



CITY OF SWEET HOME



TRANSPORTATION SYSTEM PLAN: VOL 2

APRIL 2025

(APPENDICES)

ACKNOWLEDGEMENTS

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The contents of this document do not necessarily reflect the views or policies of the State of Oregon.



TABLE OF CONTENTS

TSP VOLUME 2 (APPENDICES)

Volume 2 of the TSP includes background memoranda and technical data that were the basis for the Sweet Home TSP Update. In some cases, these memoranda include additional information and details than what was included in Volume 1.

The contents of Volume 2 represent an iterative process in the development of the TSP. Refinements to various plan elements occurred throughout the process as new information was obtained. In all cases, the contents of Volume 1 supersede those in Volume 2.

Technical Memorandum 1: Plan and Policy Framework

Technical Memorandum 2: Goals, Objectives and Evaluation Criteria

Technical Memorandum 3: Existing Conditions Inventory and Analysis

Technical Memorandum 4: NSHA Economic Analysis

Technical Memorandum 5: Future Systems Conditions

Technical Memorandum 6: Alternative Analysis and Funding Program

Technical Memorandum 7: NSHA Economic Redevelopment Case Study

Technical Memorandum 8: NSHA Land use Options and Street Network Configuration Alternatives

Technical Memorandum 9: Preferred Alternatives

Technical Memorandum 10: NSHA Preferred Land Use and Street Network Configuration

Note: TSP Volume 1 is a separate document and includes the following chapters:

- 1) Context
- 2) Vision
- 3) Existing and future needs
- 4) Standards
- 5) Projects
- 6) Funding
- 7) Outcomes





TECHNICAL MEMORANDUM # 1

Plans and Policy Framework

Sweet Home TSP and North Sweet Home Area Plan

DATE March 6, 2023
TO Project Management Team
FROM Matt Hastie, Andrew Parish & Emma-Quin Smith, MIG|APG
CC

OVERVIEW

This document presents a review of the local, county, and state level plans that may be relevant to the Sweet Home Transportation System Plan (TSP) Update and North Sweet Home Area Plan (NSHAP). Plans and policies are arranged by jurisdiction – City of Sweet Home, Linn County, and State of Oregon.

Following the document review, an audit of the Sweet Home’s comprehensive plan and development code for compliance with the Oregon Transportation Planning Rule (TPR) is also included.

SECTION 1: PLANS AND POLICIES REVIEW

Local Plans and Policies

This section addresses plans and policies enacted by the City of Sweet Home.

Sweet Home Comprehensive Plan

The Sweet Home Comprehensive Plan, adopted in 2003, was most recently amended in 2010.

Land Uses

Table 1 shows the Comprehensive Plan designations identified in the Land Use Element (Chapter 2). The Comprehensive Plan does not specifically identify North Sweet Home as an area of special concern.

Table 1. City of Sweet Home Comprehensive Plan Designations

Land Use Designation	Purpose
Low Density Residential	To provide appropriate lands for low density, single-family homes. This category has the lowest density of the residential designations, providing larger lots for single family homes.
Medium Density Residential	To provide areas suitable and desirable for single family homes, duplexes on corner lots, condominiums, town houses, and appropriate community facilities. Densities in this category are slightly higher than those in the low density category.
High Density Residential	To provide areas suitable and desirable for higher density residential development, and particularly for apartments, manufactured home parks, other residential uses, and appropriate community facilities.
Mixed Use Residential	To provide areas suitable for medium to high density residential with limited commercial, institutional, office, and service uses distributed on a site.
Central Commercial	To provide an area suitable and desirable for retail and service firms, offices, financial institutions, and other uses appropriate in the intensively developed commercial center of the community.
Highway Commercial	To provide suitable and desirable commercial areas along the highway intended to meet the business needs of the community.
Recreation Commercial	To provide and maintain areas that possess unique characteristics for recreational commercial development that caters to tourist and recreational activities. Development should maintain or enhance the appearance of the area and its unique value to the community.
Heavy Industrial	To provide areas for intense manufacturing activities, characterized by their potential conflicts with residential and other land uses.
General Industrial	To provide for the appropriate locations for general industrial uses with minimum conflict between industrial uses and residential and commercial uses.
Light Industrial	To provide for heavier commercial use and limited manufacturing that have few nuisance characteristics.
Public	To provide areas suitable and desirable for government offices and facilities, schools and associated grounds. The Public designation includes areas suitable and desirable for recreation activities (both active and passive) and facilities. Recreation areas include, but are not limited to, open spaces (including cemeteries), scenic landscapes, waterways, parks, special use areas, and trails.

Land Use Designation	Purpose
Natural Resource Overlay	To protect areas identified as significant natural resources. The designation shall ensure reasonable economic use of property, while protecting valuable natural resources.
Planned Development Overlay	To allow diversification in the relationships between buildings and open spaces in planned building groups, while ensuring compliance with the purposes and objectives of the various zoning regulations and the intent and purpose of this ordinance.

Transportation Element

Cities in Oregon are required to adopt a TSP as part of their comprehensive plan. The 2005 Sweet Home TSP is incorporated into the 2010 amendment of the Sweet Home Comprehensive Plan. The Transportation Systems Chapter (Chapter 6) of the Sweet Home Comprehensive Plan addresses statewide planning Goal 12, provides an overview of street functional classifications, summarizes key improvement projects identified in Chapter 8 of the 2005 TSP, and identifies nine transportation policies to support the implementation of the TSP. The City's transportation policies will need to be reviewed and revised to be consistent with the goals and objectives of this TSP update and its ensuing recommendations.

What this means for the Sweet Home TSP and NSHAP

Land use designations in the North Sweet Home area will be a key item of discussion and possible amendment as part of the NSHAP. Updates could include re-designation of land in the area, creation of new land use districts, or amendment of existing districts.

The TSP update process will provide an opportunity to review and update the Comprehensive Plan transportation element and other transportation policies, to better represent current state and local practices and objectives. Potential policy changes may reflect issues that have emerged since the TSP was last updated, such as strategies to optimize transportation management and maximizing the efficiency of the existing transportation system, integrating alternative transportation options, balancing modal capacity of facilities, and the role the transportation system plays in human health. Towards the end of the planning process, when solutions have been identified to satisfy future needs, policy statements will be developed to help implement TSP recommendations. Updated policy statements may augment or replace adopted comprehensive plan transportation policies and will help guide future actions, including land use decisions, after the TSP is adopted.

Sweet Home Development Code

The Sweet Home Development Code is title adopted as Title 17 – Zoning in the City's Municipal Code.

- What zones are there? What types of uses are allowed in each zone?
- What zones are in the North Sweet Home area?

- Note that a detailed TPR audit is in a following section.

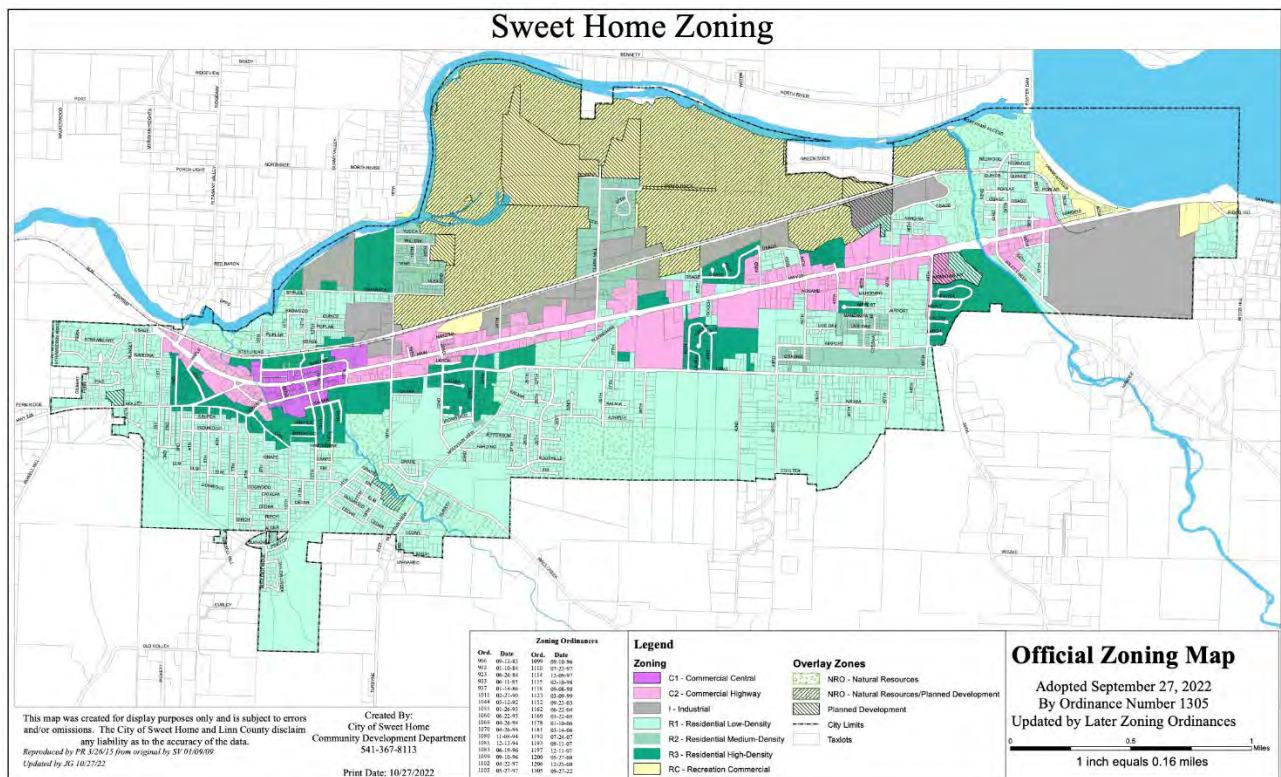
Zoning Designations

The following table includes a summary of the purpose and permitted uses of each zone in Sweet Home.

Table 2. City of Sweet Home Zoning Designations

Zoning Designation	Purpose
Residential Low-Density (R-1)	The purpose of the R-1 zone is to provide areas suitable and desirable for single-family homes, associated public service uses and duplexes on corner lots. Permitted uses include single-family homes and duplexes.
Residential Medium-Density (R-2)	The R-2 zone allows slightly higher density single-family housing than the R-1 zone, including single-family homes, duplexes, townhouses, and amenities to support those development.
Residential High-Density (R-3)	The purpose of the R-3 zone is to provide multifamily housing options and the amenities and services associated with those developments. Permitted uses include single-family attached and detached dwellings, duplexes, and multi-family dwellings.
Mixed-Use (MU)	The mixed-use zone provides a variety of businesses and services in a commercial center that can meet the needs of associated residential development. Uses permitted in the MU zone include multifamily housing, shops, offices, hotels and motels, and eating and drinking establishments. Single family attached dwellings are also allowed in this zone.
Commercial Central (C-1)	The purpose of the C-1 zone is to provide an area suitable and desirable for retail and service enterprises, offices, financial institutions and public service uses which are appropriate in the intensively developed commercial center of the community in order to meet shopping and other business needs of area residents.
Commercial Highway (C-2)	The purpose of the C-2 zone is to provide areas suitable and desirable for highway related commercial enterprises intended to meet the business needs of area residents and highway travelers.
Industrial (I)	The purpose of the Industrial zone is to provide areas suitable and desirable for all types of industrial activity; provided that development controls are utilized to minimize possible harmful effects related to air and water pollution and to potential nuisance hazards such as fire, explosion, or noise.
Public Facility (PF)	The purpose of the Public Facility zone is to provide areas appropriate for specific public and semi-public uses and to ensure their compatibility with adjacent uses. Permitted uses include schools, fire stations, libraries, parks, and utilities.

Recreation Commercial (RC)	The purpose of the RC zone is to provide and maintain areas which possess unique characteristics for recreation-related commercial and residential development, and which are suitable and desirable for recreation businesses for tourists and recreationists in the area. Permitted uses include museums, hotels, RV parks, resorts, restaurants, and recreational retail.
Mixed-Use Employment (MUE)	The purpose of the Mixed-Use Employment zone is to provide a mix of business and professional services, research facilities, offices, retail and services firms, and limited manufacturing opportunities, and serve as an employment center. A mix of residential, commercial, public facilities, and light industrial uses are permitted in this zone.



- **Flood Hazard Overlay (FHO):** This overlay was established in compliance with ORS 197.175. It is the purpose of the FHO to promote public health, safety, and general welfare, and to minimize public and private losses due to flooding in flood hazard areas
- **Historical Property Overlay (HPO):** The purpose of the HPO zone is to foster civic pride, preserve the history of the community, and promote LCDC Goal 5.
- **Planned Development Overlay:** The purpose of Planned Development regulations is to encourage and allow more creative and imaginative design of land developments than is possible under district zoning regulations. Planned Developments are intended to allow substantial flexibility in planning and designing a proposal. This flexibility often is in the form of relief from compliance with conventional zoning ordinance site and design requirements.

NSHAP Zoning

The North Sweet Home Area Plan includes parcels zoned RC, R-2, and I. The area is within a NRO overlay zone and planned development area. Additional detail will be provided as part of a later task examining existing conditions in the area.

What this means for the Sweet Home TSP and NSHAP

The zoning designations of the North Sweet Home Area may be amended as part of the Area Plan, including re-designation of properties, text amendments to the development code, or the creation of new zones/overlays to implement the plan. Much of the area is under the “Planned Development” overlay and the Natural Resources overlay.

As part of the TSP update, amendments to the City’s zoning code may be recommended in order to implement the plan’s goals. These may include changes to the uses allowed, dedication requirements for rights-of-way, procedural updates, or other amendments. The TPR audit at the end of this document identifies some areas of potential changes.

Other City Plan Documents

Table 3 presents a review of existing local plans, regulations, and policies that are relevant to this process.

Table 3. City Planning Document Review

PLAN DOCUMENT (YEAR)	PLAN DESCRIPTION	RELATION TO SWEET HOME TSP / NSHAP
Streetscape Plan (2021)	<p>The Streetscape Plan highlights opportunities to enhance the pedestrian experience, build attractive streets, and create gathering places in the Downtown Core. The plan also recommends parking improvements. The plan focuses on Main St. (Hwy 20), Long St., and intersecting streets.</p> <p>The plan recommends locations for pedestrian improvements, street trees and pocket parks, and identifies development opportunities sites. The plan also provides a materials and fixtures palette.</p>	The TSP update will consider the recommendations of the downtown streetscape plan along Hwy between 12th Ave. and 15th Ave.
Natural Hazards Mitigation Plan (2022)	<p>This plan identifies the natural hazards Sweet Home is most at risk for and recommends way to mitigate the risk from these natural hazards. The top 5 hazards Sweet Home is most at risk for are:</p> <ul style="list-style-type: none"> • Severe Storms (High risk) • Wildland-Urban Interface Fires (Medium risk) • Floods (Medium risk) • Earthquakes (Medium risk) • Volcanic events (Medium risk) 	The TSP may consider how the transportation network in Sweet Home and contribute to the resilience of the community and reduce threats to the transportation system. Updates to the TSP could also consider how emergency response and post-disaster recovery can be improved through the transportation network.
Economic Opportunities Analysis (2017)	<p>This document includes a buildable lands inventory, forecasted land needs to support employment, and recommendations to support economic development. Key recommendations include:</p> <ul style="list-style-type: none"> • Align the City's goals for economic development with planning for infrastructure development. 	The TSP and NSHAP projects should align with the goals of the EOA, particularly identifying areas where infrastructure can support economic development. The use of City property in the North Sweet Home Area is also a potential economic driver.

PLAN DOCUMENT (YEAR)	PLAN DESCRIPTION	RELATION TO SWEET HOME TSP / NSHAP
Sweet Home Livability Assessment (2014)	<p>The Livability Assessment identifies opportunities to connect the community to public lands, provide more transportation options, and foster the unique character and economy of Sweet Home. Key recommendations include:</p> <ul style="list-style-type: none"> • Take a regional approach • Develop a strategic economic development plan • Invest in existing infrastructure and downtown • Become active stewards of community character and natural resources • Make improving the quality of life for residents a priority 	The TSP will address transportation options in Sweet Home with the goal of enhancing connectivity within the City and to the broader region.
24th Ave. Rail Crossing Order (2021)	A rail crossing was approved by ODOT for 24 th Avenue. Per the order, the crossing must be constructed within five years of the order date.	The location and design of this crossing will be addressed and included in the TSP update.
Santiam River Club / Salmon Run Master Plan (2022)	The Santiam River Development project, Salmon Run Master Plan, is a 36 lot single-dwelling subdivision accessed via 1400 Clark Mill Road.	The subdivision is located in the NSHAP area and will be taken into consideration as part of this project.
Capital Improvement Program	The City's Capital Improvement Program identifies major projects and funding sources for improvements, including transportation improvements.	A key outcome of the TSP will be a list of priority projects for inclusion in the CIP.
Oregon Downtown Development Association (ODAA) Report (1994)	This report details the findings of a two-day assessment completed in March 1994. The goals of the assessment were to educate the community, assess capacity to implement long term downtown redevelopment, identify opportunities and constraints for downtown redevelopment, and identify implementation steps or prioritize downtown projects. The assessment concluded that Sweet Home should identify one	The TSP and NSHAMP may continue to implement the recommendations of this report, particularly through implementing design and development standards.

PLAN DOCUMENT (YEAR)	PLAN DESCRIPTION	RELATION TO SWEET HOME TSP / NSHAP
	group to lead downtown redevelopment and hire an economic development staff person. Design and maintenance projects were also recommended to continue.	
ODDA Resource Team Report (2003)	The goals of the Sweet Home Resource Team were to promote a mixed-use, pedestrian-friendly, attractive, and efficient downtown district. The Resource Team recommended concentrating commercial development and revitalization to the downtown core. The team proposed gateway design and downtown design standards. The report also includes connectivity and parking policy suggestions.	The TSP may revisit or implement outstanding connectivity, parking, and gateway recommendations suggested in this report.
Council Vision and Goals (2022)	Sweet Home's City Council identifies its vision and goals annually. https://www.sweethomeor.gov/citycouncil/page/council-goals Infrastructure, Economic Development, and Image Building are key elements of the current vision and goals.	The TSP and NSHAP will implement Council goals, with direct input from councilmembers.
City Strategic Plan (2014)	Sweet Home developed a community strategic plan in 2013. The plan focused on creating a vision and strategy for Hobart Park and other city parks. Vision components include protection of open space, a robust and diverse economy, education, and inclusivity.	These vision elements will be incorporated into the long-range plan for North Sweet Home and in the goals of the TSP itself.
Park System Master Plan (2014)	The Parks Master Plan inventories existing park facilities and identifies current and future needs for the parks system. The plan includes a Capital Improvement Plan with specific improvements, costs, and an implementation timeline. The plan also identifies potential funding sources to implement the CIP.	The Plan identifies a need for a multimodal path and trail system that will be reviewed and potentially updated as part of the TSP

County Planning documents

Linn County TSP (2018)

Linn County updated their TSP in 2018. Table 4 shows Financially Constrained and Aspirational Projects that would improve multimodal transportation in Sweet Home were identified in the 2018 TSP.

Table 4. Financially Constrained and Aspirational Project List

PROJECT ID	PROJECT DESCRIPTION	PROJECT ELEMENTS
BP-55	Mt. Home Dr. - Road Surface Improvement	Pave Mt. Home Dr. between Sodaville Mountain Home Rd. and Northern Dr. to allow bicycle travel between Sweet Home and Brownsville without using OR 228.
BP-01	Bike Route - Halsey to Brownsville (Peoria Rd.) Hwy 99E	Connect and expand existing bike routes (Brownsville to Lebanon / Sweet Home and from Corvallis/Peoria)
BP-20	US 20 through Sweet Home - Pedestrian Access Improvements	Pedestrian Access Improvements.
RM-14	OR 228 / Crawfordville Dr. (east end of Crawfordville Dr., near Holley) - Improve Sight Distance and Provide Two-Stage Left Turn Bay	Sight distance improvement. Provide a two-stage left turn bay sized for school buses exiting Crawfordville Dr. heading toward Sweet Home
RM-22	City of Sweet Home - Local Roads Shoulder Improvements	Widen shoulder pavement outside fog line on the local road network in Sweet Home
SI-61	US 20 - Sweet Home Police Department Access Improvements	Vehicle and pedestrian access improvements
SI-85	US 20 / Pleasant Valley Rd. (Sweet Home) - Additional Hotspot Intersection Safety Improvements	Monitor the impact of systemic safety improvements and consider the need for additional (beyond systemic) hotspot safety improvements. Potential options include: Enhanced Signing Treatment, Roundabout, Traffic Signal pending engineering investigation and warrant.
SS-085	US 20 / 9th Ave. (Sweet Home) - Systemic Intersection Safety Improvements	Provide systemic intersection safety improvements, including: Basic Set of Sign and Marking Improvements
SS-088	US 20 / Clark Mill Rd. (Sweet Home) - Systemic Intersection Safety Improvements	Provide systemic intersection safety improvements, including: Basic Set of Sign and Marking Improvements
SS-096	US 20 / Pleasant Valley Rd. (Sweet Home) - Systemic Intersection Safety Improvements	Provide systemic intersection safety improvements, including: Basic Set of Sign and Marking Improvements

Linn County Comprehensive Land Use Plan (2015)

The Linn County Comprehensive Plan was most recently amended in 2015. The Comprehensive Plan addresses the use of land outside urban growth boundaries and coordination on land use within urban growth boundaries, pursuant to State law.

What this means for the Sweet Home TSP and NSHAP The TSP update process will provide an opportunity to review and coordinate with Linn County planning efforts. Timelines and funding sources for projects identified in the County TSP could potentially align with projects in the Sweet Home TSP update.

State Planning Documents

Table 5 presents a review of existing state plans, regulations, and policies that affect transportation planning in Sweet Home. The review explains the relationship between the document and the planning process and identifies key issues that will factor into the project. The plans and regulations will guide decisions regarding the selection of preferred transportation improvements and identify potential amendments to related plan documents that would occur later in the planning process.

Some documents in this review establish transportation-related standards, targets, and guidelines with which the corridor study must be coordinated and consistent; others contain transportation improvements that will need to be factored and reflected in the project.

Table 5. State Planning Documents and Relevance to Sweet Home TSP and NSHAP

PLAN DOCUMENT (YEAR)	PLAN SUMMARY & RELEVANCE
Oregon Highway Plan (1999 with 2006 amendments, recent updates through 2015 Amendments)	<p>The Oregon Highway Plan (OHP) is a functional element of the Oregon Transportation Plan. The OHP establishes policies and investment strategies for Oregon's state highway system over a 20-year period and refines the goals and policies found in the Oregon Transportation Plan (OTP). Policies in the OHP emphasize the efficient management of the highway system to increase safety and to extend highway capacity, partnerships with other agencies and local governments, and the use of new techniques to improve road safety and capacity.</p> <p>Oregon Highway 228 and US-20 lie within Sweet Home.</p> <p>US-20:</p> <ul style="list-style-type: none"> • Regional Highway • Freight: Reduction Review Route, OHP Freight Route (west of OR 228) <p>OR 228:</p> <ul style="list-style-type: none"> • District Highway • No freight designation
Bicycle & Pedestrian Plan (2016)	<p>The intent of the Oregon Bicycle and Pedestrian Plan (OBPP) is to create a policy foundation that supports decision-making for walking and biking investments, strategies, and programs.</p> <p>The OBPP contains standards and designs for bicycle and pedestrian facilities on state highways, and for a variety of roadway types and land uses.</p> <p>OBPP policies will apply to projects and designs that affect highways within the study area.</p>
Oregon Freight Plan (2011)	<p>The Oregon Freight Plan (OFP) identifies a number of challenges facing Oregon's freight system, including system operation and development, safety, communications, environmental considerations, and funding.</p> <p>Implementation actions to improve the freight system include working with cities and counties to consider the freight system in transportation planning, as well as developing performance measures to help make choices about where to invest in freight.</p>

PLAN DOCUMENT (YEAR)	PLAN SUMMARY & RELEVANCE
	<p>improvements.</p> <p>Highways in Sweet Home play an important role in freight movement – the Oregon Freight Plan’s policies will apply to designs and projects affecting those facilities.</p>
Oregon Public Transportation Plan (2018)	<p>The Oregon Public Transportation Plan (OPTP) is the modal plan of the OTP that provides guidance for ODOT and public transportation agencies regarding the development of public transportation systems.</p> <p>The OPTP provides guidance for the development of transit, rideshare, and transportation demand management services over a 20-year period. The OPTP provides technical information on public transportation standards and needs that assist communities preparing the TSPs required under the TPR and responds to TPR requirements for per capita reductions in vehicle miles traveled in Oregon’s metropolitan communities.</p>
Oregon Transportation Options Plan (2015)	<p>The purpose of the Oregon Transportation Options (OTO) Plan is to “establish a vision and policy guidance that integrates transportation options in local, regional, and state transportation planning, programming, and investment.” The OTO Plan:</p> <ul style="list-style-type: none"> • Identifies opportunities to expand transportation choices. • Looks to increase funding opportunities for transportation options programs and investments. • Provides information to better integrate transportation options into local, regional, and state transportation planning.
Transportation Planning Rule (OAR 660-012).	<p>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 pollutions, traffic, and other livability problems faced by urban areas in other parts of the country might be avoided.” The TPR also established requirements for coordination among affected levels of government for the preparation, adoption, refinement, implementation, and amendment of transportation system plans.</p> <p>A detailed audit of the TPR is included in this memorandum.</p>
Access Management Rule (OAR 734-051).	<p>Oregon Administrative Rule 734-051 defines the State’s role in managing access to highway facilities in order to maintain functional use and safety and to preserve public investment. The provisions in the access management rules include spacing standards for varying types of state roadways. It also lists criteria for granting right of access and approach locations on state highway facilities.</p>
ODOT Analysis Procedures Manual Version 2	<p>The Analysis Procedures Manual (APM) provides current methodologies, practices, and procedures for conducting long-term analysis of ODOT plans and projects.</p>
Highway Design Manual (2012),	<p>The 2012 Highway Design Manual (HDM) provides uniform standards and procedures for the Oregon Department of Transportation (ODOT) intended to provide guidance for the design of new construction, major reconstruction, resurfacing, restoration, and rehabilitation of state roadways.</p>
Blueprint for Urban Design (2020)	<p>The Blueprint for Urban Design (BUD) is a “bridging document” that establishes revised criteria to be used when designing urban projects on the state system. The document provides guidance for urban design on Oregon state highways until such time that all ODOT manuals related to urban areas are updated.</p> <p>The Blueprint for Urban Design and its recommendations will be utilized in the TSP update.</p>
American Association of State Highway Transportation Officials: Policy of Geometric Design of Highways and Streets	<p>The American Association of State Highway Transportation Officials (AASHTO) Policy for Geometric Design of Highways and Streets provides additional design standards to supplement ODOT’s HDM and BUD. AASHTO standards are organized in a system so the roadway’s functional classification and other variables can be used to determine applicable roadway policies and designs.</p> <p>The HDM identifies the 2011 version as the basis for ODOT 4R/New Standard for New Construction and Reconstruction on all State Highways.</p>
Draft 2021-2024 Statewide Transportation	<p>The Statewide Transportation Improvement Program (STIP) is Oregon’s 4-year transportation capital improvement program. The STIP documents funding sources and</p>

PLAN DOCUMENT (YEAR)	PLAN SUMMARY & RELEVANCE
System Improvement Program (STIP)	<p>implementation schedules for transportation improvement projects and programs throughout the state.</p> <p>The following STIP Projects are planned in Sweet Home:</p> <ul style="list-style-type: none">• 18853 US 20: 53rd Avenue east of 60th Ave – Construct sidewalks, bike lanes along US20, and add midblock crossings near 40th and 49th Avenues to improve safety• 21900 North River Drive Public Access Improvements Project - Construct a combination of roadway widening improvements, road surface repair and pavement preservation to meet current and future needs.• 22391 US20/OR228 Curb ramps - Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards. Convert the traffic loops to radar and add a median island at 22nd Street.• 22742 US 20 from US 101 to the Idaho border - Install National Electric Vehicle Infrastructure (NEVI) fast charging stations every 50 miles along US20 from US101 to the Idaho border, to provide electric vehicle drivers with reliable and fast charging.

SECTION 2: TRANSPORTATION PLANNING RULE AUDIT

Table 6 describes how City land division, zoning, and development requirements meet specific Transportation Planning Rule (TPR) requirements and identifies recommended improvements where local requirements could be strengthened or modified to be more consistent with the TPR. Suggested draft code language will be prepared at the implementation phase of the TSP update that supports the policies and recommendations of the draft TSP and ensures consistency with the TPR.

Table 6. TPR Requirements and Recommendations for the Sweet Home Development Code

TPR REQUIREMENT	MUNICIPAL CODE REFERENCES AND RECOMMENDATIONS
OAR 660-012-0045 – Implementation of the Transportation System Plan	
(1) Each local government shall amend its land use regulations to implement the TSP.	
<p><i>(a) The following transportation facilities, services, and improvements need not be subject to land use regulations except as necessary to implement the TSP and, under ordinary circumstances, do not have a significant impact on land use:</i></p> <p><i>(A) Operation, maintenance, and repair of existing transportation facilities identified in the TSP, such as road, bicycle, pedestrian, port, airport, and rail facilities, and major regional pipelines and terminals;</i></p> <p><i>(B) Dedication of right-of-way, authorization of construction, and the construction of facilities and improvements, where the improvements are consistent with clear and objective dimensional standards;</i></p> <p><i>(C) Uses permitted outright under ORS 215.213(1)(m) through (p) and 215.283(1)(k) through (n), consistent with the provisions of 660-012-0065; and</i></p> <p><i>(D) Changes in the frequency of transit, rail, and airport services.</i></p> <p><i>(b) To the extent, if any, that a transportation facility, service, or improvement concerns the application of a comprehensive plan provision or land use regulation, it may be allowed without further land use review if it is permitted outright or if it is subject to standards that do not require interpretation or the exercise of factual, policy or legal judgment.</i></p>	<p>The purpose of this provision is to allow for certain transportation uses, such as operation, maintenance, and repair of transportation facilities identified in the TSP, without being subject to land use regulations.</p> <p>Currently, transportation uses are not included in the list of permitted uses in the zoning ordinance, nor is there a general provision indicating that transportation uses consistent with the adopted transportation system plan do not require a separate land use review.</p> <p>This TPR provision is not met.</p> <p>Recommendation: The City should amend the Zoning Code (Title 17) to allow transportation improvements in all zones, provided that the proposed improvements implement the TSP and/or can be shown to be consistent with adopted policy.</p>
<p><i>(c) In the event that a transportation facility, service, or improvement is determined to have a significant impact on land use or requires interpretation or the exercise of factual, policy or legal judgment, the local government shall provide a review and approval process that is consistent with 660-012-0050. To facilitate implementation of the TSP, each local government shall</i></p>	<p>TPR Section -0050 addresses project development and implementation - how a transportation facility or improvement authorized in a TSP is designed and constructed. Project development may or may not require land use decision-making. The TPR directs that during project development, projects authorized in an acknowledged TSP will not be subject to further justification with regard to their need, mode, function, or general location. To this end, the TPR calls for a consolidated review of land use decisions and proper noticing requirements for affected</p>

TPR REQUIREMENT	MUNICIPAL CODE REFERENCES AND RECOMMENDATIONS
<i>amend regulations to provide for consolidated review of land use decisions required to permit a transportation project.</i>	<p>transportation facilities and service providers.</p> <p>§17.42.130 – Traffic Impact Study requires a TIA as part of a development application, change in use, or change in access.</p> <p>This TPR provision is met.</p>
(2) Local governments shall adopt land use or subdivision ordinance regulations, consistent with applicable federal and state requirements, to protect transportation facilities, corridors, and sites for their identified functions. Such regulations shall include:	
<i>(a) Access control measures, for example, driveway and public road spacing, median control, and signal spacing standards, which are consistent with the functional classification of roads and consistent with limiting development on rural lands to rural uses and densities;</i>	<p>§17.42.040 – Streets include system spacing, intersection spaces, and driveway spacing standards by functional classification per the Transportation System Plan.</p> <p>This TPR provision is met.</p>
<i>(b) Standards to protect the future operations of roads, transitways, and major transit corridors</i>	<p>§17.42.130 addresses Traffic Impact Studies. The City or other road authority with jurisdiction may require a Traffic Impact Analysis (TIA) as part of an application for development, a change in use, or a change in access as specified in OAR 660-012-0060.</p> <p>This study is intended to ensure that the operations of transportation facilities are maintained through individual land use decisions.</p> <p>Recommendation:</p> <p>This TPR provision is met. However, the TSP update provides an ideal opportunity to revisit the thresholds that trigger a TIA, as well as the process and requirements. Any recommended changes resulting from this review may necessitate updates to §17.42.130.</p>
<i>(c) Measures to protect public use airports by controlling land uses within airport noise corridors and imaginary surfaces, and by limiting physical hazards to air navigation;</i>	<p>There is no airport in Sweet Home, therefore, the municipal code does not regulate the use.</p> <p>This TPR provision is met.</p>
<i>(d) A process for coordinated review of future land use decisions affecting transportation facilities, corridors, or sites;</i>	<p>See response to -0045(1)(c).</p> <p>This TPR provision is met.</p>
<i>(e) A process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities, corridors, or sites;</i>	<p>This section is implemented by section 17.42.130 (Traffic Impact Study), 17.42.104 (Conditional Uses), and 17.42 (Street Standards).</p> <p>Section 17.42.130 establishes the standards for when a proposal must be reviewed for potential traffic impacts, when a TIS must be submitted with a development application, and who is qualified to prepare the analysis.</p> <p>This TPR provision is met. The provisions of these sections will be revisited to ensure compliance with the updated TSP.</p>
<i>(f) Regulations to provide notice to public agencies providing transportation facilities and services, MPOs, and ODOT of:</i>	<p>Notice requirements are detailed in Section 17.122, 17.124, 17.126, and 17.128. These sections address procedures for land use applications (Type I through Type IV). Wording varies somewhat between sections,</p>

TPR REQUIREMENT	MUNICIPAL CODE REFERENCES AND RECOMMENDATIONS
<p>(A) Land use applications that require public hearings;</p> <p>(B) Subdivision and partition applications;</p> <p>(C) Other applications which affect private access to roads; and</p> <p>(D) Other applications within the airport noise corridor and imaginary surfaces which affect airport operations.</p>	<p>though it is generally consistent with the TPR.</p> <p>Recommendation: This TPR provision is met, though additional review of notice language is recommended as part of the TSP update.</p>
<p>(g) Regulations assuring amendments to land use designations, densities, and design standards are consistent with the functions, capacities, and performance standards of facilities identified in the TSP.</p>	<p>Decision criteria for Comprehensive Plan map amendments are located in 17.112.050. Decision criteria for other uses are located in various locations in the code. Language includes “The proposed development is timely, considering the adequacy of transportation systems, public facilities and services, existing or planned for the area affected by the use” but does not specifically reference standards of the TSP</p> <p>Recommendation: Include specific requirements ensuring consistency with the “functions, capacities, and performance standards of facilities identified in the TSP” in 17.112.050 and elsewhere as appropriate.</p>
<p>(3) Local governments shall adopt land use or subdivision regulations for urban areas and rural communities as set forth below.</p>	
<p>(a) Bicycle parking facilities as part of new multi-family residential developments of four units or more, new retail, office and institutional developments, and all transit transfer stations and park-and-ride lots.</p>	<p>Bicycle parking is addressed in Section 17.44.060. Bicycle parking facilities are required as part of new multifamily residential developments of 4 units or more, as well as new retail, office, and institutional developments. The amount of bicycle parking required depends on the number of required vehicle parking spaces.</p> <p>Recommendation: As appropriate, consider adding transit transfer stations and park-and-ride lots to the facilities which require bicycle parking.</p>
<p>(b) On-site facilities shall be provided which accommodate safe and convenient pedestrian and bicycle access from within new subdivisions, multi-family developments, planned developments, shopping centers, and commercial districts to adjacent residential areas and transit stops, and to neighborhood activity centers within one-half mile of the development. Single-family residential developments shall generally include streets and accessways. Pedestrian circulation through parking lots should generally be provided in the form of accessways.</p> <p>(A) "Neighborhood activity centers" include, but are not limited to, existing or planned schools, parks, shopping areas, transit stops, or employment centers;</p> <p>(B) Bikeways shall be required along arterials and major collectors. Sidewalks shall be required along arterials, collectors, and most local streets in urban areas, except that sidewalks are not required along controlled access roadways, such as freeways;</p>	<p>On-site circulation and connections: Circulation diagrams are a required part of a 17.102 showing the vehicular and pedestrian circulation patterns, parking, loading, and service areas. However, requirements related to on-site circulation and connections to nearby activity centers for non-motorized modes of transportation are not addressed in either the Zoning or the Land Division Ordinance.</p> <p>Parking Lots: Chapter 17.44 addresses off-street parking and loading, and access requirements. Pedestrian and/or bicycle circulation through parking lots are not addressed.</p> <p>Bikeways and sidewalks: Street standards are identified in 17.42, including sidewalks and bikeways.</p> <p>Street and accessway layout: 17.58.040 includes standards for subdivisions, including a maximum block length of 1,000’ and a note that the City may require accessways for blocks greater than 600’ in length.</p> <p>Cul-de-sacs: Cul-de-sacs may be required to include pedestrian accessways. They are also limited to a length of 800 feet (17.42.030).</p> <p>Recommendations:</p>

TPR REQUIREMENT	MUNICIPAL CODE REFERENCES AND RECOMMENDATIONS
<p><i>(C) Cul-de-sacs and other dead-end streets may be used as part of a development plan, consistent with the purposes set forth in this section;</i></p> <p><i>(D) Local governments shall establish their own standards or criteria for providing streets and accessways consistent with the purposes of this section. Such measures may include, but are not limited to, standards for spacing of streets or accessways; and standards for excessive out-of-direction travel;</i></p> <p><i>(E) Streets and accessways need not be required where one or more of the following conditions exist:</i></p> <p><i>(i) Physical or topographic conditions make a street or accessway connection impracticable. Such conditions include, but are not limited to, freeways, railroads, steep slopes, wetlands, or other bodies of water where a connection could not reasonably be provided;</i></p> <p><i>(ii) Buildings or other existing development on adjacent lands physically preclude a connection now or in the future, considering the potential for redevelopment; or</i></p> <p><i>(iii) Where streets or accessways would violate provisions of leases, easements, covenants, restrictions, or other agreements existing as of May 1, 1995, which preclude a required street or accessway connection.</i></p>	<p>Amend the development code to include language related to on-site circulation and connections, and pedestrian access through parking lots. Include references to adopted street standards in the updated TSP. Street standards will need to comply with the bikeway requirements within the TPR.</p> <p>Evaluate the 1,000' block length and accessway requirements as part of the TSP update.</p>
<p><i>(c) Off-site road improvements are otherwise required as a condition of development approval; they shall include facilities accommodating convenient pedestrian and bicycle and pedestrian travel, including bicycle ways on arterials and major collectors</i></p>	<p>Off-site improvement requirements are not mentioned specifically in the code.</p> <p>Recommendation:</p> <p>Add specific language stating that the City may require off-site improvements proportionate to the impacts of proposed development and that conditioned improvements may include facilities accommodating convenient pedestrian and bicycle travel, consistent with the TSP. Proposed code modifications would suggest what type of findings are necessary to require such off-site improvements.</p>
<p><i>(d) For purposes of subsection (b), "safe and convenient" means bicycle and pedestrian routes, facilities, and improvements which:</i></p> <p><i>(A) Are reasonably free from hazards, particularly types or levels of automobile traffic which would interfere with or discourage pedestrian or cycle travel for short trips;</i></p> <p><i>(B) Provide a reasonably direct route of travel between destinations, such as between a transit stop and a store; and</i></p>	<p>Adopted City development requirements do not contain language requiring "safe and convenient" bicycle and pedestrian routes.</p> <p>Recommendation:</p> <p>Address TPR requirements related to bicycle and pedestrian access and mobility through the addition of a new Pedestrian Access and Circulation section in the Land Division Ordinance. Review the applicability of the proposed new requirements for all future subdivisions.</p>

TPR REQUIREMENT	MUNICIPAL CODE REFERENCES AND RECOMMENDATIONS
<p><i>(C) Meet travel needs of cyclists and pedestrians, considering destination and length of trip; and considering that the optimum trip length of pedestrians is generally 1/4 to 1/2 mile.</i></p>	
<p><i>(e) Internal pedestrian circulation within new office parks and commercial developments shall be provided through clustering of buildings, construction of accessways, walkways, and similar techniques.</i></p>	<p>The City currently does not have requirements related to non-motorized circulation internal to office parks and commercial development.</p> <p>Recommendation: See recommendation above.</p>
<p>(4) To support transit in urban areas containing a population greater than 25,000, where the area is already served by a public transit system or where determination has been made that a public transit system is feasible, local governments shall adopt land use and subdivisions as provided in (a)-(g) below.</p>	
<p><i>(a) Transit routes and transit facilities shall be designed to support transit use through the provision of bus stops, pullouts, and shelters, optimum road geometrics, on-road parking restrictions, and similar facilities, as appropriate</i></p>	<p>The City of Sweet Home does not have a population greater than 25,000. However, the community is currently served by modest transit service. The updated TSP will address existing and future transit facilities and services.</p> <p>This provision is met.</p>
<p><i>(b) New retail, office, and institutional buildings at or near major transit stops shall provide for convenient pedestrian access to transit through the measures listed in (A) and (B) below.</i></p> <p><i>(A) Walkways shall be provided connecting building entrances and streets adjoining the site;</i></p> <p><i>(B) Pedestrian connections to adjoining properties shall be provided except where such a connection is impracticable. Pedestrian connections shall connect the on site circulation system to existing or proposed streets, walkways, and driveways about the property. Where adjacent properties are undeveloped or have potential for redevelopment, streets, accessways, and walkways on site shall be laid out or stubbed to allow for extension to the adjoining property;</i></p> <p><i>(C) In addition to (A) and (B) above, on sites at major transit stops provide the following:</i></p> <p><i>(i) Either locate buildings within 20 feet of the transit stop, a transit street, or an intersecting street, or provide a pedestrian plaza at the transit stop or street intersection;</i></p> <p><i>(ii) A reasonably direct pedestrian connection between the transit stop and building entrances on the site</i></p> <p><i>(iii) A transit passenger landing pad accessible to disabled persons</i></p> <p><i>(iv) An easement or dedication for a passenger shelter if requested by the transit provider; and</i></p>	<p>Access to transit is not currently addressed by the TSP.</p> <p>Recommendation: See response to -0045(4)(a).</p>

TPR REQUIREMENT	MUNICIPAL CODE REFERENCES AND RECOMMENDATIONS
<i>(v) Lighting at the transit stop.</i>	
<i>(c) Local governments may implement 4(b)A and (B) above through the designation of pedestrian districts and adoption of appropriate implementing measures regulating development within pedestrian districts. Pedestrian districts must comply with the requirement of (4)(b)(C) above.</i>	<p>The City can also meet the requirements of the TPR related to pedestrian connections to transit (TPR -0045(4)(b)(A) and (B)) by adopting appropriate implementing measures within a designated pedestrian district. The City of Sweet Home currently does not have pedestrian district designations.</p> <p>Recommendation: For the approach offered by TPR -0045(4)(c), the City would need to consider designating pedestrian districts and developing specific code language to address, among other things, “major transit stops,” as defined through the TSP update.</p>
<i>(d) Designated employee parking areas in new developments shall provide preferential parking for carpools and vanpools</i>	<p>Section 17.44 addresses parking and loading, and does not address preferential parking for carpools/vanpools.</p> <p>Recommendation: The City should consider requiring that new developments with planned designated employee parking areas provide preferential parking for employee carpools and vanpools. A typical local code requirement is requiring employers with more than a specific number of employees, or developments where required parking spaces exceed a specific number, to dedicate a percentage of the required parking spaces for car/vanpools.</p>
<i>(6) In developing a bicycle and pedestrian circulation plan as required by 660-012-0020(2)(d), local governments shall identify improvements to facilitate bicycle and pedestrian trips to meet local travel needs in developed areas. Appropriate improvements should provide for more direct, convenient, and safer bicycle or pedestrian travel within and between residential areas and neighborhood activity centers (i.e., schools, shopping, transit stops). Specific measures include, for example, constructing walkways between cul-de-sacs and adjacent roads, providing walkways between buildings, and providing direct access between adjacent uses.</i>	<p>The TSP update is expected to include a considerable update to the City’s bicycle and pedestrian circulation plan, consistent with TPR -0020. This TPR requirement is currently implemented in City requirements as follows.</p> <p>Walkways between cul-de-sacs and adjacent roads – See response and recommendations related to cul-de-sacs, Section -0045(3)(b).</p> <p>Walkways between buildings – See response and recommendations related to accessways, Section -0045(3)(b).</p> <p>Access between adjacent uses – See response and recommendations related to accessways, Section -0045(3)(b).</p> <p>Recommendation:</p> <p>This requirement will be addressed by the TSP update planning process and can be implemented locally by requiring improvements in developing areas consistent with adopted code provisions.</p>
<i>(7) Local governments shall establish standards for local streets and accessways that minimize pavement width and total ROW consistent with the operational needs of the facility. The intent of this requirement is that local governments consider and reduce excessive standards for local streets and accessways in order to reduce the cost of construction, provide for more efficient use of urban land, provide for emergency vehicle access while discouraging inappropriate traffic volumes and speeds, and accommodate convenient pedestrian and bicycle circulation. Notwithstanding section (1) or (3) of this rule, local street</i>	<p>Section 17.42.040 includes right-of-way widths for streets</p> <p>Recommendation:</p> <p>The TSP update process provides the City with the opportunity to evaluate local street standards to determine if modifications need to be made to both meet the current and future needs of the community and implement this TPR requirement.</p>

TPR REQUIREMENT	MUNICIPAL CODE REFERENCES AND RECOMMENDATIONS
<i>standards adopted to meet this requirement need not be adopted as land use regulations.</i>	
OAR 660-12-0060	
<i>Amendments to functional plans, acknowledged comprehensive plans, and land use regulations that significantly affect an existing or planned transportation facility shall assure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility.</i>	<p>Section 17.42.130 TRAFFIC IMPACT STUDY outlines the requirements of traffic impact analyses. Findings of significant effect and consistency with the TSP are not explicitly mentioned in the development code.</p> <p>Recommendation: Update Section 17.42.130 to explicitly address the requirements of OAR 660-12-0060.</p>



TM#2 GOALS OBJECTIVES AND EVALUATION CRITERIA

DATE: May 24, 2023

TO: Sweet Home TSP PMT

FROM: Garth Appanaitis | DKS Associates

SUBJECT: Sweet Home TSP Update and NSHA

Project #20020-015

The purpose of this memorandum is to identify potential goals and objectives for the updated Sweet Home Transportation System Plan (TSP) and the North Sweet Home Area Plan (NSHA). The goal and supporting policies from the existing Sweet Home TSP will be expanded to incorporate additional areas of community interest.

The following sections summarize the existing Sweet Home TSP goal and provide additional goal areas used by other communities for consideration. An initial draft set of goals and policies is provided that will be updated through review and coordination with the community.

EXISTING GOAL AND ADDITIONAL CONSIDERATIONS

The following section summarizes the existing Sweet Home transportation goal and policies and identifies other potential goal areas for consideration.

EXISTING TRANSPORTATION GOAL AND POLICIES

The Sweet Home Comprehensive Plan currently includes a transportation goal with nine policies. The existing policies primarily focus on maintaining the transportation system and setting appropriate standards.

Goal: The City of Sweet Home wants a well-planned, comprehensive transportation system that balances the needs of future land development with a system that serves all users.

- Policy 1: As a general guideline, all streets shall carry volumes and speeds at the appropriate range for all street classifications as described in the Functional Classifications Guidelines.
- Policy 2: To achieve consistency in construction, operation, and maintenance within street classifications, Sweet Home shall classify streets according to their function.

- Policy 3: The roadway design standards in the Transportation System Plan shall be implemented in the land development and land division ordinances for the development of future roadway facilities.
- Policy 4: Private streets must be built to City standards as approved as part of the development plan.
- Policy 5: The Standards for Pedestrian and Bicycle System improvements listed in the Transportation System Plan shall be implemented when reviewing new development.
- Policy 6: The City shall encourage access management actions that:
 - Minimize the number of potential conflicts among all users of the street system.
 - Minimize local cost for transportation improvements needed to provide additional capacity and/or access improvements along unimproved roadways.
- Policy 7: The City seeks to encourage transportation projects that enhance overall system continuity. Wherever possible, the City shall consider street connectivity when reviewing new street development.
- Policy 8: Many existing streets in Sweet Home do not meet the standards, and it may not be possible to improve the streets to the maximum extent feasible to meet access conditions and “traffic feature” standards. It may be necessary in some circumstances to prohibit parking on one or both sides of the street, particularly on designated arterials and collectors.
- Policy 9: The City shall study and implement financing options for needed street improvements.

OPTIONAL GOALS FROM OTHER COMMUNITIES

The following transportation goals have been used in other communities to differentiate different aspects of the transportation system goals:

- **Safety** – Improve the safety of the transportation system for all users.
- **Active Transportation** – Complete safe networks of facilities that make walking and biking and attractive choice by people of all ages and abilities.
- **Mobility & Accessibility** – Promote efficient travel that provides access to goods, services, community facilities, homes, and employment to meet the daily needs of all users, as well as to local and regional activity centers.
- **Mobility & Connectivity** – Provide a transportation system that prioritizes mobility and connectivity for all users.
- **Equity** – Support an equitable transportation system that justly allocates the benefits and burdens of transportation projects, policies, plans, and processes.
- **Environmental** – Minimize environmental impacts on natural resources and encourage carbon-neutral or efficient transportation alternatives.
- **Economic Development** – Promote economic development and tourism.
- **Investments and Funding** – Promote cost effective investments to the transportation system.
- **Regional coordination** – Coordinate with other jurisdictions to plan and fund projects that better connect [the city] with the region and are consistent with local, regional, and state plans.

- **Community Needs** – Provide a transportation system that supports specific community needs.
- **System Management** – Promote traffic management to achieve the efficient use of transportation infrastructure.
- **Transit** – Provide safe, efficient, high-quality transit service that gives [city] residents, employees, employers, and visitors more freedom to meet their needs within the city, region, and state. Create a transit system that offers an alternative to private automobile use, supports efficient use of roadways, and reduces air pollution and energy use.
- **Health** – Support options for exercise and healthy lifestyles to enhance the quality of life.
- **Quality of Life** – Enhance the city’s quality of life by providing adequate access to residences, employment, services, and social and recreational opportunities.
- **Coordination** – Collaborate and coordinate with state, county, and other agencies during long-range planning efforts, development review, design and construction of transportation projects, and any other land use or transportation programs, policies, or developments.

POTENTIAL GOALS AND OBJECTIVES

The following section provides a draft set of goals and objectives that build upon the existing transportation goal and incorporate other key interests of Sweet Home. Many of the existing policies are incorporated into Goal 5.

Note: These potential goals and objectives are provided as an initial starting point to generate discussion and will be revised based on feedback from the community.

GOAL 1 - MOBILITY, ACCESSIBILITY, AND CONNECTIVITY

Provide a system that is accessible and efficient for all travel modes and purposes.

Associated Objectives

- Develop an integrated transportation system that accommodates a wide range of transportation options.
- Provide access for all types of vehicles and equipment, including freight, emergency vehicles, and equipment.
- Address intersection capacity needs for present and future traffic volumes.
- Upgrade key intersection locations to meet Americans with Disabilities Act (ADA) requirements.
- Encourage active transportation through policy and engineering.
- Ensure the transportation system provides equitable access for all people.
- Provide connectivity within the city and identify and prioritize needed transportation connections.

GOAL 2 - SAFETY

Provide safe routes, corridors, and intersections for all modes of transportation.

Associated Objectives

- Identify and improve safe crossings for bicycles and pedestrians.
- Prioritize safe routes to school.
- Expand the sidewalk network throughout the city.
- Identify and implement bicycle corridors to navigate the city.
- Improve traffic safety through a comprehensive program of engineering, education, and enforcement.
- Identify and improve locations with high crash frequency.
- Design streets to serve their anticipated function and intended use.
- Improve lighting along pedestrian and bicycle corridors.

GOAL 3 – QUALITY OF LIFE

Provide a transportation network that preserves the character of the city and makes it more convenient for people to walk, bicycle, use transit, and drive less to meet their daily needs.

Associated Objectives

- Preserve community identity through transportation design choices.
- Balance the needs and desires of a small city with a highway running through it. Value the simplicity of a small city.
- Minimize the impacts of transportation system improvements on existing land uses.
- Identify and seek funding for programs that encourage healthy transportation habits.
- Support improvements that make the downtown area safe and comfortable to walk.
- Support regional tourism and strategies to encourage stops by visitors.
- Connect the city through pedestrian and bicycle paths.
- Improve the transportation system that has direct access to employment.

GOAL 4 – ECONOMIC DEVELOPMENT

Promote economic development and tourism.

Associated Objectives

- Provide facilities to connect the public to downtown, parks, and other event locations and recreational opportunities.
- Manage arterials to support freight in the efficient movement of goods and services.
- Improve wayfinding and signage around the city to improve the ability to confidently navigate the transportation network by residents and visitors.
- Coordinate with state and regional partners to implement transportation strategies that support increased tourism.
- Improve walkability in the Downtown area to promote economic activity.

GOAL 5 – SYSTEM MANAGEMENT AND MAINTENANCE

Promote traffic management to achieve the efficient use of transportation infrastructure.

Associated Objectives

- Maintain a roadway functional classification system that prioritizes the purpose and design of each existing and future roadway. Classify streets according to function to achieve consistency in construction, operation, and maintenance.
- Streets should operate with the intended purpose and provide a combination of mobility and access consistent with the functional classification. Traffic volumes should align with the functional classification, with higher classification facilities generally carrying higher traffic volumes.
- Street policies and design standards should be based on functional classification and other contextual considerations. Streets should be constructed to these standards unless exceptions are granted as approved by Public Works.
- Where existing streets do not meet standards or proposed streets are unable to meet standards, other management practices (such as parking prohibition) may be utilized to maintain safe operation.
- The City shall study and implement financing options for needed street improvements.
- Balance local access to US 20 with the need to serve regional and statewide traffic, while supporting adjacent land uses
- Plan for a transportation system that supports projected population and employment growth and maximizes travel options by providing efficient routes for all modes of transportation.

TSP AND NSHA CONSIDERATIONS

The TSP and NSHA will likely incorporate the same or similar transportation goals and policies. However, there may be deviations to apply additional focus for considerations within the NSHA or other parts of Sweet Home. Potential considerations between variation in TSP (Citywide) and NSHA goals and policies may include:

- Location and context specific considerations
 - Presence of rail crossings within NSHA
 - NSHA connections to downtown
 - Many areas of Sweet Home are built out, while NSHA has more space for right of way opportunities
- Intent-based considerations
 - Promotion of future development within NSHA

EVALUATION CRITERIA

As transportation improvement alternatives are developed, evaluation criteria based on the objectives will be used to assess the relative value of each project considered for inclusion in the TSP. This will include criteria that are both qualitative and quantitative in nature. While some goals include more objectives than others, all goals will be weighted equally unless the advisory committee decides that some are more important than others. Using the criteria, considered projects will be rated and categorized as high, medium, or low priorities according to their ability to meet a broad range of community objectives.



DRAFT TECHNICAL MEMORANDUM #1

Potential Evaluation Criteria for North Sweet Home Area Land Use & Transportation Options

Sweet Home TSP and North Sweet Home Area Plan

DATE February 29, 2024
TO Project Management Team
FROM Matt Hastie and Andrew Parish, MIG | APG
CC

OVERVIEW

This document introduces draft evaluation criteria for use in assessing the relative strengths and drawbacks of the North Sweet Home Area (NSHA) land use and transportation alternatives. These criteria are drawn from Transportation System Plan's overall goals, policies in adopted Sweet Home planning documents, and best planning practices.

Scoring for these criteria is expected to be on a simple relative scale, such as 0 (least applicable) to 5 (most applicable) or -3 (very poor) to +3 (very good).

HOUSING

1. The alternative provides opportunities for new housing units in appropriate locations.
2. The alternative provides for a variety of types of housing units suitable to meet the varied needs of the City, consistent with current housing policies and plans.

ECONOMIC DEVELOPMENT

1. The alternative provides areas with the potential to create new employment opportunities in Sweet Home.
2. The alternative provides increased tourism opportunities that will draw visitors to the city.

3. The alternative contains land uses that are expected to be economically viable based on the size and location of potential employment and business areas.
4. The likely infrastructure costs associated with the alternative are proportionate to the ability of the City and private developers to fund their proportionate share of those facilities.
5. Property owners are supportive of the alternative.

NATURAL RESOURCES

1. The alternative protects and improves natural resources in the NSHA and does not have adverse effects on natural resource quality, including water quality, including in areas downstream from the NSHA.
2. The alternative provides natural resource amenities for new residences and recreational uses for area residents and the community as a whole.

RECREATION

1. The alternative provides recreational access to natural resources in and around the NSHA for local residents and other Sweet Home community members.

CONNECTIVITY

1. New housing units and jobs have multi-modal connections to amenities within the NHSA and other parts of Sweet Home.
2. New land uses have low or mitigatable impacts on key intersections and roadway corridors in the study area and beyond.
3. The alternative provides a robust bicycle network for transportation and recreation purposes.
4. The alternative provides a robust pedestrian network for transportation and recreation purposes.
5. The alternative is likely to be serviceable by transit in the future.
6. The alternative supports walking and cycling to local schools consistent with the Safe Routes to School Program.