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Addendum

Revisions to Harrisburg's 1999 TSP

Introduction

The city council adopted the 1999 Harrisburg Transportation System Plan (TSP) on January 12, 2000. The TSP was then submitted to the Department of Land Conservation and Development for review. Upon review of Harrisburg's TSP, the DLCD gave it partial approval. Harrisburg's TSP received a partial approval because the city's TSP did not adequately address several requirements of the state Transportation Planning Rule (TPR). In order to fully comply with the TPR, Harrisburg's TSP must amend its road plan, bicycle and pedestrian plan, transportation financing program, local street standards, and land use regulations. All other elements of Harrisburg's TSP have been approved.

The City of Harrisburg is growing rapidly; according to the census it was the fastest growing city in Linn County during the decade of the 1990s. For this reason, it is important for Harrisburg to plan for this increased traffic and design a street network with this growth in mind. This addendum will specifically address the amendments necessary for full approval of Harrisburg's TSP by the DLCD. It will modify the TSP in order to provide a safe and efficient transportation network for motorists, bicyclists and pedestrians as the city continues to grow.

Road Plan

Street Connectivity

Street connectivity is important because it allows for more travel options, both for vehicles and pedestrians. A poorly connected street network puts more demand on the collector streets, causing congestion. Streets that are not well connected also discourage pedestrian and bicyclist travel; because poor connectivity limits possible travel routes, making routes to a desired destination longer. A poorly connected network also increases traffic on collector streets, which makes travel more dangerous for bicyclists and pedestrians.

One of the requested revisions to Harrisburg's TSP is to create specific city requirements for street design and layout which encourage connectivity. In addition to street design modifications, changes in land development regulations are also needed to ensure a well connected street network of future Harrisburg streets. The importance of connectivity to the Harrisburg street network will increase as traffic increases and more demand is placed on collector streets. The purpose of the following revisions is to consider how the future growth of Harrisburg will increase demand on collector streets. Taking Harrisburg's growth into consideration, design guidelines are given to ensure that Harrisburg's street network is well connected for both motorists and pedestrians.

Current Block Lengths

The current city subdivision ordinance permits block lengths of up to 1,200 feet and cul-de-sacs up to 600 feet. Shorter block lengths improve connectivity and lessen perceived distances because they allow traffic more direct routes. With this concept in mind, another way to ensure shorter blocks is to limit block perimeter. A shorter block perimeter shortens perceived distances and gives the city more flexibility in street layout and design.

New Block Perimeter Restrictions. The total block perimeter will not exceed more than 1,800 feet.

Revisions to Block Lengths:

- To ensure a better connected street network, block lengths will be limited to a maximum of 630 feet. Because the city requires 70 foot lots, this allows for a maximum of 9 houses in a block. Except where cul-de-sacs are used, block perimeters will not exceed 1,800 feet.
- Exceptions to the maximum block length will be considered when due to environmental constraints or permanent obstacles in the built environment, a longer block length is necessary. This exception will be considered on a case-by-case basis, with the difficulty of building around the environmental or built environmental feature, the determining factor in permitting block length longer than minimum requirements.
- When an exception to maximum block lengths is approved, pedestrian access ways will be required in order to provide direct access to the sidewalk

Revisions to Cul-de-sac Depths

Cul-de-sacs do not contribute to a well connected street network. However, if shorter in depth, they will not hinder the connectivity of the street network. A short cul-de-sac, (no greater than 300 ft in depth) will help ensure a well connected street network. Cul-de-sacs will not be permitted where the street would logically connect to a future street that has not been constructed. In these cases, for the sake of future connectivity, it is better to stub out the street rather than close it for a cul-de-sac.

Cul-de-sac Depth Limitations

Cul-de-sac depths will be limited to 300 feet, unless environmental features or permanent obstacles require a depth greater than 300 feet.

Requirements for Pedestrian Accessways in Street Layout

In locations where cul-de-sacs are not well connected with the street network, meaning they exceed maximum block lengths, pedestrian access ways will be required.

Requirements for Pedestrian Access on Commercial Developments

- Pedestrian walkways and access ways shall be included wherever possible to connect a new development to existing sidewalk networks.
- New development should accommodate safe and convenient pedestrian and bicycle access to surrounding residential and commercial developments.

General Requirements for Street Connectivity

As part of the review of any new development, the effect of the new development on street connectivity will be assessed.

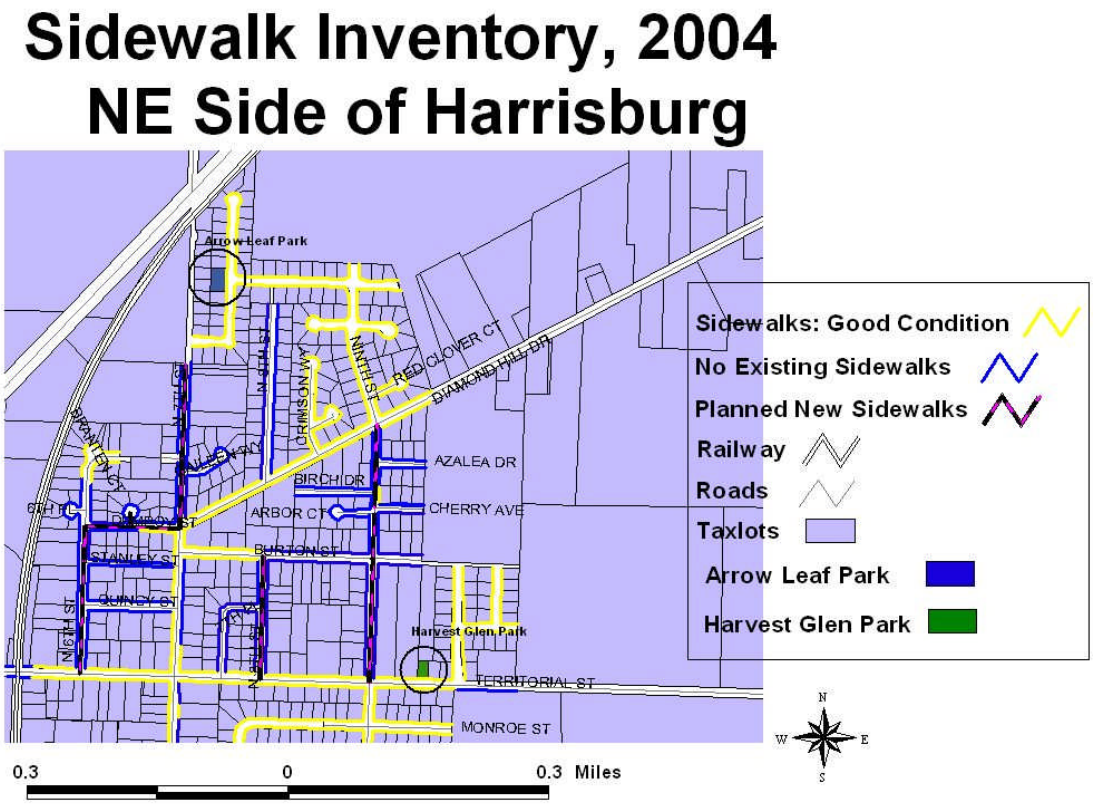
Bicycle and Pedestrian Plan

Harrisburg is a small town, so it is possible to walk or bike to your destination instead of drive in many cases. Therefore, it is important that pedestrian and bike facilities are well provided for and maintained. Pedestrian access is important to Harrisburg residents. The results of a 1999 transportation survey revealed that ninety-two percent (92%) of those surveyed said sidewalks were fairly to very important, making sidewalks one of the highest concerns of citizens. Fifty-six percent (56%) of respondents thought bike lanes were fairly to very important.

School children are one of the most prominent users of sidewalks and bike lanes. Bike and pedestrian routes around and connecting to school property are therefore the city's first priority. The historical district and center of town, which contains Harrisburg's commercial center, also carries a large amount of pedestrian traffic, so the maintenance of these sidewalks is also a high priority of the city.

Sidewalk Inventory 2004

A sidewalk inventory was done during the spring of 2004 to determine gaps in the sidewalk network. The color coding for the maps below is as follows: yellow indicates sidewalks in good condition, blue indicates places where there are no existing sidewalks and a black and pink striped line indicates the locations where sidewalks are scheduled to be installed by 2010. **MAP 1.0 Sidewalk Inventory NE** :

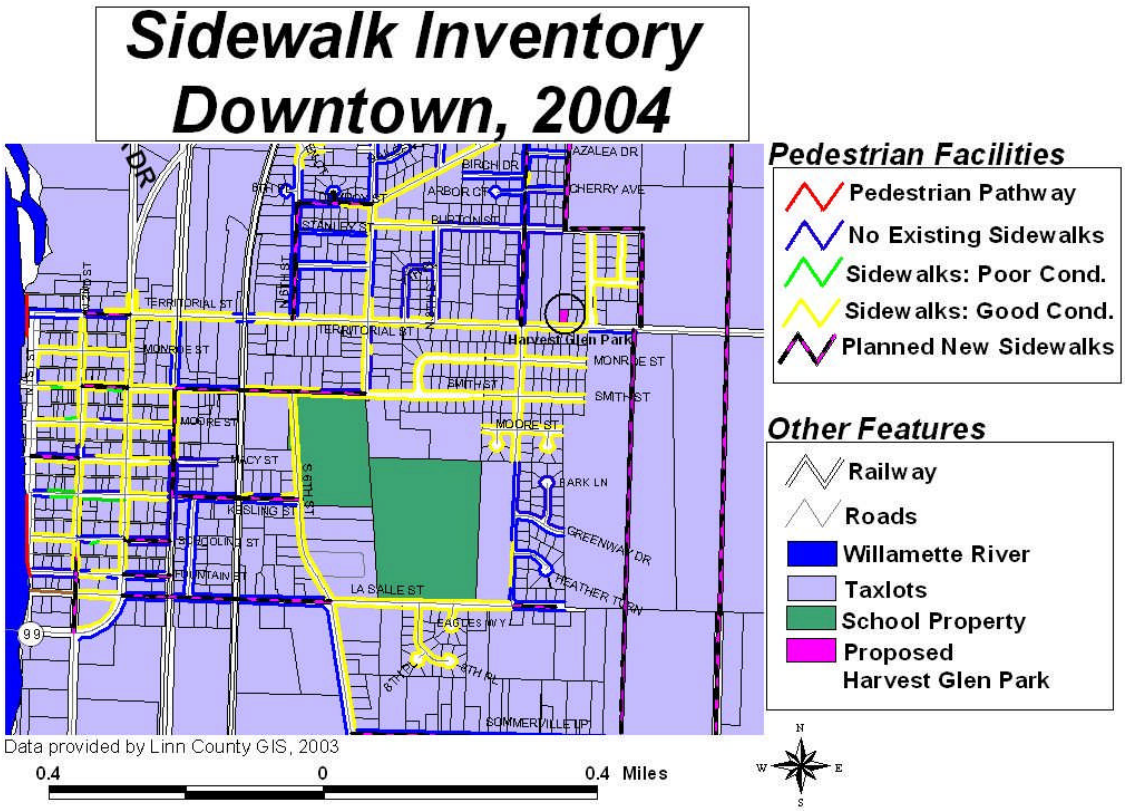


Findings that NE Pedestrian System will be safe and convenient

- The existing and proposed sidewalks in the northwest corner of Harrisburg provide safe routes to school, with the connecting streets to school having sidewalks: 6th Street (planned), 7th Street and 9th Street connecting to Territorial Street.
- Existing and proposed sidewalks provide pedestrian access to the two proposed parks: Arrow leaf and Harvest Glen.

The NE side of Harrisburg has gaps where there are no existing sidewalks. Two of the main residential streets which feed to Territorial: N 6th Street and N 9th Street both are scheduled to have sidewalks by 2010. The remaining gaps in the sidewalk inventory are small sections of residential street which require sidewalks. These sidewalks are the responsibility of property owners.

MAP 1.1 Sidewalk Inventory, 2004
Downtown Harrisburg



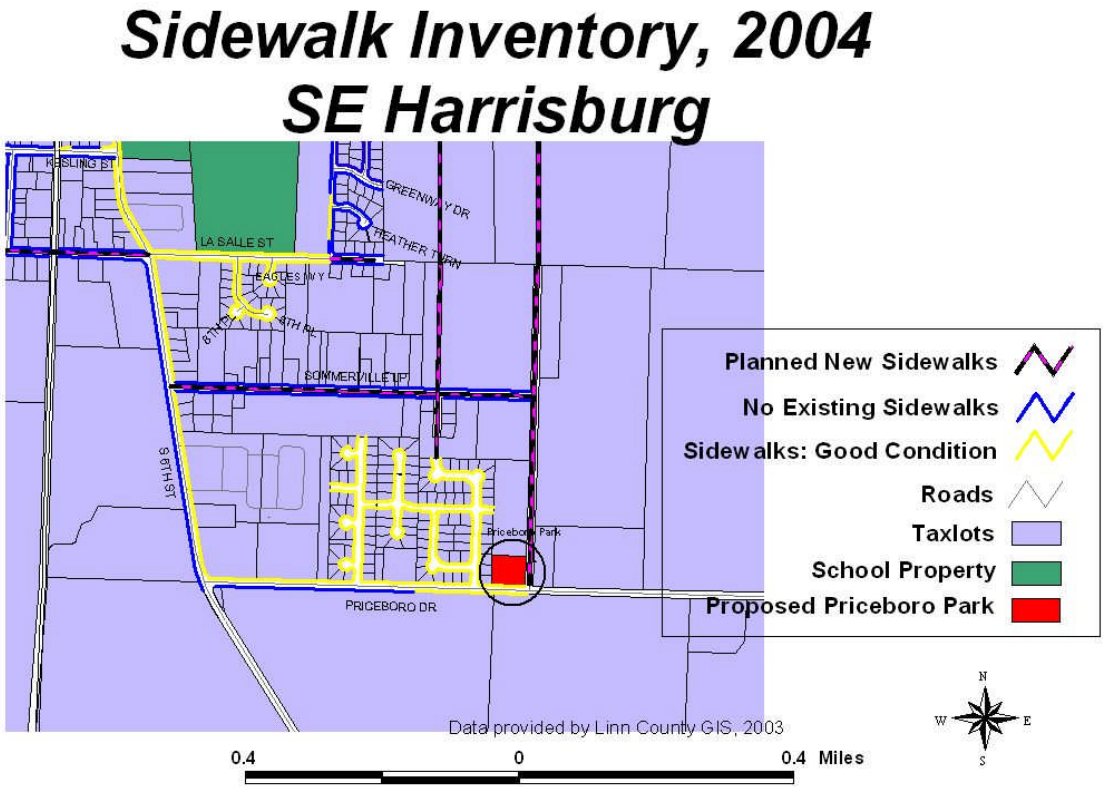
The downtown area, generally, except for a few gaps where there are poor or missing sidewalks, is well connected for pedestrian travel. La Salle Street is scheduled to have new sidewalks installed by 2006 to connect it with 6th Street. Future sidewalk projects that are needed are for sidewalk installation are the streets of Schooling, Kesling and N. 8th Street. The cul-de-sacs on the east side, Heather Turn, Greenway Drive and Park

Lane all do not have sidewalks. However, they carry a very low volume of traffic so they are a low priority for sidewalks.

Findings that the Downtown Pedestrian System will be safe and convenient

- Gaps in the sidewalk network have been identified and improvements are planned to ensure pedestrian safety.
- Sidewalks are planned for Smith Street and La Salle Street, connecting the western side of the city with the eastern side of the city.
- Sidewalks are planned for N. 6th street and N. 9th street which will allow for pedestrian access from these subdivisions to the school.
- Planned and existing sidewalks provide safe routes to the proposed Harvest Glen Park.

MAP 1.2 Sidewalk Inventory, 2004
SE Side of Harrisburg



This section of town has only a few gaps in the sidewalk network. Sommerville Loop does not have sidewalks, but this road does not have a high density of residential development. Portions of La Salle Street in this map also are missing sidewalks but this street is scheduled for sidewalks to be installed by 2006. Also some cul-de-sacs in the upper right portion of this map across from the school are missing sidewalks but cul-de-sacs experience a low volume of traffic so they are not a high priority for sidewalk installation.

Findings SE Pedestrian System will be safe and convenient for pedestrians

- There are safe routes to school with full sidewalk access from Marcus Landing and other new subdivisions on Priceboro Rd.
- The proposed Priceboro Park will be connected to the sidewalk network.

Streets Requiring Bike Lanes

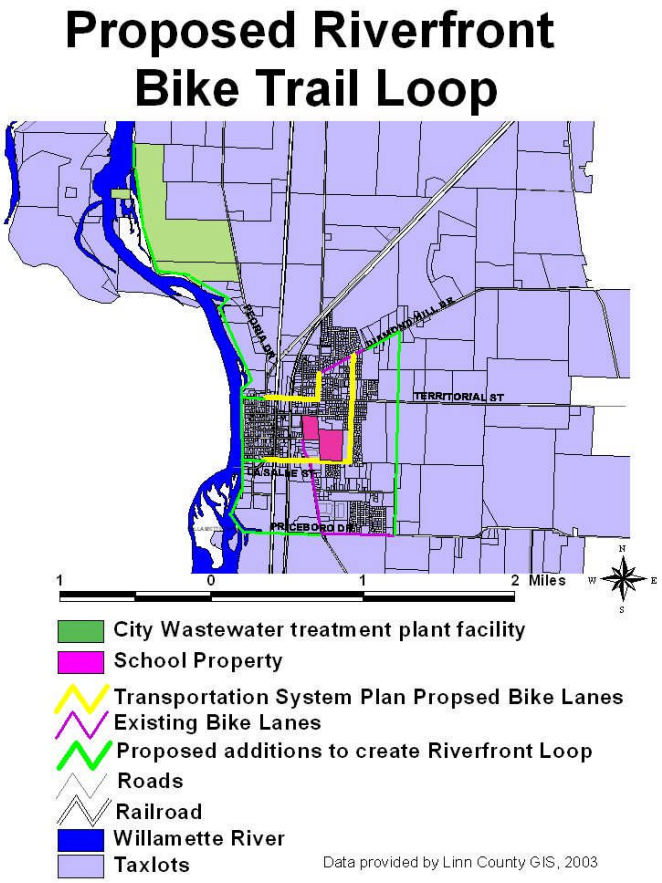
Shoulders are sufficient for bicyclists, particularly in rural areas where traffic volumes are lighter. However, as land use densities and traffic increase over the long-term, streets will require sidewalks and bike lanes in order to accommodate all users. Local streets where speeds and volumes of motor vehicles are relatively low are not in need of bike lanes. However, collector streets have enough traffic to warrant bike lanes. With the help of money from gas taxes, bike lanes should be constructed on the proposed Cramer Avenue which will eventually become a minor arterial. This street with bike lanes will help connect the existing bike lanes to the rest of the city.

As with pedestrian facilities, the highest priority for bike lanes is for routes that connect the local streets to schools.

Parks Master Plan and Bike Lanes

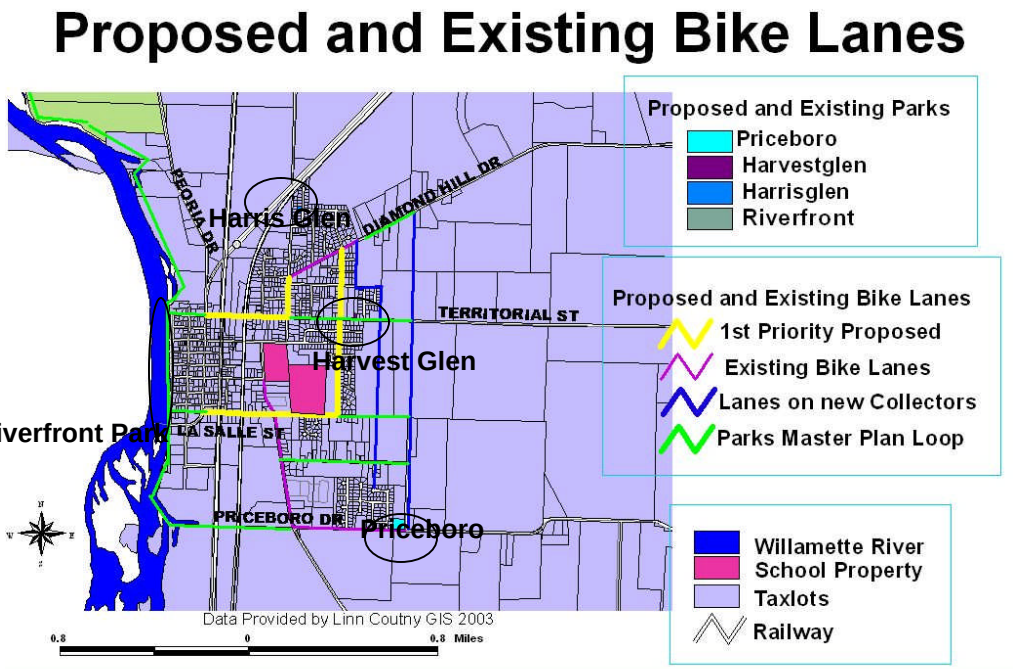
The Parks Master Plan recommends a looping bike path that goes up Territorial Street, connects to Diamond Hill Road, goes down 9th Street past the high school and then down La Salle Street to connect Riverfront Park to the east side of the city. Also, to connect future neighborhoods with Riverfront Park, which will be extended as part of the Parks Master Plan, bike lanes on La Salle and Territorial Streets would need to be extended. Map 1.3 shows the bike lanes proposed in the Parks Master Plan in green.

Map 1.3 Riverfront Bike Trail Loop



Currently, the city only has one true park, Riverfront Park and school park facilities. However, as Harrisburg grows, it will be important to make sure that bike lanes and pedestrian access is safe and convenient to new parks. As of 2004, there are three proposed mini-neighborhood parks, which are shown on Map 1.4. All of these new parks are well connected to proposed and existing bike lanes.

Map 1.4 Proposed and Existing Bike Lanes



Bike Racks

Bike racks are currently provided at City Hall, the library, the HART Family Resource Center, and at school facilities. Bike racks are needed at Riverfront Park and downtown. When new parks are completed they will also need bike racks. According to the Cascade Locks 2001 TSP, typical bike rack designs cost about $50 per bike plus installation. A budget of $250 plus the costs of installation will be needed for the purchase of bike racks.

Table 1.1
Existing and Proposed Bike Racks

Existing	Proposed	Costs
School	Riverfront Park	$50 plus installation
HART Resource Center	Downtown	$50 plus installation
City Hall/Library	New Parks	$150 plus installation.

Tables of Proposed and Existing Bike Lanes

Table 1.2
Existing Bike Lanes

Location	Segment
Diamond Hill	7th to 10th Ave
6th Street	Keisling to Priceboro

Table 1.3
Proposed Bike Lanes: TSP

Location	Segment
7th Street	Diamond Hill to Territorial
Territorial Street	3rd to 7th
9th	Diamond Hill to LaSalle
LaSalle	3rd to 9th

Table 1.4
Proposed Bike Lanes: Parks Master Plan

Location	Segment
Diamond Hill	10th –Cramer
Territorial	7th –Cramer
Territorial	1st-3rd
La Salle	1st-3rd
La Salle	9th-Cramer
Sommerville LP	6th-Cramer
Priceboro	Extension to Riverfront, would require a ROW through Morse Bros. Corp. property
Along the city's riverfront	From Priceboro up to the city's wastewater treatment plant.

Table 1.5
Planned Improvements to
Pedestrian Facilities

Location	Segment	Type of Improvements Planned	Expected Date of Completion
LaSalle	3rd to 6th	Curb, gutter and sidewalk	Fall 2006
9th	Territorial to Burton	Curb, gutter and sidewalk	2009
9th	Burton to Diamond Hill	Sidewalk	2010
Smith	6th to 7th	Curb, gutter and sidewalk	Summer 2004
Smith	4th-6th	Curb, gutter and sidewalk	By 2010
4th Street	Smith to Macy	Curb, gutter and sidewalk on City property	Summer 2004
4th Street	Macy to Kesling	Curb, gutter and sidewalk on east side	By 2010
2nd Street	99E to Fountain	Curbs, gutters and sidewalk	By 2010
Smith	2nd to 3rd	Replace defective sidewalk on north side	By 2010
Schooling	3rd to RR tracks	Curbs, gutters and sidewalk	By 2010
Summerville LP	S.6th to 10th	Curbs, gutters and sidewalks	By 2010
Kesling	3rd to RR tracks	Curbs, gutters and sidewalks	By 2010

Macy	1st to 2nd	Curb, gutter and sidewalk on north side	By 2010
La Salle	East of 9th	Curb, gutter, sidewalk on south side; sidewalk on north side	By 2010
Territorial	2nd to 3rd	Curbs, gutters and sidewalk	By 2010
6th Street	Quincy to Territorial	Sidewalk	By 2010
6th Street	Dempsey to subdivision	Sidewalk	By 2010
10th Street	Priceboro and La Salle	Curbs, gutter and sidewalk	Contingent on development of new street
Dempsey Street	All: both sides	Sidewalk	By 2010
Diamond Hill Drive	10th to UGB	Sidewalk	Contingent on development of new street
Moore	Between 2nd and 3rd	Sidewalk	By 2010
Fountain	West from 3rd	Sidewalk on south side, ½ a block	By 2010

Land Use Regulations

The Transportation Planning Rule (OAR 660-012-0045) requires the city to adopt land use regulations into its city ordinances as part of its TSP. For full implementation of the following TSP revisions, city ordinances will also have to be modified to reflect the changes to the TSP in this document.

Access management

The City of Harrisburg has adopted the OTIA (Oregon Transportation Investment Act) Access Management Plan. Access management is the regulation of driveways, medians, median openings, traffic signals and street connections to ensure a safe and efficient transportation system. A copy of the Access Management Plan is attached hereto as "Attachment 1".

As part of the City's access management plan the city installed a traffic light at Territorial and 3rd Streets in 2003. Another traffic signal is planned for 3rd and La Salle Streets by 2010.

Table 2.1 Proposed Traffic Signal

Intersection	Type of Improvement	Cost Estimate	Priority	Funding Source
3rd and LaSalle	Traffic Signal	$468,000	2010	Grants

Coordinated Review of Land Use Decisions
As Harrisburg grows and develops, transportation facilities will be greatly impacted. Land use regulations play an important part of mitigating and directing the impact of increased traffic on existing and new streets. In order to use roads most efficiently, it is necessary to think about land use applications in terms of how many trips will be generated by different types of land uses and how to strategically modify the design of new development to control new traffic in the most efficient manner. A coordinated land review process and a process to apply conditions to development proposals when required is necessary to protect and efficiently use transportation facilities.

Any land use application which generates a significant number of trips per day, which as defined by the TSP will be any property which when built out can be classified as a major traffic generator (i.e., uses that generate more than 30 peak hour trips, as cited in the Institution of Transportation Engineers' (ITE) trip generation tables), will be required to go through a coordinated review process before approval. A coordinated review process will include review of the land use application by the city administrator, the public works department and the planning commission to determine if the land use application is designed in a manner to minimize traffic impacts. During this process, it is appropriate for any of the parties involved in the review process to apply conditions to development proposals, which would work to minimize the impacts of the land use on transportation facilities. As part of the coordinated review process, any amendment to land use designations, densities and design standards need to be shown to be consistent with the functions, capacities, and performance standards of the city's transportation facilities.

After a coordinated review process by the City, notice shall be provided to ODOT and Linn County of new developments and other applications which affect private access to roads.

The city shall coordinate with the Department of Transportation to implement the highway improvements listed in the Statewide Transportation Improvement Plan (STIP) that are consistent with the Transportation System Plan and comprehensive plan.

The city shall consider the findings of ODOT's draft Environmental Impact Statements and Environmental Assessments as an integral part of the land use decision making procedures. Other actions required, such as a goal exception or plan amendment, will be combined with review of the draft EIS or EA and land use approval process.

Local Street Standards

The issue of local street standards, specifically the width of streets, has been a very contentious issue with strong opinions from both the Planning Commission and City Council in opposition to state suggestions for the City to reduce street width. The debate has centered around a fear from city officials that narrower streets will decrease instead of increase the livability of the City. The state (DLCD) created guidelines mandating that cities reduce their street width because narrower streets have been proven to reduce traffic speeds. Slower traffic on residential streets increases livability by making streets

safer and more pedestrian friendly. No specific guidelines were set by the DLCD because they wanted their mandate to be flexible enough to adapt to local needs.

While narrower streets reduce vehicle speeds, Harrisburg city officials believe that if streets are too narrow it decreases the livability of residential neighborhoods. The reasons for viewing narrower streets as decreasing livability are concerns such as: reduced parking, increased congestion as vehicles have to queue up to pass, increased difficulty for larger vehicles such as motor homes to navigate the neighborhood, and the fear that very narrow streets could create more difficulty for emergency vehicle access, with the potential of trapping citizens in their neighborhood if an emergency vehicle was forced to block an exit. These fears have been expressed numerous times when discussing the prospect of "skinny streets". Residential streets in Harrisburg have traditionally been 36 feet wide. City officials will amend the Harrisburg City Code to require 32 foot wide local streets. This is a significant reduction while still providing for reasonable widths.

Findings re: Reduction in Street Widths

- The largest Harrisburg employer is Monaco Coach which builds recreational vehicles. This company has an RV service center in town, so Harrisburg experiences a large amount of RV traffic.
- A four foot reduction in street width is an 11% decrease in the width of streets for the City of Harrisburg. Any greater reduction could cause connectivity problems with existing wider streets.
- Because the City of Harrisburg borders farmland, farm vehicles often are required to use residential streets to access farm land. For example, Burton, Cherry and Azalea have been used to access farm land because a drainage ditch prevents access to the western side of the involved property without using these residential streets.

A 32 foot street width works towards the state goal of reducing street widths and the use of bulb outs will reduce vehicular speed, thus meeting the state requirements that traffic speeds are lessened on residential streets.

Bulb out Requirements

- 5 feet bulb outs on each side, thus reducing street width to 22 feet at intersections. This will be required for all intersections in residential neighborhoods.
- Use a mid-block bulb out if the block length exceeds 630 feet.

Right of Way and Street Design Options

Harrisburg ordinances do not provide much flexibility in right-of-way or street design. The ordinances require the right-of-ways for local streets to be 50 feet, with 36 foot wide streets; and, collector streets must have a 60 foot right-of-way with 36 foot wide streets. Providing more flexibility would allow the Planning Commission and City Council more ability to design right-of-ways and streets to meet particular needs. The following chart was developed for the purpose of giving street design options more flexibility:

Table 2.2 Street Width Matrix

Width of each of the following (in feet)	Local		Collector		Minor Arterial		Major Arterial	
	R/W	Street	R/W	Street	R/W	Street	R/W	Street
Extra R/W	.5		1		1		1	
Bike lane					5	5	6	6
Planter or utility	5.5		6		7		7-8	
Sidewalk	5		5.5		6		6-8	
Parking lane	7	7	7.5	7.5	7.5	7.5	7.5	7.5
Travel or turn lane	9	9	9	9	10	10	12	12

Notes regarding the above chart:

1. "R/W" refers to right-of-way.
2. "Extra R/W" refers to a space that will normally be left between the property line and a sidewalk to avoid accidentally constructing a sidewalk on private property.
3. The Planning Commission will determine if a right-of-way design will include bike lanes, parking lanes, and other amenities, as well as the number of travel and turn lanes.
4. The Planning Commission shall take into consideration future usage.
5. No public street or alley shall be less than 20 feet in width.

Transportation Financing Plan

The TPR requires that the TSP include a financing plan for all planned improvements to the road system. As part of this plan, all planned improvements, including pedestrian improvements, will be listed with rough cost estimates and approximate dates of proposed construction. Funding sources for all projects have been identified.

*Street classifications based on recommendations from Lennertz Coyle Associates

Table 3.1
New Street Projects

Street	Segment	Type of Improvement	Cost Estimate**	Funding Source	Type of Street*	Estimated date of completion
10th Street	Diamond Hill to Burton	Curbs, gutters and new street	Required build out for developers	Developers	Collector	2006
9th Street	LaSalle to Priceboro	Curbs, gutters and new street	$742,100	Developers	Collector	2006
9th Street	From Territorial to Burton	Curbs, gutters and new street	$226,800	Curbs and gutters are property owners responsibility; Street improvements are the City's responsibility	Collector	2009
LaSalle	3rd to 6th	New street	$742,100	SDC's and street construction funds	Minor arterial	2006
Cramer Ave	From Priceboro to Diamond Hill	Includes 2 lanes with median and bike lanes	$2,545,200	Grant, developers, SDC & street funds	Minor arterial	2008
Burton Street	9th Street to Harvest Glen subdivison	Curbs, gutters and new street	$270,700	Developer, property owners, SDC's street funds	Local	2004
10th Street	Territorial to Priceboro	Curbs, gutters and new street	$1,598,000	Developers	Collector	2010
Total Costs of New Street Projects 2004-2010			$6,124,900			

**May 2001 dollars=ENR CCI=7230, Jan2000 and ENR CCI=7864

All proposed improvements to the road and pedestrian system in the Harrisburg's TSP are listed in the tables below; new street projects, proposed traffic signal, planned improvements to pedestrian facilities, and proposed TSP bike lanes, and park master plan proposed bike lanes.

Table 3.2
Planned Improvements to Pedestrian Facilities

Location	Segment	Type of Improvements Planned	Cost	Expected Date of Completion
LaSalle	3rd to 6th	Curb, gutter and sidewalk	Prop. Owners	Fall 2005
9th	Territorial to Burton	Curb, gutter and sidewalk	Prop. Owners	2009

9th	Burton to Diamond Hill	Sidewalk	Prop. Owners	2010
Smith	6th to 7th	Curb, gutter and sidewalk	Prop. Owners	Summer 2005
Smith	4th-6th	Curb, gutter and sidewalk	Prop. Owners & street funds	By 2010
4th Street	Smith to Macy	Curb, gutter and sidewalk on City property	Prop. Owners	Summer 2005
4th Street	Macy to Kesling	Curb, gutter and sidewalk on east side	Prop. Owners	By 2010
2nd Street	99E to Fountain	Curbs, gutters and sidewalk	Prop. Owners	By 2010
Smith	2nd to 3rd	Replace defective sidewalk on north side	Prop. Owners	By 2010
Macy	1st to 2nd	Curb, gutter and sidewalk on north side	Prop. Owners	By 2010
La Salle	East of 9th	Curb, gutter, sidewalk on south side; sidewalk on north side	Prop. Owners	By 2010
Sommerville LP	S. 6th to 10th	Curbs, gutter, sidewalk	Prop. Owners	By 2010
Territorial	2nd to 3rd	Curbs, gutters and sidewalk	Prop. Owners	By 2010
N.10th	Territorial to Priceboro	Curbs, gutters and sidewalk	Prop. Owners	Contingent on development build out and construction of new street
6th Street	Quincy to Territorial	Sidewalk	Prop. Owners	By 2010
6th Street	Dempsey to subdivision	Sidewalk	Prop. Owners	By 2010
7th Street	North of Diamond Hill	Curbs, gutters and sidewalk	Prop. Owners	By 2010
8th Street	Territorial to Burton	Curbs, gutters and sidewalks	Prop. Owners	By 2010
Dempsey Street	All: both sides	Sidewalk	Prop. Owners	By 2010
Moore	Near Delta Valve between 2nd and 3rd	Sidewalk	Prop. Owners	By 2010
Fountain	West from 3rd	Sidewalk on south side, ½ a block	Prop. Owners	By 2010

Table 3.3
Proposed Bike Lanes: TSP

Location	Segment	Cost Estimate	Source of Funding	Expected Date of Completion
7th Street	Diamond Hill to Territorial	$1,868	Grants, bike funds from gas tax & street funds	2008
Territorial Street	3rd to 7th	$3,360		2009
9th	Diamond Hill to LaSalle	$6,701		2013
LaSalle	3rd to 9th	$5,488		2012

*Cost estimate provided by Tim Bunnell, Community Development Superintendent, 7/04

Table 3.4
Proposed Bike Lanes: Parks Master Plan

Location	Segment	Funding Source
Diamond Hill	10th –Cramer	Grants, bike funds from gas tax, parks funds, street funds
Territorial	7th –Cramer	
Territorial	1st-3rd	
La Salle	1st-3rd	
La Salle	9th-Cramer	
Sommerville LP	6th-Cramer	
Priceboro	Extension to Riverfront, would require a ROW through Morse Bros. Corp. property	
Along the city's riverfront	From Priceboro up to the city's wastewater treatment plant.	

Total Estimates for TSP Expenditures 2004-2010

Table 3.5
Total Transportation Expenditures Projected Through 2010

Project	Cost Estimate	Funding Source
New Street Projects	$6,942,900	Developers, SDC's, City street construction funds
Proposed Traffic Signal for 2010	$468,000	Urban Renewal Grant
Sidewalk construction	Paid for by Property Owners. City to cover the La Salle Street RR crossing and retaining wall.	Property owners & $75,000 from city street funds
Bike Lanes	$17,417	Grants, bike funds from gas tax & street funds
Bike Racks	$250 + installation	Bike funds from gas tax
Total Costs: 2004-2010	$6,685,567	

A funding source for all transportation projects through 2010 has been identified.

TSP Addendum Purpose

The purpose of this Addendum to the Transportation System Plan prepared in 1999, is to supplement that document and together provide direction and guidance in present and future transportation related issues. Furthermore, it should be used with the Comprehensive Plan and related documents in land use matters and in the creation or amendment of city ordinances to establish criteria to aide in the decision making process.