulted in serious injury. Over half of all crashes (53%) resulted in property damage only. Two crashes (4%) involved pedestrians; no crashes involved people bicycling. Figure 8 shows the location and severity of reported crashes.

Over 40% of crashes occurred at an intersection, with rear-end and turning movements representing the most common crash types. Crashes most frequently occurred on OR 99E/S 3rd Street. Although the safety analysis did not identify any intersections as exceeding the 90th percentile crash rate, the OR 99E/S 3rd Street corridor represents close to half of all crashes in Harrisburg and a significant proportion of intersection-related and suspect minor injury crashes in the city. For this reason, recommended projects and strategies should identify opportunities to improve safety performance along OR 99E/S 3rd Street.

Additionally, feedback from community members and city staff identified the intersection of N 7th Street and Diamond Hill Drive as a location of concern. Diamond Hill Drive is a local truck route and a key route that connects Harrisburg to Interstate 5. While Diamond Hill Drive has a posted speed limit of 25mph, community members report high travel speeds for westbound traffic, which does not feature any stop control. Safety data shows that this intersection experienced one suspected serious injury crash during the TSP study period. This intersection is also an important access route for neighborhoods to the north and west, as street connectivity is limited in these areas. While additional information is needed to evaluate safety and operational improvements, City staff have also identified that completion of new connections, such as Riley Way, may expand potential solutions for this location.

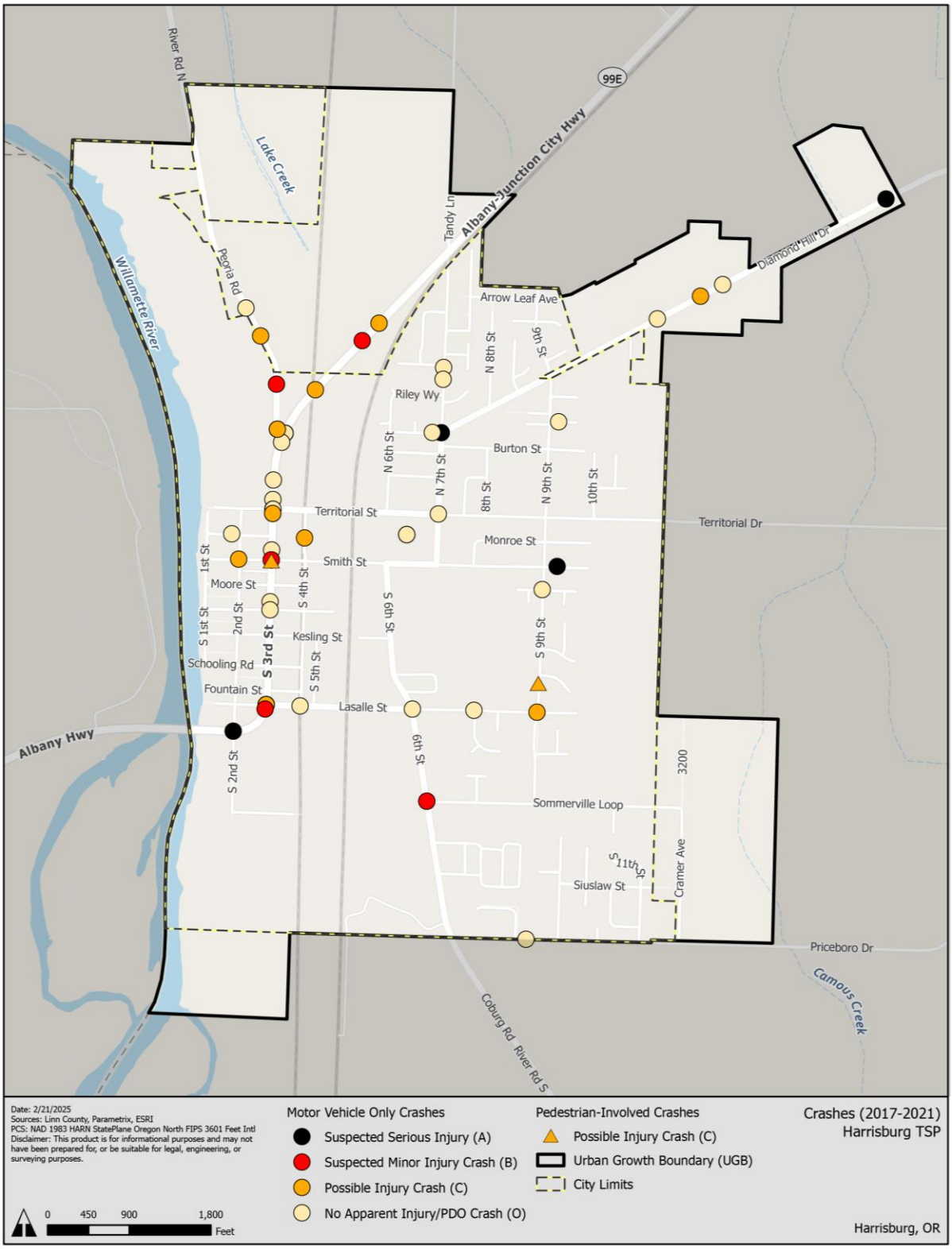

Figure 8. Harrisburg Crashes (2017–2021)

3. Goals

The project team developed goals and criteria for evaluating and screening TSP projects. The goals and evaluation criteria also informed recommended updates to policies contained in the Comprehensive Plan. This section summarizes the 2025 TSP goals.

3.1 Transportation System Goals

The TSP goals reflect the vision for Harrisburg's transportation system while acknowledging the previously established goals from the Harrisburg Transportation System Plan (1999 and 2004 Addendum) and the Harrisburg Comprehensive Plan (2013). The goals listed below will guide the implementation of new projects, programs, and policies for the Harrisburg transportation system. A complete description of the 2025 TSP goals, objectives, and evaluation criteria is available in Appendix B.

Goal 1. Transportation for All People – Provide a safe, reliable, and affordable transportation system for everyone and promote the needs of all people, including populations that are traditionally underserved.

Goal 2. Livability and Economic Vitality – Ensure the transportation system supports the community's quality of life by maintaining a healthy economy, encouraging employment opportunities, and providing housing affordability.

Goal 3. Well-Connected Multi-Modal System – Prioritize improvements that support people safely and comfortably walking, biking, and using public transportation services.

Goal 4. Environmentally Sustainable – Promote a sustainable transportation system by maintaining and preserving the existing system, mitigating environmental impacts from new development, and meeting the present and future needs of Harrisburg.

Goal 5. Fiscal Responsibility– Develop local funding sources and seek grants to implement future projects and programs.

Photograph 3-1. Harrisburg School District
Source: Harrisburg School District

4. Transportation System Plan

The Harrisburg Transportation System Plan includes projects, policies, and programs designed to fulfill Harrisburg's transportation needs. Where applicable, projects identified in the 1999 TSP were carried forward. The development of new projects and project prioritization were driven by review of prior planning efforts and analyzing existing needs and future conditions. Public involvement from Harrisburg residents also shaped projects and priorities when addressing a broad range of city needs. This chapter includes a comprehensive summary of the TSP projects, what they address, costs, and prioritization considerations.

Transportation System Plan Projects Summary

The TSP projects include improvements that enhance safety and connectivity in Harrisburg, with consideration for needs both today and in the future. The complete list of projects is summarized in Table 3 and Figure 9.

Cost estimates were developed for most improvements and represent planning-level estimates to guide project programming and prioritization. Projects are prioritized by time frame as near-term (0 to 5 years), medium-term (5 to 10 years), and long-term (>10 years) based on the need, costs/funding considerations, and perceived level of implementation difficulty. Some projects, including those along OR 99E/S 3rd Street, would be completed in partnership with ODOT, while others, like new roadway connections, would align with future development. Projects identified as aspirational represent improvements that are expected to exceed available funding but should be considered by the city as opportunities arise, such as grant funding.

Table 3. Harrisburg TSP Project Summary

ID Number	Project	Improvement Time Frame	Cost Estimate	Potential Funding Source
C-1	Install enhanced crosswalks at: ▪ OR 99E/S 3rd Street and Kesling Street ▪ OR 99E/S 3rd Street and Smith Street ▪ OR 99E/S 3rd Street and LaSalle Street	Near	$174,000 per crossing	SWIP
C-2	Install enhanced crosswalks at: ▪ Smith Street and S 6th Street ▪ Smith Street and N 7th St ▪ N 7th Street and Territorial Street ▪ N 9th Street and Territorial Drive	Near	$288,000 per crossing	Local Funds Grants
C-3	Install standard crosswalks at: ▪ 2nd Street and Smith Street ▪ 4th Street and Smith Street ▪ S 2nd Street and Kesling Street ▪ S 9th Street and Smith Street ▪ Sommerville Loop and S 6th Street	Near	$174,000 per crossing	Local Funds Grants
PB-2	New Alignment between 6th Street and Eagle Park Access Road: Construct a shared-use pathway.	Long	$826,000	Local Funds Grants
PB-3	3rd Street from 2nd Street to LaSalle Street: Construct a shared-use pathway.	Medium	$255,000	Grants Partnership

P-4	Sommerville Loop from S 6th Street to Cramer Ave: Construct a pedestrian lane or walkway.	Medium	$349,000	Local Funds
P-5	N 9th Street between Diamond Hill Drive and Territorial Drive: Construct sidewalk.	Near	$636,693	Local Funds Grants
P-6	S 2nd Street between LaSalle Street and S 3rd St/OR 99E: Construct pedestrian lane, walkway, or sidewalk.	Long	$174,000	Local Funds Grants
P-7	S 4th Street between LaSalle Street and Smith Street: Construct pedestrian lane, walkway, or sidewalk.	Near	N/A	Local Funds Grants
PB-8	1st Street between Territorial and Schooling: Construct shared-use path.	Aspirational	$702,000	Local Funds Grants
R-1	OR 99E/S 3rd Street and LaSalle Street: Install traffic signal.	Medium	$1,041,000	STIP Partnership
R-2	Riley Way between N 6th Street and N 7th Street: Develop new roadway.	Medium	$877,000	*Complete with Development*
R-3	S 9th Street, between Sommerville Loop and S 9th Street: Develop a new roadway.	Medium	$2,277,000	*Complete with Development*
R-4	Cramer Street extension: Develop new roadway upon annexation.	Aspirational/With Development	$12,702,000	*Complete with Development*
R-5	LaSalle Street, east of 9th Street: Develop a new roadway.	Aspirational/With Development	$1,497,000	*Complete with Development*
R-6	Smith Street, east of 9th Street: Develop new roadway.	Aspirational/With Development	$1,087,000	*Complete with Development*
R-7	10th Street: Develop new roadway.	Aspirational/With Development	$7,606,000	*Complete with Development*
R-8	Sommerville Loop, west of S 6th Street: Reduce roadway standard or vacate alignment.	Medium	N/A	
R-9	Diamond Hill Drive and N 7th Street: Evaluate intersection performance to identify improvements to intersection safety.	Long	N/A	Local Funds Grants
B-1	OR 99E/2nd and 4th Street: Develop neighborhood greenways, including bicycle shared lane markings and wayfinding.	Near	$50,000	Local Funds Grants Partnership
B-2	LaSalle Street between S 2nd Street and S 3rd Street: Develop neighborhood greenways, including bicycle shared lane markings and wayfinding.	Medium	$6,000	Local Funds Grants
B-3	LaSalle Street between S 6th Street and S 9th Street: Develop neighborhood greenways, including bicycle shared lane markings and wayfinding.	Medium	$17,000	Local Funds Grants
B-4	Smith Street between 1st Street and 9th Street: Develop neighborhood greenways, including bicycle shared lane markings and wayfinding.	Medium	$41,000	Local Funds Grants
B-5	Kesling Street between 1st Street and S 5th Street: Develop neighborhood greenways, including bicycle shared lane markings and wayfinding.	Medium	$15,000	Local Funds Grants
B-7	N 6th Street, Dempsey Street, and N 7th Street between Territorial and City Limits:	Long	$28,000	Local Funds Grants

	Develop neighborhood greenways, including bicycle shared lane markings and wayfinding.			
B-8	N 7th Street between Smith Street and Territorial Street: Develop neighborhood greenways, including bicycle shared lane markings and wayfinding.	Medium	$8,000	Local Funds Grants
B-9	9th Street between Diamond Hill Drive and Sommerville Loop: Develop neighborhood greenways, including bicycle shared lane markings and wayfinding.	Medium	$41,000	Local Funds Grants
B-10	Connection between N 2nd Street/ Territorial and OR 99E: Develop neighborhood greenways, including bicycle shared lane markings and wayfinding.	Medium/Long	$26,000	Local Funds Grants Partnership
B-11	Territorial Street between N 1st Street and N 4th Street: Install buffered bicycle lane.	Medium	$28,000	Local Funds Grants
B-12	Territorial Street between 6th Street and 7th Street: Install buffered bike lane.	Medium	$17,000	Local Funds Grants

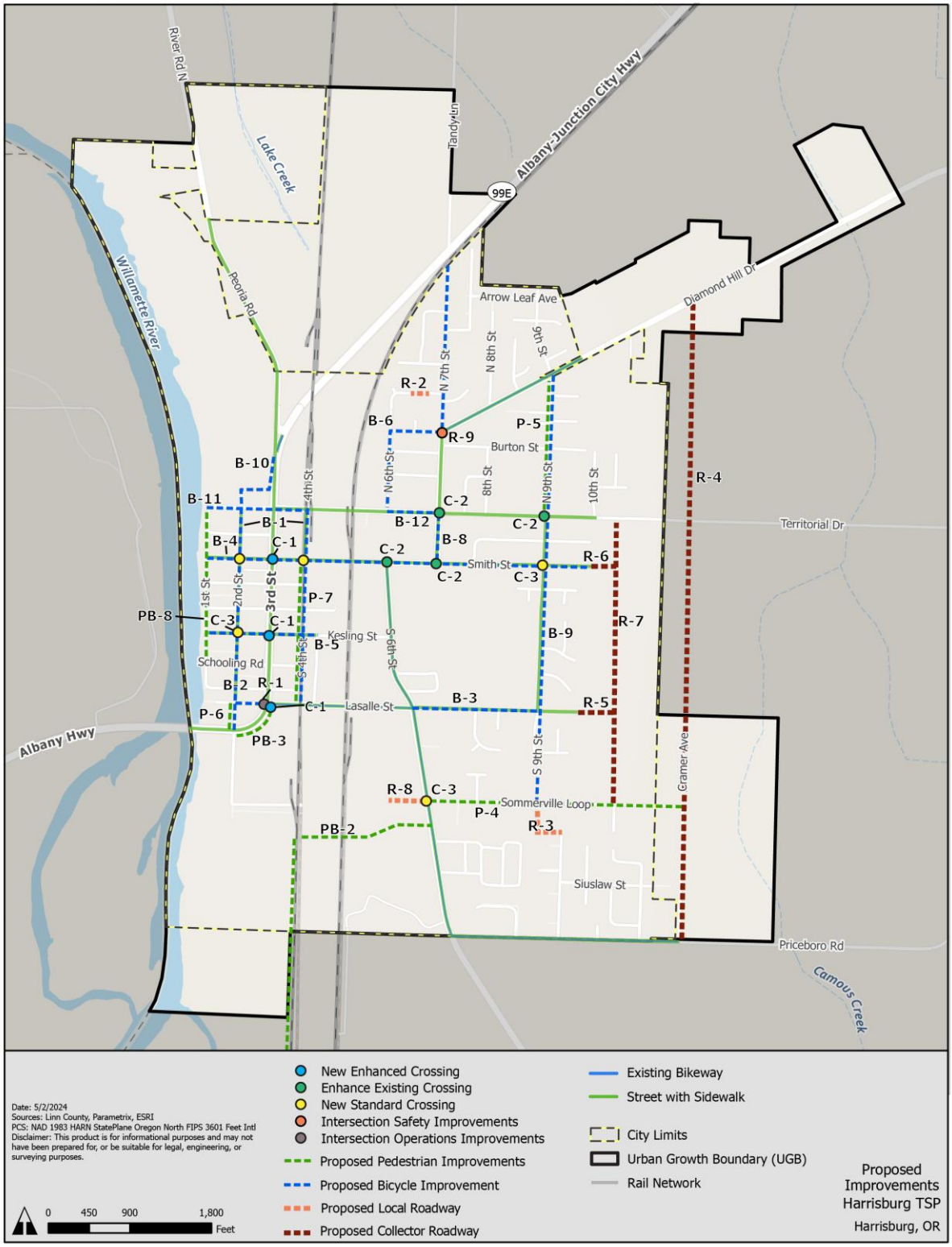

Figure 9. Proposed Transportation Improvements

4.1 Transportation System Plan Priorities

Throughout the TSP development, community members, City staff, the Project Advisory Committee, and the City's Council and Planning Commission have identified projects that are highest priority for the community:

OR 99E/S 3rd Street and LaSalle Street: Install traffic signal.

The intersection of OR 99E/S 3rd Street and LaSalle Street was identified as a critical improvement throughout the plan development. This intersection does not meet mobility targets and was reported by many community members to be an area of significant safety concern. Additionally, this intersection is an important connection to industrial areas south of LaSalle Street; the importance of this connection is expected to grow as industrial uses expand. A traffic signal is expected to improve operations; an intersection control evaluation (ICE) by ODOT is required for final determination of traffic control.

OR 99E/S 3rd Street: Install enhanced crosswalks at Kesling Street, Smith Street, and LaSalle Street.

Community members identified safety issues along OR 99E/S 3rd Street, including limited opportunities for pedestrian crossings, as a key concern. Identified improvements enhance the existing crosswalk at Smith Street while creating new enhanced crossing opportunities at Kesling Street and LaSalle Street. The LaSalle Street crossing is included in this plan as a near-term improvement for pedestrian safety in place.

N 9th Street between Diamond Hill Drive and Territorial Drive: Construct sidewalk.

The City has pursued funding through the state Safe Routes to School (SRTS) program to install a continuous sidewalk along 9th Street between Diamond Hill Drive and Territorial Drive, including an enhanced crossing with RRFB at Territorial Drive. This project will complete a critical gap in the pedestrian network and improve connections between the schools and neighborhoods in the north of the city.

4.2 OR 99E/S 3rd Street

Projects on OR 99E/S 3rd Street will improve mobility for all roadway users, including people driving, walking, and bicycling. New investments include improvements to intersection operations at LaSalle Street, two new enhanced pedestrian crossings, enhancement to one existing crossing, improved bicycle and pedestrian connections, and improvements to parallel routes for people bicycling. Figure 10 depicts the locations of these improvements, while Table 4 provides greater detail.

In addition to the projects identified along OR 99E/S 3rd Street, the City also has significant interest in the function and state of repair of the Willamette River Bridge, located just outside of Harrisburg city boundaries. There is an ODOT project in design for 2027 construction that will update the bridge rails to meet current safety standards and accommodate the high volume of truck traffic. The City will continue to collaborate with ODOT to identify opportunities to maintain this structure.

Table 4. OR 99E/S 3rd Street Projects

ID Number	Project	Improvement Time Frame	Cost Estimate
R-1	OR 99E/S 3rd Street and LaSalle Street: Install traffic signal.	Medium	$1,041,000
C-1	Install enhanced crosswalks at: ▪ OR 99E/S 3rd Street and Kesling Street ▪ OR 99E/S 3rd Street and Smith Street ▪ OR 99E/S 3rd Street and LaSalle Street	Near	$174,000 per crossing
PB-3	3rd Street from 2nd Street to LaSalle Street: Construct a shared-use pathway.	Medium	$255,000
B-1	2nd and 4th Street: Develop neighborhood greenways, including bicycle shared lane markings and wayfinding.	Near	$50,000

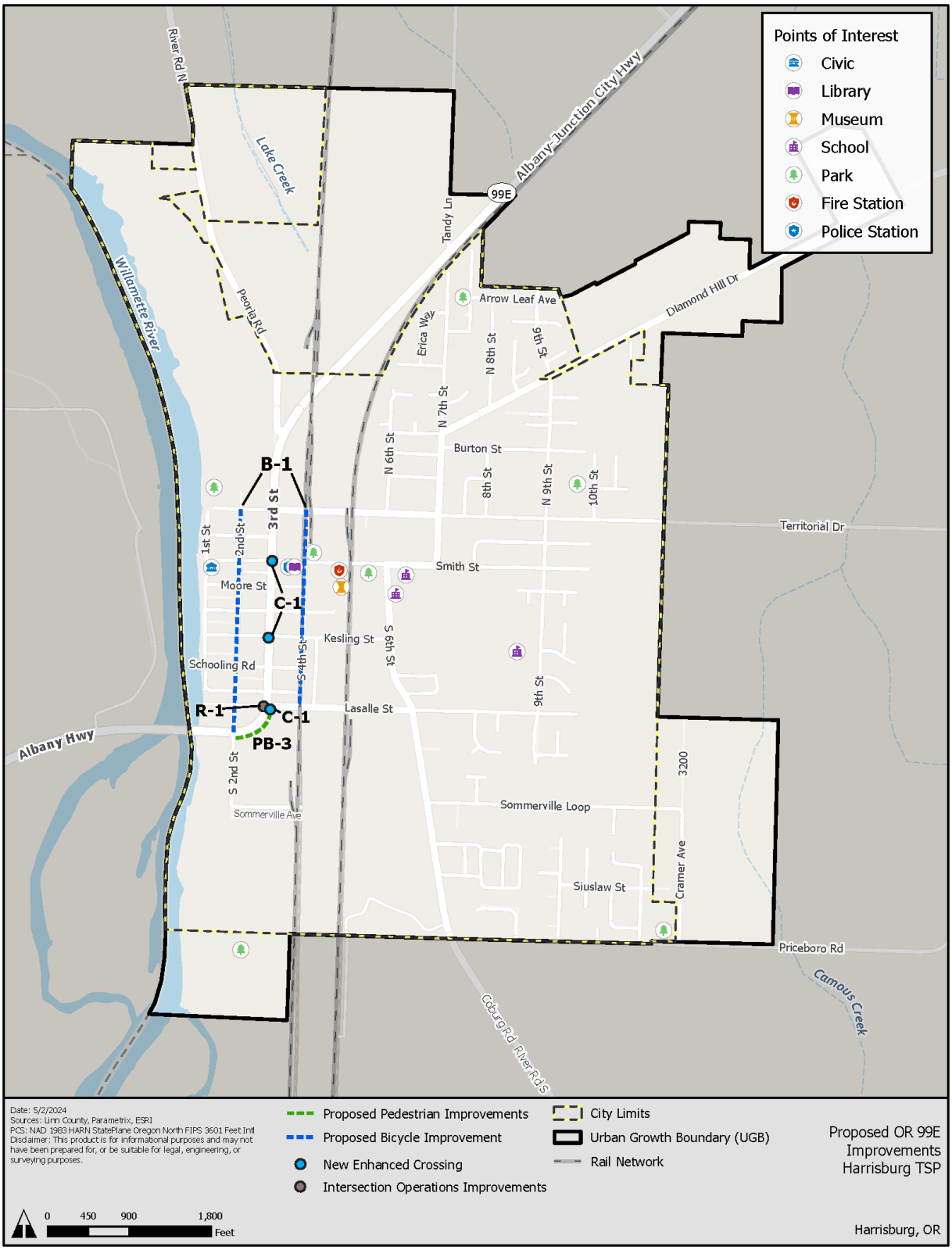

Figure 10. Proposed OR 99E Improvements

4.3 Motor Vehicle System Plan

The motor vehicle system plan includes changes to local functional classifications, roadway extensions and improvements, and safety improvements. Together, these projects seek to reduce conflicts between users, enhance safety, reduce congestion, and provide improved connectivity between destinations. Intersection and system-wide safety improvements are not mapped but described in detail in Table 6 and Table 7.

4.3.1 Functional Classification and New Connections

Roadways are organized by functional classifications, which help describe the purpose and scale of each segment.

- Arterial Roadways carry the majority of car traffic and connect major destinations, emphasizing motor vehicle throughput. Within Harrisburg, arterial roadway standards specify a minimum width of 48 feet and are constructed to handle heavy traffic volumes and loads. The majority of arterials in Harrisburg are under the jurisdiction of ODOT or Linn County.
- Collector Roadways provide less vehicle throughput than arterials but provide more access to residences and businesses. Within Harrisburg, collector roadways are similar to arterials in terms of width (minimum width of 35 feet) and constructed to accommodate heavier traffic volumes and loads.
- Neighborhood/Local Roadways connect residences to collectors and typically have lower speeds of travel and lower traffic counts. Local roadways are narrower, with a minimum width of 29 feet. Most local roads in Harrisburg are owned by the City.
- Recreational Streets connect residential areas to parks and open spaces, featuring lower speeds of travel and a design that prioritizes walking and biking. Minimum street width is 36 feet.

Transit/Rail Corridors are roadways co-located with rail and feature dedicated sidewalks and travel lanes suitable for shared use with bicycles. Minimum street widths are 48 feet. Table 5. Future Street Connections and Figure 11 describe future street connections and the associated functional class. As Harrisburg continues to grow, new roadway connections can improve system connectivity across the city, improve access to destinations for all modes of travel, and enhance circulation.

While several local street connections are included within existing developed areas to improve connectivity, future street connections are generally focused on collector or higher-order streets, with the knowledge that local street layout will be determined through platting and development. Many of these locations will require mitigation as they pass through wetlands. Additionally, connections such as Cramer Avenue would require an expansion of the Urban Growth Boundary and coordination with Linn County.

Table 5. Future Street Connections

ID Number	Project	Improvement Time Frame	Cost Estimate
R-2	Riley Way between N 6th Street and N 7th Street: Develop new roadway.	Medium	$877,000
R-3	S 9th Street, between Sommerville Loop and S 9th Street: Develop a new roadway.	Medium	$2,277,000
R-4	Cramer Street extension: Develop new roadway. (Requires annexation and development)	Long	$12,702,000
R-5	LaSalle Street, east of 9th Street: Develop a new roadway. (Requires wetland mitigation)	Long	$1,497,000
R-6	Smith Street, east of 9th Street: Develop new roadway. (Requires wetlands mitigation)	Long	$1,087,000
R-7	10th Street: Develop new roadway. (Requires wetlands mitigation)	Long	$7,606,000
R-8	Sommerville Loop, west of S 6th Street: Reduce roadway standard or vacate alignment.	Near	N/A

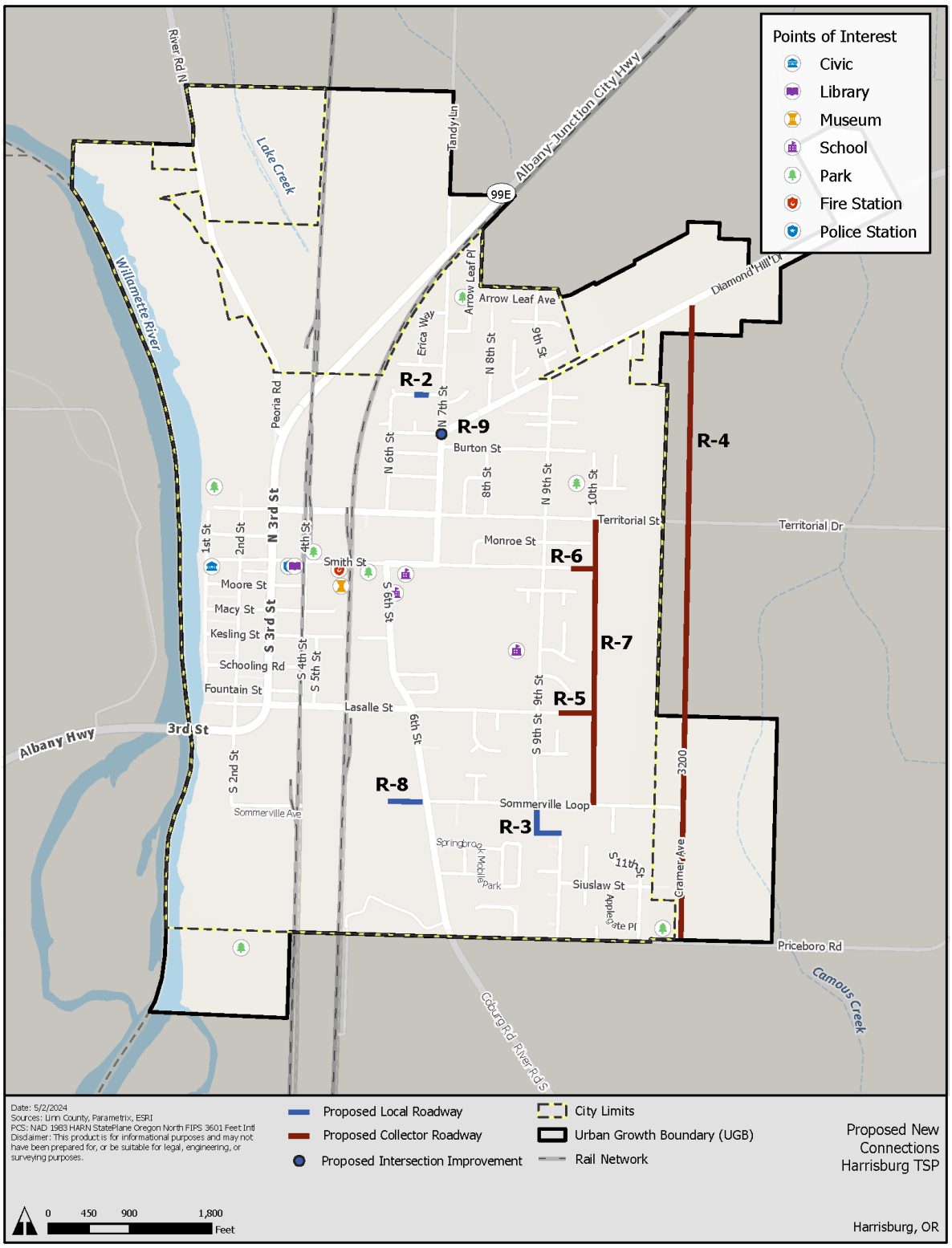

Figure 11. Proposed New Connections

4.3.2 Safety Improvements

The safety analysis reviewed crash data and safety conditions throughout Harrisburg. While none of the locations studied exceeded the critical crash rate, the analysis revealed that nearly half of all reported crashes occurred on S 3rd Street. Community members identified speeding along OR 99E/S 3rd Street and at the intersection of Diamond Hill Drive and N 7th Street as a key safety issue affecting travel for all modes.

Further, crashes were most commonly associated with intersections; 34% of all intersection crashes were rear-end crashes. Contributing factors most frequently included failure to yield (19%), inattention (16%), and failed to avoid vehicle ahead (11%).

Crossing and operations improvements identified for OR 99E/S 3rd Street in Section 4.3 aim to improve safety for all roadway users. Safety improvements also include the intersection of Diamond Hill Drive and N 7th Street. Additional evaluation is required to identify safety and operational improvements for this intersection, as summarized in Table 6.

Table 6. Safety Improvements

ID Number	Project	Improvement Time Frame	Cost Estimate
R-9	Diamond Hill Drive and N 7th Street: Evaluate intersection performance to identify improvements to intersection safety.	Long	N/A

Additionally, a toolbox of system improvements was identified to help improve visibility, increase predictability of all travelers, and slow travel speeds through downtown Harrisburg. These treatments should be considered as the City continues to monitor transportation safety performance. Table 7 summarizes examples of potential safety investments to address these issues.

Table 7. Safety Toolbox Treatments

Treatment	Benefit or Impact	Example Location
Install improved lighting at intersection	Increases visibility for pedestrian and bicycle crossings.	S 3rd Street and Smith Street
Install rectangular rapid-flashing beacon	Increases motorist yielding rates for pedestrian/bicycle crossings.	S 3rd Street and Smith Street
Install raised or profiled thermoplastic pavement markers	Improve the visibility of pavement markings at night or in wet conditions.	S 3rd Street near city limits and S 2nd Street
Install a speed feedback sign *Requires region traffic engineer approval if installed along an ODOT facility according to ODOT's Traffic Manual.*	Encourages drivers to slow down by showing them if they are speeding. Suggests to drivers that enforcement is nearby.	Near S 3rd Street and S 2nd Street
Upgrade to reflective pavement markings	Increases visibility in dark and/or wet conditions.	S 3rd Street between S 2nd Street and LaSalle Street
Evaluate opportunities to reduce speed limit on OR 99E. *Speed zones are established by ODOT based on characteristics such as crash history, observed speed, traffic volumes,*	In coordination with other safety and traffic calming measures, speed limit reductions may help slow operating speeds and improve safety outcomes.	S 3rd Street in Harrisburg

and others. The City can request that ODOT conduct a speed zone investigation.		
Turn restrictions and access management	Prohibit turning movements using signage and medians, and remove or consolidate road and driveway accesses to reduce the number of potential conflict points for crossing traffic.	Diamond Hill Drive and 7th Street

4.4 Active Transportation System Plan

This section describes improvements to the active transportation system and includes projects that enhance safety and connectivity for people walking, using a mobility device, bicycling, or other forms of active transportation. Building on projects identified in the previous TSP, these projects identify projects that use low-cost improvements where applicable.

4.4.1 Pedestrian Projects

Pedestrian projects will improve the City's existing pedestrian network by providing greater connectivity, safety, access, and comfort. Projects place an emphasis on cost-effective solutions to improve Harrisburg's pedestrian network while acknowledging that not all streets require the same level of facility. For example, while some streets may require sidewalks to best support City goals, other routes may be suitable for shared street treatments. Projects also include shared-use paths for pedestrian- and bicycle-only travel; these improvements would provide substantial benefits to both pedestrians and bicyclists. Pedestrian improvements for OR 99E/S 3rd Street are summarized in a previous section and not included in the project table (Table 8); however, they are shown on the project map (Figure 11) to provide a comprehensive overview of the recommended pedestrian system. Pedestrian projects are summarized in Table 8 and Figure 12.

Table 8. Pedestrian Improvements

ID Number	Project	Improvement Time Frame	Cost Estimate
Proposed Pedestrian Improvements			
PB-2	New Alignment between 6th Street and Eagle Park Access Road: Construct a shared-use pathway.	Long	$826,000
P-4	Sommerville Loop from S 6th Street to Cramer Ave: Construct a pedestrian lane or walkway.	Medium	$349,000
P-5	N 9th Street between Diamond Hill Drive and Territorial Drive: Construct sidewalk.	Near	$636,693
P-6	S 2nd Street between LaSalle Street and S 3rd St/OR 99E: Construct pedestrian lane, walkway, or sidewalk.	Medium	$174,000
P-7	S 4th Street between LaSalle Street and Smith Street: Construct pedestrian lane, walkway, or sidewalk.	Near	N/A
PB-8	1st Street between Territorial and Schooling: Construct shared-use path.	Long	$702,000
Proposed Crossing Improvements			
C-2	Install enhanced crosswalks at: ▪ Smith Street and S 6th Street	Medium	$288,000 per crossing

	▪ Smith Street and N 7th St ▪ N 7th Street and Territorial Street ▪ N 9th Street and Territorial Drive		
C-3	Install standard crosswalks at: ▪ 2nd Street and Smith Street ▪ 4th Street and Smith Street ▪ S 2nd Street and Kesling Street ▪ S 9th Street and Smith Street ▪ Sommerville Loop and S 6th Street	Near	$174,000 per crossing

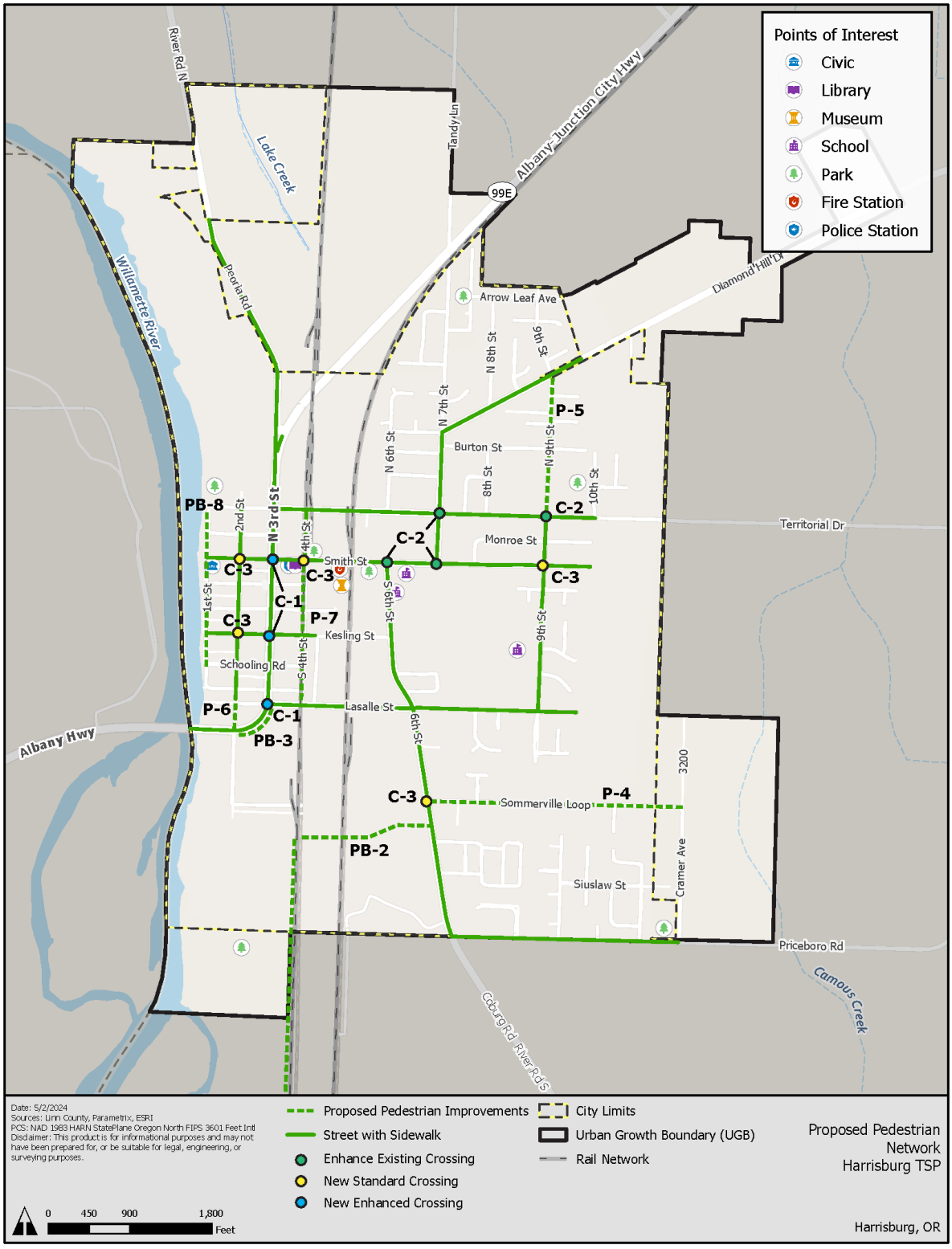

Figure 12. Proposed Pedestrian Network

4.4.2 Bicycle Projects

The list of bicycle projects includes improvements that create a complete and connected network of bicycle lanes and neighborhood greenways. While this list carries forward the location of several projects from the previous TSP in addition to new projects, updates have been made to align the improvement with the roadway context. Bicycle projects include both on-street bicycle lanes and neighborhood greenways:

- **On-street bicycle lanes** are dedicated routes for bicycle travel along streets with motor vehicle traffic. Bicycle lanes can be constructed through roadway redesigns to reallocate the existing right-of-way or expansion of the right-of-way. Bicycle lanes may include additional separation from motor vehicles through the use of painted buffer space.
- **Neighborhood greenways** are shared roadways that accommodate both bicycles and motor vehicles. Located along roadways with low traffic volumes and low speed limits, neighborhood greenways provide a low-stress option for bicycle travel. Neighborhood greenways are typically designated through enhanced wayfinding signage and using "sharrow" pavement markings. They are a cost-effective solution and enable quick implementation.

Shared use paths, which support bicycle travel, are identified in the pedestrian project list, and bicycle improvements associated OR 99E/S 3rd Street are summarized in a previous section. These projects are not included the project table (Table 9); however, they are shown on the project map (Figure 12) to provide a comprehensive overview of the recommended bicycle system. Bicycle projects are summarized in Table 9 and Figure 13.

Table 9. Proposed Bicycle Improvements

ID Number	Project	Improvement Time Frame	Cost Estimate
B-2	LaSalle Street between S 2nd Street and S 3rd Street: Develop neighborhood greenways, including bicycle shared lane markings and wayfinding.	Medium	$6,000
B-3	LaSalle Street between S 6th Street and S 9th Street: Develop neighborhood greenways, including bicycle shared lane markings and wayfinding.	Medium	$17,000
B-4	Smith Street between 1st Street and 9th Street: Develop neighborhood greenways, including bicycle shared lane markings and wayfinding.	Medium	$41,000
B-5	Kesling Street between 1st Street and S 5th Street: Develop neighborhood greenways, including bicycle shared lane markings and wayfinding.	Medium	$15,000
B-7	N 6th Street, Dempsey Street, and N 7th Street between Territorial and City Limits: Develop neighborhood greenways, including bicycle shared lane markings and wayfinding.	Long	$28,000
B-8	N 7th Street between Smith Street and Territorial Street: Develop neighborhood greenways, including bicycle shared lane markings and wayfinding.	Medium	$8,000
B-9	9th Street between Diamond Hill Drive and Sommerville Loop: Develop neighborhood greenways, including bicycle shared lane markings and wayfinding.	Medium	$41,000

B-10	Connection between N 2nd Street/ Territorial and OR 99E: Develop neighborhood greenways, including bicycle shared lane markings and wayfinding.	Medium/Long	$26,000
B-11	Territorial Street between N 1st Street and N 4th Street: Install buffered bicycle lane.	Medium	$28,000
B-12	Territorial Street between 6th Street and 7th Street: Install buffered bike lane.	Medium	$17,000

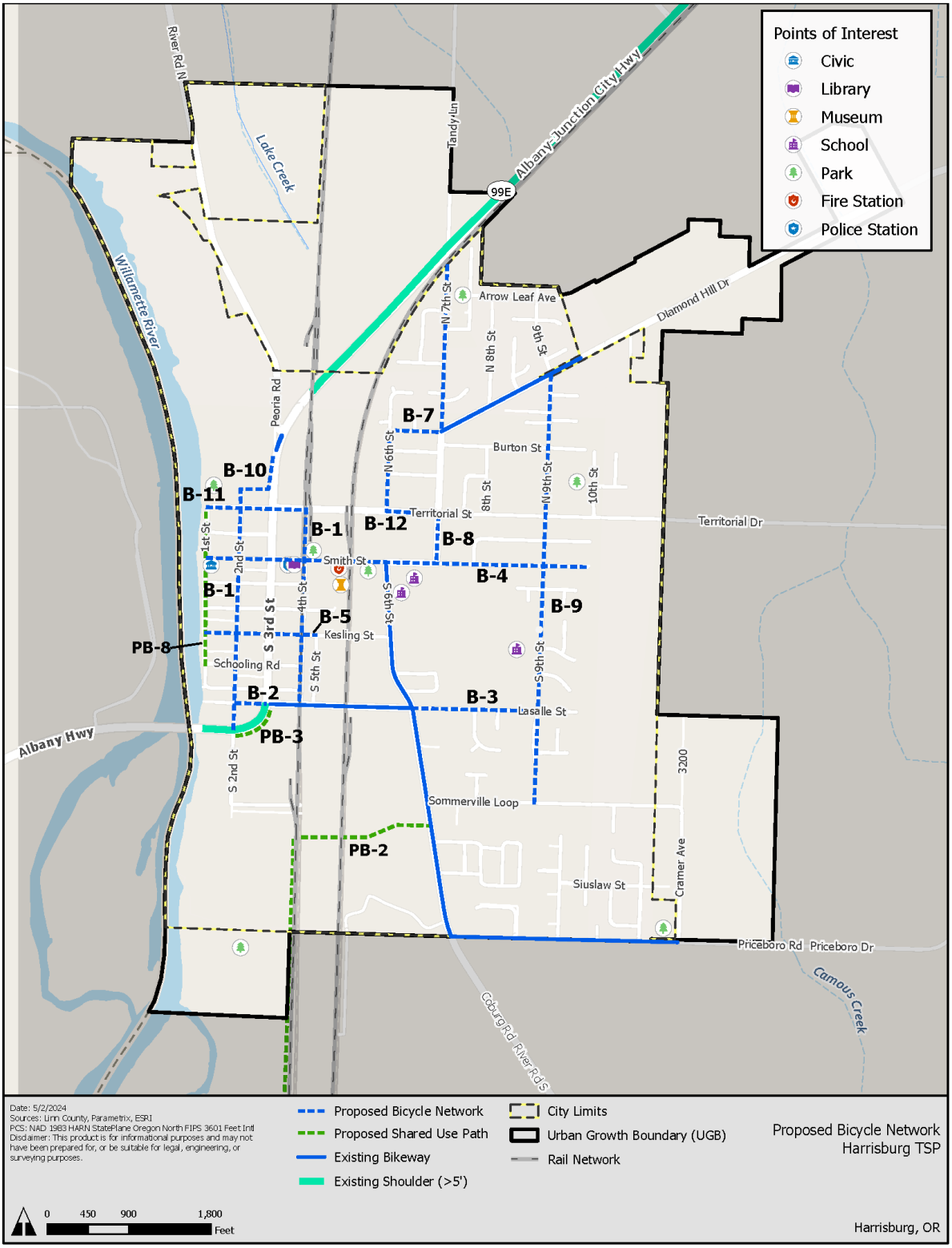

Figure 13. Proposed Bicycle Network

4.5 Public Transportation

The 1999 TSP identified public interest in public transportation options, and community feedback during the 2025 TSP development confirmed community interest in access to public transportation solutions. The previous TSP proposed expanding coordination with Lane Transit District to establish a stop on the Lane County side of the Willamette Bridge; additional interest was expressed for limited service leaving from downtown Harrisburg. This limited service proposal included one stop in the morning and one stop in the evening.

Advancing public transportation in and near Harrisburg will require further exploration of intended customers, destinations served, operational partners, and scale of investment. In all instances, STIF is a potential source of funding, but would require partnership with a qualified entity, such as the Oregon Cascades West Council of Governments, Lane Transit District, or Link Lane to access this funding. Table 10 below summarizes several options and additional considerations to help guide the next steps.

Table 10. Public Transportation Options

Transit Improvement	Who Benefits?	Potential Operators	Cost ($ – $$$$)	Regional Examples	Considerations
Local Circulator. A short-distance fixed-route or deviated fixed-route service that can improve connection to other transit systems, local destinations, and services. Could connect to LTD Route 95 in Junction City.	Residents traveling to local destinations and every day needs, like shopping in Harrisburg. Harrisburg residents connecting to other transit services to reach employment or service destinations in Lane County.	▪ City of Harrisburg ▪ Linn County ▪ Cascades West Transportation	$$$	▪ Linn Shuttle – Operated by non-profit Senior Citizens of Sweet Home; the shuttle provides a fixed-route connection between Sweet Home, Lebanon, and Albany. Service is available Monday through Friday.	▪ Requires ongoing funding and stuff support. ▪ Requires vehicle purchase, maintenance, and operation.
Intercity Fixed Route. Work with Link Lane or Cascade West to establish intercity route between Harrisburg and Eugene. Could operate several round trips per day during morning and evening.	Residents traveling to regional transit hubs.	▪ Link Lane ▪ Cascades West Transportation	$–$$$	▪ Linn-Benton Loop – The City of Albany (contractor) operated the inter-city loop service to connect Albany and Corvallis. Program is a partnership between agencies and education providers. Service is available Monday through Saturday.	▪ Requires ongoing funding and staff support. ▪ May require vehicle purchase, maintenance, and operation. ▪ Jurisdictional coordination; the stop locations in other cities determine the usefulness of service. ▪ More trips per day require more vehicles and staff.
Dial-a-Ride. Demand responsive service that requires advance reservations for trips.	Harrisburg residents traveling within Harrisburg; residents connecting to other transit services to reach employment and services in Lane County.	▪ City of Harrisburg ▪ Linn County ▪ Cascades West Transportation ▪ Private company (taxi, ride hail)	$$$	▪ Sweet Home Dial-A-Bus – Operated by non-profit Senior Citizens of Sweet Home and provides curb-to-curb service for people within the boundaries of the Sweet Home School District. Service is available Monday through Friday and must be scheduled in advance. ▪ Lebanon Dial-A-Bus Provides curb-to-curb service for people within the boundaries of the City of Lebanon. Service is available Monday through Friday; reservations are not required.	▪ Requires ongoing funding and staff support. ▪ Requires vehicle purchases, maintenance. ▪ Could provide vouchers for people to schedule trips with existing providers or operate service.
Volunteer Driver Programs. Transportation service where volunteer drivers provide transportation services. This may include volunteer vehicles as	Harrisburg residents traveling within Harrisburg or traveling to meet every day needs, such as shopping or	▪ City of Harrisburg ▪ Linn County ▪ Cascades West Transportation	$-$$	▪ Transportation Reaching People – Clackamas County residents over the age of 65 or who have a disability are given rides free of charge to medical appointments, shopping, or other	▪ Requires ongoing funding and staff support. ▪ Could require vehicle purchase, maintenance.

Transit Improvement	Who Benefits?	Potential Operators	Cost ($ – $$$$)	Regional Examples	Considerations
well as vehicles that are owned or leased by the organization providing transportation.	other services in nearby communities.			essential errands. Volunteer drivers provide rides using private vehicles, then are reimbursed for mileage.	
Carpool Program Support. Promote and provide coordination support for a carpool program to help people working outside of Harrisburg reach employment locations.	Employees commuting outside of Harrisburg.	▪ City of Harrisburg ▪ Cascade West/OCWCOG ▪ Major Employers	$	▪ Get There Oregon – Statewide platform that helps connect to commuters with carpool and vanpool options. Provides additional educational resources and support for commuters and employers.	▪ Requires ongoing funding and staff support, depending on level of implementation. ▪ May be opportunities to coordinate with major employers. ▪ Can leverage existing Get There Oregon programs.

4.6 Freight

Freight improvements are incorporated into other identified projects to improve access and offer alternate travel routes. The Cramer Avenue roadway extension (Project R-4) would be an established truck route, as originally identified in the City's 1999 TSP. This route would serve as an alternate freight connection as the city develops, reducing reliance on only OR 99E as the only route for freight travel. The Cramer Avenue alignment is beyond the City's current UGB boundaries; this improvement would require expansion of the UGB and coordination with Linn County.

The intersection improvements at OR 99E/S 3rd Street and LaSalle Street (Project R-1) would improve operations at this intersection; the identification of this project included consideration of freight access. More information about system improvements can be found in Appendix C.

4.7 Transportation Systems Management and Operations (TSMO)

The 1999 TSP does not include TSMO projects or programs. TSMO is a set of strategies that focus on operational improvements that can maintain and even restore the performance of the existing transportation system before extra capacity is needed. TSMO strategies also encompass strategies typically considered transportation demand management. The goal is to get the most performance out of the transportation facilities that are already in place. The project team reviewed potential TSMO strategies as described in Chapter 18 of the ODOT *Analysis Procedures Manual* (ODOT 2023).

Table 11 reviews potential TSMO projects or policies that the City can consider to manage traffic and mitigate the need for roadway capacity increases. Note that no costs are provided for these possible investments given substantial unknowns about the scale and scope of these projects. However, in general, TSMO projects are expected to provide substantial benefit relative to cost.

Table 11. Possible TSMO Investments

TSMO Strategy	Need Addressed	Recommendation	Supporting Information Required
Weather Warning Systems	There is no weather information signage in Harrisburg. Weather information signage could provide travelers with information about weather conditions on regional highways.	Coordinate with ODOT as intelligent transportation system plans are updated.	Air and road weather conditions, including a new weather station at the city water plant.
Freight Signal Priority	Depends on future intersection improvements. Access to industrial parcels is required and need may increase with growth of associated industries in Harrisburg.	If a signal is installed at 3rd Street/LaSalle Street, assess operations to determine if freight signal priority is needed to improve access to and from adjacent industrial parcels.	Freight demand
Marketing/ Traveler Information	Traveler information programs can help people understand different ways of getting around town. In Harrisburg, a marketing and information program that provided information about walking and	Consider a local program for disseminating information about how and where to walk and bike in Harrisburg. These programs can take many forms, including information provided on the City's website, by	Staff resources for supporting travel options programs

	cycling routes could help people make more trips by other modes.	mailers, programs in local schools, or other means.

5. Implementation

The Harrisburg TSP contains projects that may be implemented on a short, medium, or long-term basis. Project prioritization includes factors such as community desire, available funding, staff capacity, and City leadership support. As limited funding exists, some projects may take years, if not decades, to complete. Over time, projects not included in this TSP may be added to address new needs that arise as Harrisburg's population continues to change. This section describes options for funding TSP projects through existing sources as well as potential funding opportunities like grants or City fees.

5.1 Funding Forecast and Funding Gap

All identified projects with cost estimates would cost approximately $32.2 million in 2024 dollars. Of this total, $30.4 million is needed for solutions relying primarily on local funding or grant sources, while solutions in partnership with ODOT total $1.8 million. Based on recent annual transportation funding for Harrisburg, the estimated available funding for locally funded solutions is $9.9 million over the next 20 years. This leaves a gap of $20.5 million between available funding and estimated costs of identified solutions. The project list summarized in Table 3 identifies improvement time frames for financially constrained projects, resulting in a projected cost of $5.5 million. Aspirational projects are not included in the financially constrained list.

5.2 Funding and Financing Options

There are several funding sources available to the City to fund projects and programs depending on the type of project, the roadway (state or local) the project is on, and the project cost. This section reviews local transportation funding sources that have been used historically, as well as new sources to increase general levels of transportation funding.

Most major capital improvement transportation projects are funded through the City's Street Fund, which is estimated to have approximately $1.3 million for fiscal year (FY) 2024. Development in the city also supports transportation investment through the collection of transportation system development charge (SDC) revenue and frontage improvements on adjoining roadways. FY2024 revenue collected from transportation SDCs is estimated to be approximately $305,000. Finally, the City allocates 1% of gas tax revenue to the Bike Path Reserve fund for bike path projects in the city, such as the proposed trail connection between S 6th Street and Eagle Park.

The Transportation SDC Fund is dedicated to capital improvement projects and cannot be used for other purposes, such as maintenance; typical distributions support substantial improvements such as new roadways. State gas tax revenues must fund streets and roads and can be used for maintenance and capital improvements. Project-specific intergovernmental grant revenues are funds for specific capital projects provided to the City from state or other governmental grants. Appendix D provides more information regarding project costs as well as existing and potential sources of funding.

Based on recent revenue history, the City is likely to have approximately $450,000 available annually for transportation capital projects. This estimate is based on recent years' expenditures, including accounting for funds reserved for maintenance activities, and discussion with City staff.

5.2.1 Local Funding Sources

Local revenue is an important source of funds for transportation projects and programs, as well as a local match for grants. Table 12 describes sources of and considerations for local funding for TSP projects, including both existing funding sources and potential new sources of local funding.

Table 12. Potential Local Funding Sources for TSP Projects

Source	Funding Available	Description	Considerations
Existing Sources			
General Fund	Harrisburg typically apportions $150,000 annually towards the Street Fund	The general fund sources revenue through property taxes, franchise fees, licenses and permits, fines, and intergovernmental revenue such as liquor and cigarette taxes and state revenue sharing	A greater percentage of revenue from the General Fund could be used to fund transportation projects in Harrisburg.
Property Taxes	*Estimated Property Taxes for 2024-2025:* Assessed value: $262,710,395 City permanent tax rate: 0.0031875 Taxes to be levied: $837,389 Collection rate: 98% Taxes expected to collect: $820,893	Property Tax revenue in Harrisburg is a major source of revenue for the City's General Fund.	Increasing property taxes is a potential source of additional revenue.
System Development Charges (SDC)	Funding is based on the amount of development occurring in the City. SDCs for standard residential construction are $13,107, with approximately $3,000 towards Transportation SDCs and approximately $1,800 towards Parks and Recreation SDCs.	These are one-time fees assessed on new use or on an increase in use of a property. For example, SDCs may be collected when someone develops a vacant property into a residence. SDCs, per state law, must be spent only on projects that increase capacity of the system; maintenance or preservation projects generally are not eligible for SDC use.	The City already levies SDCs on new development. Transportation SDCs are generally used by city governments to fund capital improvements from their TSPs and/or capital improvement programs. SDC assessments and interest have fluctuated over the past 4 years, though they have increased from the 2023-2024 budget to 2024-2025 budget. The City is using a discounted rate, however, and could consider increasing the SDC.

Source	Funding Available	Description	Considerations
Partnerships	Varies based on location	Harrisburg can leverage partnerships with ODOT and other public partners to fund projects that overlap with publicly owned facilities. Harrisburg can also explore public-private partnerships with developers to encourage or mandate the funding of transportation projects adjacent to new development.	OR 99 is owned by ODOT. The TSP will include improvements on OR 99 that may be eligible for ODOT funding. The City may consider collaborating with developers to fund improvements when developments are proposed. Requirements for development to fund transportation improvements are established by the City's Development Code.
Possible New Sources			
Local fuel tax	Of those cities that currently assess local gas taxes, most smaller cities charge between $0.01 and $0.03 per gallon. It is difficult to estimate the potential revenue generated by a local gas tax without knowing annual gasoline sales.	Dozens of Oregon communities levy local gas taxes, the revenues from which are entirely available for use locally.	A local gas tax can be enacted through legislative action by the city council or by putting the tax to a public vote. An advantage of gas taxes is that locals, tourists, and people driving through on OR 99 who purchase gas would contribute to funding Harrisburg's transportation system. However, with limited gas stations in Harrisburg, this may not be expected to raise significant funding.
Utility Fees	Varies based on rates set by the City.	Utility taxes, franchise fees, and payments in lieu of taxes from city utilities can contribute to revenue for the City's General Fund.	Utility fees typically fund projects related to that utility, such as stormwater, but these fees can help defray the costs of transportation investments. For example, a road reconstruction project often is an opportunity to upgrade/update the utilities, and utility fees can contribute toward the cost of the transportation project. Harrisburg currently charges sewer fees but could consider charging other utility fees.
General Obligation (GO) Bonds	GO bonds can be issued for a wide variety of purposes within the bonding capacity of the City.	General obligation bonds can help finance construction of capital improvement projects by borrowing money and paying it back over time in smaller installments. Bonds are typically backed by new revenue, such as an additional property tax levy. Usually, a specific package of improvements is identified, and a levy is put to a local vote, then the revenue stream is bonded.	The City has previously passed GO Bonds for major infrastructure projects related to water and sewer. A GO Bond has not been used for transportation projects.

Source	Funding Available	Description	Considerations
Transient Room Tax (Also known as Transient Occupancy or Lodging Taxes)	Transient Room Taxes vary based on levels of use of hotels, motels, and rentals. This fund has incrementally increased yearly, but is still a small funding amount, at $10,000 in FY 24-25	A transient lodging tax is charged for people staying in hotels, motels, and other short-term rentals.	Harrisburg has a small Transient Room Tax, included as miscellaneous revenue within the General Fund.
Local Option Street Tax Fund	Local option street taxes are placed on the tax roll in the form of a rate per $1,000 of assessed value.	Most taxing districts can ask voters for temporary taxing authority above the permanent rate limitation, known as "local option tax." Local option taxes are limited to five years for operation and 10 years for capital construction purposes. These funds can be used for the maintenance, repair and construction of street, drainage, and pedestrian facilities.	Harrisburg does not currently levy a local option street tax. This tax must be approved by voters.
Public or Local Improvement Districts (LID)	Improvement Districts vary substantially in funding amounts. Funding available can include any amount the LID agrees to for capital improvements.	An Improvement District is a method by which a group of property owners can share the cost of infrastructure improvements, most commonly for transportation and stormwater projects. Financing is offered for up to 10 years, with the first payment not due until after the project is complete.	The City could implement an improvement District and identify specific infrastructure improvement projects to create a district for, with clear funding sources. Harrisburg Municipal Code Chapter 12.25 outlines procedures and regulations for Improvement Districts.
Transportation Maintenance Fee (also known as a transportation utility fee, street user fee, or road user fee)	Fees vary significantly from city to city.	Based on use of the transportation system; collected from residences and businesses. These fees are typically assessed monthly to residents, businesses, and other non-residential uses. Some cities charge a flat fee regardless of the type of use. Other cities have different fees for residences versus other uses.	The City currently does not levy a transportation maintenance or utility fee; however, many Oregon jurisdictions levy such a fee to pay for maintenance and operations of city streets. Harrisburg may consider charging such a fee to fund a greater share of maintenance costs, thereby freeing resources for capital projects. Fees could be collected to help with transportation maintenance costs.
Leverage Utility Projects	N/A	There are opportunities to coordinate utility maintenance and replacement projects with street projects, including overlays and sidewalk construction. For example, combining a sewer main replacement with a desired overlay and sidewalk project would save the City money on construction costs.	The City proactively coordinates utility and street projects whenever feasible to improve infrastructure and reduce costs.

5.2.2 Grants

Grants provide an important source of funds for projects, supplementing local funds. Grants are often targeted toward specific types of transportation projects. Table 13 describes potential grant funding sources and their applicability to TSP projects in Harrisburg.

Table 13. Potential Grants for TSP Projects

Source	Funding $ Available	Description	Eligibility and Considerations
Statewide Transportation Improvement Program (STIP) *Administrated by ODOT*	Approximately $2 billion available statewide for the 2024-2027 STIP. Match requirements vary.	The STIP is the major statewide program for funding significant projects, usually of regional importance. The STIP programs both state and federal dollars.	Major projects on OR 99 are most likely eligible for funding, though the STIP process is extremely competitive. Projects included in the STIP are generally regionally significant and are prioritized by ODOT, metropolitan planning organizations, and area commissions on transportation.
Recreational Trails Program *Administrated by OPRD*	Approximately $1.6M allocated each year. Minimum grant request: $10,000. Recommended grant request maximum: $150,000 for non-motorized proposals. Applicants must commit to at least 20% match. The match can include volunteer labor or other donations.	Funds to develop, improve, or expand motorized and non-motorized trails and their facilities. RTP funding is intended for recreational trail projects and can be used for construction of new trails, major rehabilitation of existing trails, development or improvement of trailhead or other support facilities, acquisition of land or easements for the purpose of trail development, and safety and education projects.	Harrisburg has previously received an RTP grant. This funding source is very competitive, and funding is generally based on the needs identified in the Oregon Statewide Trails Plan.
Oregon Community Paths *Administrated by ODOT*	Project Refinement funding: $150,000 to $750,000 per project. Construction funding: $500,000 to $6,000,000 per project. 10% to 30% depending on funding source (federal or state)	Supports multiuse path projects; including paths that pass through a park, along a greenway, to connect community centers, services, housing, employment, schools, and recreation. Types of community path projects: 1) Critical Links – walking and biking connections to schools, downtowns, shopping, employment, and other essential destinations 2) Regional Paths - connecting communities no more than 15 miles apart, or traverses one community with a path 10 miles long or greater	OCP projects must serve a transportation purpose (not recreational). TSP is likely to include projects that fall under the Critical Links project type, and potentially the Regional Path project type.

Source	Funding $ Available	Description	Eligibility and Considerations
Local Government Grant Program (LGGP) *Administrated by OPRD*	Small Community Planning Grants: Maximum of $40,000 Small Grant Request: Maximum $75,000 Large Grant Requests: Maximum $750,000 Land acquisition projects: $1,000,000. 20-50% match required, based on city, district, or county population.	Awards grant funds for outdoor park and recreation areas and facilities, acquisition of property for park purposes, bicycle and pedestrian recreation and transportation trails, bicycle recreation opportunities, and non-motorized water-based recreation.	Harrisburg has previously won an LGGP Grant for parks improvements. Eligible projects involve land acquisition, development, major rehabilitation projects, and planning and feasibility studies. Past projects funded include non-motorized trails, a regional dog park, and site-specific master planning efforts.
Small City Allotment (SCA) Grants *Administrated by ODOT*	$5M is allocated each year. Maximum award of $250,000 per selected project. No match required.	Many types of projects, with preference given to those projects that remedy safety or capacity issues. Grants are available only to cities under 5,000 people. Eligible projects must be on city streets that are not part of a county road or the state highway system.	SCA funds can only be used on streets that are "inadequate for the capacity they serve or are in a condition detrimental to safety" (ORS 366.805). Some agencies use SCA funds as a local match for larger projects that also meet the intent of SCA. Harrisburg has previously received a SCA grant and is likely to be eligible for SCA funds in the future given the population thresholds of the program.
Safe Routes to School (SRTS) *Administrated by ODOT*	$60,000 to $2,000,000 New funding program guidance is under development by ODOT. 20% to 40% match required.	Projects that improve, educate, or encourage children safely walking or biking to school. Projects within a one-mile radius of a school, within a local roadway, and in a jurisdictional plan. Projects in smaller communities, for elementary and middle schools, and that can demonstrate substantial need are likely to fare best.	The Harrisburg School District has previously received a small Safety SRTS grant. Because the Harrisburg TSP is likely to include projects that would have a direct impact on cycling and walking to school, SRTS is likely a promising source of funding for projects. The City's Strategic Plan identifies the SRTS Grant as a significant grant to apply to the 9th Street sidewalk, curb & gutter improvement project.
Sidewalk Improvement Program (SWIP) *Administrated by ODOT*	$7.4 million annually for federal fiscal years 2022 to 2024. No match is required. State Pedestrian and Bicycle funds can be used as a match for federal dollars.	Allocates funds to improve walking and biking infrastructure (e.g., crossings, sidewalks, bike facilities) on or along state highways. Provides grants on a rotating regional basis to construct larger pedestrian and bicycle projects (or bundles of systemic improvements) needed to address priority needs identified in the Oregon Bicycle and Pedestrian Plan (OBPP)	Eligible for improvements on or along state highways. ATNI web map shows high prioritization scores (within the 95th percentile) along OR 99 through Harrisburg

Source	Funding $ Available	Description	Eligibility and Considerations
		and Active Transportation Needs Inventory (ATNI).	
Statewide Transportation Improvement Fund (STIF) *Administrated by ODOT*	Funding amount varies. There is no match for STIF formula, STIF Discretionary match is generally 20%. STIF formula funds may be used as the local match for state and federal funds which also provide Public Transportation. STIF discretionary funding is used for new or pilot projects and for capital purchases.	STIF formula funds may be used for public transportation purposes that support effective planning, deployment, operation, and administration of public transportation programs. The STIF Discretionary fund supports a wide variety of project types but cannot be used to fund ongoing operations. The Intercommunity Discretionary fund supports maintaining, expanding, and improving public transportation services between two or more communities. The Oregon Transportation Commission finalizes award decisions using criteria derived from statute and the Oregon Public Transportation Plan.	STIF formula funding is awarded through the Qualified Entity (QE) which is a County or Transit District, based on population and taxes paid within their geographic area. STIF Discretionary and Intercommunity Discretionary funds are awarded to Public Transportation Service Providers to improve public transportation through a competitive grant process. Though Harrisburg is not qualified to seek funds directly, the City could work with regional transit providers on an application for improvements to transit service in Harrisburg.

ODOT = Oregon Department of Transportation

OPRD = Oregon Parks and Recreation Department

Note: Inclusion of an improvement in this TSP does not represent a commitment by ODOT to fund, allow, or construct the Project. Projects on the State of Oregon Transportation System that are contained in the TSP are not considered "planned" projects until they are programmed into the Statewide Transportation Improvement Program (STIP). As such, Projects proposed in the TSP that are located on a State system cannot be considered as mitigation for future development or land use actions until they are programmed into an adopted STIP or ODOT provides a letter indicating that the Project is "reasonably likely" to be funded in the STIP. State Highway Projects that are programmed to be constructed may have to be altered or canceled at a later time to meet changing budgets or unanticipated conditions such as environmental constraints.

Appendix A

Transportation System Conditions and Deficiencies

Appendix B

Goals, Objectives, and Evaluation Criteria

Appendix C

Proposed Transportation System Improvements

Appendix D

Costs and Potential Funding Strategies for Proposed Improvements

UrbanLens Planning

Memorandum

To: City of Harrisburg

From: Robin Scholetzky, AICP, UrbanLens Planning LLC

CC: Parametrix, ODOT

DATE: March 18, 2025

Re: Task 6, TM #5 Regulatory Amendments to implement the Transportation System Plan - DRAFT

I. Introduction

This memorandum provides documentation of the suggested modifications to the following documents: the City of Harrisburg Comprehensive Plan, Volume 1 and 2; the City's Title 18, Zoning and Development and Title 19, Application Review and Procedures to be consistent with and facilitate the implementation of, the pending 2024 City of Harrisburg Transportation System Plan (TSP) and to ensure consistency with the Oregon Transportation Planning Rule (OAR 660-012, also known as the "TPR").

The City of Harrisburg is undertaking adoption of a Transportation System Plan (TSP) consistent with the requirements of Statewide Planning Goal 12 - Transportation. The Transportation Planning Rule (TPR), Oregon Administrative Rule 660, Division 12, defines the necessary elements of a local TSP and how to implement Goal 12. The overall purpose of the TPR is to provide and encourage a safe, convenient, and economic transportation system. The TPR directs Transportation System Plans to integrate comprehensive land use planning with transportation needs to promote multi-modal systems.

II. Policy Recommendations

A jurisdiction's Comprehensive Plan is meant to be an evolving document that reflects the City's progress over time. The following changes are reflective of the City's organization of their Comprehensive Plan in two volumes. We recommend that the City update Volume No. 1 of the Comprehensive Plan to reflect the Goals noted in the Transportation System Plan. For Volume No. 2, we recommend the City update to reflect the Goals and Policies identified through the development of the TSP, with included reference to the TSP document. Language to be edited in both Volumes is noted in **Appendix A.**

III. Proposed Zoning and Development Ordinance revisions

The TPR requires cities to prepare local TSPs that are consistent with the Oregon Department of Transportation (ODOT) 2022 Transportation System Plan Guidelines noted in OAR 660-012-0045. The City adopted a new Zoning and Development Code in February 2024 and, as a result, many of the sections of Title 18 and 19 are up-to-date and consistent with the ODOT requirements. However, there are a few areas where the City may want to revisit certain sections of their Zoning and Development Code. The attached Matrix found in **Appendix B,** provides a listing of changes suggested and notes for changes.

IV. Appendices

APPENDIX A City of Harrisburg Proposed Comprehensive Plan, Volume No. 1 and No. 2
APPENDIX B Table 1, Regulatory Changes/Matrix

GOAL 12: TRANSPORTATION

The City of Harrisburg references the following five goals for the provision of transportation within the City. The City's Transportation System Plan, 2025 is incorporated by reference to the City of Harrisburg's Comprehensive Plan. Transportation priorities and policies are identified within the City's Comprehensive Plan, Volume No 2.

1. Goal 1. Transportation for All People – Provide a safe, reliable, and affordable transportation system for everyone and promote the needs of all people, including populations that are traditionally underserved.

2. Goal 2. Livability and Economic Vitality – Ensure the transportation system supports the community's quality of life by maintaining a healthy economy, encouraging employment opportunities, and providing housing affordability.

3. Goal 3. Well-Connected Multi-Modal System – Prioritize improvements that support people safely and comfortably walking, biking, and using public transportation services.

4. Goal 4. Environmentally Sustainable – Promote a sustainable transportation system by maintaining and preserving the existing system, mitigating environmental impacts from new development, and meeting the present and future needs of Harrisburg.

5. Goal 5. Fiscal Responsibility– Develop local funding sources and seek grants to implement future projects and programs.

~~Transportation is a topic of increasing concern because of the rising cost of gasoline and uncertainty about its future availability. Transportation information is documented in the City's *1999 Transportation System Plan* and the *2004 Transportation System Plan Addendum.*~~

~~Major arterials handle traffic originating in other cities and from major highways, as well as local traffic. They handle large volumes of inter-area traffic. The major arterial in Harrisburg is Third Street (Highway 99E). It is the major thoroughfare in Harrisburg and, as one of the primary North-South routes in the Willamette Valley, it receives considerable through traffic as well as local traffic.~~

~~Minor arterials provide more access to land and offers a lower level of traffic volume and mobility than major arterials. However mobility is still the primary function of the street. The Minor arterials in Harrisburg are:~~

~~1) Peoria Road~~

~~2) 7th Street onto and including Diamond Hill~~

~~3) So. 6th Street from LaSalle to Priceboro~~

Collector Streets connect intra-area traffic to the arterial system. Collectors penetrate all areas of the city, gather traffic, and channel it to arterials. The Collector Streets in Harrisburg include:

1) Territorial from 2nd Street to Cramer Avenue

2) LaSalle from 2nd Street to Cramer

3) Priceboro from So. 6th to Cramer Avenue

4) Smith Street from 2nd Street to Cramer Avenue

5) 2nd Street from Sommerville Avenue to Territorial Road

6) 9th Street from Priceboro to Diamond Hill Drive

7) 10th Street from Diamond Hill Drive to Priceboro Road

8) Cramer Avenue from Diamond Hill Drive to Priceboro Road

Local Streets generally provide access to abutting properties and are not intended as primary through streets. Local streets are streets not designated as arterials or collectors.

BIKE WAYS

The use of bicycles as means of transportation and recreation has seen a tremendous increase in recent years. Bicycle and foot transportation are especially suited to small cities,

~~such as Harrisburg, because of the short distances within these cities from one place to another. Map 5 on the next page shows the high and low priority bike routes in Harrisburg.~~

~~Information pertaining to Bikeways within the Planning Area, are contained in the City's 1993 Master Bicycle Plan and the 2004 Transportation System Plan Addendum.~~

~~Map 5. High and Low priority bike routes~~

GOAL 12: TRANSPORTATION

Volume #1 of the City's Comprehensive Plan references five goals for the provision of transportation within the City. These goals are repeated in Volume #2 for reference. These goals are implemented by the Transportation policies in this section.

As part of the development of the City of Harrisburg's Transportation System Plan, 2025; the City identified the following nine priorities:

- Expanding and enhancing the pedestrian and bicycling networks to better meet the needs of all people in Harrisburg, especially within older and underserved areas of the UGB.
- Creating a better balance in the facilities and services provided by the City for multiple modes of travel while also enhancing connectivity for all modes of travel.
- Increasing compatibility of planned transportation improvements with the City's Zoning and Subdivision development code updates.
- Revising the City's Street Capital Improvement Plan, including updated facility costs.
- Identifying funding sources for future projects and programs and aligning projects with funding opportunities.
- Mitigating transportation impacts on wetlands in coordination with land use.
- Supporting the freight industry and expanding accessibility to industrial sites.
- Improving safety and accessibility across the transportation system.
- Improve coordination with ODOT related to 3rd Street (OR 99E), especially regarding strategies to response to local community concerns and identified barriers, such as at the intersection of LaSalle St and high travel speeds along the 3rd Street corridor.

Transportation Goal 1

Goal 1. Transportation for All People – Provide a safe, reliable, and affordable transportation system for everyone and promote the needs of all people, including populations that are traditionally underserved.

Transportation Goal 1 Policies

1.1. Ensure the transportation system is accessible to everyone, including seniors, people with disabilities, low-income individuals, people of color, and individuals living in underserved areas.

1.2. Develop street and path connections between streets to enhance connectivity for all people.

1.3. Address known safety issues, especially for people who walk, bike, or roll.

1.4. Maintain acceptable traffic flow and minimize delay city-wide, in coordination with ODOT guidelines.

1.5. Balance freight access with the needs of other modes of travel, including access to industrial parcels.

1.6. Coordinate with ODOT to improve safety along 3rd Street (OR 99E), including working within ODOT guidelines to evaluate alternative traffic controls at the intersection of LaSalle and 3rd Street (OR99E).

Transportation Goal 2

Goal 2. Livability and Economic Vitality – Ensure the transportation system supports the community's quality of life by maintaining a healthy economy, encouraging employment opportunities, and providing housing affordability.

Transportation Goal 2 Policies

2.1. Minimize negative impacts to people, places, and environment from the transportation system.

2.2. Balance transportation needs on 3rd Street (OR 99E) to improve safety and comfort for all people, support business, and enhance the character of downtown.

2.3. Improve access to jobs for both residents and employers in Harrisburg.

2.4. Maintain and enhance freight accessibility to the industrial sites in the City's UGB.

2.5. Develop projects and programs that are scaled appropriately to Harrisburg's small-town context.

2.6. Coordinate with local, state, and regional agencies on transportation issues and system improvements.

2.7. Prioritize and coordinate investments to support the City's present and future development.

2.8. Improve access to Harrisburg parks for people walking and bicycling.

Transportation Goal 3

Goal 3. Well-Connected Multi-Modal System – Prioritize improvements that support people safely and comfortably walking, biking, and using public transportation services.

Transportation Goal 3 Policies

3.1. Improve connectivity in the City's transportation network for all modes of travel, with an emphasis on walking and biking.

3.2. Balance the facilities and services provided by the City for multiple modes of travel, with an emphasis on walking and biking, as well as providing improved access to parks in Harrisburg.

3.3. Improve street crossings on arterial and local streets to increase safety and comfort.

3.4. Work to provide convenient and affordable transportation services for seniors, people with disabilities, and other underserved populations.

3.5. Work to establish public transportation access, including through partnerships with nearby service providers.

Transportation Goal 4

Goal 4. Environmentally Sustainable – Promote a sustainable transportation system by maintaining and preserving the existing system, mitigating environmental impacts from new development, and meeting the present and future needs of Harrisburg.

Transportation Goal 4 Policies

4.1. Coordinate planned transportation improvements with the recent revision of the City's Zoning and Subdivision Development Codes and new development to ensure new development complements the community, supports all modes of travel, and helps implement the TSP.

4.2. Preserve, maintain, and manage demand on the existing system before making new investments.

4.3. Minimize transportation impacts to the Willamette River, wetlands, and other natural features.

Transportation Goal 5

Goal 5. Fiscal Responsibility– Develop local funding sources and seek grants to implement future projects and programs.

Transportation Goal 5 Policies

5.1. Evaluate new local funding options for transportation maintenance and improvements by revising the City's Street Capital Improvement Plan and updating the facility costs in the City's Transportation Systems Development Charge.

5.2. Develop transportation projects that align with federal, state, and regional grant program goals and requirements.

5.3. Prioritize transportation investments in older and underserved areas of the City's UGB, with an emphasis on walking, biking, and public transit, such as Safe Route to School grant.

~~*To provide and encourage a safe, convenient and economic transportation system.*~~

POLICIES:

1. Encourage transportation services for senior citizens and other transportation disadvantaged.
2. Encourage the development of a system of sidewalks and bike paths linking major areas of the City.
3. Continue to seek funding to implement Harrisburg's Bicycle Master Plan.
4. Participate in regional and statewide transportation planning in order to ensure access to all modes of transportation for the citizens of Harrisburg.
5. Encourage alternative truck routes for industry, agricultural business and commercial traffic.
6. To eliminate potentially hazardous situations and facilitate pedestrian access to the downtown commercial district, the City shall encourage the State Department of Transportation to:

1. Approve a four way stop or stop light at the intersection of 3rd Street (highway 99E) and Smith Street; and
2. Evaluate all speed zones in the city.

7. The City shall encourage Linn County to upgrade all County roads within the city limits and Urban Growth Boundary, to city standards for curbs, gutters, streets, and sidewalks.
8. Provide an adequate system of arterial and collector streets to provide for the needs of the residential, commercial and industrial areas of the community shall be maintained.
9. The City will encourage the Oregon Department of Transportation (ODOT) to construct a bikeway from Harrisburg to Junction City.
10. The City's Transportation System Plan shall serve as the city's transportation planning document and the prioritized capital improvement projects therein shall be reflected in the City's Capital Improvement Plan.

IMPLEMENTING MEASURES:

1. Implementation of the Transportation System Plan, including recommendations of Best Management Practices.
2. A convenient and economic system of transportation shall be encouraged, to provide for needy senior citizens and the transportation disadvantaged.
3. Implementing ordinances shall consider the following community desires:
    1. Safer and more clearly defined access to downtown at Smith Street and Highway 99E
    2. Mixed use areas should be promoted to allow employment and shopping

        opportunities in residential areas, thereby reducing vehicular trips.

c. Pedestrian and bicycle needs should be considered in all public and private development and redevelopment.

d. Street widths should be flexible based on traffic demands of the project area.

Item	Code Section	City Zoning and Development Ordinance Reference	Discussion/Questions for City/TPR Reference
Land Uses			
1	HMC Section 18.45.030	*Transportation facilities; includes construction, operation, and maintenance of facilities located within right-of-way controlled by a public agency, consistent with transportation system plan/comprehensive plan* R-1, R-2, R-3. Transportation improvements as a Conditional use C-1, M-1: Transportation improvements as a Permitted use M-2: Transportation improvements as a Conditional use PUZ: Transportation improvements as a Permitted use	The City currently allows transportation improvements as permitted outright in certain zones: the C-1, M-1 and PUZ. **Recommendation:** The City should allow transportation improvements in <u>all</u> base zones, as outright uses as noted provided that the proposed improvements implement the Transportation System Plan and/or can be shown to be consistent with adopted policy. Revise code language to allow in all base zones. OAR Reference: OAR 660-012-0045(1)(a)
2	Chapter 18.55	Greenway special purpose district Safe Harbor zone Wetland protection Flood hazard management	No changes proposed to these code sections.
Transportation and Parking Standards			
3	HMC Section 18.70.030 Vehicular access and circulation.	1. Purpose and Intent. This section implements the street access policies of the City of Harrisburg transportation system plan and serves as the street access management policy of the City of Harrisburg ~~until such time as the City adopts a revised transportation system plan.~~ It is intended to promote safe vehicle	**Recommendation:** Delete this portion of a sentence to acknowledge City adoption of a TSP. Implementation language to remain in this section of Title 18. OAR Reference: OAR 660-012-0330(8).

Item	Code Section	City Zoning and Development Ordinance Reference	Discussion/Questions for City/TPR Reference
		access, circulation, and egress to properties, while maintaining traffic operations in conformance with adopted standards. "Safety," for the purposes of this chapter, extends to all modes of transportation.	
4	Chapter 18.80 Parking and Loading	Bicycle parking is noted as 'required' for some uses and bicycle parking may be used to reduce auto parking requirements per 18.80.030.2.c. (5). However, no numeric requirements are noted in this code section.	**Recommendation:** Clarify bicycle parking requirements by adding a new section, 18.80.050 to include minimum numeric requirements for bicycle parking quantities, rack design and exemptions. Code language based on Model Code for Small Communities. Suggested quantities include: <u>Multi-family residential of four units or more: one space per dwelling unit</u> <u>Retail/office/institutional, transit transfer stations, park-and-ride lots, and general parking lots: 2 spaces or one space per 10 vehicle spaces whichever is greater.</u> <u>Parks: four spaces per facility</u> <u>Schools: 2 spaces per classroom</u> <u>Places of Worship/Institutional uses: 2 spaces per primary use or 1 per 10 vehicle spaces whichever is greater.</u> OAR Reference: The TPR includes provisions for bicycle parking as a way to provide safe and convenient facilities to all modes: 660-012-0045(3)(a) Bicycle parking facilities as part of new multi-family residential developments of four units or more, new retail, office and institutional developments, and all transit transfer stations and park-and-ride lots;

Item	Code Section	City Zoning and Development Ordinance Reference	Discussion/Questions for City/TPR Reference
5	HMC Section 18.85.020 Transportation standards.	1. General Requirements Table 18.85.020.3 Street Widths	**Recommendation:** This section of the code already contains requirements for a Transportation Impact Study and references to street widths. Recommend leaving this section as-is but include minor modifications to rectify with TSP and other sections of the Code such as street widths in Table 18.85.020.3. **NOTE:** The City anticipates future work outside of the TSP process to create a wider street standard for local streets to accommodate on-street parking and sidewalks/bicycle lanes. The changes to Table 18.85.020.3 may be finalized and adopted outside of the TSP adoption process. Under 18.85.020.1.b: b. *All street improvements, including the extension or widening of existing streets and public access ways, shall conform to this section, and shall be constructed consistent with the City of Harrisburg Engineering Design Standards Manual and* Table 18.85.020.3. Also see item #12, Definitions. OAR Reference: 660-012-0020(2)(b) states "Functional classifications of roads in regional and local TSP's shall be consistent with functional classifications of roads in state and regional TSP's and shall provide for continuity between adjacent jurisdictions." Additionally, the TSP Guidelines state that the Roadway Element of TSPs should include "Narrative definitions of roadway classifications."

Item	Code Section	City Zoning and Development Ordinance Reference	Discussion/Questions for City/TPR Reference
Land use reviews			
6	Chapter 19.25 Conditional use Permits	HMC 19.25.040 Criteria, standards, and conditions of approval. Current code includes criteria to allow for Conditions of Approval which may improve street facilities in conjunction with a conditional use review: *e. Designating the size, number, location, and/or design of vehicle access points or parking and loading areas;* *f. Requiring street rights-of-way to be dedicated and street improvements made, or the installation of pathways, sidewalks, or traffic control devices or features;*	No changes proposed to these code sections.
7	Chapter 19.30 Modifications to Approved Plans and Conditions		Current code notes in Section 19.30.030.1.d Major Modifications, that changes to traffic access would be addressed as a Major Modification. **Recommendation:** Consider adding language to subsection g: *g. Other changes similar to those in subsections (1)(a) through (f) of this section, in scale, magnitude, or <u>transportation (as evident by a Traffic Impact Analysis) that</u> impact adjacent properties, as determined by the City Administrator.* OAR Reference: 660-012- 0030(8)

Item	Code Section	City Zoning and Development Ordinance Reference	Discussion/Questions for City/TPR Reference
8	Chapter 19.35 Amendments to Zoning Map or Code.	HMC 19.35.030. Criteria. 4. All amendments must conform to the Oregon Transportation Planning Rule with regard to adequacy of the transportation system).	**Recommendation:** Include reference to the City's Transportation System Plan within this section: Comply with the policies and standards of the Transportation System Plan and Transportation policies of the City's Comprehensive Plan **Recommendation:** Further clarify this by including a new statement in section 5: Meet transportation demands as defined by the resulting TIA/Transportation Impact Statement and the Transportation System Plan. OAR Reference: OAR 660-012-0330(8).
9	Chapter 19.40 Adjustments and Variances		No changes proposed to these code sections.
10	Chapter 19.45 Master Planned Developments	HMC 19.45.060. (preliminary criteria) HMC 19.45.090 Detailed Development plan criteria.	**Recommendation:** Consider adding Concept Plan Approval criteria, new subsection: 7. Transportation. Transportation System Plan conformance must be met by any concept plan No changes to the 19.45.090 Detailed Development Plan criteria as it references back to Concept Plan criteria. OAR Reference: OAR 660-012-0330(8).
11	Chapter 19.50 Religious Owned Affordable Housing Affordable Housing Land use		No changes proposed to these code sections.

Item	Code Section	City Zoning and Development Ordinance Reference	Discussion/Questions for City/TPR Reference
Definitions			
12	Chapter 19.55.030	Definitions	This section of the code already includes definitions for: Street, TIA, Street connectivity, Access management. For continuity and consistency, we recommend adding the following definitions which are also referenced in the TSP and in Table 18.85.020.3: Arterial. Arterial Roadways carry the majority of car traffic and connect major destinations, emphasizing motor vehicle throughput. Within Harrisburg, arterials range from 34-45 feet in width and are constructed to handle heavy traffic volumes and loads. Collector. Collector Roadways provide less vehicle throughput than arterials but provide more access to residences and businesses. Within Harrisburg, collector roadways are similar to arterials in terms of width (ranging from 34-45 feet wide) and construction to accommodate heavier traffic volumes and loads. Neighborhood/Local. Local Roadways connect residences to collectors and typically have lower speeds of travel and lower traffic counts. Local roadways are narrower, ranging from 20 to 42 feet wide. Most local roads in Harrisburg are owned by the City, while Linn County and ODOT own the majority of arterials. Recreational Street. Connects residential areas to parks and open spaces, featuring lower speeds of travel and a design that prioritizes walking and biking. Minimum street width is 36 feet.

Item	Code Section	City Zoning and Development Ordinance Reference	Discussion/Questions for City/TPR Reference
			Transit/Rail. Transit/Rail Corridor includes 4th Street in downtown Harrisburg, which features a railway traveling along the corridor's centerline. OAR Reference: 660-012-0020(2)(b) states "Functional classifications of roads in regional and local TSP's shall be consistent with functional classifications of roads in state and regional TSP's and shall provide for continuity between adjacent jurisdictions." Additionally, the TSP Guidelines state that the Roadway Element of TSPs should include "Narrative definitions of roadway classifications."