City of Sutherlin
Planning Commission Meeting
Tuesday, March 17, 2020
7:00 p.m. – Sutherlin Civic Auditorium
Agenda

Pledge of Allegiance

Introduction of Media

Approval of Minutes

February 18, 2020 – Regular Meeting

Approval of Findings of Fact and Decision

1. **BEN CLAPA,** request for a Zone Map Change from (M-1) Light Industrial to (MU) Mixed Use on a 13.07 acre property. **PLANNING DEPARTMENT FILE NO. 19-S015**

Legislative Public Hearing(s)

1. **TRANSPORTATION SYSTEM PLAN (TSP) MASTER PLAN**, request for a legislative amendment to the Sutherlin Comprehensive Plan and an amendment to the Sutherlin Development Code to be consistent with the 2020 TSP. **PLANNING DEPARTMENT FILE NO. 20-S003.**

Monthly Activity Report(s)

Public Comment

Commission Comments

Adjournment

CITY OF SUTHERLIN
PLANNING COMMISSION MEETING
CIVIC AUDITORIUM – 7:00 PM
TUESDAY, FEBRUARY 18, 2020

COMMISSION MEMBERS PRESENT: William Lee, Richard Price, Adam Sarnoski, Collin Frazier, Sam Robinison and Norm Davidson

COMMISSION MEMBERS EXCUSED: Elainna Swanson

COMMISSION MEMBERS ABSENT:

CITY STAFF: Kristi Gilbert, Community Development Supervisor and Jamie Chartier, City Planner

AUDIENCE: Chad Mast

Meeting called to order at 7:00 pm by Chair Lee.

APPROVAL OF MINUTES

A motion made by Commissioner Robinson to approve the minutes of the January 21, 2020 Planning Commission meeting; second made by Commissioner Frazier.

In favor: Commissioners Sarnoski, Frazier, Robinson, Price, Davidson and Chair Lee
Opposed: None
Excused: None
Motion carried unanimously

APPROVAL OF FINDINGS OF FACT(S)

1. **NICK ALLISON**, request for a Comprehensive Plan Map Amendment from Medium Density to High Density and Zone Map Change from (R-2) Medium Density Residential to (R-3) Multi-family Residential, along with a 20-Lot Subdivision on a 1.71 acre property. **PLANNING DEPARTMENT FILE NO. 19-S016**

A motion was made by Commissioner Price to approve the Findings of Fact for NICK ALLISON, request for a Comprehensive Plan Amendment from Medium Density to High Density, Zone Map Change from (R-2) Medium Density Residential to (R-3) Multi-family Residential on a 1.71 acre property (File No. 19-S016) presented at the January 21, 2020 Planning Commission meeting; motion seconded by Commissioner Davidson.
In favor: Commissioners Sarnoski, Price, Frazier, Davidson, Robinson and Chair Lee
Opposed: None
Motion carried unanimously

2. **MID OREGON BUILDERS,** request for a Major Amendment to Lot 68 of Fairway Estates at Umpqua Golf Resort PUD (PUD-2007-03-16) to the required exterior side (15’ to 13’9”) and front (15’ to 11’8”) setbacks. **PLANNING DEPARTMENT FILE NO. 19-S018**

A motion was made by Commissioner Price to approve the Findings of Fact for MID OREGON BUILDERS, request for a Major Modification to Lot 68 of Fairway Estates at Umpqua Golf Resort PUD (PUD-2007-03-16) to the required exterior side (15' to 13'9") and front (15' to 11'8") setbacks (File No. 19-S018) presented at the January 21, 2020 Planning Commission meeting; motion seconded by Commissioner Frazier.
In favor: Commissioners Sarnoski, Price, Frazier, Robinson, Davidson and Chair Lee
Opposed: None
Motion carried unanimously

QUASI-JUDICIAL PUBLIC HEARING(s)

1. **BENJAMIN CLAPA,** request for a Zone Map Change from (M-1) Light Industrial to (MU) Mixed Use on a 13.07 acre property. **PLANNING DEPARTMENT FILE NO. 19-S015**

Chair Lee opened the hearing, with the disclosure (legal) statement; all persons testifying shall be deemed parties to appeal the application and must provide full name and mailing address if they wish to be notified of the decision, continuances, appeals, or procedural actions required by the Code. The Sutherlin Development Code specifies applicable criteria to be relied upon in making a decision.

Chair Lee asked the Commission if there were any conflicts of interest or personal bias; Commissioner Robinson declared he could potentially have ex parte conflict. Lee asked the audience if there were any challenges of impartiality of any person(s) on the Commission. Hearing none, Lee asked for the Staff Report.

Jamie Chartier, City Planner, entered Staff Exhibits 1-11, along with the Staff Report and stipulated to the record.

APPLICANT'S TESTIMONY

Chad Mast, representative for the applicant/titleholder, concurred with the Staff Report submitted.

TESTIMONY IN FAVOR

No testimony in favor.

TESTIMONY IN OPPOSITION

No testimony in opposition.

RECEIVE NEUTRAL

No neutral testimony present.

APPLICANT'S REBUTTAL

No rebuttal was necessary.

With no further testimony, Chair Lee closed the public hearing portion for this application. Commissioner Robinson stated he is pleased to see this happening and will be good for the community.

A motion was made by Commissioner Robinson to approve of the Zone Map Change from (M-1) Light Industrial to (MU) Mixed Use per staff's recommendation of Action Alternative No. 1, with the condition of approval; Commissioner Davidson seconds the motion.

In favor: Commissioners Price, Frazier, Robinson, Sarnoski, Davidson and Chair Lee
Opposed: None
Motion carried unanimously

COMMISSION COMMENTS – Commissioner Robinson asked about the construction at the Truss Company property. Staff stated they got a worksheet approval to replace the building damaged in last year's snow storm.

ADJOURNMENT - With no further business the meeting was adjourned at 7:15 pm.

Respectfully submitted,

_____
Jamie Chartier, City Planner

APPROVED BY COMMISSION ON THE _____ DAY OF _____, 2020.

_____
William Lee, Commission Chair

BEFORE THE PLANNING COMMISSION OF THE CITY OF SUTHERLIN

IN THE MATTER of a request for a Zone Map Change for a parcel located at 210 Crestview Street and identified by the Douglas County, Tax Lot(s) 1800 & 1898 in Section 19B and Tax Lot(s) 100 & 500 in Section 19BC all in T25S, R5W, W.M., Property ID No's R22048, R22064, R47105 & R47098 Property owner: Benjamin Clapa	]]]]]]]	**FINDINGS OF FACT AND DECISION** Applicant: Benjamin Clapa Subject: Zone Change File No.: 19-S015

PROCEDURAL FINDINGS OF FACT

1. The Zone Map Change application was filed with the City on November 18, 2019, and deemed complete on December 3, 2019.

2. Pursuant to Sections 4.2.150.D.4 and 4.2.140.C of the Sutherlin Development Code, notice of the public hearing was given by publication in the *News Review* on January 7, 2020, which was at least fourteen (14) days prior to the date of the public hearing.

3. Notice of a Public Hearing on an application for the Zone Map Change before the Planning Commission was given in accordance with Sections 4.2.140.C. Notice was sent to affected property owners of record within 100 feet of the subject property, service providers, and governmental agencies on December 11, 2019. Applicant requested a continuance on January 7, 2020, a memo was sent out to all applicable parties on January 7, 2020 noting the hearing change to February 18, 2020. Four written comments were received after the mailing of the Staff Report.

    a. Micah Horowitz, Senior Transportation Planner with Oregon Department of Transportation (ODOT), provided comments regarding the proposal, a condition of approval was added to note development exceeds 70 PM peak hour trips, then a full Traffic Impact Analysis is required. This shall be reviewed and approved by ODOT.
    b. Bobbie Jo Srikureja, Brenda A. Robinson and Michael Robinson, all adjacent property owner(s)/neighbors' all commented regarding a recent sanitary sewer line extension. These comments are noted, but do not hinder the approval criteria for this zone change application.

4. The Planning Commission held a public hearing on this matter on February 18, 2020.

5. At the public hearing on February 18, 2020, Planning Commissioner Sam Robinson declared a potential ex parte/conflict of interest. There were no other declarations of ex parte contact or other conflicts of interest made by the Planning Commission. No objections were raised and the Commission was qualified to hear the matter.

6. The Planning Commission declared the following as parties to the hearing:
    a. Chad Mast, representative for the applicant/titleholder
    b. Oregon Department of Transportation (ODOT), Micah Horowitz

7. Reference was made to the February 11, 2020 Staff Report, and findings of fact addressing conformance to the applicable criteria of the Statewide Planning Goals, the applicable goals and

policies of the Sutherlin Comprehensive Plan, and the applicable criteria of the Sutherlin Development Code.

8. Planning Staff presented the Staff Report dated February 11, 2020 and entered Staff Exhibits 1-11 and stipulated to the record.

9. The representative for the applicant and titleholder, Chad Mast, concurred with the Staff Report submitted.

10. The Planning Commission provided opportunity to receive clarifying questions and oral testimony from persons in favor and in opposition to the application. No persons were present.

11. The Planning Commission provided opportunity to receive clarifying questions and oral testimony in rebuttal to the application. No testimony was given.

12. The Planning Commission closed the public portion of the hearing and commenced discussion on the application.

FINDINGS OF FACT RELATED TO DECISION

1. The Planning Commission expressed no objections to the proposed Zoning Map Change.

FINDINGS OF FACT

Finding No. 1. The Planning Commission finds the subject property is designated Light Industrial in the Sutherlin Comprehensive Plan and zoned Light Industrial (M-1) in the Sutherlin Development Code.

Finding No. 2. The Planning Commission adopts by reference the findings of the Staff Report dated February 11, 2020.

Finding No. 3. The Planning Commission finds, based upon the staff report, application materials and the oral testimony provided, that the requested Zoning Map Change from Light Industrial (M-1) to Mixed Use (MU) is consistent with the applicable Statewide Planning Goals, and that no exceptions to the goals were proposed.

Finding No. 4. The Planning Commission finds, based upon the staff report, application materials and the oral testimony provided, that the requested zoning map change is consistent with the applicable general goals and policies of the Sutherlin Comprehensive Plan and its implementing ordinances, including those related to Natural Features, Population, Air Water and Land Resource Quality, Natural Hazards, Recreational Needs, Economy, Housing, Public Facilities and Services, Transportation System, including Pedestrian and Bicycle Transportation, Energy Conservation and Land Use and Urbanization.

Finding No. 5. The Planning Commission finds, based upon the staff report, application materials and the oral testimony provided, that the proposed amendment is consistent with the applicable criteria of Section 4.8 [Zoning Amendments] of the Sutherlin Development Code. The applicant has demonstrated consistency with the Comprehensive Plan, including inventory documents and facility plans. The subject 13.07 acre property is located in an area of mixed residential, commercial and

industrial properties and development. Public facilities and services are available, and currently serve the subject property and its development.

Finding No. 6. The Planning Commission further finds that the applicant has demonstrated that the most intense uses and density that would be allowed outright in the proposed MU zone, considering the existing industrial development on the subject property and can be or are already served by the orderly extension of urban services, and that the proposed amendment is consistent with OAR 660-012-0060.

Finding No. 7. The Planning Commission finds that the proposed amendment from Light Industrial to Mixed Use is not the result of a mistake or inconsistency, but will be consistent with the existing pre-existing commercial and light industrial uses surrounding the subject property.

CONCLUSION

1. A motion was made by Commissioner Robinson to recommend approval with the condition and seconded by Commissioner Davidson to approve the requested Zoning Map Change from Light Industrial (M-1) to Mixed Use (MU) on the 13.07 acre property. The motion passed unanimously.

2. The Commission adopts the findings of the staff report in support of their decision.

NOW, THEREFORE, based upon the foregoing findings of fact and the oral testimony provided, the Sutherlin Planning Commission **APPROVES** the requested Zoning Map Change from Light Industrial (M-1) to Mixed Use (MU) on the 13.07 acre property located at 210 Crestview Street, subject to the following condition:

CONDITION:

1. Future development on the subject property shall not exceed 70 PM peak hour trips. As such, a full Traffic Impact Analysis shall be conducted by the property owner/developer at such time as the subject property exceeds the 70 PM peak hour trips and reviewed and approved by Oregon Department of Transportation (ODOT).

DATED THE _____ DAY OF _____, 2020.

_____

WILLIAM LEE, CHAIR

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City of Sutherlin

Community Development
126 E. Central Avenue
Sutherlin, OR 97479
(541) 459-2856
Fax (541) 459-9363
www.ci.sutherlin.or.us

March 10, 2020

STAFF REPORT

TO: Sutherlin Planning Commission

FROM: Kristi Gilbert, Community Development Supervisor

RE: **TRANSPORTATION SYSTEM PLAN (TSP) MASTER PLAN**, request for a legislative amendment to the Sutherlin Comprehensive Plan and an amendment to the Sutherlin Development Code to be consistent with the 2020 TSP. **PLANNING DEPARTMENT FILE NO. 20-S003.**

STAFF EXHIBITS

1. Notice of Public Hearing
2. DLCD Notice of Proposed Amendment
3. Routing Sheet
4. Copy of legal notice posted in the *News Review*
5. Staff Report with Responses Attached
6. Draft –Transportation System Plan – Volume 1
7. Technical Memorandum #7: Policy and Code Amendment Recommendations

INTRODUCTION

The Sutherlin transportation system plan (TSP) is a long-range plan that sets the vision for the city's transportation system, facilities, and services to meet state, regional, and local needs for the next 20 years. The purpose of the 2020 TSP update is to address growth in Sutherlin as well as address regulatory changes that have occurred in the region since 2005. The TSP addresses compliance with new or amended federal, state, and local plans, policies and regulations including the Oregon Transportation Plan (OTP), the state's Transportation Planning Rule (TPR), the Oregon Highway Plan (OHP), and presents the investments and priorities for the Pedestrian, Bicycle, Transit, Motor Vehicle, and other transportation systems.

On March 17, 2020, the Planning Commission will conduct a public hearing on the proposed legislative amendment. The Planning Commission will accept public testimony and provide recommendations on the legislative amendments, forwarding those recommendations to the

City Council for their consideration. The City Council is scheduled to conduct a public hearing on the proposed amendments at their meeting on Monday, May 11, 2020.

PROJECT BACKGROUND

Sutherlin's last TSP was prepared and adopted in 2005. Since then, Sutherlin has experienced steady residential growth in the west and southeast portions of the City while recent land use and UGB modifications were adopted that will potentially accommodate more significant levels of growth in areas with multi-modal infrastructure needs.

In 2009, an Interchange Area Management Plan (IAMP) plan was prepared for the Exit 136 interchange area. The IAMP is an ODOT Facility Plan adopted by the Oregon Transportation Commission (OTC) and City of Sutherlin to manage land uses and transportation facilities within the I-5 Exit 136 interchange influence area. This plan, along with several other smaller transportation planning efforts needed to be comprehensively integrated into the larger transportation plan. To address these changes, a TSP update was prepared that focuses on the following modes: Pedestrian, Bicycle, Transit, Vehicle and other modes.

The TSP serves as the transportation element of the Sutherlin Comprehensive Plan. The Comprehensive Plan guides the community's land use, conservation of natural resources, economic development, and public facility investment.

PROCESS

The TSP update process began with a review of local, regional, and statewide plans and policies that guide land use and transportation planning in the City. Goals, objectives, and evaluation criteria were then developed to guide the evaluation of existing and future transportation system conditions as well as the development of planned improvements. An inventory of the multimodal transportation system was then conducted to serve as the basis for the existing and future conditions analyses. The existing and future conditions analyses focused on identifying gaps and deficiencies in the multimodal transportation system based on current and forecast future performance. For each gap and deficiency, several solutions were evaluated to address the system needs. This process led to the development of a large number of plans, programs, and projects. The plans, programs, and projects were then prioritized using the project evaluation criteria and organized into different prioritized project lists.

The TSP Update was developed in close coordination with city staff along with key stakeholders and representatives from the community including the project advisory committee (PAC). The makeup of the PAC consisted of representatives from the City of Sutherlin Community Development Department, Douglas County Planning Department and Public Works Engineering Department, Oregon Department of Transportation (ODOT), Umpqua Public Transportation District (UPTD), Sutherlin School District, Sutherlin City Council, Sutherlin Planning Commission, Sutherlin Police Department, Sutherlin Fire Department, Oregon Department of Land Conservation and Development, Sutherlin Area Chamber of Commerce, Sutherlin Sanitary Service, Friends of Ford's Pond, and Cow Creek Tribe. The PAC provided technical guidance and coordination throughout the project, reviewed and provided feedback on technical memorandums, and attending community meetings and workshops.

Opportunities for public involvement were made available throughout the TSP update process. The opportunities consisted of a kick-off meeting and site visit, web-based communications about upcoming committee meetings and the project website. The project team met with the PAC five (5) times throughout the TSP update process and held two public open houses. Each PAC meeting was open to the general public. The goal of the public involvement process was to develop a TSP Update that addressed the gaps and deficiencies in the transportation system while meeting the needs of the community.

PROCEDURAL FINDINGS OF FACT

1. DLCD Notice of Proposed Amendment was submitted electronically to the Department of Land Conservation and Development on February 11, 2020, which was at least 35 days prior to the first evidentiary public hearing on March 17, 2020.

2. Pursuant to Sections 4.2.150.D.4 and 4.2.140.C, notice of the public hearing was given by publication in the News Review on March 3, 2020, which was at least fourteen (14) days prior to the date of the public hearing.

3. Notice of a Public Hearing for the Comprehensive Plan Amendment to update the 2005 Transportation System Plan and an amendment to the Sutherlin Development Code, before the Planning Commission was given in accordance with Sections 4.2.150.D.4 and 4.2.140.C. Notice was sent to service providers, and governmental agencies on February 24, 2020. As of the writing of this staff report, one comment was received:

    a. Tom Guevara, Oregon Department of Transportation (ODOT) Region 3, submitted a letter finding that the 2020 TSP Update is consistent with the Oregon Transportation Plan and Statewide Modal and Topic Plan with minor text changes, based on the collaborative work between ODOT, City of Sutherlin and the consultants Kittelson & Associates. It also advises that ODOT's participation in the development of the TSP Update does not constitute a commitment to fund and/or construct projects on State facilities as outlined in the letter.

FINDINGS

1. The following Statewide Planning Goals have been considered by the City of Sutherlin in the formation of the language contained within this request:

    Citizen Involvement (Goal 1)
    Objective: To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

    Finding: This application complies with the citizen involvement and environmental justice processes, included in the City's acknowledged Comprehensive Plan and Development Code, which is consistent with Statewide Planning Goal 1. The Planning Commission and City Council will hold public hearings on the proposal prior to adopting the TSP and amendments to the Comprehensive Plan and Land Development Code. Notice of the proposal and hearings was published in the local newspaper on March 3, 2020. The proposal was mailed to the Department of Land Conservation and Development on February 11, 2020, in advance of the March 17, 2020 Planning Commission hearing.

As noted above, opportunities for public involvement and environmental justice were made available throughout the TSP update process. The opportunities consisted of a kick-off meeting and site visit, web-based communications about upcoming committee meetings and the project website. The project team met with the PAC five (5) times throughout the TSP update process and held two public open houses. Each PAC meeting was open to the general public. The goal of the public involvement process was to develop a TSP Update that addressed the gaps and deficiencies in the transportation system while meeting the needs of the community.

Finding: This application process complies with Title VI, stating that no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity.

Land Use Planning (Goal 2)
Objective: To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions.

Finding: The proposal is to adopt the 2020 Transportation System Plan, and to amend the Comprehensive Plan and Development Code, consistent with the City's regulations regarding legislative land use decisions. Legislative decisions first require a Planning Commission recommendation to the City Council, which then makes a decision based on stated findings. The Planning Commission and City Council hearings are open to the public. The Planning Commission hearing is scheduled for March 17, 2020, and City Council hearing will be held on May 11, 2020. This action complies with Goal 2.

Economic Development (Goal 9)
Objective: To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.

Finding: Goal 9 of the TSP is to "support the development and revitalization efforts of the City, Region, and State economies and ensure the efficient movement of people and goods." Multiple projects have been identified and prioritized in the financially constrained plan which, collectively, seek to improve intersections, roadways, sidewalks, and bicycle facilities near employment areas.

Public Facilities and Services (Goal 11)
Objective: To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

Finding: The TSP provides guidance for managing, operating, and improving the transportation system, a public facility providing multi-modal accessibility, through the year 2040. The TSP documents existing conditions and future needs for the City's transportation system. Proposed improvements and implementation measures have been tailored as the means to meet those future needs, primarily to improve safety and increase efficiency of existing roadways.

Transportation (Goal 12)
Objective: To provide and encourage a safe, convenient and economic transportation system.

Finding: The TSP provides a comprehensive, long-term guide for City transportation improvement investments over a 20-year period. The TSP's multi-modal, network-wide approach, prioritizes projects which benefit driving, bicycling, walking, and transit use. Multiple projects would improve connectivity, safety, and mobility for drivers within the City. More numerous are projects that benefit non-motorized modes, including sidewalk and crossing projects to create seamless connections for pedestrians throughout the City and biking projects for creating an integrated network of bicycle lanes and marked on-street routes. Transit projects are identified that would enhance the quality and convenience for transit passengers.

In addition, transportation-related amendments to the Comprehensive Plan and Development Code will increase the City's ability to implement the TSP. Amendments to the Comprehensive Plan include goals and policies that will guide future land-use decisions, and which reflect the project goals and objectives, which were collaboratively developed through the TSP update process. Amendments to the Development Code provide additional standards to promote pedestrian and bicycle circulation, requirements for traffic impact studies, and ensure future amendments to the Comprehensive Plan, Development Code, or Zoning Map are consistent with the function and classification of roadways in the TSP.

Statewide Planning Goals 3-8, 10, and 13-19 are not applicable to this application.

2. The following Statutes, Rules, Comprehensive Plan Provisions and Implementing Ordinances have been considered by the City of Sutherlin in the formation of the language contained within this request:

OAR 660 Division 12 – Transportation Planning Rule (TPR):

The purpose of the TPR is to "implement Statewide Planning Goal 12 (Transportation) and promote the development of safe, convenient, and economic transportation systems that are designed to reduce reliance on the automobile so that the air pollution, traffic, and other livability problems face by urban areas in other parts of the country might be avoided." A major purpose of the TPR is to promote more careful coordination of land use and transportation planning, to ensure that planned land uses are supported by and consistent with planned transportation facilities and improvements.

660-012-0005 through 660-012-0055
These sections of the TPR contain policies for preparing and implementing a transportation system plan.

Finding: The 2020 TSP includes sections on existing conditions, future conditions, roadway classifications and corresponding standards, recommended improvements by mode, and a general funding plan as required by Section 660-012-0020 of the TPR. The TSP is a collection of current inventory, forecasts, past and current project ideas, decisions, and standards, which were developed collaboratively among various public agencies, the community, an advisory committee, and the project management team which consisted of City staff, ODOT, and consultants.

Updated transportation standards and development regulations are proposed to ensure future development or redevelopment of property is consistent with the TSP. Standards and

regulations include functional classifications with associated street design and access spacing standards. The TSP also establishes level-of-service (LOS) and volume-to-capacity (V/C) ratio mobility targets for various intersection configurations in the City.

Elements of the TSP are implemented in the requirements of Sutherlin's Development Code. The code regulates land uses and development within City limits and implements the long-range vision of the Comprehensive Plan, of which the TSP is part. Proposed amendments to the Development Code are intended to protect the design and function of the transportation network, modify parking standards to include walkways and promote walking, and increase coordination among agencies (see full text of proposed amendments to the Development Code). Amendments are proposed in the following sections:

- Section 3.2.110 – Vehicular Access and Circulation
- Section 3.2.120 – Pedestrian Access and Circulation
- Section 3.4.120 – Vehicle Parking Standards
- Section 3.5.110 – Transportation Standards
- Section 4.2.140 – Type III Procedure
- Section 4.2.150 – Type IV Procedure
- Section 4.2.160 – General Provisions

Goals and Policies from the Sutherlin Comprehensive Plan

Finding: The 2020 Sutherlin TSP is intended to be adopted as the transportation element of the Sutherlin Comprehensive Plan. Transportation Goals and Policies within the Comprehensive Plan are proposed to be replaced entirely with the recommended Goals and Policies. The recommended amendments reflect issues identified through the TSP update and the need for consistency between the TSP and Comprehensive Plan. The City's existing transportation policies were adopted in the 2005 TSP. New language is principally based on the draft TSP, however existing policies relevant to the TSP and City have been incorporated into the proposed language. Proposed policies also support related modifications to the Sutherlin Development Code.

Sutherlin Development Code – Section 4.11 AMENDMENTS TO THE SUTHERLIN DEVELOPMENT CODE

Section 4.11.110(C) APPROVAL PROCEDURES

C. Approval Criteria. The planning commission's recommendation and the city council's decision shall be based on the following approval criteria.

1. For a proposed amendment to the city's development code, the proposed amendment is consistent with applicable provisions of the comprehensive plan, including inventory documents and facility plans incorporated therein.

2. For a proposed amendment to a land use plan's text or map:

a. The proposed amendment is consistent with applicable statewide planning goals as adopted by the Land Conservation and Development Commission

Finding: The Planning Commission's recommendations and the City Council's decisions are based on applicable statewide planning goals and guidelines, federal and state statutes and

rules, Comprehensive Plan policies, and provisions of the Sutherlin Development Code, as detailed in the findings.

The 2020 Sutherlin TSP is consistent with the remainder of the comprehensive plan, including inventory documents and facility plans incorporated therein.

RECOMMENDATION

Staff recommends approval of the draft adoption of the 2020 *Sutherlin Transportation System Plan (TSP)*. The reasons and rationale described within this report support the approval and adoption of the proposed Transportation System Plan and the Comprehensive Plan Text Amendments and Development Code Text Amendments.

Based on the information within the draft TSP and proposed amendments; applicable statutes, rules, comprehensive plan provisions and implementing ordinances, staff recommends that the Planning Commission recommend adoption to the City Council.

DECISION OPTIONS

Based on the findings, the City Staff Report and the testimony and evidence provided during the public hearing, the Planning Commission can move to either:

1. Close the public hearing and, after deliberating on the matter, pass a motion to **recommend** to the City Council **approval** of the request for a legislative amendment to the Sutherlin Comprehensive Plan and an amendment to the Sutherlin Development Code to be consistent with the 2020 TSP; or

2. Close the public hearing and, after deliberating on the matter, pass a motion to **recommend** to the City Council approval of the request for a legislative amendment to the Sutherlin Comprehensive Plan and an amendment to the Sutherlin Development Code to be consistent with the 2020 TSP with suggested changes; or

3. Pass a motion to **continue the public hearing** to a specified date and time, or to close the public hearing and to leave the record open to a specified date and time for submittal of additional evidence and rebuttal; or

4. Close the public hearing and, after deliberating on the matter, pass a motion to **recommend denial** of the request for a legislative amendment to the Sutherlin Comprehensive Plan and an amendment to the Sutherlin Development Code to be consistent with the 2020 TSP on the grounds that the proposal does not satisfy the applicable approval criteria.

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DRAFT TRANSPORTATION SYSTEM PLAN

Date:	February 11, 2020
To:	Kristi Gilbert, Jamie Chartier, Brian Elliott, City of Sutherlin Thomas Guevara, Oregon Department of Transportation
From:	Matt Hughart, AICP, Nick Gross, and Caitlin Mildner, Kittelson & Associates, Inc.
Project:	Sutherlin Transportation System Plan (TSP) Update
Subject:	Draft – Transportation System Plan – Volume I

Project #: 22498

Note: This is a temporary Cover Page created for the purposes of distributing this draft of the Sutherlin Transportation System Plan. A formal Cover Page will be developed following internal review and refinement of the draft.

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SUTHERLIN TRANSPORTATION SYSTEM PLAN

DRAFT, January 2020

City of Sutherlin
126 E. Central Avenue
Sutherlin, Oregon 97479

Production and Technical Support Provided by:
Kittelson & Associates, Inc.
851 SW 6th Avenue, Suite 600
Portland, Oregon 97204

Angelo Planning Group
921 SW Washington Street, #468
Portland, Oregon 97205

This project is partially funded by a grant from the Transportation and Growth Management ("TGM") Program, a joint program of the Oregon Department of Transportation and Department of Land Conservation and Development. This TGM grant is financed, in part, by federal Fixing America's Surface Transportation Act (FAST Act), Federal Transit Administration, and State of Oregon funds.

The inclusion of an improvement in this Transportation System Plan does not represent a commitment by the City of Sutherlin or Oregon Department of Transportation to fund, allow, or construct the project. Projects on the State of Oregon highway system that are contained in the TSP Update are not considered "planned" projects until they are programmed into the STIP. As such, projects in the TSP Update that are located on state highways cannot be considered for future development or land use actions until they are programmed into the STIP, or ODOT provides a written statement that a 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 cancelled at a later time to meet changing budgets or unanticipated conditions such as environmental constraints. The contents of this document do not necessarily reflect views or policies of the State of Oregon.

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ACKNOWLEDGEMENTS

The development of the Sutherlin Transportation System Plan (TSP) was guided by the Project Management Team (PMT) and a volunteer Project Advisory Committee (PAC). The City of Sutherlin would like to thank each of these individuals who devoted their time, expertise, and local insight into the development of the plan.

PROJECT MANAGEMENT TEAM

City of Sutherlin

- Kristi Gilbert, Community Development Supervisor
- Jamie Chartier, City Planner
- Brian Elliott, Community Development Director
- Aaron Swan, Public Works Director

Oregon Transportation of Transportation

- Thomas Guevara, Jr., Contract Manager

PROJECT ADVISORY COMMITTEE (PAC)

- Wendy Fennell
- Tom Boggs
- Richard Price
- Kurt Sorenson
- Mike Lane
- Joshua Shaklee
- Joshua Heacock
- Cheryl Cheas
- Josh LeBomard
- Tami Trowbridge
- Grant Fahey
- Jim Houseman

CONSULTANT TEAM

Kittelson & Associates, Inc.

- Matt Hughart, AICP
- Nick Gross
- Caitlin Mildner

Angelo Planning group

- Clinton "CJ" Doxsee
- Darci Rudzinski, AICP

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TABLE OF CONTENTS

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EXECUTIVE SUMMARY

The Sutherlin transportation system plan (TSP) is a long-range plan that sets the vision for the city's transportation system, facilities, and services to meet state, regional, and local needs for the next 20 years. The purpose of the 2020 TSP update is to address growth in Sutherlin as well as address regulatory changes that have occurred in the region since 2005. The TSP addresses compliance with new or amended federal, state, and local plans, policies, and regulations including the Oregon Transportation Plan (OTP), the state's Transportation Planning Rule (TPR), the Oregon Highway Plan (OHP), and presents the investments and priorities for the Pedestrian, Bicycle, Transit, Motor Vehicle, and other transportation systems.

TSP ORGANIZATION

The Sutherlin TSP is comprised of the main TSP summary document (Volume I, this document) and a volume of supporting technical appendices and other supporting documentation (Volume II). Volume I is organized in the following major sections:

- Section 1 – TSP Development Process
- Section 2 – Transportation Goals and Objectives
- Section 3 – Transportation Improvement Projects Overview
- Section 4 – Pedestrian System
- Section 5 – Bicycle System
- Section 6 – Transit System
- Section 7 – Motor Vehicle System
- Section 8 – Other Travel Modes
- Section 9 – Funding and Implementation

PLANNED TRANSPORTATION IMPROVEMENTS

Planned transportation improvements were developed with a focus on creating a balanced system capable of providing travel options for a wide variety of needs and users. The list of recommended projects was prioritized using guidance provided by the project goals and objectives and with input from technical experts, Sutherlin planning staff, City Engineer of Record, community stakeholders, and interested citizens.

Transportation improvement projects were developed for all of the major travel modes within Sutherlin. The project list is composed of three main project categories:

- Financially Constrained Projects - The highest priority projects that could potentially be constructed with anticipated funding over the next 20 years.
- Tier 2 Projects – Projects that have measurable transportation value, but due to funding constraints, are unable to be included in the Financially Constrained list. Should new or additional funding sources become available, the Tier 2 projects will warrant consideration for implementation.
- Tier 3 (Aspirational Projects) – Projects that would provide local or regional circulation value, but have project costs that significantly exceed known funding capabilities, have major implementation questions, or require further engineering evaluation beyond the planning depths of a typical TSP.

Table 1 and **Figure 1** summarize the improvement details for the highest priority (Financially Constrained) projects including improvement type, location, description, planning level cost estimate, and potential funding source. All other Tier 2 and Tier 3 (Aspirational Projects) are summarized in the individual modal plans of the TSP.

Table 1: Financially Constrained Project List				
Project ID	**Improvement Type**	**Location**	**Project Cost (2020 $)[3]**	**Funding Source[5]**
T1	New Transit Routes	Western Sutherlin (Preliminary Route Shown)	$25,000	City/UPTD
	Explore opportunities to provide new transit service in Western Sutherlin through collaboration with Douglas County Transportation District. This project should be coupled with T2.			
T2	Transit Stop Enhancements	Existing Transit Stops/Location Varies	$200,000	City/UPTD
	Improve station amenities by adding benches, signage, lighting, garbage cans, and transit maps. Project cost assumes amenities upgrades at all eight (8) existing transit stops.			
T3	New Transit Stops	Western Sutherlin	$25,000	City/UPTD
	Explore opportunities to provide new transit stops in Western Sutherlin through collaboration with Douglas County Transportation District. New transit stop locations should be based on future identified transit routes. This project should be coupled with project **T1**.			
SC1	Street Connectivity	Duke Avenue	$880,000	City
	Extend Duke Avenue east to create a new connection between Hawthorne Street and Taylor Street.			
SC2	Street Connectivity	Fourth Avenue Extension	$1,035,000	City
	Extend Fourth Avenue to the west connecting to W Sixth Avenue.			
SC3	Street Connectivity	Robinson Street Extension	$830,000	State/City
	Extend Robinson Street to the west and south to connect to Myrtle Street.			
R1	Segment Enhancement	W Sixth Avenue	$2,930,000	City
	Widen and reconstruct roadway from N Comstock to N State Street to meet Collector Street typical cross section.			
R2	Segment Enhancement	E Fourth Avenue – West	$2,170,000	City
	Reconstruct the E Fourth Street to a full Collector Standard from N State Street to Mardonna Way			
R3	Segment Enhancement	Mardonna Way	$360,000	City
	Reconstruct Mardonna Way from E Fourth Avenue to Central Avenue to meet Collector Street typical cross section.			

Table 1: Financially Constrained Project List				
Project ID	**Improvement Type**	**Location**	**Project Cost (2020 $)[3]**	**Funding Source[5]**
R4	Segment Enhancement	Waite Street[2]	$2,700,000	City
	Widen and reconstruct roadway between Central Avenue and South Side Road to meet Collector standards.			
R5	Intersection Improvement	OR138W/Park Hill Lane	Total: $500,000 City Match: ($167,000)	City
	Install interim traffic signal at the OR138W/Park Hill Lane intersection until full Exit 136 IAMP improvements are implemented.			
R6	Intersection Improvement	OR138W/Dakota Street	Total: $500,000 City Match: ($167,000)	City
	Install traffic signal at the OR138W/Dakota Street intersection as envisioned in the larger Exit 136 IAMP.			
R7	Segment Enhancement	OR138W	Total: $1,400,000 City Match: $5,680,000	City
	Improve OR138W from Comstock Road to Dakota Street to a Major Arterial standard.			
SC1	Street Connectivity	Duke Avenue	$880,000	City
	Extend Duke Avenue east to create a new connection between Hawthorne Street and Taylor Street			
SC2	Street Connectivity	Fourth Avenue Extension	$1,035,000	City
	Extend Fourth Avenue to the west connecting to W Sixth Avenue.			
SC3	Street Connectivity	Robinson Street	$830,000	City
	Extend Myrtle Street to the north and east to connect to N Comstock Road, perpendicular to Robinson Street			
S1	Signing and Striping	S Calapooia Street/Exit 135 Connector	$25,000	City
	Install "Yield" signage and striping on the southbound right-turn lane.			

[1] The installation of an enhanced crossing must be supported by an engineering investigation and evaluated to determine the appropriate level of crosswalk enhancement for the specific location.
[2] Project identified in current City's Capital Improvement Plan.
[3] Project Costs are Planning Level Cost Estimates that do not include costs for Right-of-Way acquisitions and/or environmental mitigation. Future project design will need to estimate these additional project costs.

Note. Funding Sources: City = City of Sutherlin; UPTD = Umpqua Public Transportation District; State = Oregon Department of Transportation.

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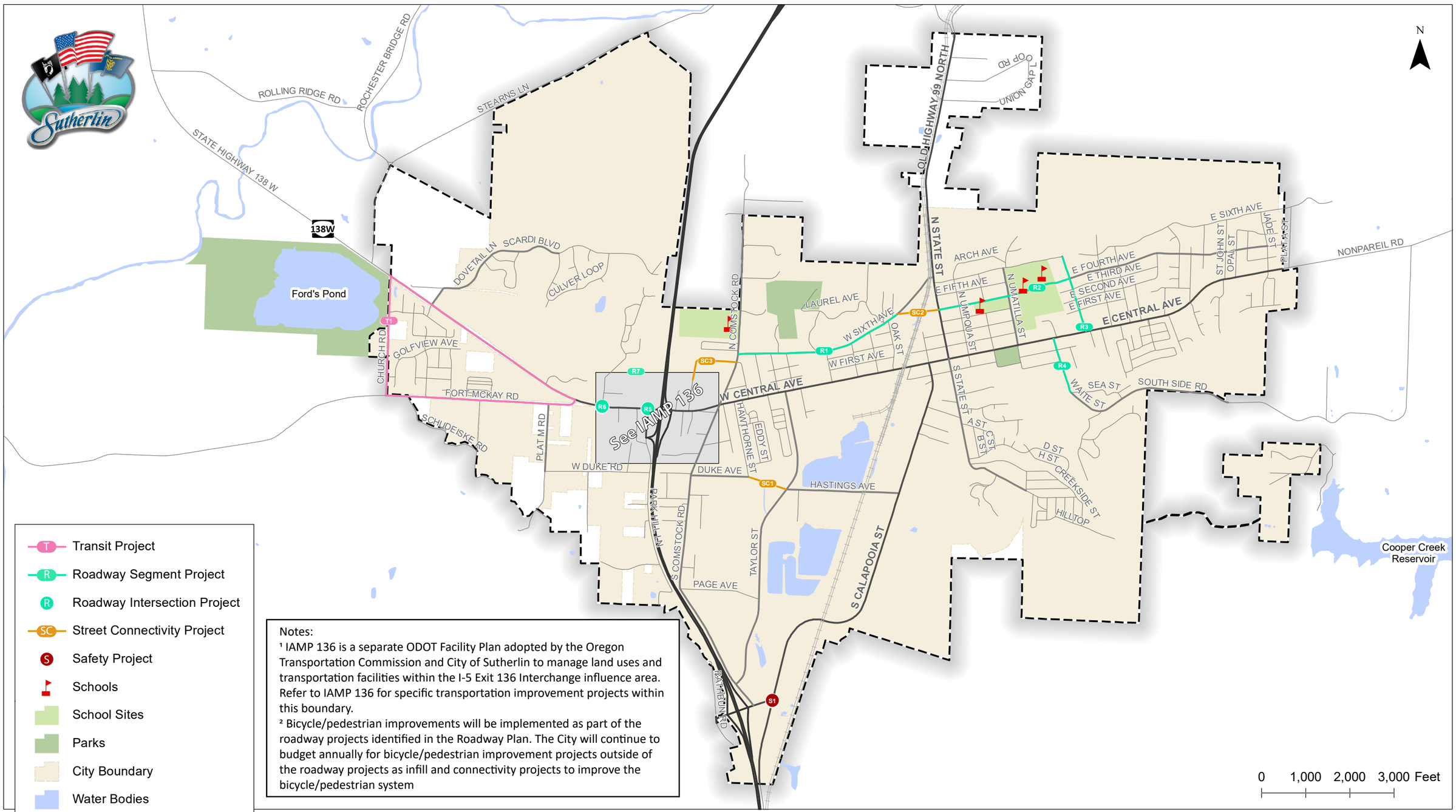

- Transit Project
- Roadway Segment Project
- Roadway Intersection Project
- Street Connectivity Project
- Safety Project
- Schools
- School Sites
- Parks
- City Boundary
- Water Bodies
- IAMP 136 Boundary[1]
- Urban Growth Boundary

Notes:
[1] IAMP 136 is a separate ODOT Facility Plan adopted by the Oregon Transportation Commission and City of Sutherlin to manage land uses and transportation facilities within the I-5 Exit 136 Interchange influence area. Refer to IAMP 136 for specific transportation improvement projects within this boundary.
[2] Bicycle/pedestrian improvements will be implemented as part of the roadway projects identified in the Roadway Plan. The City will continue to budget annually for bicycle/pedestrian improvement projects outside of the roadway projects as infill and connectivity projects to improve the bicycle/pedestrian system

Financially Constrained Project Map
Sutherlin, Oregon

Figure **1**

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

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OVERVIEW OF SUTHERLIN IN 2020

The City of Sutherlin, incorporated in 1911, is located in central Douglas County, and is home to a population of approximately 8,235[1] people. The City's median age is 44.8 years, and nearly a quarter of the population 65 years of age or older. Sutherlin covers a total area of just over six square miles and is arranged generally east to west along OR 138 W (Elkton-Sutherlin Highway) and Central Avenue. The City is located approximately 14 miles north of the City of Roseburg.

Sutherlin is located in a valley between the Cascade Mountains and the Coast Range, with an average elevation of 518 feet above sea level. Sutherlin has a mild climate that is ideal for forestry and agriculture. The city's climate and rich nature and wildlife supply attract tourists interested in nature, hunting, and fishing. The city's commercial district is concentrated along West Central Avenue, an east-west roadway that bisects the city.

Sutherlin straddles Interstate 5 (I-5), and interchanges 135 and 136 are within the city limits. Traveling to and from Sutherlin is most commonly achieved along I-5, Oregon (OR) 138W, or OR 99. OR 138 W (Elkton-Sutherlin Highway) travels east-west and connects to the western edge of the city limits whereas I-5 and OR 99 travel north-south through the heart of the city.

Figure 2 illustrates the study area for the TSP update.

Sutherlin's local street network is bisected by OR 138 W (Elkton-Sutherlin Highway) / W Central Avenue. Commercial development predominately exists along W Central Avenue. Sutherlin's residential areas are found north and south of OR 138 W (Elkton-Sutherlin Highway) / W Central Avenue. East-west travel within Sutherlin is somewhat limited and constrained to OR 138 W (Elkton-Sutherlin Highway) / W Central Avenue. This roadway serves east-west connectivity across the I-5 barrier. Additionally, hilly terrain limits east-west connectivity options through Sutherlin. North-south travel within Sutherlin utilizes OR 99 and Comstock Road, connecting Sutherlin to its northern neighboring city of Oakland.

[1] Portland State University Estimate, December 2019.

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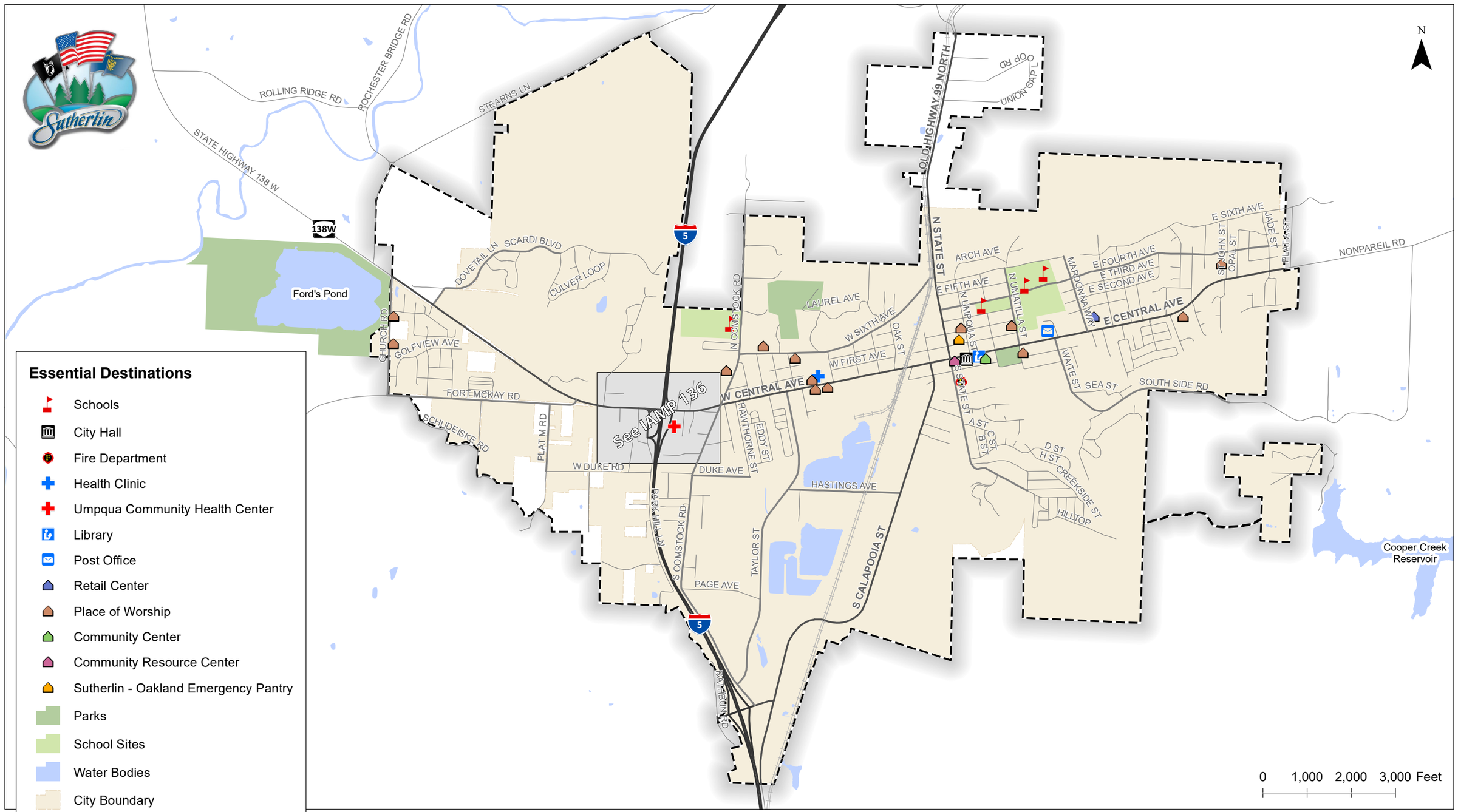

Essential Destinations

- Schools
- City Hall
- Fire Department
- Health Clinic
- Umpqua Community Health Center
- Library
- Post Office
- Retail Center
- Place of Worship
- Community Center
- Community Resource Center
- Sutherlin - Oakland Emergency Pantry
- Parks
- School Sites
- Water Bodies
- City Boundary
- IAMP 136 Boundary
- Urban Growth Boundary

Study Area
Sutherlin, Oregon

Figure
2

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

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KEY DESTINATIONS & ACTIVITY CENTERS

Key destinations and activity centers are locations of daily needs and services that the residents of Sutherlin rely on. Accessing these locations should be achievable and convenient through the multimodal options of walking, biking, taking transit, and driving. Below is a list of the types of key destinations and activities centers defined through collaboration with the PAC and community within Sutherlin.

- Retail Center
- Place(s) of Worship
- Sutherlin – Oakland Emergency Pantry
- Community Center
- Community Resource Center
- Fire Department
- Health Clinic
- Umpqua Community Health Center
- City Hall
- Library
- Post Office

DEMOGRAPHICS

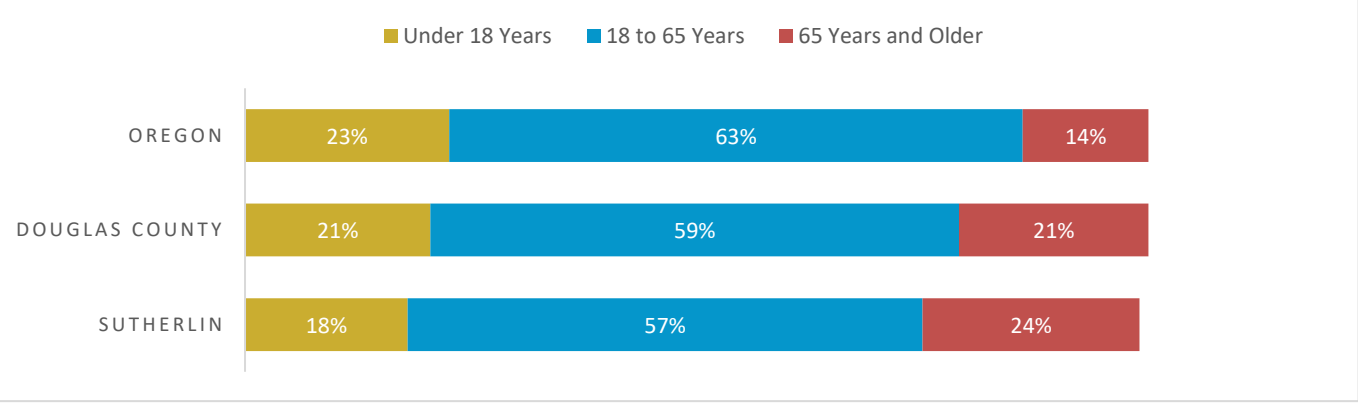
Understanding Sutherlin's demographics have a significant influence on the needs of the transportation system. Where people live, work, and play all contribute to the unique needs of Sutherlin's transportation system. How people move throughout Sutherlin is influenced by age, employment and dependent on socioeconomics. Federal law requires agencies undertaking federal projects to identify low-income and minority populations, assess whether high and adverse human health or environmental impacts would result from plan alternatives, and ensure participation of low-income and minority populations in the transportation decision making process.

Sutherlin's population is approximately 8,235[2] residents. The majority of these residents work outside the City. Approximately 2,546 residents of Sutherlin work outside the City and 1,302 employees live outside Sutherlin but work within its city limits. Only 507 residents of Sutherlin reported living and working within the city limits[3].

Age

Age is an important attribute in planning for a transportation system that meets the needs of all users. Elderly residents are less likely to drive and may be more dependent on public transit, whereas most elementary and middle school children are dependent on walking, biking, and other forms of active transportation. **Exhibit 1** summarizes Sutherlin's age distribution as it related to Douglas County and State averages.

Exhibit 1: Elderly and Youth Population, City of Sutherlin, 2010 Decennial Census

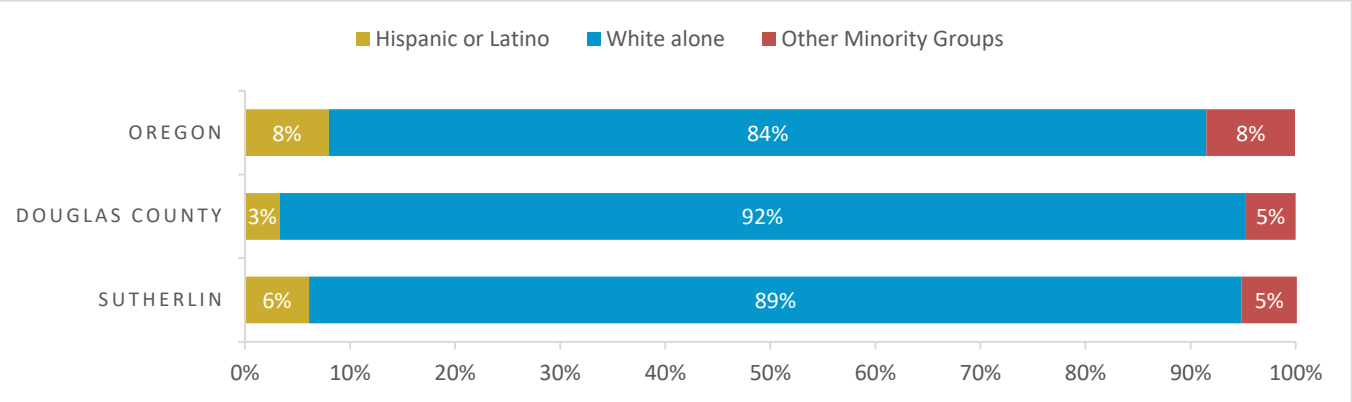


[2] Portland State University Estimate, December 2019
[3] According to 2017 Census on the Map Employment Statistics

Minority Population

Overall, Sutherlin's portion of minority population is lower compared to the State – 11 percent compared to over 16 percent. However, compared to the County, Sutherlin has a relatively high share of minority populations, particularly among Hispanic and American Indian groups. **Exhibit 2** provide a summary of minority populations for the State of Oregon, Douglas County, and the City of Sutherlin. There are multiple areas with high concentrations of minority groups. Among the areas with a minority population greater than 50 percent, only the location S State Street has a high total population of people within the Census Block. Other notable areas with high concentrations of minorities are located near the schools on E Fourth Avenue, near the intersection of N Comstock Avenue and W Sixth Avenue, and in the Dawn Rey Mobile Park located off W Central Avenue.

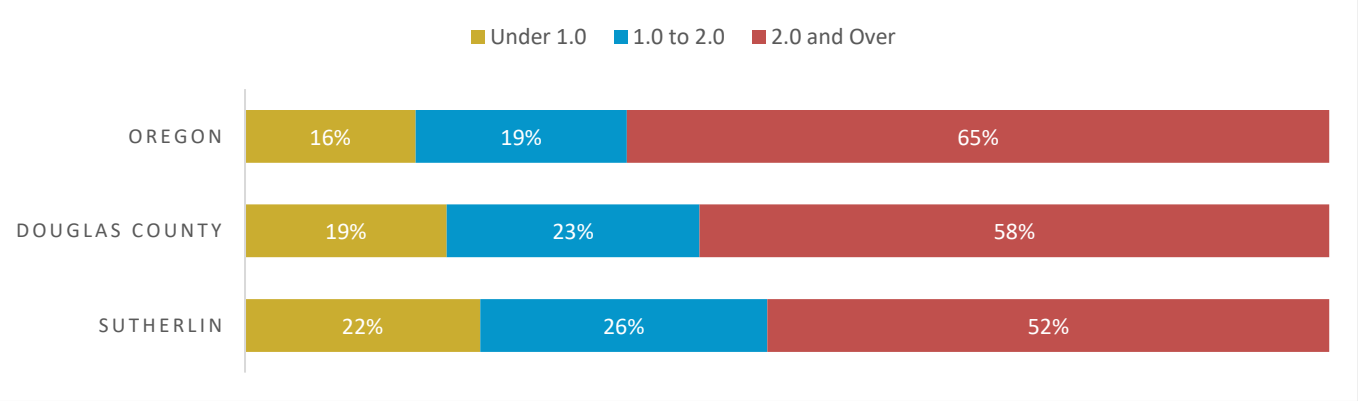
Exhibit 2: Race/Ethnicity, City of Sutherlin, 2010 Decennial Census



Low-Income Population

Poverty statistics shown in **Exhibit 3** are derived from American Community Survey 5-year data samples. Almost half of the population of Sutherlin – 48 percent – earn an income that is less than two-times the Federal Poverty Level (FPL)[4]. The percentage of Sutherlin's population earning less than two-times the FPL is higher compared to Douglas County (42 percent) and the state (35 percent). The largest concentration of low-income population is generally located in the southern portion of the city, between Central Avenue and the southern UGB. Only a portion of this area is zoned for residential, which limits the possible locations of low-income populations to areas closer to Central Avenue and S Comstock Road, or in the Timber Valley SKP Park located off S State Street. A portion of the low-income population is also located in the northern-most part of the city.

Exhibit 3: Ratio of Income to Poverty, City of Sutherlin, 2015 5-Year American Community Survey



[4] Many researchers consider the FPL to be too low to accurately represent income levels necessary for self-sufficiency; thus, using two-times the FPL may be a more accurate measure of income sufficiency.

TSP DEVELOPMENT PROCESS

WHAT IS THE SUTHERLIN TSP?

A TSP is the long-term vision for transportation system investments. A TSP establishes the framework for all modes of travel: pedestrian, bicycle, transit, vehicle, freight, air, water, rail, and pipeline.

The Sutherlin TSP serves as an opportunity to build upon the community's values and highlight what makes Sutherlin a great place to live, work, and play. The Sutherlin TSP contains goals, objectives, projects, and implementation guidelines needed to provide mobility for all users, now and in the future. The TSP examines the existing transportation system conditions and forecasts transportation system needs over the next 20 years based on growth in the city and surrounding communities. Elements of the TSP can be implemented by agencies (city, state, or federal) as well as private developers.

WHY UPDATE THE CURRENT TSP?

Sutherlin's last TSP was prepared and adopted in 2005. Since then, Sutherlin has experienced steady residential growth in the west and southeast portions of the City while recent land use and UGB modifications were adopted that will potentially accommodate more significant levels of growth in areas with multi-modal infrastructure needs. In 2009, an Interchange Area Management Plan (IAMP) plan was prepared for the Exit 136 interchange area. The IAMP is an ODOT Facility Plan adopted by the Oregon Transportation Commission (OTC) and City of Sutherlin to manage land uses and transportation facilities within the I-5 Exit 136 interchange influence area. This plan, along with several other smaller transportation planning efforts needed to be comprehensively integrated into the larger transportation plan. To address these changes, a TSP update was prepared that focuses on the following modes:

The TSP serves as the transportation element of the Sutherlin Comprehensive Plan. The Comprehensive Plan guides the community's land use, conservation of natural resources, economic development, and public facility investment.

TSP UPDATE PROCESS

The TSP update process began with a review of local, regional, and statewide plans and policies that guide land use and transportation planning in the City. Goals, objectives, and evaluation criteria were then developed to guide the evaluation of existing and future transportation system conditions as well as the development of planned improvements. An inventory of the multimodal transportation system was then conducted to serve as the basis for the existing and future conditions analyses. The existing and future conditions analyses focused on identifying gaps and deficiencies in the multimodal transportation system based on current and forecast future performance. For each gap and deficiency, several solutions were evaluated to address the system needs. This process led to the development of a large number of plans, programs, and projects. The plans, programs, and projects were then prioritized using the project evaluation criteria and organized into different prioritized project lists.

PROJECT ADVISORY COMMITTEE

The TSP Update was developed in close coordination with city staff along with key stakeholders and representatives from the community including the project advisory committee (PAC). The makeup of the PAC consisted of representatives from the City of Sutherlin Community Development Department, Douglas County Planning Department and Public Works Engineering Department, Oregon Department of Transportation (ODOT), Umpqua Public Transportation District (UPTD), Sutherlin School District, Sutherlin City Council, Sutherlin Planning Commission, Sutherlin Police Department, Sutherlin Fire Department, Oregon Department of Land Conservation and Development, Sutherlin Area Chamber of Commerce, Sutherlin Sanitary Service, Friends of Ford's Pond, and Cow Creek Tribe. The PAC provided technical guidance and coordination throughout the project, reviewed and provided feedback on technical memorandums, and attending community meetings and workshops.

PUBLIC INVOLVEMENT SUMMARY

Opportunities for public involvement were made available throughout the TSP update process. The opportunities consisted of a kick-off meeting and site visit, web-based communications about upcoming committee meetings and the project website (https://www.ci.sutherlin.or.us/news_detail_T3_R228.php). The project team met with the PAC five (5) times throughout the TSP update process and held two public open houses. Each PAC meeting was open to the general public. The goal of the public involvement process was to develop a TSP Update that addressed the gaps and deficiencies in the transportation system while meeting the needs of the community.

TRANSPORTATION GOALS AND OBJECTIVES

The project team in collaboration with the PAC developed goals and objectives for the TSP update to help guide the review and documentation of existing and future transportation system needs, the development and evaluation of potential solutions to address the needs, and the selection and prioritization of preferred solutions for inclusion in the TSP update. The goals and objectives also inform recommendations for policy language that will serve as guidance for future land use decision making, such as approval criteria related to zone change and comprehensive plan amendments.

The goals and objectives for the Sutherlin TSP update are based on an evaluation of the existing goals and policies in the 2005 Sutherlin TSP and 1990 Comprehensive Plan. The updated goals provide direction for where the City would like to go, while the updated objectives provide a more detailed breakdown of the goals with specific outcomes the City desires to achieve. In order to ensure compliance with the Transportation Planning Rule (TPR) and other state, regional, and local planning requirements, the goals and objectives presented below tend to favor improvements in active transportation facilities and services over capacity improvements. It is assumed that adoption of the TSP update will result in changes to the 1990 – 1991 Comprehensive Plan, including an update to the goals and policies related to transportation.

Goal 1: Safety

Provide a transportation system that enhances the safety and security of all transportation modes.

- Promote transportation safety through a comprehensive program of engineering, education, and enforcement.
- Address existing and potential future safety issues by identifying high crash locations and develop strategies to address those issues.
- Designate safe routes from residential areas to schools and identify transportation improvements needed to ensure the safety of Sutherlin's school children.
- Develop a safe, complete, attractive, efficient, and accessible system of pedestrian ways, bicycle ways and personal electric vehicle ways, including bike lanes, shared roadways, multi-use paths, and sidewalks.
- Use the Transportation System Plan as the legal basis and policy foundation for decisions involving transportation issues.

Goal 2: Mobility and Efficiency

Provide a balanced and efficient transportation system for all members of the community through effective transportation and land use planning.

- Reduce reliance on single occupancy vehicles by improving the quality of walking, biking, transit, and electric vehicle facilities. Identify strategies appropriate to the City of Sutherlin to help reduce vehicle miles traveled.
- Integrate transportation and land use into development ordinances to increase opportunities for multi-purposes trips.
- Manage projected travel demand consistent with community, land use, environmental, economic and livability goals.
- Manage the transportation system for adequate and efficient operations.

Goal 3: Health and Livability

Provide a transportation system that enhances the health and livability of local residents by promoting active modes of transportation.

- Enhance the livability of the Sutherlin Community through proper location and design of transportation facilities including multi-use paths to balance the needs of human use and enjoyment with resource conservation in areas identified in the Parks Master Plan and Comprehensive Plan.
- Design roadways to enhance livability by ensuring that aesthetics and landscaping are an integral part of Sutherlin's transportation system.
- Construct multi-use paths where they can be developed with satisfactory design components that address safety, security, maintainability, and acceptable uses.

Goal 4: Connectivity and Accessibility

Develop a comprehensive, multimodal transportation system that connects all members of the Sutherlin area to community destinations.

- Provide connectivity to each area of the City for convenient multi-modal access. Ensure pedestrian, bicycle, transit, and vehicle access to schools, parks, employment and recreational areas, and the Sutherlin core city area by identifying and developing improvements that address connectivity needs.
- Make better use of the southern interchange by connecting an east-west route to the southern interchange on both sides of Interstate-5.
- Identify opportunities to improve east-west travel for all modes of transportation across I-5.
- Balance the needed street function for all travel modes with adjacent land uses through the use of context-sensitive street and streetscape design techniques.
- Develop neighborhood and local connections to provide adequate circulation into and out of neighborhoods.
- Ensure that adequate access for emergency services vehicles is provided throughout the City.

Goal 5: Coordination and Integration

Ensure the local transportation system is integrated with County and State transportation systems and objectives, and with other related aspects of the community in Sutherlin, including land use planning, natural resource protection, housing, and economic development.

- Meet federal and state safety compliance standards for operation, construction, and maintenance of the rail system.
- Encourage the Central Oregon and Pacific Railroad to install railroad crossing arms with indicator lights at all railroad crossings.
- Provide safe routing of hazardous materials consistent with federal guidelines and provide for public involvement in the process.
- Engage community members and organizations in the development and design of the transportation facilities identified in the TSP.
- Work with regional and local public transportation providers to identify opportunities to expand public transportation service within the City and to surrounding communities. Encourage intercity public transportation connections for long-range public transportation. Enhance public volunteer transit system.
- Maintain access management standards for streets consistent with City, County, and State requirements to reduce conflicts between vehicles and trucks, and between vehicles, bicycles, and pedestrians. Develop access management strategies for all roadway classifications.

Goal 6: Strategic Economic Investment

Facilitate the provision of a multi-modal transport system for the efficient, safe, and competitive movement of goods and services to, from, and within the Sutherlin area.

- Construct all transportation facilities to meet the requirements of the Americans with Disabilities Act.
- Provide satisfactory levels of maintenance to the transportation system in order to preserve user safety, facility aesthetics, and the integrity of the system as a whole.
- Promote accessibility to transport modes that fulfill the needs of freight shippers.
- Strive to balance the needs of moving freight with community livability and land use decision making.
- Promote the appropriate location of freight routes and regional pipeline systems to enhance security, local service, and efficiency.
- Manage on-street parking by providing an appropriate supply and design of off-street parking facilities to promote economic vitality, neighborhood livability, efficient use of urban space, and reduced reliance on single occupancy motor vehicles.

Goal 7: Funding

Maintain a stable, flexible financial system for funding transportation improvements by working cooperatively with Federal, State, Regional, and Local governments.

- Develop a long-rang financial strategy to make needed improvements to the transportation system.
- Regularly update the City's System Development Charges, including adjusting inflation rates.
- Coordinate with all affected governmental units in the area (Douglas County, Oregon Department of Transportation, and Umpqua Public Transportation District).
- Secure adequate funding to support regional transportation, growth management, and air quality policies.
- Maintain a current capital improvement program (CIP).

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TRANSPORTATION IMPROVEMENT PROJECTS OVERVIEW

Recommended solutions were developed to be consistent with the project vision and goals and to focus on creating a balanced system able to provide travel options for a wide variety of needs and users. The list of recommended projects was prioritized using guidance provided by the project goals and objectives and with input from technical experts, Sutherlin planning staff , City Engineer of Record, community stakeholders, and interested citizens.

Transportation improvement projects were developed for all of the major travel modes within Sutherlin. The project lists are composed of three main categories:

- Financially Constrained Projects - The highest priority projects that could potentially be constructed with anticipated funding over the next 20 years.
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- Tier 3 (Aspirational Projects) – Projects that would provide local or regional circulation value, but have project costs that significantly exceed known funding capabilities, have major implementation questions, or require further engineering evaluation beyond the capabilities of a TSP.

It is recognized that the City of Sutherlin is not obligated to implement the Financially Constrained projects first. Priorities may change over time and unexpected opportunities may arise to fund particular projects. The purpose of the Financially Constrained project list is to establish reasonable expectations for the level of improvements that may occur and give preliminary direction on where funds should be allocated.

PEDESTRIAN SYSTEM

The pedestrian system in Sutherlin consists of sidewalks, multi-use paths, marked and unmarked, signalized and unsignalized pedestrian crossings. These facilities provide residents the ability to access local retail/commercial centers, recreational areas, and other land uses by foot. A safe, convenient, and continuous network of pedestrian facilities is essential to establishing a vibrant and healthy community while supporting the local economy.

PEDESTRIAN FACILITIES

Pedestrian facilities are the elements of the transportation system that enable people to walk safely and efficiently between neighborhoods, retail centers, employment areas, and transit stops. These include facilities for pedestrian movement along key roadways (e.g. sidewalks, multi-use paths, and off-street trails) and for safe roadway crossings (e.g. crosswalks, crossing beacons, pedestrian refuge islands). Each facility plays an important role in developing a comprehensive pedestrian system.

This section summarizes the pedestrian facilities that were determined to best address gaps and deficiencies in the pedestrian system and future needs. As indicated below, the most common overall need is to provide a safe and interconnected pedestrian system that encourages people to walk, especially for trips less than one-half mile in length.

Sidewalks

Sidewalks are the fundamental building blocks of the pedestrian system. They enable people to walk comfortably, conveniently, and safely from place to place. They also provide an important means of mobility for people with disabilities, families with strollers, and others who may not be able to travel on an unimproved roadside surface. Sidewalks are usually 6 to 8-feet wide and constructed from concrete. They are also frequently separated from the roadway by a curb, landscaping, and/or on-street parking. Sidewalks are widely used in urban and suburban settings. Ideally, sidewalks could be provided along both sides of the roadway; however, some areas with physical or right-of-way constraints may require that sidewalk be located on only one side. The pedestrian plan includes a significant number of projects that involve filling in the gaps and installing new sidewalks.

Multi-use Paths

Multi-use paths are paved, bi-directional, trails that can serve both pedestrians and bicyclists. Multi-use paths and trails can be constructed adjacent to roadways where the topography, right-of-way, or other issues don't allow for the construction of sidewalks and bicycle facilities. A minimum width of 10 feet is recommended for low-pedestrian/bicycle-traffic contexts; 12 to 14 feet should be considered in areas with moderate to high levels of bicycle and pedestrian traffic. Multi-use paths can be used to create longer-distance links within and between communities and provide regional connections. They play an integral role in recreation, commuting, and accessibility due to their appeal to users of all ages and skill levels.

Enhanced Pedestrian Crossings

Pedestrian crossing facilities enable pedestrians to safely and efficiently cross streets and other transportation facilities. Planning for appropriate pedestrian crossings requires the community to balance vehicular needs with providing crossing locations at desired routes for people walking. Enhanced pedestrian crossing treatments include:

- Median refuge islands
- High visibility pavement markings and signs
- Rapid rectangular flashing beacons (RRFB)
- Pedestrian Hybrid Beacons (HAWK)
- Curb extensions
- Pedestrian signals
- Pedestrian countdown heads
- Leading Pedestrian interval

The pedestrian plan includes several projects that involve enhancing pedestrian crossings. Many of the treatments listed above can be applied together at one crossing location to further alert drivers of the presence of pedestrians in the roadway.

Safe Routes to School

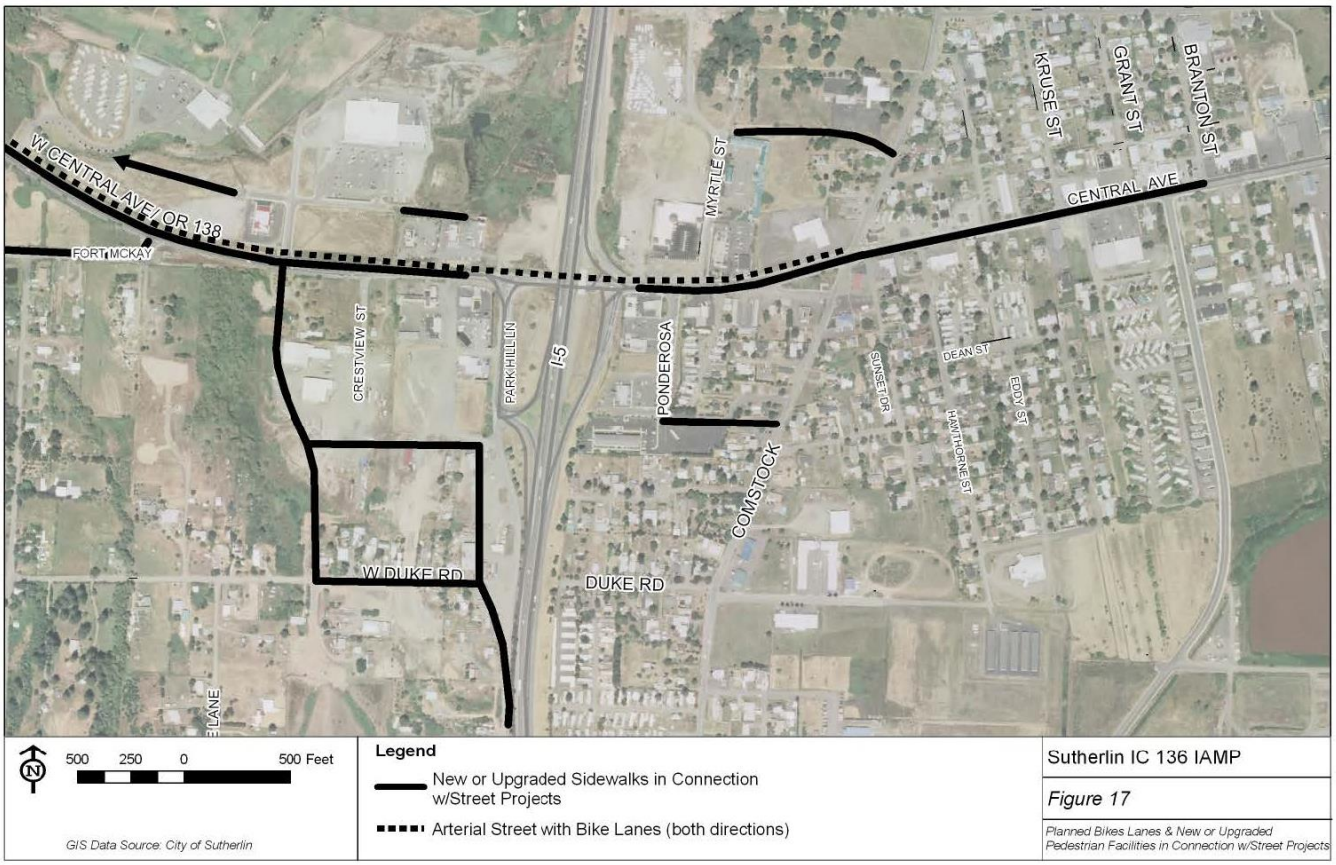
Safe Routes to School (SRTS) programs are intended to encourage children to walk, roll, and bicycle to school; to make walking, rolling[5], and bicycling to school safe and more appealing; and to facilitate the planning, development and implementation of projects that will improve safety near schools. Projects identified within a one-mile radius of schools are eligible for funding opportunities through the ODOT Safe Routes to School Infrastructure Program. Within the context of the TSP, new sidewalk, sidewalk infill, and enhanced crossing projects have been identified within each of the modal plans to improve multi-modal access to schools.

[5] Rolling includes any means of transportation that involves wheels including wheelchairs, scooters, skateboards, Onewheel, RipStik, Segway, or Two-wheeled Smartboard

EXIT 136 IAMP MULTIMODAL IMPROVEMENTS

As described previously, an Interchange Area Management Plan (IAMP) plan was prepared for the Exit 136 interchange area in 2009. While the document primarily focuses on geometric and operational improvements to the existing interchange to increase vehicular capacity and efficiency, the IAMP also identified several pedestrian and bicycle improvements along OR 138W (Elkton – Sutherlin Highway) within the study boundary. **Exhibit 4** illustrates the location of pedestrian and bicycle improvements identified as part of the Exit 136 IAMP.

Exhibit 4: Exit 136 IAMP Pedestrian and Bicycle Improvements



As illustrated in **Exhibit 4**, new or upgraded sidewalks in connection with street projects are identified along OR 138W (Elkton – Sutherlin Highway), W Central Avenue, Hospitality Way, W Duke Road, Myrtle Street, and future street connections in the southwest quadrant of the interchange area.

The TSP does not identify pedestrian and bicycle improvement projects located within the IAMP study area boundary. Instead, the TSP relies on and concurs with the identified IAMP pedestrian and bicycle improvements for consistency purposes between the two documents.

PEDESTRIAN PLAN

Table 2 identifies Sutherlin's Pedestrian Plan projects. Projects summarized in **Table 2** are intended to support active walking options in Sutherlin. Projects are organized by improvement type, location, project cost (2020 $), priority, and primary funding source. The priorities shown in are based on the project evaluation criteria and reflect input from the project team and the general public. The cost estimates are based on average unit costs for roadway improvements. The cost estimates do not include the cost of right-of-way. **Figure 3** illustrates the location of the pedestrian plan projects.

*Pedestrian improvements will be implemented as part of the roadway projects identified in the Roadway Plan. The City will continue to budget annually for Pedestrian improvement projects outside of the roadway projects as infill and connectivity projects to improve the pedestrian system including but not limited to the projects identified in **Table 2**.*

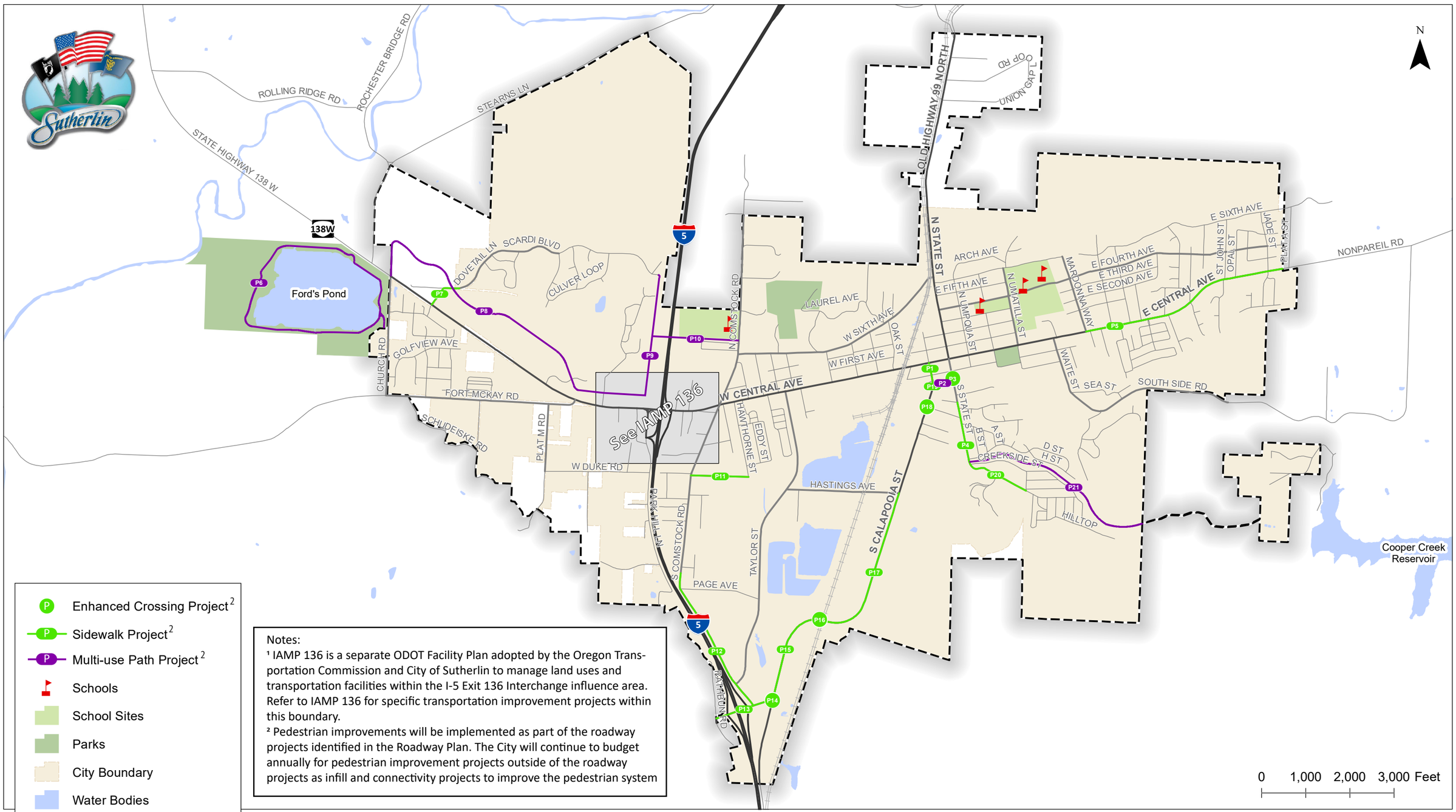
Table 2: Pedestrian Plan Improvement Projects

Project ID	Improvement Type	Location	Project Cost (2020 $)[3]	Priority	Primary Funding Source[3]
P1	Sidewalk	S Calapooia Street	$55,000	Tier 2	City
	Install sidewalks on both sides of the roadway from W Central Avenue to W Everett Avenue.				
P2	Multi-Use Path	Red Rock Trail Extension	$35,000	Tier 2	City
	Extend the Red Rock Trail west to connect to S Calapooia Street, parallel to the Sutherlin Creek.				
P3	Enhanced Crossing[1]	S State Street/Red Rocks Trail	$30,000	Tier 2	City
	Install enhanced pedestrian crossing at S State Street/Red Rock Trail extension. This project should be coupled with project P4.				
P4	Sidewalk	S State Street	$180,000	Tier 2	City/ Private Development
	Fill in sidewalk gaps along the west side of State Street between Azalea Court and D Street.				
P5	Sidewalk	Central Avenue	$545,000	Tier 2	City/ Private Development
	Install sidewalks and fill in sidewalk gaps between Mardonna Way and eastern city limits on both sides of the roadway.				
P6	Multi-use Path	Ford's Pond	N/A	Tier 2	City
	Develop a new multi-use path around Ford's Pond consistent with Ford's Pond Master Plan				
P7	Sidewalk	Dovetail Lane	$325,000	Tier 2	City
	Install sidewalks on both sides of the roadway between OR 138 W (Elkton-Sutherlin Highway) and Eagle Loop Road				
P8	Multi-use Path	OR 138 W (Elkton-Sutherlin Highway)[2]	$570,000	Tier 3/ Aspirational	City
	Develop a new multi-use path connecting OR 138 W (Elkton-Sutherlin Highway)/Church Street intersection, Dovetail Lane, Clover Leaf Loop Road				
P9	Multi-use Path	Scardi Boulevard	$210,000	Tier3/ Aspirational	City
	Develop a new multi-use path connecting the east end of Scardi Lane with the P8 multi use path				

Table 2: Pedestrian Plan Improvement Projects					
Project ID	**Improvement Type**	**Location**	**Project Cost (2020 $)[3]**	**Priority**	**Primary Funding Source[3]**
P10	Multi-use Path	I-5 Underpass	>$5M	Tier3/ Aspirational	City
	Develop a new multi-use path and I-5 underpass connecting the west side of I-5 to N Comstock Road				
P11	Sidewalk	E Duke Avenue	$325,000	Tier 2	City
	Install sidewalks on both sides of the roadway from S Comstock Road to eastern roadway terminus (extended as part of the Duke Avenue extension project)				
P12	Sidewalk	S Comstock Road	$410,000	Tier 2	City/County
	Install sidewalks on east side of the roadway from Page Avenue to135 Connector				
P13	Sidewalk	Exit 135 Connector[2]	$1,100,000	Tier 2	City/County
	Install sidewalks on both sides of the road from S Comstock Road to S Calapooia Street (OR 99)				
P14	Enhanced Crossing[1]	S Calapooia Street/ Exit 135 Connector	$30,000	Tier 2	City/County
	Install enhanced pedestrian crossing at S Calapooia Street/Exit 135 Connector to provide connection to existing transit stop.				
P15	Sidewalk	S Calapooia Street	$635,000	Tier 2	City/County
	Install sidewalks on east side of the roadway between railroad crossing and 135 Connector				
P16	Enhanced Crossing[1]	S Calapooia Street/ Railroad Crossing	$30,000	Tier 2	City/County
	Install enhanced pedestrian crossing at S Calapooia Street/near Railroad Crossing to provide connection to existing transit stop.				
P17	Sidewalk	S Calapooia Street	$775,000	Tier 2	City/County/ Private Development
	Fill in sidewalk gaps on the west side of the roadway between Hasting Avenue and railroad crossing				
P18	Enhanced Crossing[1]	S Calapooia Street/Valentine Street	$95,000	Tier 2	City
	Install enhanced pedestrian crossing at S Calapooia Street/Valentine Street to provide connection to existing transit stop.				
P19	Sidewalk	S Calapooia Street	$15,000	Tier 2	City/County
	Install sidewalks on east side of the roadway from W Everett Avenue to Sutherlin Creek Bridge				
P20	Sidewalk	S State Street	$200,000	Tier 2	City
	Install sidewalks on the south side of State Street from D Street to southern terminus of S State Street				
P21	Multi-use Path	Cooper Creek	$235,000	Tier 2	City
	Develop a new multi-use path connecting State Street to Cooper Creek Reservoir along the Cooper Creek alignment				

[1] The installation of an enhanced crossing must be supported by an engineering investigation and evaluated to determine the appropriate level of crosswalk enhancement for the specific location.
[2] Project will require coordination with ODOT and approval from the State and Region 3 Traffic Engineer
[3] Project Costs are Planning Level Cost Estimates that do not include costs for Right-of-Way acquisitions and/or environmental mitigation. Future project design will need to estimate these additional project costs.

Note: Funding Sources: City = City of Sutherlin; State = Oregon Department of Transportation; County = Douglas County



- Enhanced Crossing Project[2]
- Sidewalk Project[2]
- Multi-use Path Project[2]
- Schools
- School Sites
- Parks
- City Boundary
- Water Bodies
- IAMP 136 Boundary[1]
- Urban Growth Boundary

Notes:
[1] IAMP 136 is a separate ODOT Facility Plan adopted by the Oregon Transportation Commission and City of Sutherlin to manage land uses and transportation facilities within the I-5 Exit 136 Interchange influence area. Refer to IAMP 136 for specific transportation improvement projects within this boundary.
[2] Pedestrian improvements will be implemented as part of the roadway projects identified in the Roadway Plan. The City will continue to budget annually for pedestrian improvement projects outside of the roadway projects as infill and connectivity projects to improve the pedestrian system

Pedestrian Plan Projects
Sutherlin, Oregon

Figure **3**

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

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BICYCLE SYSTEM

The bicycle system within Sutherlin consist of shared-roadways, shoulder bikeways, and on-street bike lanes. These facilities provide local residents with the ability to access local retail/commercial centers, recreational areas, and other land uses within Sutherlin and neighboring areas by bicycle. A safe, convenient, and connected network of bicycle facilities is essential to establishing a vibrant and healthy community while supporting the local economy and providing transportation options to residents and visitors.

BICYCLE FACILITIES

Bicycle facilities are the elements of the transportation system that enable people to travel safely and efficiently by bicycle. These include facilities along key roadways (e.g. shared lane pavement markings, on-street bike lanes, and separated bike facilities) and facilities at key crossing locations (e.g., enhanced bike crossings). These also include end of trip facilities (e.g. secure bike parking, changing rooms, and showers at worksites); however, these facilities are typically addressed within the development code. Each facility plays an important role in developing a comprehensive bicycle system.

This section summarizes the bicycle facilities that were determined to best address gaps and deficiencies in the bicycle network and future needs. As indicated below, the most common overall need is to provide a safe and interconnected bicycle network that encourages people to bicycle.

On-Street Bicycle Lanes

On-street bike lanes are striped lanes including a bicycle stencil on the roadway dedicated for the exclusive use of cyclists. Bike lanes are typically placed at the outer edge of pavement (but to the inside of right-turn lanes and/or on-street parking). Bicycle lanes can improve safety and security of cyclists and (if comprehensive) can provide direct connections between origins and destinations. Bicycle lanes are most appropriate on collector and arterial roadways to provide a dedicated space for bicycling that is separate from the motor vehicle lane. ODOT standard width for a bicycle lane is six feet. The minimum width of a bicycle lane against a curb or adjacent parking lane is five feet. A bicycle lane may be as narrow as four feet, but only in very constrained situations.

Buffered Bike Lanes

Buffered bike lanes are enhanced versions of conventional on-street bike lanes that include an additional striped buffer of typically 2-3 feet between the bicycle lane and the vehicle travel lane and/or between the bicycle lane and the vehicle parking lane. They are typically located along streets that require a higher level of separation to improve the comfort of bicycling. Per the ODOT Highway Design Manual (HDM – Reference 1), Buffered Bike Lanes can be as narrow as 8 feet.

Separated Bike Lanes

Separated bike lanes (often called "cycle tracks") are bicycle lanes that are physically separated from motor vehicle traffic by a vertical element such as a planter, flexible post, parked car, or a mountable curb. One-way separated bike lanes are typically found on each side of the street, like conventional bike lanes, while two-way separated bike lanes are typically found on one side of the street.

Shoulder Bikeways

Shoulder bikeways are paved roadways that have striped shoulders wide enough for bicycle travel. ODOT recommends a six-foot paved shoulder to adequately provide for bicyclists, and a four-foot minimum width in constrained areas. Roadways with shoulders less than four feet are considered shared roadways. Shoulder bikeways are sometimes signed to alert motorists to expect bicycle travel along the roadway.

Shared Lane Pavement Markings and Signage

A shared roadway is one which a bicyclist and a motorist share the same travel lane. Shared lane pavement markings (often called "sharrows") are not a bicycle facility, but a wayfinding tool to navigate bicyclists along low-stress roadways with low vehicular volume and speeds. Sharrows may also be used to accommodate bicyclists on roadways where bike lanes are desirable but infeasible to construct. Sharrows indicate a shared roadway space for cyclists and motorists and are typically centered in the roadway or approximately four feet from the edge of the travel lane[6] and are recommended to be spaced approximately 50 to 250-feet apart dependent on the levels of traffic volume. Sharrows are suitable on roadways with relatively low travel speeds (≤30 mph) and low ADT (≤3,000 ADT); however, they may also be used to transition between discontinuous bicycle facilities. Sea Street is a shared roadway and provides shared-lane markings or "sharrows" throughout its entire length.

[6] If on-street parking is present, shared lane markings must be placed outside of the "door zone" or approximately 4' from the edge of the parking lane.

Enhanced Bicycle Crossings

Enhanced bicycle crossing facilities enable cyclists to safely cross streets, railroad tracks, and other transportation facilities. Planning for appropriate bicycle crossings requires the community to balance vehicular mobility needs with providing crossing locations along the desired routes of cyclists. Enhanced bicycle crossings include:

- Bike Boxes – designated space at an intersection that allows cyclists to wait in front of motor vehicles while waiting to turn or continue through the intersection.
- Two-Stage Left-turn Boxes – designated space at a signalized intersection outside of the travel lane that provides cyclists with a place to wait while making a two-stage left-turn.
- Pavement markings through intersections – pavement markings that extend a bike lane through an intersection.
- Bike Only Signals – A traffic signal that is dedicated for cyclists
- Bicycle Detection – Loop or intelligent transportation system (ITS) detection for bicycles

Wayfinding Signs

Wayfinding signs are physical signs or travel lane markings located along roadways or at intersections that direct bicyclists between destinations along low-stress and comfortable bicycle routes. Wayfinding signs help inexperienced and/or less confident cyclists overcome perceived barriers by identifying lower speed and lower volume routes that do not require a bicycle facility. They typically include distances and average walk/cycle times. Wayfinding signs are generally used on primary bicycle routes and multiuse paths.

Bicycle Parking

Secure bicycle parking is a vital component of a city's bicycle system and can be provided in a variety of sizes, shapes, and unique pieces of infrastructure that resemble the city's character. Bicycle parking can generally be categorized into two types: short-term and long-term.

- **Short-term bicycle parking** is designed to meet the needs of cyclists visiting businesses, institutions, and other destinations where visits typically last up to two hours. Short-term bicycle parking must be readily accessible, visible, and self-explanatory.
- **Long-term bicycle parking** places an emphasis on security, weather protection and is designed to meet the needs of cyclists who may leave their bicycle unattended for several hours or more. Long-term bicycle parking is typically located at residences or apartment buildings, workplaces, transit centers, and other routinely visited destinations.

BICYCLE/ROLLING PLAN

Table 3 identifies Sutherlin's Bicycle/Rolling Plan projects. Projects summarized in **Table 3** are intended to support active cycling and rolling options in Sutherlin. Projects are organized by improvement type, location, project cost (2020$), priority, and primary funding source. The priorities shown in are based on the project evaluation criteria and reflect input from the project team and the general public. The cost estimates are based on average unit costs for roadway improvements. The cost estimates do not include the cost of right-of-way. Right-of-way costs are included in the motor vehicle plan as applicable. **Figure 4** illustrates the location of the bicycle/rolling plan projects.

*Bicycle improvements will be implemented as part of the roadway projects identified in the Roadway Plan. The City will continue to budget annually for Bicycle improvement projects outside of the roadway projects as infill and connectivity projects to improve the bicycle system including but not limited to the projects identified in **Table 3**.*

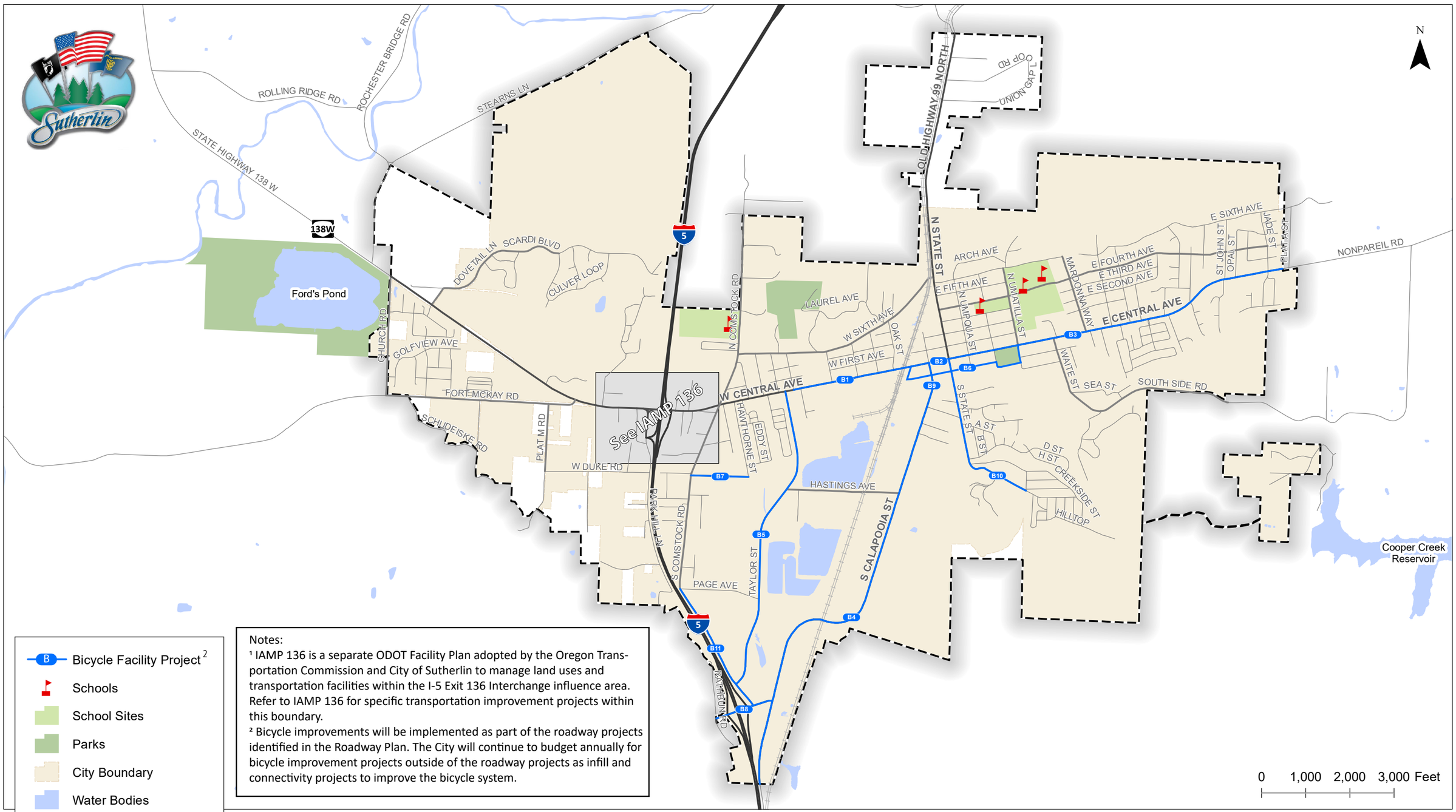
Table 3: Bicycle/Rolling Plan Improvement Projects

Project ID	Improvement Type	Location	Project Cost (2020 $)[2]	Priority	Primary Funding Source[2]
B1	Bike Lanes	Central Avenue	$30,000	Tier 2	City
	Install bike lane striping on both sides of the roadway from Branton Street to Front Street. *Note: Improvements along Central Avenue west of Branton Street are identified in the Exit 136 IAMP.*				
B2	Shared Lane Pavement Markings	Central Avenue	$35,000	Tier 2	City
	Install shared-lane pavement markings (sharrows) and signs on both sides of the roadway from Front Street to Umatilla Street.				
B3	Bike Lanes	Central Avenue	$45,000	Tier 2	City
	Install bike lanes on both sides of the road from Umatilla Street to eastern city limits.				
B4	Bike Lanes	S Calapooia Street	$15,000	Tier 2	City/County
	Stripe bike lane stencils on both sides of the roadway within existing shoulder from Valentine Street to 135 Connector.				
B5	Bike Lanes	Taylor Street	$50,000	Tier 2	City
	Install bike lane striping on both sides of the roadway from Central Avenue to S Comstock Road.				
B6	Shared Lane Pavement Markings	SW Front Street –Everett Avenue – Willamette Street– Dean Avenue	$15,000	Tier 2	City
	Install shared-lane pavement markings (sharrows) and signs on both sides of SW Front Street, Everett Avenue, Willamette Street, and Dean Avenue.				

Table 3: Bicycle/Rolling Plan Improvement Projects					
Project ID	**Improvement Type**	**Location**	**Project Cost (2020 $)[2]**	**Priority**	**Primary Funding Source[2]**
B7	Shared Lane Pavement Marking	Duke Avenue	$10,000	Tier 2	City
	Install shared lane pavement markings (sharrows) and signs on both sides of the road from S Comstock Road to east terminus,				
B8	Bike Lane	Exit 135 Connector[1]	$750,000	Tier 2	City
	Install bike lanes on both sides of the road from S Comstock Road to S Calapooia Street (OR 99).				
B9	Bike Lane	S Calapooia Street	$270,000	Tier 2	City
	Install bike lanes on both sides of the roadway from W Central Avenue to Valentine Street.				
B10	Shared Lane Pavement Marking	S State Street	$10,000	Tier 2	City
	Install shared-lane pavement markings (sharrows) and signs on both sides of the roadway from Central Avenue to southern terminus of S State Street.				
B11	Bike Lane	S Comstock Road	$835,000	Tier 2	City/County
	Install bike lanes on both sides of the roadway from Page Avenue to Exit 135 Connector				

[1] Project will require coordination with ODOT and approval from the State and Region 3 Traffic Engineer
[2] Project Costs are Planning Level Cost Estimates that do not include costs for Right-of-Way acquisitions and/or environmental mitigation. Future project design will need to estimate these additional project costs.

Note: Funding Sources: City = City of Sutherlin; State = Oregon Department of Transportation; County = Douglas County



B Bicycle Facility Project[2]
Schools
School Sites
Parks
City Boundary
Water Bodies
IAMP 136 Boundary[1]
Urban Growth Boundary

Notes:
[1] IAMP 136 is a separate ODOT Facility Plan adopted by the Oregon Transportation Commission and City of Sutherlin to manage land uses and transportation facilities within the I-5 Exit 136 Interchange influence area. Refer to IAMP 136 for specific transportation improvement projects within this boundary.
[2] Bicycle improvements will be implemented as part of the roadway projects identified in the Roadway Plan. The City will continue to budget annually for bicycle improvement projects outside of the roadway projects as infill and connectivity projects to improve the bicycle system.

Bicycle Plan Projects
Sutherlin, Oregon

Figure **4**

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

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TRANSIT SYSTEM

Transit is the most commonly used form of public transport in North America[7]. Transit facilities provide residents and visitors accessibility to, from, and through the City of Sutherlin. Reliable transit service is a critical component of a multi-modal transportation system. Transit provides access that may be unattainable by foot, bicycle, or other non-vehicular mode. Safe and reliable transit service is essential for elderly populations, persons with disabilities, and populations without access to vehicles. Transit provides access to schools, jobs, stores, and other cities and towns.

The Umpqua Public Transportation District (UPTD) is currently developing a Transit Master Plan (TMP). The projects identified within **Table 4** are intended to support the implementation of the TMP and serve as a resource for the TMP to build from. Upon completion of the UPTD TMP, it is recommended that the Sutherlin TSP transit section be updated to reflect and incorporate the transit projects and recommendations identified within the UPTD TMP. Many projects that enhance transit accessibility and connectivity have been identified in the pedestrian plan including sidewalk and enhanced crossing projects.

TRANSIT FACILITIES

This section summarizes the solutions considered for implementation within the City of Sutherlin to address existing gaps, deficiencies, and future needs in the transit system.

Transit Stop Amenities

Transit stops are necessary components of a well-functioning transit system. Transit stop facilities vary in size, type, design, and cost. At a minimum, transit stops should include signage and a seating area. Larger transit facilities may include shelters or covered waiting areas. Transit stop amenities may have restrooms, ticket kiosks, garbage cans, benches, lighting, signage, maps, or bicycle parking. Seating facilities accommodate elderly populations and persons with disabilities and lighting creates a safe and comfortable environment for transit riders. Flag stops may be used in place of designated bus stops to allow passengers to be picked up and dropped off at any safe location upon request. Transit stop enhancements include:

- Establishing permanent stop locations by analyzing boarding and alighting on a stop-by-stop basis to determine demand
- Conducting community outreach to identify new permanent stop locations, in addition to flag stops
- Evaluating highly trafficked transit stops and consider installing shelters
- Adding signage and benches to mark permanent transit stop locations
- Adding transit maps to permanent stop locations to improve wayfinding and encourage new ridership
- Adding garbage cans and lighting to permanent transit stops
- Connecting sidewalks to transit stops

Quality of Service

Transit quality of service is the overall measured or perceived performance of transit service from the passenger's point of view. Transit quality of service focuses on two metrics: transit availability and transit comfort and convenience[8]. Additionally, transit quality of service is determined by frequency and on-time reliability, schedule speed and travel time, and transit stop amenities.

The following enhancements are suggested as recommendations for transit providers to optimize transit quality of service within the city of Sutherlin:

[7] Transit Capacity and Quality of Service Manual, Third Edition

[8] Transit Cooperative Research Program Report 30: Transit Scheduling

- Provide more reliable service
- Conduct ridership surveys to determine optimal service span
- Improve access by identifying high demand origins and destinations
- Consider providing mid-day and weekend transit service
- Short headways during peak hours

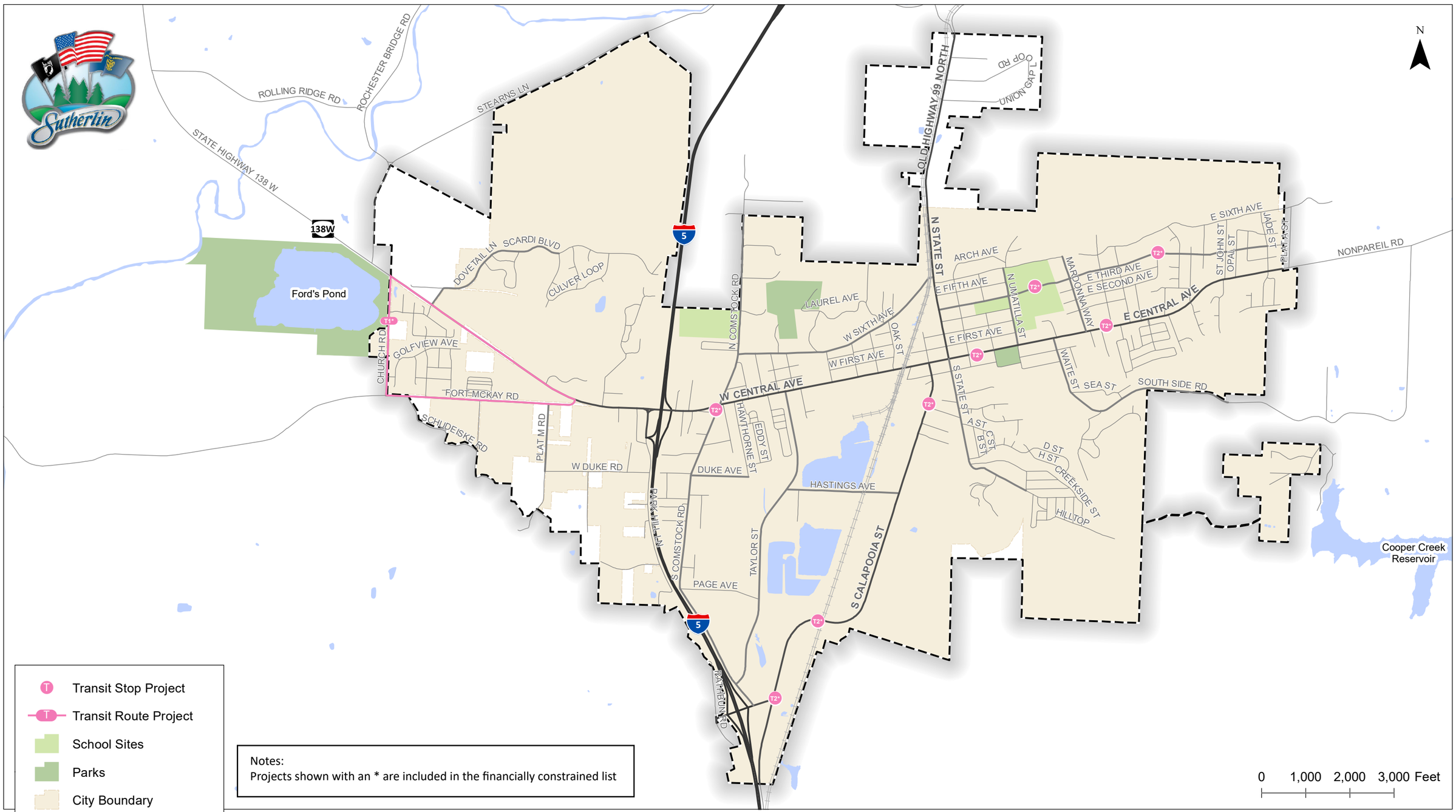
TRANSIT PLAN

Table 4 identifies Sutherlin's Transit Plan projects. UPTD is currently developing a Transit Master Plan that will assess additional transit system improvements and plans for future service in Sutherlin. Projects summarized in **Table 4** are intended to support the development and implementation of the UPTD Transit Master Plan. Projects are organized by improvement type, location, project cost (2020 $), priority, and primary funding source. The priorities shown in are based on the project evaluation criteria and reflect input from the project team and the general public. The cost estimates are based on average unit costs for roadway improvements. The cost estimates do not include the cost of right-of-way. **Figure 5** illustrates the location of the transit plan projects.

Table 4: Transit Plan Improvement Projects

Project ID	Improvement Type	Location	Project Cost (2020 $)[2]	Priority	Primary Funding Source[1]
T1	New Transit Routes	Western Sutherlin (Preliminary Route Shown)	$25,000	Financially Constrained	City/UPTD
	Explore opportunities to provide new transit services in Western Sutherlin through collaboration with UPTD. This project should be coupled with T3.				
T2	Stop Enhancements	Existing Transit Stops/Location Varies	$200,000	Financially Constrained	City/UPTD
	Improve station amenities by adding benches, signage, lighting, garbage cans, and transit maps. Project cost assumes amenities upgrades at all eight (8) existing transit stops.				
T3	New Transit Stops	Western Sutherlin	$25,000	Financially Constrained	City/UPTD
	Explore opportunities to provide new transit stops in Western Sutherlin. New transit stop locations should be based on future identified transit routes and coupled with project T1.				

[1] Funding Sources: City = City of Sutherlin; UPTD = Umpqua Public Transportation District
[2] Project Costs are Planning Level Cost Estimates that do not include costs for Right-of-Way acquisitions and/or environmental mitigation. Future project design will need to estimate these additional project costs.



Transit Plan Project
Sutherlin, Oregon

Figure **5**

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Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

MOTOR VEHICLE SYSTEM PLAN

The motor vehicle system in Sutherlin includes private streets, city streets, County roads, and state highways. These facilities provide residents with the ability to access retail, commercial, recreational, and other land uses within Sutherlin and neighborhood cities by vehicle.

The roadway network within Sutherlin is well establish in areas; however, east-west connectivity across I-5 is limited to OR 138 W (Elkton-Sutherlin Highway)/Central Avenue. Providing increased options and parallel routes for people driving will increase the efficiency of the transportation system as well as improve access and circulation for all travel modes. Several intersections have been identified as having operational issues, other have been identified as having safety issues, The Motor Vehicle System Plan includes projects to increase the efficiency of the transportation system through changes in the functional classification of the roadway, refinement of roadway standards and standard cross sections, improvements to the street system connectivity, and improvements to local street connectivity.

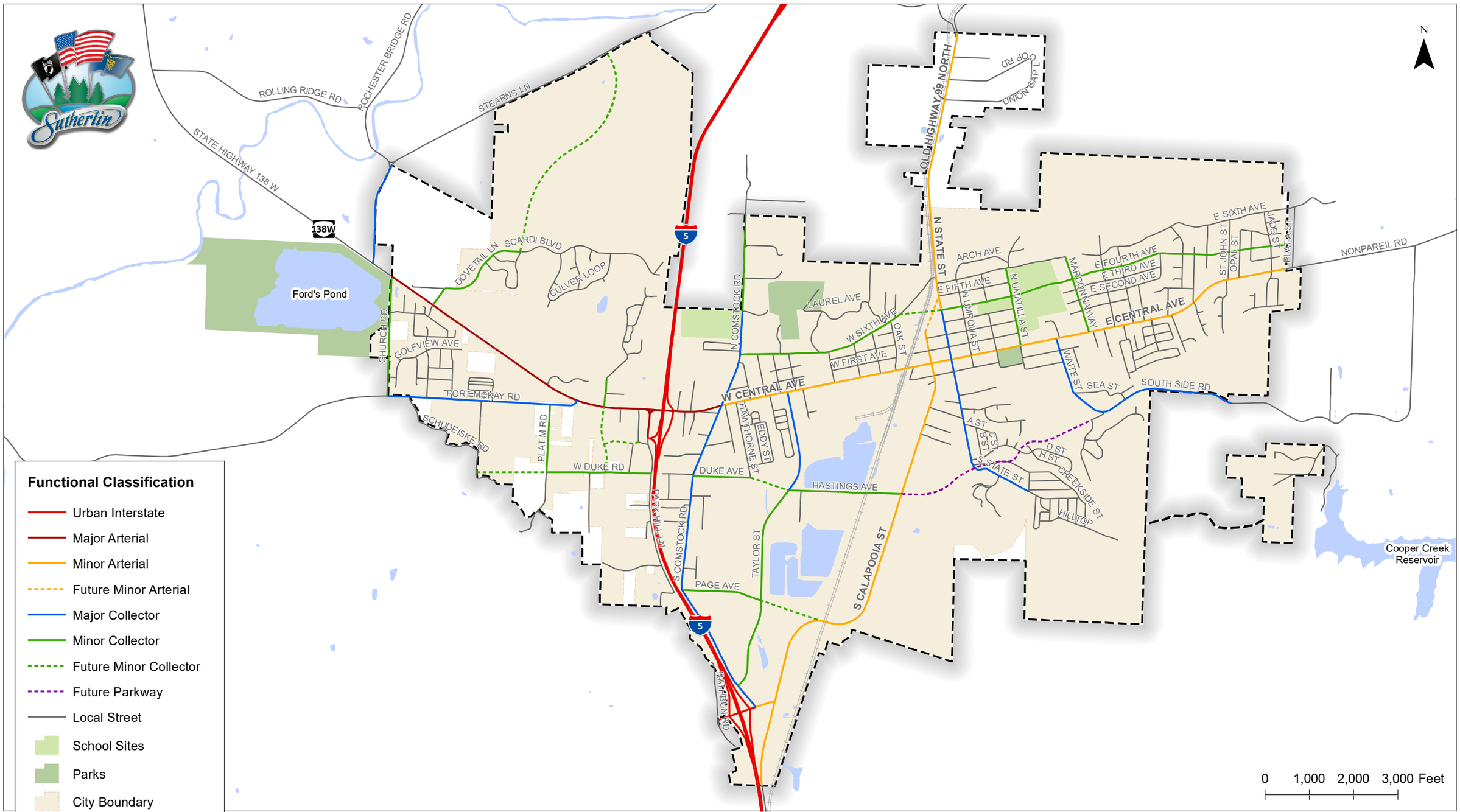
FUNCTIONAL CLASSIFICATION

Streets in Sutherlin are owned and maintained by three separate jurisdictions, including the City of Sutherlin, Douglas County, and the Oregon Department of Transportation (ODOT). Each jurisdiction is responsible for determining the street's functional classification, defining its major design and multimodal features, and approving construction and access permits. Coordination is required among jurisdictions to ensure that the streets are planned, operated, maintained, and improved to safely meet public needs. The Sutherlin classifies roadways into the following designations:

- ***Urban Interstate:*** The primary function of a principal highway is to provide a connection between communities, towns, and cities. It provides through traffic movement and distribution to lower-order facilities. Access is generally limited, as is on-street parking. Right-of-way width and pavement width are characteristics of the type of facility. The Principal Highway designation is reserved specifically for the ODOT owned/operated I-5 corridor.
- ***Major Arterial:*** The primary function of a major arterial is to provide regional through movement to vehicles and freight. These streets are generally characterized by a three to five lane cross section, and should accommodate pedestrian and bicycles movements. Major arterials have controlled access and no on-street parking. Bicycle lanes are required on major arterials even if they do not generate significant bicycle traffic. Sutherlin's major arterials are limited to state facilities and are subject to state standards and design practices.

- ***Minor Arterial:*** The primary function of a minor arterial is to provide through movement to traffic, distributing it to collector streets and principal highways, and providing limited land access. These streets are generally characterized by a three cross section, and should accommodate pedestrian and bicycles movements. Signalization should be provided at intersections with other arterials and collector streets, as warranted. Sutherlin's minor arterials are designed with large rights-of-way (60 to 80 feet wide) with pavement widths of at least 48 feet. Minor arterials have limited or controlled access to them and have little or no on-street parking. Oregon's Transportation Planning Rule requires bicycle lanes and sidewalks along minor arterials. Bicycle lanes are required on minor arterials even if they do not generate significant bicycle traffic.
- ***Major Collector:*** The primary function of a major collector is to move traffic between arterials and to provide access to adjacent uses. A major collector is generally characterized by a two or three lane cross section. Oregon's Transportation Planning Rule requires bicycle lanes and sidewalks along major collectors. Bicycle lanes are required on major collectors even if they do not generate significant bicycle traffic. Intersections with other collectors and arterials may be signalized, as warranted. Sutherlin's major collectors have a minimum right-of-way width of 52 feet with a minimum pavement width of 36 feet. Property access from collector streets should be discouraged.
- ***Minor Collector:*** The primary function of a minor collector is to move traffic between arterials and local streets, and to provide access to adjacent uses. Similar to a major collector, a minor collector is generally characterized by a two or three lane cross section. Intersections with other collectors and arterials may be signalized, as warranted. Sutherlin's major collectors have a minimum right-of-way width of 52 feet with a minimum pavement width of 36 feet. Property access from collector streets should be discouraged.
- ***Parkway:*** The primary function of the parkway is similar to the arterial function, which is to provide through movement to traffic, distributing it to Connectors and Urban Interstate, and providing limited land access. The parkway classification is generally characterized by a three- to five-lane cross section, and accommodates pedestrian and bicycles movements. Signalization or roundabouts should be provided at intersections with other Arterials and Collectors, as warranted and appropriate. The parkway is proposed to have limited or controlled access with a landscaped median/center left-turn lane at key intersections and accesses. Bicycle lanes and sidewalks/multi-use paths are proposed for the parkway along with landscaping and green bio-swales.
- ***Local Street:*** The function of local streets is to provide access to private dwellings and businesses. Local streets should focus on serving passenger cars, bicycles, and pedestrians. Oregon's Transportation Planning Rule requires bicycle lanes along most local roads. Generally, local streets have two lanes and can include parking on one or both sides. Transit and heavy truck traffic are generally discouraged from using local streets. The standard minimum right of way for local streets in Sutherlin is 48 feet with a minimum pavement width of 36 feet.

Figure 6 illustrates Sutherlin's functional Classification plan for all existing streets and future arterial and collector streets within the UGB. The alignment for future streets should be considered conceptual: the end points of the streets are fixed, but the alignments between intersections may vary depending on design requirements at the time the streets are constructed.



Functional Classification

- Urban Interstate
- Major Arterial
- Minor Arterial
- Future Minor Arterial
- Major Collector
- Minor Collector
- Future Minor Collector
- Future Parkway
- Local Street
- School Sites
- Parks
- City Boundary
- Water Bodies
- Urban Growth Boundary

Functional Classification Plan
Sutherlin, Oregon

Figure **6**

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Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

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Functional Classification Comparison

Amongst the various Federal, State, County and City transportation planning efforts, functional classification assignments have been provided to roadways within Sutherlin. **Table 5** summarizes these classifications for all classified Collector and higher facilities within Sutherlin. The City and Federal Functional Classifications must be consistent as part of the TSP adoption. City classifications have been updated. In some insistences, the Federal Functional Classification must be updated to reflect the City classification based on the reality of the current roadway functionality i.e. Urban Local to Minor Collector. As such, the City of Sutherlin will work with ODOT to request Federal Functional Classification changes where inconsistent. In addition, the City of Sutherlin will work with Douglas County on future County TSP updates to request updates to the County classifications where inconsistent with Sutherlin classifications.

Table 5: Functional Classification Comparison[1]

Roadway	Federal Functional Classification	Oregon Highway Plan Classification	Douglas County Classification	Sutherlin Classification
Interstate-5	Urban Interstate	Interstate Highway	Interstate Highway	Urban Interstate
OR 138 W (Elkton-Sutherlin Highway)	Urban Minor Arterial	Regional Highway	Principal Highway	Major Arterial[2]
Park Hill Lane (OR 138 W to I-5 Southbound Off-ramp)	Urban Minor Arterial	-	-	Major Arterial[2]
Stearns Lane	Major Collector	-	Minor Collector	Major Collector
Fort McKay Road	Major Collector	-	Major Collector	Major Collector
Plat M Road	-	-	Local	Minor Collector[2]
Duke Avenue	-	-	Local	Minor Collector[2]
Church Road	-	-	-	Minor Collector[2]
Dove Tail Lane	-	-	-	Minor Collector[2]
Central Avenue	Minor Arterial	-	-	Minor Arterial
S Comstock Road	Major Collector	-	Minor Collector	Major Collector
N Comstock Road	Major Collector	-	-	Major Collector
Taylor Street	-	-	-	Major Collector[2]
S Calapooia Street	Minor Arterial	-	-	Minor Arterial
S State Street	Major Collector	-	-	Major Collector
N State Street	Minor Arterial	-	-	Minor Arterial
Waite Street	Major Collector	-	-	Major Collector
Mardonna Way	Major Collector	-	-	Minor Collector[2]
Sixth Avenue	Major Collector	-	-	Minor Collector[2]
Fourth Avenue	Major Collector	-	-	Minor Collector[2]
Hastings Avenue	-	-	-	Minor Collector[2]
South Side Road	Major Collector	-	-	Major Collector
Exit 135 Connector	Major Collector	-	-	Minor Arterial[2]
Page Avenue	-			Minor Collector[2]
Umatilla Street	-			Minor Collector[2]
Dakota Street	-			Minor Collector[2]

[1] Bold highlighting indicates jurisdictional ownership of the roadway.
[2] City will be requesting Federal Classifications to be updated for consistency purposes with Sutherlin Classifications.

OREGON DEPARTMENT OF TRANSPORTATION BLUEPRINT FOR URBAN DESIGN

On 12/15/2019, ODOT adopted the Blueprint for Urban Design (BUD) (see TSB 19-01(D). This document is a "bridging document" to the highway design manual, and is to be used when designing urban projects on the state system. It provides greater flexibility in urban design when confronted with constraints within the built environment.

The BUD applies to local, county, or state highway that is the crossroad between the interstate or freeway ramp terminals. When these ramp terminals connect to urban roadways, the crossroad between the ramp terminals is considered part of the urban network and not part of the interstate or freeway crossing it. The BUD further breaks down the urban functional classifications into Urban Contexts. When determining the context of a roadway section, roadway federal functional classification, state classification, adjacent land use, roadside context, roadway segment designation, traffic volume, and number of lanes is considered. Creating greater differentiation in contexts based on more specific parameters along a section of roadway that affect its use can provide flexibility. It also helps prioritize design elements to better address user and community needs, rather than a "one-size-fits-all" approach.

The BUD breaks down the state high facilities into six contexts, described in the table below. The six contexts include:

- Traditional Downtown/Central Business District
- Urban Mix
- Commercial Corridor
- Residential Corridor
- Suburban Fringe
- Rural Community

Urban Context	Target Speed (MPH)[4]	Travel Lanes[2]	Turn Lanes[1,2]	Shy Distance[1,3]	Median[1,2]	Bicycle Facility[1,2,5]	Sidewalk	Target Pedestrian Crossing Spacing Range (feet)[6]	On-street parking[1]
Traditional Downtown/ CBD	20-25	Start with minimum widths, wider by roadway characteristics	Minimize additional crossing width at intersections	Minimal	Optional, use as pedestrian crossing refuge	Start with separated bicycle facility	Ample space for sidewalk activity (e.g., sidewalk cafes, transit shelters)	250-550 (1-2 blocks)	Include on-street parking if possible
Urban Mix	25-30	Start with minimum widths, wider by roadway characteristics	Minimize additional crossing width at intersections	Minimal	Optional, use as pedestrian crossing refuge	Start with separated bicycle facility, consider roadway characteristics	Ample space for sidewalk activity (e.g., sidewalk cafes, transit shelters)	250-550 (1-2 blocks)	Consider on-street parking if space allows
Commercial Corridor	30-35	Start with minimum widths, wider by roadway characteristics	Balance crossing width and operations depending on desired use	Consider roadway characteristics, desired speeds	Typically used for safety/ operational management	Start with separated bicycle facility, consider roadway characteristics	Continuous and buffered sidewalks, with space for transit stations	500-1,000	Not Applicable
Residential Corridor	30-35	Start with minimum widths, wider by roadway characteristics	Balance crossing width and operations depending on desired use	Consider roadway characteristics, desired speeds	Optional, use as pedestrian crossing refuge	Start with separated bicycle facility, consider roadway characteristics	Continuous and buffered sidewalks	500-1,000	Generally Not Applicable, Consider roadway characteristics
Suburban Fringe	35-40	Start with minimum widths, wider by roadway characteristics	Balance crossing width and operations depending on desired use	Consider roadway characteristics, desired speeds	Optional, use as pedestrian crossing refuge	Start with separated bicycle facility, consider roadway characteristics	Continuous and buffered sidewalks	750-1,500	Not typical
Rural Community	25 - 35	Start with minimum widths, wider by roadway characteristics	Balance crossing width and operations depending on desired use	Consider roadway characteristics, desired speeds	Optional, use as pedestrian crossing refuge	Start with separated bicycle facility, consider roadway characteristics	Continuous and buffered sidewalks, sized for desired use	250-750	Consider on-street parking if space allows

ROADWAY CROSS SECTION STANDARDS

The Sutherlin Development Code Section 3.5.110 contains the proposed roadway cross section standards for the city that work together with the identified functional classification system shown in **Figure 6**.

ROADWAY PLAN

Roadway Segment Enhancement Plan

Table 6 identifies Sutherlin's Roadway Segment Enhancement Plan. Improvements are focused on existing roadways that are unimproved, are currently serving or projected to serve multi-modal travel demands, or are not meeting modern roadway design standards that could create safety and operational issues.

Table 6: Roadway Segment Enhancement Projects

Project ID	Improvement Type	Location	Project Cost (2020 $)[3]	Priority	Primary Funding Source[1]
R1	Segment Enhancement	W Sixth Avenue	$3,870,000	Financially Constrained	City
	Widen and reconstruct the roadway from N Comstock to N State Street to meet the multimodal Minor Collector street standards.				
R2	Segment Enhancement	E Fourth Avenue – East	$2,325,000	Financially Constrained	City
	Reconstruct E Fourth Street to meet the multimodal Minor Collector street standards from N State Street to Mardonna Way.				
R3	Segment Enhancement	Mardonna Way	$695,000	Financially Constrained	City
	Reconstruct Mardonna Way from E Fourth Avenue to Central Avenue to meet the multimodal Minor Collector street standards.				
R4	Segment Enhancement	Waite Street[2]	$2,700,000	Financially Constrained	City
	Currently on the City's Capital Improvement Plan, widen and reconstruct the roadway between Central Avenue and South Side Road to meet the multimodal Minor Collector street standards.				
R5	Intersection Improvement	OR138W/Park Hill Lane	Total: $500,000 City Match:$167,000	Financially Constrained	State/City
	Install interim traffic signal at the OR138W/Park Hill Lane intersection until full Exit 136 IAMP improvements are implemented.				
R6	Intersection Improvement	OR138W/Dakota Street	Total: $500,000 City Match:$167,000	Financially Constrained	State/City
	Install traffic signal at the OR138W/Dakota Street intersection as envisioned in the larger Exit 136 IAMP.				
R7	Segment Enhancement	OR 138 W (Elkton-Sutherlin Highway)	Total: $1,400,000 City Match:$568,000	Financially Constrained	State/City
	Improve OR138W from Comstock Road to Dakota Street to a Major Arterial standard.				
R8	Segment Enhancement	OR 138 W (Elkton-Sutherlin Highway)	$5,420,000	Tier3/ Aspirational	State/City/Private Development
	Widen and reconstruct the roadway between western city limits and Dakota Street to meet near-term, multimodal Major Arterial street standards.				
R9	Segment Enhancement	Fort McKay Road	$2,975,000	Tier 2	City/County/Private Development
	Widen and reconstruct the roadway between western city limits and OR 138 W (Elkton-Sutherlin Highway) to meet the multimodal Major Collector street standards.				

Table 6: Roadway Segment Enhancement Projects					
Project ID	**Improvement Type**	**Location**	**Project Cost (2020 $)[3]**	**Priority**	**Primary Funding Source[1]**
R10	Segment Enhancement	Plat M Road	$1,080,000	Tier 2	City/County/Private Development
	Widen and reconstruct the roadway between For McKay Road and W Duke Road to meet the multimodal Minor Collector street standards.				
R11	Segment Enhancement	W Duke Road	$1,655,000	Tier 2	City/County/ Private Development
	Widen and reconstruct the roadway between Park Hill Lane and Plat M Road to meet the multimodal Minor Collector street standards.				
R12	Segment Enhancement	N Comstock Road	$1,215,000	Tier3/ Aspirational	City/County/Private Development
	Widen and reconstruct the roadway between Laurel Avenue to northern city limits to meet the multimodal Minor Collector street standards.				
R13	Segment Enhancement	N Calapooia Street	$2,050,000	Tier 2	City/Private Development
	Widen and reconstruct the roadway between Central Avenue and Second Avenue to meet the multimodal Minor Arterial street standards and extend the roadway to merge into N State Street at Fifth Avenue.				
R14	Segment Enhancement	N State Street	$3,100,000	Tier 2	City/Private Development
	Widen and reconstruct the roadway from Fifth Avenue to northern city limits to meet the multimodal Minor Arterial street standards.				
R15	Segment Enhancement	E Fourth Avenue - West	$2,470,000	Tier 2	City/Private Development
	Reconstruct E Fourth Street to meet the multimodal Minor Collector street standards from Mardonna Way to Jade Street.				
R16	Segment Enhancement	Church Road	$1,760,000	Tier 2	City/County/Private Development
	Reconstruct Church Street to meet the multimodal Minor Collector street standards from OR 138W to Fort McKay Road.				

Note: All improved or newly constructed roadways are expected to meet the minimum multimodal requirements as identified by the functional classification standard for pedestrian and bicycle accommodations.
[1] Funding Sources: City = City of Sutherlin; State = Oregon Department of Transportation; County = Douglas County.
[2] Project identified in current City's Capital Improvement Plan.
[3] Project Costs are Planning Level Cost Estimates that do not include costs for Right-of-Way acquisitions and/or environmental mitigation. Future project design will need to estimate these additional project costs.

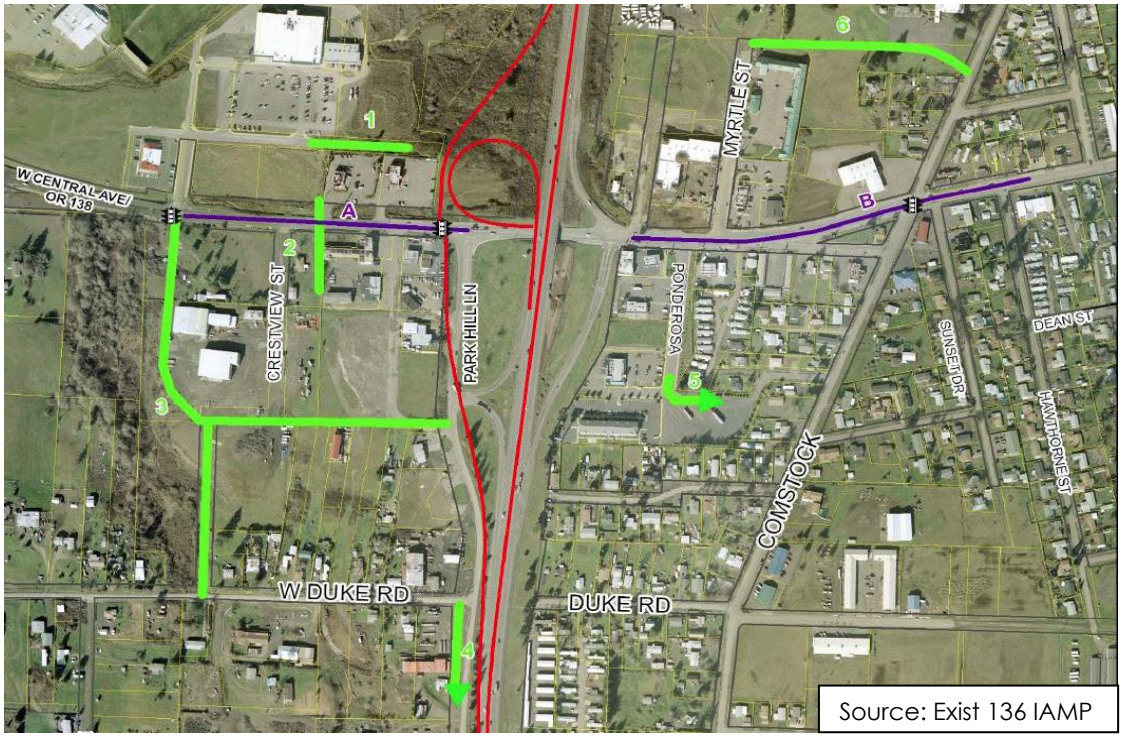
Exit 136 Interchange Area Improvement Plan

An interchange area improvement plan (IAMP) was adopted in April 2009 for Exit 136 to protect the near- and long-term function of the interchange and identify improvements needed to support long-term growth in Sutherlin. Through this analysis, the Exit 136 IAMP identified a preferred interchange design plan, access management plan, and local street connectivity plan to address long range growth and circulation needs. These projects are conceptually illustrated in **Exhibit 5**. The Exit 136 IAMP identified improvements at the following intersections.

- OR 138 W (Elkton-Sutherlin Highway)/Dakota Street
- OR 138 W (Elkton-Sutherlin Highway)/Park Hill Lane
- OR 138 W (Elkton-Sutherlin Highway)/I-5 Northbound Ramp Terminal
- OR 138 W (Elkton-Sutherlin Highway)/Ponderosa Drive
- OR 138 W (Elkton-Sutherlin Highway)/Comstock Road (east)

Refer to the Exit 136 IAMP for detailed information. **Figure 7** illustrates the location of the roadway plan projects.

Exhibit 5: Exit 136 IAMP Preferred Alternative

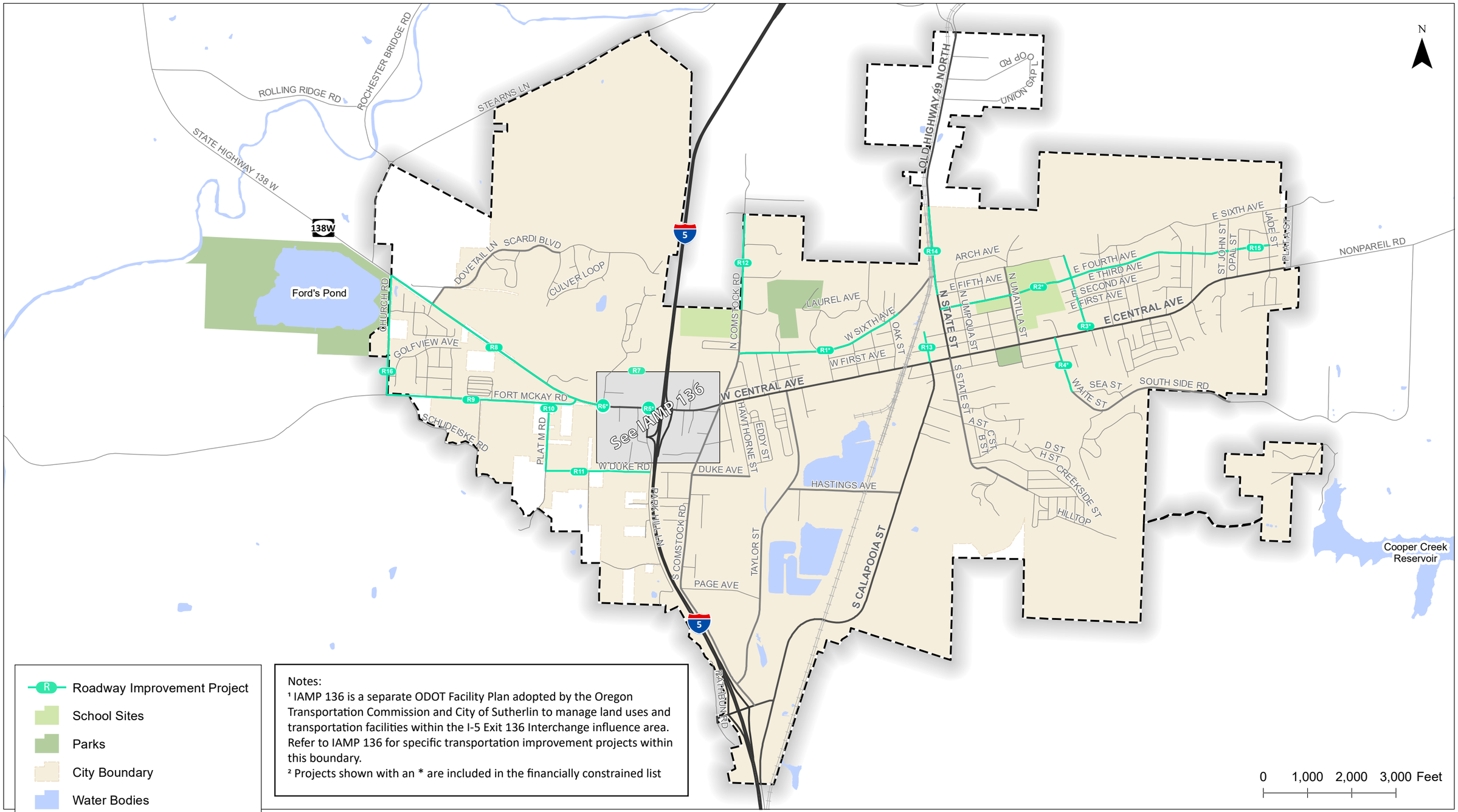


Source: Exist 136 IAMP

Legend:

1. Extend Clover Leaf Loop to east along the back of the parcel that fronts OR 138 W (Elkton-Sutherlin Highway).
2. Create new intermediate access (either local street or shared driveway) serving multiple parcels north and south of OR 138 W (Elkton-Sutherlin Highway). Initially, this is expected to be a full-movement intersection, but may be restricted to right-in, right-out when traffic volumes increase causing operational or safety problems.
3. Extend Dakota Street south to connect with W Duke Road. This new street will substitute for Park Hill Lane that must be abandoned in connection with the preferred interchange improvement project.
4. Develop new collector street (Park Hill Lane) south of W Duke Road.
5. Develop a local street connection from Ponderosa Drive to Comstock Road.
6. Develop new local street to provide alternative access between Myrtle Street and Comstock Road north of W Central Avenue.

A & B. Implement access management along OR 138 W (Elkton-Sutherlin Highway), east and west of the interchange.



- R — Roadway Improvement Project
- School Sites
- Parks
- City Boundary
- Water Bodies
- IAMP 136 Boundary [1]
- Urban Growth Boundary

Notes:
[1] IAMP 136 is a separate ODOT Facility Plan adopted by the Oregon Transportation Commission and City of Sutherlin to manage land uses and transportation facilities within the I-5 Exit 136 Interchange influence area. Refer to IAMP 136 for specific transportation improvement projects within this boundary.
[2] Projects shown with an * are included in the financially constrained list

Roadway Plan Projects
Sutherlin, Oregon

Figure **7**

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

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Street Connectivity Plan

The future street system needs to balance the benefits of providing a well-connected linear grid system with the challenges associated with existing development patterns, railroad, topography, and environmentally sensitive areas. Incremental improvements to the street system can be planned carefully to provide route choices for people walking, biking, and driving while accounting for potential neighborhood impacts. In addition, the quality of the transportation system can be improved by making connectivity improvements to the pedestrian and bicycle system separate from street connectivity. Future roadway connections should occur as development occurs or as funding become available.

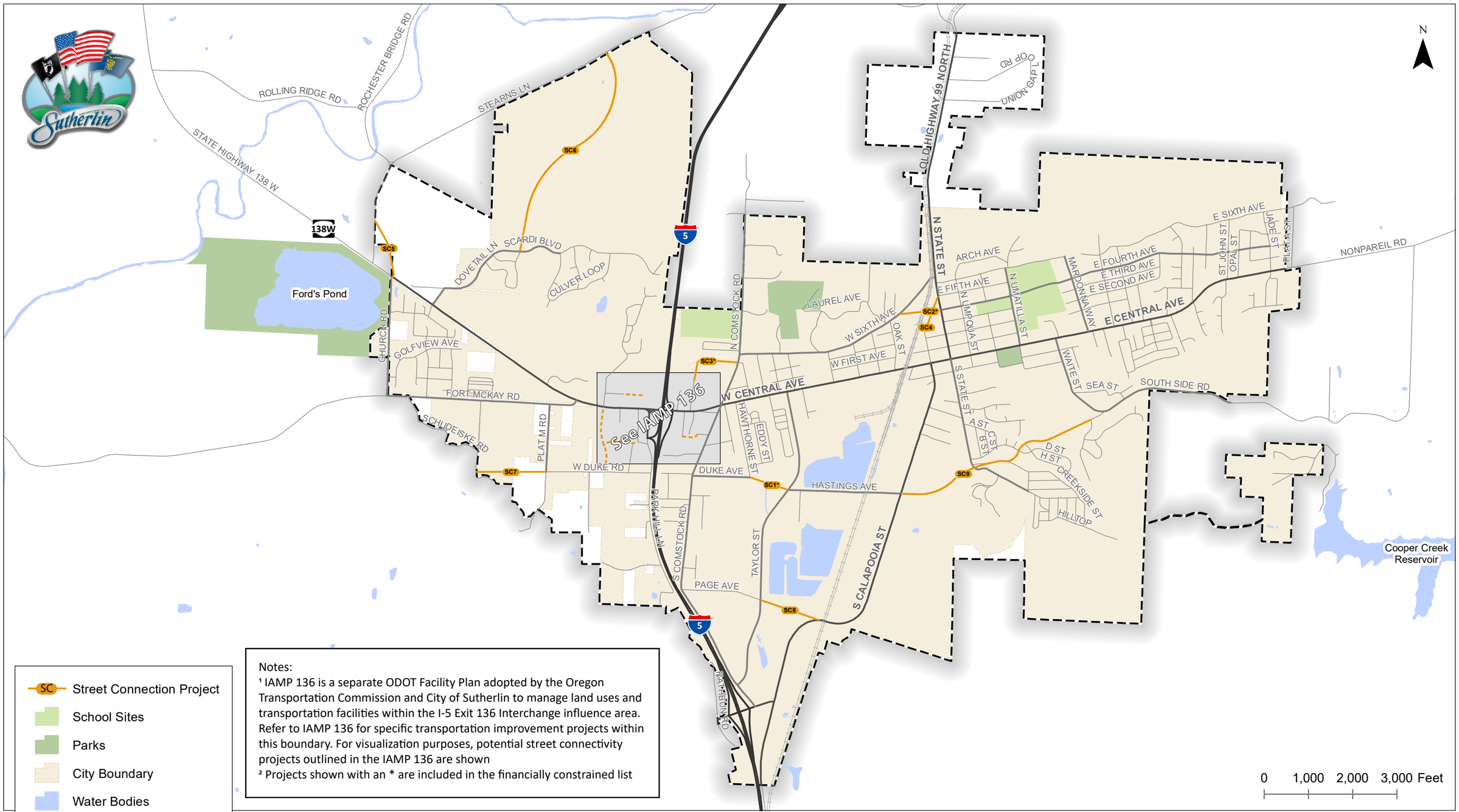
As described in Technical Memorandum #5: Transportation System Alternatives Analysis, a new Exit 136 interchange configuration and several local circulation improvements were evaluated to improve new local and regional street connections. The following section identifies additional Collector and Local Street connections that can further support street system connectivity within Sutherlin.

Figure 8 illustrates the location of Street Connectivity projects. **Table 7** summarizes the connections and identifies their priority based on the project evaluation criteria and input received through the TSP update process. Rough order of magnitude cost is provided for each project; however, in some cases future development may be responsible for implementation.

Local Street Connectivity Plan

The local street system in Sutherlin is a combination of traditional grid patterns north of Central Avenue, piecemeal development constrained by natural features and topography south of Central Avenue, and more traditional suburban layouts in western Sutherlin. However, in each of these areas, there are opportunities for new local streets, that if built, could improve access and circulation for all travel modes.

Figure 9 illustrates the general location of the local street connections that could be achieved as part of future residential development and redevelopment. Roadway alignments for each connection are not provided as they are anticipated to be determined as part of future development. Costs are not provided for these projects as they are anticipated to be constructed by future development.



SC Street Connection Project
School Sites
Parks
City Boundary
Water Bodies
IAMP 136 Boundary[1]
Urban Growth Boundary

Notes:
[1] IAMP 136 is a separate ODOT Facility Plan adopted by the Oregon Transportation Commission and City of Sutherlin to manage land uses and transportation facilities within the I-5 Exit 136 Interchange influence area. Refer to IAMP 136 for specific transportation improvement projects within this boundary. For visualization purposes, potential street connectivity projects outlined in the IAMP 136 are shown
[2] Projects shown with an * are included in the financially constrained list

Street Connectivity Plan Projects
Sutherlin, Oregon

Figure **8**

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

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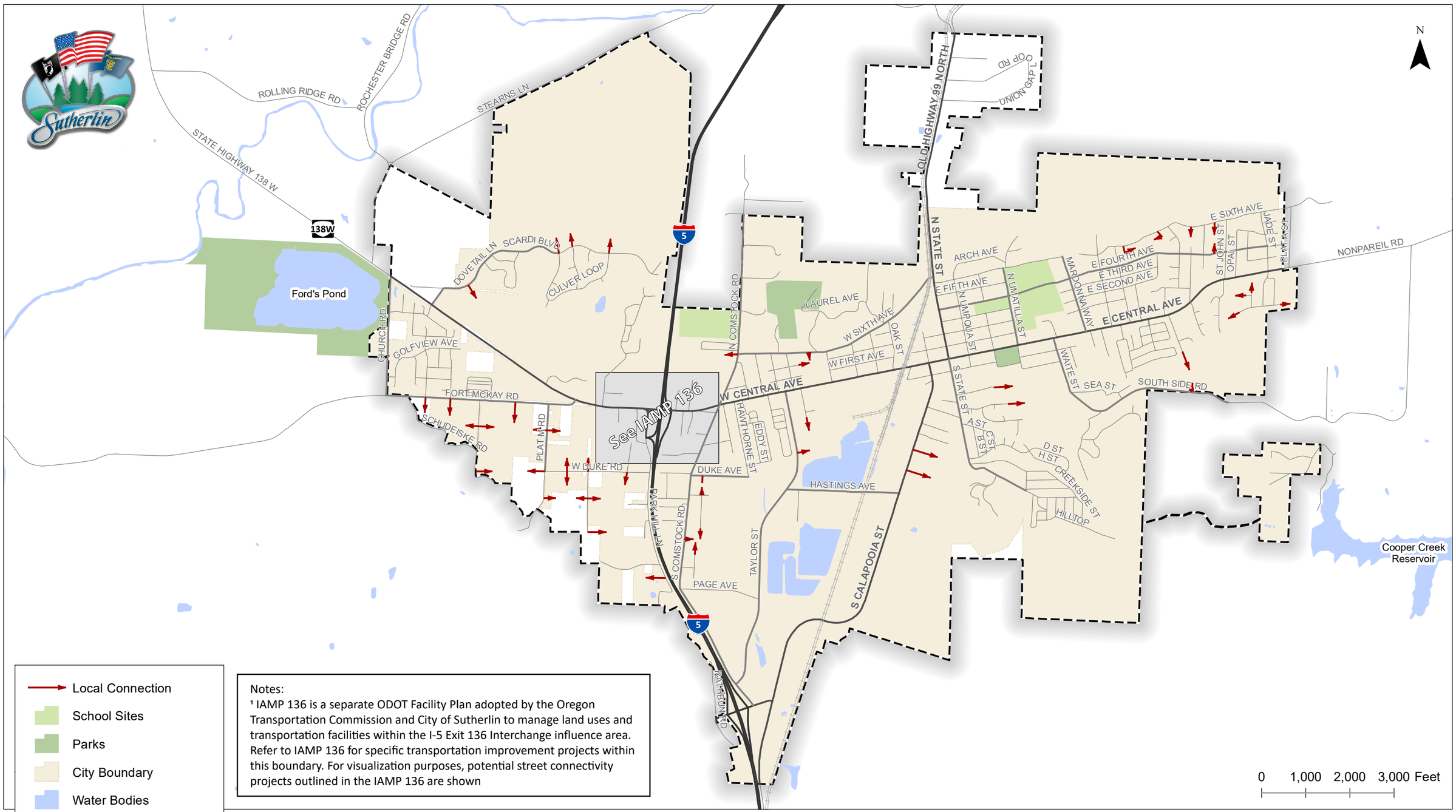
Table 7: Street Connectivity Projects					
Project ID	**Improvement Type**	**Location**	**Project Cost (2020 $)[3]**	**Priority**	**Primary Funding Source[2]**
SC1	Street Connectivity	Duke Avenue	$880,000	Financially Constrained	City
	Extend Duke Avenue east to create a new connection between Hawthorne Street and Taylor Street.				
SC2	Street Connectivity	Fourth Avenue Extension	$1,035,000	Financially Constrained	City/Private Development
	Extend Fourth Avenue to the west connecting to W Sixth Avenue.				
SC3	Street Connectivity	Robinson Street	$830,000	Financially Constrained	City/Private Development
	Extend Robinson Street to the west and south to connect to Myrtle Street.				
SC4	Street Connectivity	N Calapooia Street	$1,450,000	Tier3/ Aspirational	City/Private Development
	Extend N Calapooia Street north to connect to N State Street.				
SC5	Street Connectivity	Stearns Lane	$1,245,000	Tier 2	City/Private Development
	Realign Stearns Lane to intersect OR 138W (Elkton-Sutherlin Highway) across from realigned Church Road (eliminate skewed intersection angles)				
SC6	Street Connectivity	Dovetail Lane	$5,175,000	Tier 2	Private Development
	Extend Dovetail lane to the north to connect to Stearns Lane.				
SC7	Street Connectivity	W Duke Road	$1,555,000	Tier 2	City/Private Development
	Extend W Duke Road west to connect to Schudeiske Road.				
SC8	Street Connectivity	Page Avenue	$1,410,000	Tier 2	City/Private Development
	Extend Page Avenue west to create a new a connection between Taylor Street and S Calapooia Street.				
SC9	Street Connectivity	Southside Road[1]	$4,865,000	Tier3/ Aspirational	City/Private Development
	Extend Hastings Avenue east to create a new connection between S Calapooia Street and Waite Street.				

[1] This alternative is identified as part of the current 2005 TSP
[2] Funding Sources: City = City of Sutherlin
[3] Project Costs are Planning Level Cost Estimates that do not include costs for Right-of-Way acquisitions and/or environmental mitigation. Future project design will need to estimate these additional project costs.



- Local Connection
- School Sites
- Parks
- City Boundary
- Water Bodies
- IAMP Boundary[1]
- Urban Growth Boundary

Notes:
[1] IAMP 136 is a separate ODOT Facility Plan adopted by the Oregon Transportation Commission and City of Sutherlin to manage land uses and transportation facilities within the I-5 Exit 136 Interchange influence area. Refer to IAMP 136 for specific transportation improvement projects within this boundary. For visualization purposes, potential street connectivity projects outlined in the IAMP 136 are shown

Local Street Connectivity Plan
Sutherlin, Oregon

Figure **9**

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

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Vehicular Safety Plans

Roadway Segments

There are a variety of potential safety solutions that can be applied within Sutherlin to address systemic crashes that occur along roadway segments, such as head-on collisions, sideswipes, and run off the road crashes as well as general speeding and other driver behaviors.

- Enhanced signs and pavement markings for curves (with and without flashing beacons)
- Rumble strips (e.g. centerline, shoulder line, and edge line)
- Tree/vegetation removal
- Traffic calming
- Enhanced enforcement
- Road diet

Intersections

There are a variety of potential safety solutions that can be applied within Sutherlin to address systemic crashes that occur at intersections, such as angled crashes, turning movement crashes, rear-end crashes, and crashes that involve other travel modes (pedestrian, and bicycles).

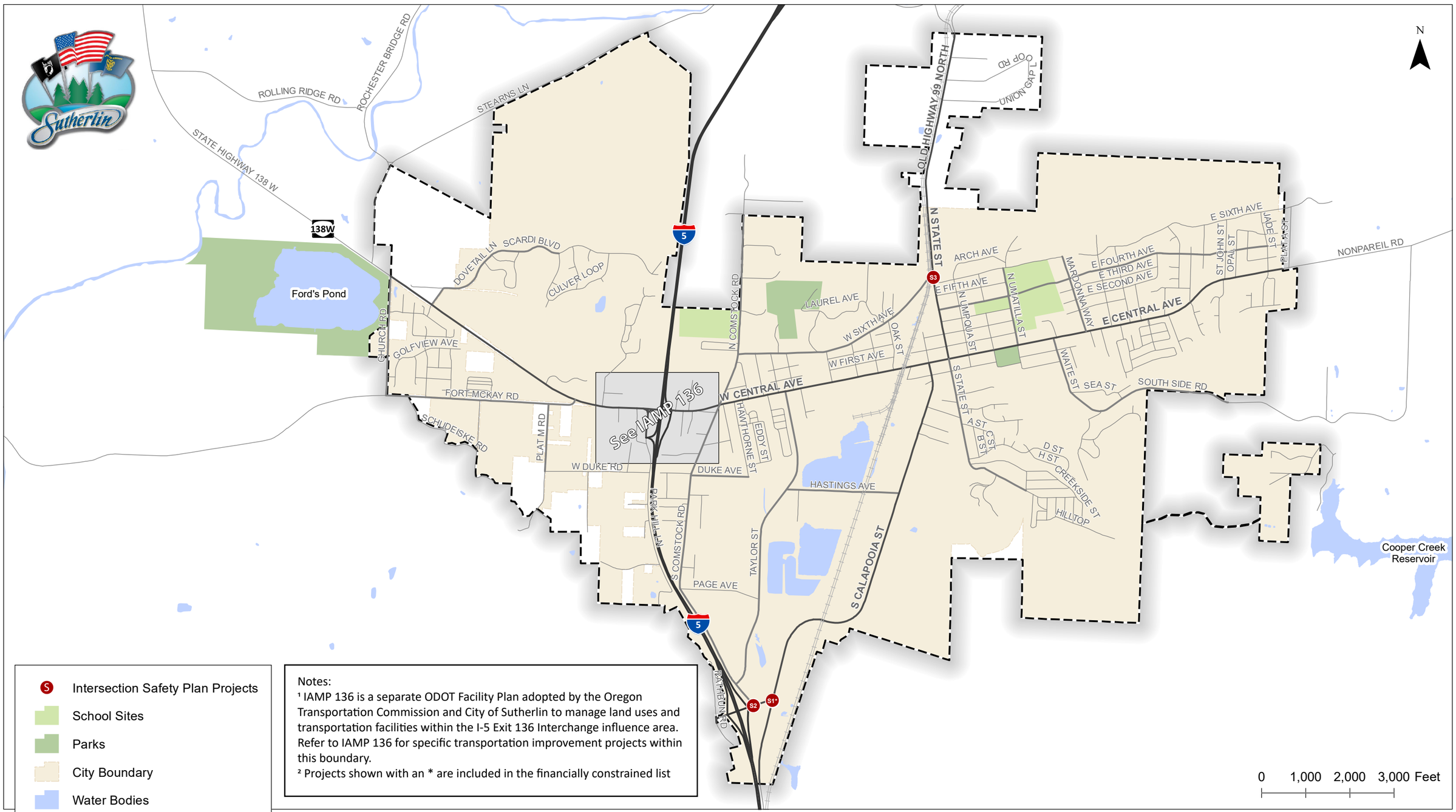
- Enhanced signs and pavement markings (e.g. stop signs, warning signs, and/or beacons)
- Application of traffic control devices (signs, markings, and signals)
- Signal improvements (e.g. signal timing, signal phasing)
- Left-turn phasing (e.g. permitted, protected, permitted-protected)
- Enhanced enforcement
- Pedestrian and bicycle improvements (see below)
- Intersection lighting
- Traffic calming
- Roundabout installation

Table 8 summarizes the safety improvements.

Table 8: Safety Plan Alternatives

Project ID	Improvement Type	Project Cost (2020 $)[3]	Priority	Primary Funding Source[2]
S1	S Calapooia Street/Exit 135 Connector	$25,000	Financially Constrained	County/State/City
	Install "Yield" signage and striping on the southbound right-turn lane.			
S2[1]	S Comstock Road/Exit 135 Connector	$100,000	Tier 3/Aspirational	County/State/ Private Development/ City/
	Limit future intersection access to right-in/right-out movements through installation of a raised median.			
S3	S Calapooia Street/Exit 135 Connector	Cost included with project SC2	Tier 3/Aspirational	City
	Install "Yield" signage and striping on the southbound right-turn lane			

[1] Access management on State Facilities will need to meet ODOT Access Management Standards and Notifications requirements.
[2] Funding Sources: City = City of Sutherlin; State = ODOT; County = Douglas County
[3] Project Costs are Planning Level Cost Estimates that do not include costs for Right-of-Way acquisitions and/or environmental mitigation. Future project design will need to estimate these additional project costs.



- Intersection Safety Plan Projects
- School Sites
- Parks
- City Boundary
- Water Bodies
- IAMP Boundary [1]
- Urban Growth Boundary

Notes:
[1] IAMP 136 is a separate ODOT Facility Plan adopted by the Oregon Transportation Commission and City of Sutherlin to manage land uses and transportation facilities within the I-5 Exit 136 Interchange influence area. Refer to IAMP 136 for specific transportation improvement projects within this boundary.
[2] Projects shown with an * are included in the financially constrained list

Safety Plan Projects
Sutherlin, Oregon

Figure **10**

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Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

FREIGHT, RAIL, PIPELINE, AND AIR SYSTEM

Freight and rail systems in Sutherlin serve to transport goods to, from, and through the City. The following section summarizes the existing freight and rail facilities within the City of Sutherlin.

FREIGHT FACILITIES

ODOT's Motor Carrier Transportation Division (MCTD) routes, ORS 366.215 routes, and City of Sutherlin freight routes identified in the current TSP were reviewed to identify potential issues with freight truck movements. The MCTD routes are identified as state freight routes according to the *MCTD Mobility Map*, and these routes experience the highest percentage of heavy vehicle traffic within the State. As a result, they need to be able to accommodate efficient freight truck movement.

MCTD Freight Routes

Highways that are "unrestricted to standard freight truck traffic but are either weight or width restricted" include:

- OR 138 W (Elkton-Sutherlin Highway) – this three-lane highway does not allow freight vehicles over 14'6" in height for continuous movement, and it has weight restrictions on freight vehicles.

ORS 366.215 Freight Routes

Oregon law prohibits permanent reductions in vehicle carrying capacity on ORS 366.215 freight routes. The Oregon Transportation Commission may grant exceptions if freight movement is not unreasonably impeded. Treatments that may reduce the vehicle carrying capacity include raised pedestrian islands, bulb-outs, new signs or signals over the roadway, and raised medians/curbs. OR 138 W (Elkton-Sutherlin Highway) and I-5 are ORS 366.215 Freight Routes.

City Freight Routes

The City does not have a freight route policy in place that provides standards for restrictions to designated freight routes.

Based on the traffic data collected along OR 138 W (Elkton-Sutherlin Highway), heavy vehicle percentages range from approximately three to 12 percent during the weekday PM peak hour. Given the operations along OR 138 W (Elkton-Sutherlin Highway) meet the respective mobility targets as discussed in the Current Transportation System Operations sections, no current issues related to congestion have been identified.

FREIGHT PLAN

Motor Carrier Transportation Division (MCTD) Freight Routes

ODOT's MCTD identifies OR 138 W (Elkton-Sutherlin Highway) as a Blue Route between the western city limits and I-5 and W Central Avenue as an Orange Route between I-5 and Comstock Road. According to the ODOT's Freight Mobility Map (Reference 5), the following definitions are provided for each respective freight route designation.

- Blue Routes: Routes that are **unrestricted to standard freight truck traffic** but are either **weight or width restricted** for Non-Divisible and/or Heavy Haul loads.
- Orange Routes: **Generally unrestricted freight and oversize/overweight routes**. The most heavily used truck routes in the state.

No changes are likely necessary to the MCTD freight routes as part of the TSP Update.

ORS 366.215 Freight Routes

OR 138 W (Elkton-Sutherlin Highway) is classified as an ORS 366.215 Freight Route. Under this classification, Oregon law prohibits permanent reductions in vehicle carrying capacity. Exceptions are allowed if safety or access considerations require the reduction. An exception may be granted by the Oregon Transportation Commission (OTC) if it is in the best interest of the state and freight movement is not unreasonably impeded. Examples of features that may reduce the vehicle carrying capacity of a highway are:

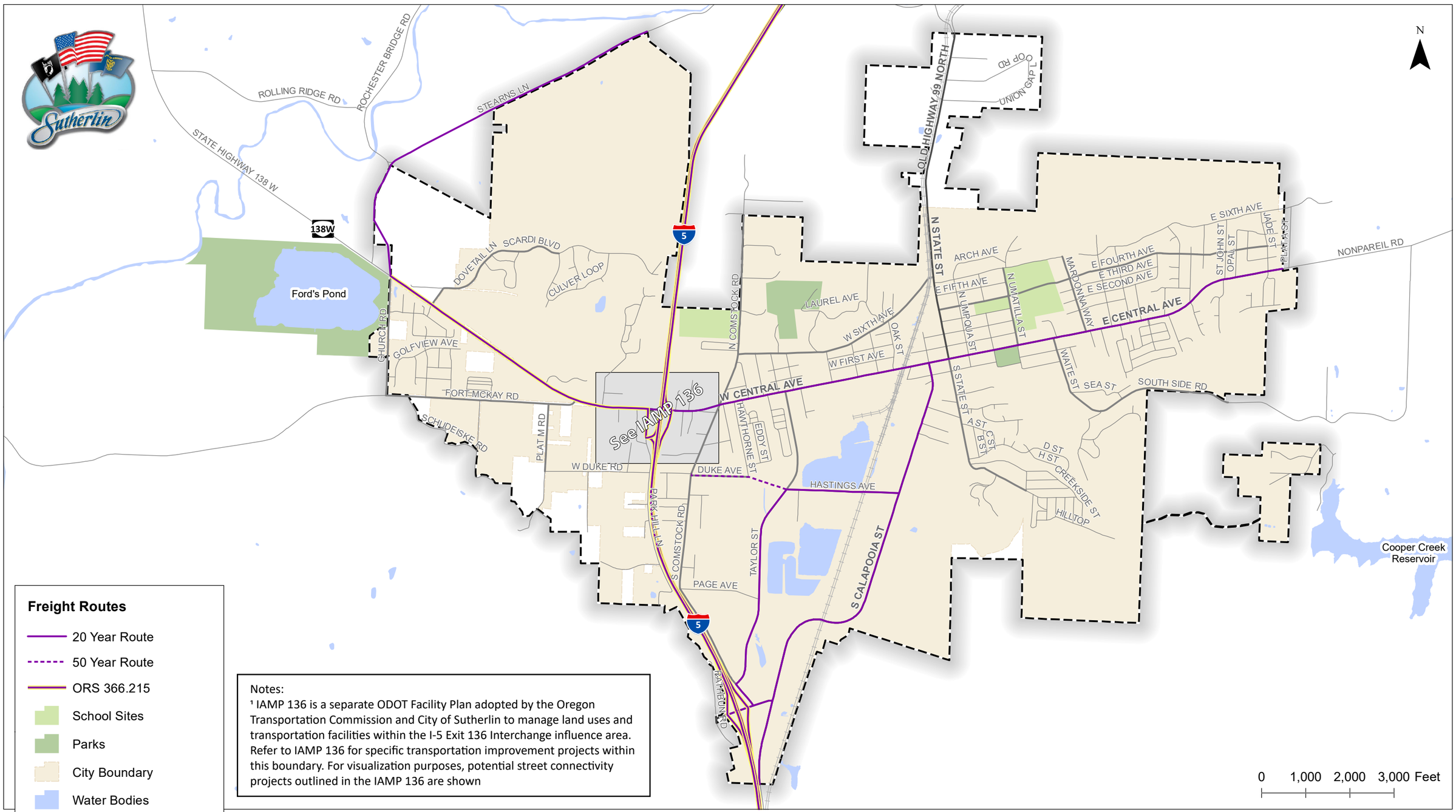
- Raised pedestrian islands
- Bulb-outs
- New sign or signal structures over the roadway
- Raised medians/curbs and traffic separators

City of Sutherlin Freight Routes

The Freight Plan designated freight routes are summarized in **Table 9** and illustrated in **Figure 11**.

Table 9: Designated Freight Routes

Roadway	From	To	Route Type/Change
N Calapooia Street	Central Avenue	N State Street	Freight Route (as part of R13/SC4 in **Figure 11**)
OR 138 W (Elkton-Sutherlin Highway)	Western City Limits	Park Hill Road	ORS 366.215
Park Hill Road	OR 138 W (Elkton-Sutherlin Highway)	SB Off-Ramp	ORS 366.215
Interstate 5 Exit 135 and Exit 136	Ramp Terminals		ORS 366.215
Central Avenue	Northbound I-5 Ramp	Eastern City Limits	20-Year Route
Taylor Street	Hasting Avenue	S Comstock Road	20-Year Route
S Comstock Road	Taylor Street	135 Connector	20-Year Route
S Calapooia Street	W Central Avenue	Southern City Limits	20-Year Route
Hasting Avenue	Taylor Street	S Calapooia Street	20-Year Route
Duke Avenue	S Comstock Road	Taylor Street	50-Year Route



Freight Routes

- 20 Year Route
- 50 Year Route
- ORS 366.215
- School Sites
- Parks
- City Boundary
- Water Bodies
- IAMP 136 Boundary [1]
- Urban Growth Boundary

Notes:
[1] IAMP 136 is a separate ODOT Facility Plan adopted by the Oregon Transportation Commission and City of Sutherlin to manage land uses and transportation facilities within the I-5 Exit 136 Interchange influence area. Refer to IAMP 136 for specific transportation improvement projects within this boundary. For visualization purposes, potential street connectivity projects outlined in the IAMP 136 are shown

Freight Route Plan
Sutherlin, Oregon

Figure **11**

H:\22\22498 - Sutherlin TSP Update\gis\TSP\11_Freight Route Plan.mxd - ngross - 12:32 PM 2/11/2020

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

RAIL FACILITIES

According to the City's current TSP, the rail freight portion of commodities accounts for approximately five to ten percent of the estimated 25 million tons annually moved through the I-5 corridor. If the railroad were not available to carry commodities, there would likely be an impact on state freight routes in southern Oregon, particularly along the I-5 corridor.

Railroad Crossings

Four railroad crossings exist within Sutherlin. These crossings are presented in **Table 10** along with the type of crossing and type of crossing protection devices. Within Sutherlin approximately three trains pass through the City limits per day. During this time, east-west mobility is limited due to the train cars bisecting W Central Avenue.

Table 10:Existing Railroad Grade Crossings

Roadway	Railroad Crossed	Type of Crossing	Warning Devices
S Calapooia Street	Central Oregon Pacific	At-grade	Gates
Hasting Avenue	Central Oregon Pacific	At-grade	Gates
Central Avenue	Central Oregon Pacific	At-grade	Gates
Sixth Avenue	Central Oregon Pacific	At-grade	Stop-Sign

The railroad crossing at W Central Avenue is just west of S Calapooia Street near downtown Sutherlin. W Central Avenue is the most heavily trafficked road in the City. When trains block the road, long vehicle queues can form, and there is no alternative route for traffic or emergency vehicles to pass. Traffic along Hastings Avenue and Sixth Avenue is relatively low resulting less significant abruptions of traffic comparatively to Central Avenue. The railroad crossing on S Calapooia Street can significantly disrupt traffic that runs between I-5 Exit 135 and downtown Sutherlin.

Passenger Rail

Passenger rail service is not provided within Sutherlin. The closest intercity passenger rail service is provided in Eugene which lies on the major north-south rail line connecting California with destinations to the north such as the Portland metro region, Washington, and British Columbia.

Automatic Gates/Lighting

Automatic gates serve as barriers across the roadway when a train is approaching or occupying the crossing. Gates are typically highly reflective to enhance visibility during darkness. As a train approaches an at-grade crossing, the automatic gates are activated in advance of the train (no more than three seconds) after the signal lights start to operate. Automatic gates/flashing lights can be equipped as overhead signals or active traffic control devices (at-grade).

Advance Warning Signage

Advance signage can be provided to indicate an at-grade railroad crossing approach. Signage must comply with the Manual on Uniform Traffic Control Devices (MUTCD).

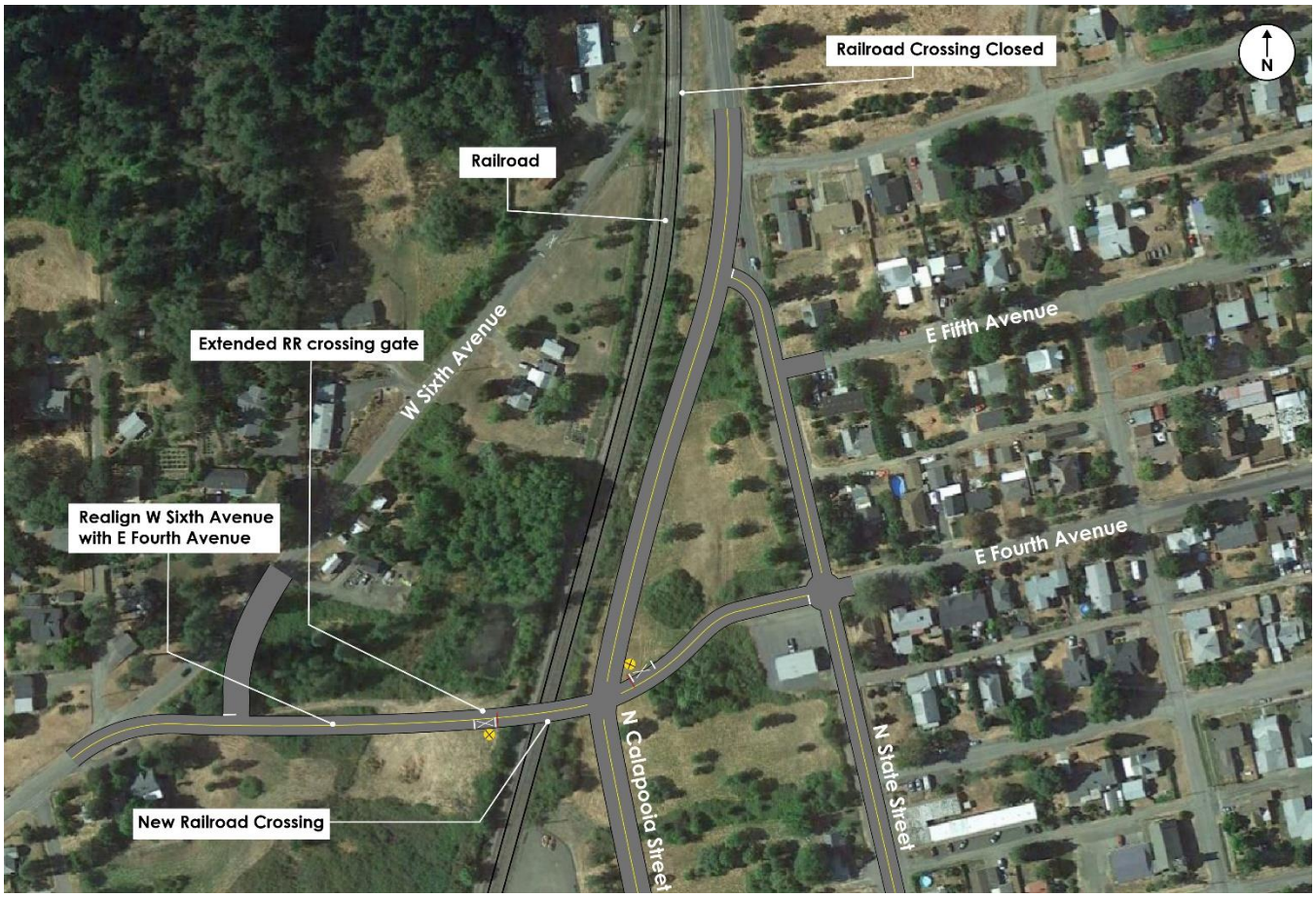
RAIL PLAN

Relocation of Sixth Avenue Railroad Crossing to New Fourth Avenue Alignment

As documented in Technical Memorandum #3: Current Transportation Operations, the N State Street/Sixth Avenue intersections is the only existing at-grade railroad crossing that does not provide gates or lighting. Rather than upgrade this crossing, an opportunity exists to realign W Sixth Avenue with E Fourth Avenue as previously documented in Project SC8 on **Figure 8**. In order to seek a potential new railroad crossing along the realigned Sixth Avenue to Fourth Avenue corridor, the existing W Sixth Avenue crossing would need to be closed.

In order to add or propose changes to an existing railroad crossing, coordination with ODOT rail must occur. When there is a formal interest to add a new crossing, or to modify or close an existing one, a review process initiated by the interested applicant must be submitted to ODOT Rail & Public Transit Division who will then work with the applicants and affected railroads and road authorities. As required by statue[9], ODOT must also examine opportunities to eliminate at-grade crossings, focusing on crossings that are redundant or have the greatest potential for conflicts between rains and other modes. **Exhibit 6** illustrates a planning-level concept diagram of the Sixth Avenue to Fourth Avenue realignment and new railroad crossing.

Exhibit 6: Fourth Avenue/ N State Street Rail Plan Alternative

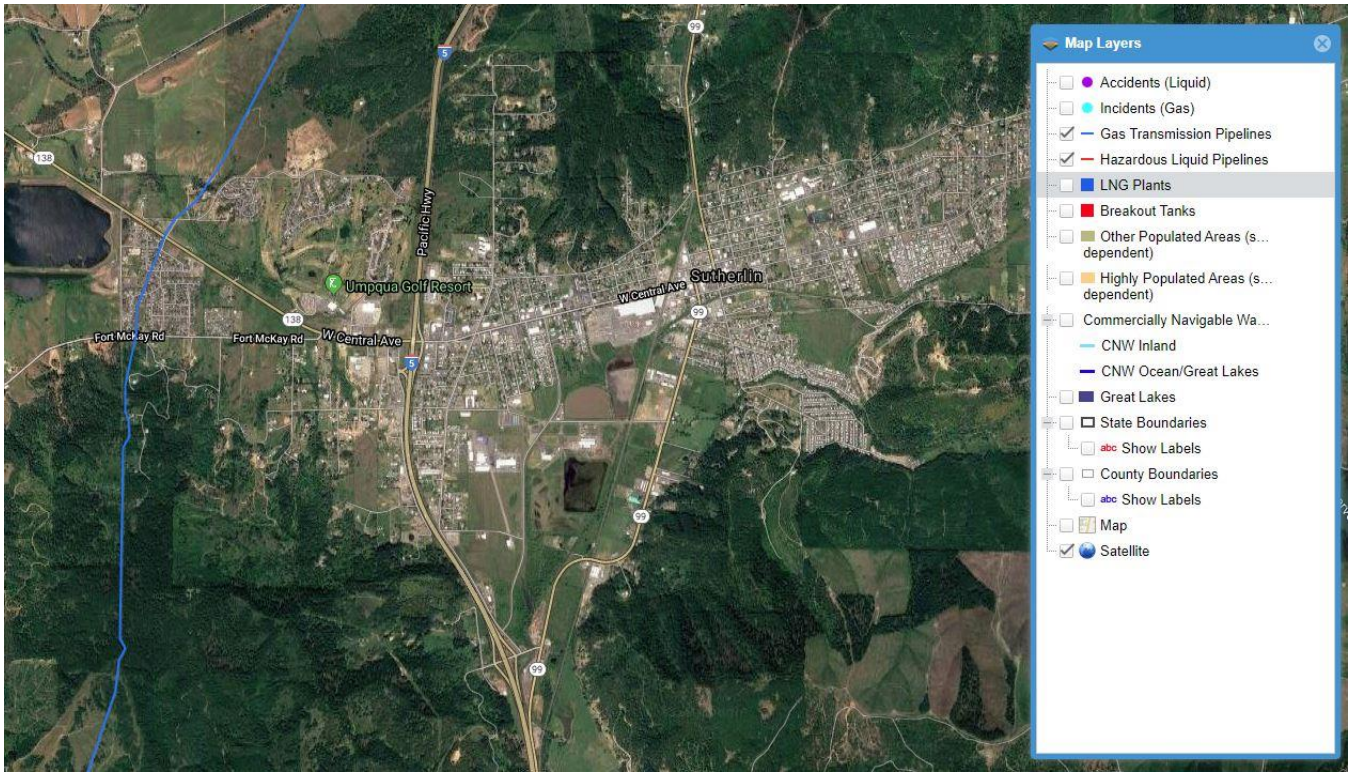


[9] ORS 824.202 requires ODOT to eliminate at-grade crossings wherever possible.

PIPELINE FACILITIES

Northwest Pipeline LLC operates a major natural gas pipeline located in western Sutherlin. Exhibit 7 illustrates the location of the Gas Transmission Pipeline.

Exhibit 7: Gas Transmission Pipeline



According to the National Pipeline Mapping System (NPMS) Public Viewer, the natural gas pipeline in Sutherlin is located on the Eugene/Grants Pass System and identified as Pipeline ID 2443. The pipeline is 34.66 miles in length and is currently Active (filled).[10]

AIR FACILITIES

There are no public or private airports located within Sutherlin. The closest public airport is the Roseburg Regional Airport located approximately 12 miles south of Sutherlin. No air projects or programs were identified as part of the TSP.

[10] https://pvnpms.phmsa.dot.gov/PublicViewer/

FUNDING AND IMPLEMENTATION

FUNDING PROGRAMS AND REVENUE

Funding Forecast

The City of Sutherlin has historically relied upon different revenue sources to fund transportation-related maintenance and make capital improvements. These revenue sources include taxes, inter-governmental sources, and miscellaneous funds such as system development changes.

- State Gas Tax - State gas taxes are comprised of proceeds from excise taxes imposed by the State and Federal government to generate revenue for transportation funding. The proceeds from these taxes are distributed to Oregon counties and cities in accordance with Oregon Revised Statute (ORS) 366.764, by county registered vehicle number, and ORS 366.805, by city population. The Oregon Constitution states that revenue from the state gas tax is to be used for the construction, reconstruction, improvement, maintenance, operation and use of public highways, roads, streets, and roadside rest areas.
- Inter-Governmental Sources - Inter-Governmental Sources in Sutherlin has historically included grant funds and special agreements.
- Miscellaneous - Miscellaneous revenue includes various funds received throughout the year from system development charges (SDC) and unanticipated activities including land sales and cost sharing of special projects.

Revenue estimates from each of the historical revenue sources were combined and projected out over the next 5, 10, and 22-year period to determine the total revenue that is estimated through 2040. **Table 11** provides a summary of the potential future funding through 2040.

Table 11: Future Transportation Funding Projections

Revenue Source	5-Year Forecast FY 2018-19 to FY 2022-2023	10-Year Forecast FY 2023-2024 to FY 2027-2028	22-Year Forecast FY 2028-2029 to 2039-2040
State Gas Tax	$2,400,000	$5,400,000	$15,200,000
Inter-Governmental Sources	$850,000	$1,700,000	$3,700,000
Miscellaneous	$660,000	$1,300,000	$3,000,000
Total	**$3,910,000**	**$8,400,000**	**$21,900,000**

Expenditure Forecast

The City organizes historical expenditures into three main categories, including Materials & Services, Maintenance, and Transfers.

- Materials & Services – Materials and Services consists of items that need to be purchased and one-time expenses including small equipment, tools and supplies, personnel training, insurance, and more.
- Maintenance – Maintenance expenditures are primarily used for general street and storm drainage maintenance; striping, filling potholes, clearing storm drains, fixing storm drains, small paving projects, and dust control.
- Transfers - Transfers have consisted primarily for the estimated labor and material costs to the General Fund for administration purposes and to the Public Works fund for street related services i.e., construction crews.

Table 12: Future Transportation Expenditure Projections			
Expenditure Source	**5-Year Forecast FY 2018-19 to FY 2022-2023**	**10-Year Forecast FY 2023-2024 to FY 2027-2028**	**22-Year Forecast FY 2028-2029 to 2039-2040**
Materials & Services	$450,000	$910,000	$2,000,000
Maintenance	$180,000	$360,000	$800,000
Transfers	$1,270,000	$2,540,000	$5,600,000
Total	**$1,900,000**	**$3,810,000**	**$8,400,000**

As shown in **Table 11** and **Table 12**, the projected funding from now through FY 2039-40 is approximately $21,900,000 and the projected expenditures are approximately $8,400,000. Based on these projections, the City is expected to have approximately $13,500,000 through the year 2040. The City should continue to identify other potential revenue sources to fund transportation projects including projects identified in the TSP update.

PLANNED TRANSPORTATION SYSTEM COST SUMMARY

Table 13 provides a summary of the full cost of the financially constrained and planned transportation system projects. As shown, the full cost of the planned system is approximately $65M over the 20-year period.

Table 13: Planned Transportation System Cost Summary				
Project Type	**High Priority / Financially Constrained Projects**	**Tier 2 / Unfunded Projects**	**Tier 3 / Aspirational Projects**	**Total**
Pedestrian	$1,555,000	$9,545,000	$780,000	11,880,000
Bicycle/Rolling	$190,000	$8,985,000	$0	9,175,000
Transit	$250,000	$0	$0	250,000
Street Connectivity	$2,745,000	$10,835,000	$4,865,000	18,445,000
Roadway Enhancement	$8,160,000	$12,585,000	$3,340,000	24,085,000
Safety	$25,000	$350,000	$0	375,000
Total	**12,925,000**	**$42,300,000**	**$8,985,000**	**$64,210,000**

POTENTIAL FUNDING SOURCES

The projected transportation funding analysis shows that the City of Sutherlin will have a limited source of funds that can solely be dedicated to transportation-related capital improvement projects over the next twenty years. As such, Sutherlin will need to seek additional funds via transportation improvement grants, partnerships with regional and state agencies, and other funding sources to help implement future transportation-related improvements.

Table 14 identifies a list of potential Grant sources and Partnering Opportunities to consider during the course of the 20-year planning horizon.

Table 14: Potential Grant Sources and Partnering Opportunities

Funding Source	Description	Potential Facility Benefit
Fixing America's Surface Transportation (FAST) Act	FAST Act funds surface transportation programs, including, but not limited to, federal-aid highways	• Roadway facilities
Surface Transportation Block Grant (STBG)	STBG funds are flexible funding sources for jurisdictions and are eligible to be used for non-motorized transportation projects	• Bicycle, pedestrian, and transit facilities
Highway Safety Improvement Program (HSIP)	HSIP is a core Federal-aid program with the purpose of achieving a significant reduction in traffic facilities and serious injuries on all public roads	• Safety
All Roads Transportation Safety (ARTS)	The ARTS is intended to address safety needs on all public roads in Oregon	• Safety
Connect Oregon	Connect Oregon is an initiative to invest in air, rail, marine, and bicycle and pedestrian infrastructure to ensure Oregon's transportation system is strong, diverse, and efficient	• Non-motorized
The Statewide Transportation Improvement Program (STIP)	The STIP is ODOT's four-year transportation capital improvement program	• Roadway, pedestrian, bicycle, and trail facilities
House Bill (HB) 2017 Transportation Investments	House Bill (HB) 2017 affects drivers, bicyclists, and payroll employees by increasing the gas tax, weight-mile tax, and other transportation-related fees	• Roadway, pedestrian, bicycle, transit, and trail facilities
Safe Routes to School (SRTS) Infrastructure Program	ODOT's Safe Routes to School (SRTS) infrastructure program is focused on providing grants to make is safer for children to walk and bike to school	• Pedestrian and bicycle facilities

Table 15 identifies a list of potential new funding sources for Sutherlin to consider in an effort to increase funds for additional capital improvement projects.

Table 15: Potential New Funding Sources for Future Consideration

Funding Source	Description	Potential Facility Benefit
Economic Improvement Districts (EIDs)	Economic Improvement Districts collect assessments or fees on businesses in order to fund improvements that benefit businesses and improve customer access within the district	• Roadway, pedestrian, and bicycle facilities
Local Improvement Districts (LIDs)	LIDs are most often used to construct projects such as streets, sidewalks, or bikeways	• Roadway, pedestrian, and bicycle facilities
Local Fuel Tax	A local tax assessed on fuel purchased within the jurisdiction that has assessed the tax	• Roadway facilities
Urban Renewal Districts/Tax Increment Financing	Urban Renewal Districts are separate taxing districts created to remove blight within a district	• Roadway, pedestrian, bicycle, transit, and trail facilities
Local Bond Measures	Local bond measures, or levies, are usually initiated by voter-approved general obligation bonds for specific projects	• Roadway facilities
Street Utility Fees/Road Maintenance Fee	Flat fee charged to each property, on the number of trips a particular land use generates, or some combination of both	• Roadway facilities
User Fees	Fees tied to the annual registration of a vehicle to pay for improvements, expansion, and maintenance to the street system	• Roadway facilities
Development Exactions	Infrastructure improvements conditioned on new development to offset the transportation infrastructure impacts of new development.	• Roadway, pedestrian, bicycle, transit, and trail facilities
Parking District Assessments	Taxes applied to businesses/property owners in areas where special parking districts are established. The funds generated by the taxes would go to the operation and maintenance of the parking district. Useful in areas where parking is a premium.	• On-street parking

Table 15: Potential New Funding Sources for Future Consideration		
Funding Source	**Description**	**Potential Facility Benefit**
Parking-in-lieu Fees	Special fees assessed on development that chooses to not provide on-site parking for the development.	• Roadway, pedestrian, bicycle, transit, and trail facilities
Public/Private Partnerships	Public transportation infrastructure that is paid for by private sector in exchange for the revenue generated by that infrastructure. Examples could include car charging stations, car share facilities, bike lockers, and public parking lots.	• Public parking lots, bike locker/storage facilities, car charging stations.
Streets District	Special taxing districts (separate from the City of Sutherlin) that are formed to help improve or maintain specific roadways within the district.	• Local streets (surface improvements, sidewalks, bicycle lanes)

IMPLEMENTATION

The Transportation Planning Rule (TPR), as codified in the Oregon Administrative Rules (OAR 660-012-0045, requires that local jurisdictions identify and adopt land use regulation and code amendments needed to implement the TSP. Recommended land use regulations and code amendments are provided in Volume III.

MEMORANDUM

DATE	February 7, 2020
TO	Matt Hughart & Nick Gross, Kittelson and Associates, Inc. (KAI)
FROM	Darci Rudzinski & Clinton "CJ" Doxsee, APG
RE	**Technical Memorandum #7: Policy and Code Amendment Recommendations**
CC	File

GENERAL POLICY AND CODE RECOMMENDATIONS

General Description of the Action

This memorandum outlines an approach for amending the Sutherlin Comprehensive Plan and the Sutherlin Development Code (SDC) to ensure consistency with and implement the 2020 Sutherlin Transportation System Plan (TSP) and relevant provisions of the Oregon Transportation Planning Rule (OAR 660 Division 12, known as the "TPR").

Sutherlin Comprehensive Plan Actions

Recommended policy amendments reflect issues identified through the TSP update and the need for consistency between the TSP and Comprehensive Plan. Recommendations from the adopted 2005 TSP were not amended into the Comprehensive Plan document, nor were adopted Comprehensive Plan policies modified to reflect the TSP. The current TSP update planning process provides an opportunity to ensure that the policy language in the Comprehensive Plan and the TSP is consistent and to clarify the role each document serves in providing guidance for transportation planning in the city.

Sutherlin Development Code Actions

The TPR requires each local government to amend its land use regulations to implement the TSP and to adopt land use regulations consistent with state and federal requirements "to protect transportation facilities, corridors and sites for their identified functions." These requirements are achieved through a variety of measures, including access control standards, robust pedestrian and bicycle circulation and connectivity provisions, standards to protect future road operations, and expanded notice requirements and coordinated review procedures for land use applications.

The consultant team evaluated the SDC and found it to be largely in compliance with TPR requirements. The recommended amendments are intended to ensure the requirements are consistent with the updated TSP, provide clarity, and enhance consistency with TPR requirements.

Likely Implementing Agencies and Other Involved Parties

The City of Sutherlin, with support from the Oregon Department of Transportation (ODOT), will be responsible for implementing the recommended modifications. The recommended modifications identify two City documents: the Sutherlin Comprehensive Plan and the SDC. Chapter 4 – Development Applications and Review Procedures in the City's SDC identifies the type of land use application and review procedure by which modifications to approved plans and the SDC can be made.

Administrative or Legislative Actions Likely Required

The SDC determines the review procedure that applies to Comprehensive Plan and SDC amendments; amendments are reviewed through a Type IV procedure, subject to the provisions and approval criteria in Section 4.11 (see SDC Table 4.2.110). Type IV review procedures are quasi-judicial, with publicly noticed hearings before the Planning Commission and City Council. Amendments are considered initially by the Planning Commission and forwarded with a recommendation to City Council, the final decision-making body. Both bodies provide public notice and a hearing.

Potential Effectiveness

The recommended modifications to the Comprehensive Plan goals and policies are intended to provide sufficient guidance to ensure that future land use decisions and actions are consistent with the planned transportation system, thereby protecting the function of existing roadways and promoting a multi-modal system.

The recommended modifications to the SDC implement the provisions of the TSP update. Consistent with the TSP update, the recommended modifications are intended to integrate comprehensive land use planning with transportation needs and to promote multi-modal systems and make it more convenient for people to walk, bicycle, use transit, and drive less as development occurs.

Potential Impediments

Pursuant to Chapter 4 of the SDC, the recommended amendments to the Comprehensive Plan and the SDC are subject to a Type IV review. A Type IV review procedure requires a minimum of two hearings – one before the Planning Commission and one before the City Council – and also prescribes public notice requirements for each hearing.

Public hearings and public notice enable the City and the public to reasonably review applications and participate in the local decision-making process in a timely and effective way. It is possible that

areas of disagreement may arise as the proposed amendments, including adoption of the updated TSP, are reviewed as part of the public hearing process. Disagreements that the Planning Commission or City Council are not able to resolve may result in schedule delays and/or necessitate additional modifications to policy or code amendments. However, the risk for delays or additional modifications is low as a result of the City's public outreach and Public Advisory Committee involvement over the course of the project.

SPECIFIC POLICY AND CODE RECOMMENDATIONS

The City's TSP is the transportation element of the Sutherlin Comprehensive Plan. Upon adoption, the updated TSP's transportation policies will provide a framework for future land use and transportation decisions. To ensure that the text of the Comprehensive Plan is consistent with the updated TSP, policy language should be updated to reflect new transportation policy. In addition, the TSP project scope of work identifies topic areas where specific policy and code recommendations are to be reviewed as part of this Technical Memorandum. These topic areas are listed in Table 1 along with corresponding recommendations.

Table 1 provides a summary of recommendations identified in this memorandum. The full text of proposed Comprehensive Plan amendments are included in Attachment A; Attachment B includes proposed modifications to the SDC.

Table 1: Recommendation Summary

Policy and Code Amendment Topic Areas	**Recommended Amendments**	**Document/ Section**
Comprehensive Plan policies	Update the Public Facilities Goals and Policies to be consistent with the TSP goals and objectives.	Amend the Public Facilities Element in the Comprehensive Plan
Proposed Amendments to IAMP 136	No amendments to the IAMP are recommended as part of the TSP update process.	
Access Management	Modify vehicle access and circulation provisions in the SDC to clarify existing standards, provide flexibility, and ensure consistency with the TSP.	SDC Amendments: • 3.2.110.D • 3.2.110.E SDC Additions: • 3.2.110.I.4 • 3.2.110.S TPR -0045(2)(a)
Standards to Protect Future Operations of Roads, Transit, and Freight Movements	Add new section with traffic impact study provisions to provide additional clarification on when a TIS is required; propose TIS approval criteria and TIS conditions of approval.	SDC Addition: • 3.5.110.Z TPR -0045(2)(b)

Policy and Code Amendment Topic Areas	Recommended Amendments	Document/ Section
Regulations Supporting Safe and Convenient Bicycle and Pedestrian Facilities	Update street design standards and cross-sectional standards to be consistent with the TSP update.	SDC Amendments: • 3.5.110.F TPR -0045(3)(b)
A Process for Agency Notification and Coordinated Review of Land Use Divisions Affecting Transportation Facilities	Update public notice requirements for Type III and Type IV Planning Hearing to include affected public agencies.	SDC Amendments: • 4.2.140.C • 4.2.150.D TPR -0045(1)(c) & (2)(f)
Regulations that Support Amendments to Land Use Designations, Densities, and Design Standards are Compatible with Function, Capacity, and Level of Service of Transportation Facilities	No amendments to the zoning map amendment approval criteria are recommended as part of this TSP update process. Add TIS approval criteria that ensure proposed zone changes and plan amendments are supported by the planned transportation system and that the City has the authority apply conditions of approval related to needed transportation mitigation.	SDC Addition • 3.5.110.Z TPR -0045(2)(g) & -0060
Regulations Supporting Safe and Convenient Access to Transit Facilities	Include requirements for development proposals that are within a certain distance from an existing or proposed transit stop.	SDC Addition • 3.2.120.A.5 TPR -0045(3)(b)
Definition of "Applicant" that Allows Agency to Obtain a Land Use Permit Without the Land Owner's Consent or Participation	Expand the who may initiate land use applications to include public agencies or private entities that have statutory rights of eminent domain for projects they have the authority to construct.	SDC Amendments: • 4.2.160.C

The following sections provides a summary of recommended modifications as they relate to each topic in Table 1.

Comprehensive Plan Amendments

The recommended Comprehensive Plan goal and policy language is intended to be consistent with updated TSP goals and objectives. The proposed goal and policy language is consistent with the recommendations that were first explored with City staff and advisory committees as part of *Technical Memorandum #1: Goals, Plan and Policy Review, Funding Forecast* and are intended to reflect the outcomes of the TSP update process. More broadly, the proposed policies are intended to provide sufficient guidance to ensure that future land use decisions and actions are consistent with the planned transportation system, thereby protecting the function of existing roadways and promoting a multi-modal system.

IAMP 136

The Interchange 136 Interchange Area Management Plan (IAMP) was adopted by the City and approved by the Oregon Transportation Commission (OTC) as an amendment to the Oregon Highway Plan (OHP) in 2009. It functions as a refinement plan to the City's TSP and helps to guide

future land use and transportation decisions within the interchange influence area. The IAMP identified a preferred interchange configuration that addresses existing and anticipated deficiencies. The preferred interchange configuration is similar to a standard diamond but includes a supplemental loop ramp that provides movements for westbound traffic to southbound I-5. It also includes specific local street system projects to enhance connectivity in the vicinity of the interchange.

Recommendation: No amendments to the IAMP are proposed as part of the TSP update process. The preferred interchange configuration and access management plan have been incorporated into the TSP update. See the TSP draft for additional information.

Access Management

Access and circulation is regulated in Section 3.2 of the SDC. Specifically, Subsection 3.2.110 addresses vehicular access and circulation for all public roads, streets, and alleys within the City and to all properties abutting them. The regulations manage access through maintaining an adequate "level of service" ("LOS") and functional classification of roadways.

The City currently has a robust set of access management provisions that regulate vehicular access onto public roadways. Existing provisions include access permit requirements, traffic impact study requirements, access standards and options, number and spacing of accesses standards, and more. The existing provisions are generally in conformance with TPR regulations.

Recommendation. This memorandum recommends minor modifications to the vehicle access and circulation provisions in the SDC. The recommended modifications are intended to clarify existing standards, provide flexibility for the City and applicants under specific circumstances, and to implement and be consistent with the updated TSP.

Standards to Protect Future Operations of Roads, Transit, and Freight Movements

The SDC states in Section 3.2.110.D "The city or other agency with access jurisdiction may require a traffic study prepared by a traffic engineer to determine access, circulation and other transportation requirements including identification of projects needed to implement the Transportation System Plan or other projects needed to mitigate for traffic impacts resulting from development…" Similarly, Section 3.2.110.E allows the City to apply conditions of approval for access permits to mitigate impacts from development. Together, these provisions ensure that the operation of the street and highway system will operate safely and efficiently as development occurs.

The SDC also includes provisions to ensure zoning map amendments are consistent with the TPR. The approval criterion in Section 4.8.110.C states that "Demonstration that the most intense uses and density that would be allowed… can be served through the orderly extension of urban facilities and services, including demonstrating consistency with OAR 660-012-0060."

Recommendation: This memorandum recommends additional traffic impact study provisions be added to Section 3.5.110 (Transportation Standards) that will provide additional clarification on

when a TIS is required, TIS approval criteria, and TIS conditions of approval. The additional study provision would be added as a new subsection in 3.5.110.

Regulations Supporting Safe and Convenient Bicycle and Pedestrian Facilities

Access and circulation is regulated in Section 3.2 of the SDC. Specifically, Subsection 3.2.120 regulates pedestrian (and bicycle) access and circulation in new developments. It states that "safe, direct and convenient pedestrian circulation, all developments, except single family detached housing…, shall provide a continuous pedestrian and/or multi-use pathway system." The regulations provide on-site and street connectivity standards as well as design and construction standards.

Bicycle parking is regulated in in Section 3.4 of the SDC. Specifically, Subsection 3.4.130 regulates bicycle parking requirements for all uses that are subject to site plan review. It requires bicycle parking for any use with greater than ten vehicle parking spaces as well as prescribed minimum requirements for multi-family development, schools, colleges/trade schools, and for all uses within the Downtown Commercial (C-1) zone.

Bicycle facilities within the City's public right-of-way are regulated in Section 3.5 of the SDC. Specifically, Subsection 3.5.110 provides transportation related standards, including bike lane design standards for streets and pathways and cross-sectional standards for roadway based on street classification.

Recommendation: This memorandum recommends updating the street design standards and cross-sectional standards to be consistent with street standards identified in the TSP update.

A Process for Agency Notification and Coordinated Review of Land Use Divisions Affecting Transportation Facilities

Section 4.2 establishes procedures to allow the City, affected agencies, and the public to review and participate in the local decision-making process. Part of those provisions include public notice requirements for Type II, III, and IV review procedures. It also includes provisions that consolidate review of multiple land use applications under the highest applicable review procedure.

Recommendation: This memorandum recommends updating public notice requirements for Type III Planning Commission hearings to include governmental agencies or utilities who may be affected by a land use decision. Similarly, this this memorandum recommends a similar update for Type IV Planning Commission hearings to include utilities.[1]

[1] Note, public notice requirements for Type IV Planning Commission hearings already list affected governmental agencies as an agency that should receive notice.

Regulations that Support Amendments to Land Use Designations, Densities, and Design Standards are Compatible with Function, Capacity, and Level of Service of Transportation Facilities

The SDC includes provisions to ensure zoning map amendments are consistent with the TPR. The approval criterion in Section 4.8.110.C states that "Demonstration that the most intense uses and density that would be allowed… can be served through the orderly extension of urban facilities and services, including demonstrating consistency with OAR 660-012-0060."

Recommendation: No amendments to the zoning map amendment approval criteria are recommended as part of the TSP update process. Add TIS approval criteria that ensure proposed zone changes and plan amendments are supported by the planned transportation system and that the City has the authority apply conditions of approval related to needed transportation mitigation.

Regulations Supporting Safe and Convenient Access to Transit Facilities

The existing transit service in Sutherlin is provided by the UTrans Blueline. UTrans is currently developing a Transit Master Plan that will potentially provide additional transit system improvements in the City. The TSP's Transit element identifies transit amenity and service improvements for the City. Although the City does not have the authority to improve transit service, it can coordinate with UTrans and ensure that future development is supportive of transit through the land use approval process.

Recommendation: Include development requirements that support transit for proposals that are within a certain distance from an existing or proposed transit stop.

Definition of "Applicant" that Allows Agency to Obtain a Land Use Permit Without the Land Owner's Consent or Participation

City Council, Planning Commission, the planning director, or property owners or their agents are authorized to initiate land use applications (SDC 4.2.160.C). The challenge for agencies like the Oregon Department of Transportation (ODOT), which has responsibility to plan for state transportation facilities and has the power of eminent domain, is one of timing. ODOT may not yet be the owner of the property where the improvement is planned at which time land use approval is needed, as property acquisition often happens very late in the project timeline. Allowing agencies with eminent domain powers (e.g., ODOT) to initiate land use applications would simplify and facilitate project approval and development.

Recommendation: Expand the who may initiate land use applications to include public agencies or private entities that have statutory rights of eminent domain for projects they have the authority to construct.

ATTACHMENT A: GOALS AND OBJECTIVES

The following Sutherlin Comprehensive Plan modifications implement the recommendation in Table 1 of the Implementing Ordinances memorandum. Recommended changes are in an adoption-ready format; text that is recommended to be added is shown as **underlined and bold**, and text recommended to be removed is shown in ~~strikeout~~.

PUBLIC FACILITIES ELEMENT

The services required for a community to function properly are called public facilities. This broad title includes such systems as water, sewer, transportation, drainage, solid waste, emergency services, parks and recreation, as well as other public facilities. As a community grows, these services must necessarily expand. The policies in this element are designed to provide for needed service expansion in an orderly manner. Oregon law ORS 197.712(2)(e) requires public facility plans for storm sewer, sanitary sewer, water, and transportation systems for land uses shown in the Comprehensive Plan. This law applies to areas with populations over 2500 within urban growth boundaries.

In addition, Oregon Administrative Rule (OAR) 660, Division 11, requires that public facilities plans list proposed public facility projects and map their locations and provide policies or an urban growth management agreement that designates the provider of each service. Also, the rule specifies that the Public Facility Plan provide an inventory and general assessment of the public facilities, rough cost estimates of each project, an estimate of when the project will be needed, and a discussion of existing funding mechanisms.

The updated Public Facilities Plan for Sutherlin prepared in 1990 includes the elements required by Oregon law and administrative rules. To prevent duplication, the Sutherlin Public Facilities Plan is the document of reference for both general and specific aspects of Sutherlin' s public facility systems. However, the goals and policies of the Public Facilities Plan are retained in this element. Both documents work to outline Sutherlin's community aims.

ENERGY CONSERVATION

Energy conservation is not directly addressed in the Public Facilities Plan. But despite the -fact that the city has control over only a few activities that relate to energy use and conservation, these few areas are significant.

Included among the energy-conserving policies the city has adopted are planning for alternative transportation methods by resolving to study a bike route system and requiring sidewalks in new developments. The city encourages zero lot line zoning to increase structure density and heat retention. Infilling of vacant lots is encouraged to keep distances to the city’s commercial areas as short as possible. The city requires new requires new construction to meet state standards for weatherization and energy conservation. And waste recycling is encouraged as the city coordinates

with Douglas County solid waste management policies. Energy conservation policies are found on page 41, below.

PUBLIC FACILITIES -- GOALS AND POLICIES

A. GOAL: TO PROVIDE EFFICIENT PUBLIC FACILITIES AND SERVICES IN AN ORDERLY, PLANNED MANNER SO AS TO MEET THE NEEDS OF SUTHERLIN'S RESIDENTS AND BUSINESSES.

POLICIES:

[No modifications to Goal A policies]

B~~-1~~. GOAL **~~- SAFETY~~**: ~~TO PROVIDE AND ENCOURAGE A SAFE, CONVENIENT, AESTHETIC, AND ECONOMICAL TRANSPORTATION SYSTEM.~~ **TO PROVIDE A TRANSPORTATION SYSTEM THAT ENHANCES SAFETY AND SECURITY OF ALL TRANSPORTATION MODES.**

POLICIES:

~~1. Encourage the expansion of the street improvement program and also coordinate the program with the future street plan, and thus ensure that those streets that have been designated to carry high volumes of traffic (arterials and collectors) are in satisfactory and safe condition.~~

~~2. Support the development of an additional east-west limited access arterial thoroughfare.~~

~~3. Actively assist the State Highway Department in u~ grading U.S. Highway 99 to a four lane road and removing the jogs in the highway at Central Avenue and south of town in the vicinity of the Pacific Railroad tracks.~~

~~4. Require the installation of street lights in new developments.~~

~~5. Encourage the Southern Pacific Railroad to put up railroad crossing arms at railroad crossings and to use indicator lights on high traffic streets.~~

~~6. Develop a street systems plan which identifies the function of each street in the community.~~

~~7. Future streets and major improvements to existing streets shall satisfy the following applicable developmental criteria:~~

	~~Local~~	~~Collector~~	~~Arterial~~
~~Minimum Right-of-Way~~	~~56 ft.~~	~~60 ft.~~	~~102 ft.~~
~~Minimum Pavement Width~~	~~36 ft.~~	~~40 ft.~~	~~70-82 ft.~~

~~8. Discourage direct residential access onto existing and future arterials, in particular Central Avenue west of Sherwood Street.~~

~~9. Develop a system of sidewalks in the existing core city with emphasis on linking the community's major activity nodes.~~

~~10. The city shall coordinate with the county to plan and develop an area bikeway.~~

~~11. The city shall encourage the development of alternative modes of transportation to the automobile.~~

~~12. The city shall require sidewalks in all new subdivisions.~~

~~13. The city shall work with the Oregon Department of Transportation and Douglas County to improve the city' s transportation system to a level consistent with the goals and policies of the Comprehensive Plan and the Public Facilities Plan.~~

~~14. The city shall require new development to install appropriate and pleasing landscaping along arterial streets.~~

B-1.1 Promote transportation safety through a comprehensive program of engineering, education, and enforcement.

B-1.2 Address existing and potential future safety issues by identifying high crash locations and develop strategies to address those issues.

B-1.3 Designate safe routes from residential areas to schools and identify transportation improvements needed to ensure the safety of Sutherlin's school children.

B-1.4 Develop a safe, complete, attractive, efficient, and accessible system of pedestrian ways, bicycle ways and personal electric vehicle ways, including bike lanes, shared roadways, multi-use paths, and sidewalks.

B-2 GOAL – MOBILITY AND EFFICIENCY: TO PROVIDE A BALANCED AND EFFICIENT TRANSPORTATION SYSTEM FOR ALL MEMBERS OF THE COMMUNITY THROUGH EFFECTIVE TRANSPORTATION AND LAND USE PLANNING

POLICIES:

B-2.1 Reduce reliance on single occupancy vehicles by improving the quality of walking, biking, transit, and electric vehicle facilities. Identify strategies appropriate to the City of Sutherlin to help reduce vehicle miles traveled.

B-2.2 Integrate transportation and land use into development ordinances to increase opportunities for multi-purposes trips.

B-2.3 Manage projected travel demand consistent with community, land use, environmental, economic and livability goals.

B-2.4 Manage the transportation system for adequate and efficient operations.

B-3 GOAL – HEALTH AND LIVABILITY: PROVIDE A TRANSPORTATION SYSTEM THAT ENHANCES THE HEALTH AND LIVABILITY OF LOCAL RESIDENTIS BY PROMOTING ACTIVE MODES OF TRANSPORTATION

POLICIES

B-3.1 Enhance the livability of the Sutherlin Community through proper location and design of transportation facilities including multi-use paths to balance the needs of human use and enjoyment with resource conservation in areas identified in the Parks Master Plan and Comprehensive Plan.

B-3.2 Design roadways to enhance livability by ensuring that aesthetics and landscaping are an integral part of Sutherlin's transportation system.

B-3.3 Construct multi-use paths where they can be developed with satisfactory design components that address safety, security, maintainability, and acceptable uses.

B-4 GOAL – CONNECTIVITY AND ACCESSIBILITY: DEVELOP A COMPREHENSIVE, MULTIMODAL TRANSPORTATION SYSTEM THAT CONNECTS ALL MEMBERS OF THE SUTHERLIN AREA TO COMMUNITY DESTINATION.

POLICIES

B-4.1 Provide connectivity to each area of the City for convenient multi-modal access. Ensure pedestrian, bicycle, transit, and vehicle access to schools, parks, employment and recreational areas, and the Sutherlin core city area by identifying and developing improvements that address connectivity needs.

B-4.2 Make better use of the southern interchange by connecting an east-west route to the southern interchange on both sides of Interstate-5.

B-4.3 Identify opportunities to improve east-west travel for all modes of transportation across I-5.

B-4.4 Balance the needed street function for all travel modes with adjacent land uses through the use of context-sensitive street and streetscape design techniques.

B-4.5 Develop neighborhood and local connections to provide adequate circulation into and out of neighborhoods.

B-4.6 Ensure that adequate access for emergency services vehicles is provided throughout the City.

B-5 GOAL – COORDINATION AND INTEGRATION: ENSURE THE LOCAL TRANSPORTAION SYSTEM IS INTEGRATED WITH COUNTY AND STATE TRANSPORTATION SYSTEMS AND OBJECTIVES, AND WITH OTHER RELATED

ASPECTS OF THE COMMUNITY IN SUTHERLIN, INCLUDING LAND USE PLANNING, NATURAL RESOURCE PROTECTION, HOUSING, AND ECONOMIC DEVELOPMENT.

POLICIES

B-5.1 Meet federal and state safety compliance standards for operation, construction, and maintenance of the rail system.

B-5.2 Provide safe routing of hazardous materials consistent with federal guidelines and provide for public involvement in the process.

B-5.3 Engage community members and organizations in the development and design of the transportation facilities identified in the TSP.

B-5.4 Work with regional and local public transportation providers to identify opportunities to expand public transportation service within the City and to surrounding communities. Encourage intercity public transportation connections for long-range public transportation. Enhance public volunteer transit system.

B-5.5 Maintain access management standards for streets consistent with City, County, and State requirements to reduce conflicts between vehicles and trucks, and between vehicles, bicycles, and pedestrians. Develop access management strategies for Central Avenue.

B-6 GOAL – STRATEGIC ECONOMIC INVESTMENT: FACILITATE THE PROVISION OF A MULTI-MODAL TRANSPORTAT SYSTEM FOR THE EFFICIENT, SAFE, AND COMPETITIVE MOVEMENT OF GOODS AND SERVICES TO, FROM, AND WITHIN THE SUTHERLIN AREA.

POLICIES

B-6.1 Construct all transportation facilities to meet the requirements of the Americans with Disabilities Act.

B-6.2 Provide satisfactory levels of maintenance to the transportation system in order to preserve user safety, facility aesthetics, and the integrity of the system as a whole.

B-6.3 Promote accessibility to transport modes that fulfill the needs of freight shippers.

B-6.4 Strive to balance the needs of moving freight with community livability and land use decision making.

B-6.5 Promote the appropriate location of freight routes and regional pipeline systems to enhance security, local service, and efficiency.

B-6.6 Manage on-street parking by providing an appropriate supply and design of off-street parking facilities to promote economic vitality, neighborhood livability, efficient use of urban space, and reduced reliance on single occupancy motor vehicles.

C. TO CONSERVE ENERGY RESOURCES AND ENCOURAGE UTILIZATION OF RENEWABLE ENERGY RESOURCES.

[No modifications to Goal C policies]

ATTACHMENT B: SUTHERLIN DEVELOPMENT CODE AMENDMENTS

The following Sutherlin Development Ordinance modifications correspond to recommendations in Table 1 of the memorandum. Recommended changes are in an adoption-ready format; text that is recommended to be added is shown as **underlined and bold**, and text recommended to be removed is shown in ~~strikeout~~.

Section 3.2 ACCESS AND CIRCULATION

…

3.2.110 Vehicular Access and Circulation.

A. Intent and Purpose.

1. The intent of this section is to manage vehicle access to development through a connected street system with shared driveways, where practicable, and circulation systems that allow multiple transportation modes and technology, while preserving the flow of traffic in terms of safety, roadway capacity, and efficiency. Access shall be managed to maintain an adequate "level of service" and to maintain the "functional classification" of roadways [See **2020** Transportation System Plan ~~adopted November 2006 and amended in April 2009~~]. Major roadways, including highways, arterials, and collectors, serve as the primary system for moving people and goods. "Access management" is a primary concern on these roads. Local streets and alleys provide access to individual properties. If vehicular access and circulation are not properly designed, these roadways will be unable to accommodate the needs of development and serve their transportation function. This section balances the right of reasonable access to private property with the right of the public to safe and efficient travel.

B. Applicability. This section applies to all public roads, streets, and alleys within the city and to all properties abutting them.

C. Access Permit Required. Access to a public street requires an access permit in accordance with the following procedures:

1. Permits for access to City streets shall be subject to review and approval by city staff based on the standards contained in this section, and the provisions of section 3.5, Infrastructure Standards. Access permit applications are available at Sutherlin City Hall.

2. Permits for access to state highways shall be subject to review and approval by Oregon Department of Transportation (ODOT) except when ODOT has delegated this responsibility to the city. The city will coordinate with ODOT on such permits as necessary.

3. Permits for access to county highways shall be subject to review and approval by Douglas County. The city will coordinate with the county on such permits as necessary.

D. Traffic **Impact** Study Requirements. The city or other agency with access jurisdiction may require a traffic **impact** study prepared by a traffic engineer to determine access, circulation and other transportation requirements including identification of projects needed to implement the Transportation System Plan or other projects needed to mitigate for traffic impacts resulting from development that exceeds assumptions from the Transportation System Plan. (See also, section 3.5, Infrastructure.)

E. Conditions of Approval. The city or other agency with access permit jurisdiction may require the closing or consolidation of existing curb cuts or other vehicle access points, recording of reciprocal access easements (i.e., for shared driveways), development of a frontage street, installation of traffic control devices, **limit direction of travel at an approach,** and/or other mitigation as a condition of granting an access permit, to ensure the safe, functional, and efficient operation of the street and highway system.

…

I. Access Spacing. Driveway accesses shall be separated from other driveways and street intersections in accordance with the following standards and procedures:

1. Local Streets. A minimum of twenty-five (25) feet separation (as measured from the sides of the driveway/street) shall be required on local streets (i.e., streets not designated as collectors or arterials.

2. Arterial and Collector Streets. Access spacing on collector and arterial streets, and at controlled intersections (i.e., with four-way stop sign or traffic signal) shall be determined based on the policies and standards contained in the city's transportation system plan.

3. Special Provisions for All Streets. Direct street access may be restricted for some land use types. For example, access consolidation, shared access, and/or access separation greater than that specified by Subsections 1-2, may be required by the city, county or ODOT for the purpose of protecting the function, safety and operation of the street for all users. Where no other alternatives exist, the permitting agency may allow construction of an access connection along the property line farthest from an intersection. In such cases, directional connections (i.e., right in/out, right in only, or right out only) may be required.

4. Where the spacing standards limit the number or location of connections to a street or highway, the city engineer may require a driveway to extend to one of more edges of a parcel and be designed to allow for future extension and inter-parcel circulation as adjacent properties develop. The city engineer may also require the owner(s) of the subject site to record an access easement for future joint use of the approach and driveway as the adjacent property(ies) develop(s).

…

Q. Flag Lots. Flag lots may be created where the configuration of a parcel does not allow for standard width lots. A flag pole access drive may serve no more than ~~two (2)~~ **three (3)** dwelling units, including accessory dwellings and dwellings on individual lots. A drive serving more than one lot shall conform to the standards in subsections 1-4 below:

Figure 3.2.110(Q) – Flag Lot (Typical)

1. Driveway and Lane Width and Lot Frontage. The minimum width of all shared drives and lanes shall be twenty (20) feet of pavement with a minimum lot frontage width of twenty-five (25) feet wide throughout the driveway;

2. Easement. Where more than one (1) lot is to receive access from a flag pole drive, the owner shall record an easement granting access to all lots that are to receive access. The easement shall be so indicated on the preliminary plat;

3. Maximum Drive Lane Length. The maximum drive lane length is subject to requirements of the uniform fire code, but shall not exceed one hundred fifty (150) feet without an emergency turnaround approved by the city; and

4. Area Calculation. The flag pole portion of a lot shall not be counted for the purpose of meeting lot area requirements or determining setbacks.

…

3.2.120 Pedestrian Access and Circulation

A. Pedestrian Access and Circulation. To ensure safe, direct and convenient pedestrian circulation, all developments, except single family detached housing (i.e., on individual lots), shall provide a continuous pedestrian and/or multi-use pathway system. (Pathways only provide for pedestrian circulation. Multi-use pathways accommodate pedestrians and bicycles, and may also be designed to accommodate personal electronic vehicles such as golf carts or scooters.) The system of pathways shall be designed based on the standards in subsections 1-3, below:

…

5. Improvements at Transit Stops. Proposed development that is adjacent to or includes an existing or planned transit stop is required to plan for access to the transit stop and, where determined necessary in consultation with the transit agency, provide for transit improvements. Requirements apply where the subject parcel(s) or portions thereof are within 200 feet of a transit stop. Where consistent with an approved transportation or transit plan, development requirements and improvements may include the following:

a. Intersection or mid-block traffic management improvements (e.g. traffic lighting or similar protected pedestrian crossing improvement) to allow for pedestrian crossings at transit stops.

b. Building placement within twenty (20) feet of the transit stop, a transit street or an intersection street, or a pedestrian plaza at the stop or a street intersection.

c. Transit passenger landing pad accessible to disabled persons, constructed to transit agency standards.

d. An easement or dedication for a passenger shelter and an underground utility connection to a transit stop if requested by the transit agency.

Section 3.4 VEHICLE AND BICYCLE PARKING

…

3.4.120 Vehicle Parking Standards

A. Minimum Off-Street Vehicle Parking. The minimum number of required off-street vehicle parking spaces (i.e., parking that is located in parking lots and garages and not in the street right-of-way) shall be determined based on the standards in Table 3.4.120.A, except that there is no minimum number of off-street parking spaces required in the downtown commercial (C-1) zone. The number of required off-street vehicle parking spaces shall be determined in accordance with the following standards. Off-street parking spaces may include spaces in garages, carports, parking lots, and/or driveways if vehicles are not parked in a vehicle travel lane (including emergency or fire access lanes), public right-of-way, pathway or landscape. Credit is allowed for "on-street parking", as provided below in 3.4.120 B. **Exceptions and reductions to off-street parking are provided in 3.4.120.D.**

…

D. Exceptions and Reductions to Off-street Parking. Applicants may reduce vehicle parking minimum requirements below the minimum off-street parking standards required in Table 3.4.120.A as provided below:

1. Commercial Uses within the downtown commercial zone (C-1): Allow up to a 30 percent reduction to the standard to the standard number of automobile spaces;

2. Site has a bus stop with transit service located adjacent to it, and the site's frontage is improved with a bus stop waiting shelter, consistent with the standards of the applicable transit service provider: Allow up to a 20 percent reduction to the standard number of automobile parking spaces;

3. Site has dedicated parking spaces for carpool or vanpool vehicles: Allow up to a 10 percent reduction to the standard number of automobile parking spaces;

4. Site has dedicated parking spaces for motorcycles, scooters, or electric carts: Allow reductions to the standard dimensions for parking spaces;

5. Site has more than the minimum number of required bicycle parking spaces: Allow up to a 5 percent reduction to the number of automobile parking spaces.

~~D.~~**E.** Maximum Number of Parking Spaces. The number of parking spaces provided by any particular use in ground surface parking lots shall not exceed the required minimum number of spaces provided by this section by more than thirty (30) percent. Spaces provided on-street, or within the building footprint of structures, such as in rooftop parking, or under- structure parking, or in multi-level parking above or below surface lots, may not apply towards the maximum number of allowable spaces. Parking spaces provided through "shared parking" also do not apply toward the maximum number.

[Renumber Subsections D through F. No other modifications to these subsections are recommended.]

…

Section 3.5 INFRASTRUCTURE STANDARDS

…

3.5.110 Transportation Standards

…

F. Minimum Rights-of-Way and Street Sections. Street rights-of-way and improvements shall be the widths in Table 3.5.110. A variance shall be required in conformance with section ~~5.2.110~~ **5.2.120** to vary the standards in Table 3.5.110. Where a range of width is indicated, the width shall be determined by the decision-making authority based upon the following factors:

…

~~Table 3.5.110F – Street Pathway Design Standards~~

[Note, replace or update Table 3.5.110F to be consistent with updated TSP.]

~~Figure -1. Two-Lane Arterial – Parking Both Sides~~

~~Figure -2. Three-Lane Arterial~~

~~Figure -3. Five-Lane Arterial~~

~~Figure -4. Parkway~~

~~Figure -5. Three-Lane Collector – Parking Both Sides~~

~~Figure -6. Commercial / Industrial Collector – Parking Both Sides~~

~~Figure -7. Commercial / Industrial Collector – Parking One Side~~

~~Figure -8. Commercial / Mixed-Use Collector – Parking Both Sides~~

~~Figure 9. Residential Collector~~

~~Figure 10. Local Residential Street – Parking One Side~~

~~Figure 11. Local Residential Street – Parking Both Sides~~

[Note, replace or update Figures 1 through 11 to be consistent with updated TSP.]

…

Z. Traffic Impact Studies. The following provisions establish when a proposal must be reviewed for potential transportation impacts; when a Traffic Impact Study (TIS) must be submitted with a development application in order to determine whether conditions are needed to minimize impacts to and protect transportation facilities; the required contents of a TIS; and who is qualified to prepare the analysis.

1. When a Transportation Impact Study (TIS) is Required. The City or other road authority with jurisdiction may require a TIS as part of an application for development, a change in use, or a change in access. A TIS shall be required where a change of use or a development would involve one or more of the following:

a. A change in zoning or a plan amendment designation;

b. Operational or safety concerns documented in writing by a road authority;

c. An increase in site traffic volume generation by 300 Average Daily Trips (ADT) or more;

d. An increase in peak hour volume of a particular movement to and from a street or highway by 20 percent or more;

e. The development is expected to impact intersections that are currently operating at the upper limits of the acceptable range of level of service during the PM peak operating hour.

f. The development is expected to significantly impact adjacent roadways and intersections that have previously been identified as high crash locations or areas that contain a high concentration of pedestrians or bicyclists such as school zones.

g. An increase in the use of adjacent streets by vehicles exceeding the 20,000-pound gross vehicle weights by 10 vehicles or more per day;

h. Existing or proposed approaches or access connections that do not meet minimum spacing or sight distance requirements or are located where vehicles entering or leaving the property are restricted, or such vehicles are likely to queue or hesitate at an approach or access connection, creating a safety hazard; or

i. A TIS required by ODOT pursuant to OAR 734-051.

2. TIS Preparation. The TIS shall be prepared by a professional engineer with competence in traffic engineering, licensed in the State of Oregon. If the TIS identifies level of service conditions less than the minimum standard established in the Transportation System Plan, improvements and funding strategies mitigating the problem shall be considered concurrent with the development proposal.

3. Approval Criteria. The TIS shall be reviewed according to the following criteria:

a. The analysis complies with the content requirements set forth by the City and/or other road authorities as appropriate;

b. The study demonstrates that adequate transportation facilities exist to serve the proposed land use action or identifies mitigation measures that resolve identified traffic safety problems in a manner that is satisfactory to the road authority;

c. For affected City facilities, the study demonstrates that the project meets mobility and other applicable performance standards established in the SDC and TSP, and includes identification of multi-modal solutions used to meet these standards, as needed; and

d. Proposed design and construction of transportation improvements are in accordance with the design standards and the access spacing standards specified in the SDC and TSP.

4. Conditions of Approval.

a. The City may deny, approve, or approve a proposal with conditions necessary to meet operational and safety standards; provide the necessary right-of-way for planned improvements; and require construction of improvements to ensure consistency with the future planned transportation system.

b. Construction of off-site improvements, including those related to bicycle and pedestrian facilities, may be required to mitigate impacts resulting from development that relate to capacity deficiencies and public safety; and/or to upgrade or construct public facilities to City standards.

c. Where the existing transportation system is shown to be impacted by the proposed use, improvements such as paving; curbing; installation of or contribution to traffic signals; and/or construction of sidewalks, bikeways, access ways, paths, or streets that serve the proposed use may be required.

d. Improvements required as a condition of development approval, when not voluntarily provided by the applicant, shall be roughly proportional to the

impact of the development on transportation facilities. Findings in the development approval shall indicate how the required improvements directly relate to and are roughly proportional to the impact of development.

…

Section 4.1 ADMINISTRATION OF LAND USE AND DEVELOPMENT PERMITS

4.1.110 Exclusions from Land Use Review. The following activities are permitted outright in each zone, subject to the applicable provisions of the subject zone, and are excluded from the requirement of obtaining a land use permit. Exclusion from the permit requirement does not exempt the activity from otherwise complying with applicable standards, conditions, and other provisions of this code.

A. Operation, maintenance, and repair of existing transportation facilities identified in the Transportation System Plan;

B. Dedication of right-of-way, authorization of construction, and construction of transportation facilities and improvements, where the improvements are planned improvements identified in the Transportation System Plan or are otherwise consistent with clear and objective dimensional standards; and

C. Changes in transit service.

Section 4.2 TYPES OF APPLICATIONS AND REVIEW PROCEDURES

..

4.2.140 Type III Procedure.

…

C. Notice of Planning Commission Hearing.

1. Notice. The city shall give notice of the planning commission in the following manner:

a. At least twenty (20) days before the hearing date, notice shall be mailed to:

(1) The applicant and all owners of record of the property which is the subject of the application;

(2) All property owners of record within one hundred (100) feet of the site;

(3) For Type II appeals, the appellant and persons who provided testimony during the planning director's proceedings; ~~and~~

(4) Any governmental agency or public utility (e.g. state or county agencies such ODOT or public utility companies such as electric,

water, or wastewater) whose property, services, or facilities may be affected by the decision; and

~~(4)~~**(5)** For a zoning district change affecting a manufactured home or mobile home park, all mailing addresses within the park, in accordance with ORS 227.175(8).

b. At least fourteen (14) days before the first hearing, notice of the hearing shall be printed in a newspaper of general circulation in the city.

4.2.150 Type IV Procedure.

…

D. Notice of Planning Commission Hearing.

1. Required Hearings. A minimum of two hearings, one before the planning commission and one before the city council, are required for all Type IV applications, except annexations. Annexations only require one hearing by the city council.

2. Notice. Except as provided in subsection D.4. of this section, the city shall give notice of the planning commission public hearing in the following manner:

a. At least twenty (20) days before the date of the planning commission's hearing, a notice shall be mailed to:

(1) The applicant and/or titleholder;

(2) Any affected governmental agency **or public utility (e.g. state or county agencies such ODOT or public utility companies such as electric, water, or wastewater) whose property, services, or facilities may be affected by the decision**;

(3) For a zone change affecting a manufactured home or mobile home park, all mailing addresses within the park, in accordance with ORS 227.175.

b. At least fourteen (14) days before the scheduled planning commission public hearing date, notice shall be published in a newspaper of general circulation in the city;

c. The city shall mail a notice of the proposed comprehensive plan amendment to the Department of Land Conservation and Development (DLCD) at least thirty-five (35) days before the first public hearing at which public testimony or new evidence will be received; and

d. Notifications for annexation shall follow the provisions in ORS 222.

4.2.160 General Provisions.

…

C. Applications.

1. Initiation of Applications:

a. Applications may be initiated by:

(1) Order of city council;

(2) Resolution of the planning commission;

(3) The planning director; ~~or~~

(4) A record owner of the property that is the subject of the application (person(s) whose name is on the most recently recorded deed), or contract purchaser with written permission from the record owner~~.~~**; or**

(5) Public agencies that have statutory rights of eminent domain for projects they have the authority to construct.

Oregon
Kate Brown, Governor

Department of Transportation
Region 3
3500 NW Stewart Parkway
Roseburg, OR 97470
Phone: (541) 957-3692/Fax: (541) 672-6148

Kristi Gilbert, Community Development Supervisor
City of Sutherlin
126 E. Central Avenue
Sutherlin, OR 97479

3/4/2020

Re: CITY OF SUTHERLIN – 2020 TRANSPORTATION SYSTEM PLAN UPDATE

Kristi
Ms. Gilbert:

The Oregon Department of Transportation (ODOT) has worked in collaboration with the City of Sutherlin and the consultant, Kittelson & Associates, throughout the 2020 Transportation System Plan (TSP) Update. ODOT finds that the City of Sutherlin's 2020 Draft TSP Update is consistent with the Oregon Transportation Plan and Statewide Modal and Topic Plan with minor text changes (See Attachment).

The City is advised that ODOT's participation in the development of the TSP Update does not constitute a commitment to fund and/or construct projects on State facilities stated as follows:

- The State Transportation Improvement Program (STIP) is ODOT's capital improvement program and funding mechanism for State and Federally-funded projects. STIP funds are distributed statewide over five (5) funding programs: (1) Fix-It; (2) Enhance; (3) Safety; (4) Non-Highway; and (5) Local Government. Each funding program area has its own criteria and process for prioritizing projects. It is not possible for ODOT to forecast if and when State or Federal funds may become available for projects identified in the TSP Update;

- Any project along a State facility will require review and approval by ODOT, and may require Region or State Traffic Engineer approval. Final design of any project on a State facility identified in the TSP Update is subject to ODOT design and operational standards, and engineering approval; and

- The Transportation Planning Rule (TPR), OAR 660-012-060 establishes procedures for amendments to a comprehensive plan or land use regulation (including a zoning map). It identifies which planned improvements local agencies can rely on and/or assume to be in place when a land use amendment significantly affects transportation facilities. While the TPR does not require a TSP itself to be financially constrained, it does require that funding for projects identified in a TSP must be "reasonably likely" to mitigate traffic impacts. ODOT's recognition of any project on State facilities identified in the TSP Update does not constitute a "reasonably likely" determination for State funding.

Please enter this letter into the public record and send me a copy of the City's Ordinance and Findings adopting the 2020 TSP Update.

Sincerely,

Thomas Guevara Jr.

THOMAS GUEVARA JR.
Senior Transportation Planner

Attachment A

The Federal Highway Administration (FHWA) adopted design requirements found in 23CFR625 and 49CFR37.9 that apply to projects on the National Highway System (NHS), including routes added to the NHS by the Moving Ahead for Progress in the 21st Century Act (MAP-21). The jurisdictional transfer agreement for Central Avenue between ODOT and the City required that Central Avenue remain an NHS Route.

Please add the NHS Route designation to Central Avenue on TSP Table 9 – Designated Freight Routes and Figure 11 – Freight Route Plan. Any future projects on this route will need to apply NHS design standards.

The Freight Plan designated freight routes are summarized in **Table 9** and illustrated in **Figure 11**.

Table 9: Designated Freight Routes

Roadway	From	To	Route Type/Change
N Calapooia Street	Central Avenue	N State Street	Freight Route (as part of R13/SC4 in **Figure 11**)
OR 138 W (Elkton-Sutherlin Highway)	Western City Limits	Park Hill Road	ORS 366.215
Park Hill Road	OR 138 W (Elkton-Sutherlin Highway)	SB Off-Ramp	ORS 366.215
Interstate 5 Exit 135 and Exit 136	Ramp Terminals		ORS 366.215
Central Avenue	Northbound I-5 Ramp	Eastern City Limits	20-Year Route - NHS
Taylor Street	Hasting Avenue	S Comstock Road	20-Year Route
S Comstock Road	Taylor Street	135 Connector	20-Year Route
S Calapooia Street	W Central Avenue	Southern City Limits	20-Year Route
Hasting Avenue	Taylor Street	S Calapooia Street	20-Year Route
Duke Avenue	S Comstock Road	Taylor Street	50-Year Route

126 E. Central Avenue
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City of Sutherlin

Date: March 10, 2020
To: Sutherlin Planning Commission
From: Community Development
Re: Monthly Activity Report

This report is provided in an effort to keep you apprised of recent land use and other relevant activities.

COMMUNITY DEVELOPMENT

Urban Renewal Feasibility Study
The City completed a feasibility study for a Urban Renewal District in December, 2019. Based on the findings of the feasibility study, the City is now moving forward with the Urban Renewal Plan to create the district. Task force meetings will be held in February, March and April. An Urban Renewal Agency meeting will be held in June. The proposed district will also be presented to the Planning Commission in June, followed by potential adoption by the City Council in July and August, 2020.

SDC Feasibility Study
As part of the City Council 2019-2020 Strategic Plan, Council identified an analysis of the City's System Development Charges (SDC's) as a high priority for the City. The Analysis has begun and is anticipated to be completed by late spring, 2020. In order to utilize the most up to date information, staff has recommended postponing the hearing until the Transportation System Plan has been completed. The public hearing is scheduled for May 11, 2020.

Ford's Pond
Final Design was presented at the March 9, 2020 City Council Meeting by the Dyer Partnership Engineers & Planners, Inc. and DLK Design.

Central Plaza Park
The property has been cleared and is construction is underway. The project is scheduled to be completed in June, 2020.

TRANSPORTATION

Central Avenue Paving Improvement
Guido Construction final punch list is near completion.

Valentine Ave Paving Improvement
Knife River final punch list is near completion.

Transportation System Plan (TSP)
Consultants have completed the Draft TSP and Tech Memo 7, Transportation Policy and Code Alternatives. DLCD 35-Day notice was submitted on February 11, 2020. Planning Commission will hold a public hearing on the Draft TSP and Code Alternatives on March 17, 2020.

Sidewalk Replacement/Repair
Central Park and south side of Central Avenue from Beecroft east, sidewalk replacement/repair is under construction.

UTILITIES

WWTP Improvement
Substantial completion is April 7, 2020 which will start the one-year performance evaluation. The Final Performance Evaluation "Report" will be submitted to DEQ 10.5 months later (February 2021). The Performance Certification" will be submitted to DEQ 12 months after the start of the "Initiation of Operations or March of 2021.

Schoon Mountain Storage Tank and Sixth Avenue & Oak Street Pump station improvements. Bid Opening was held on February 19, 2020. Four bids were received. Fackler Construction submitted the lowest bid and has the sufficient experience and qualifications to satisfactorily construct the project. City Council awarded the contract to Fackler Construction in the amount of $705,749.00 on February 24, 2020.

South Calapooia Low Pressure Force Main Sewer Extension Project: Bid Opening was held on February 18, 2020. Five bids were received. Cradar Enterprise Inc. submitted the lowest bid and has the sufficient experience and qualifications to satisfactorily construct the project. City Council awarded the contract to Cradar Enterprise Inc. in the amount of $88,538.00 on February 24, 2020.

Nonpareil Water Treatment Plant Improvement. Contract awarded on January 27, 2020 to The Dyer Partnership Engineers & Planners, Inc. for Engineering Services and Construction Management. Kick-Off meeting was held on March 11, 2020.

LAND USE ACTIVITY

Building Worksheets
- 2020-001 -008 on previous Activity Report(s)
- 2020-009 – 195 Addison Ave – SFD
- 2020-010 – 119 S Calapooia St – CIU – new business (Massage Therapy)
- 2020-011 – 1352 E Central Ave – sign
- 2020-012 – 2610 Greyfox Ct – SFD
- 2020-013 – 867 W Central Ave – CIU – new business (Escape Room)
- 2020-014 – 1000 E Central Ae, #48 – MH
- 2020-015 – 105 W Central Ave – CIU – new business & remodel (Backside Brewery)
- 2020-016 – 172 Sunset – Accessory Bldg
- 2020-017 – 116 E Second Ave – accessory bldg
- 2020-018 – 324 St Johns St – foundation repair

Active Land Use Applications
- 20-S001 – 20-S002 on previous Activity Report(s)
- 20-S003 – City of Sutherlin – TSP update and amendment to SDC
- 20-S004 – Mid Oregon Builders – PLA
- 20-S005 -- Mid Oregon Builders - PLA

Right of Way Applications
- 20-01 – 20-02 on previous Activity Report(s)
- 20-03 – 667 W Central Ave – Avista Utilities

- 20-04 – 720 South Side Rd – Avista Utilities
- 20-05 – 1000 block of Laurel – Avista Utilities
- 20-06 – 251 W Everett Ave – Pacific Power