



CITY OF SWEET HOME CITY COUNCIL AGENDA

May 27, 2025, 6:30 PM
Sweet Home City Hall, 3225 Main Street
Sweet Home, OR 97386

WIFI Passcode: guestwifi

PLEASE silence all cell phones – Anyone who wishes to speak, please sign in.

Mission Statement

The City of Sweet Home will work to build an economically strong community with an efficient and effective local government that will provide infrastructure and essential services to the citizens we serve. As efficient stewards of the valuable assets available, we will be responsive to the community while planning and preparing for the future.

Meeting Information

The City of Sweet Home is streaming the meeting via the Microsoft Teams platform and asks the public to consider this option. To view the meeting live, visit <http://live.sweethomeor.gov>. If you do not have access to the internet, you can call in to 541-367-5128, choose option #1, and enter the meeting ID to be logged in to the call. Meeting ID: 258 239 814 274

This video stream and call in options are allowed under Council Rules, meet the requirements for Oregon Public Meeting Law, and have been approved by the Mayor and Chairperson of the meeting.

I. Call to Order & Pledge of Allegiance

II. Roll Call

III. Consent Agenda

- a) Approval of Minutes:
 - i) [2025-05-13 City Council Executive Session Minutes](#)
 - ii) [2025-05-13 City Council Meeting Minutes](#)

IV. Recognition of Visitors & Hearing of Petitions

V. Old Business

- a) [Request for Council Action – Resolution No. 11 for 2025 – Amending Resolution No. 21 for 2024 & Implementing Permanent Traffic Control Devices on First Avenue](#)

VI. New Business

VII. Ordinance Bills

- a) Request for Council Action and First Reading of Ordinance Bills
 - i) [Request for Council Action – Ordinance No. 5 for 2025 – Pacific Power Franchise Agreement](#)
- b) Second Reading of Ordinance Bills
- c) Third Reading of Ordinance Bills (Roll Call Vote Required)

The location of the meeting is accessible to the disabled. If you have a disability that requires accommodation, advanced notice is requested by notifying the City Manager's Office at 541-367-8969.

- iv) [Request for Council Action – Ordinance No. 2 for 2025 – Ordinance No. 1333 – Adopting Camping Regulations](#)

IV. Reports of Committees

Administration, Finance & Property Committee – President Pro Tem Thorstad

Charter Review Committee – President Pro Tem Thorstad

Community Health Committee – Councilor Bronson

Library Advisory Board – Councilor Augsburger

- i) [2025-05-08 Library Board Meeting Minutes](#)

Park & Tree Committee – Councilor Hegge

Planning Commission

Public & Traffic Safety Committee – President Pro Tem Thorstad & Councilor Richards

Area Commission on Transportation – Councilor Sanchez, Councilor Bronson (alternate)

Chamber of Commerce – Councilor Hegge

Council of Governments – Councilor Bronson, Councilor Sanchez (alternate)

Solid Waste Advisory Council – Councilor Richards

V. Department Reports

Police Chief

- i) [Police Chief Report – April 2025](#)

VI. Reports of City Officials

City Manager's Report

Mayor's Report

VII. Council Business for Good of the Order

VIII. Adjournment



CITY OF SWEET HOME CITY COUNCIL EXECUTIVE SESSION MINUTES

May 13, 2025, 5:30 PM
Sweet Home City Hall, 3225 Main Street
Sweet Home, OR 97386

Call to Order

The meeting was called to order at 5:30 PM.

Roll Call

PRESENT

Mayor Susan Coleman
President Pro Tem Josh Thorstad
Councilor Chelsea Augsburger
Councilor Ken Bronson
Councilor Aaron Hegge
Councilor Dylan Richards
Councilor Angelita Sanchez (5:31 PM)

STAFF

Blair Larsen, City Attorney

Councilor Sanchez entered at this time.

Executive Session

Mayor Coleman read the Executive Session statement.

The Sweet Home City Council Executive Session is held pursuant to:

ORS 192.660(2)(i) to review and evaluate the employment-related performance of the chief executive officer of any public body, a public officer, employee, or staff member who does not request an open hearing.

Official representation of the news media and designated staff shall be allowed to attend the Executive Session. All other members of the audience are asked to remain outside the room during the Executive Session. Representatives of the news media are specifically directed not to report on any of the discussions during Executive Session, except to state the general subject of the session as previously announced. No formal actions may be taken in Executive Session.

Formal actions to be taken, if any, as a result of the Executive Session will be conducted during the Council's regular session.

Adjournment

There being no further discussion, the meeting was adjourned at 5:58 PM.

ATTEST:

Mayor

City Manager – Ex Officio City Recorder



CITY OF SWEET HOME CITY COUNCIL MINUTES

May 13, 2025, 6:30 PM
Sweet Home City Hall, 3225 Main Street
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Mission Statement

The City of Sweet Home will work to build an economically strong community with an efficient and effective local government that will provide infrastructure and essential services to the citizens we serve. As efficient stewards of the valuable assets available, we will be responsive to the community while planning and preparing for the future.

Call to Order & Pledge of Allegiance

The meeting was called to order at

Roll Call

PRESENT

Mayor Susan Coleman
President Pro Tem Josh Thorstad
Councilor Chelsea Augsburger
Councilor Ken Bronson
Councilor Aaron Hegge
Councilor Dylan Richards
Councilor Angelita Sanchez

STAFF

Jason Ogden, City Manager / Police Chief
Cecily Hope Pretty, Deputy City Manager
Angela Clegg, Planning & Building Manager
Blair Larsen, City Attorney
Adam Leisinger, Special Projects Manager
Tylier Mendenhall, Police Officer
Greg Springman, Public Works Director

MEDIA

Scott Swanson, The New Era

GUESTS

Trevor Lee, 400 Market Street, Lebanon, OR 97355
Frank Gallagher, 1420 First Avenue, Sweet Home, OR 97386
Robert Shamek, 1040 First Avenue, Sweet Home, OR 97386

Consent Agenda

Approval of Minutes:

- a) 2025-04-22 City Council Executive Session Meeting Minutes
- b) 2025-04-22 City Council Meeting Minutes

President Pro Tem Thorstad moved to approve the Consent Agenda. Councilor Richards seconded the motion. The motion carried by the following vote:

AYE: Coleman, Thorstad, Augsburger, Bronson, Hegge, Richards, Sanchez

NAY: None

Recognition of Visitors & Hearing of Petitions

a) Police Officer Swearing In Ceremony – Tylier Mendenhall

Chief Ogden conducted the swearing in ceremony for new Police Officer Tylier Mendenhall.

b) Mental Health Awareness Month

Mayor Coleman read the proclamation recognizing May 2025 as Mental Health Awareness Month.

Mayor Coleman recognized those registered to speak.

Tyler Lee expressed concern that one of the towing companies in the Police Department's rotation was not located close enough to Sweet Home. He noted potential issues with the company's conduct and business practices.

Old Business

a) Information Only – First Avenue Traffic Control

City Manager Ogden reviewed the history of traffic-related challenges on First Avenue including crash data. He stated that City Council directed staff to assess temporary traffic calming measures in 2024. He noted that the City worked with one of their Engineers of Record, the Dyer Partnership, who provided the options of speed humps, offset speed humps, and speed cushions. He stated that Dyer Partnership recommended speed humps more highly over the other options. He reviewed asphalt and rubber options for each and noted that asphalt would be more cost-effective than the rubber installations. He stated that a contractor would be needed to install the asphalt and that the provided costs did not include labor or final engineering.

Mayor Coleman recognized those registered to speak.

Frank Gallagher asked City Council to consider a permanent installation rather than a temporary installation to save on future costs.

President Pro Tem Thorstad asked Mr. Gallagher of the survey he conducted among First Avenue residents. Mr. Gallagher replied that 100% of the residents were in favor of a full street closure.

Councilor Bronson asked Mr. Gallagher for his recommendation. Mr. Gallagher reiterated that he was supportive of a permanent asphalt speed hump solution.

Mayor Coleman asked how long Mr. Gallagher had been requesting a solution for traffic concerns on First Avenue. Mr. Gallagher replied that he had been working on it for at least 15 years.

Councilor Sanchez noted that she thought the asphalt costs may have been slightly overestimated but she was supportive of a permanent asphalt solution.

Councilor Hegge, Councilor Richards, and Councilor Bronson expressed support for the permanent asphalt solution.

Mayor Coleman asked that the item be brought back to City Council at the following meeting for a vote. No action was required for this item.

New Business

a) Request for Council Action – Resolution No. 10 for 2025 – Oregon Jamboree Special Event Application & Permits

Planning & Building Manager Clegg summarized the Oregon Jamboree's permit request for 2025. She noted that the City would be modifying its cost-capture methodology to ensure a better return on costs incurred as a result of the festival. She highlighted that the Jamboree would no longer be utilizing the City Hall location for campers effective Summer 2025.

Mayor Coleman invited Robert Shamek to speak on behalf of the Jamboree.

Mr. Shamek thanked staff for their work to identify issues that the Jamboree could rectify proactively ahead of the event. He added that Jamboree would be seeking an application to host their Thursday night kickoff and music series in Sankey Park.

Councilor Richards expressed support for the Jamboree.

Councilor Richards moved to approve Resolution No. 10 for 2025. Councilor Bronson seconded the motion. The motion carried by the following vote:

AYE: Coleman, Thorstad, Augsburger, Bronson, Hegge, Richards, Sanchez

NAY: None

Ordinance Bills

Second Reading of Ordinance Bills

- a) Request for Council Action – Ordinance No. 2 for 2025 – Adopting Camping Regulations

A second reading of Ordinance No. 2 for 2025 by title only was conducted.

President Pro Tem Thorstad moved to forward Ordinance No. 2 for 2025 to a third reading by title only. Councilor Richards seconded the motion. The motion carried by the following vote:

AYE: Coleman, Thorstad, Augsburger, Bronson, Hegge

NAY: Richards, Sanchez

Third Reading of Ordinance Bills (Roll Call Vote Required)

- a) Request for Council Action – Ordinance Bill No. 3 for 2025, Ordinance No. 1331 – Transportation System Plan (TSP)

A third reading of Ordinance No. 3 for 2025 by title only was conducted.

Councilors Richards moved to approve Ordinance No. 3 for 2025. President Pro Tem seconded the motion. The motion carried by the following vote:

AYE: Coleman, Thorstad, Augsburger, Bronson, Hegge, Richards, Sanchez

NAY: None

- b) Request for Council Action – Ordinance Bill No. 4 for 2025, Ordinance No. 1332 – North Sweet Home Area (NSHA) Plan

A third reading of Ordinance No. 4 for 2025 by title only was conducted.

Councilor Bronson moved to approve Ordinance No. 4 for 2025. President Pro Tem Thorstad seconded the motion. The motion carried by the following vote:

AYE: Coleman, Thorstad, Augsburger, Bronson, Hegge, Richards, Sanchez

NAY: None

Reports of Committees

Administration, Finance & Property Committee – President Pro Tem Thorstad

Charter Review Committee – President Pro Tem Thorstad

Community Health Committee – Councilor Bronson

- a) 2025-04-23 Community Health Committee Meeting Minutes

Library Advisory Board – Councilor Augsburger

Park & Tree Committee – Councilor Hegge

- a) 2025-04-16 Park & Tree Committee Meeting Minutes

Planning Commission

Area Commission on Transportation – Councilor Sanchez, Councilor Bronson (alternate)

Chamber of Commerce – Councilor Hegge

Council of Governments – Councilor Bronson, Councilor Sanchez (alternate)

Solid Waste Advisory Council – Councilor Richards

Councilor Augsburg thanked Library Services Director Dazey for her improvements to community communication and her efforts to enhance library-related communication.

Councilor Hegge highlighted the work of the Beautification Committee and the Public Works Department to enhance the medians.

Department Reports

Library Services Director

- a) Library Director Report – April 2025
- b) SHPL Newsletter – May 2025

Planning & Building Manager

- a) Planning & Building Manager Report – April 2025

Public Works Director

- a) Public Works Department Monthly Report

Finance Director

- a) Finance Manager Report – April 2025

Director Springman reviewed the locations where staff recently flushed hydrants as a result of discolored drinking water. He noted that staff believed the issue was related to high velocities of water scouring rust out of older pipes. He stated that the discoloration appeared to be resolved, and that staff would continue to monitor water quality and quantity, and he noted planned operational changes to reduce future issues.

Mayor Coleman asked how many miles of pipe were potentially affected by the issue. Director Springman replied that it was likely around 4.5 miles and highlighted projects in the Water Master Plan that could help the issue. Mayor Coleman thanked the Public Works Department for their work on the issue.

Reports of City Officials

City Manager's Report

City Manager Ogden thanked the Public Works Department for their responsiveness. He highlighted recent positive feedback for the library related to their community engagement. He thanked City Attorney Larsen for his work in his new role and providing support to staff. He highlighted that it was National Police Week and expressed his gratitude for public safety staff. He noted that the Nandina overlay project was delayed to May 20th due to inclement weather. He reminded those in attendance that ballots could be dropped off at City Hall and the Police Department. He highlighted the upcoming Jim Bean Safety Fair on June 21st, the June 13th kickoff of Movies in the Park, and his recent attendance with Mayor Coleman to testify at the Ways and Means Committee in support of a funding request for generator installation at the Water Treatment Plant.

Mayor's Report

Mayor Coleman thanked Planning & Building Manager Clegg and the Park & Tree Committee for their work on the annual Arbor Day celebration. She highlighted two recent ribbon cuttings for the Rail Bikes Adventure and the new Linn County RV dump station and noted that they provided economic development opportunities for Sweet Home. She noted the upcoming Sip and Stroll event at the mill site on May 17th. She stated that the newest art exhibit at City Hall featured artwork from students at Hawthorne Elementary School.

Council Business for Good of the Order

- a) Proposed Meeting Cancellation – July 22, 2025

There was consensus to cancel the City Council meeting previously planned for July 22nd.

President Pro Tem Thorstad expressed his gratitude for the new RV dump site.

Councilor Sanchez reminded everyone that the final day to turn in a ballot was May 20th. She expressed concern with the speed of traffic on Long Street around Hawthorne Elementary.

Adjournment

There being no further discussion, the meeting was adjourned at 7:21 PM.

ATTEST:

Mayor

City Manager – Ex Officio City Recorder



REQUEST FOR COUNCIL ACTION

Title: Request for Council Action – Resolution No. 11 for 2025 – Amending Resolution No. 21 for 2024 & Implementing Permanent Traffic Control Devices on First Avenue

Preferred Agenda: May 27, 2025

Submitted By: Cecily Hope Pretty, Deputy City Manager

Reviewed By: Jason Ogden, City Manager / Police Chief

Type of Action: Resolution ☒ Motion ☐ Roll Call ☐ Other ☐

Relevant Code/Policy: SHMC 10.04.030

Towards Council Goal: Infrastructure, Desirable Community

Attachments: Resolution No. 11 for 2025
Resolution No. 21 for 2024
Traffic Reduction Summary of Recommendations

Purpose of this RCA:

Council approval to amend Resolution No. 11 for 2025 to allow for construction of permanent asphalt speed humps on First Avenue for traffic calming purposes.

Background/Context:

On August 27, 2024, staff presented the City Council with options to reduce speeds and other traffic safety concerns on First Avenue, which were prompted by the Public & Traffic Safety and the residents of First Avenue. At that time, the City Council approved installation of temporary speed tables on First Avenue through Resolution No. 21 for 2024.

The Challenge/Problem:

Staff initiated an engineering review of potential temporary solutions with the Dyer Partnership, one of the City's Engineers of Record. Their review resulted in six possible solutions:

- Modular speed humps
- Modular offset speed humps
- Modular speed cushions
- Asphalt speed humps
- Asphalt offset speed humps
- Asphalt speed cushions

The Dyer Partnership recommended a non-offset, asphalt speed hump solution for a six-month trial. However, this installation would not hold up well over time and would require full removal and reinstallation if a more permanent asphalt solution was desired.

Staff presented the proposed options to City Council on May 13, 2025. Following Council discussion and feedback from the Chair of the Public & Traffic Safety Committee, there was consensus to amend the original directive and to move forward with a permanent asphalt speed hump solution.

Issues and Financial Impacts:

The asphalt speed hump solution was estimated at \$8,400, not including additional required design engineering or labor costs. This will be paid from the Transportation Fund and/or General Fund.

Elements of a Stable Solution:

A cost-effective solution that provides meaningful traffic calming to the neighborhood and is backed by engineering review.

Options:

1. Do nothing: Staff will continue to pursue a temporary solution in accordance with the existing Resolution No. 21 for 2024.
2. Amend the Resolution: City Council could choose to modify the directive in the proposed resolution.
3. Approve Resolution No. 11 for 2025: Move to approve Resolution No. 11 for 2025 as proposed.

Recommendation:

4. Staff recommends option 3: Move to approve Resolution No. 11 for 2025 as proposed.

RESOLUTION NO. 11 FOR 2025

A RESOLUTION AMENDING RESOLUTION NO. 21 FOR 2024 AND IMPLEMENTING PERMANENT TRAFFIC CONTROL DEVICES ON FIRST AVENUE.

WHEREAS, the Public and Traffic Safety Committee has requested the implementation of additional traffic control measures to enhance public safety on First Avenue; and

WHEREAS, the Chair of the Public and Traffic Safety Committee conducted a petition of First Avenue residents indicating their support for additional traffic control measures; and

WHEREAS, there have been multiple vehicle crashes resulting in property damage and personal injury since 2019; and

WHEREAS, the City Council initially directed staff to implement temporary traffic control devices on First Avenue through Resolution No. 21 for 2024; and

WHEREAS, following an engineering evaluation and cost estimation it was determined that permanent asphalt speed humps were desired for traffic calming;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF SWEET HOME, AS FOLLOWS:

That staff shall purchase and install permanent speed humps along First Avenue between Highway 20 and Highway 228.

This Resolution shall be effective immediately upon its passage by the City Council and by signature of the Mayor.

PASSED by the Council and approved by the Mayor this 22nd day of April, 2025.

Mayor

ATTEST:

City Manager - Ex Officio City Recorder

RESOLUTION NO. 21 FOR 2024

A RESOLUTION IMPLEMENTING TEMPORARY TRAFFIC CONTROL DEVICES ON FIRST AVENUE.

WHEREAS, the Public and Traffic Safety Committee has requested the implementation of additional traffic control measures to enhance public safety on First Avenue; and

WHEREAS, the Chair of the Public and Traffic Safety Committee conducted a petition of First Avenue residents indicating their support for additional traffic control measures; and

WHEREAS, there have been multiple vehicle crashes resulting in property damage and personal injury since 2019; and

WHEREAS, the City Council wishes to evaluate the effectiveness of a temporary solution before recommending permanent changes to First Avenue;

NOW, THEREFORE, the City of Sweet Home resolves as follows:

Staff shall purchase and install temporary speed tables along First Avenue between Highway 20 and Highway 228 and evaluate their effectiveness.

This resolution shall be effective immediately upon passage by the City Council and by signature of the Mayor.

PASSED by the City Council and approved by the Mayor this 27th day of August, 2024.



Mayor

ATTEST:



City Manager Pro Tem - Ex Officio City Recorder



MEMORANDUM

DATE April 7, 2025

TO City of Sweet Home
Cecily Pretty, Administrative Services Director

FROM Ryan Quigley, PE

PROJECT NAME City of Sweet Home – 1st Avenue Traffic Reduction Summary of Recommendations

PROJECT NO. 215.01

Background

The City of Sweet Home has received complaints from 1st Avenue residents for a number of years concerning the number of vehicles utilizing 1st Avenue as a connector between Highway 20 and Highway 228 to avoid the highway intersection traffic light. The City Council has requested a trial installation of temporary traffic control devices on 1st Avenue for a period of six months to evaluate the effectiveness of the reduction of vehicle trips on 1st Avenue.

1st Avenue is a fully improved two-lane local residential street with a 25 mph speed limit. The Right-of-Way (ROW) is 40 feet wide and the curb-to-curb width is 32 feet. It runs between Highway 20 (Main Street) and Highway 228 (W. Holley Road) and contains a tee intersection with Nandina Street. 1st Avenue is approximately 1,480 feet long, straight, and relatively flat. The City collected two weeks of traffic data from April 11, 2024 through April 25, 2024 and measured approximately 1,500 to 2,000 vpd (vehicles per day). Traffic consisted of a mix of passenger and commercial vehicles including large trucks.

The City has requested The Dyer Partnership provide recommendations and cost estimates for temporary devices on 1st Avenue.

Researched Solutions

Dyer researched traffic reduction and traffic calming measures as published by the Oregon Department of Transportation (ODOT), Federal Highway Administration (FHWA), Institute of Transportation Engineers (ITE), and National Association of City Transportation Officials (NATCO).

If the initial six-month trial period proves effective, then the City may proceed with design and installation of a permanent version of the selected traffic calming measure. An assessment of which permanent devices was performed. An evaluation of temporary versions of the selected devices for potential use for the trial period was also completed.

Dyer conducted a site visit on February 4, 2025 to review existing conditions. Crash data provided by the Police Department was also reviewed to inform which measures are recommended for this project. Six of the seven accidents appear to be related to this section of roadway based on the reported crashes from August 2022 through June 2024. One accident involved the Main Street intersection; three accidents involved the Holley Road intersection; and two accidents involved midblock incidents with the residents' vehicles.

Countermeasures that specifically target volume reduction typically include permanent physical features such as traffic signals, lane channelization, and one- or two-way closures. Speed reduction countermeasures, commonly known as traffic calming measures, may also produce a secondary effect of volume reduction.

Traffic calming measures which may be effective on both speed and volume reduction include:

Chicane (Lateral Shift)

- *Pros:* Reduces the length of straight stretches. Horizontal alignment shifts encourage slower traffic. Can be achieved by roadway striping (low cost) depending on site conditions.
- *Cons:* Need to reduce curbside parking to accommodate lane shifts. Risk of drivers ignoring striping and continuing to drive in a straight path. High capital cost if achieved by roadway geometry changes.

Corner Extension Bulb-Outs

- *Pros:* Narrowed lane width at bulb-out encourages slower traffic. Shortened pedestrian path to cross the street.
- *Cons:* Moderate construction cost. Potential impacts to gutter drainage must be considered.

Chokers (Narrowing)

- *Pros:* Can be installed mid-block. Narrowed lane width at bulb-out encourages slower traffic. Shortened pedestrian path to cross the street.
- *Cons:* Moderate construction cost. Potential impacts to gutter drainage must be considered.

Raised Intersection

- *Pros:* Improved driver awareness of intersections and pedestrian crossings. Vehicles slowed at the on/off ramps.
- *Cons:* High construction cost. Anticipated to be less effective at slowing traffic than other measures due to the length of the raised path.

Midblock Crosswalk

- *Pros:* Pedestrian signage and crosswalk striping may reduce vehicle speeds, especially if paired with a stop sign. Low construction cost.
- *Cons:* A midblock stop sign would be an atypical use of this traffic control device as per the Manual of Uniform Traffic Control Devices (MUTCD). Installing a midblock crosswalk without a stop sign may encourage pedestrians to cross where traffic does not expect them, potentially increasing the public safety hazard.

Traffic Circle

- *Pros:* Physical barrier installed at intersections and/or midblock would break up the straight line of travel and reduce speeds.
- *Cons:* High construction cost. May need to reduce curbside parking to accommodate lane shifts.

Median Island

- *Pros:* Narrowed lane width encourages slower traffic.
- *Cons:* High construction cost. The existing roadway geometry is already narrow when allowing for parking on both curbs. May need to remove parking on one side to accommodate emergency vehicles.

Median Delineators

- *Pros:* Narrowed lane width encourages slower traffic. Low construction cost.
- *Cons:* The existing roadway geometry is already narrow when allowing for parking on both curbs. May need to remove parking on one side to accommodate emergency vehicles. High likelihood of vehicle collisions with delineators based on observations for recently installed Main Street pedestrian crossings.

Speed Hump

- *Pros:* Vertical change in the roadway reduces traffic speeds. Design speed 15 to 20 mph at each hump is suitable for residential roads. Low construction cost.
- *Cons:* Cumulative effect of multiple humps slows emergency vehicle response times.

Speed Cushion

- *Pros:* Similar to a speed hump for passenger vehicles. Cushions spaced to accommodate the wheel base of emergency vehicles means response times are not affected.
- *Cons:* Commercial vehicles having the same wheel base as emergency vehicles will also not be affected.

Speed Table

- *Pros:* Reduced effect on emergency vehicles compared to speed humps.
- *Cons:* Design speed of 25 to 45 mph is above the posted speed limit and therefore not likely to be effective at reducing traffic volume at this site. Moderate construction cost.

Measures affecting lane alignments (chicanes, traffic circles, and islands) may not be received favorably by area residents based on the crash history involving at least one lane departure. Therefore, it was determined the measures which do not affect the lane alignments would be preferable for this installation.

Measures involving lane narrowing (bulb-outs, chokers, and medians) tend to have higher construction costs.

Measures Selected for Further Evaluation

Speed humps and speed cushions are the most likely traffic calming measures to be effective at reducing traffic speeds (and therefore traffic volume, which is the primary goal) for this particular project based on the above preliminary evaluation.

Dyer also researched installation guidance in the MUTCD 2009 and 2023 editions, published by FHWA; and the Oregon Supplement to the MUTCD, 2011 edition and proposed 2023 edition which are published by ODOT. The MUTCD is the governing standard for roadway signage, striping, and other control devices. The 2009 edition and the corresponding Oregon Supplement is currently in effect in Oregon. The 2023 edition has not yet been approved by the Oregon Transportation Commission, but is anticipated to be adopted with its corresponding Oregon Supplement in the next year or two.

Option 1: Speed Humps

Generally, vendors and local agencies use inconsistent terminology in regards to speed bumps, humps, and tables. This memo has followed ITE and FHWA terminology as found in the attached ITE fact sheets.

Speed humps are parabolic mounds on the pavement which are typically three to four inches in height and 12 to 14 feet in length. They are suitable for speed reduction on local streets with posted speed limits of 30 mph or less and relatively low daily traffic volumes (below 4,000 vpd).

A single speed hump reduces speeds to approximately 15 to 20 mph over the hump and also influences speeds for approximately 100 feet on either side. The NACTO guidance indicates spacing of 500 feet or less is needed to achieve an 85th percentile speed of 25 to 35 mph. Typical installation spacing is 400 to 500 feet with closer spacing of 300 feet occasionally chosen for more severe speeding problems. Observations of local installations in Oregon have found spacing as close as 250 feet.

The intended benefit of speed humps is reduced speed. Reduced traffic volume may occur as a secondary benefit. The ITE estimates speed humps reduce traffic volumes by approximately 20 percent. This percentage is expected to be influenced by factors such as spacing and the posted speed limit.

Speed humps are typically installed across nearly the entire road width, with one to three feet left clear against each curb to allow for drainage. The MUTCD Sections 2C.27 and 3B.29 cover speed hump signage and markings, respectively. Speed humps should be accompanied by the Speed Hump W17-1 Sign in advance of the hump. A series of speed humps may be served by a single sign in advance of the first hump. The ODOT standard detail DET4560 (attached) also provides typical speed hump markings.

Additionally, double installation of speed humps were considered similar to speed bumps in parking lots. Two humps would be spaced very closely to further reduce speeds. However, a reference was not found for the installation in the industry references. Therefore, there is no data on its effectiveness compared to conventional speed hump installations or any unforeseen negative effects.

Design spacing of 250 feet was selected for this project. Specific locations were selected to avoid conflicts with driveways and utilities. A total of four speed humps and four (4) Speed Hump Signs are proposed.

Generally, advertised temporary speed humps measure three feet or less in the direction of travel and thus would be more accurately called speed bumps. Those are not suitable for this application. In order to accurately evaluate the effectiveness of the trial installation, it is required to use equipment of approximately the same size and shape as would be used in a permanent installation.

Only one manufacturer was identified for temporary speed humps that are dimensionally similar to permanent asphalt humps. They produce modular rubber units that can be configured multiple ways as speed humps or cushions. Product literature is attached. These units are advertised as being durable for long-term installation, so they could be left in place if the trial is successful. However, it appears installation is very labor-intensive. Each hump assembly would contain approximately 78 tiles and 468 bolts drilled into the existing road.

The cost estimate for this option is \$43,800 for materials and freight. Labor costs have not been estimated but are expected to be significant due to the number of panels to make up the speed hump.

For comparison, the estimated material costs to install temporary asphalt humps on top of the existing road surface is \$8,400.

Option 2: Offset Speed Humps

Conventional speed humps affect all vehicles including emergency response. Use of multiple speed humps on main emergency response routes is undesirable as the cumulative effect can cause noticeable delays in emergency response times. 1st Avenue is not considered a main emergency response route, but it does provide access to adjacent subdivisions. Therefore, a consideration of offset speed humps and speed cushions is also included.

Offset humps extend across a single travel lane rather than the entire street width. Humps for each direction of travel are separated by 50 feet or more. This separation allows emergency vehicles to weave around the humps without slowing.

A risk is that the traveling public may also weave around the humps. A 2003 installation of offset speed tables in Beaverton used only centerline striping to communicate to drivers to stay in their travel lane. After construction the City received many complaints of traffic weaving around the tables. Raised centerline markers were added on each approach and in the space between offsets. Complaints were reduced after installation of the raised markers. Therefore, including raised centerline markers in the cost estimate is recommended.

The cost estimate for this option using the modular rubber humps is \$44,880 for materials and freight. The estimate for this option using asphalt humps is \$9,440. Labor costs have not been estimated.

Option 3: Speed Cushions

Speed cushions are very similar to speed humps, but instead of extending across the entire travel lane, they are spaced to accommodate the wheel base of emergency vehicles. Emergency vehicles can drive straight through the speed cushion zone without being affected by a vertical hump. Speed cushions are recommended on main response routes where multiple streets with speed humps would have a large cumulative effect. 1st Avenue is not a main response route; therefore, the implementation of speed cushions is discretionary.

This option would require a set of three speed cushions at each location to span the street width. There are concerns that commercial vehicles having a similar wheel base would likely continue using 1st Avenue as a cutoff route. Although this measure is worth considering, it is expected to be less likely to meet the project goals than speed humps.

The cost estimate for this option using the modular rubber humps is \$26,800 for materials and freight. The estimate for this option using asphalt humps is \$7,960. Labor costs have not been estimated.

Conclusion and Recommendation

The listed options and costs are summarized in the attached cost estimate.

Dyer recommends Option 1: Speed Humps for configuration. This option offers the greatest effectiveness with the least anticipated drawbacks.

Additionally, Dyer recommends constructing temporary asphalt speed humps for materials selection. This option will be much more cost-effective and reduce the construction timeline over the modular rubber humps. Surface preparation of the existing roadway should include cleaning and tack coat. The tapered edges of the humps are likely to crack off over time but should be sufficient to determine effectiveness over the six-month trial period. If more durable installation is needed, then the existing pavement should be ground down two inches to provide for a thicker asphalt layer at the hump edges.

Preliminary Project Estimate - DRAFT

Option 1a - Modular Speed Humps (Full street width, 14' long)					
No.	Description	Qty	Unit	Unit Cost	Total Cost
1	14' x 30' x 3" Rubber Speed Hump ¹	4	EA	\$10,700	\$42,800
2	Signage	4	EA	\$250	\$1,000
Materials Cost					\$43,800

Option 2a - Modular Offset Speed Humps (Half street width, 14' long)					
No.	Description	Qty	Unit	Unit Cost	Total Cost
1	14' x 15' x 3" Rubber Speed Hump ¹	8	EA	\$5,350	\$42,800
2	Signage	4	EA	\$250	\$1,000
3	Pavement Markers	360	EA	\$3	\$1,080
Materials Cost					\$44,880

Option 3a - Modular Speed Cushions (7.5' width, 14' long)					
No.	Description	Qty	Unit	Unit Cost	Total Cost
1	14' x 6' x 3" Rubber Speed Cushion ¹	12	EA	\$2,150	\$25,800
2	Signage	4	EA	\$250	\$1,000
Materials Cost					\$26,800

Notes:

1. Estimated freight is included in material unit cost.
2. Does not include design engineering.
3. Does not include installation costs.

Option 1b - Asphalt Speed Humps (Full street width, 14' long)					
No.	Description	Qty	Unit	Unit Cost	Total Cost
1	14' x 30' x 3" Asphalt Speed Hump ¹	4	EA	\$1,550	\$6,200
2	Painted Hump Markings	8	EA	\$150	\$1,200
3	Signage	4	EA	\$250	\$1,000
Materials Cost					\$8,400

Option 2b - Asphalt Offset Speed Humps (Half street width, 14' long)					
No.	Description	Qty	Unit	Unit Cost	Total Cost
1	14' x 15' x 3" Asphalt Speed Hump ²	8	EA	\$770	\$6,160
2	Painted Hump Markings	8	EA	\$150	\$1,200
3	Signage	4	EA	\$250	\$1,000
4	Pavement Markers	360	EA	\$3	\$1,080
Materials Cost					\$9,440

Option 3b - Asphalt Speed Cushions (7.5' width, 14' long)					
No.	Description	Qty	Unit	Unit Cost	Total Cost
1	14' x 7.5' x 3" Asphalt Speed Cushion ³	12	EA	\$380	\$4,560
2	Painted Hump Markings	16	EA	\$150	\$2,400
3	Signage	4	EA	\$250	\$1,000
Materials Cost					\$7,960

Notes:

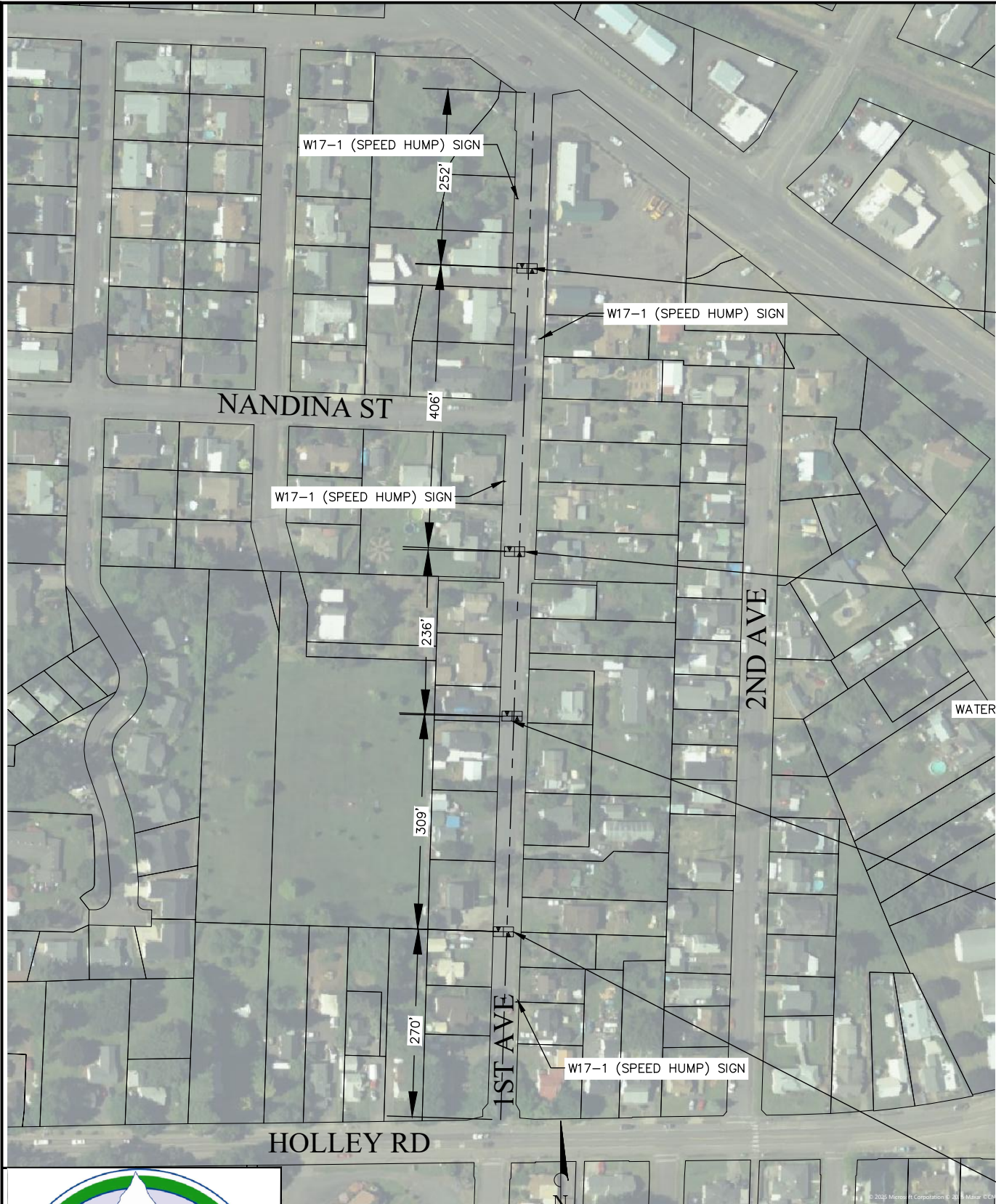
1. Based on estimated 5.1 tons per hump and \$300/ton small quantity asphalt cost.
2. Based on estimated 2.6 tons per half-street hump and \$300/ton small quantity asphalt cost.
3. Based on estimated 1.3 tons per cushion and \$300/ton small quantity asphalt cost.
4. Does not include design engineering.
5. Does not include installation costs.

March 21, 2025

PLOT DATE

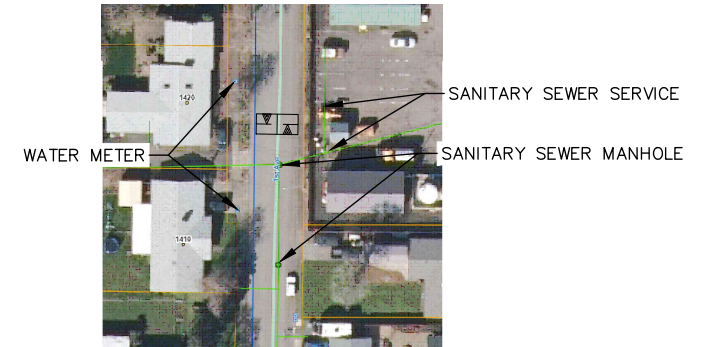
3:57:15 PM

\\0.20.1.139\Dyer-Part\A\Projects\215 Sweet Home\215.01 First Ave Traffic Control\DWG\215.01 - M.dwg, 3/21/2025 3:57:15 PM



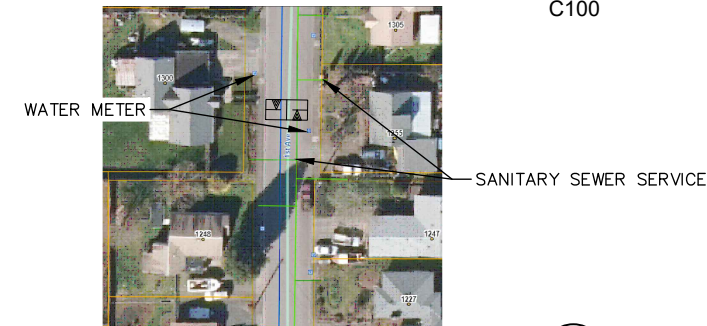
PLAN VIEW - NW 1ST AVE

1
C100



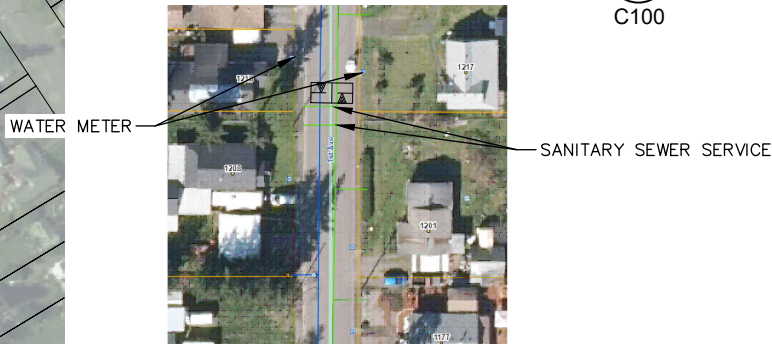
PROPOSED SPEED HUMP LOCATION 1

2
C100



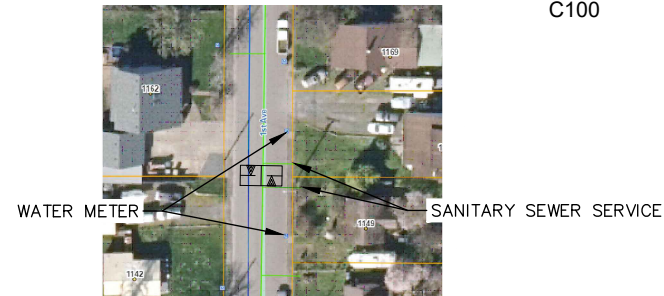
PROPOSED SPEED HUMP LOCATION 2

3
C100



PROPOSED SPEED HUMP LOCATION 3

4
C100

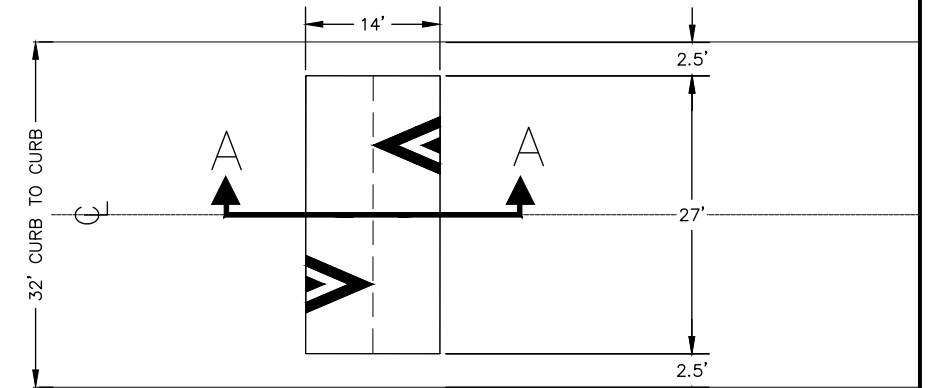
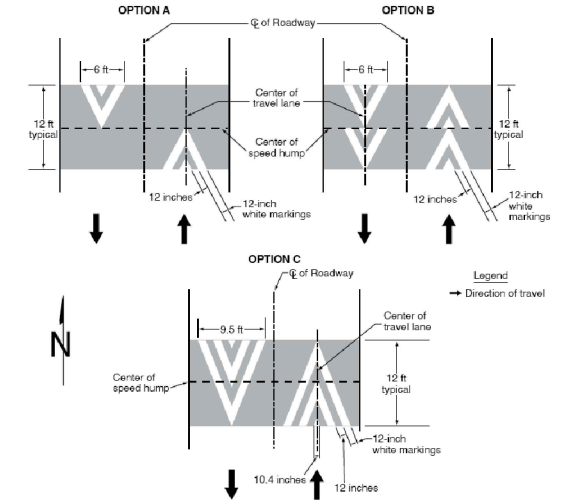


PROPOSED SPEED HUMP LOCATION 4

5
C100

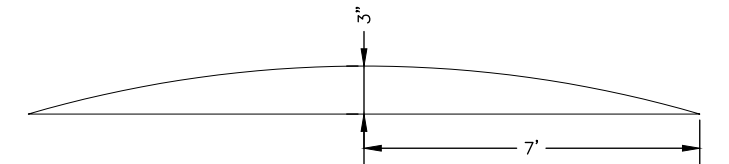
MUTCD 11th Edition Page 585

Figure 3B-26. Pavement Markings for Speed Humps without Crosswalks



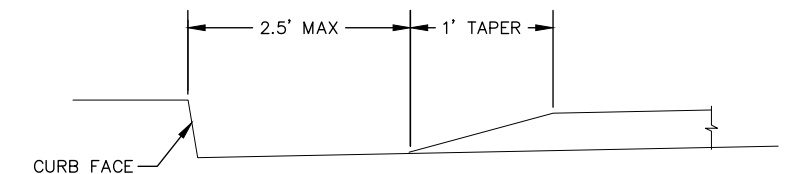
PLAN VIEW
NOT TO SCALE

6
C100



TYPICAL SECTION
NOT TO SCALE

A
C100



CURB DETAIL
NOT TO SCALE

7
C100

NW 1ST AVE TRAFFIC CONTROL
CITY OF SWEET HOME

OPTION 1
PROPOSED SPEED HUMP LAYOUT

PROJECT NO.
215.01
DRAWING NO.
C100

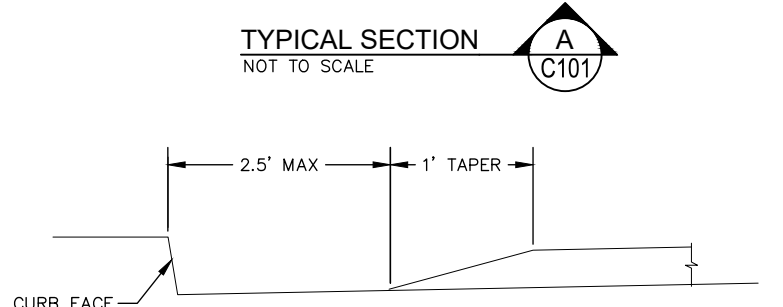
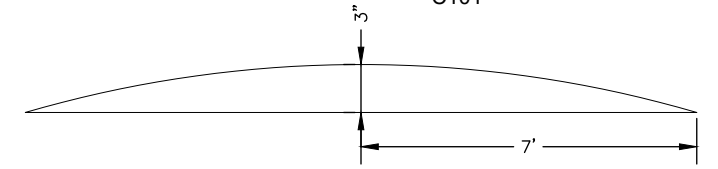
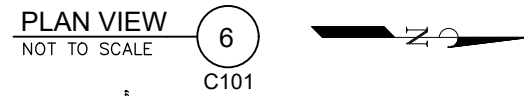
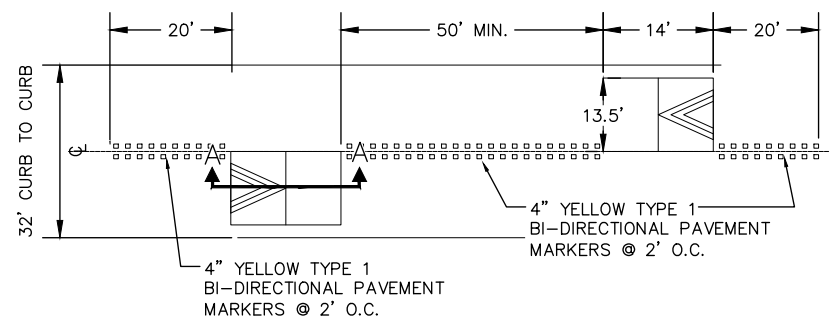
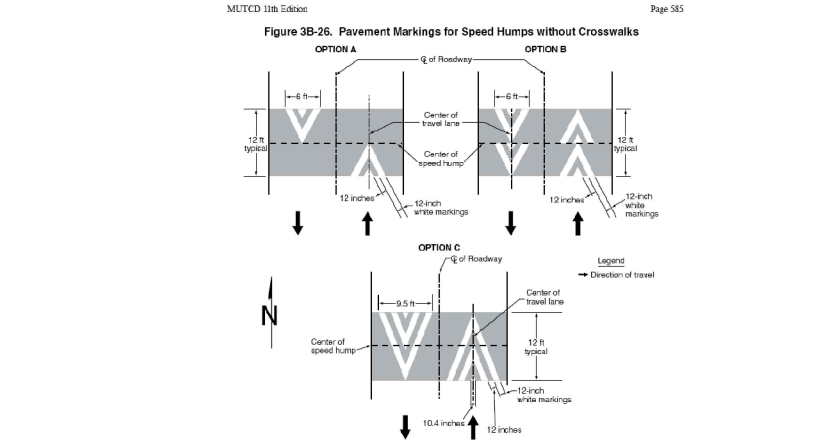
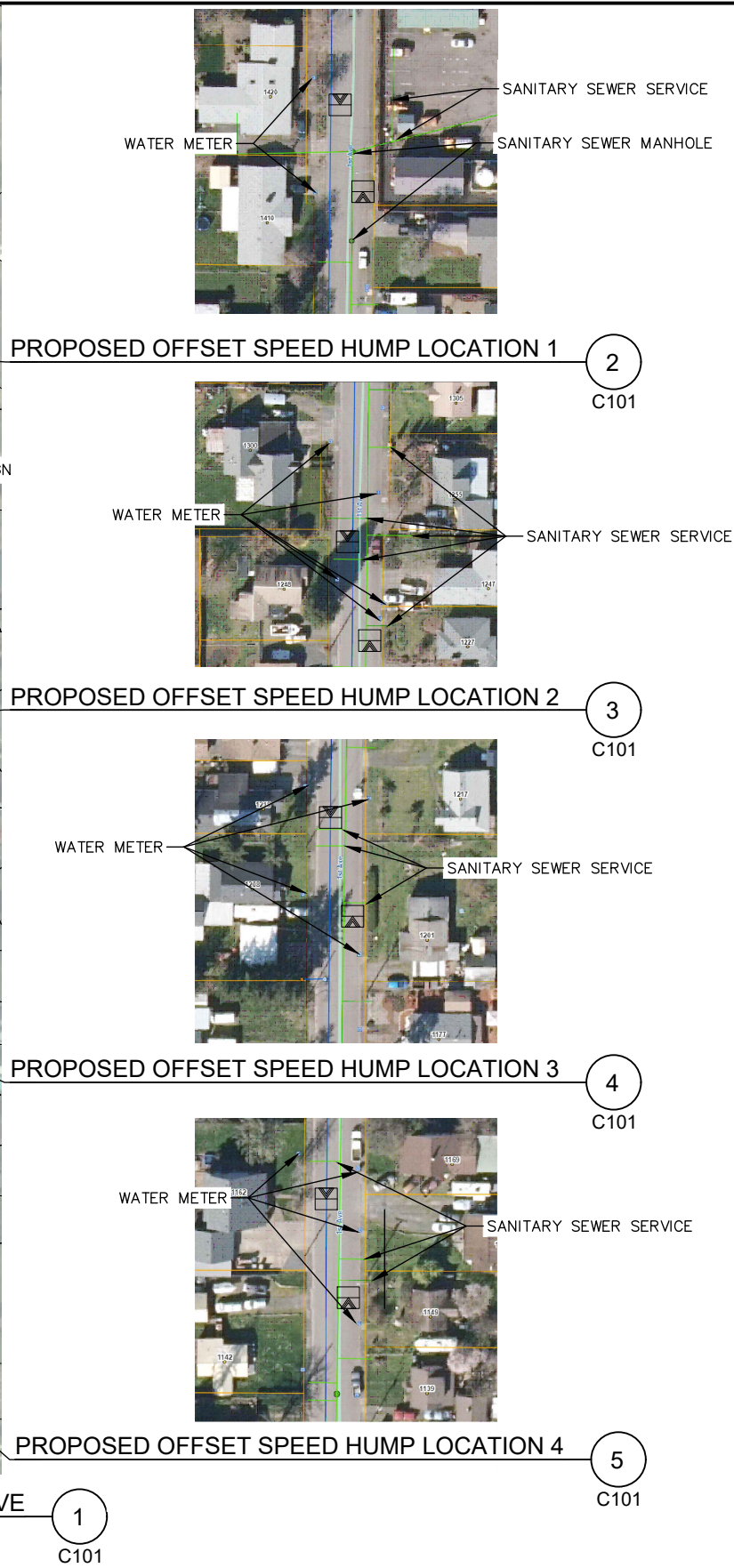
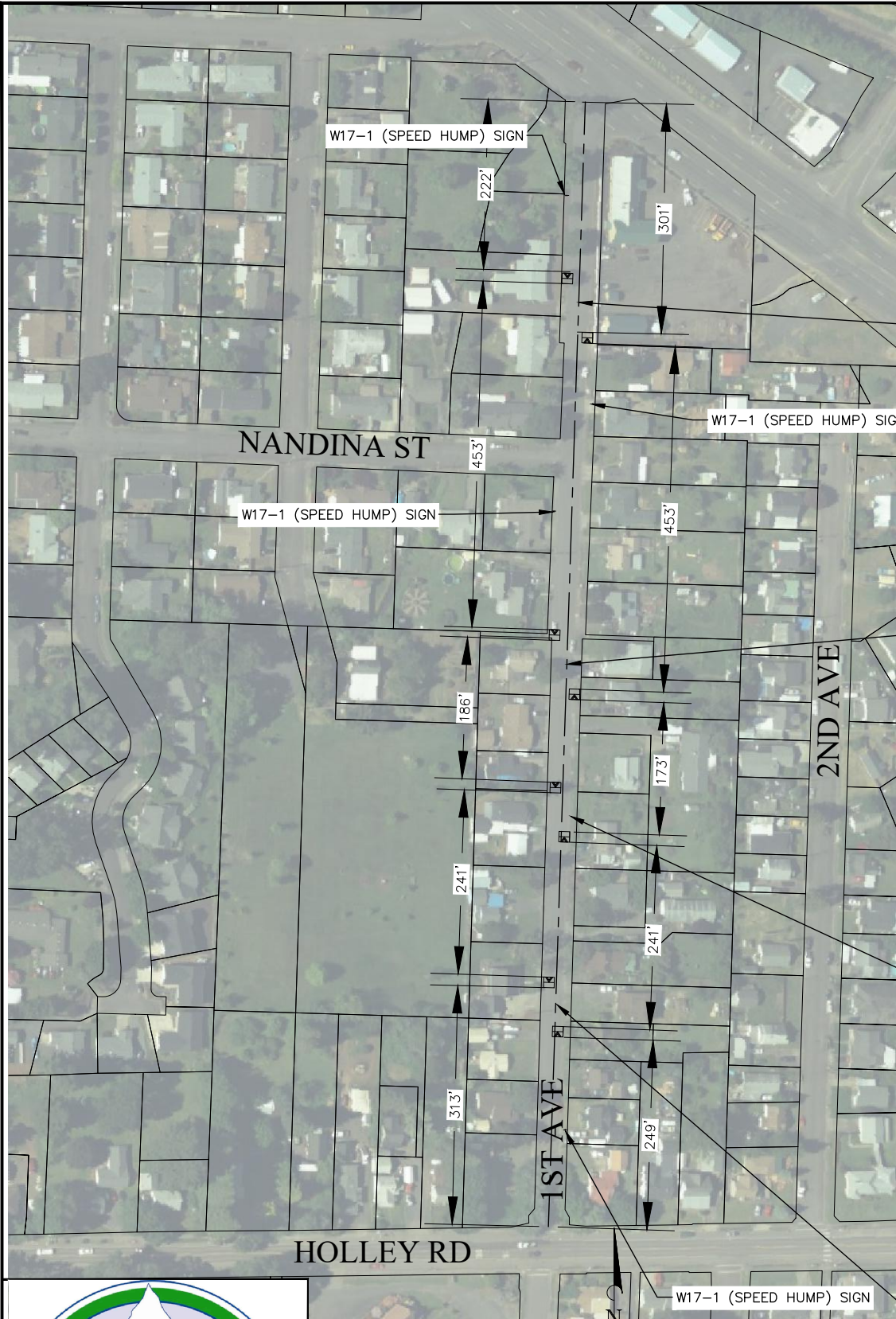
DATE
MAR 2025
SHEET NO.
1 OF 3

DESIGNED:		DRAWN:		REVISIONS				
PGR		SWF		REVISED	DESCRIPTION	SUBMIT	APPR'D	DATE
APPROVED BY:		DATE:						



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ENGINEERS & PLANNERS, INC.
481 S. MAIN ST.
LEBANON, OREGON 97355
TELEPHONE: (541) 405-4520
www.dyerpart.com

LINE IS 1 INCH
AT FULL SCALE
IF NOT 1-INCH - SCALE ACCORDINGLY



DESIGNED: PGR	DRAWN: SWF	REVISIONS			
APPROVED BY:		REVISED	DESCRIPTION	SUBMIT	APPR'D
DATE:					

D

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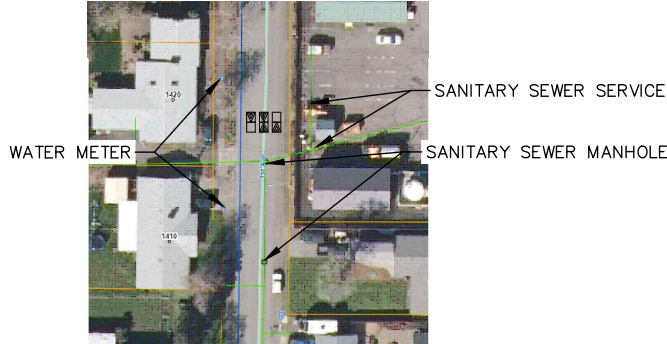
LINE IS 1 INCH
AT FULL SCALE
IF NOT 1-INCH - SCALE ACCORDINGLY

NW 1ST AVE TRAFFIC CONTROL CITY OF SWEET HOME		PROJECT NO. 215.01	DRAWING NO. C101
OPTION 2 PROPOSED OFFSET SPEED HUMP LAYOUT		DATE MAR 2025	SHEET NO. 2 OF 3



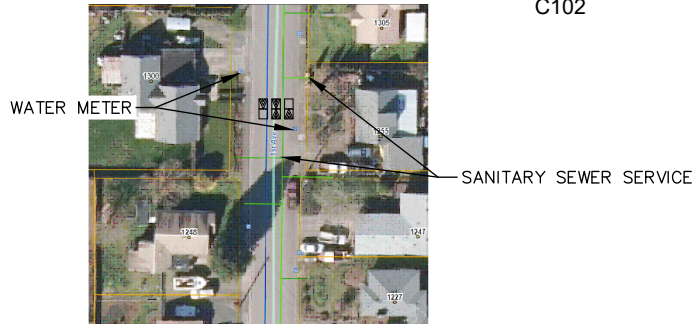
PLAN VIEW - NW 1ST AVE

1
C102



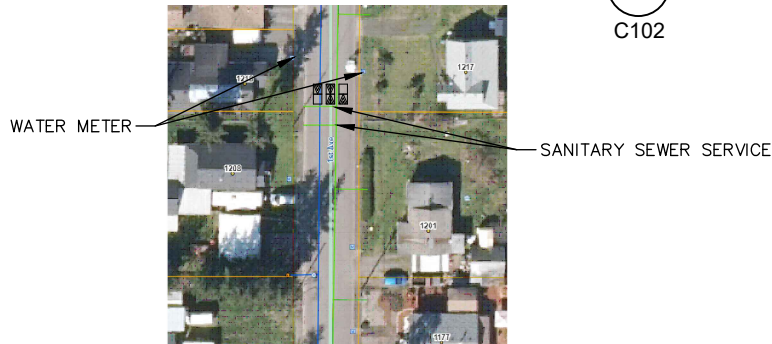
PROPOSED SPEED CUSHION LOCATION 1

2
C102



PROPOSED SPEED CUSHION LOCATION 2

3
C102



PROPOSED SPEED CUSHION LOCATION 3

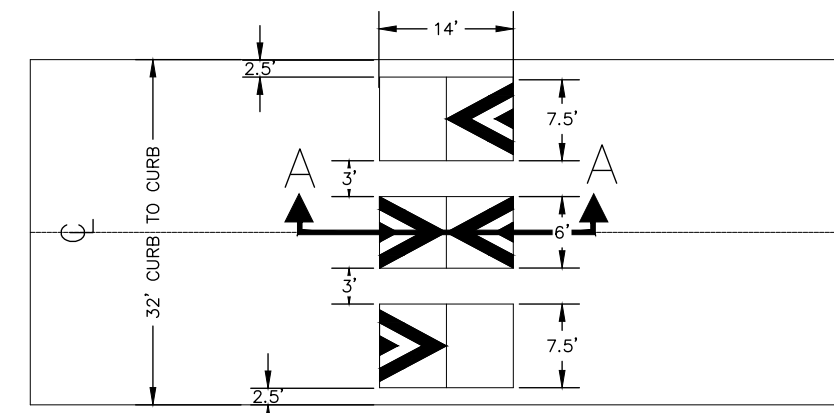
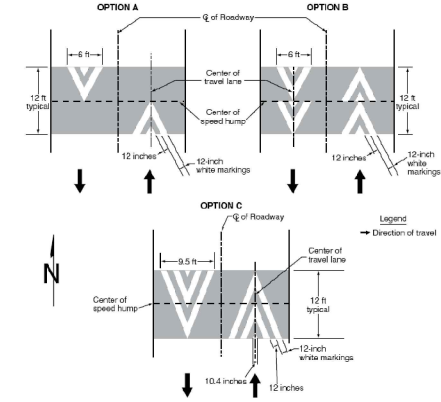
4
C102



PROPOSED SPEED CUSHION LOCATION 4

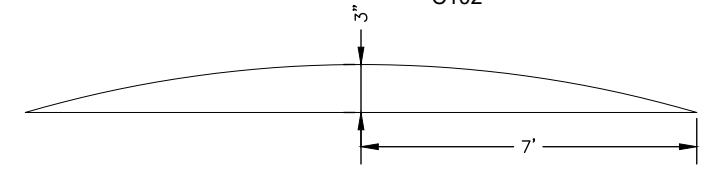
5
C102

Figure 3B-26. Pavement Markings for Speed Humps without Crosswalks



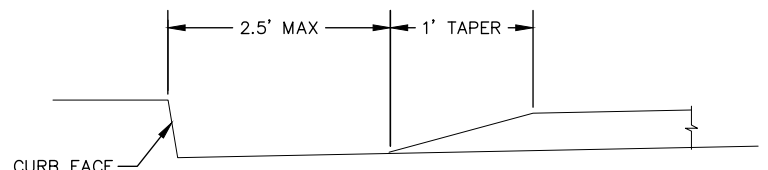
PLAN VIEW
NOT TO SCALE

6
C102



TYPICAL SECTION
NOT TO SCALE

A
C102



CURB DETAIL
NOT TO SCALE

7
C102

DESIGNED: PGR	DRAWN: SWF	REVISIONS			
APPROVED BY:		REVISED	DESCRIPTION	SUBMIT	APPR'D
DATE:					

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LINE IS 1 INCH
AT FULL SCALE
IF NOT 1-INCH - SCALE ACCORDINGLY

NW 1ST AVE TRAFFIC CONTROL
CITY OF SWEET HOME
OPTION 3
PROPOSED SPEED CUSHION LAYOUT

PROJECT NO. 215.01	DRAWING NO. C102
DATE MAR 2025	SHEET NO. 3 OF 3

Traffic Calming Fact Sheets

May 2018 Update

Speed Hump

Description:

- Rounded (vertically along travel path) raised areas of pavement typically 12 to 14 feet in length
- Often placed in a series (typically spaced 260 to 500 feet apart)
- Sometimes called road humps or undulations

Applications:

- Appropriate for residential local streets and residential/neighborhood collectors
- Not typically used on major roads, bus routes, or primary emergency response routes
- Not appropriate for roads with 85th-percentile speeds of 45 mph or more
- Appropriate for mid-block placement, not at intersections
- Not recommended on grades greater than 8 percent
- Work well in combination with curb extensions
- Can be used on a one-lane one-way or two-lane two-way street



(Source: City of Boulder, Colorado)



(Source: PennDOT Local Technical Assistance Program)

ITE/FHWA Traffic Calming EPrimer: https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm

Design/Installation Issues:

- ITE recommended practice - "Guidelines for the Design and Application of Speed Humps"
- Typically 12 to 14 feet in length; other lengths (10, 22, and 30 feet) reported in practice in U.S.
- Speed hump shapes include parabolic, circular, and sinusoidal
- Typically spaced no more than 500 feet apart to achieve an 85th percentile speed between 25 and 35 mph
- Hump heights range between 3 and 4 inches, with trend toward 3 - 3 ½ inches maximum
- Often have associated signing (advance warning sign before first hump in series at each hump)
- Typically have pavement markings (zigzag, shark's tooth, chevron, zebra)
- Taper edge near curb to allow gap for drainage
- Some have speed advisories
- Need to design for drainage, without encouraging means for motorists to go around a hump

Potential Impacts:

- No impact on non-emergency access
- Average speeds between humps reduced between 20 and 25 percent
- Speeds typically increase approximately 0.5 to 1 mph midway between humps for each 100 feet Beyond the 200-foot approach and exit of consecutive humps
- Traffic volumes diversion estimated around 20 percent; average crash rates reduced by 13 percent

Emergency Response Issues:

- Impacts to ease of emergency-vehicle throughput
- Approximate delay between 3 and 5 seconds per hump for fire trucks and up to 10 seconds for ambulances with patients

Typical Cost (2017 dollars):

- Cost ranges between \$2,000 and \$4,000

Traffic Calming Fact Sheets

May 2018 Update

Speed Cushion

Description:

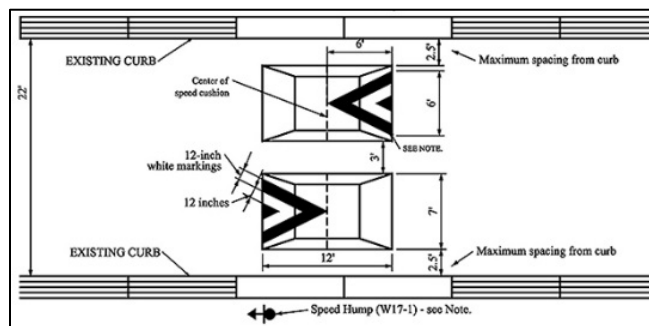
- Two or more raised areas placed laterally across a roadway with gaps between raised areas
- Height and length similar to a speed hump; spacing of gaps allow emergency vehicles to pass through at higher speeds
- Often placed in a series (typically spaced 260 to 500 feet apart)
- Sometimes called speed lump, speed slot, and speed pillow

Applications:

- Appropriate on local and collector streets
- Appropriate at mid-block locations only
- Not appropriate on grades greater than 8 percent



(Source: James Barrera, Horrocks, New Mexico)



(Source: Delaware Department of Transportation)

ITE/FHWA Traffic Calming EPrimer: https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm

Design/Installation Issues:

- Two or more cushions at each location
- Typically 12 to 14 feet in length and 7 feet in width
- Cushion heights range between 3 and 4 inches, with trend toward 3 - 3 ½ inches maximum
- Speed cushion shapes include parabolic, circular, and sinusoidal
- Material can be asphalt or rubber
- Often have associated signing (advance-warning sign before first cushion at each cushion)
- Typically have pavement markings (zigzag, shark's tooth, chevron, zebra)
- Some have speed advisories

Potential Impacts:

- Limited-to-no impact on non-emergency access
- Speeds determined by height and spacing; speed reductions between cushions have been observed averaging 20 and 25 percent
- Speeds typically increase by 0.5 mph midway between cushions for each 100 feet of separation
- Studies indicate that average traffic volumes have reduced by 20 percent depending on alternative routes available
- Average collision rates have been reduced by 13 percent on treated streets

Emergency Response Issues:

- Speed cushions have minimal impact on emergency response times, with less than a 1 second delay experienced by most emergency vehicles

Typical Cost (2017 dollars):

- Cost ranges between \$3,000 and \$4,000 for a set of rubber cushions

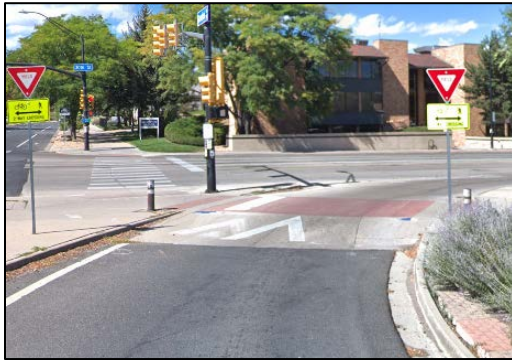
Speed Table/Raised Crosswalks

Description:

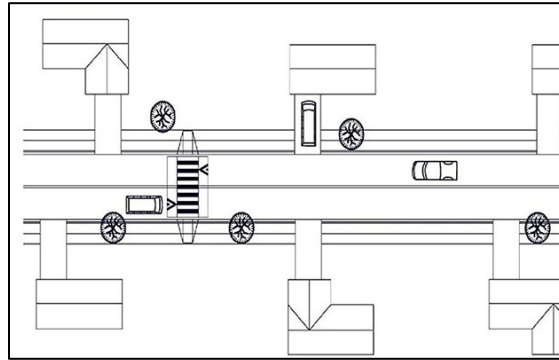
- Long, raised speed humps with a flat section in the middle and ramps on the ends; sometimes constructed with brick or other textured materials on the flat section
- If placed at a pedestrian crossing, it is referred to as a raised crosswalk
- If placed only in one direction on a road, it is called an offset speed table

Applications:

- Appropriate for local and collector streets; mid-block or at intersections, with/without crosswalks
- Can be used on a one-lane one-way or two-lane two-way street
- Not appropriate for roads with 85th percentile speeds of 45 mph or more
- Typically long enough for the entire wheelbase of a passenger car to rest on top or within limits of ramps
- Work well in combination with textured crosswalks, curb extensions, and curb radius reductions
- Can be applied both with and without sidewalks or dedicated bicycle facilities
- Typically installed along closed-section roads (i.e. curb and gutter) but feasible on open section



(Source: Google Maps, Boulder, Colorado)



(Source: Delaware Department of Transportation)

ITE/FHWA Traffic Calming EPrimer: https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm

Design/Installation Issues:

- ITE recommended practice – “Guidelines for the Design and Application of Speed Humps”
- Most common height is between 3 and 4 inches (reported as high as 6 inches)
- Ramps are typically 6 feet long (reported up to 10 feet long) and are either parabolic or linear
- Careful design is needed for drainage
- Posted speed typically 30 mph or less

Potential Impacts:

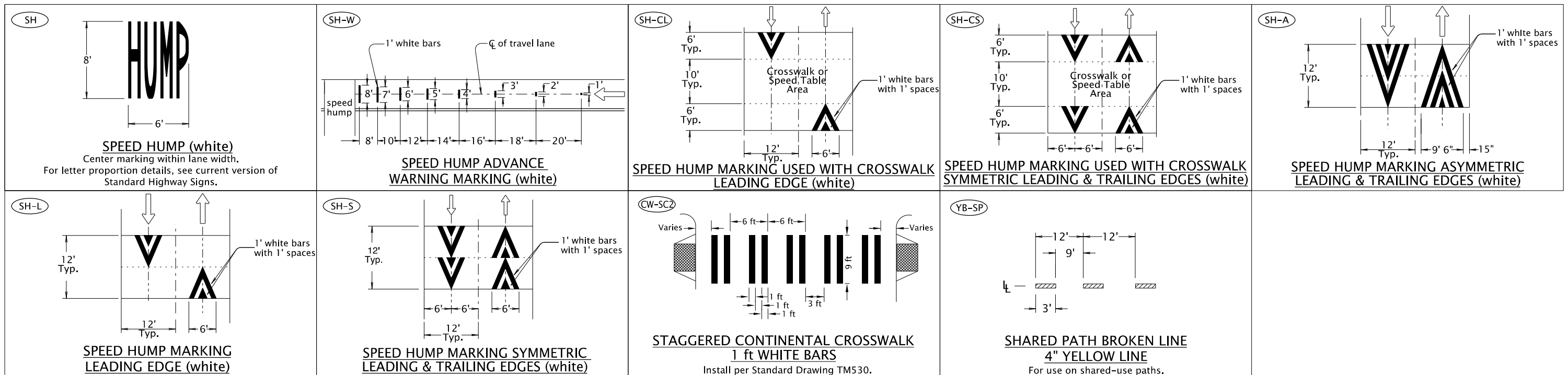
- No impact on non-emergency access
- Speeds reductions typically less than for speed humps (typical traversing speeds between 25 and 27 miles per hour)
- Speeds typically decline approximately 0.5 to 1 mph midway between tables for each 100 feet beyond the 200-foot approach and exit points of consecutive speed tables
- Average traffic volumes diversions of 20 percent when a series of speed tables are implemented
- Average crash rate reduction of 45 percent on treated streets
- Increase pedestrian visibility and likelihood of driver yield compliance
- Generally not appropriate for BRT bus routes

Emergency Response Issues:

- Typically preferred by fire departments over speed humps, but not appropriate for primary emergency vehicle routes; typically less than 3 seconds of delay per table for fire trucks

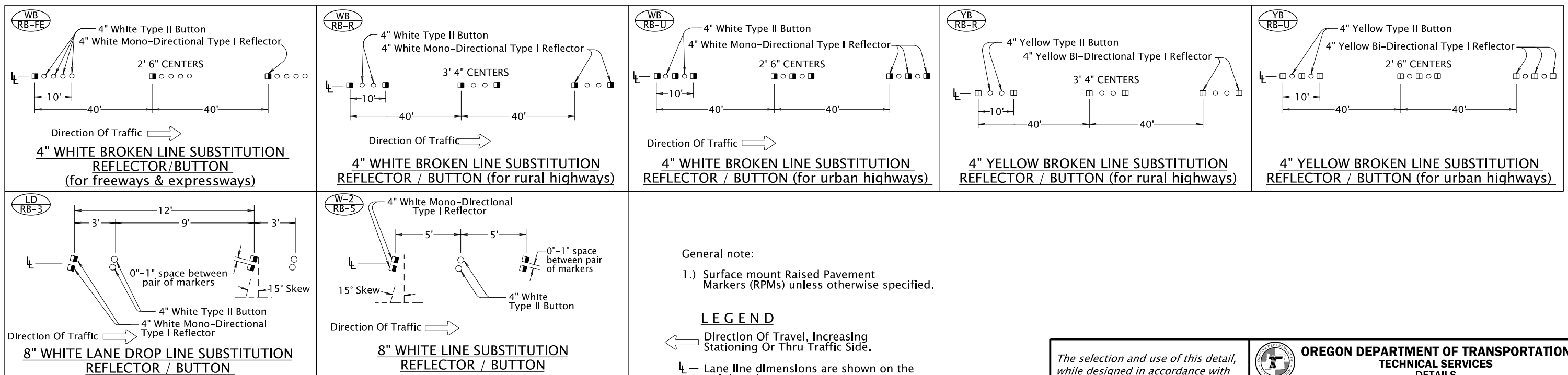
Typical Cost (2017 dollars):

- Cost ranges between \$2,500 and \$8,000 for asphalt tables; higher for brickwork, stamped asphalt, concrete ramps, and other enhancements sometimes used at pedestrian crossings



NOTE TO DESIGNERS:

- 1.) Raised Pavement Marker Substitution details should no longer be used on state highways. Consider durable profiled lines instead.
- 2.) Speed hump markings generally not used on state highway right-of-way.
- 3.) When continental style crosswalks are to be installed on a project (this may require Region Traffic Engineer approval depending on the situation. See Traffic Line Manual for further information), do not use CW-SC2 in Regions 1 thru 4. Only use CW-SC2 in Region 5 if the region striping manager approves, otherwise use the standard CW-SC shown in Standard Drawing TM503.
- 4.) Shared Lane Marking should not be used on roadways with a speed limit above 35 mph.



The selection and use of this detail, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.



OREGON DEPARTMENT OF TRANSPORTATION
TECHNICAL SERVICES
DETAILS

PAVEMENT MARKING
DETAIL BLOCKS

DETAIL NO.

DET4560



TRAFFICLOGIX

Modular Rubber Traffic Calming Solutions

**SLOWER
SPEEDS
SAVE
LIVES**

BUY WITH NATIONAL COOPERATIVE CONTRACT PRICING
trafficlogix.com/purchase-options



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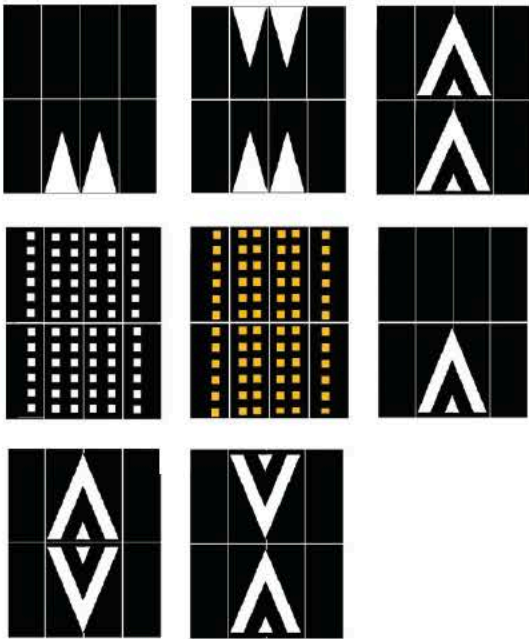
Customize Your Solution

Customize your traffic calming solutions to fit the specific dimensions and traffic concerns of your roads.

Highly reflective highway tape is embedded into the rubber during the manufacturing process. Available in a choice of yellow/white squares or white arrows, marking designs can be fully customized to your specifications.

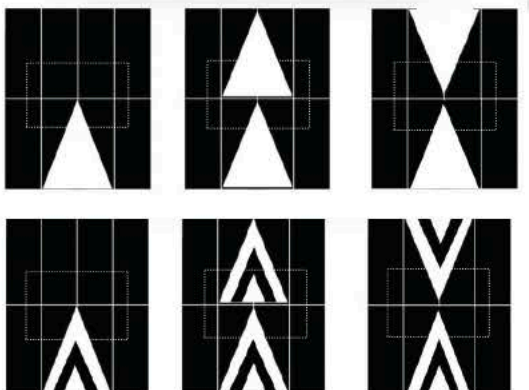
Standard Series:

Cushions, humps & tables



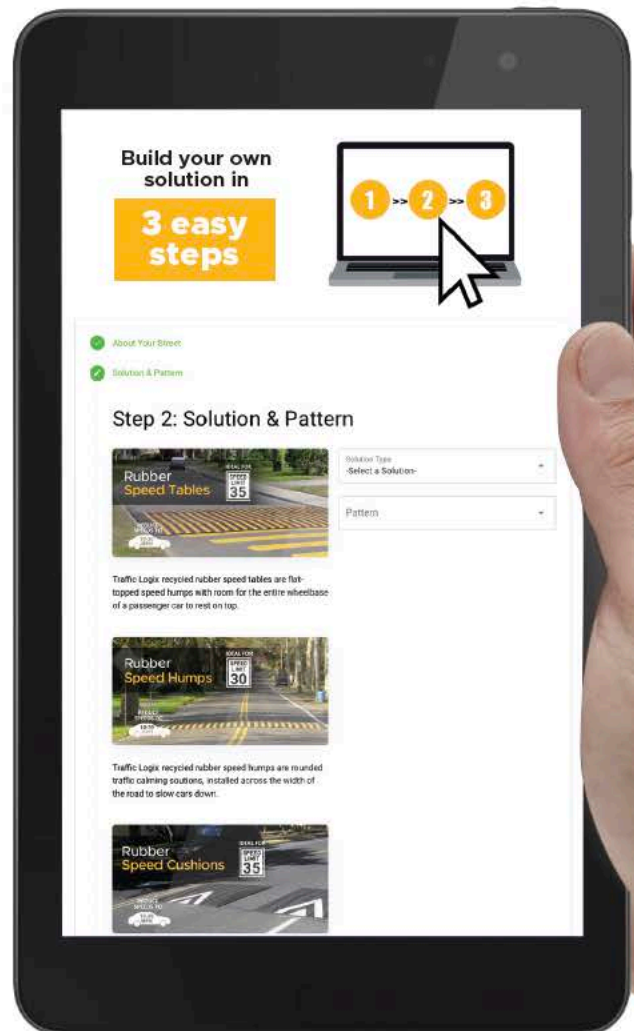
V3 Series:

Cushions



BUILD YOUR OWN SOLUTION ONLINE

TRAFFICLOGIX.COM/BYOS



Rubber Speed Cushions

IDEAL FOR



REDUCE
SPEEDS TO



- Series of **small humps** with spaces between them
- Slow cars **without affecting emergency response time**
- Slows drivers while **allowing emergency vehicles to straddle** and pass
- Installed **across road width** in choice of lengths



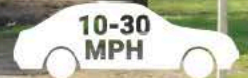
7' Cushion Profile

Rubber Speed Humps

IDEAL FOR



REDUCE
SPEEDS TO



- Raised traffic calming devices with **sloped design**
- **Less abrupt than speed humps** due to longer length
- Recommended for roads with **low speed limits**
- Slow cars to **a range of speeds** based on chosen length



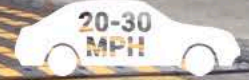
14' Hump Profile

Rubber Speed Tables

IDEAL FOR



REDUCE
SPEEDS TO

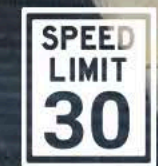


- Flat-topped speed humps for more **gradual speed reduction**
- Allows entire vehicle to rest on top for **less abrupt slowing**
- Encourages **continued traffic flow** at reduced speeds
- Ideal for **residential roads**

14' Table Profile

Rubber Raised Crosswalks

IDEAL FOR



REDUCE
SPEEDS TO



- **Surface marked walkways** for safe pedestrian passage
- Provides **visual marked pathway** to assist in safe crossing
- Effective **speed deterrent** slows speeding vehicles
- **Dual safety advantage** for superior pedestrian protection

14' Raised Crosswalk Profile



Rubber SuperFlex Curbs

- Highly flexible rubber allows shaping to **any configuration**
- Used for traffic circles, roundabouts, chicanes, safety islands, and lane narrowing
- **Versatile solution** for multiple usages
- Available in brick red or black with **choice of tape color**



Rubber Cycle Lanes

- Creates **dedicated bike lanes** to protect cyclists
- **Sloped** delineators keep vehicle and bike traffic **in their respective lanes**
- **Visual separation** defines traffic spaces
- Guides **cyclists back into lane** while preventing vehicle traffic from entering bike lane



Why Traffic Logix?

Our recycled rubber traffic calming solutions offer a **smarter, long-lasting alternative** to asphalt devices.



Reduced Speeds

Rubber solutions are proven effective in reducing 85th percentile speed by close to 20% and childhood injury or death by close to 60%.



Recycled Rubber

Made of 100% post consumer tires, Traffic Logix recycles more than 450,000 tires from landfills every year.



Customizable

Traffic Logix rubber solutions are made of individual units so you can use them to meet your specs, speed limits, and safety challenges.



Rubber

VS

Asphalt



Will not fade or crack



Maintains consistent profile



No heavy equipment needed to install



Single lane closure



Drivable immediately after installation



Highly visible reflective markings



Can be removed, stored and relocated



Constructed of recycled rubber tires rescued from landfills

Quality

Durability

Installation

Disruption

Usage

Markings

Versatility

Impact

Fades and cracks over time

Compresses with repetitive impact, uneven profile

Heavy equipment required for installation

Complete street closure during installation

Only drivable after 2-3 days of cure time

Markings need repainting after a few years

Must be destroyed for street repairs

Petroleum based, depletes resources and pollutes water





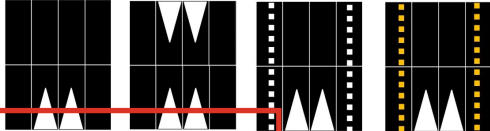
Patterns - Speed Humps, Cushions and Tables

Cushion Examples Shown. Humps & Tables also available in similar patterns

Standard Series is available in various widths and lengths in creating (SC) Cushions, (SH) Humps and/or (ST) Tables

From left to right

SC-070603-2A
SC-070603-4A
SC-070603-2A-2W
SC-070603-2A-2Y



From left to right

SC-070603-M
SC-070603-2M-TW
SC-070603-2M-OW
SC-070603-DIA



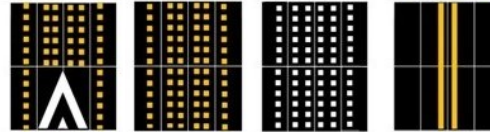
From left to right

SC-070603-M-2Y
SC-070603-M-2W
SC-070603-2M-2Y-TW
SC-070603-2M-2W-TW



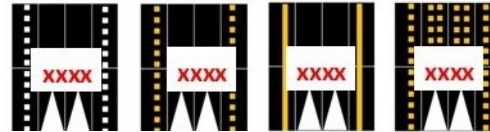
From left to right

SC-070603-M-Y
SC-070603-Y
SC-070603-W
SC-070603-2M-2Y-SLI



From left to right

* SC-070603-2A-2W
* SC-070603-2A-2Y
* SC-070603-2A-SLO
* SC-070603-2A-2Y



From left to right

* SC-070603-DIA-2W
* SC-070603-2M-2W-OW
* SC-070603-2M-2Y-SLO
* SC-070603-W-2Y-SLO



* XXXX Non-Stock Item

7' L x 6' W x 3" H Standard Series Cushion Profile Shown

3"

42" Approach and Exit Ramp

Cushions - 3' W, up to 9' W Lengths 7', 10.5', 14', 17.5', 21'
Height 3"

Humps - Various Widths Lengths 7', 10.5', 14', 21'
Heights 3", (4" -14' Length only)

Tables - Various Widths Lengths 14', 17.5', 21', 24.5'
Heights 3", (4" -14' Length only)
Flat Top any length Parabolic at 4" H (14' Length only)



♦ All modules have patented dual interlocking tongue and grooves.

♦ Creates a bond among modules.

♦ Increases installed cushion vehicle impact resistance.

♦ Enhances long-term stability and product performance.



V3 SERIES Cushions - 7'L x 6' W x 3"H

V3 SERIES Humps 7'L x Various Widths Only



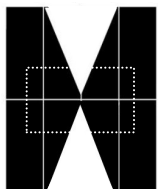
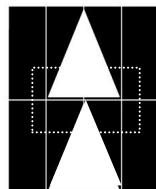
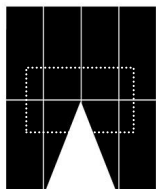
7' L x 6' W x 3" H V3 Series Cushion Profile Shown

3"

SCV3-070603-TC

SCV3-070603-TB

SCV3-070603-TA

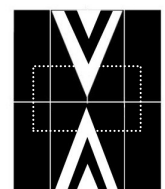
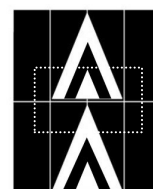
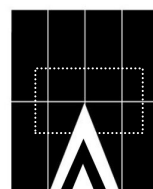


Steeper Approach Angle
Flat Top Design
Designed Speed 5 - 8 mph

SCV3-070603-MTC

SCV3-070603-MTB

SCV3-070603-MTA





Conditional Use Terms Rubber Traffic Calming Devices

1. Traffic Logix traffic calming devices (the “Traffic Calming Products”) are designed to be installed on local residential streets with posted speeds of 35 mph or less. Prior to installation, the Customer should determine if any federal, state, or local regulations govern the installation or use of Traffic Calming Products.
2. The installation location of any Traffic Calming Product should be reviewed by a Traffic Engineer.
3. Traffic Calming Products should only be used on roads with less than 5,000 vehicles per day.
4. Traffic Calming Products should be installed only on roads that are used primarily by passenger vehicles and/or emergency response vehicles with the roads themselves in respectable condition.
5. Traffic Calming Products should be installed in such a way that they are visible from at least 200 feet. For safe usage, Traffic Logix products must be installed in conjunction with appropriate signage in accordance with ITE’s State of the Practice on Traffic Calming, as well as ITE’s Manual on Uniformed Traffic Control Devices.
6. Traffic Calming Products should not be installed on roadways that have more than an 8% grade.
7. Traffic Calming Products should be installed with a minimum of three inches of asphalt or concrete underneath the device.
8. All bolts and anchors provided with product must be installed as instructed, and with Traffic Logix anchor adhesive that is also included with each product.
9. Quarterly inspection of each Traffic Calming Product is required. If the Traffic Calming Product has been damaged in any way, it should be replaced.
10. Traffic Logix Products should be removed prior to the first snowfall and should only be reinstalled in non-winter months.



ORDINANCE BILL NO. 5 FOR 2025

ORDINANCE NO. _____

**AN ORDINANCE GRANTING AN ELECTRIC UTILITY FRANCHISE
AND GENERAL UTILITY EASEMENT
TO
PACIFICORP**

WHEREAS, PacifiCorp d.b.a. Pacific Power, is a regulated public utility that provides electric power and energy to the citizens of the City of Sweet Home (the "City") and other surrounding areas;

WHEREAS, providing electrical power and energy requires the installation, operation and maintenance of power poles and other related facilities to be located within the public ways of the City;

WHEREAS, the City desires to set forth the terms and conditions by which PacifiCorp shall use the public ways of the City;

NOW, THEREFORE, the City of Sweet Home does ordain as follows:

SECTION 1. Grant of Franchise and General Utility Easement. The City hereby grants to PacifiCorp the right, privilege and authority to construct, maintain, operate, upgrade, and relocate its electrical distribution and transmission lines and related appurtenances, including underground conduits and structures, poles, towers, wires, guy anchors, vaults, transformers, transmission lines, and communication lines (collectively referred to herein as "Electric Facilities") in, under, along, over and across the present and future streets, alleys, public ways and public places (collectively referred to herein as "Public Ways") within the City, for the purpose of supplying and transmitting electric power and energy to the inhabitants of the City and persons and corporations beyond the limits thereof.

SECTION 2. Term. The term of this Franchise and General Utility Easement is for ten (10) years commencing on the date of acceptance by the Company as set forth in Section 3 below.

SECTION 3. Acceptance by PacifiCorp. Within sixty (60) days after the passage of this ordinance by the City, PacifiCorp shall file an unqualified written acceptance thereof, with the City Recorder, otherwise the ordinance and the rights granted herein shall be null and void.

SECTION 4. Non-Exclusive Franchise. The right to use and occupy the Public Ways of the City shall be nonexclusive and the City reserves the right to use the Public Ways for itself or any other entity that provides service to City residences; provided, however, that such use shall not unreasonably interfere with PacifiCorp's Electric Facilities or PacifiCorp's rights granted herein.

SECTION 5. City Regulatory Authority. In addition to the provision herein contained, the City reserves the right to adopt such additional ordinances and regulations as may be deemed necessary in the exercise of its police power for the protection of the health, safety and welfare of

its citizens and their properties or exercise any other rights, powers, or duties required or authorized, under the Constitution of the State of Oregon, the laws of Oregon or City Ordinances.

SECTION 6. Indemnification. The City shall in no way be liable or responsible for any loss or damage to property or any injury to, or death, of any person that may occur in the construction, operation or maintenance by PacifiCorp of its Electric Facilities. PacifiCorp shall indemnify, defend and hold the City harmless from and against claims, demands, liens and all liability or damage of whatsoever kind on account of PacifiCorp's use of the Public Ways within the City, and shall pay the costs of defense plus reasonable attorneys' fees for any claim, demand or lien brought thereunder. The City shall: (a) give prompt written notice to PacifiCorp of any claim, demand or lien with respect to which the City seeks indemnification hereunder; and (b) unless in the City's judgment a conflict of interest exists between the City and PacifiCorp with respect to such claim, demand or lien, permit PacifiCorp to assume the defense of such claim, demand, or lien with counsel satisfactory to City. If such defense is not assumed by PacifiCorp, PacifiCorp shall not be subject to liability for any settlement made without its consent. Notwithstanding any provision hereof to the contrary, PacifiCorp shall not be obligated to indemnify, defend or hold the City harmless to the extent any claim, demand or lien arises out of or in connection with any negligent or willful act or failure to act of the City or any of its officers or employees.

SECTION 7. Annexation.

7.1 Extension of City Limits. Upon the annexation of any territory to the City, the rights granted herein shall extend to the annexed territory to the extent the City has such authority. All Electrical Facilities owned, maintained, or operated by PacifiCorp located within any public ways of the annexed territory shall thereafter be subject to all of the terms hereof.

7.2 Annexation. When any territory is approved for annexation to the City, the City shall, not later than ten (10) working days after passage of an ordinance approving the proposed annexation, provide by certified mail to PacifiCorp: (a) each site address to be annexed as recorded on county assessment and tax rolls; (b) a legal description of the proposed boundary change; and (c) a copy of the City's ordinance approving the proposed annexation. The notice shall be mailed to:

PacifiCorp Customer Contact Center
P.O. Box 400
Portland, Oregon 97202-0400

With a copy to:
PacifiCorp
Attn: Office of the General Counsel
825 N.E. Multnomah, Suite 2000
Portland, Oregon 97232

Additional or increased fees or taxes, other than ad valorem taxes, imposed on PacifiCorp as a result of an annexation of territory to the City shall become effective on the effective date of the annexation provided notice is given to PacifiCorp in accordance with ORS 222.005, as amended from time to time.

SECTION 8. Planning, Design, Construction and Installation of Company Facilities.

8.1 All Electric Facilities installed or used under authority of this Franchise shall be used, constructed and maintained in accordance with applicable federal, state and city laws, codes and regulations.

8.2 Except in the case of an emergency, PacifiCorp shall, prior to commencing new construction or major reconstruction work in the public way or street or other public places, apply for a permit from the City which permit shall not be unreasonably withheld, conditioned, or delayed. PacifiCorp will abide by all applicable ordinances and all reasonable rules, regulations and requirements of the City, and the City may inspect the manner of such work and require remedies as may be necessary to assure compliance. Notwithstanding the foregoing, PacifiCorp shall not be obligated to obtain a permit to perform emergency repairs.

8.3 All Electric Facilities shall be located so as to cause minimum interference with the Public Ways of the City and shall be constructed, installed, maintained, cleared of vegetation, renovated or replaced in accordance with applicable rules, ordinances and regulations of the City.

8.4 If, during the course of work on its Electrical Facilities, PacifiCorp causes damage to or alters the Public Way or public property, PacifiCorp shall (at its own cost and expense and in a manner approved by the City) replace and restore it to a condition comparable to that which existed before the work commenced.

8.5 In addition to the installation of underground electric distribution lines as provided by applicable state law and regulations, PacifiCorp shall, upon payment of all charges provided in its tariffs or their equivalent, place newly constructed electric distribution lines underground as may be required by City ordinance.

8.6 The City shall have the right without cost to use all poles and suitable overhead structures owned by PacifiCorp within Public Ways for City wires used in connection with its fire alarms, police signal systems, or other communication lines used for governmental purposes; provided, however, any such uses shall be for activities owned, operated or used by the City for a public purpose and shall not include the provision of CATV, internet, or similar services to the public. Provided further, that PacifiCorp shall assume no liability nor shall it incur, directly or indirectly, any additional expense in connection therewith, and the use of said poles and structures by the City shall be in such a manner as to prevent safety hazards or interferences with PacifiCorp's use of same. Nothing herein shall be construed to require PacifiCorp to increase pole size, or alter the manner in which PacifiCorp attaches its equipment to poles, or alter the manner in which it operates and maintains its Electric Facilities. City attachments shall be installed and maintained in accordance with the reasonable requirements of PacifiCorp and the current edition of the National Electrical Safety Code pertaining to such construction. Further, City attachments shall be attached or installed only after written approval by PacifiCorp.

8.7 PacifiCorp shall have the right to excavate the Public Ways subject to reasonable conditions and requirements of the City. Before installing new underground conduits or replacing existing underground conduits, PacifiCorp shall first notify the City of such work and shall allow the City, at its own expense, to share the trench of PacifiCorp to lay its own conduit therein, provided that such action by the City will not unreasonably interfere with PacifiCorp's Electric Facilities or delay project completion.

8.8 Before commencing any street improvements or other work within a Public Way that may affect PacifiCorp's Electric Facilities, the City shall give written notice to PacifiCorp.

8.9 No structures, buildings or signs shall be erected below PacifiCorp's facilities or in a location that prevents PacifiCorp from accessing or maintaining its facilities.

8.10 PacifiCorp shall provide the City with a report of all new services created within City boundaries on an annual basis during the term of this Franchise. The City shall provide written confirmation of the accuracy of the report and/or any corrections thereto to PacifiCorp within a reasonable time following receipt of the report.

SECTION 9. Relocation of Electric Facilities.

9.1 The City reserves the right to require PacifiCorp to relocate overhead Electric Facilities within the Public Ways in the interest of public convenience, necessity, health, safety or welfare at no cost to the City. Within a reasonable period of time after written notice, PacifiCorp shall promptly commence the overhead relocation of its Electrical Facilities. Before requiring a relocation of Electric Facilities, the City shall, with the assistance and consent of PacifiCorp, identify a reasonable alignment for the relocated Electric Facilities within the Public Ways of the City. The City shall assign or otherwise transfer to Company all right it may have to recover the cost for the relocation work and shall support the efforts of PacifiCorp to obtain reimbursement. In cases of capital improvement projects undertaken by the City, PacifiCorp shall convert existing overhead distribution facilities to underground, so long as PacifiCorp is allowed to collect the costs associated with conversion from overhead to underground distribution facilities consistent with OAR 860-022-0046, the Oregon Public Utility Commission rule on forced conversions.

9.2 PacifiCorp shall not be obligated to pay the cost of any relocation that is required or made a condition of a private development. If the removal or relocation of facilities is caused directly or otherwise by an identifiable development of property in the area, or is made for the convenience of a customer, PacifiCorp may charge the expense of removal or relocation to the developer or customer. For example, PacifiCorp shall not be required to pay relocation costs in connection with a road widening or realignment where the road project is made a condition or caused by a private development. In such event, the City shall require the developer to pay PacifiCorp for such relocation costs as part of its approval procedures.

SECTION 10. Subdivision Plat Notification. Before the City approves any new subdivision and before recordation of the plat, the City shall mail notification of such approval and a copy of the plat to PacifiCorp:

PacifiCorp
Attn: Property Management/Right-of-Way Department
830 Old Salem Road
Albany, Oregon 97321

SECTION 11. Vegetation Management. PacifiCorp or its contractor may prune all trees and vegetation which overhang the Public Ways, whether such trees or vegetation originate within or outside the Public Ways, to prevent the branches or limbs or other part of such trees or vegetation from interfering with PacifiCorp's Electrical Facilities. Such pruning shall comply with the *American National Standard for Tree Care Operation (ANSI A300)* and be conducted under the direction of an arborist certified with the International Society of Arboriculture. A growth inhibitor treatment may be used for trees and vegetation species that are fast-growing and problematic.

Nothing contained in this Section shall prevent PacifiCorp, when necessary and with the approval of the owner of the property on which they may be located, from cutting down and removing any trees which overhang streets.

SECTION 12. Compensation.

12.1 In consideration of the rights, privileges, and franchise hereby granted, PacifiCorp shall pay to the City from and after the effective date of the acceptance of this franchise, five percent (5%) of its gross revenues derived from within the corporate limits of City. The term "gross revenue" as used herein shall be construed to mean any revenue of PacifiCorp derived from the retail sale and use of electric power and energy within the municipal boundaries of the City after adjustment for the net write-off of uncollectible accounts and corrections of bills theretofore rendered. All amounts paid under this Section 12 shall be subject to review by the City; provided that only payments which occurred during a period of thirty-six (36) months prior to the date the City notifies PacifiCorp of its intent to conduct a review shall be subject to such review. Notwithstanding any provision to the contrary, at any time during the term of this Franchise, the City may elect to increase the franchise fee amount as may then be allowed by state law. The City shall provide PacifiCorp with prior written notice of such increase following adoption of the change in percentage by the City. The increase shall be effective sixty (60) days after City has provided such written notice to PacifiCorp.

12.2 The franchise fee shall not be in addition to any other license, occupation, franchise or excise taxes or charges which might otherwise be levied or collected by the City from PacifiCorp with respect to PacifiCorp's electric business or the exercise of this franchise within the corporate limits of the City and the amount due to the City under any such other license, occupation, franchise or excise taxes or other charges for corresponding periods shall be reduced by deducting there from the amount of said franchise fee paid hereunder.

SECTION 13. Renewal. At least 120 days prior to the expiration of this Franchise, PacifiCorp and the City shall agree to either extend the term of this Franchise for a mutually acceptable period of time or the parties shall use best faith efforts to renegotiate a replacement Franchise. PacifiCorp shall have the continued right to use the Public Ways of the City as set forth herein in the event an extension or replacement Franchise is not entered into upon expiration of this Franchise.

SECTION 14. No Waiver. Neither the City nor PacifiCorp shall be excused from complying with any of the terms and conditions of this Franchise by any failure of the other, or any of its officers, employees, or agents, upon any one or more occasions to insist upon or to seek compliance with any such terms and conditions.

SECTION 15. Transfer of Franchise. PacifiCorp shall not transfer or assign any rights under this Franchise to another entity, except transfers and assignments by operation of law, unless the City shall first give its approval in writing, which approval shall not be unreasonably withheld; provided, however, inclusion of this Franchise as property subject to the lien of PacifiCorp's mortgage(s) shall not constitute a transfer or assignment.

SECTION 16. Amendment. At any time during the term of this Franchise, the City, through its City Council, or PacifiCorp may propose amendments to this Franchise by giving thirty (30) days written notice to the other of the proposed amendment(s) desired, and both parties thereafter, through their designated representatives, will, within a reasonable time, negotiate in good faith in an effort to agree upon mutually satisfactory amendment(s). No amendment or amendments to

this Franchise shall be effective until mutually agreed upon by the City and PacifiCorp and formally adopted as an ordinance amendment.

SECTION 17. Non-Contestability--Breach of Contract.

17.1 Neither the City nor PacifiCorp will take any action for the purpose of securing modification of this Franchise before either the Oregon Public Utility Commission or any Court of competent jurisdiction; provided, however, that neither shall be precluded from taking any action it deems necessary to resolve difference in interpretation of the Franchise nor shall PacifiCorp be precluded from seeking relief from the Courts in the event Oregon Public Utility Commission orders, rules or regulations conflict with or make performance under the Franchise illegal.

17.2 In the event PacifiCorp or the City fails to fulfill any of their respective obligations under this Franchise, the City, or PacifiCorp, whichever the case may be, will have a breach of contract claim and remedy against the other in addition to any other remedy provided by law, provided that no remedy which would have the effect of amending the specific provisions of this Franchise shall become effective without such action which would be necessary to formally amend the Franchise.

SECTION 18. Notices. Unless otherwise specified herein, all notices from PacifiCorp to the City pursuant to or concerning this Franchise shall be delivered to the City Recorder's Office. Unless otherwise specified herein, all notices from the City to PacifiCorp pursuant to or concerning this Franchise shall be delivered to the Customer and Community Affairs Vice President, Pacific Power, 825 NE Multnomah, Lloyd Center Tower Suite 2000, Portland, Oregon 97232, and such other office as PacifiCorp may advise the City of by written notice.

SECTION 19. Severability. If any section, sentence, paragraph, term or provision hereof is for any reason determined to be illegal, invalid, or superseded by other lawful authority including any state or federal regulatory authority having jurisdiction thereof or unconstitutional, illegal or invalid by any court of common jurisdiction, such portion shall be deemed a separate, distinct, and independent provision and such determination shall have no effect on the validity of any other section, sentence, paragraph, term or provision hereof, all of which will remain in full force and effect for the term of the Franchise or any renewal or renewals thereof.

SECTION 20. Waiver of Jury Trial. To the fullest extent permitted by law, each of the parties hereto waives any right it may have to a trial by jury in respect of litigation directly or indirectly arising out of, under or in connection with this agreement. Each party further waives any right to consolidate any action in which a jury trial has been waived with any other action in which a jury trial cannot be or has not been waived.

PASSED by the City Council of the City of Sweet Home, Oregon this ____ day of _____, 2025.

Mayor

ATTEST:

City Manager - Ex Officio City Recorder

Accepted this this ____ day of _____, 2025 subject to applicable federal, state, and local law.

Pacific Power



REQUEST FOR COUNCIL ACTION

Title: Request for Council Action – Ordinance No. 2 for 2025 – Ordinance No. 1333 – Adopting Camping Regulations

Preferred Agenda: May 27, 2025

Submitted By: Blair Larsen, City Attorney

Reviewed By: Cecily Hope Pretty, Deputy City Manager

Type of Action: Resolution ☐ Motion ☒ Roll Call ☐ Other ☐

Relevant Code/Policy: ORS §195.500

Towards Council Goal: Desirable Community

Attachments: Ordinance Bill No. 2 for 2025 – Ordinance No. 1333 – Camping Regulations

Purpose of this RCA:

The purpose of this RCA is to request approval of a proposed ordinance regulating camping within the City.

Background/Context:

ORS §195.500 requires municipalities to “develop a policy that recognizes the social nature of the problem of homeless individuals camping on public property.” Ever since the opening of the Family Assistance and Resource Center Group (FAC) facility on 24th Avenue, the City has maintained an area next to the Police Station where those who have been excluded from or refuse to utilize the FAC site may camp at night. The Police Department strictly enforces specific permitted hours of camping and conduct at this site. Anyone camping on public property anywhere else in the City who has nowhere else to go is directed to this site.

However, this policy, while it satisfies the spirit of ORS §195.500, does not satisfy the letter of the law, and properly adopted ordinance is necessary.

The attached draft ordinance is intended to bring the City into compliance with State law, while continuing the same operating procedures that are currently in place at the Police Station.

This ordinance was first introduced at the March 11, 2025 meeting, but was tabled pending additional review by the City’s insurer, City/County Insurance Services (CIS). The City Attorney met with Mr. Aaron Hisel, the attorney retained by CIS to work on such issues. Mr. Hisel reviewed the proposed ordinance and recommended some small modifications. Those changes are reflected in the revised draft ordinance.

A first reading of the ordinance was conducted at the April 22, 2025 meeting and was moved to a second reading. The second reading was conducted at the May 13, 2025 meeting and was moved to a third reading.

The Challenge/Problem:

How does the City address the realities of homelessness while complying with State law?

Issues and Financial Impacts:

This ordinance involves no financial impact to the City.

Elements of a Stable Solution:

A stable solution includes an ordinance that complies with ORS §195.500.

Options:

1. Do Nothing – If the Council chooses to do nothing, then camping will continue as at the Police Station, but the City will not be in compliance with State law.
2. Move to approve the ordinance as proposed.
3. Move to amend the ordinance and approve it with amendments – The Council may make changes to the proposed ordinance.
4. Direct staff to research other ways to accomplish the same goals.

Recommendation:

Staff recommends option 2: Move to approve Ordinance No. 1333 as proposed.

ORDINANCE BILL NO. 2 FOR 2025

ORDINANCE NO. 1333

**SWEET HOME ORDINANCE AMENDING SWEET HOME MUNICIPAL CODE (SHMC) TITLE 9
BY ADDING A NEW CHAPTER 9.50 TITLED CAMPING REGULATIONS.**

WHEREAS, the City of Sweet Home is adding SHMC Chapter 9.50, Camping Regulations, to adhere to Oregon State House Bill 3115; and

WHEREAS, without such provision within our code, the City of Sweet Home would not be able to continue to address public concerns and complaints regarding camping on public property; and

WHEREAS, providing a designated space will provide a localized area for community partners to offer their services to those in need;

NOW, THEREFORE, THE CITY OF SWEET HOME DOES ORDAIN AS FOLLOWS:

Section 1. Amending SHMC Title 9, Public Peace, Morals, and Welfare. SHMC Title 9 is hereby amended to add Chapter 9.50 titled Camping Regulations:

Article I. Administration

- 9.50.005 Title.
- 9.50.010 Scope.
- 9.50.015 Interpretation.
- 9.50.020 Interchangeability.
- 9.50.025 Terms not defined.
- 9.50.030 Definitions.

Article II. Camping

- 9.50.035 Prohibited camping.
- 9.50.040 Permitted camping.
- 9.50.045 Fire safety.
- 9.50.050 Utilities.

Article III. Compliance

- 9.50.055 Storage of personal property.
- 9.50.060 Cleanup and posting.
- 9.50.065 Nonexclusive remedy.
- 9.50.070 Special permit.
- 9.50.075 Violation – Penalty.

Article I. Administration

- 9.50.005 Title.**

These provisions shall be known as the Sweet Home camping regulations and shall be cited as such and will be referred to herein as “this regulation.”

9.50.010 Scope.

- A. The provisions of this regulation apply to all public property and public rights-of-way located within the city of Sweet Home as defined herein.
- B. Motor Vehicle Camping is not within the scope of this section. Motor Vehicle Camping within public rights-of-way and in public parking lots is governed by Sweet Home Municipal Code §10.08.035.
- C. Recreational Vehicle Camping is not within the scope of this section. Recreational Vehicle Parking within public rights-of-way is governed by Sweet Home Municipal Code §10.28.020(A).

9.50.015 Interpretation.

This regulation is to be interpreted consistent with applicable state statutes and providing the protection required by state statutes.

9.50.020 Interchangeability.

Words used in the present tense include the future, words in the masculine gender include the feminine and neutral, the singular number includes the plural, and the plural, the singular.

9.50.025 Terms not defined.

Where terms are not defined through the methods authorized by this article, such terms shall have ordinarily accepted meanings such as the context implies. Words of common usage are given their plain, natural, and ordinary meanings. Words that have well-defined legal meanings are given those meanings.

9.50.030 Definitions.

- A. “Camp” or “camping” means to pitch, erect, create, use, or occupy camp facilities for the purpose of habitation, as evidenced by the use of camp paraphernalia.
- B. “Camp facilities” includes, but is not limited to, tents, huts, or temporary shelters. “Camp facilities” does not include motor vehicles or recreational vehicles.
- C. “Camp paraphernalia” includes, but is not limited to, tarpaulins, cots, beds, sleeping bags, blankets, mattresses, hammocks, outdoor cooking devices or utensils, food or food storage items, and/or similar items that are or appear to be used as living and/or sleeping accommodations, or to assist with living and/or sleeping activities.
- D. “Established camping site.” For purposes of ORS 195.500 through 195.530, an “established camping site” means any place where one or more persons have established temporary sleeping accommodations by use of temporary structures and materials, camp facilities, and/or camp paraphernalia for more than 72 consecutive hours.
- E. “Motor vehicle” means a vehicle that is self-propelled or designed for self-propulsion.
- F. “Public Emergency” means any community-wide human-made or natural event or circumstance causing or threatening loss of life, injury to person or property, human

suffering or financial loss, and includes, but is not limited to, fire, explosion, flood, severe weather, drought, earthquake, volcanic activity, spills or releases of oil or hazardous material, as defined in O.R.S. 466.605, contamination, utility or transportation emergencies, disease, blight, infestation, crisis influx of migrants unmanageable by the county, civil disturbance, riot, sabotage, terrorist actions (including employment of weapons of mass destruction), and war.

- G. "Public property" means any real property or structures owned, leased, or managed by the city, including public rights-of-way.
- H. "Public rights-of-way" means all property dedicated to the public for transportation purposes and administered by the city, including streets, roads, alleys, lanes, sidewalks, trails, paths, bridges, viaducts, and all other public ways and areas managed by the city.
- I. Includes public utility easements to the extent that the easement allows use by the permittee planning to use or using the public utility easement. "Right-of-way" includes the subsurface under and airspace over these areas.
- J. "Right-of-way" does not include the airwaves for purposes of commercial mobile radio services, broadcast television, direct broadcast satellite and other wireless providers, or easements or other property interests owned by a single utility or entity.
- K. "Reasonable" shall be determined based on the totality of the circumstances.
- L. "Recreational vehicle" or "RV" means a vehicle with or without motive power that is designed for use as temporary living quarters and as further defined by the Oregon Department of Transportation in OAR Chapter 735, Division 022.
- M. "Store" or "storage" means to put aside or accumulate for use when needed, to put for safekeeping, or to place or leave in a location.
- N. "Vehicle" means a motor vehicle or recreational vehicle.

Article II. Camping

9.50.035 Prohibited camping.

It is unlawful for any person to camp in or upon any public property or public right-of-way if the person has access to reasonable alternate shelter, has means to acquire reasonable alternate shelter, or has otherwise been offered, rejected, and/or been disqualified from reasonable alternate shelter.

9.50.040 Permitted camping.

Camping in or upon any public property or public right-of-way within the city of Sweet Home shall be permitted as follows:

- A. In accordance with a duly executed emergency declaration by the Sweet Home City Manager, or
- B. On publicly owned property, designated by the Sweet Home City Manager, when there is no alternate shelter available.
 - 1. Camping in designated areas is permitted only between the hours of six p.m. and seven a.m.
 - 2. Enforcement of time restrictions may be suspended by the city manager, police chief, or designee for severe weather events or public emergencies, however in

no circumstances shall such suspension allow for camping for a duration longer than 72 hours without express approval of the City Council.

3. Enforcement of time restrictions may also be suspended by the city manager, police chief, or designee at the request of an individual when necessary or appropriate to respond to an individual's medical condition, disability or unique circumstances.
 - a. If denied, such requests may be appealed through the City's Americans with Disabilities Act (ADA) complaint process.
4. Permitted camping in designated areas shall not include occupying a recreational vehicle.
5. Each occupant shall follow all posted rules in addition to the rules set herein.
6. Each occupant shall store all items and materials within their camping facility.
7. Each camp may occupy a space no greater than 8 feet by 8 feet.
8. Any individual may only occupy and/or control a single camp at any time.
9. Each camp shall be maintained so as not to violate SHMC §8.04.020.

- C. Notwithstanding subsections A and B of this section, camping permitted under this section shall not have a duration longer than 72 hours and is not considered an established camping site for the purposes of ORS 195.500 through 195.530.

9.50.045 Fire safety.

At no time shall there be any of the following at campsites without prior approval by the Sweet Home fire chief or their designee:

- A. Open flame;
- B. Propane;
- C. Flammable/combustible liquid;
- D. Heat producing appliance; or
- E. Smoking.

9.50.050 Utilities.

No utilities shall be connected or supplied to any camping facility.

Article III. Compliance

9.50.055 Storage of personal property.

Except as expressly authorized by SHMC, it shall be unlawful for any person to store personal property on public property or within the public right-of-way.

9.50.060 Cleanup and posting.

- A. The cleanup of permitted campsites may be scheduled by the City Manager or their designee.
 1. Occasional cleanup of permitted public property campsites may be necessary to ensure the health and safety of the community.
 - a. Prior to such cleanups, the property shall be posted consistent with ORS 195.505.
 2. This subsection (1) does not release individuals of the requirement to maintain a clean, sanitary, and safe area around their camp nor negate the conditions of any other SHMC titles and/or chapters.

- B. No posting is required prior to removing debris, garbage, or items that are clearly discarded on public property or within the right-of-way. The City Manager or their designee is expected to use objectively reasonable discretion in determining whether advanced notice should be provided when it cannot be clearly determined that items were discarded and are not personal property.

9.50.065 Nonexclusive remedy.

The remedies described in this chapter shall not be the exclusive remedies of the City for violations of this chapter.

9.50.070 Special permit.

Upon finding it to be in the public interest and consistent with City goals and policies, the City Manager or their designee, in the instance of park events, may exempt a special event from the prohibitions of this chapter through permit or other decree and shall specify the period and location covered by the exemption.

9.50.075 Violation – Penalty.

Violations of SHMC 9.50.035, 9.50.040, and/or 9.50.045 are punishable as follows:

- A. By a fine of not more than \$100 upon first offense.
- B. By a fine of not more than \$100 and/or community service upon second offense.
- C. The Sweet Home Municipal Court Judge is encouraged to use diversion with individuals willing to engage with housing, mental health, alcohol, drug, and other service providers as appropriate. Fines may be reduced for violators who are actively working with local service providers to address the causes of their lack of permanent housing.

PASSED by the Council and approved by the Mayor this 27th day of May, 2025.

Mayor

ATTEST:

City Manager – Ex Officio City Recorder



CITY OF SWEET HOME LIBRARY BOARD MINUTES

May 08, 2025, 4:30 PM
Sweet Home City Hall, 3225 Main Street
Sweet Home, OR 97386

Mission Statement

The City of Sweet Home will work to build an economically strong community with an efficient and effective local government that will provide infrastructure and essential services to the citizens we serve. As efficient stewards of the valuable assets available, we will be responsive to the community while planning and preparing for the future.

Call to Order

The meeting was called to order at 4:30 PM.

Roll Call

PRESENT

Chair Eva Journey
Vice Chair Kelsey Hicks
Board Member Jen Castaneda
Board Member Jim Corley
Board Member Caryn Wise

COUNCIL

Councilor Chelsea Augsburger, Council Liaison

STAFF

Megan Dazey, Library Services Director
Adam Leisinger, Special Projects Manager
Cecily Hope Pretty, Deputy City Manager

Review & Approval of Minutes

- a) 2025-04-10 Library Board Meeting Minutes

Board Member Castaneda moved to approve the minutes of the April 10, 2025 Library Board Meeting. Board Member Corley seconded the motion. The motion carried by the following vote:

AYE: Journey, Hicks, Castaneda, Corley, Wise

NAY: None

Report of the Library Services Director

- a) Report of Library Director April/May 2025

Director Dazey stated that approximately 300 titles had been moved to the new tween section to date. She noted that circulation statistics had improved on tween books following the move. She noted that the picnic table had been restored and was well-used for its intended purposes. She stated that grant funds totaling \$10,000 were received to move forward with a new ADA-compliant door. She added that she intended to host community conversations about additional accommodations that may be desired by the community.

Chair Journey asked of the anticipated cost for the door. Director Dazey replied that they were in the process of securing quotes but anticipated it would be between \$3,000 and \$7,000. Chair Journey asked

of enhancing ADA access to the front door. Director Dazey replied that the age and layout of the building may make such a project cost-prohibitive.

Director Dazey stated that staff anticipated having the summer activity calendar ready the following week and it would include countywide events. She noted that the summer reading theme was "Level Up at Your Library." She stated that funding was recently pulled from a grant program to assist local youth to create a video about combatting misinformation. She noted that she was looking at additional grants to acquire more books for tweens and kids in the summer reading program. She highlighted that she attended the Oregon Library Association Conference in Eugene in April and that she presented on public library/school partnerships.

Chair Journey asked Director Dazey to highlight her upcoming participation in Libraries Advancing Community Learning to Reduce Substance Use. Director Dazey stated that she was selected to receive a full travel stipend to the meeting in Kansas City, at which a select group of librarians would begin writing a workbook advising libraries on substance use reduction through therapeutic use of literature (bibliotherapy).

No action was required for this item.

Statistics

a) Library Statistics for April 2025

Director Dazey stated that statistics were on track to be the same or better than the previous year and noted an uptick in visitors with the temporary Native American exhibit.

No action was required for this item.

Fiscal Report

There was no fiscal report to be heard.

Old Business

There was no old business to be heard.

New Business

a) SHPL Newsletter May 2025

Director Dazey asked for Board feedback on newsletter content.

Councilor Augsburger suggested highlighting library staff and their favorite books.

Chair Journey expressed support for the format and for the inclusion of new book titles in various age ranges. She noted that keeping it limited to two pages was effective. She suggested checking the reading level of the newsletter to ensure it was accessible to the community.

Discussion ensued regarding placement of library newsletters in Free Little Libraries.

Director Dazey asked for feedback regarding the inclusion of new books. Board Member Wise stated that a variety across genres was recommended.

No action was required for this item.

b) Discussion on any questions/ideas that came up during May 7th Open House

Director Dazey requested feedback from the Board resulting from the Open House. Discussion ensued regarding challenges in engaging the community and getting additional attendees at events.

Chair Journey suggested working within the consortium to identify best practices regarding public outreach.

Board Member Corley suggested inviting local authors to offer book signings at the same time as other library events to drive turnout.

Board Member Castaneda asked how many attendees were at the Open House. Director Dazey replied that there were 25-30 who were there specifically for the event.

No action was required for this item.

Adjournment

There being no further discussion, the meeting was adjourned at 5:06 PM.

Chair

ATTEST:

Library Services Director, Secretary to the Board

October 2023 Council Report-Traffic

CITATIONS ISSUED	Apr-25	Apr-24	2025 TO DATE	2024 TO DATE	YEAR TO DATE CHANGE
Chapter 803 Vehicle Title and Registration (Fail to Register Vehicle, Fail to Renew Registration, Altered Plate, Switched Plates, Fail to Display Plate, etc.)	0	1	4	3	25.00%
Chapter 806 Financial Responsibility Law (Driving Uninsured, Fail to Carry Proof of Insurance, False Info Regarding Liability Insurance, etc.)	8	13	50	46	8.00%
Chapter 807 Driving Privileges, Licenses and Permits (No Operator License, Fail to Carry and Present License, Fail to Change Name and/or Address on Operator License, etc.)	1	4	13	12	8.33%
Chapter 811 Rules of the Road for Drivers (Speeding, DWS, Reckless Driving, Careless Driving, Hit and Run, Fail to Obey Traffic Control Device, Follow too Close, Illegal Parking, Fail to Yield to Pedestrian, Fail to Wear Seatbelt, etc.)	17	31	99	99	0.00%
Chapter 813 Driving Under Influence of Intoxicants (Drive Under Influence of Intoxicants, Refuse the Breath Test, etc.)	3	1	6	8	-25.00%
Chapter 814 Pedestrians; Passengers; Livestock; Motorized Wheelchairs; Motorcycles; Bicycles (Improper Use of Lanes, No Motorcycle Helmet, Bicyclist failing to Signal, etc)	0	0	0	0	0.00%
Chapter 815 Vehicle Equipment Generally (Improper Fenders or Mud Guards, Unreasonable Noise, Obstructed Vehicle Windows, etc.)	0	0	2	0	100.00%
Chapter 816 Vehicle Equipment (Operate Without Lighting Equipment, Operate Without Tail Lights, etc)	0	0	1	0	100.00%
Chapter 818 -821 (Vehicle limits, abandoned vehicle, special provisions, off road vehicles)	0	0	0	0	0.00%
TOTAL CITATIONS ISSUED	29	50	175	168	4.00%
TOTAL PERSONS CITED	20	27	106	109	-2.83%
TOTAL WARNINGS ISSUED	74	119	434	443	-2.07%
TOTAL OFFICER INITIATED TRAFFIC STOPS	94	146	533	546	-2.44%

MOTOR VEHICLE CRASHES	Apr-25	Apr-24	2025 TO DATE	2024 TO DATE	YEAR TO DATE CHANGE
MVC-FATAL	0	0	0	0	0.00%
MVC-INJURY	3	2	13	10	23.08%
MVC-NON INJURY	3	11	22	35	-37.14%
HIT & RUN VEHICLE INJURY	1	0	4	0	100.00%
HIT & RUN PROPERTY	5	4	14	27	-48.15%
TOTAL CRASHES	12	17	53	72	-26.39%

CRASHES INVOLVING DUII ARREST	0	0	2	2	0.00%
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OCTOBER 2023 COUNCIL REPORT-CALLS FOR SERVICE

	Apr-25	Apr-24	2025 TO DATE	2024 TO DATE	YEAR TO DATE CHANGE
CALLS FOR SERVICE					
PERSON CRIMES (Homicide, Assault, Harassment, Sex Crimes, Menacing, Reckless Endanger, Kidnap, Domestic Violence, Elder & Child Abuse, etc)	22	35	73	110	-33.64%
PROPERTY CRIMES (Arson, Burglary, Theft, Criminal Mischief, Motor Vehicle Theft, Robbery, Unlawful Entry into Motor Vehicle, Reckless Burning, etc)	38	36	129	165	-21.82%
SOCIETY CRIMES (Drive Under Influence of Intoxicants, Disorderly Conduct, Resisting Arrest, Criminal Trespass, Escape, Runaway, Drug Offenses, Weapon Offenses, etc)	27	27	119	103	15.53%
OREGON SPECIFIC CRIMES (Protective Custodies, Traffic Crimes other than DUII, Warrant Arrests)	79	55	275	208	24.36%
TOTAL CRIMES REPORTED	166	153	596	586	1.71%
TOTAL CRIMES CLEARED	118	106	335	390	-14.10%
NON CRIMINAL CALLS FOR SERVICE (Abandoned Vehicles, Agency Assists, 911 hangups, Alarm Calls, Ambulance Assist, Animal Calls, Death Investigations, Disturbances, Domestic Disputes, Juvenile, Motor Vehicle Crashes, Public Assists, Suspicious Activity, Traffic, Trespass Warnings, etc)	637	610	2437	2569	-5.14%
TOTAL CALLS FOR SERVICE	803	763	3033	3155	-3.87%
TOTAL INCIDENT NUMBERS ISSUED	744	694	2799	2819	-0.71%
TOTAL CAD NUMBERS ISSUED	1392	1418	5397	5638	-4.47%

	Apr-25	Apr-24	2025 TO DATE	2024 TO DATE	YEAR TO DATE CHANGE
CUSTODIES					
TOTAL PERSONS TAKEN INTO CUSTODY	73	56	264	243	8.64%
TOTAL ADULTS ARRESTED	67	53	250	231	7.60%
TOTAL JUVENILES IN CUSTODY	6	3	14	26	-46.15%
TOTAL CHARGES	178	126	542	446	17.71%
TOTAL ADULT CHARGES	169	120	524	309	41.03%
TOTAL JUVENILE CHARGES	9	6	18	36	-50.00%