

# City of Harrisburg Transportation System Plan

*Prepared for*  
City of Harrisburg, Oregon  
Oregon Department of Transportation



June 2025

**ParametriX**



# Citation

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- A Transportation System Conditions and Deficiencies
- B Goals, Objectives, and Evaluation Criteria
- C Proposed Transportation System Improvements
- D Costs and Potential Funding Strategies for Proposed Improvements

# 1. Introduction

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

## 1.1 Purpose of the Transportation System Plan

The 2025 TSP update establishes the vision for Harrisburg’s transportation system over the next 20 years. It is an update to the 1999 TSP and responds to significant changes that have occurred in the city since that time. The population has grown by 30%, and the city’s boundaries have expanded by hundreds of acres, resulting in increased pressure on the local transportation system. This TSP update will guide decisions and investments to address these changes, improve transportation options for residents and visitors, and support local businesses. This updated plan includes the following:

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

## 1.2 Plan Process

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

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

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

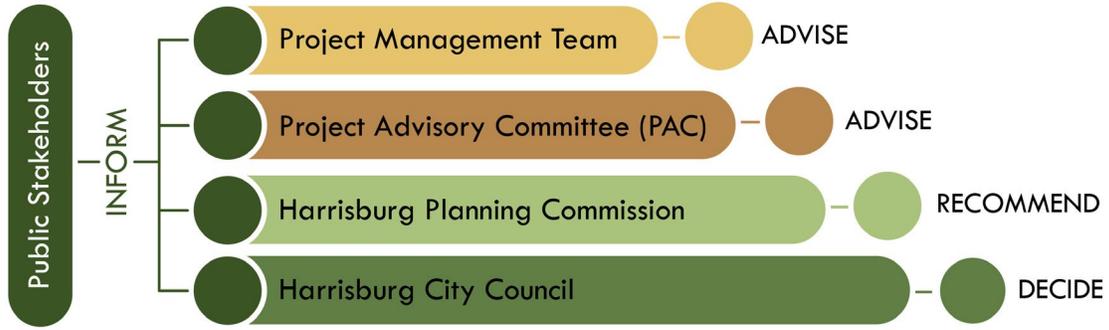


Figure 1. TSP Decision-Making Process

The Harrisburg Planning Commission and City Council participated in two joint work sessions during the project process. The Planning Commission made recommendations to City Council on the final TSP. The Harrisburg City Council ultimately adopted the final TSP on June 10, 2025.

### 1.3 Policy Context

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

### 1.4 Study Area

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

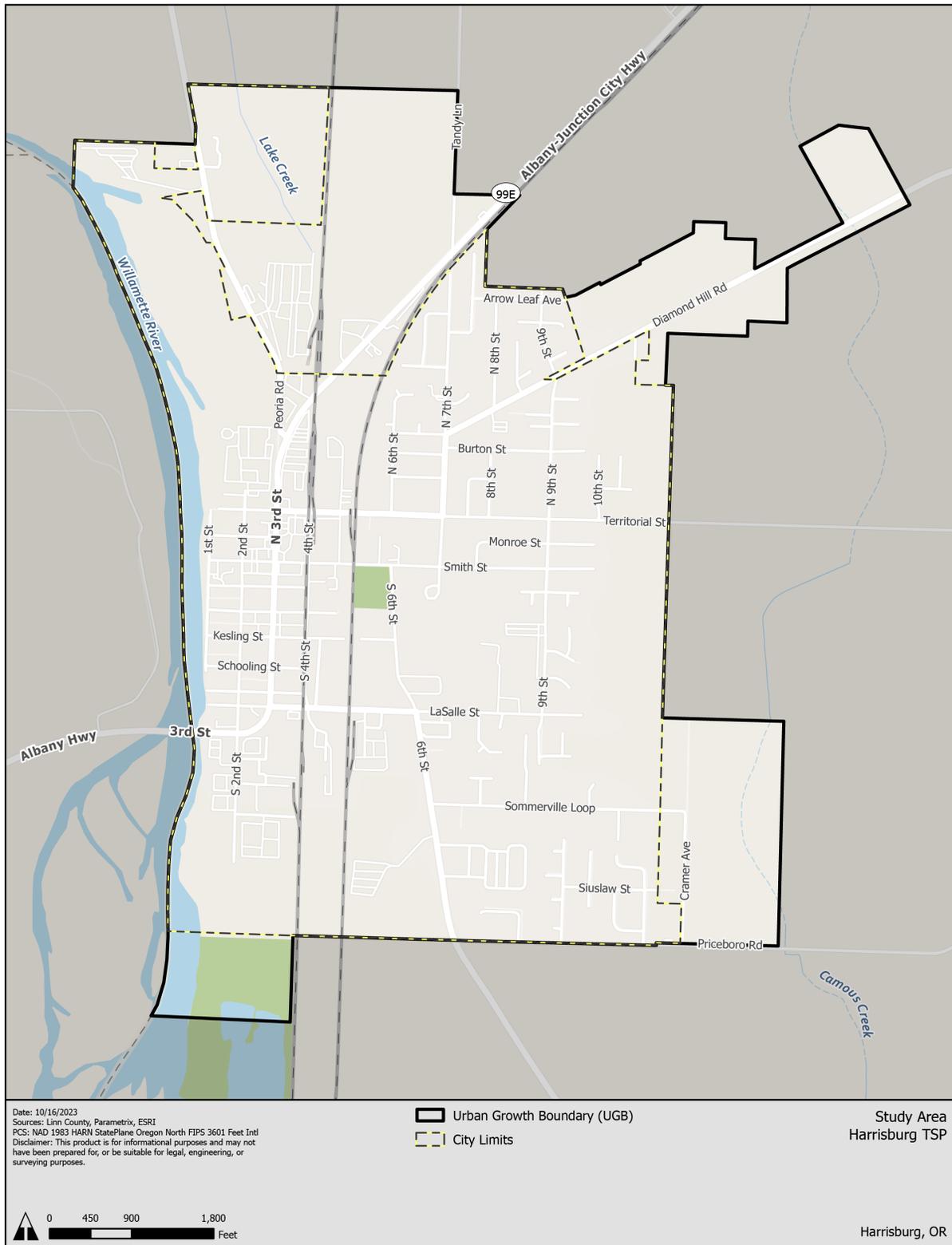


Figure 2. Harrisburg Study Area

### 1.4.1 Current Land Use

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

Nearly half (45%) of the city is zoned for residential uses including single-family and multifamily residential. Residential uses are most often located to the east of the UPRR tracks, with smaller pockets of residential uses located near Harrisburg's downtown.

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

Industrial uses are located north and south of Harrisburg's downtown and represent an area of growing demand in the city. Industrial zoning includes two types of industrial uses: limited industrial and general industrial. Limited industrial accommodates a mix of less-intensive uses that aims to avoid negative impacts on neighboring parcels, provide transportation options for people, and facilitate compatibility between dissimilar uses.<sup>1</sup> General industrial accommodates more intensive uses associated with industry, manufacturing, and processing. The intent of this district is to provide for efficient use of land and public services while also advancing employment opportunities in the city (Harrisburg Municipal Code 18.40.020).

Harrisburg also has several parks and open spaces, including the Harrisburg Skate Park, Riverfront Park, and smaller park spaces in residential areas. Eagle Park is located south of Harrisburg along the Willamette River and is a popular recreation destination for area residents (see Photograph 1). The area immediately adjacent to the river falls within the Greenway Special Purpose Overlay Zone (see Figure 3), which provides development controls to protect the Willamette River. Key community destinations are shown in Figure 4.



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

<sup>1</sup> <https://www.codepublishing.com/OR/Harrisburg/#!/Harrisburg18/Harrisburg1840.html#18.40.020>

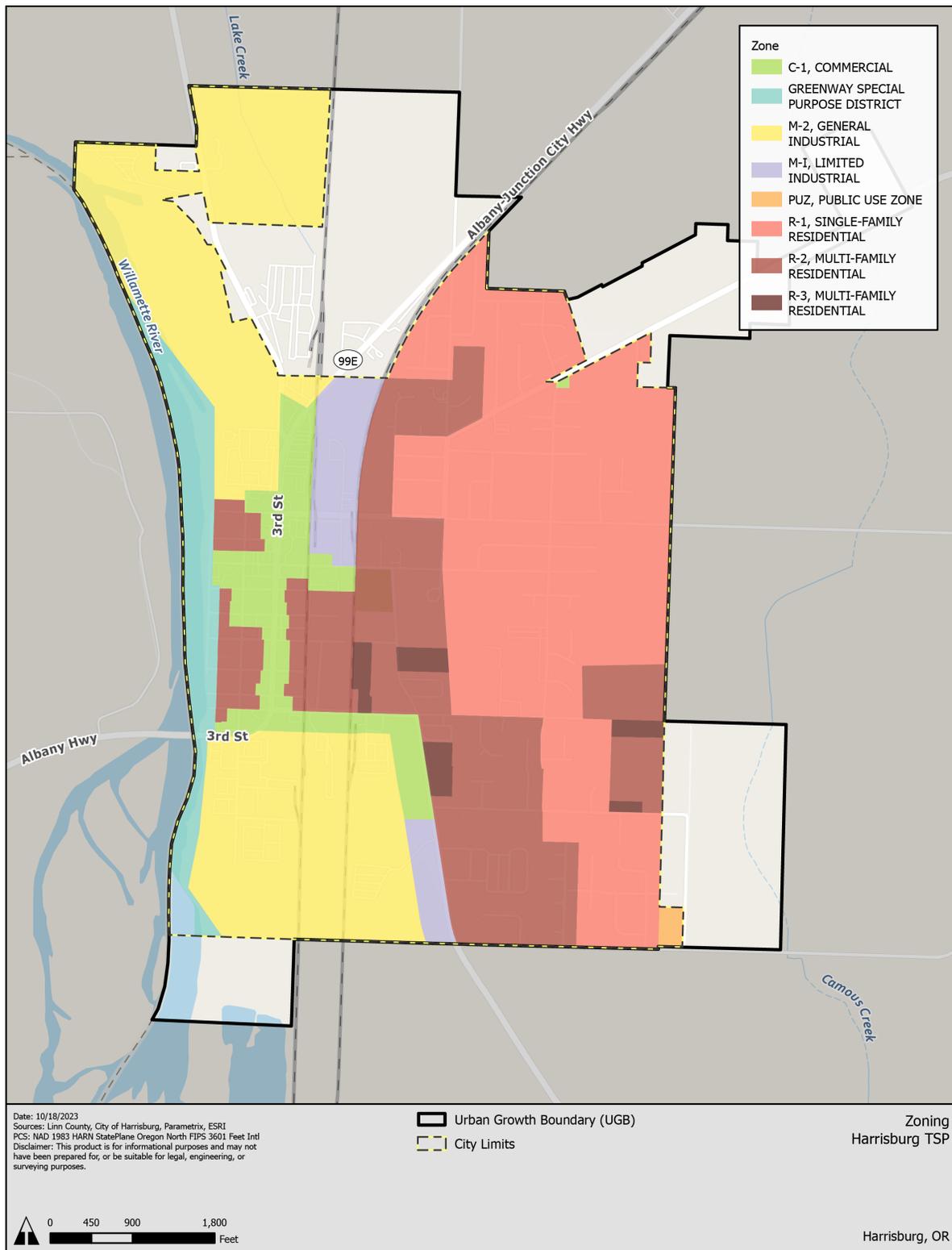


Figure 3. Harrisburg Zoning

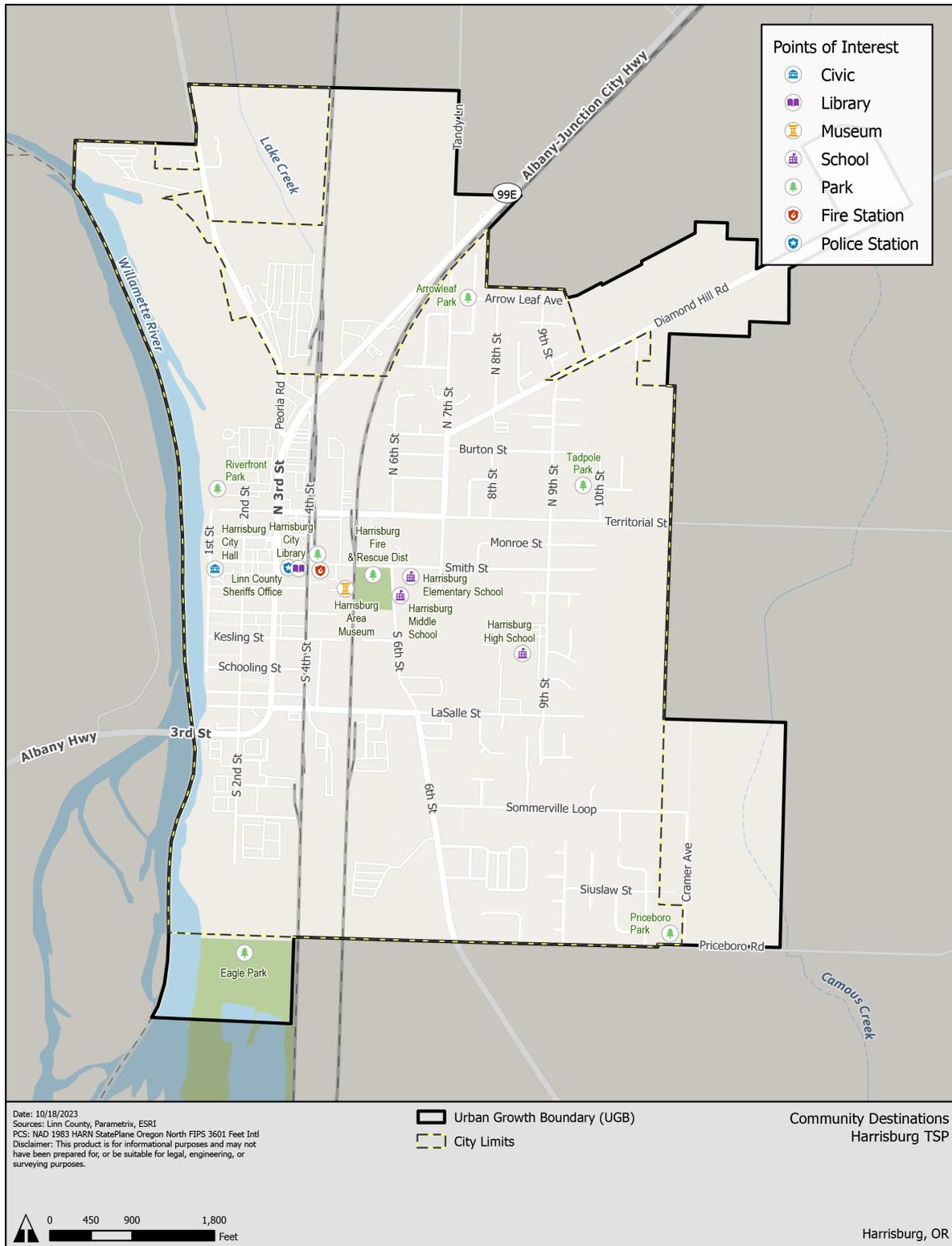


Figure 4. Harrisburg Community Destinations

## 1.4.2 Community Profile

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

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

- A higher proportion of the city’s population is low income (54%), which is almost double that of the state at 29%.
- Harrisburg is relatively young compared to the state, with 31% of the population under 18 years of age (21%).
- Harrisburg has a slightly higher percentage of the population who live with a disability (16%) compared to the state level (14%).

**Table 1. Harrisburg Community Characteristics**

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

Source: American Community Survey: 5-Year Estimates 2021

## 2. Existing and Future Transportation Needs

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

### 2.1 Motor Vehicle System

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

Roadways are organized by functional classifications (see Figure 5), which help describe the purpose and scale of each segment:

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

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

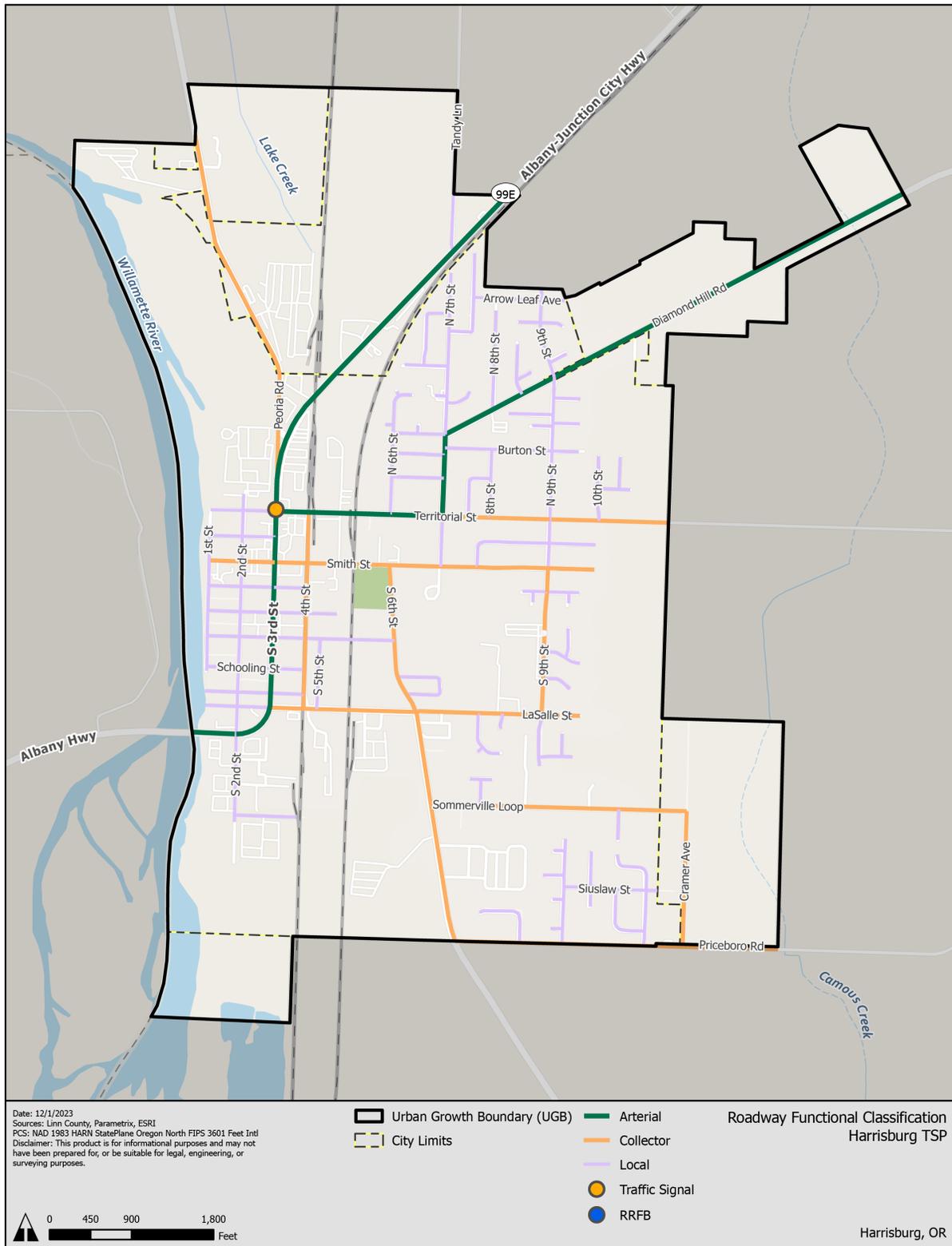


Figure 5. Existing Roadway Functional Classification

### 2.1.1 Traffic Volumes and Congestion

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



Photograph 2. 3rd Street and Territorial Street  
Source: Parametrix

### 2.1.2 Intersection Operations

- A total of 11 intersections were analyzed to identify operational deficiencies both now and in the future (2045), as summarized in Table 2, Table 3, and shown in Figure 6.
- The intersection at OR 99E/3rd Street and LaSalle Street exceeds the current mobility target based on volume-to-capacity (V/C) ratio and experiences significant delays. LaSalle Street has a v/c target of 0.95. In existing conditions, the v/c ratio is 1.24; its performance is expected to worsen in the future if no improvements are made, reaching a v/c ratio of 1.55 in 2045.

Table 2. 2022 Existing Conditions

#	Intersection	Control*	Existing and No Build Mobility Target	Year 2022 Existing Conditions						
				Major Street			Minor Street			Exceeds Mobility Target?
				V/C ratio	Delay (s)	LOS	V/C ratio	Delay (s)	LOS	
1	9th Street & LaSalle Street	AWSC	LOS D or better	0.05	7.1	A	0.07	7.5	A	No
2	9th Street & Smith Street	TWSC	LOS D or better	0.03	7.3	A	0.03	9.4	A	No
3	9th Street & Territorial Street	AWSC	LOS D or better	0.05	7.4	A	0.09	7.5	A	No
4	9th Street & Diamond Hill Road	TWSC	LOS D or better	0.02	7.5	A	0.05	10.3	B	No
5	6th Street & Priceboro Drive	TWSC	LOS D or better	0.08	7.8	A	0.12	15.8	C	No
6	OR 99E & LaSalle Street	TWSC	Major street: V/C < 0.90 Minor Street: V/C < 0.95	0.06	9.4	A	<b>1.24</b>	>200	F	<b>Yes</b>
7	OR 99E & Territorial Street	Signal	V/C < 0.90	0.65	14.2	B	-	-	-	No
8	OR 99E & Peoria Road	TWSC	Major street: V/C < 0.85 Minor Street: V/C < 0.90	0.11	8.3	A	0.24	17.4	C	No
9	OR 99E & Smith Street	TWSC	Major street: V/C < 1.0 Minor Street: V/C < 1.0	0.03	8.7	A	0.33	30.6	D	No
10	Territorial Street & 7th Street	AWSC	LOS D or better	0.17	8.0	A	0.25	9.1	A	No
11	LaSalle Street & 6th Street	AWSC	LOS D or better	0.33	11.6	B	0.28	9.6	A	No

V/C = volume to capacity; s = seconds; LOS = level of service

Table 3: 2045 Future No Build Conditions

#	Intersection	Control*	Existing and No Build Mobility Target	Year 2045 Future No Build Conditions						
				Major Street			Minor Street			Exceeds Mobility Target?
				V/C ratio	Delay (s)	LOS	V/C ratio	Delay (s)	LOS	
1	9th Street & LaSalle Street	AWSC	LOS D or better	0.06	7.1	A	0.08	7.5	A	No
2	9th Street & Smith Street	TWSC	LOS D or better	0.03	7.4	A	0.03	9.5	A	No
3	9th Street & Territorial Street	AWSC	LOS D or better	0.05	7.5	A	0.11	7.7	A	No
4	9th Street & Diamond Hill Road	TWSC	LOS D or better	0.02	7.5	A	0.05	10.9	B	No
5	6th Street & Priceboro Drive	TWSC	LOS D or better	0.09	8.0	A	0.14	17.3	C	No
6	OR 99E & LaSalle Street	TWSC	Major street: V/C < 0.90 Minor Street: V/C < 0.95	0.07	9.7	A	1.55	>300	F	Yes
7	OR 99E & Territorial Street	Signal	V/C < 0.90	0.85	18.2	B	-	-	-	No
8	OR 99E & Peoria Road	TWSC	Major street: V/C < 0.85 Minor Street: V/C < 0.90	0.13	8.5	A	0.29	20.3	C	No
9	OR 99E & Smith Street	TWSC	Major street: V/C < 1.0 Minor Street: V/C < 1.0	0.03	9.0	A	0.54	52.3	F	No
10	Territorial Street & 7th Street	AWSC	LOS D or better	0.19	8.3	A	0.29	9.5	A	No
11	LaSalle Street & 6th Street	AWSC	LOS D or better	0.39	13.0	B	0.34	10.6	B	No

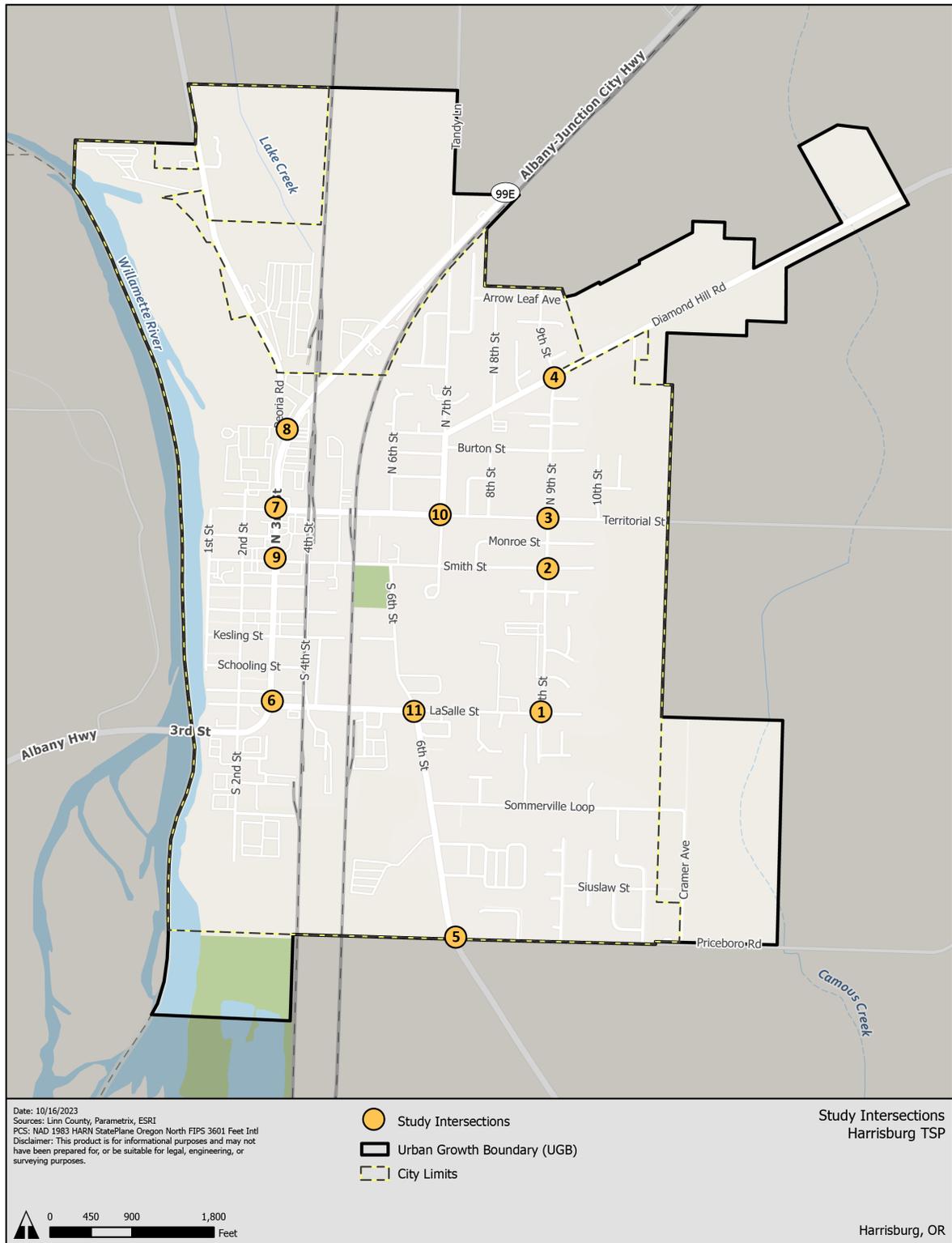


Figure 6: Study Intersections

### 2.1.3 Roadway Connections

- Few routes in Harrisburg provide continuous connections across the city. Barriers, including the railroads and OR 99E/3rd Street, further limit connectivity.
- A complete grid network in and around Harrisburg’s downtown enhances connectivity for all modes of travel and provides system redundancy; however, developments to the north, east, and south in the city typically feature cul-de-sac or dead-end roadways, with limited connections into and out of neighborhoods.
- There are some opportunities to improve connections within neighborhoods to enhance circulation, including completing Riley Way between N 6th Street and N 7th Street as well as extending S 9th Street south of Sommersville Loop.

### 2.1.4 Pavement Condition

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

## 2.2 Active Transportation System

A well-connected and well-maintained active transportation system enables safer, more comfortable, and more convenient travel for people walking, rolling, or bicycling. A complete and connected network of sidewalks, crosswalks, bicycle lanes, multiuse trails, and neighborhood greenways can support local connections between neighborhoods, schools, parks, the library, and other destinations. Existing active transportation conditions are described below, and the locations of existing facilities are shown in Figure 7 and Figure 8.

### 2.2.1 Pedestrian System

The pedestrian network is relatively complete along major roadways (arterials and collectors) in Harrisburg, where sidewalks are generally present on at least one side of the roadway. However, many areas of the city lack dedicated walking facilities to support travel within neighborhoods. There are additional opportunities to improve pedestrian connections throughout the city by expanding dedicated pedestrian walkways, particularly along north-south routes such as S 2nd Street and S 4th Street, which provide low-stress alternative routes to OR 99E; and N 9th Street, which connects residential areas to Harrisburg High School. Figure 7 identifies arterial and collector roadways with existing sidewalks; note that this figure does not include sidewalks on local roadways.

Marked crosswalks are present in many areas of the city, including near the schools, and a pedestrian-activated beacon at the intersection of Diamond Hill Drive and N 9th Street supports pedestrian crossings (see Photograph 3). However, many



Photograph 3. Existing Enhanced Raised Crossing on 6th Street at Harrisburg Middle School  
Source: Parametrix

crosswalks are striped with transverse markings and are fading. Additionally, there are minimal marked crossing opportunities along OR 99E/3rd Street, including one signalized crossing location. The lack of marked crosswalks across OR 99E/3rd Street limits connections across the city and further separates residential areas from schools, the riverfront, and commercial destinations.

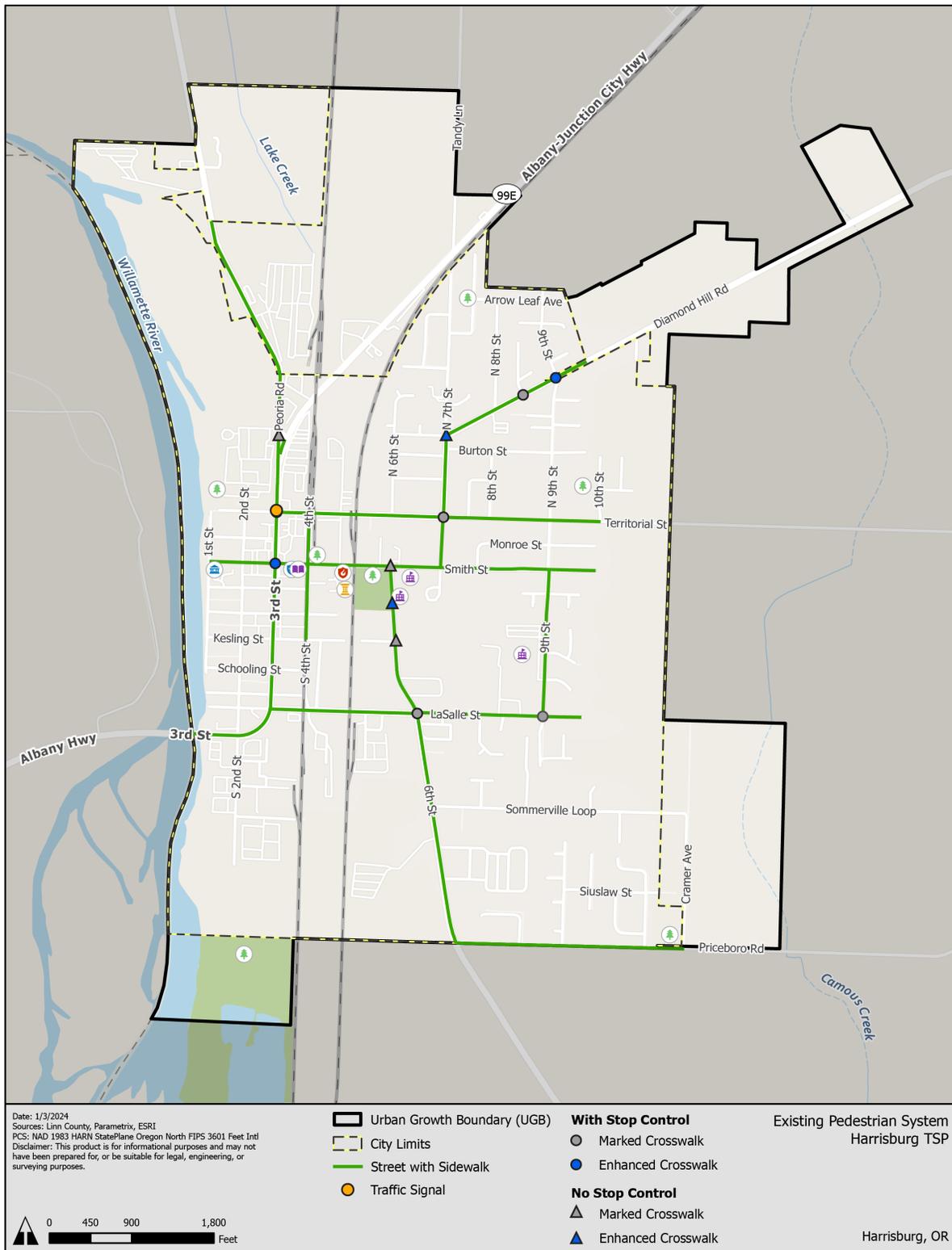


Figure 7. Existing Pedestrian System

## 2.2.2 Bicycle System

The bicycle network in Harrisburg includes bicycle lanes, shared roadways, and shoulders. OR 99E/3rd Street has short segments of wide shoulders near the city limits; however, OR 99E/3rd Street does not have a bicycle lane through Harrisburg. Where present, bicycle lanes are found on major roadways including S 6th Street, Priceboro Drive, LaSalle Street west of 6th Street, and Diamond Hill Drive (see Figure 8). S 6th Street connects the Harrisburg Skate Park and the elementary and middle schools to residential areas to the south. Additionally, many local roadways offer lower-stress routes due to low traffic volumes and lower speed limits.

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

## 2.3 Public Transportation System

The City does not currently have a public transportation service. While the nearest scheduled fixed-route bus service is in Junction City, less than 5 miles away, this distance would require about 2 hours of walking with no apparent rest areas. There is interest in providing better access to transit services through partnerships with neighboring jurisdictions and the County. The City is part of the Oregon Cascades West Council of Governments, which offers transportation services for eligible residents to reach non-emergency medical services through the Cascades West Ride Line. Cascades West Rideshare, Valley VanPool, and Drive Less Connect programs are also available to residents who meet eligibility requirements.

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

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

## 2.4 Freight

OR 99E/3rd Street is designated as an Oregon Highway Plan (OHP) Freight Route from Peoria Road to the northern limit of Harrisburg's UGB. The entire segment of OR 99E/3rd Street through the city is also classified as a Reduction Review Route, indicating its importance for statewide freight mobility. Currently, most freight travels on OR 99E/3rd Street. However, freight traffic also requires connections to industrial sites in Harrisburg, including businesses along S 2nd Street south of OR 99E/3rd Street, LaSalle Street east of OR 99E/3rd Street, and areas north of Territorial Street along OR 99E/3rd Street and Peoria Road. Freight traffic movement, especially along LaSalle Street, results in potential conflicts for all modes. Intersection improvements may be needed on OR 99E/3rd Street at S 2nd Street to accommodate existing industrial users and expected development in the area south of OR 99E/3rd Street. Intersection improvements on OR 99E at Tandy Lane (outside city limits, but inside the UGB) may also be needed to accommodate future industrial development north of OR 99E in that area.

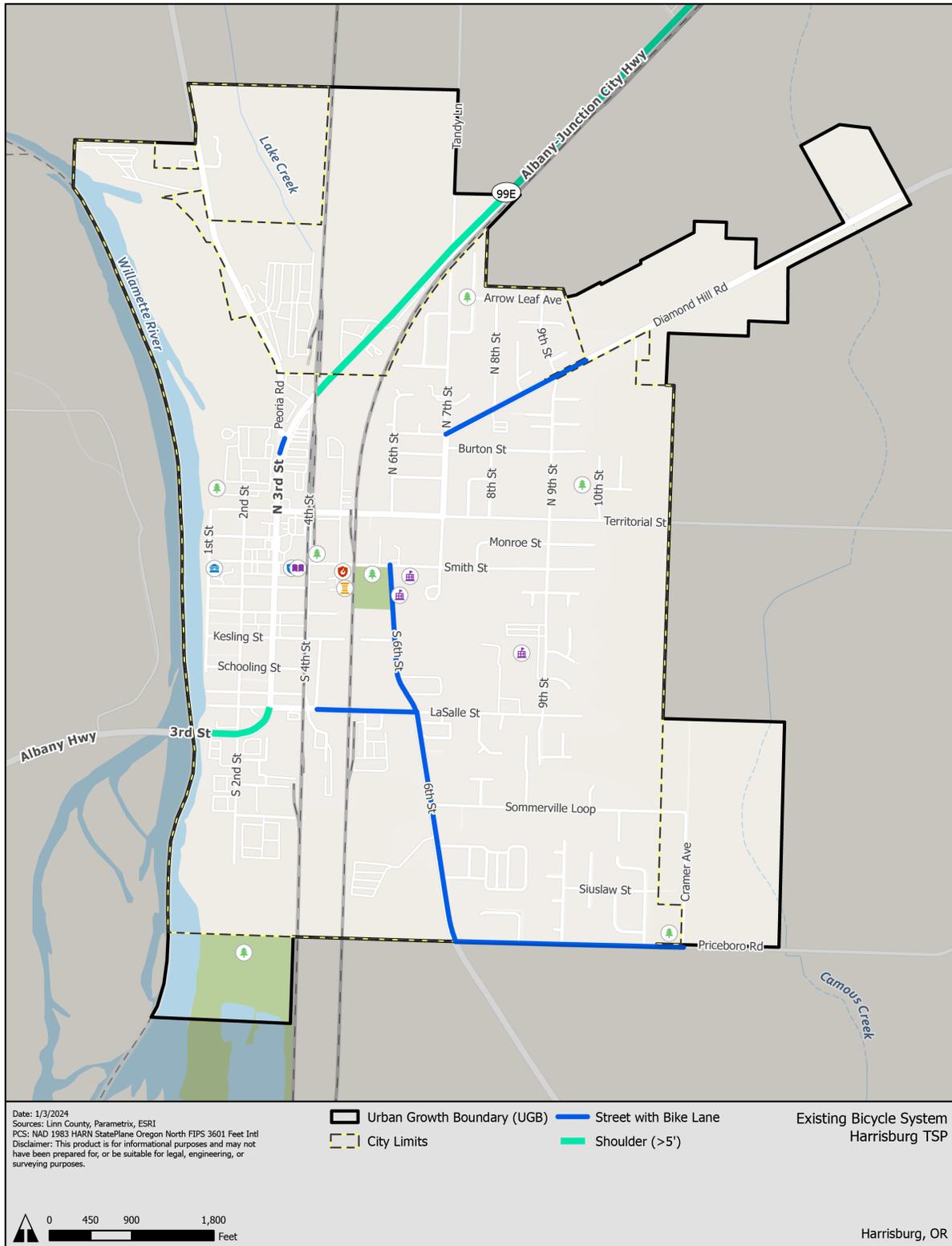


Figure 8. Existing Bicycle System

## 2.5 Railroads

Two existing mainline railways are located in Harrisburg: UPRR and BNSF/PNWR. PNWR operates on both railways. UPRR owns the right-of-way for its railway while the City of Harrisburg owns the right-of-way under the tracks that BNSF/PNWR operates. BNSF/PNWR operates in the center of 4th Street between Territorial Street and LaSalle Street under an agreement with the City of Harrisburg. The primary use of both railways is freight. The UPRR track is also used by Amtrak for its Cascades and Coast Starlight services. There is no Amtrak stop in Harrisburg. Approximately 20 trains travel through Harrisburg each day.<sup>2</sup>

There are 12 rail crossings in Harrisburg; all crossings are at-grade. These crossings are signed, but most are ungated and do not have a crossing warning signal. Crossings of the BNSF/PNWR railroad are located at the intersection of 4<sup>th</sup> Street with Territorial Street, Smith Street, Moore Street, Macy Street, Kesling Street, Schooling Street, Fountain Street, and LaSalle Street, as well as on OR 99E northeast of Peoria Road. Rail crossings for UPRR are located at Territorial Street, Smith Street, and LaSalle Street.

## 2.6 Safety

During the 5-year period between 2017 and 2021, 57 crashes occurred in Harrisburg involving people driving and walking. Of these crashes, none resulted in fatality; however, four resulted in serious injury. Over half of all crashes (53%) resulted in property damage only. Two crashes (4%) involved pedestrians; no crashes involved people bicycling. Figure 9 shows the locations and severity of reported crashes.

Over 40% of crashes occurred at an intersection, with rear-end and turning movements representing the most common crash types. Crashes most frequently occurred on OR 99E/3rd Street. Although the safety analysis did not identify intersections exceeding the 90th percentile crash rate, the OR 99E/3rd Street corridor represents close to half of all crashes in Harrisburg and a significant proportion of intersection-related and suspected minor injury crashes in the city. For this reason, recommended projects and strategies should identify opportunities to improve safety performance along OR 99E/3rd Street. There are no locations within Harrisburg that are identified as a top 10% or higher ODOT 2023 Safety Priority Index System (SPIS).

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

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

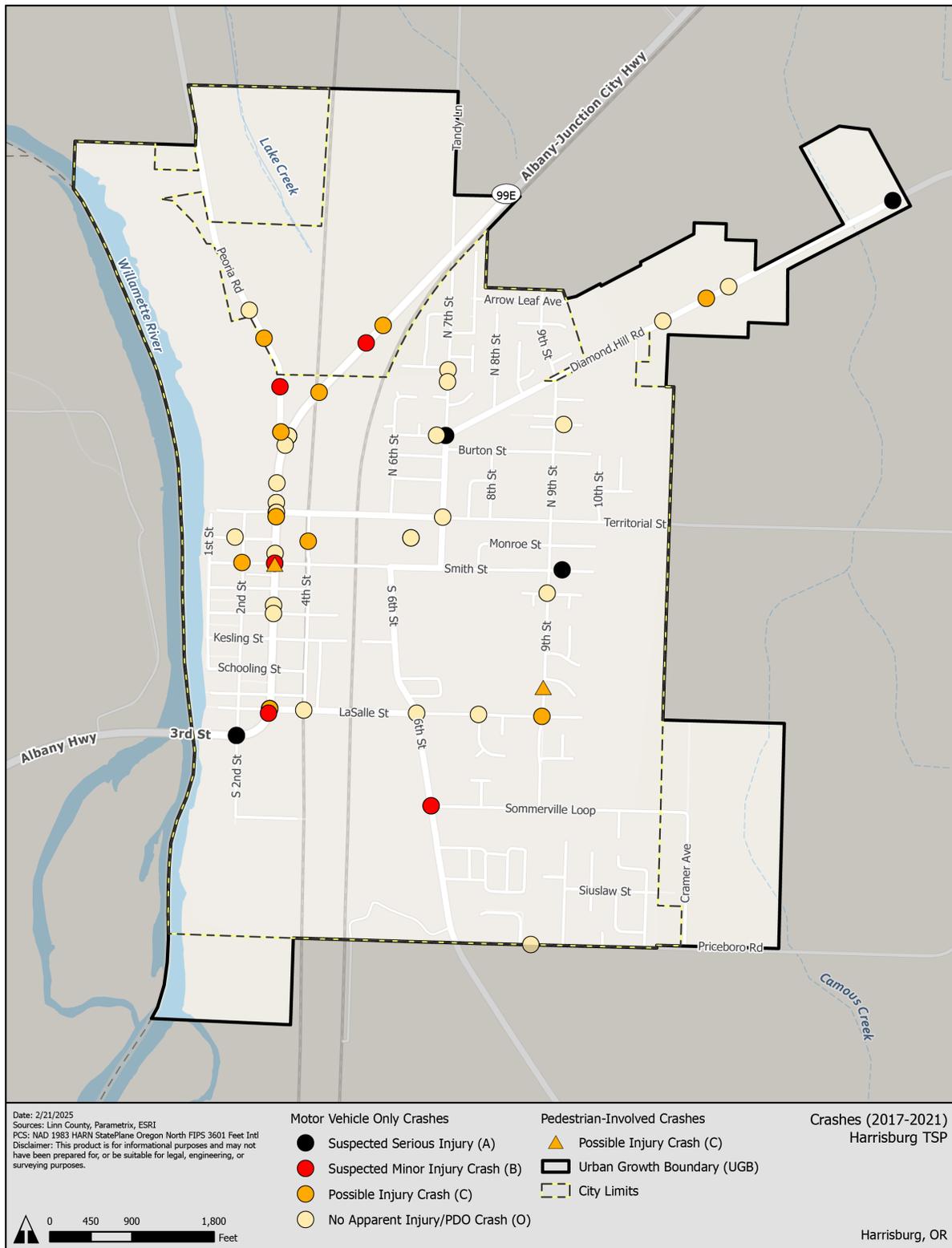


Figure 9. Harrisburg Crashes (2017–2021)

## 3. Goals

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

### 3.1 Transportation System Goals

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

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

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

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

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

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



**Photograph 4. Harrisburg Schools**  
Source: Harrisburg School District

## 4. Transportation System Plan

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

### 4.1 Transportation System Plan Projects Summary

The TSP projects include improvements that enhance safety and connectivity in Harrisburg, with consideration for needs both today and in the future. The complete list of projects is summarized in Table 4 and Figure 10.

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

Table 4. Harrisburg TSP Project Summary

ID Number	Project	Improvement Time Frame	Cost Estimate	Potential Funding Source
C-1	Install enhanced crosswalks, which may include high visibility crosswalk markings, lighting, signage, and an RRFB, at: <ul style="list-style-type: none"> <li>▪ OR 99E/3rd Street and Kesling Street</li> <li>▪ OR 99E/3rd Street and Smith Street</li> <li>▪ OR 99E/3rd Street and LaSalle Street</li> </ul>	Near	\$174,000 per crossing	Sidewalk Improvement Program (ODOT Funding)
C-2	Install enhanced crosswalks, which may include high visibility crosswalk markings, lighting, signage, and an RRFB, at: <ul style="list-style-type: none"> <li>▪ Smith Street and S 6th Street</li> <li>▪ Smith Street and N 7th Street</li> <li>▪ N 7th Street and Territorial Street</li> <li>▪ N 9th Street and Territorial Street</li> </ul>	Near	\$288,000 per crossing	Local Funds Grants
C-3	Install standard crosswalks, including parallel crosswalk markings, at: <ul style="list-style-type: none"> <li>▪ 2nd Street and Smith Street</li> <li>▪ 4th Street and Smith Street</li> <li>▪ S 2nd Street and Kesling Street</li> <li>▪ S 9th Street and Smith Street</li> </ul>	Near	\$174,000 per crossing	Local Funds Grants

ID Number	Project	Improvement Time Frame	Cost Estimate	Potential Funding Source
PB-2	New alignment between 6th Street and Eagle Park Access Road: Construct a shared-use pathway, including new standard crosswalk at Sommerville Loop and S 6th Street.	Aspirational	\$1,000,000	Local Funds Grants
PB-3	3rd Street from 2nd Street to LaSalle Street: Construct a shared-use pathway.	Medium	\$255,000	Grants Partnership
P-4	Sommerville Loop from S 6th Street to Cramer Avenue: Construct a new sidewalk on both sides of the roadway with curb and gutter.	Medium	\$3,401,000	Local Funds
P-5	N 9th Street between Diamond Hill Drive and Territorial Street: Construct sidewalk.	Near	\$1,468,136	Local Funds Grants
P-6	S 2nd Street between Fountain Street and OR 99E/3rd Street: Construct a new sidewalk on both sides of the roadway with curb and gutter.	Long	\$415,000	Local Funds Grants
P-7	S 4th Street between LaSalle Street and Smith Street: Daylight railroad and construct pedestrian path and drive lanes with shared lane markings.	Near	N/A	Local Funds Grants
PB-8	1st Street between Territorial and Schooling: Construct shared-use path.	Aspirational	\$702,000	Local Funds Grants
R-1	OR 99E/3rd Street and LaSalle Street: Change traffic control.	Medium	\$5,000,000	STIP Partnership
R-2	Riley Way between N 6th Street and N 7th Street: Develop new roadway.	Medium	\$877,000	<i>Complete with development</i>
R-3	S 9th Street, between Sommerville Loop and S 9th Street: Develop a new roadway.	Medium	\$2,277,000	<i>Complete with development</i>
R-5	LaSalle Street, east of 9th Street: Develop a new roadway.	Aspirational/With Development	\$1,497,000	<i>Complete with development</i>
R-6	Smith Street, east of 9th Street: Develop new roadway.	Aspirational/With Development	\$1,087,000	<i>Complete with development</i>
R-8	Sommerville Loop, west of S 6th Street: Reduce roadway standard or vacate alignment.	Medium	N/A	
R-9	Diamond Hill Drive and N 7th Street: Evaluate intersection performance to identify improvements to intersection safety.	Long	N/A	Local Funds Grants
B-1	2nd and 4th Street: Develop neighborhood greenways, including bicycle shared-lane markings and wayfinding.	Near	\$50,000	Local Funds Grants Partnership
B-2	LaSalle Street between S 2nd Street and S 3rd Street: Develop neighborhood greenways, including bicycle shared-lane markings and wayfinding.	Medium	\$6,000	Local Funds Grants
B-3	LaSalle Street between S 6th Street and S 9th Street: Develop neighborhood greenways, including bicycle shared-lane markings and wayfinding.	Medium	\$17,000	Local Funds Grants

ID Number	Project	Improvement Time Frame	Cost Estimate	Potential Funding Source
B-4	Smith Street between 1st Street and 9th Street: Develop neighborhood greenways, including bicycle shared-lane markings and wayfinding.	Medium	\$41,000	Local Funds Grants
B-5	Kesling Street between 1st Street and S 5th Street: Develop neighborhood greenways, including bicycle shared-lane markings and wayfinding.	Medium	\$15,000	Local Funds Grants
B-7	N 6th Street, Dempsey Street, and N 7th Street between Territorial and city limits: Develop neighborhood greenways, including bicycle shared-lane markings and wayfinding.	Long	\$28,000	Local Funds Grants
B-8	N 7th Street between Smith Street and Territorial Street: Develop neighborhood greenways, including bicycle shared-lane markings and wayfinding.	Medium	\$8,000	Local Funds Grants
B-9	9th Street between Diamond Hill Drive and Sommerville Loop: Develop neighborhood greenways, including bicycle shared-lane markings and wayfinding.	Medium	\$41,000	Local Funds Grants
B-10	OR 99E: Develop connection between Territorial Street and existing bike lane on OR 99E .	Medium/Long	\$26,000	Local Funds Grants Partnership
B-11	Territorial Street between N 1st Street and N 4th Street: Install buffered bicycle lane. Between N 1 <sup>st</sup> Street and N 2 <sup>nd</sup> Street, the bicycle facility may be a neighborhood greenway, including shared-lane marking and wayfinding.	Medium	\$28,000	Local Funds Grants
B-12	Territorial Street between 6th Street and 7th Street: Install buffered bicycle lane.	Medium	\$17,000	Local Funds Grants

Note: Projects numbers R-4, R-7, B-6, PB-1, and PB-4 through PB-8 were removed from the document by action of committees and the governing bodies over the course of the project. Original project numbers are retained to allow for consistent reference to supporting technical documentation.

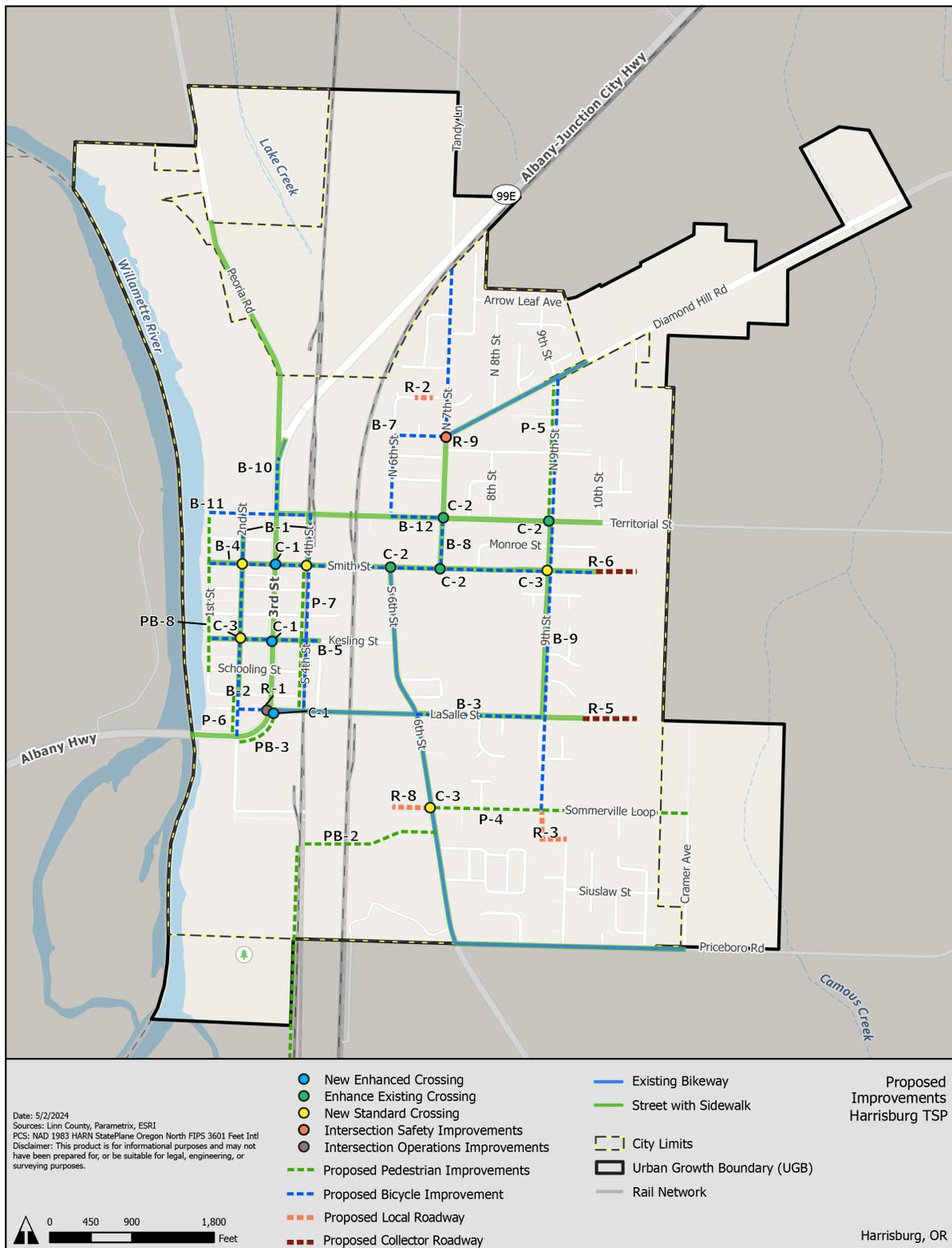


Figure 10. Proposed Transportation Improvements

## 4.2 Transportation System Plan Priorities

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

### **Project R-1: Change traffic control at the intersection of OR 99E/3rd Street and LaSalle Street.**

The intersection of OR 99E/3rd Street and LaSalle Street was identified as a critical improvement throughout the plan development. This intersection does not meet mobility targets and was reported by many community members to be an area of significant safety concern. Additionally, this intersection is an important connection to industrial areas south of LaSalle Street; the importance of this connection is expected to grow as industrial uses expand. The TSP explored several project options for this location, including a roundabout and traffic signal. City staff and community members identified preference for a traffic signal based on factors such as limiting the expected impact to adjacent private property, preserving freight turning movements, and improving operations and safety for all roadway users. An Intersection Control Evaluation conducted by ODOT is required to determine the appropriate traffic control option.

### **Project C-1: Install enhanced crosswalks at the intersections of Kesling Street, Smith Street, and LaSalle Street with OR 99E/3<sup>rd</sup> Street.**

Community members identified safety issues along OR 99E/3rd Street, such as limited opportunities for pedestrian crossings, as a key concern. Identified improvements include enhancing the existing crosswalk at Smith Street while creating new enhanced crossing opportunities at Kesling Street and LaSalle Street. Enhanced crossings may include high visibility crosswalk markings, signage, lighting, and an RRFB.

The existing marked crosswalk at Smith Street currently aligns with ODOT guidance for an enhanced crossing. However, the City and community members identified the need for an RRFB at this location to improve yielding rates and increase visibility of pedestrian crossing the street. Additionally, the LaSalle Street crossing is included in this plan as a near-term improvement for pedestrian safety. New marked and enhanced crossing locations will require ODOT regional traffic engineer approval if installed along an ODOT facility according to the ODOT Traffic Manual (2024).

### **Project P-5: Construct sidewalk on N 9th Street between Diamond Hill Drive and Territorial Street.**

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

## 4.3 OR 99E/3rd Street

Projects on OR 99E/3rd Street will improve mobility for all roadway users including people driving, walking, and bicycling. New investments include improvements to intersection operations at LaSalle Street, two new enhanced pedestrian crossings, enhancement to one existing crossing, improved bicycle and pedestrian connections, and improvements to parallel routes for people bicycling. Figure 11 depicts the locations of these improvements, while Table 5 provides greater detail.

In addition to the projects identified along OR 99E/3rd Street, the City also has significant interest in the function and state of repair of the Willamette River Bridge, located just outside of the Harrisburg

city boundary. There is an ODOT project in design for 2027 construction that will update the bridge rails to meet current safety standards and accommodate the high volume of truck traffic. The City will continue to collaborate with ODOT to identify opportunities to maintain this structure.

**Table 5. OR 99E/3rd Street Projects**

<b>ID Number</b>	<b>Project</b>	<b>Improvement Time Frame</b>	<b>Cost Estimate</b>
R-1	OR 99E/3rd Street and LaSalle Street: Change traffic control.	Medium	\$5,000,000
C-1	Install enhanced crosswalks at: <ul style="list-style-type: none"> <li>▪ OR 99E/3rd Street and Kesling Street.</li> <li>▪ OR 99E/3rd Street and Smith Street.</li> <li>▪ OR 99E/3rd Street and LaSalle Street.</li> </ul>	Near	\$174,000 per crossing
PB-3	3rd Street from 2nd Street to LaSalle Street: Construct a shared-use pathway.	Medium	\$255,000
B-1	2nd and 4th Street: Develop neighborhood greenways, including bicycle shared-lane markings and wayfinding. This project establishes bicycle facilities on routes parallel to OR 99E/3rd Street	Near	\$50,000

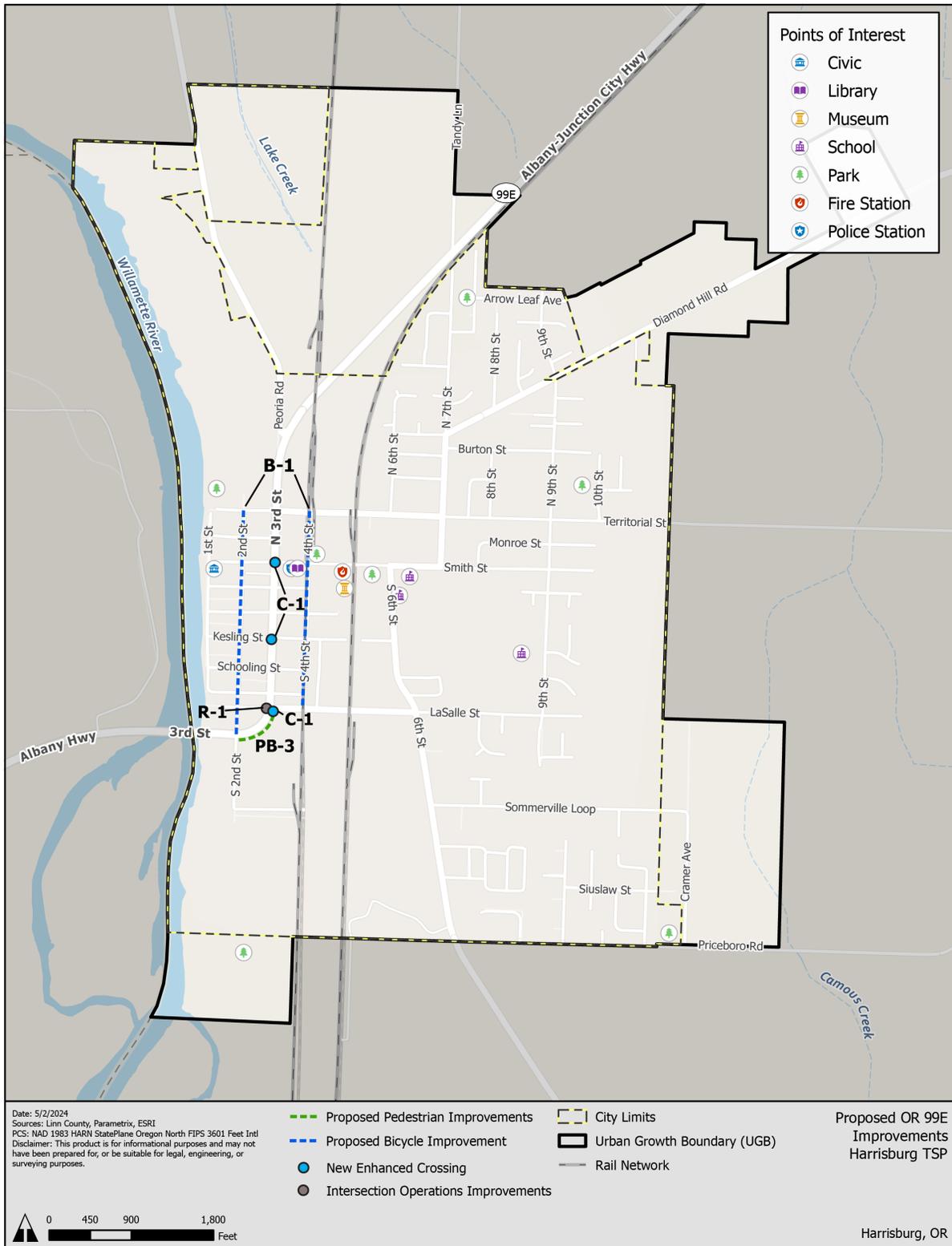


Figure 11. Proposed OR 99E/3rd Street Improvements

## 4.4 Motor Vehicle System Plan

The motor vehicle system plan includes changes to local functional classifications, roadway extensions and improvements, and safety improvements. Together, these projects seek to reduce conflicts between users, enhance safety, reduce congestion, and provide improved connectivity between destinations. Intersection safety improvements are included in Figure 12 and described in Table 6; systemwide safety improvements are not mapped but described in Table 8.

### 4.4.1 Functional Classification and New Connections

Roadways are organized by functional classifications, which help describe the purpose and scale of each segment. The Harrisburg Municipal Code Table 18.85.020.3 establishes standards for each of the following functional classifications:

- **Arterial Roadways** carry the majority of car traffic and connect major destinations, emphasizing motor vehicle throughput. Within Harrisburg, arterial roadways are constructed to handle heavy traffic volumes and loads. The majority of arterials in Harrisburg are under the jurisdiction of ODOT or Linn County.
- **Collector Roadways** provide less vehicle throughput than arterials but provide more access to residences and businesses. Within Harrisburg, collector roadways are similar to arterials in terms of width and are constructed to accommodate heavier traffic volumes and loads.
- **Neighborhood or Local Roadways** connect residences to collectors and typically have lower speeds of travel and lower traffic counts. Local roadways are generally narrower. Most local roads in Harrisburg are owned by the City.
- **Recreational Streets** connect residential areas to parks and open spaces, featuring lower speeds of travel and a design that prioritizes walking and biking.
- **Transit or Rail Corridors** are roadways co-located with rail and feature dedicated sidewalks and travel lanes suitable for shared use with bicycles. Table 6 and Figure 12 describe future street connections and the associated functional class. As Harrisburg continues to grow, new roadway connections can improve system connectivity across the city, improve access to destinations for all modes of travel, and enhance circulation.

While several local street connections are included within existing developed areas to improve connectivity, future street connections are generally focused on extending existing roadways to serve future development, with the knowledge that local street layout will be determined through platting and development. These locations may require mitigation as they pass through wetlands.

**Table 6. Future Street Connections**

<b>ID Number</b>	<b>Project</b>	<b>Proposed Functional Class</b>	<b>Improvement Time Frame</b>	<b>Cost Estimate</b>
R-2	Riley Way between N 6th Street and N 7th Street: Develop new roadway.	Local	Medium	\$877,000
R-3	S 9th Street, between Sommerville Loop and S 9th Street: Develop a new roadway.	Local	Medium	\$2,277,000
R-5	LaSalle Street, east of 9th Street: Develop a new roadway. (Requires wetland mitigation.)	Collector	Long	\$1,497,000
R-6	Smith Street, east of 9th Street: Develop new roadway. (Requires wetland mitigation.)	Collector	Long	\$1,087,000
R-8	Sommerville Loop, west of S 6th Street: Reduce roadway standard or vacate alignment.	Local	Near	N/A

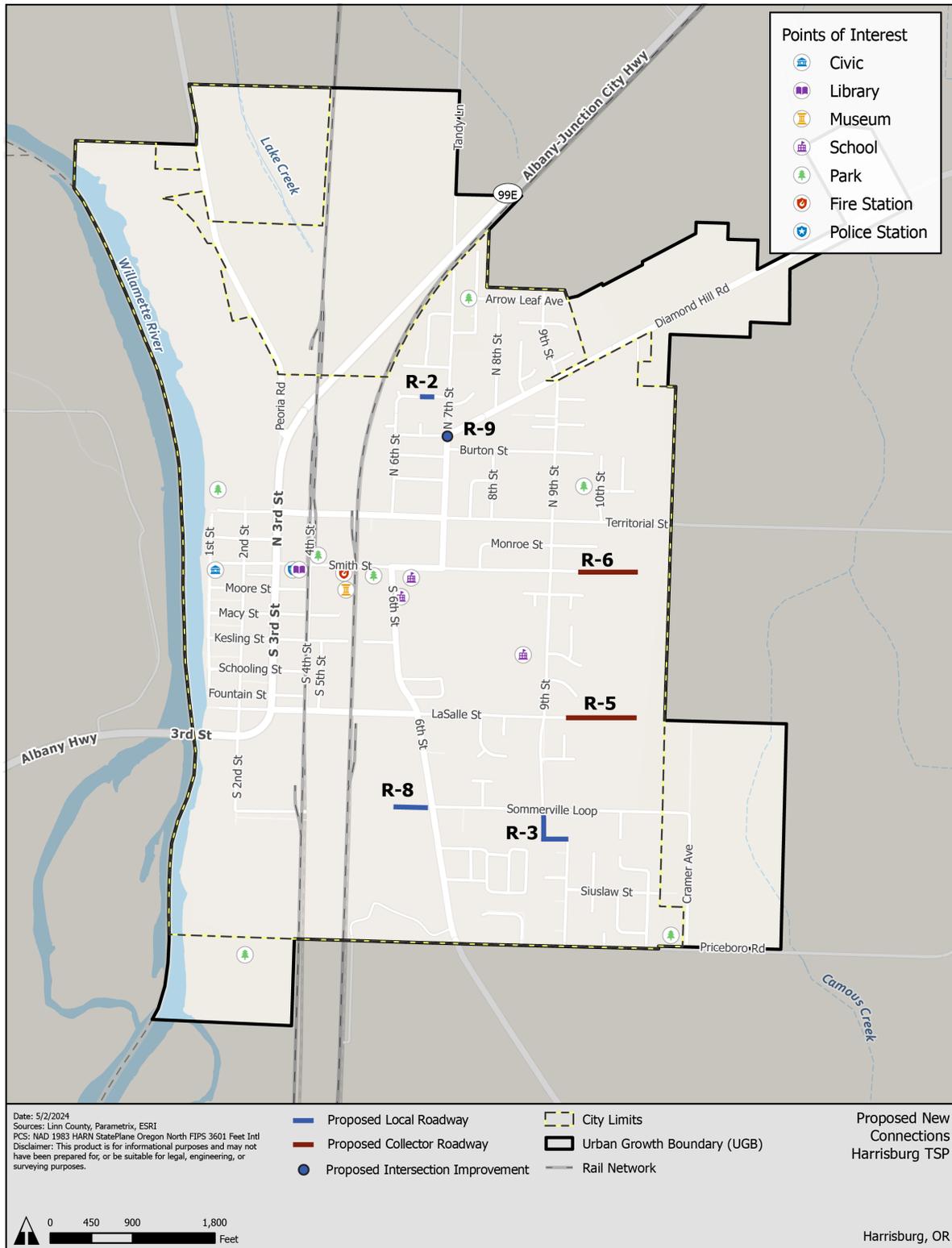


Figure 12. Proposed New Connections<sup>1</sup>

<sup>1</sup> New connections shown based on a conceptual alignment and do not represent the final alignment.

## 4.4.2 Safety Improvements

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

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

Crossing and operations improvements identified for OR 99E/3rd Street in Section 4.3 aim to improve safety for all roadway users. Safety improvements are also needed at the intersection of Diamond Hill Drive and N 7th Street. Additional evaluation is required to identify safety and operational improvements for this intersection, as summarized in Table 7 and shown on Figure 12.

**Table 7. Safety Improvements**

ID Number	Project	Improvement Time Frame	Cost Estimate
R-9	Diamond Hill Drive and N 7th Street: Evaluate intersection performance to identify improvements to intersection safety.	Long	Not applicable

Additionally, a toolbox of system improvements was identified to help improve visibility, increase predictability of all travelers, and slow travel speeds through downtown Harrisburg. These treatments should be considered as the City continues to monitor transportation safety performance. Table 8 summarizes examples of potential safety investments to address these issues.

**Table 8. Safety Toolbox Treatments**

Treatment	Benefit or Impact	Example Location
Install new or improved lighting at intersection.	Increases visibility for pedestrian and bicycle crossings.	3rd Street and Smith Street intersection
Install rectangular rapid-flashing beacon. <i>Requires ODOT regional traffic engineer approval if installed along an ODOT facility according to the ODOT Traffic Manual (2024).</i>	Increases motorist yielding rates for pedestrian and bicycle crossings.	3rd Street and Smith Street intersection
Install raised or profiled thermoplastic pavement markers.	Improves the visibility of pavement markings at night or in wet conditions.	S 3rd Street (near city limits) and S 2nd Street intersection
Install a speed feedback sign. <i>Requires ODOT region traffic engineer approval if installed along an ODOT facility according to the ODOT Traffic Manual (2024).</i>	Encourages drivers to slow down by showing them if they are speeding. Suggests to drivers that enforcement is nearby.	Near S 3rd Street and S 2nd Street intersection Diamond Hill Road approaching 7 <sup>th</sup> Street 3 <sup>rd</sup> Street south of Peoria Road

Treatment	Benefit or Impact	Example Location
Upgrade to reflective pavement markings.	Increases visibility in dark and/or wet conditions.	S 3rd Street between S 2nd Street and LaSalle Street
Evaluate opportunities to reduce speed limit on OR 99E. <i>Speed zones are established by ODOT based on characteristics such as crash history, observed speed, traffic volumes, and others. The City can request that ODOT conduct a speed zone investigation.</i>	May help slow operating speeds and improve safety outcome, especially when used in coordination with other safety and traffic calming measures.	OR 99E/3rd Street in Harrisburg
Implement turn restrictions using signage and medians and consolidate road and driveway accesses to reduce the number of potential conflict points for crossing traffic.	Reducing the number of conflict points reduces the potential for crashes.	Diamond Hill Drive and 7th Street intersection

## 4.5 Active Transportation System Plan

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

### 4.5.1 Pedestrian Projects

Pedestrian projects will improve the City’s existing pedestrian network by providing greater connectivity, safety, access, and comfort. Projects place an emphasis on cost-effective solutions to improve Harrisburg’s pedestrian network while acknowledging that not all streets require the same level of facility. For example, while some streets may require sidewalks to best support City goals, other routes may be suitable for shared street treatments. Sidewalk improvements also align with planned pavement maintenance projects to leverage City investments. Projects also include shared-use paths for pedestrian- and bicycle-only travel; these improvements would provide substantial benefits to both pedestrians and bicyclists.

The project recommended along 4<sup>th</sup> Street between LaSalle Street and Smith Street would daylight the railroad tracks to provide greater delineation of travel space along this roadway. Consistent with the City’s definition for Transit or Rail Corridors, this project would construct a pedestrian pathway and establish drive lanes that are suitable for shared bicycle travel. The example shown in Photograph 5 from Rainier, Oregon depicts a similar cross section.



Photograph 5: A Street in Rainier, Oregon.  
 Source: Google Earth

Pedestrian improvements for OR 99E/3rd Street are shown on Figure 11 and are summarized in Table 5; they are not included in Table 9. Pedestrian projects outside the OR 99E/3rd Street corridor are summarized in Table 9. All pedestrian improvements are shown on Figure 13.

**Table 9. Pedestrian and Crossing Improvements**

ID Number	Project	Improvement Time Frame	Cost Estimate
PB-2	New Alignment between 6th Street and Eagle Park Access Road: Construct a shared-use pathway, including new standard crosswalk at Sommerville Loop and S 6th Street.	Aspirational	\$1,000,000
P-4	Sommerville Loop from S 6th Street to Cramer Avenue: Construct a new sidewalk on both sides of the roadway with curb and gutter.	Medium	\$3,401,000
P-5	N 9th Street between Diamond Hill Drive and Territorial Street: Construct sidewalk.	Near	\$1,468,136
P-6	S 2nd Street between Fountain Street and OR 99E/3rd Street: Construct a new sidewalk on both sides of the roadway with curb and gutter.	Medium	\$415,000
P-7	S 4th Street between LaSalle Street and Smith Street: Daylight railroad and construct pedestrian path and drive lanes with shared lane markings.	Near	N/A
PB-8	1st Street between Territorial and Schooling: Construct shared-use path.	Long	\$702,000
C-2	Install enhanced crosswalks, which may include high visibility crosswalk markings, lighting, signage, and an RRFB, at: <ul style="list-style-type: none"> <li>▪ Smith Street and S 6th Street</li> <li>▪ Smith Street and N 7th Street</li> <li>▪ N 7th Street and Territorial Street</li> <li>▪ N 9th Street and Territorial Street</li> </ul>	Medium	\$288,000 per crossing <sup>1</sup>
C-3	Install standard crosswalks, including parallel crosswalk markings, at: <ul style="list-style-type: none"> <li>▪ 2nd Street and Smith Street</li> <li>▪ 4th Street and Smith Street</li> <li>▪ S 2nd Street and Kesling Street</li> <li>▪ S 9th Street and Smith Street</li> </ul>	Near	\$174,000 per crossing <sup>1</sup>

<sup>1</sup> Cost estimate also assumes costs for new curb, gutter, sidewalk, and curb ramps.

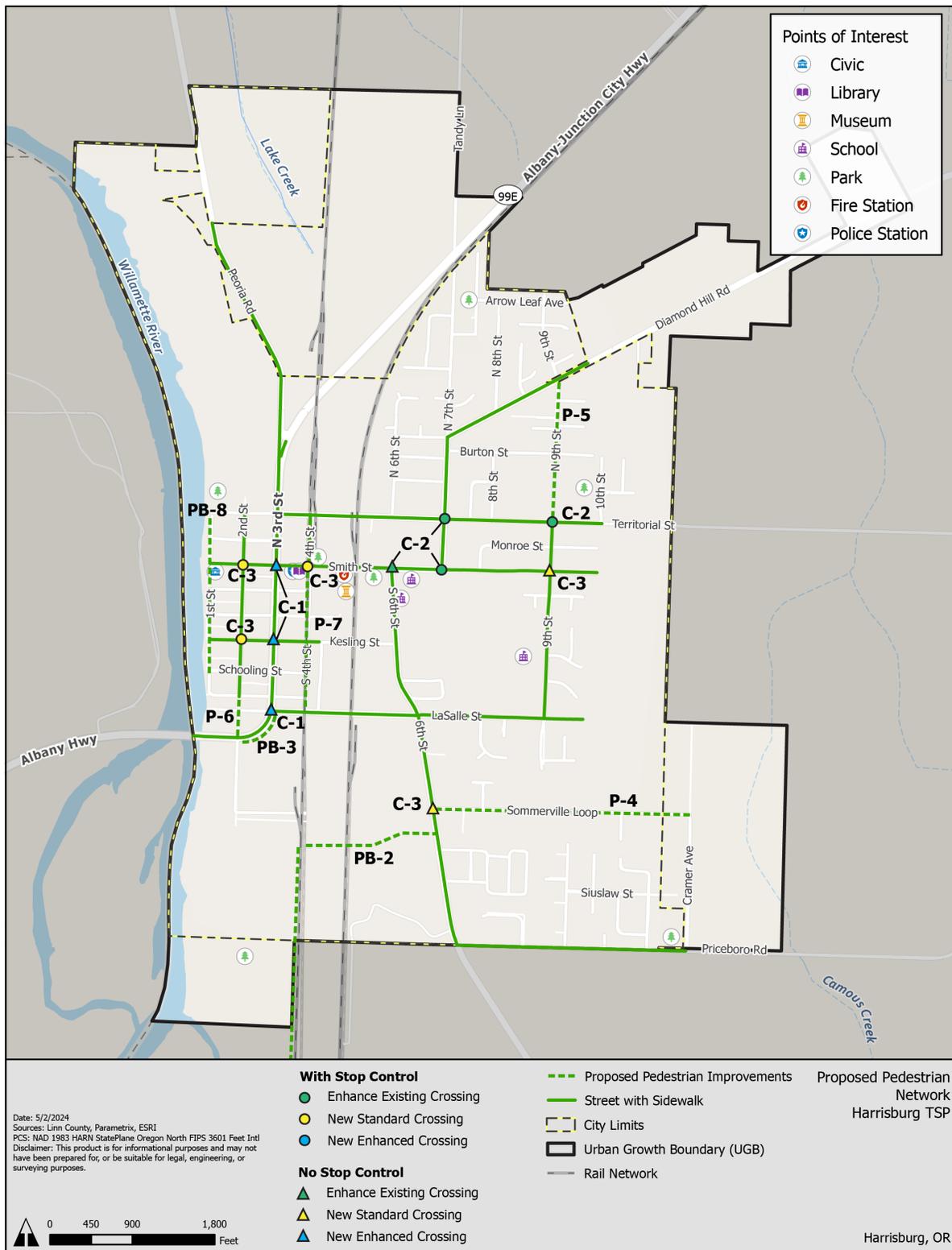


Figure 13. Proposed Pedestrian Network

## 4.5.2 Bicycle Projects

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

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

Shared-use paths, which support bicycle travel, are identified in the pedestrian project list, and bicycle improvements associated with OR 99E/3rd Street are shown on Figure 11 and are summarized in Table 5. (OR 99E/3rd Street projects are not included Table 10.) Bicycle projects outside the OR 99E/3rd Street corridor are summarized in Table 10. All bicycle projects are shown on Figure 14.

**Table 10. Proposed Bicycle Improvements**

ID Number	Project	Improvement Time Frame	Cost Estimate
B-2	LaSalle Street between S 2nd Street and S 3rd Street: Develop neighborhood greenways, including bicycle shared-lane markings and wayfinding.	Medium	\$6,000
B-3	LaSalle Street between S 6th Street and S 9th Street: Develop neighborhood greenways, including bicycle shared-lane markings and wayfinding.	Medium	\$17,000
B-4	Smith Street between 1st Street and 9th Street: Develop neighborhood greenways, including bicycle shared-lane markings and wayfinding.	Medium	\$41,000
B-5	Kesling Street between 1st Street and S 5th Street: Develop neighborhood greenways, including bicycle shared-lane markings and wayfinding.	Medium	\$15,000
B-7	N 6th Street, Dempsey Street, and N 7th Street between Territorial and city limits: Develop neighborhood greenways, including bicycle shared-lane markings and wayfinding.	Long	\$28,000
B-8	N 7th Street between Smith Street and Territorial Street: Develop neighborhood greenways, including bicycle shared-lane markings and wayfinding.	Medium	\$8,000
B-9	9th Street between Diamond Hill Drive and Sommerville Loop: Develop neighborhood greenways, including bicycle shared-lane markings and wayfinding.	Medium	\$41,000
B-10	OR 99E: Develop connection between Territorial Street and existing bike lane on OR 99E .	Medium/Long	\$26,000
B-11	Territorial Street between N 1st Street and N 4th Street: Install buffered bicycle lane. Between N 1st Street and N 2nd Street, the bicycle facility may be a neighborhood greenway, including shared-lane marking and wayfinding.	Medium	\$28,000
B-12	Territorial Street between 6th Street and 7th Street: Install buffered bicycle lane.	Medium	\$17,000

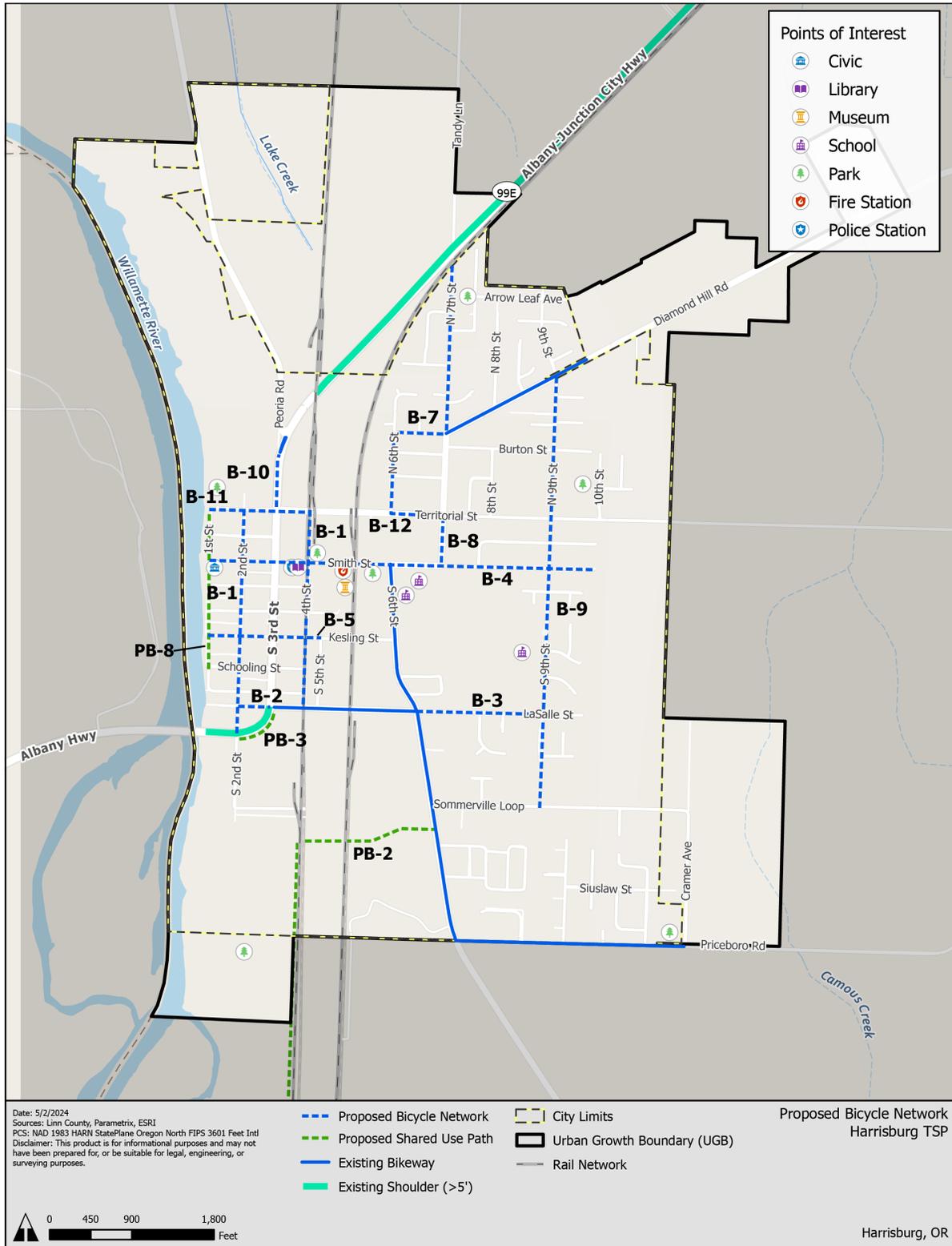


Figure 14. Proposed Bicycle Network

## 4.6 Public Transportation

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

Advancing public transportation in and near Harrisburg will require further exploration of intended customers, destinations served, operational partners, and scale of investment. In all instances, the Statewide Transportation Improvement Fund is a potential source of funding but would require partnership with a qualified entity such as the Oregon Cascades West Council of Governments, Lane Transit District, or Link Lane to access this funding. Table 11 below summarizes several options and additional considerations to help guide the next steps.

Table 11. Public Transportation Options

Transit Improvement	Who Benefits?	Potential Operators	Cost	Regional Examples	Considerations
<b>Local Circulator.</b> A short-distance fixed-route or deviated fixed-route service that can improve connections to other transit systems, local destinations, and services. Could connect to Lane Transit District Route 95 in Junction City.	Residents traveling to local destinations and for everyday needs such as shopping in Harrisburg. Harrisburg residents connecting to other transit services to reach employment or service destinations in Lane County.	<ul style="list-style-type: none"> <li>▪ City of Harrisburg</li> <li>▪ Linn County</li> <li>▪ Cascades West Transportation</li> </ul>	\$\$\$	<ul style="list-style-type: none"> <li>▪ Linn Shuttle – Operated by nonprofit Senior Citizens of Sweet Home; the shuttle provides a fixed-route connection between Sweet Home, Lebanon, and Albany. Service is available Monday through Friday.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Requires ongoing funding and staff support.</li> <li>▪ Requires vehicle purchase, maintenance, and operation.</li> </ul>
<b>Intercity Fixed Route.</b> Work with Link Lane or Cascades West to establish intercity route between Harrisburg and Eugene. Could operate several round-trips per day during morning and evening.	Residents traveling to regional transit hubs.	<ul style="list-style-type: none"> <li>▪ Link Lane</li> <li>▪ Cascades West Transportation</li> </ul>	\$-\$\$\$	<ul style="list-style-type: none"> <li>▪ Linn-Benton Loop – The City of Albany (contractor) operates the inter-city loop service to connect Albany and Corvallis. Program is a partnership between agencies and education providers. Service is available Monday through Saturday.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Requires ongoing funding and staff support.</li> <li>▪ May require vehicle purchase, maintenance, and operation.</li> <li>▪ Jurisdictional coordination; the stop locations in other cities determine the usefulness of service.</li> <li>▪ More trips per day require more vehicles and staff.</li> </ul>
<b>Dial-a-Ride.</b> Demand-responsive service that requires advance reservations for trips.	Harrisburg residents traveling within Harrisburg; residents connecting to other transit services to reach employment and services in Lane County.	<ul style="list-style-type: none"> <li>▪ City of Harrisburg</li> <li>▪ Linn County</li> <li>▪ Cascades West Transportation</li> <li>▪ Private company (taxi, ride hail)</li> </ul>	\$\$\$	<ul style="list-style-type: none"> <li>▪ Sweet Home Dial-A-Bus – Operated by nonprofit Senior Citizens of Sweet Home and provides curb-to-curb service for people within the boundaries of the Sweet Home School District. Service is available Monday through Friday and must be scheduled in advance.</li> <li>▪ Lebanon Dial-A-Bus Provides curb-to-curb service for people within the boundaries of the City of Lebanon. Service is available Monday through Friday; reservations are not required.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Requires ongoing funding and staff support.</li> <li>▪ Requires vehicle purchases, maintenance.</li> <li>▪ Could provide vouchers for people to schedule trips with existing providers or operate service.</li> </ul>

Transit Improvement	Who Benefits?	Potential Operators	Cost	Regional Examples	Considerations
<p><b>Volunteer Driver Programs.</b>            Transportation service where volunteer drivers provide transportation services. This may include volunteer vehicles as well as vehicles that are owned or leased by the organization providing transportation.</p>	<p>Harrisburg residents traveling within Harrisburg or traveling to meet every day needs such as shopping or obtaining other services in nearby communities.</p>	<ul style="list-style-type: none"> <li>▪ City of Harrisburg</li> <li>▪ Linn County</li> <li>▪ Cascades West Transportation</li> </ul>	<p>\$-\$\$</p>	<ul style="list-style-type: none"> <li>▪ Transportation Reaching People – Clackamas County residents over the age of 65 or who have a disability are given rides free of charge to medical appointments, shopping, or other essential errands. Volunteer drivers provide rides using private vehicles, then they are reimbursed for mileage.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Requires ongoing funding and staff support.</li> <li>▪ Could require vehicle purchase and maintenance.</li> </ul>
<p><b>Carpool Program Support.</b>            Promote and provide coordination support for a carpool program to help people working outside of Harrisburg reach employment locations.</p>	<p>Employees commuting outside of Harrisburg.</p>	<ul style="list-style-type: none"> <li>▪ City of Harrisburg</li> <li>▪ Cascades West/ Oregon Cascades West Council of Governments</li> <li>▪ Major employers</li> </ul>	<p>\$</p>	<ul style="list-style-type: none"> <li>▪ Get There Oregon – Statewide platform that helps connect commuters with carpool and vanpool options. Provides additional educational resources and support for commuters and employers.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Requires ongoing funding and staff support, depending on level of implementation.</li> <li>▪ May be opportunities to coordinate with major employers.</li> <li>▪ Can leverage existing Get There Oregon programs.</li> </ul>

## 4.7 Freight

Freight improvements are incorporated into other identified projects to improve access and offer alternate travel routes. An extension of Cramer Avenue was originally identified in the 1999 TSP as an alternative freight connection that could reduce reliance on OR 99E/3<sup>rd</sup> Street. However, as the surrounding area has changed, community input during the TSP process indicated that this roadway extension may no longer serve this purpose due to other connections, such as Powerline Road. The Cramer Avenue alignment was also beyond the current UGB; for this reason, the Cramer Avenue extension was removed from the TSP.

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

## 4.8 Transportation Systems Management and Operations

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

Table 12 reviews potential TSMO projects or policies that the City can consider to manage traffic and mitigate the need for roadway capacity increases. Note that no costs are provided for these possible investments given substantial unknowns about the scale and scope of these projects. However, in general, TSMO projects are expected to provide substantial benefit relative to cost.

**Table 12. Possible TSMO Investments**

<b>TSMO Strategy</b>	<b>Need Addressed</b>	<b>Recommendation</b>	<b>Supporting Information Required</b>
Weather Warning Systems	There is no weather information signage in Harrisburg. Weather information signage could provide travelers with information about weather conditions on regional highways.	Coordinate with ODOT as intelligent transportation system plans are updated.	Air and road weather conditions, including a new weather station at the City water plant.
Marketing/Traveler Information	Traveler information programs can help people understand different ways of getting around town. In Harrisburg, a marketing and information program that provided information about walking and cycling routes could help people make more trips by non-auto modes.	Consider a local program for disseminating information about how and where to walk and bike in Harrisburg. These programs can take many forms including as information provided on the City's website, in mailers, in programs in local schools, or by other means.	Staff resources for supporting travel options programs.

## 5. Implementation

The 2025 TSP contains projects that may be implemented on a short-, medium-, or long-term basis. Project prioritization includes factors such as community desire, available funding, staff capacity, and City leadership support. As limited funding exists, some projects may take years, if not decades, to complete. Over time, projects not included in this TSP may be added to address new needs that arise as Harrisburg's population continues to change. This section describes options for funding TSP projects through existing sources, as well as through potential funding opportunities such as grants or City fees.

### 5.1 Funding Forecast and Funding Gap

All identified projects with cost estimates would cost approximately \$20.6 million in 2024 dollars. Of this total, \$14.8 million is needed for solutions relying primarily on local funding or grant sources, while solutions in partnership with ODOT total \$5.8 million. Based on recent annual transportation funding for Harrisburg, the estimated available funding for locally funded solutions is \$9.9 million over the next 20 years. This leaves a gap of \$10.7 million between available funding and estimated costs of identified solutions.

The project list summarized in Table 4 identifies projects based on expected improvement time frame for priority projects and also identifies projects as "Aspirational" if they exceed financial constraints or are not identified as a priority project. The priority project list results in a project cost of \$13.2 million dollars, including \$7.4 million of projects relying primarily on local funding and \$5.8 million that could be completed in partnership with ODOT.

### 5.2 Funding and Financing Options

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

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

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

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

## 5.2.1 Local Funding Sources

Local revenue is an important source of funds for transportation projects and programs, and it serves as a local match for grants. Table 13 describes existing sources of and considerations for local funding for TSP projects, and Table 14 describes potential new sources of local funding.

**Table 13. Potential Existing Local Funding Sources for TSP Projects**

Source	Funding Available	Description	Considerations
General Fund	Harrisburg typically apportions \$150,000 annually toward the Street Fund.	The general fund sources revenue through property taxes, franchise fees, licenses and permits, fines, and intergovernmental revenue such as liquor and cigarette taxes and state revenue sharing.	A greater percentage of revenue from the General Fund could be used to fund transportation projects in Harrisburg.
Property Taxes	<i>Estimated Property Taxes for 2024-2025:</i> Assessed value: \$262,710,395 City permanent tax rate: 0.0031875 Taxes to be levied: \$837,389 Collection rate: 98% Taxes expected to collect: \$820,893	Property tax revenue in Harrisburg is a major source of revenue for the City's General Fund.	Increasing property taxes is a potential source of additional revenue.
System Development Charges (SDC)	Funding is based on the amount of development occurring in the city. SDCs for standard residential construction are \$13,107, with approximately \$3,000 toward transportation SDCs and approximately \$1,800 toward parks and recreation SDCs.	These are one-time fees assessed on new use or on an increase in the use of a property. For example, SDCs may be collected when someone develops a vacant property into a residence. SDCs, per state law, must be spent only on projects that increase capacity of the system; maintenance or preservation projects generally are not eligible for SDC use.	The City already levies SDCs on new development. Transportation SDCs are generally used by city governments to fund capital improvements from their TSPs and/or capital improvement programs. SDC assessments and interest have fluctuated over the past 4 years, though they have increased from the 2023-2024 budget to 2024-2025 budget. The City is using a discounted rate, however, and could consider increasing the SDC.
Partnerships	Varies based on location.	Harrisburg can leverage partnerships with ODOT and other public partners to fund projects that overlap with publicly owned facilities. Harrisburg can also explore public-private partnerships with developers to encourage or mandate the funding of transportation projects adjacent to new development.	OR 99 is owned by ODOT. The TSP will include improvements on OR 99 that may be eligible for ODOT funding. The City may consider collaborating with developers to fund improvements when developments are proposed. Requirements for development to fund transportation improvements are established by the City's Development Code.

**Table 14. Potential New Local Funding Sources for TSP Projects**

Source	Funding Available	Description	Considerations
Local Fuel Tax	Of those cities that currently assess local gas taxes, most smaller cities charge between \$0.01 and \$0.03 per gallon. It is difficult to estimate the potential revenue generated by a local gas tax without knowing annual gasoline sales.	Dozens of Oregon communities levy local gas taxes, the revenues from which are entirely available for use locally.	A local gas tax can be enacted through legislative action by the city council or by putting the tax to a public vote.  An advantage of gas taxes is that local residents, tourists, and people driving through on OR 99 who purchase gas would contribute to funding Harrisburg’s transportation system. However, with limited gas stations in Harrisburg, this may not be expected to raise significant funding.
Utility Fees	Varies based on rates set by the City.	Utility taxes, franchise fees, and payments in lieu of taxes from city utilities can contribute to revenue for the City’s General Fund.	Utility fees typically fund projects related to that utility, such as stormwater, but these fees can help defray the costs of transportation investments. For example, a road reconstruction project often is an opportunity to upgrade/update the utilities, and utility fees can contribute toward the cost of the transportation project.  Harrisburg currently charges sewer fees but could consider charging other utility fees.
General Obligation (GO) Bonds	GO bonds can be issued for a wide variety of purposes within the bonding capacity of the City.	General obligation bonds can help finance construction of capital improvement projects by borrowing money and paying it back over time in smaller installments. Bonds are typically backed by new revenue, such as an additional property tax levy. Usually, a specific package of improvements is identified, and a levy is put to a local vote, then the revenue stream is bonded.	The City has previously passed GO bonds for major infrastructure projects related to water and sewer. A GO bond has not been used for transportation projects.
Transient Room Tax (Also known as transient occupancy or lodging taxes.)	Transient room taxes vary based on levels of use of hotels, motels, and rentals. This fund has incrementally increased yearly, but is still a small funding amount at \$10,000 in FY 24–25	A transient lodging tax is charged for people staying in hotels, motels, and other short-term rentals.	Harrisburg has a low transient room tax, included as miscellaneous revenue within the General Fund.

Source	Funding Available	Description	Considerations
Local Option Street Tax Fund	Local option street taxes are placed on the tax roll in the form of a rate per \$1,000 of assessed value.	Most taxing districts can ask voters for temporary taxing authority above the permanent rate limitation, known as a "local option tax." Local option taxes are limited to 5 years for operation and 10 years for capital construction purposes. These funds can be used for the maintenance, repair, and construction of street, drainage, and pedestrian facilities.	Harrisburg does not currently levy a local option street tax. This tax must be approved by voters.
Public or Local Improvement Districts (LID)	Improvement districts vary substantially in funding amounts. Funding available can include any amount the LID agrees to for capital improvements.	An improvement district is a method by which a group of property owners can share the cost of infrastructure improvements, most commonly for transportation and stormwater projects. Financing is offered for up to 10 years, with the first payment not due until after the project is complete.	The City could implement an improvement district and identify specific infrastructure improvement projects to create a district for, with clear funding sources. Harrisburg Municipal Code Chapter 12.25 outlines procedures and regulations for improvement districts.
Transportation Maintenance Fee (Also known as a transportation utility fee, street user fee, or road user fee.)	Fees vary significantly from city to city.	These fees are based on use of the transportation system, and they are collected from residences and businesses. These fees are typically assessed monthly to residents, businesses, and other nonresidential uses. Some cities charge a flat fee regardless of the type of use. Other cities have different fees for residences versus other uses.	The City currently does not levy a transportation maintenance or utility fee; however, many Oregon jurisdictions levy such a fee to pay for maintenance and operations of city streets. Harrisburg may consider charging such a fee to fund a greater share of maintenance costs, thereby freeing resources for capital projects. Fees could be collected to help with transportation maintenance costs.
Leverage Utility Projects	Not applicable.	There are opportunities to coordinate utility maintenance and replacement projects with street projects, including overlays and sidewalk construction. For example, combining a sewer main replacement with a desired overlay and sidewalk project would save the City money on construction costs.	The City proactively coordinates utility and street projects whenever feasible to improve infrastructure and reduce costs.

## 5.2.2 Grants

Grants provide an important source of funds for projects, supplementing local funds. Grants are often targeted toward specific types of transportation projects. Table 15 describes potential grant funding sources and their applicability to TSP projects in Harrisburg.

**Table 15. Potential Grants for TSP Projects**

Source	Funding Available	Description	Eligibility and Considerations
Statewide Transportation Improvement Program (STIP) <i>Administrated by ODOT</i>	Approximately \$2 billion available statewide for the 2024-2027 STIP. Match requirements vary.	The STIP is the major statewide program for funding significant projects, usually of regional importance. The STIP programs both state and federal dollars.	Major projects on OR 99E are most likely eligible for funding, though the STIP process is extremely competitive. Projects included in the STIP are generally regionally significant and are prioritized by ODOT, metropolitan planning organizations, and area commissions on transportation.
Recreational Trails Program (RTP) <i>Administrated by OPRD</i>	Approximately \$1.6 million allocated each year. Minimum grant request: \$10,000. Recommended grant request maximum: \$150,000 for nonmotorized proposals. Applicants must commit to at least 20% match. The match can include volunteer labor or other donations.	Funds to develop, improve, or expand motorized and nonmotorized trails and their facilities. RTP funding is intended for recreational trail projects and can be used for construction of new trails, major rehabilitation of existing trails, development or improvement of trailhead or other support facilities, acquisition of land or easements for the purpose of trail development, and safety and education projects.	Harrisburg has previously received an RTP grant. This funding source is very competitive, and funding is generally based on the needs identified in the Oregon Statewide Trails Plan.
Oregon Community Paths (OCP) <i>Administrated by ODOT</i>	Project refinement funding: \$150,000 to \$750,000 per project. Construction funding: \$500,000 to \$6,000,000 per project. 10% to 30% depending on funding source (federal or state).	Supports multiuse path projects including paths that pass through a park, travel along a greenway, or that connect community centers, services, housing, employment, schools, and recreation. Types of community path projects: <ul style="list-style-type: none"> <li>▪ Critical Links – walking and biking connections to schools, downtowns, shopping, employment, and other essential destinations</li> <li>▪ Regional Paths – paths connecting communities no more than 15 miles apart, or that traverse one</li> </ul>	OCP projects must serve a transportation purpose (not recreational). TSP is likely to include projects that fall under the Critical Links project type, and potentially the Regional Path project type.

Source	Funding Available	Description	Eligibility and Considerations
		community with a path 10 miles long or more.	
Local Government Grant Program (LGGP) <i>Administrated by OPRD</i>	Small Community Planning Grants: Maximum of \$40,000.  Small Grant Request: Maximum \$75,000.  Large Grant Requests: Maximum \$750,000.  Land acquisition projects: \$1,000,000.  20% to 50% match required, based on city, district, or county population.	Awards grant funds for outdoor park and recreation areas and facilities, acquisition of property for park purposes, bicycle and pedestrian recreation and transportation trails, bicycle recreation opportunities, and nonmotorized water-based recreation.	Harrisburg has previously won an LGGP Grant for parks improvements. Eligible projects involve land acquisition, development, major rehabilitation projects, and planning and feasibility studies. Past projects funded include nonmotorized trails, a regional dog park, and site-specific master planning efforts.
Small City Allotment (SCA) Grants <i>Administrated by ODOT</i>	\$5 million is allocated each year.  Maximum award of \$250,000 per selected project.  No match required.	Awarded to many types of projects, with preference given to those projects that remedy safety or capacity issues. Grants are available only to cities under 5,000 people. Eligible projects must be on city streets that are not part of a county road or the state highway system.	SCA funds can only be used on streets that are “inadequate for the capacity they serve or are in a condition detrimental to safety” (ORS 366.805). Some agencies use SCA funds as a local match for larger projects that also meet the intent of SCA. Harrisburg has previously received an SCA grant and is likely to be eligible for SCA funds in the future given the population thresholds of the program.
Safe Routes to School (SRTS) <i>Administrated by ODOT</i>	\$60,000 to \$2,000,000.  New funding program guidance is under development by ODOT.  20% to 40% match required.	Supports projects that improve, educate, or encourage children safely walking or biking to school. Projects are within a 1-mile radius of a school, within a local roadway, and in a jurisdictional plan. Projects in smaller communities, for elementary and middle schools, and that can demonstrate substantial need are likely to fare best.	The Harrisburg School District has previously received a small Safety SRTS grant. Because the Harrisburg TSP is likely to include projects that would have a direct impact on cycling and walking to school, SRTS is likely a promising source of funding for projects. The City’s Strategic Plan identifies the SRTS grant as a significant grant to apply to the 9th Street sidewalk, curb, and gutter improvement project.

Source	Funding Available	Description	Eligibility and Considerations
Sidewalk Improvement Program (SWIP) <i>Administrated by ODOT</i>	\$7.4 million annually for federal fiscal years 2022 to 2024.  No match is required. State pedestrian and bicycle funds can be used as a match for federal dollars.	Allocates funds to improve walking and biking infrastructure (e.g., crossings, sidewalks, bike facilities) on or along state highways. Provides grants on a rotating regional basis to construct larger pedestrian and bicycle projects (or bundles of systemic improvements) needed to address priority needs identified in the Oregon Bicycle and Pedestrian Plan and Active Transportation Needs Inventory (ATNI).	Eligible for improvements on or along state highways. The <a href="#">ATNI web map</a> shows high prioritization scores (within the 95th percentile) along OR 99E through Harrisburg.
Statewide Transportation Improvement Fund (STIF) <i>Administrated by ODOT</i>	Funding amount varies. There is no match for STIF Formula; STIF Discretionary match is generally 20%.  STIF Formula funds may be used as the local match for state and federal funds that also support public transportation.  STIF Discretionary funding is used for new or pilot projects and for capital purchases.	STIF Formula funds may be used for public transportation purposes that support effective planning, deployment, operation, and administration of public transportation programs.  The STIF Discretionary fund supports a wide variety of project types but cannot be used to fund ongoing operations.  The Intercommunity Discretionary fund supports maintaining, expanding, and improving public transportation services between two or more communities.  The Oregon Transportation Commission finalizes award decisions using criteria derived from statute and the Oregon Public Transportation Plan.	STIF Formula funding is awarded through a qualified entity, which is a county or transit district, based on population and taxes paid within their geographic area. STIF Discretionary and Intercommunity Discretionary funds are awarded to public transportation service providers to improve public transportation through a competitive grant process. Though Harrisburg is not qualified to seek funds directly, the City could work with regional transit providers on an application for improvements to transit service in Harrisburg.

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

ODOT = Oregon Department of Transportation; OPRD = Oregon Parks and Recreation Department

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# **Appendix A**

## Transportation System Conditions and Deficiencies

# **Appendix B**

Goals, Objectives, and  
Evaluation Criteria

# **Appendix C**

## Proposed Transportation System Improvements

# **Appendix D**

Costs and Potential Funding  
Strategies for Proposed  
Improvements