CITY OF SWEET HOME

TRANSPORTATION SYSTEM PLAN

DRAFT – FEBRUARY 2025

ACKNOWLEDGEMENTS

Advisory Committee

Kevin Van Cleve, Chamber of Commerce
Jacob Snodgrass, Albany & Eastern Railroad
Brock Byers, FAC
Jamie Melcher, Planning Commission
Laura Wood, Planning Commission
Angelita Sanchez, City Councilor
Donna Short, cyclist
Joshua Victor, Northern Investments
Troy Cummins, Santiam River Development
Sean Morgan, Sweet Home Police Department
Darel Bidwell, Sweet Home School District
Vincent Adams, Public & Traffic Safety Committee
Frank Gallagher, Public & Traffic Safety Committee
Bud Mather, Public & Traffic Safety Committee
Josh Thorstad, City Councilor
Dylan Richards, City Councilor
Nick Tyler, Sweet Home Fire District
Dawn Mitchell, Linn Shuttle
Patrick Wingard, DLCD
Mark Bernard, ODOT
Joe Graybill, Retired staff/ Planning Commission/ Public & Traffic Safety Committee
James Feldman, ODOT

City of Sweet Home

Blair Larsen
Angela Clegg
Levi Gideon

ODOT

Michael Duncan

DKS Associates

Garth Appanaitis
Emily D'Antonio
Eileen Chai
Hallie Turk
Julia Cruz-Jones
Alex Haag

MIG

Matt Hastie
Andrew Parish

Walker Macy

Ken Pirie
Betty Lou Poston

ECONorthwest

Tyler Bump
James Kim

JLA

Sam Beresky

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

TSP VOLUME 1

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TSP VOLUME 2: APPENDICES (SEPARATE DOCUMENT)

Note: 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

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CHAPTER 1

CONTEXT

SWEET HOME TRANSPORTATION SYSTEM PLAN

1 CONTEXT

Sweet Home, Oregon is a small city located in Linn County, in western Oregon with a population of approximately 10,000 people (2020 Census). The community is situated in the foothills of the Cascade Mountains and is known for outdoor recreation opportunities, including hiking, fishing, and camping. The area around Sweet Home is primarily rural and is served by an agricultural (timber-based) and tourism economy.

Sweet Home is located approximately 19 miles east of Interstate-5 (I-5). The primary corridor through Sweet Home is US 20 (Main Street/South Santiam Highway), which links I-5 and Central Oregon. US 20 is part of the National Highway System and handles moderate truck volumes between Sweet Home and surrounding areas, facilitating the movement of people and commerce daily.

WHAT IS A TRANSPORTATION SYSTEM PLAN?

A Transportation System Plan (TSP) is a long-term planning document that guides future development and investment in a transportation system. This document serves as a roadmap for the City to identify and prioritize projects, policies, and programs that could receive funding over the next 20 years. These projects, policies, and programs are framed by recommended goals and policies aimed at preserving and enhancing the quality of life in Sweet Home.

The TSP outlines the current transportation conditions in Sweet Home, identifies gaps and areas for improvement, and establishes clear goals for the City to consider for future planning. This Plan was developed with

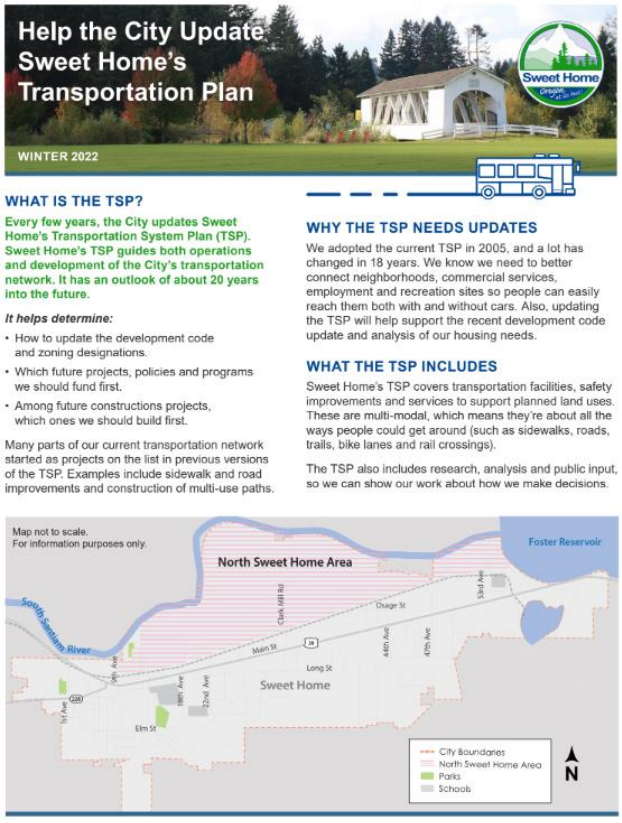
community input and is based on the needs, opportunities, and anticipated funding for the transportation system.

TSPs are mandated by Oregon's land use laws to promote thoughtful growth and assist local agencies in developing transportation systems that meet the needs of residents.

HOW WAS THE PLAN DEVELOPED?

In compliance with State and Regional requirements, the City of Sweet Home updated its TSP, originally adopted in 2005. The TSP was updated in conjunction with a parallel process for preparing the North Sweet Home Area (NSHA) Plan for efficiency and consistency. This process included technical analysis, guidance from a combined Public Advisory Committee (PAC) and Technical Advisory Committee (TAC), and public engagement events. The project team generated interest and fostered public participation through the distribution of an introductory video, flyers, and posters in addition to social media engagement.

Feedback received from the public was used to develop the goals and objectives of the TSP update and identify community needs and priorities. The project team evaluated the existing conditions and future needs of the transportation system in Sweet Home to develop several technical memoranda (included in TSP Volume 2) and a list of recommended projects for the City to consider over the next 20 years.



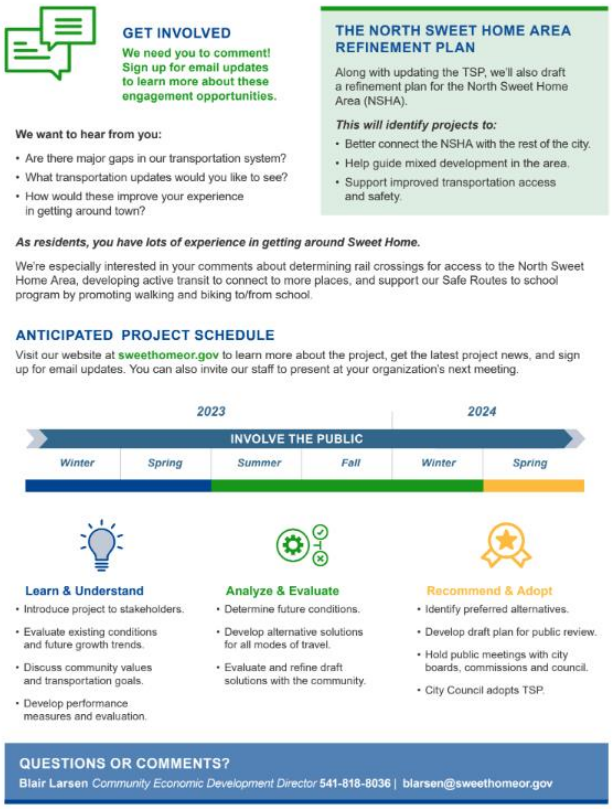


PHOTO: SWEET HOME FACEBOOK

CHAPTER 2

VISION

SWEET HOME TRANSPORTATION SYSTEM PLAN

2 VISION

A set of transportation focused goals were developed to guide the TSP process. The existing Comprehensive Plan had a single transportation goal with nine policies that focused primarily on maintaining the transportation system and setting appropriate standards. This TSP broadens and expands the existing transportation goal into five transportation goals and related objectives to incorporate other key interests of Sweet Home. Many of the existing policies are incorporated into Goal 5. Additional information is provided in Volume 2: Technical Memorandum 2

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 and emergency vehicles.
- 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 engineering, education, and enforcement program.
- 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 maximize travel options by providing efficient routes for all modes of transportation.

PHOTO: SWEET HOME FACEBOOK

CHAPTER 3

EXISTING AND FUTURE NEEDS

SWEET HOME TRANSPORTATION SYSTEM PLAN

3 EXISTING AND FUTURE NEEDS

The existing and future transportation system needs are summarized in the following chapter. Additional information is provided in Volume 2: Technical Memorandum 3 (Existing Conditions) and Technical Memorandum 5 (Future System Conditions).

LAND USE

Land use is a key factor in transportation system planning. The amount of land to be developed, the types of land uses, and their proximity to each other directly affect demands on the transportation system. A zoning map of the city is shown in Figure 1. Most commercial land is found in the downtown area, and highway commercial along US 20. High density residential is primarily located along Long Street or adjacent to the downtown area. Medium and low-density residential zoning radiates outward from the downtown area. In Fall 2022 the City updated the Development Code and added a Mixed Use Employment Zone (MUE) designation. This update was accompanied by an update to the Comprehensive Plan map and all the properties currently zoned Recreation Commercial (RC) had the Comprehensive Plan designation changed to MUE. While existing zoning in the area was not changed during this process, the modification enables flexibility by providing the benefits of the existing RC zoning while facilitating future transition to the MUE.

The adjacent commercial zoning to Long Street and Main Street results in them being high use attractors for trips within the community.

There is one high school, one junior high school, and three elementary schools within Sweet Home. Most schools are south of Main Street and the high school and the junior high school are across the street from each other along 18th Avenue. Key destinations in the City are shown in Figure 2.

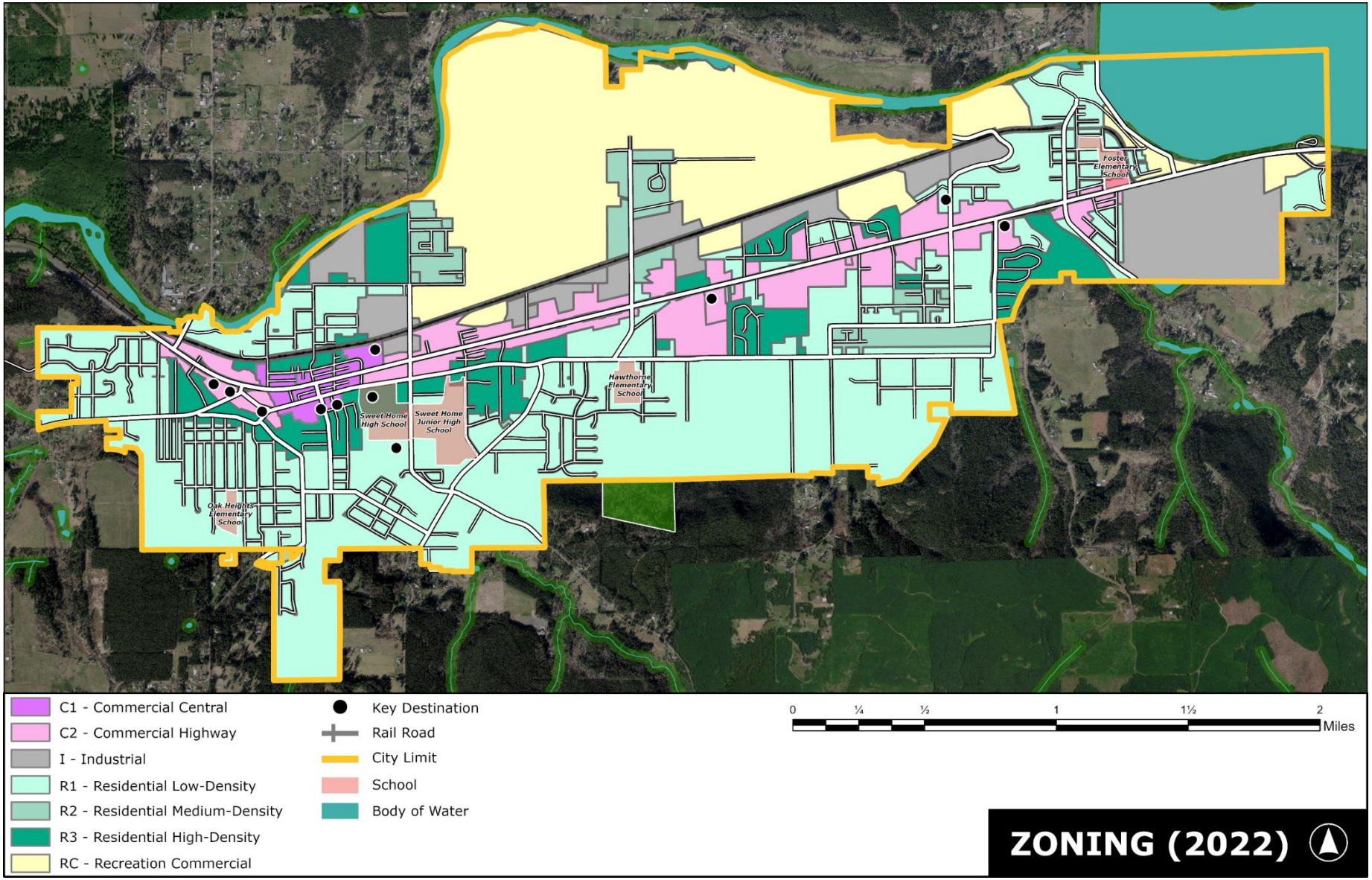


FIGURE 1. ZONING WITHIN THE SWEET HOME CITY LIMITS

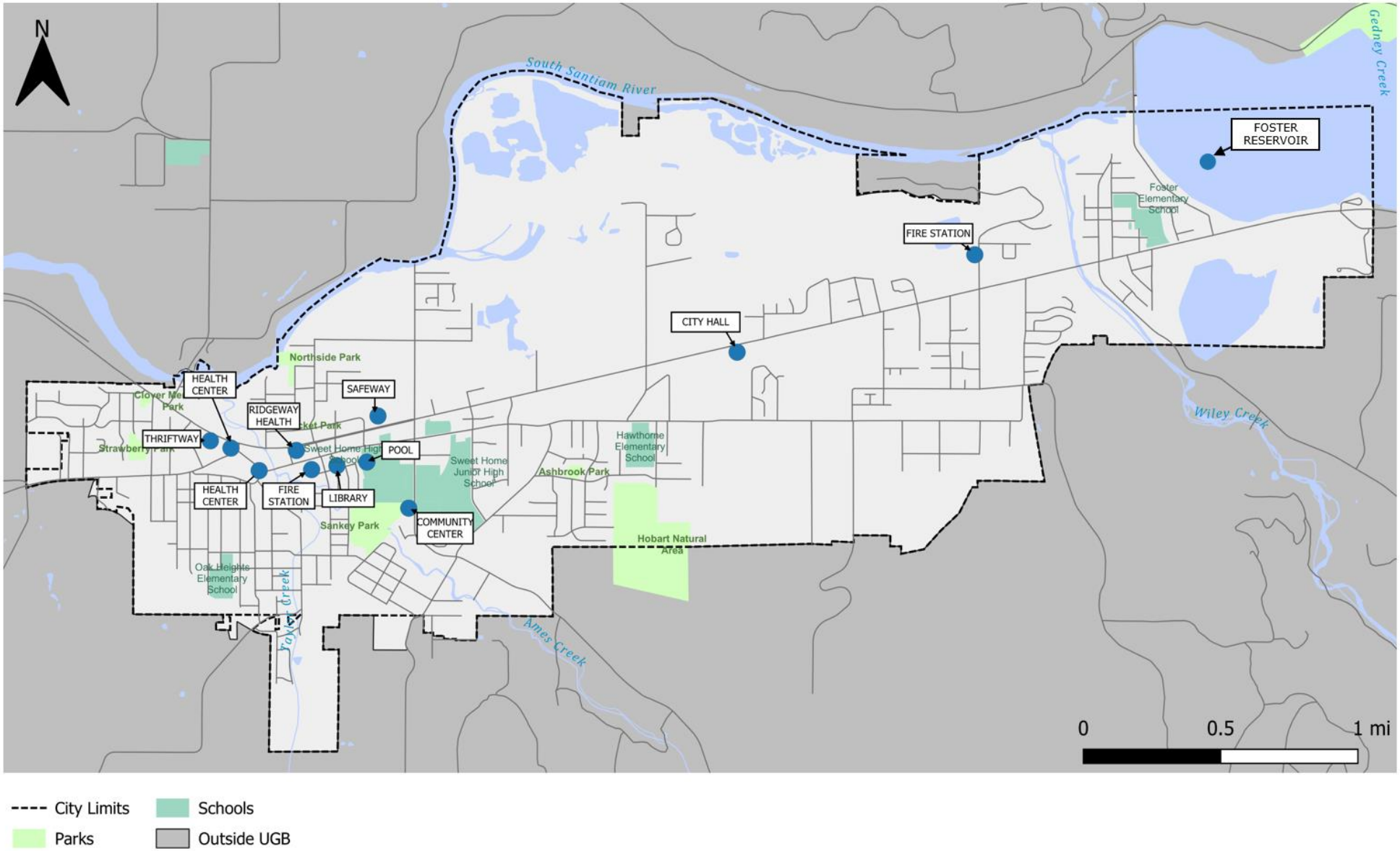


FIGURE 2: SWEET HOME AND KEY DESTINATIONS

EXISTING TRANSPORTATION SYSTEM NEEDS

Existing transportation conditions were analyzed by mode and needs were identified, as summarized in the following sections.

DRIVING

US 20 and OR 228 are the key arterials in Sweet Home. US 20 is a major east-west highway that runs through Sweet Home. It begins on the Oregon Coast in Newport and travels eastward through the Willamette National Forest before eventually reaching the Idaho border. In Sweet Home, US 20 runs through the center of town as Main Street. It is an important transportation route for local residents, as well as for travelers passing through the area. OR 228 is a shorter highway that runs north-south through Sweet Home. It begins at US 20 near the western edge of town and travels southward through the Willamette National Forest before eventually reaching the city of Halsey.

In addition to the two highways, Long Street serves as the primary east-west arterial in Sweet Home. Long Street begins at OR 228 to the west and eventually terminates at Airport Road and connects to US 20 via 47th Avenue.

Congestion levels at a selection of key intersections (Table 1 and Figure 3) in Sweet Home were evaluated to understand where motorists experience higher delays based on traffic counts collected in June 2021 and adjusted for seasonal (30HV) summer conditions.

The traffic operations analysis indicated that most study intersections are operating within analysis thresholds. The intersection of Main Street (US 20) and Pleasant Valley Road (Intersection 1) is the only intersection that currently exceeds its mobility standard. This intersection is located on the western edge of the city and connects to the only river crossing west of Foster Lake.

TABLE 1. LIST OF STUDY INTERSECTIONS

#	STUDY INTERSECTION	#	STUDY INTERSECTION
1	Main Street (US 20) and Pleasant Valley Road	11	Main Street (US 20) and 49th Avenue
2	Main Street (US 20) and Holley Road (OR 228)	12	Main Street (US 20) and 53rd Avenue
3	Main Street (US 20) and 12th Avenue	13	Main Street (US 20) and 54th Avenue
4	Main Street (US 20) and 15th Avenue	14	Main Street (US 20) and 60th Avenue (Foster Dam Road)
5	Main Street (US 20) and 18th Avenue	15	Holley Road (OR 228) and 1st Avenue
6	Main Street (US 20) and 22nd Avenue	16	Holley Road (OR 228) and Oak Terrace
7	Main Street (US 20) and 24th Avenue	17	Long Street and 18th Avenue
8	Main Street (US 20) and Clark Mill Road	18	Long Street and 43rd Avenue
9	Main Street (US 20) and 44th Avenue	19	Elm Street and 10th Avenue
10	Main Street (US 20) and 47th Avenue		

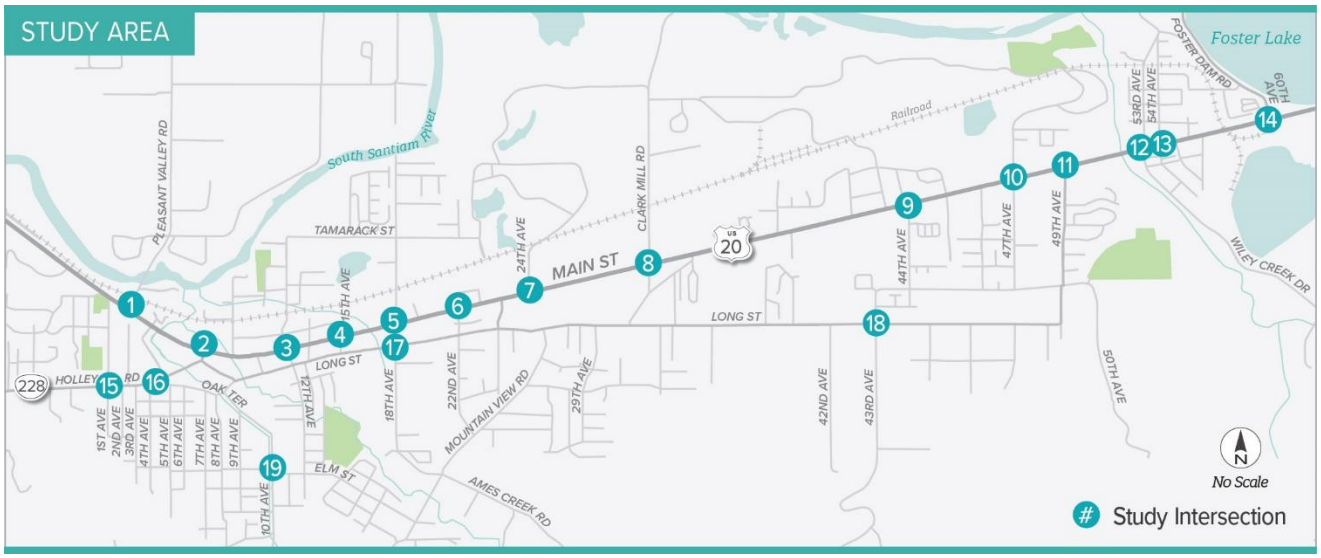


FIGURE 3. STUDY INTERSECTIONS

FREIGHT AND RAIL

The existing freight truck network, railways, and rail crossing locations are shown in Figure 4. US 20 (Main Street) is part of the National System and handles moderate truck volumes between Sweet Home and I-5 to the west. The corridor connects eastward to US 97 in Bend. In addition, the route is designated as a Reduction Review Route (RRR) by the State of Oregon. This designation identifies the significance of the corridor as part of the statewide freight network and requires additional review and approval by the Mobility Advisory Committee (MAC) for proposed improvements that may reduce the system capacity. The corridor provides two travel lanes in each direction from approximately 49th Avenue westward to Lebanon, Oregon. Through Sweet Home, freight traffic ranges from about 700 to 1,200 trucks per day, and heavy vehicles make up about 10% of total traffic.

In addition to the freight route along US 20, there is one rail line that serves Sweet Home from the west terminating at the Foster Mill site on the east side of the City. The line is operated by Albany and Eastern Railroad Company and connects Sweet Home to Albany. Within City limits, the line is located roughly one block north of US 20 running roughly parallel thereto. The rail network includes a series of ungated crossings through the City. The rail system is currently not in use, but it could provide future opportunities within the North Sweet Home area.

A rail trestle located east of Wiley Creek has limited vertical clearance and has been hit by trucks in the past. The trestle would need to be replaced to improve vertical truck clearance, multimodal connectivity under the bridge, and access to the mill site. In total, there are 13 rail crossing locations within city limits. The crossings are a mix of both city and private ownership.

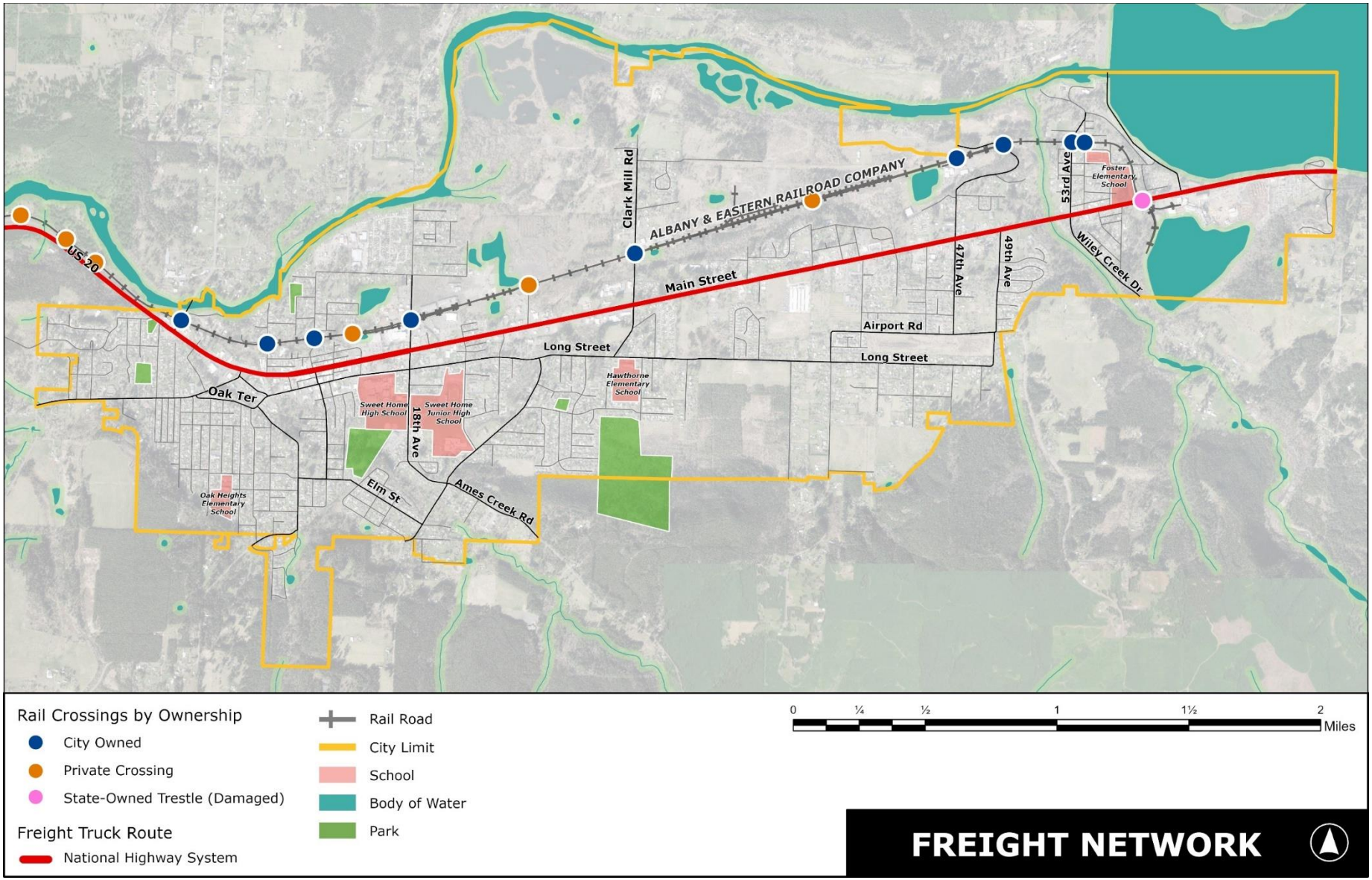


FIGURE 4. FREIGHT AND RAIL NETWORK

SAFETY

Transportation infrastructure must be safe for everyone, whether walking, biking, rolling, or driving. Assessing historical collision data helps identify any shortcomings in the system and improve safety conditions for Sweet Home residents. Crash data from 2017 through 2021 was obtained from the Oregon Department of Transportation (ODOT) and reviewed to identify any high-crash locations and trends involving people walking or biking who are typically the most vulnerable to serious injuries. All crashes within Sweet Home are mapped in Figure 6.

During these five years, there were a total of 298 crashes, 12 of which involved a pedestrian, and 9 involved a cyclist. Approximately five percent (19) of all crashes were flagged for drug or alcohol involvement. As shown in Figure 5, there were three fatalities and 69 crashes that resulted in minor or serious injuries, which represent almost a quarter of all crashes in Sweet Home.

Many crashes occurred along US 20 (Main Street), including 93 at study intersections. The three fatal crashes occurred at the intersection of 12th Avenue/Hawthorne Street (involving a pedestrian), the intersection of Ames Creek Road/Mountain View Road, and the intersection of US 20 (Main Street) and 1st Avenue.

The most common collision types, in order of frequency, include turning vehicles, rear-end crashes, crashes with fixed objects, and angle crashes (often referred to as "T-bone" crashes). Thirty-two percent of crashes involved turning movements. Over half of these turning crashes resulted in injury. Most of these crashes were caused by a failure to yield at a stop sign. There were 71 rear end collisions, 34 of which resulted in only property damage. There were 50 fixed-object crashes and 33 angle collisions. Many of these crashes occurred at stop-controlled intersections.

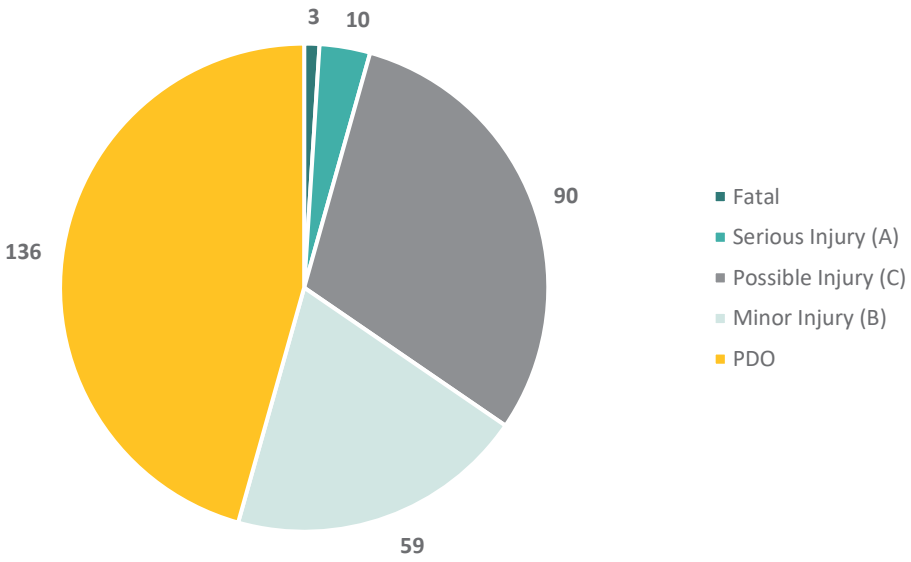


FIGURE 5. SEVERITY OF CRASHES IN SWEET HOME (2017-2021)

Of the twelve pedestrian crashes most were caused by a failure to yield, one of these resulted in a pedestrian fatality. The fatality occurred at the residential intersection of Hawthorne Street and 12th Avenue in dry conditions during the day. Of the nine bicycle involved crashes, there were no fatalities or serious injuries.

The crash analysis was supplemented by a review of ODOT's Safety Priority Index System listings for locations in the City that ranked among the state's top ten percent of hazardous locations for both state and non-state facilities. The Safety Priority Index System (SPIS) is a method developed by ODOT for identifying hazardous locations, with the score based on three years of crash data, considering crash frequency, rate, and severity. ODOT bases its SPIS on 0.10-mile segments to account for variances in how crash locations are reported. This rating provides a general comparison of the overall safety of the highway based on crash information for all highway segments throughout the state. According to ODOT 2020 SPIS ratings (data reported between 2017 and 2019), the only location within Sweet Home in the top ten percent of segments is along US 20 (Main Street) east of 9th Avenue.

In addition to segments, the ODOT SPIS system also provides a list of intersections using similar methods. US 20 (Main Street) and 22nd Ave (Intersection 6) is an intersection identified on this list.

A crash rate analysis determines the relative safety of a location compared to similar facilities. The crash rate at an intersection can be compared to the State's 90th percentile crash rate to understand if the intersection is prone to crashes. 90th percentile crash rates are established in ODOT's Analysis Procedures Manual (APM) Exhibit 4-1. Two study intersections exceed the 90th percentile crash rate. The two intersections are Main Street (US 20)/22nd Avenue and Long Street/ 18th Avenue. More information on the crash analysis can be found in Volume 2: Technical memorandum 3.

PHOTO: SCOTT SWANSON (2024)

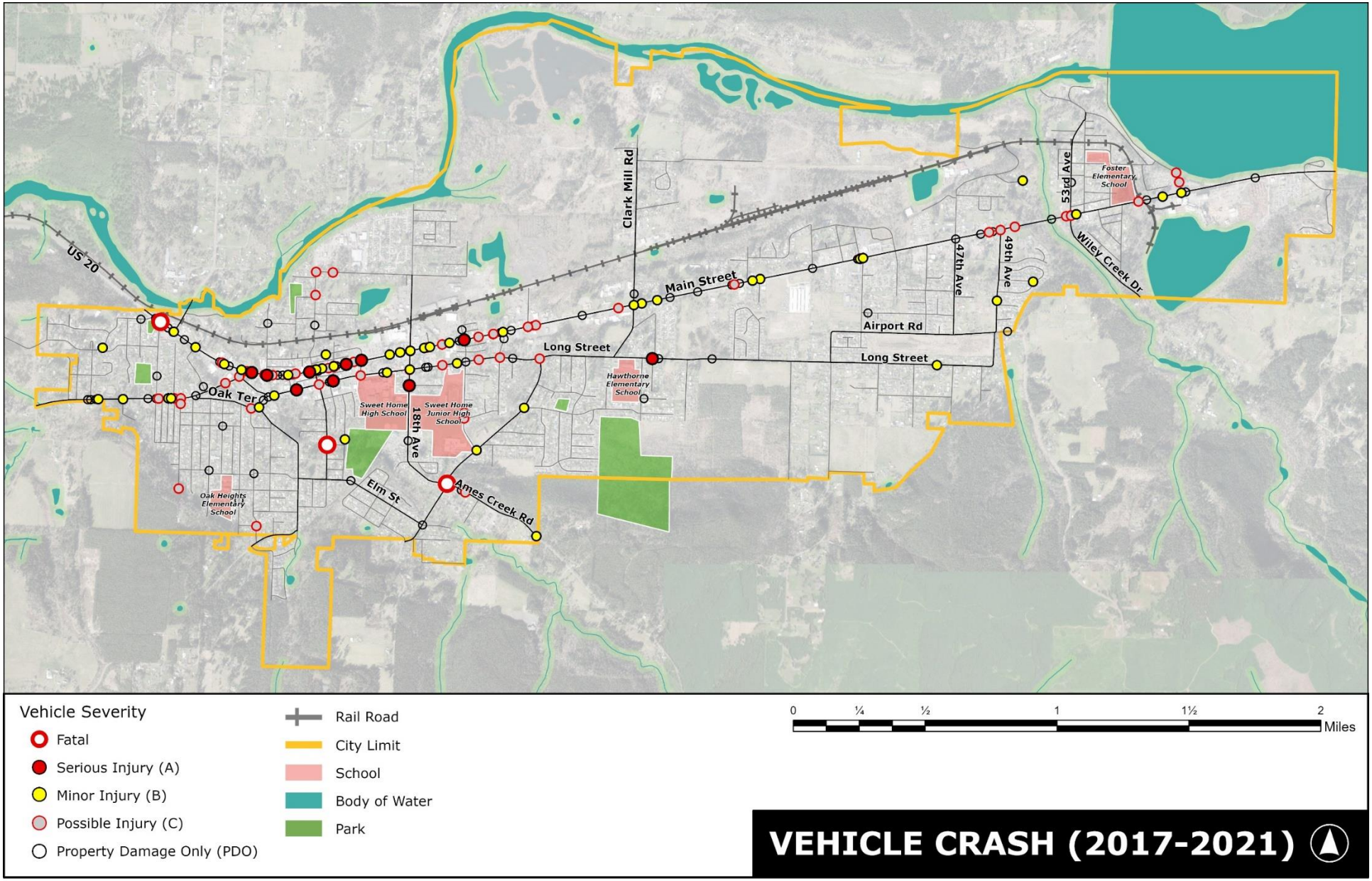


FIGURE 6. LOCATIONS OF VEHICLE CRASHES WITHIN SWEET HOME (2017-2021)

PEDESTRIAN CONDITIONS

Sweet Home is a compact city with many destinations located within a half mile to three miles from each other. The system connectivity, density, and generally flat topography offer excellent pedestrian and cycling opportunities in many areas of the city.

Sidewalks are provided throughout the downtown core and some residential areas. Sidewalks can be found within all commercial areas along Main Street and are well connected with most streets that have been improved with curbs. Areas further from the downtown core and the adjacent residential subdivisions are more rural and unimproved. The eastern portion of Sweet Home has fewer sidewalks than the western and central areas.

Sidewalks are present on one or both sides of the street on arterials and collectors, but there are deficiencies and gaps in multiple locations. Deficiencies are defined at locations with no sidewalk on either side of the street. Deficiencies exist on Long Street, Airport Road, 47th Avenue, 49th Avenue, 53rd Avenue, and Wiley Creek Drive. Full sidewalks on both sides of the street are generally provided downtown and near the schools, as well as along Santiam Highway.

In addition to sidewalks, there are also marked pedestrian crossings throughout the city, though mostly west of Clark Mill Road along either Main Street (US 20) or Long Street. Recent improvements along Main Street improved pedestrian crossings and intersection treatments, including the addition of tactile strips, high visibility striping, pedestrian refuge islands, and rectangular rapid flashing beacons (RRFBs). Marked crossings are important to signal to drivers the existence of pedestrian activity. Marked crossings near schools are also important to provide safer passage for students to walk or bike to class. A map of existing pedestrian facilities can be found in Figure 7**.**

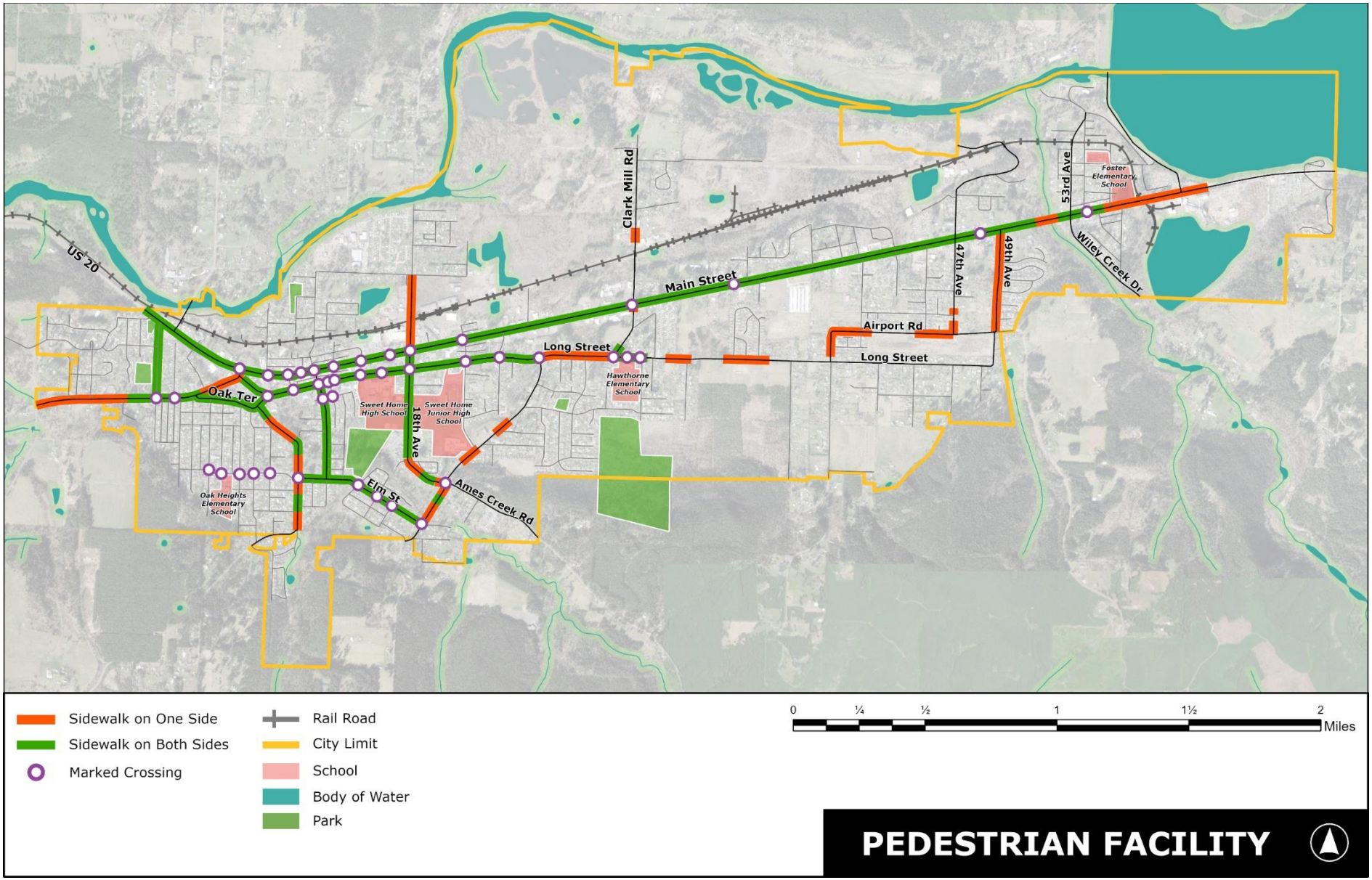


FIGURE 7. PEDESTRIAN FACILITY

BICYCLE CONDITIONS

There are several designated bike routes and lanes within Sweet Home's downtown area, including portions of Main Street and Long Street. Painted bike lanes are present along a large portion of US 20 and one segment of Long Street between 22nd Avenue and 35th Avenue.

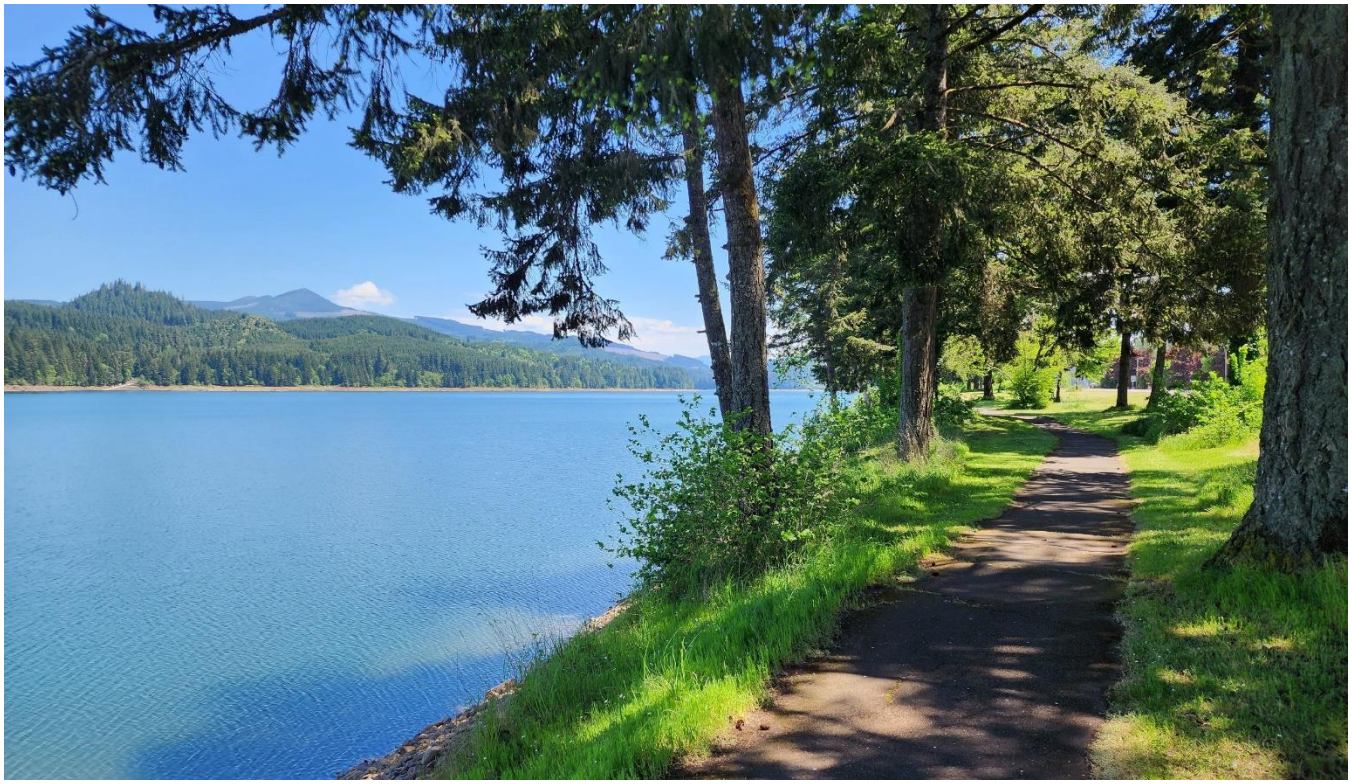
A multiuse path exists along the north side of Main Street between 53rd Avenue and 60th Avenue. The path connects to the existing trail along the south edge of Foster Lane which connects to Shea Viewpoint. The multiuse path currently has a gap under the rail bridge east of 57th Avenue. Sweet Home's existing bicycle facilities are shown in Figure 8.

Though there exist striped bike lanes along Main Street (US 20), the facility is still a Bike Level of Stress (BLTS) of 4. BLTS is a measure of stress experienced by bicyclists when using the facility.

- A BLTS of 1 represents low stress and is used by all bicycle users.
- A BLTS of 2 represents moderate stress, which is suitable for most adults but may be uncomfortable for children or less confident bicycle users.
- A BLTS of 3 represents higher stress levels due to higher vehicle volumes or speeds that discourage casual or less experienced bicycle users.
- A BLTS of 4 is high stress and only used by the most aggressive of bicycle users.

The public has noted the difficulty of riding on 1st Avenue due to the speed and volume of traffic, as well as crossing Main Street near Pleasant Valley Road to ride north of the river.

There are no collectors or arterials within Sweet Home City Limits that have a BLTS of 1.



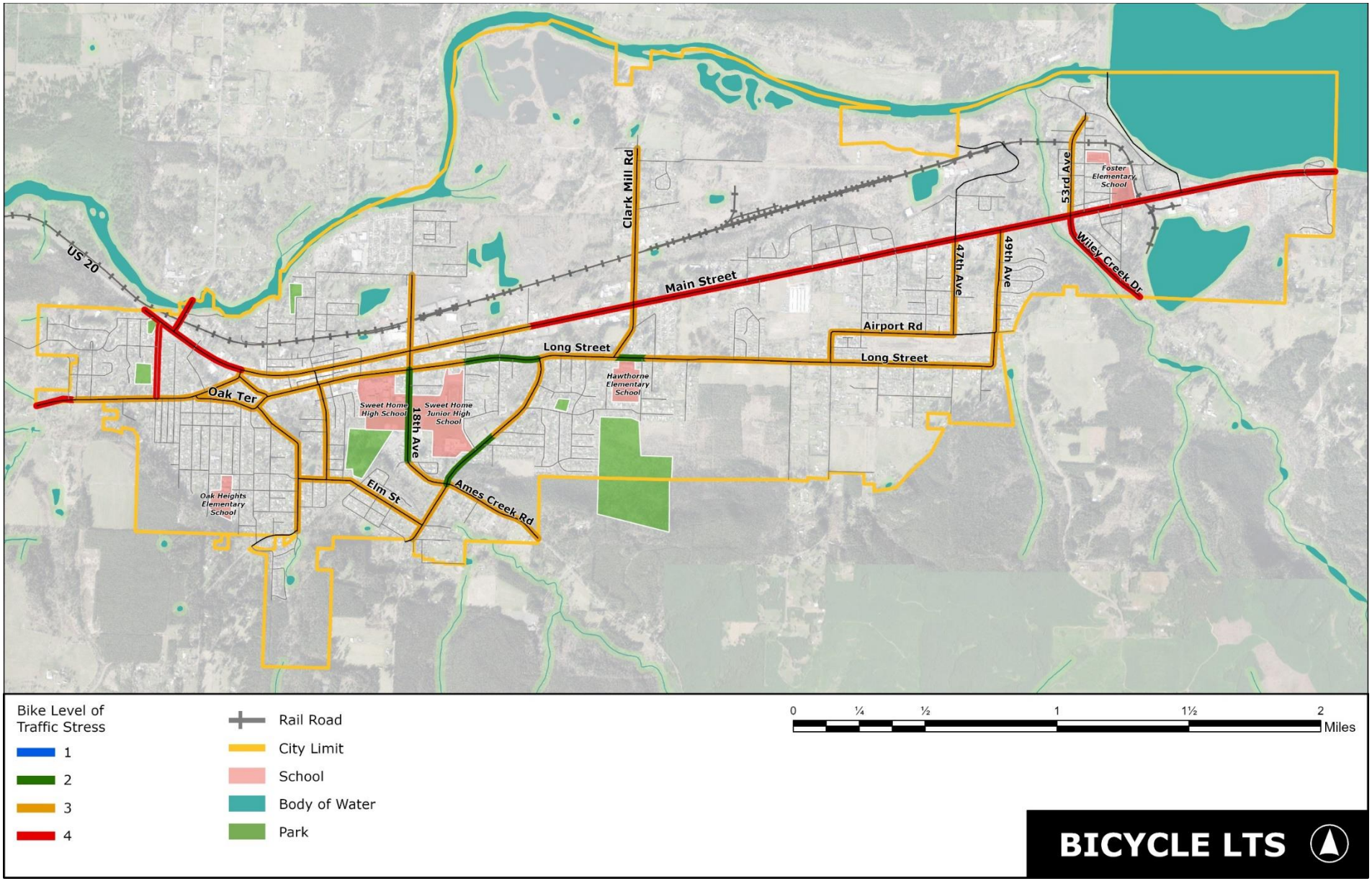


FIGURE 8. BICYCLE LEVEL OF TRAFFIC STRESS

TRANSIT CONDITIONS

Transit service is provided in Sweet Home through three main routes: the Linn Shuttle, the Sweet Home Shopper, and Dial-A-Bus Service. A description of these three services is summarized in the following sections.

The non-profit Senior Citizens of Sweet Home operates the Linn Shuttle fixed route service between Sweet Home-Lebanon-Albany. The Linn Shuttle connects with the Linn-Benton Loop (at the Linn-Benton Community College Albany Campus) to provide service to East Linn County residents who wish to travel to Albany or Corvallis. There are seven round trips a day between Sweet Home-Lebanon-Albany with an additional five round trips between Lebanon and LBCC-Albany called the "LBCC-Lebanon Express". Service is available Monday-Friday between 6:30 a.m. and 7:30 p.m.

The Shopper is available to everyone, is wheelchair accessible, and buses are equipped with bike racks. The Shopper operates Monday Through Friday from 9:00 a.m. to 4:00 p.m. There are four trips from town out to Foster and back. On Tuesdays and Thursdays, the Shopper goes to Cascadia (stopping at Cascadia Short Bridge Rest Stop) with a trip in the morning and a return in the afternoon. The Sweet Home Shopper Route is illustrated in Figure 9**.**

The non-profit Senior Citizens of Sweet Home operates the Sweet Home Dial-A-Bus which provides curb-to-curb service to older adults, people with disabilities, and the public within the boundaries of the Sweet Home School District. It also operates a limited "deviated fixed route" program within the boundaries of the City of Sweet Home. Dial-A-Bus Service is available Monday-Friday between 7:00 a.m. and 4:00 p.m. Rides must be scheduled in advance.

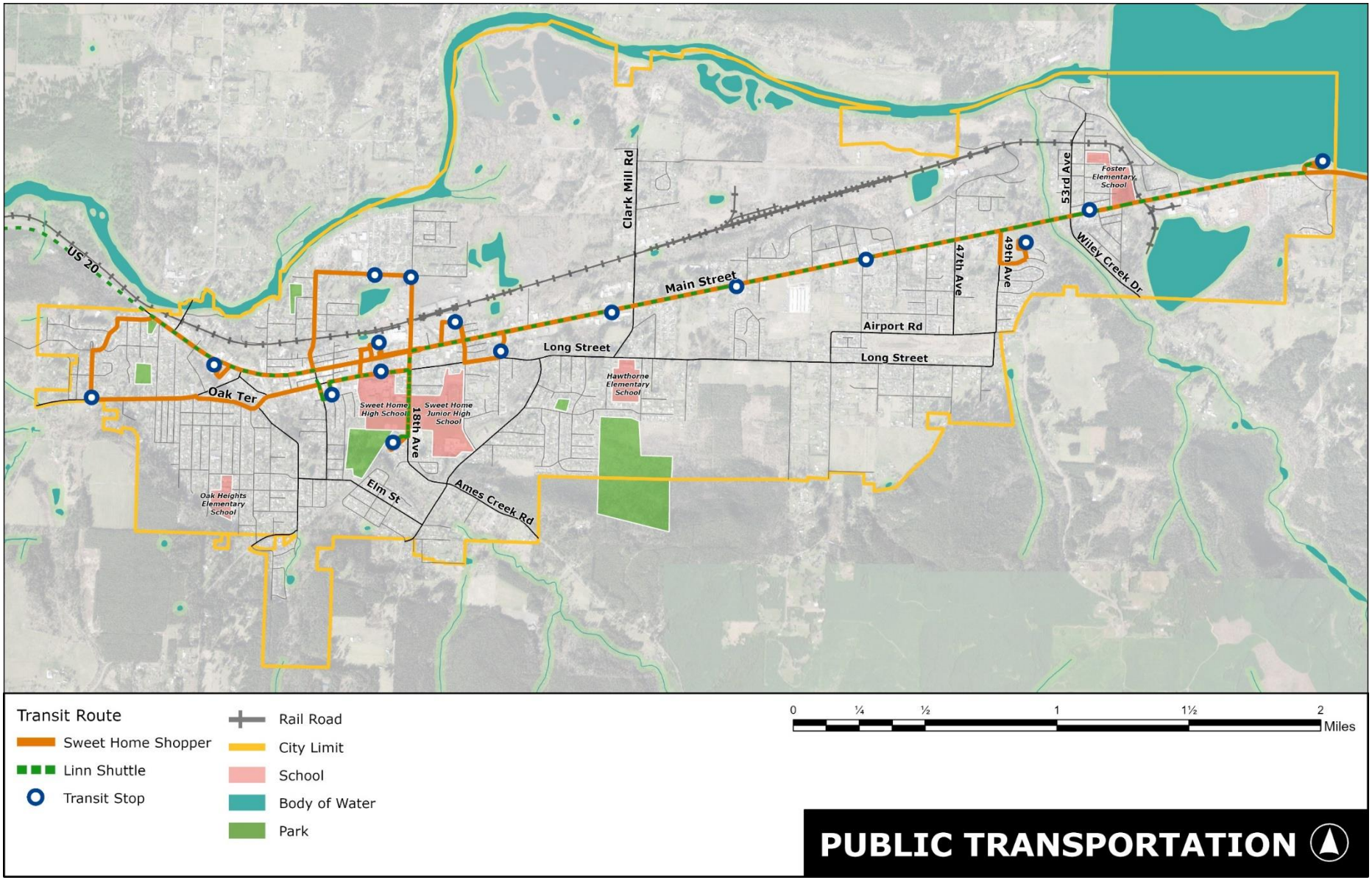


FIGURE 9. SWEET HOME TRANSIT ROUTES

FUTURE NEEDS

The future conditions and needs for the City of Sweet Home were projected for year 2045. Additional information about future growth projections and needs is summarized in Volume 2: Technical Memorandum 5.

LAND USE GROWTH

An existing 2021 land use inventory and future 2045 land use projection were performed in the Sweet Home Urban Growth Boundary (UGB) based on existing uses, zoning, and anticipated development patterns.

The future 2045 land use projection is an estimate of the amount of each land use (household and employment) that the area could reasonably accommodate given market conditions and the current build-out of vacant or underdeveloped lands assuming Comprehensive Plan zoning. The projected land use corresponds to a year 2045 population projection of approximately 11,246 residents. This corresponds to a 19 percent growth through the planning horizon.

A summary of the existing land use estimates and future projections for the entire Sweet Home UGB are listed in Table 2.

TABLE 2. SWEET HOME UGB LAND USE SUMMARY

LAND USE / GROWTH CATEGORY	EXISTING 2021 QUANTITIES	TOTAL GROWTH 2021 TO 2045	FUTURE 2045 QUANTITIES
POPULATION	9,461	1,785 (+19%)	11,246
HOUSEHOLDS	3,986	726 (+18%)	4,712
EMPLOYEES			
RETAIL	398	75 (+20%)	473
SERVICE	275	52 (+19%)	327
INDUSTRIAL	219	41 (+19%)	260
EDUCATION	357	67 (+19%)	424
OTHER	996	188 (+18%)	1184
TOTAL	*2245*	*423 (+19%)*	*2668*

FUTURE DRIVING CONDITIONS

The future 2045 no-build traffic volumes were evaluated for the study intersections to determine the intersection operating conditions. Under existing conditions, only one intersection (Main Street / Pleasant Valley Road) exceeds the mobility target. However, the additional growth in traffic volumes, particularly in areas parallel to and crossing the highway adjacent to the growth that is projected to occur in the area north of the railroad tracks (referred to as North Sweet Home Area or NSHA) would cause three more locations to exceed the mobility targets and operate over capacity:

- Main Street (US 20) / 22nd Avenue
- Main Street (US 20) / Clark Mill Road
- Main Street (US 20) / 47th Avenue

This increase in delay is due to an increase in vehicle volumes within the NSHA and indicates that additional connectivity within the area as well as connecting to the rest of the city will be important in future development. Additional planning efforts for the NSHA resulted in the development of an NSHA Plan during the TSP update process.

Additional traffic mobility improvements may be needed at these intersections to support future growth based on the location and scale of growth within the NSHA.

PEDESTRIAN NETWORK

With increases in vehicle volumes due to the NSHA Plan, sidewalk deficiencies along Clark Mill Road, 47th Avenue, and Long Street will be important to fill. Currently, vehicle volumes along Clark Mill Road and 47th Avenue are low, but these will be key tie-in streets to the new roadway network developed in the area. Completing the sidewalk network along these streets will also provide better pedestrian connections to the newly developed area for those currently living in West Sweet Home. In addition to filling in the sidewalk gaps, there is also a need to provide more safe and convenient crossing opportunities on Main Street.

BICYCLE NETWORK

The bike network within Sweet Home will be improved through the development of the NSHA plan and the addition of a new multi-use path. Improving bicycle facilities along Long Street will improve east-west connectivity and better connect West Sweet Home with future NSHA development.

Main Street currently has a high BLTS for cyclists even with the current marked bike lane. Long Street, OR 228, and other arterials or collectors with an LTS of 3 or greater are places in need of improved cycling infrastructure.

PHOTO: SWEET HOME FACEBOOK

CHAPTER 4

STANDARDS

SWEET HOME TRANSPORTATION SYSTEM PLAN

4 STANDARDS

The following chapter summarizes key standards for the transportation system. Other key transportation standards are located in the Sweet Home Development Code (17.42) including street width and access and traffic impact study requirements.

FUNCTIONAL CLASSIFICATION

Street functional classification is an important tool for managing the roadway network. The street functional classification system recognizes that individual streets do not act independently of one another but instead form a network that works together to serve travel needs on a local and regional level. By designating the management and design requirements for each roadway classification, this hierarchal system supports a network of streets that perform as desired.

The street functional classification system for roadways in Sweet Home is described below and shown in Figure 10, including new collector streets proposed as part of this plan. The following information includes general references to the typical levels of traffic that these facilities may carry, as well as general, ideal spacing for these facilities in the absence of constraints including natural features, topography, and the built environment.

ARTERIALS

Arterials provide a high degree of mobility between major centers of metropolitan areas, as well as rural areas. They often serve high volumes of traffic (>8,000 daily vehicles) over long distances, typically maintain higher posted speeds (35 mph to 55 mph) and minimize direct access to adjacent land to support the safe and efficient movement of people and goods. Inside UGBs, speeds may be reduced to reflect the roadside environment and surrounding land uses. US 20 and OR 228 are the only principal arterials in the city, while a portion of Airport Road and 49th Avenue are designated as a minor arterial.

Arterial streets are often the fastest and most direct routes for all modes of travel, including people walking and biking. However, facilities for people walking and biking should be designed to provide a greater degree of separation from the higher volumes and speeds of auto traffic. Wider and more heavily traveled arterial streets can also present barriers for people walking and biking where they need to cross the street to reach a destination. Therefore, the need for enhanced crossing opportunities may be greater.

Suggested spacing of arterial streets varies from 2 to 3 miles in suburban fringes to not more than 1 mile in fully developed areas. Access to adjacent land is provided but is a low priority.

MAJOR AND MINOR COLLECTORS

Collectors serve a critical role in the roadway network by connecting traffic from local streets with the arterial network. Major collector routes are generally distinguished from minor collector routes by longer length, lower connecting driveway densities, higher speed limits, greater spacing intervals, higher traffic volumes, and may have more travel lanes. The general traffic volume on a major collector ranges from 2,000 to 8,000 daily vehicles and speeds are often managed between 25 mph and 40 mph. The typical traffic volume on a minor collector ranges from 1,200 to 5,000 daily vehicles and speeds are managed to no more than 25 mph.

Due to the lower auto traffic volumes and speeds compared to arterials, traveling on major and minor collectors is generally more comfortable for people walking and biking. However, separate biking facilities are required on major collectors and are still recommended on minor collectors.

The maximum interval for spacing collector streets should be approximately 1,500 feet. While access and mobility are more balanced than on arterials, new driveways serving residential units should not be permitted on collectors where traffic volume forecasts for the street exceed 5,000 vehicles per day.

LOCAL STREETS

Local streets prioritize provision of immediate access to adjacent land. These streets should be designed to enhance the livability of neighborhoods and should generally accommodate less than 2,000 vehicles per day. When traffic volumes reach 1,000 to 1,200 vehicles per day through residential areas, safety and livability can be degraded. A well-connected grid system of relatively short blocks can minimize excessive volumes of motor vehicles, limit out-of-direction travel, and encourage walking and biking. Speeds are not normally posted, with a statutory 25 mph speed limit in effect. Local streets are not intended to support long distance travel and are often designed to discourage through traffic. All City streets that are not designated as arterial streets or collector streets are local streets.

Local streets typically provide low-stress travel routes for people walking and biking.

Due to lower vehicle volumes and speeds, dedicated bicycle facilities are not required on local streets and cyclists can share the lane with vehicles. Dedicated pedestrian facilities are required, and even curb-adjacent sidewalks on local streets can still provide a high level of comfort.

CHANGES TO EXISTING FUNCTIONAL CLASSIFICATION

The following changes to street functional classifications are proposed to improve the network design and mobility within the City of Sweet Home:

- US 20 (Main Street) – classify as a principal arterial to align with the federal classification system. Facility was previously classified as a major arterial.
- Long Street – classify as a major collector. Facility was previously classified as a minor arterial.
- Oak Terrace & Terrace Lane – classify the connection between Long Street and Holley Road as a major collector. Facility was previously classified as a minor arterial.

Changes to the existing functional classifications will require coordination with ODOT to follow the formal process to update the federal classification map.[1]

[1] Federal Functional Classification is used to determine design standards of roads and determines Federal Aid funding eligibility. Federal Functional Classification is assigned to all public roads using federal guidelines and is approved by the Federal Highway Administration. Federal Functional Classification updates can be made at any time by contacting the local ODOT Region planner.

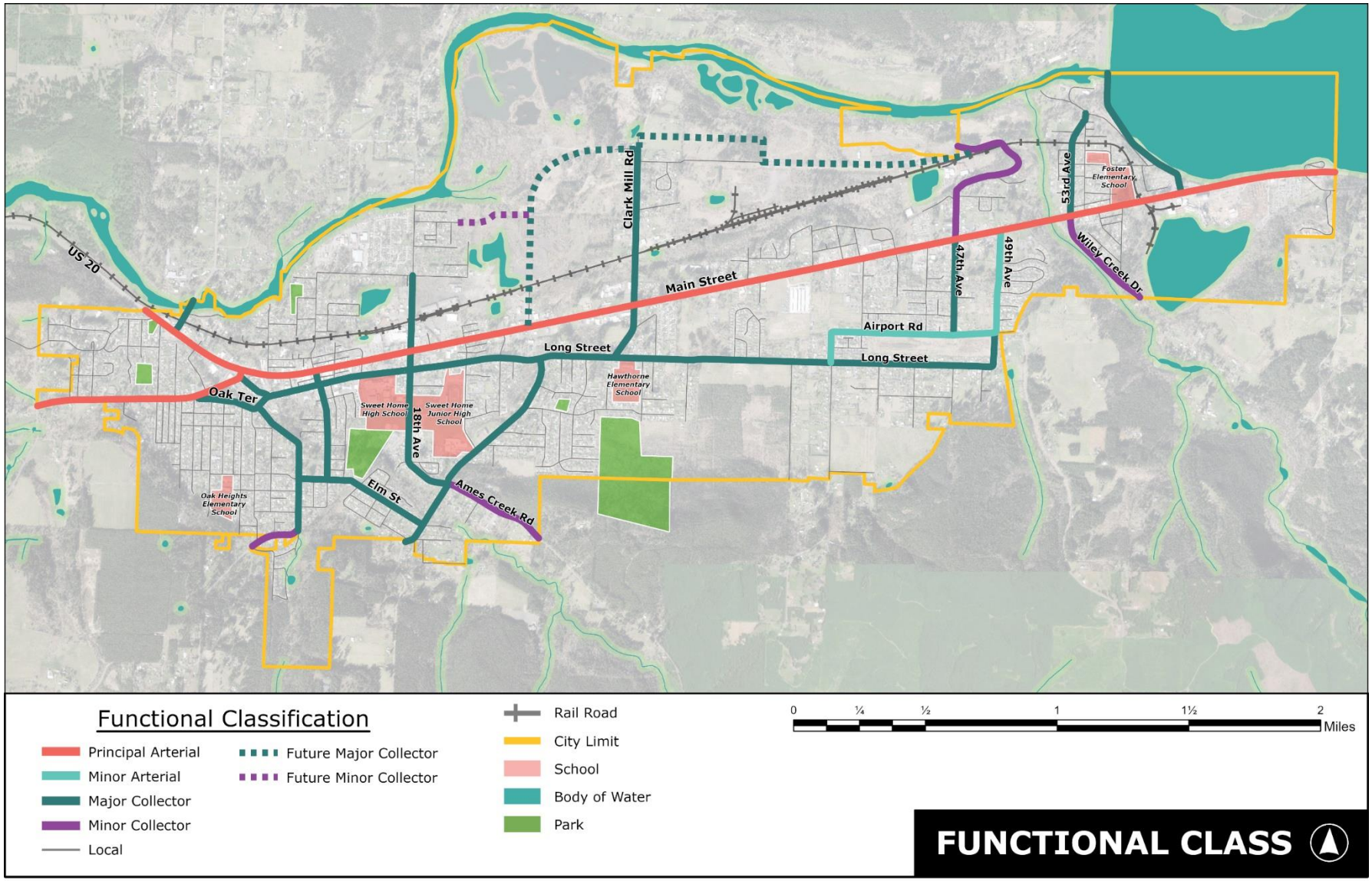


FIGURE 10. SWEET HOME FUNCTIONAL CLASSIFICATION

LOCAL STREET CONNECTIVITY

Local street connectivity is required by the state Transportation Planning Rule (OAR 660-012) and is important for Sweet Home's continued development. Providing adequate connectivity can reduce the need for wider roads, traffic signals, and turn lanes. Increased connectivity can reduce a city's overall vehicle-miles traveled (VMT), balance the traffic load on major facilities, encourage citizens to seek out other travel modes, and reduce emergency vehicle response times. While improving local street connectivity is easier to implement in newly developed areas, retrofitting existing areas to provide greater connectivity should also be attempted.

Sweet Home's existing street connectivity is constrained by rail facilities, existing development patterns, and natural features such as wetlands and challenging topography.

The Local Street Connectivity Plan shown in Figure 11 identifies approximate locations where new local street connections should be installed as areas continue to develop. This map is provided as a reference and additional connectivity should be considered, where appropriate, based on the direction of Public Works.

The design and construction of new connecting streets must evaluate whether neighborhood traffic management strategies are necessary to protect existing neighborhoods from potential traffic impacts caused by extending stub end streets. Furthermore, to establish appropriate expectations, the City will require the installation of signs indicating the potential for future connectivity when development constructs stub streets.

No new proposed roadways will involve the displacement of preexisting houses.

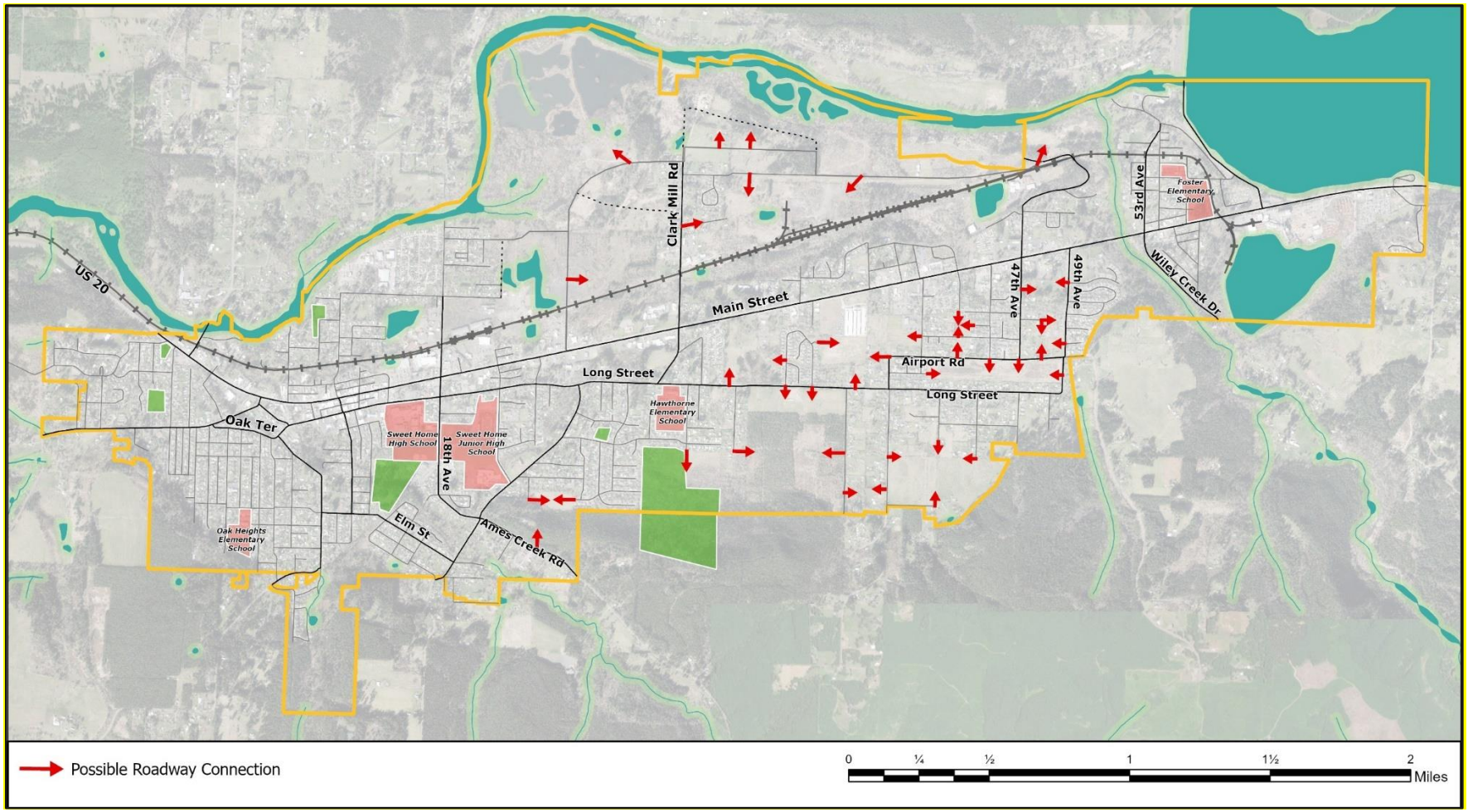


FIGURE 11. SWEET HOME LOCAL STREET CONNECTIVITY

MOBILITY STANDARDS

Mobility standards (or "targets" if referring to ODOT facilities) are the thresholds set by an agency for the maximum amount of congestion that is acceptable for a given roadway or intersection. They are often used as a metric for assessing the impacts of new development on the transportation system and for identifying where capacity improvements may be needed. Subsequently, they are frequently the basis for requiring improvements needed to sustain the transportation system as growth and development occur. Two methods used to gauge operational conditions for motor vehicles include volume-to-capacity ratios and level of service.

Volume-to-capacity (v/c) ratio: A v/c ratio is a decimal representation (between 0.00 and 1.00) of the proportion of capacity that is being used at a turn movement, approach leg, or intersection. The ratio is the peak hour traffic volume divided by the hourly capacity of a given intersection or movement. A lower ratio indicates smooth operations and minimal delays. A ratio approaching 1.00 indicates increased congestion and reduced performance.

Level of service (LOS): LOS is a "report card" rating (A through F) based on the average delay experienced by vehicles at the intersection. LOS A, B, and C indicate conditions where traffic moves without significant delays over periods of peak hour travel demand. LOS D and E are progressively worse operating conditions. LOS F represents conditions where average vehicle delay is excessive and demand exceeds capacity, typically resulting in long queues and delays.

Sweet Home's mobility standards for streets under City jurisdiction are as follows:

- For signalized intersections, a level of service E or better must be maintained during the weekday peak hour
- For roundabouts, a volume-to-capacity ratio of less than or equal to 0.90 on each intersection approach must be maintained during the weekday peak hour
- For stop-controlled and yield-controlled intersections, a level of service E or better must be maintained during the weekday peak hour. For two-way stop-controlled intersections, this applies to the minor (i.e., stop-controlled) approaches. For all-way stop-controlled intersections, this applies to the overall intersection measure

When calculating LOS or v/c ratios, the methodologies from the latest published Highway Capacity Manual by the Transportation Research Board must be applied.

For roadways within Sweet Home that are under ODOT or Linn County jurisdiction, the mobility standards/targets of those agencies will apply. ODOT mobility targets are documented in the Oregon Highway Plan (OHP).

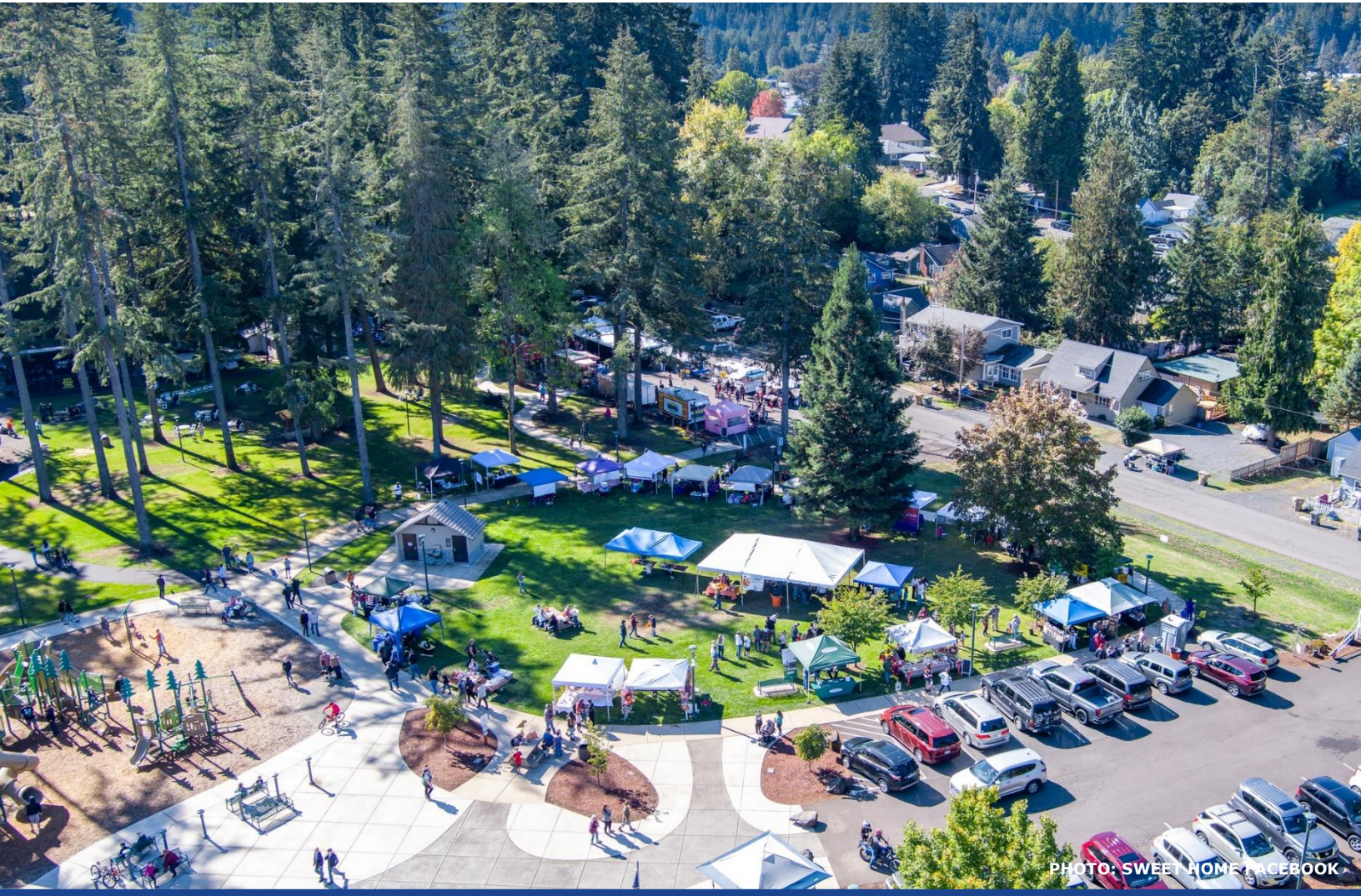


PHOTO: SWEET HOME FACEBOOK

CHAPTER 5

PROJECTS

SWEET HOME TRANSPORTATION SYSTEM PLAN

5 PROJECTS

This chapter summarizes the projects that have been identified to address the deficiencies within the Transportation System in the City of Sweet Home. Additional information is provided in Volume 2: Technical Memoranda 6 (Alternatives Analysis and Funding Program) and 9 (Preferred Alternatives). The projects are categorized accordingly:

- Motor Vehicle Capacity (C)
- Active Transportation (A)
- Railroad (R)
- Downtown Streetscape (P)
- Safety (S)
- Smart Mobility (E)

The projects on the Financially Constrained list do not limit the City, County, or ODOT from advancing other projects in the City's TSP in response to changes in development patterns and funding opportunities that are not known at the time of this plan. Future circumstances could allow or require the City to fund projects not on the Financially Constrained project list to address an unanticipated transportation need or take advantage of opportunities as they arise.

FINANCIALLY CONSTRAINED PROJECT LIST

The Oregon Transportation Planning Rule (TPR) requires that local agencies identify a financially constrained list of projects within the TSP. Based on the requirements within the Oregon Administrative Rule (OAR 660-012), the cost of the financially-constrained project list should not exceed 125 percent of the available funding, or $3.93 million[2].

The financially constrained project list identifies the $3.1 million in projected transportation funding to the highest priority projects. The financially constrained project list includes the highest priority projects for the City to pursue:

- C1 – Main Street / Pleasant Valley Road Intersection Improvement – this location currently is a two-way stop control and does not meet mobility targets, is an identified safety concern by the public due to the intersection geometrics and sight distance, and is generally recognized as the location of highest interest for an improvement in the city. A preliminary evaluation indicated a roundabout may provide additional benefits to reducing speed on Main Street and providing a gateway treatment for the city's western edge. However, additional processes would be required to select a control type for implementation, including intersection control evaluation and approval by ODOT's State Traffic Engineer (due to location on the state highway system), and coordination and approval from the Mobility Advisory Committee (due to location on a reduction review route). Due to the unknown treatment type, the intersection cost is listed as a range.

[2] 125% * $3,140,000 = $3,930,000

- R5 – 24th Avenue Rail Crossing Improvements – this location had a rail crossing order[3] that allows future improvements at the crossing to support future growth including gates and lights, cantilevers for additional flashing lights, and pedestrian gates for sidewalks with a roadway having four lanes with medians and bike lanes. However, the crossing order requires that "Construction of crossing No. 3S-029.33 shall be substantially in progress within five years from the entered date of the Final Order. Otherwise, the authority expires on that date." It is noted that the final order date is September 30, 2021, with a five-year period ending on September 30, 2026 for construction to be "substantially in progress".

The financially constrained project list is listed in Table 3. The total cost of the project list is shown as a range of $4.6 million to $12.1 million due to the unknown treatment and intersection cost that will result from additional review of the Main Street/Pleasant Valley Road intersection improvement. A traffic signal at this location would result in a lower cost than a roundabout treatment.

TABLE 3. FINANCIALLY CONSTRAINED PROJECT LIST (2022 DOLLARS)

PROJECT ID	PROJECT NAME	COST ESTIMATE[A]
C1	Main Street/Pleasant Valley Road Intersection Improvement [B]	$2,500,000-$10,000,000
R5A	24th Avenue Rail Crossing ROW and Signing	$204,000
R5B	24th Ave Rail Crossing Installation	$1,900,000
	Total	**$4.6-$12.1 Million**

A. Cost estimates are based on 2022 dollars. Costs have a potential annual escalation rate of 2.1% according to the NHCCI

B. Projects that propose changing an intersection's traffic control on ODOT's system would require additional study as part of an Intersection Control Evaluation (ICE) to be conducted before design per ODOT standards to determine the appropriate control treatment, including consideration for traffic signal warrants and spacing between existing and proposed signals. Requires approval of ODOT State Traffic Engineer.

PHOTO: SARAH BROWN (2024)

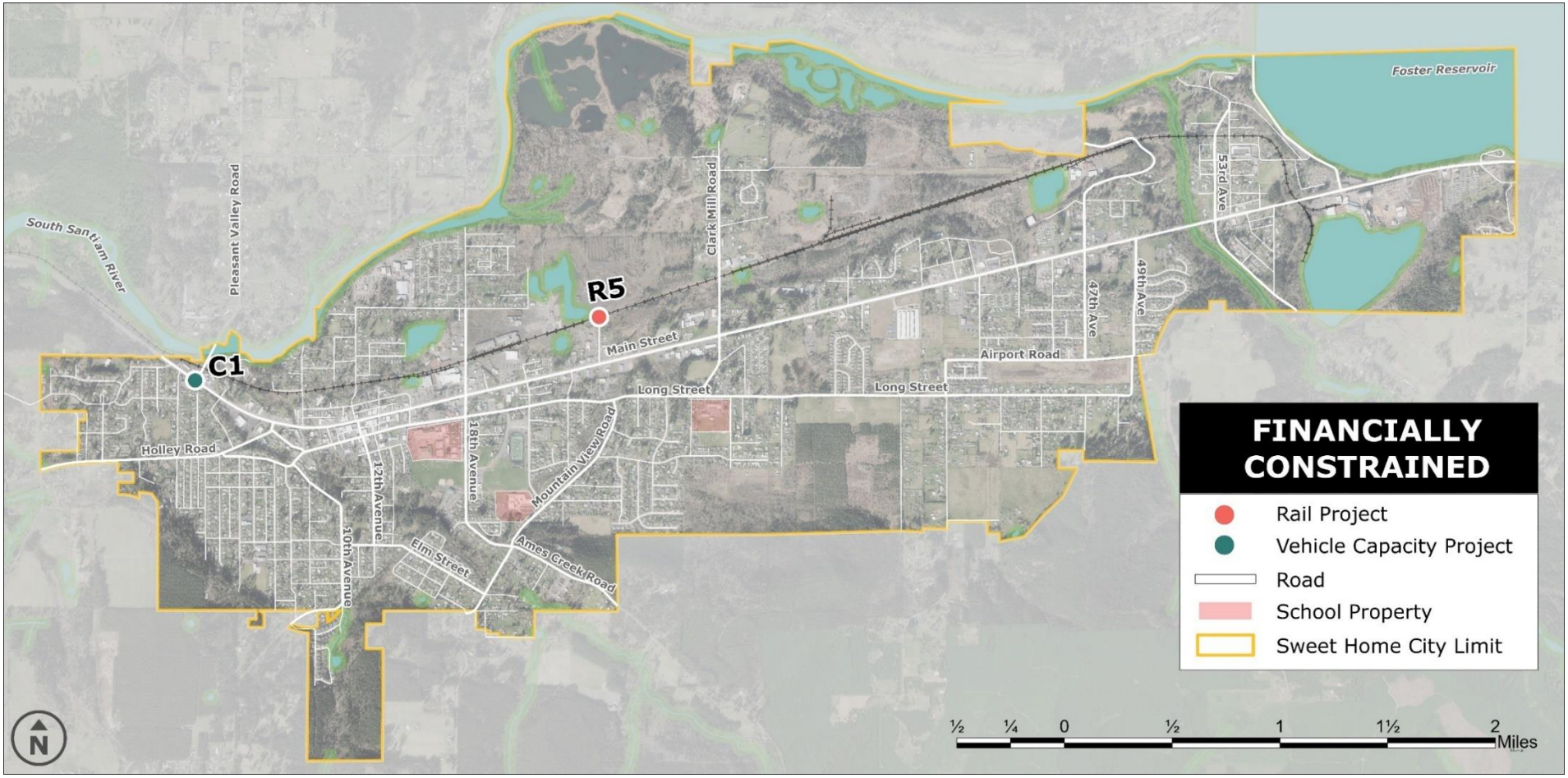


FIGURE 12. FINANCIALLY CONSTRAINED PROJECT LIST

ASPIRATIONAL PROJECTS

The following section summarizes the remaining "aspirational" preferred plan projects that are important for Sweet Home but are not included in the financially constrained list. These projects are not considered reasonably likely to be funded by 2045.

The aspirational projects are grouped by category for organization purposes. The order of the categories does not represent an order of prioritization nor does the order of the projects within the tables. Projects within the aspirational project list should be constructed as funding becomes available or priorities within the city are changed. As noted previously, several potential implementation opportunities are flagged for each project, depending on the type, location, and potential benefits.

The aspirational vehicle capacity projects are listed in Table 4 and shown in Figure 13.

Projects from the Sweet Home Safe Routes to School Plan (2020) are shown within Table 8. All projects from the original plan are included within the table except those that have already been constructed or overlap with another aspirational project.

Transportation improvements in Sweet Home are also necessary to improve the ability of people to get to key destinations. Most key destinations exist on the western portion of Sweet Home like the Library, Fires Station, and Community Center. Improvements made to connectivity along Main Street and Long Street for all modes of Transportation will increase the ease of people in getting to these key destinations.

TABLE 4. ASPIRATIONAL VEHICLE CAPACITY PROJECTS[A]

PROJECT ID	PROJECT NAME	DESCRIPTION	COST ESTIMATE[B]
C2	Main Street/24th Avenue Traffic Control	Construct a traffic control upgrade at Main Street (US 20)/24th Avenue. Location may be a candidate for a traffic signal.	$2,500,000-$10,000,000
C3	Main Street/Clark Mill Road Traffic Control	Construct a traffic control upgrade at Main Street (US 20)/Clark Mill Road. Location may be a candidate for a traffic signal.	$2,500,000-$10,000,000
C4	Main Street/47th Avenue Traffic Control	Construct a traffic control upgrade at Main Street (US 20)/47th Avenue. Location may be a candidate for a traffic signal.	$2,500,000-$10,000,000
	Total		$7.5-$30 Million

A. Projects that propose changing an intersection's traffic control on ODOT's system would require additional study as part of an Intersection Control Evaluation (ICE) to be conducted before design per ODOT standards to determine the appropriate control treatment, including consideration for traffic signal warrants and spacing between existing and proposed signals. Requires approval of ODOT State Traffic Engineer.

B. Cost estimates are based on 2022 dollars. Costs have a potential annual escalation rate of 2.1% according to the NHCCI

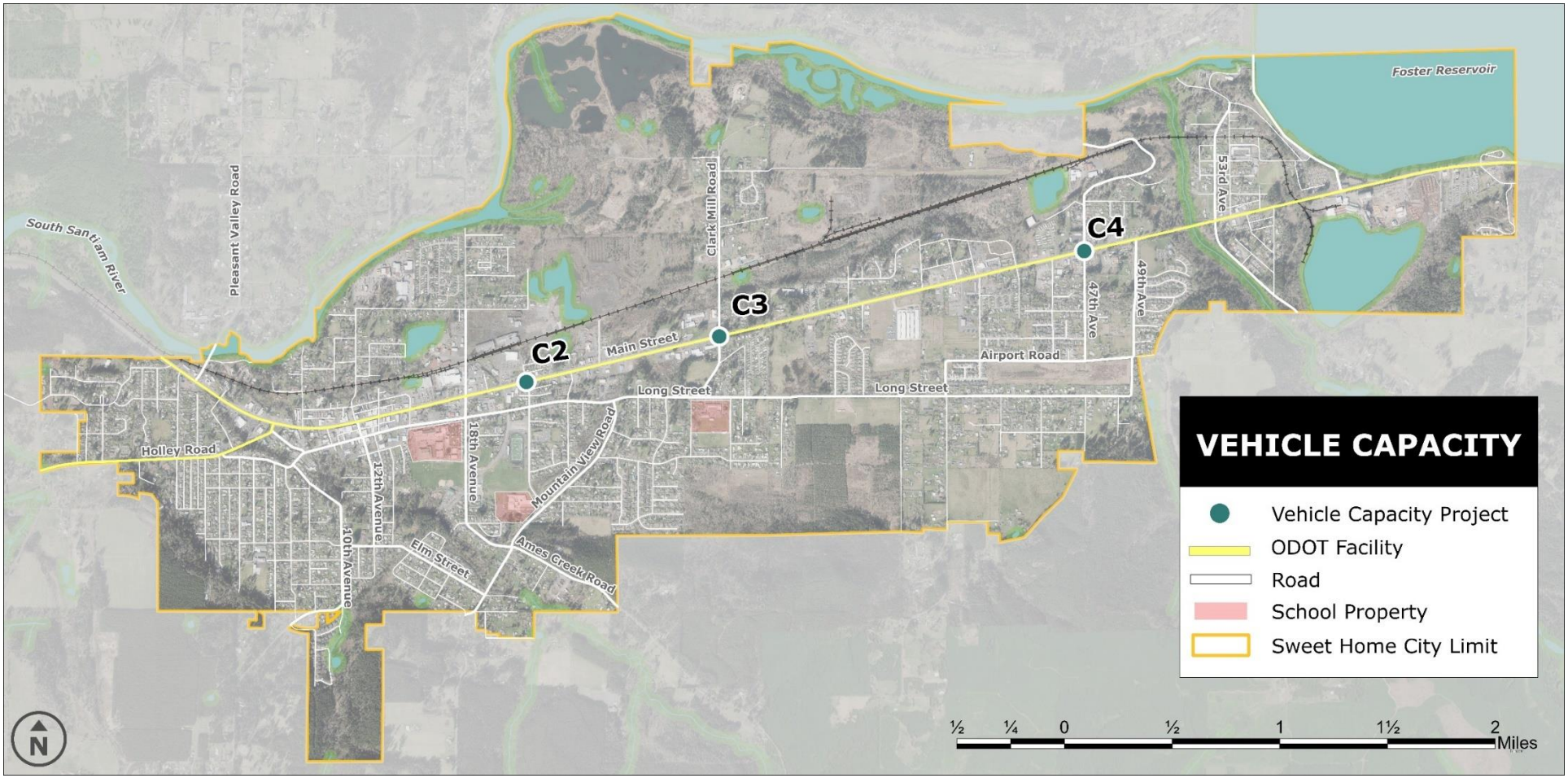


FIGURE 13. VEHICLE CAPACITY PROJECTS

The Aspirational Active Transportation Projects are listed in Table 5 through Table 8 and are shown in Figures 14 and 15. These projects help to address deficiencies for those using alternative transportation modes from vehicles to get around Sweet Home. Improving bike facilities along Main Street and Long Street will improve east west connectivity throughout Sweet Home for those opting to bike.

TABLE 5. ASPIRATIONAL PEDESTRIAN FOCUSED PROJECTS

PROJECT ID	PROJECT NAME	DESCRIPTION	COST ESTIMATE[A]
A1	Clark Mill Road Sidewalk Infill	Infill existing sidewalk gaps (8,000 ft) on Clark Mill Road. Update stormwater infrastructure to current standards where necessary.	$9,700,000
A3	Mountain View Road Sidewalk Infill	Infill existing sidewalk gaps on Mountain View Road (8,000 ft). Update stormwater infrastructure to current standards where necessary.	$9,700,000
A5	53rd Avenue Sidewalk Infill	Infill existing sidewalk gaps on 53rd Avenue (8,700 ft). Update stormwater infrastructure to current standards where necessary.	$10,400,000
A43	Main Street Sidewalk Connectivity under Trestle Bridge	Connect the sidewalk under the Trestle bridge after Trestle bridge is reconstructed.	$150,000
A44	Main Street Sidewalk Infill	Infill existing sidewalk gaps east of Wiley Creek to the eastern city limit (3,000 ft) on Main Street. Update stormwater infrastructure to current standards where necessary.	$3,450,000
	Total		$33,400,000

A. Cost estimates are based on 2022 dollars. Costs have a potential annual escalation rate of 2.1% according to the NHCCI

TABLE 6. ASPIRATIONAL BICYCLE FOCUSED PROJECTS[A]

PROJECT ID	PROJECT NAME	DESCRIPTION	COST ESTIMATE[B]
A6	Main Street Bike Lanes	Construct bike lanes on Main Street (US 20) west of 18th Avenue; consider buffered bike lanes on Main Street (US 20) east of 18th Avenue. Design must conform to the Highway Design Manual.	$5,750,000
A7	Holley Road Bike Lanes	Construct bike lanes on Holley Road from Main Street (US 20) to the western city limits within the current right of way. Improve signing along the route. Design must conform to the Highway Design Manual.	$1,300,000
A8	Long Street Bike Lane Infill	Add bike lanes from Holley Road to 22nd. Consider buffered bike lanes with parking removal.	$1,400,000
A9	Airport Road Bike Lanes	Construct bike lanes on Airport Road from 43rd to 49th within the existing right of way.	$1,000,000
A11	49th Avenue Bike Lanes	Construct bike lanes on 49th Avenue from Long Street to Main Street (US 20) within the existing right of way.	$850,000
A12	53rd Avenue and Wiley Creek Drive Bike Lanes	Construct bike lanes on 53rd Avenue and Wiley Creek Drive. Widen Wiley Creek Road where necessary to maintain the bike lane.	$6,900,000
A13	18th Avenue/Ames Creek Road Bike Lanes	Construct bike lanes from south city limit to Tamarack Street along 18th and Ames Creek Rd. Install greenway treatment along 18th north of Tamarack.	$500,000
A14	Mountain View Road Bike Lanes	Construct bike lanes on Mountain View Road from Long Street to Cedar Street. Remove parking where necessary.	$200,000
	Total		$17,900,000

A. Projects aim to decrease Bike Level of Traffic Stress (BLTS) to a 1 or 2. A BLTS of 1 represents a low stress and comfortable facility while a BLTS of 4 is a high stress facility that may be dangerous to cyclists and only utilized by aggressive cyclists.

B. Cost estimates are based on 2022 dollars. Costs have a potential annual escalation rate of 2.1% according to the NHCCI

TABLE 7. ASPIRATIONAL MULTI-MODAL PROJECTS

PROJECT ID	PROJECT NAME	DESCRIPTION	COST ESTIMATE[A]
A39	Elm Street Greenway	Designate a neighborhood greenway on Elm Street; possibly install speed humps, signage, and striping.	$700,000
A40	Long Street Roadway Modernization	Installation of Sidewalk and 6' bike lanes east of 35th Avenue. Updating of drainage with sidewalk improvements. Consider lowering the speed limit and implementing Greenway treatment for bike facilities if bike lanes are infeasible.	$15,800,000
A41	47th Greenway	Designate a neighborhood greenway on 47th Avenue; consider installing speed humps, signage, and striping. Infill missing sidewalk on both sides of the road. Lower speed limit to 30 MPH.[B]	$6,000,000
A42	Tamarack Street Modernization	Installation of sidewalk and improved bike facilities. Updating of drainage with sidewalk improvements. Consider lowering the speed limit[B] and implementing Greenway treatment for bike facilities if bike lanes are infeasible.	$2,550,000
	Total		$25,050,000

A. Cost estimates are based on 2022 dollars. Costs have a potential annual escalation rate of 2.1% according to the NHCCI
B. Lowering speed limits requires an ODOT speed study, which can be requested at any time

TABLE 8. SAFE ROUTES TO SCHOOL PROJECTS

PROJECT ID	PROJECT NAME	DESCRIPTION	COST ESTIMATE[A]
A16	22nd Avenue Sidewalk	Improve sidewalks and install curb ramps along 22nd Avenue.	$5,600,000
A17	22nd Avenue/Mountain View Road Crossings	Install striping upgrades and curb extensions at 22nd Avenue/Mountain View Road intersection.	$150,000
A18	22nd Avenue/Ironwood Street Crossings	Install curb ramps, upgrade signage and striping, and install lighting at 22nd Avenue/Ironwood St intersection.	$264,000
A19	22nd Avenue/Juniper Court and 22nd Avenue/Kalmia Street Crossings	Install curb ramps, upgrade striping, and install lighting at 22nd Avenue/Juniper Court and 22nd Avenue/Kalmia Street.	$289,000
A20	22nd Avenue/Long Street Crossings	Install curb ramps, upgrade striping, and install lighting at 22nd Avenue/Long Street.	$269,000
A22	22nd Avenue Multiuse Path	Remove parking and construct multimodal path on 22nd Avenue between Mountain View Road and Long Street.	$1,850,000
A23	Main Street Sidewalk Enforcement	Enforce sidewalk clearance code on Main Street.	
A25	18th Avenue Sidewalks	Improve sidewalks and install curb ramps on 18th Avenue between Main Street (US 20) and Ames Creek Road.	$1,950,000
A26	High School Driveway Crossing	Install RRFB, upgrade signage and striping, and install lighting at the high school driveway on 18th Avenue.	$299,000
A27	18th Avenue/Grape Court Crossing	Upgrade striping and install curb ramps at 18th Avenue/Grape Court.	$250,000
A28	Mountain View Road/Ames Creek Road Crossings	Upgrade striping, install curb ramps, and install lighting at Mountain View Road/Ames Creek Road.	$269,000
A29	Mountain View Road/Elm Street Crossing	Upgrade striping and install lighting at Mountain View Road/Elm Street.	$239,000

A30	Mountain View Road Multiuse Path (South)	Construct a 10-foot wide shared use path and northbound shared roadway bicycle markings between Ames Creek Road and school property.	$950,000
A31	Mountain View Road Multiuse Path (North)	Construct a 10-foot wide shared use path and curb ramps at intersections between 22nd Avenue and Long Street.	$3,400,000
A32	Ames Creek Road Restriping	Restripe Ames Creek Road to narrow travel lanes, shift centerline, and provide more pedestrian space between Mountain View Road and Surrey Lane; explore 25 mph speed limit.	$100,000
A33	Ames Creek Road Sidewalk	Install sidewalk on the south side of Ames Creek Road from Mountain View Road to Surrey Lane.	$950,000
A35	Juniper Street Sidewalk	Install sidewalk on the north side of Juniper Street from Mountain View Road to Ashbrook Park.	$950,000
A36	Juniper Street Greenway	Designate a neighborhood greenway on Juniper Street from Mountain View Road to 35th Avenue; install speed humps, signage, and striping.	$350,000
A37	Harding Street Sidewalk	Install sidewalk on the south side of Harding Street from Mountain View Road to 27th Avenue.	$1,600,000
A38	Kalmia Street Sidewalk	Install sidewalk on the south side of Kalmia Street from Mountain View Road to 26th Court.	$450,000
	Total		$20,179,000

A. Cost estimates are based on 2022 dollars. Costs have a potential annual escalation rate of 2.1% according to the NHCCI

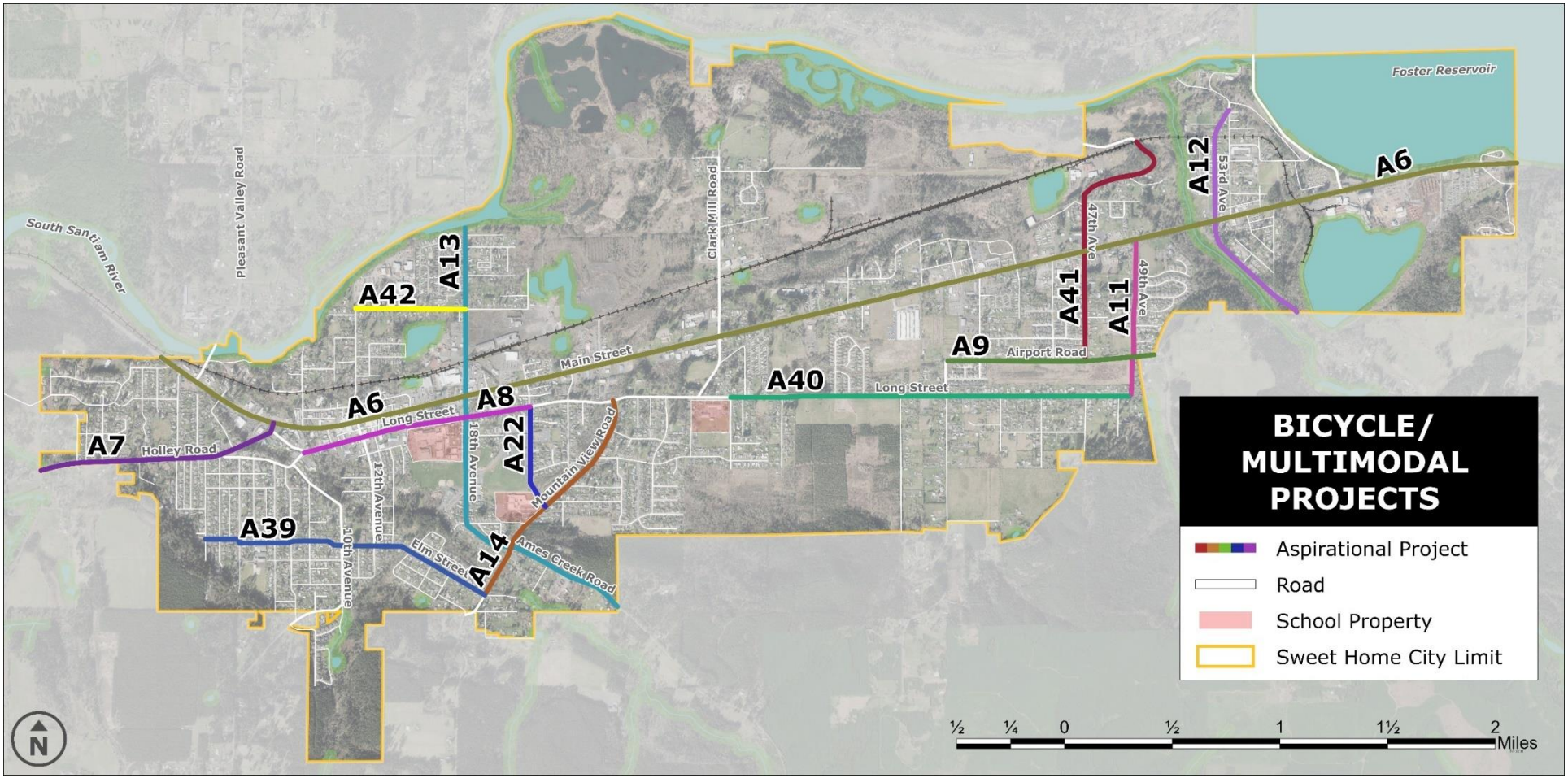


FIGURE 14. BICYCLE AND MULTIMODAL PROJECTS

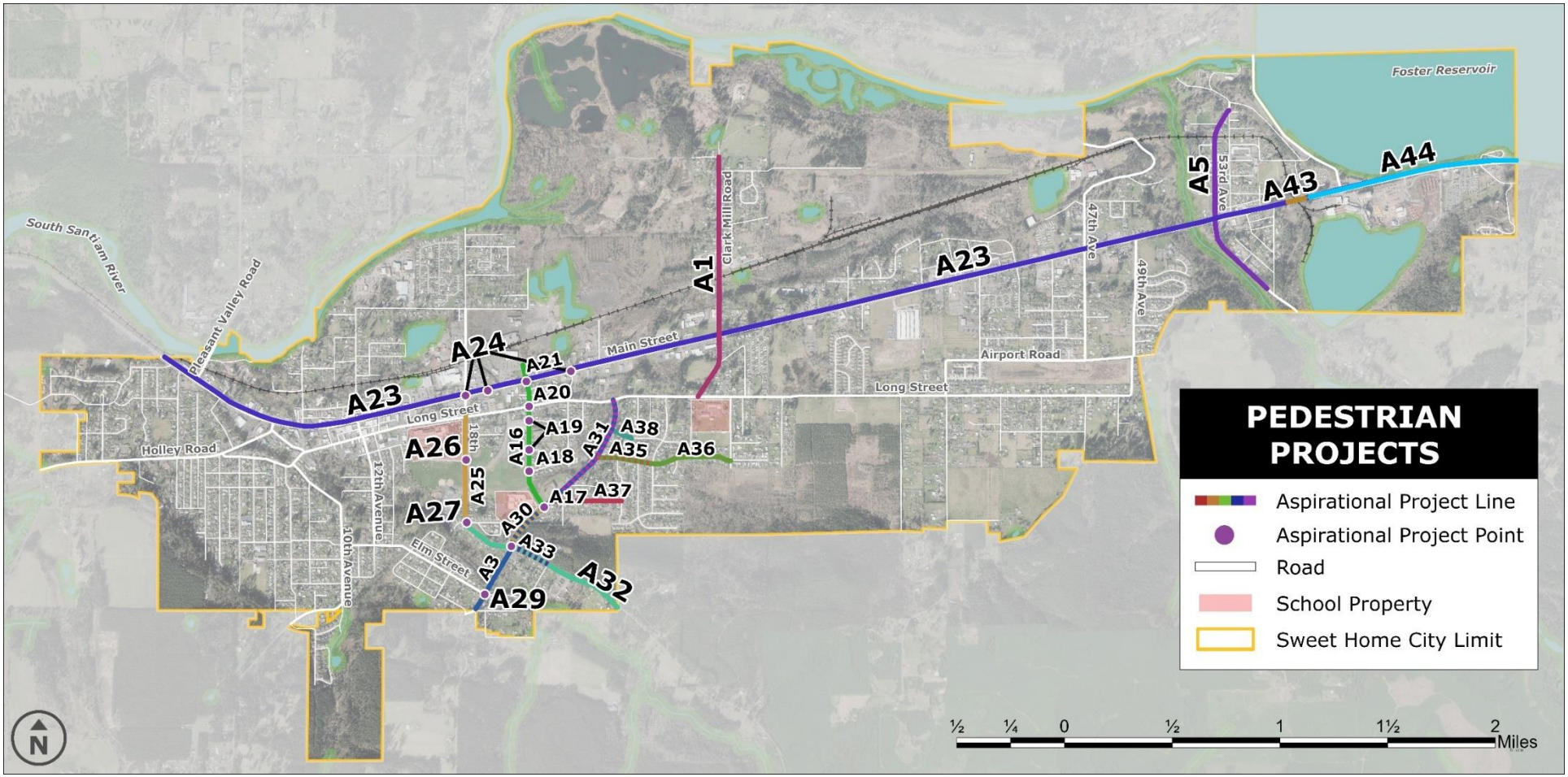


FIGURE 15. **PEDESTRIAN PROJECTS** ***(INCLUDES SS4A)***

Other aspirational projects are shown in the following tables, including Downtown Streetscape (Table 9), Railroad (Table 10), Safety (Table 11), and Smart Mobility (Table 12) and are mapped in Figure 16.

TABLE 9. ASPIRATIONAL DOWNTOWN STREETSCAPE PROJECTS

PROJECT ID	PROJECT NAME	DESCRIPTION	COST ESTIMATE[A]
P1	Long Street Sidewalk Buffer	Provide landscaping along the sidewalk edge and remove on-street parking to add a landscape buffer.	$481,000
P2	Long Street Pedestrian Island	Add a pedestrian island or curb bulb-outs to shorten crossing distance at key intersections.	$1,500,400
P3	Long Street Parking Restriping	Revise lane striping to add parking in areas where narrowing the travel lanes results in additional width for on-street parking.	$81,400
P5	Parking Management Policy	Implement a policy for Downtown that limits parking to 2-hours on-street and 4-hour off street. Increase level of enforcement to ensure turn over occurs.	
P6	Long Street Modification 10th to 18th	Seek to maintain 11' sidewalks, 8' parking lanes and 11' travel lanes from 10th Ave to midway between 15th Ave and 18th Ave. Possibly include bulb-outs at the key intersections to increase pedestrian comfort.	$4,114,300
P7	Main Street Modification	Add bulb-outs along the corridor to provide spaces for lighting, streetscape amenities and trees. Add a median and remove pedestrian lighting from the existing median from 9th Ave to 18th Ave.	$2,477,100
	Total		$8,654,200

A. Cost estimates are based on 2022 dollars. Costs have a potential annual escalation rate of 2.1% according to the NHCCI

TABLE 10. ASPIRATIONAL RAILROAD PROJECTS

PROJECT ID	PROJECT NAME	DESCRIPTION	COST ESTIMATE[A]
R1	Pleasant Valley Road Rail Crossing	Upgrade signing and striping, install railroad crossing gates, and install ADA-accessible improvements to align with current railroad safety guidelines.	$600,000
R2	9th Avenue Rail Crossing	Upgrade signing and striping, install railroad crossing gates, and install ADA-accessible improvements to align with current railroad safety guidelines.	$600,000

R3	12th Avenue Rail Crossing	Upgrade signing and striping, install railroad crossing gates, and install ADA-accessible improvements to align with current railroad safety guidelines.	$600,000
R4	18th Avenue Rail Crossing	Upgrade signing and striping, install railroad crossing gates, and install ADA-accessible improvements to align with current railroad safety guidelines.	$600,000
R6	Clark Mill Road Rail Crossing	Upgrade signing and striping, install railroad crossing gates, and install ADA-accessible improvements to align with current railroad safety guidelines.	$600,000
R7	47th Avenue (West) Rail Crossing	Upgrade signing and striping, install railroad crossing gates, and install ADA-accessible improvements to align with current railroad safety guidelines.	$600,000
R8	47th Avenue (East) Rail Crossing	Upgrade signing and striping, install railroad crossing gates, and install ADA-accessible improvements to align with current railroad safety guidelines.	$600,000
R9	53rd Avenue Rail Crossing	Upgrade signing and striping, install railroad crossing gates, and install ADA-accessible improvements to align with current railroad safety guidelines.	$600,000
R10	54th Avenue Rail Crossing	Upgrade signing and striping, install railroad crossing gates, and install ADA-accessible improvements to align with current railroad safety guidelines.	$600,000
R11	Main Street Railroad Bridge	Replace damaged trestle bridge.	$20,000,000
R12	43rd Ave Railroad Crossing	Construct a new grade separated bridge across the rail road tracks to connect 43rd Ave to the eastern portion of the North Sweet Home Area.	$20,000,000
	Total		$45,400,000

A. Cost estimates are based on 2022 dollars. Costs have a potential annual escalation rate of 2.1% according to the NHCCI

TABLE 11. ASPIRATIONAL SAFETY PROJECTS

PROJECT ID	PROJECT NAME	DESCRIPTION	COST ESTIMATE[A]
S1	Long/18th intersection improvements	Monitor intersection to determine if additional improvements are needed to reduce crash frequency. Improvements may include adding signing upgrades and potential on-street parking reductions to improve visibility and alert drivers of pedestrian activity and traffic control.	$70,000
S2	Shea Viewpoint / Riggs Hill Road	Install safety enhancements to the eastern gateway. These may include signing, striping, and/or lighting, to decrease speed of traffic entering urban area and allow safe pedestrian crossings.	$200,000
S3	Long St/ Holley Rd Right in Right Out	Restrict left turn movements at the intersection to reduce vehicle conflicts that occur near Main Street. Add signage as well as well as barriers to prevent left turns from Long Street to OR 228 and from OR 228 to Long Street. These improvements would also improve the traffic flow from Main Street to Holley Road making the route more attractive and decreasing traffic cutting through on 1st Avenue to avoid the intersection.	$400,000
	Total		$670,000

A. Cost estimates are based on 2022 dollars. Costs have a potential annual escalation rate of 2.1% according to the NHCCI

TABLE 12. ASPIRATIONAL SMART MOBILITY PROJECTS

PROJECT ID	PROJECT NAME	DESCRIPTION	COST ESTIMATE[A]
E1	EV Charging Stations	Install charging stations for electric vehicles and/or electric bikes at key destinations, such as within downtown and at parks.	$150,000

A. Cost estimates are based on 2022 dollars. Costs have a potential annual escalation rate of 2.1% according to the NHCCI

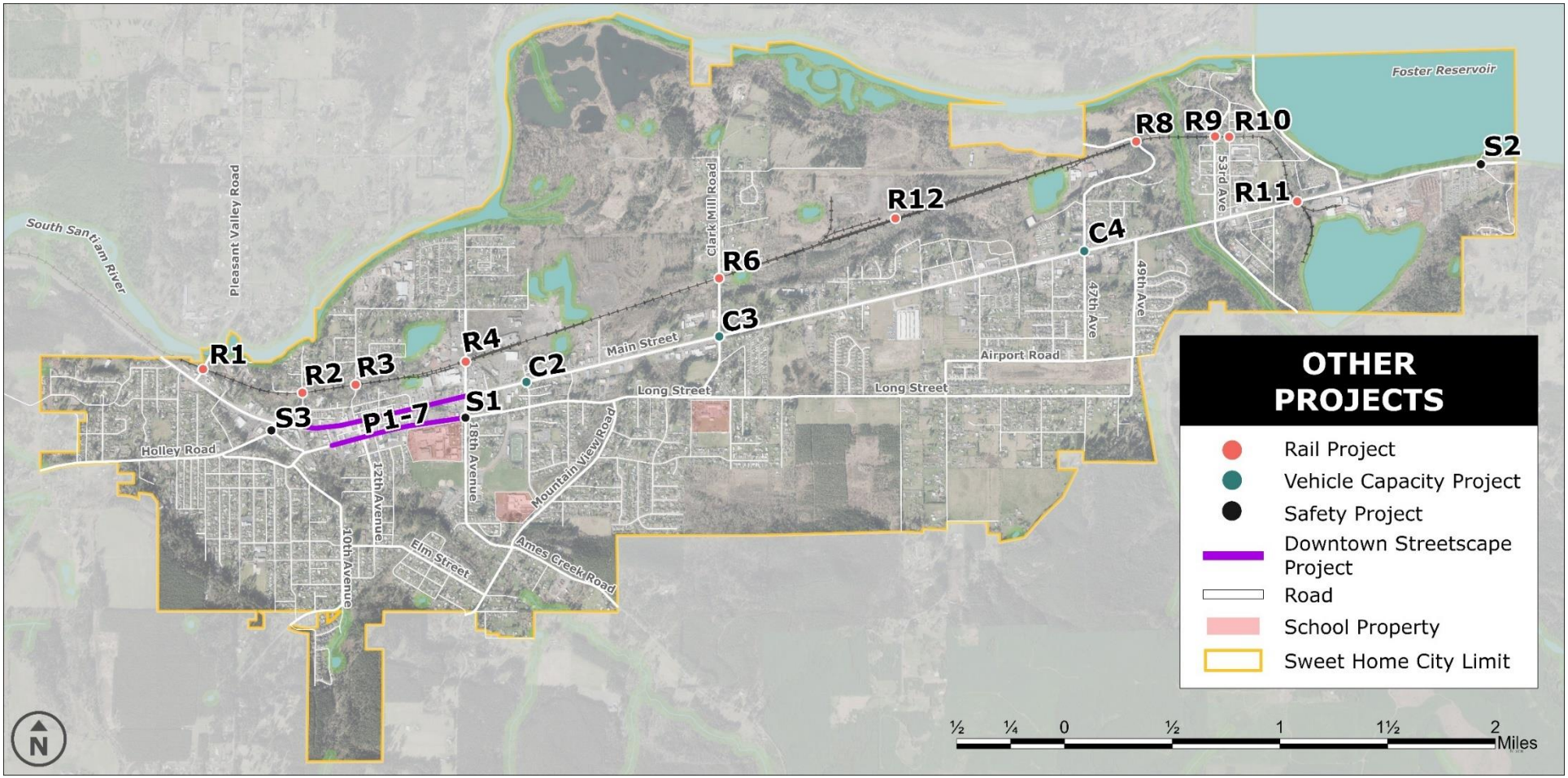


FIGURE 16. OTHER ASPIRATIONAL PROJECTS

NORTH SWEET HOME AREA PLAN PROJECTS

In conjunction with the update to the Sweet Home TSP, a refinement plan for the North Sweet Home Area (NSHA) has also been developed. The NSHA is the area north of the Albany and Eastern Railroad which includes over 500 acres of undeveloped land, including natural resource amenities. The following projects have been recommended through the development of this plan depending on final plan outcomes. These new street improvements would include pedestrian and cyclist connectivity improvement within the area. Projects are listed in Table 13 and mapped in Figure 17.

TABLE 13. NSHA ASPIRATIONAL PROJECTS

PROJECT ID	PROJECT NAME	DESCRIPTION	COST ESTIMATE[A]
N-C1	24th Ave Improvements	Widen 24th Ave as a two lane major collector (with right of way to allow for future widening to four lane) from US20 to railroad. Extend 24th Avenue north of railroad to to Zelkova St as a two lane major collector with right of way to allow for future widening to four lane).	$21,450,000
N-C2	Zelkova St Improvements	Extend Zelkova Street as a major collector east of 24th Avenue to 47th Avenue.	$43,550,000
N-C3	New Neighborhood Street 1	Construct new neighborhood street (minor collector) connecting 24th Avenue to Clark Mill Road.	$9,005,000
N-C4	New Neighborhood Street 2	Construct new neighborhood street connecting Zelkova Street to proposed hospitality district.	$18,005,000
N-C5	Willow St Extension	Extend Willow Street east of 20th Avenue to 24th Avenue.	$9,000,000
N-C6	22nd Ave Extension	Extend 22nd Avenue from Tamarack Street to Willow Street.	$9,000,000
N-S1	US20/18th Ave Improvements	Modify existing signal to meet capacity needs, including potential addition of protected left turns on US20.	$150,000
N-S5	Zelkova St/Clark Mill Rd Improvements	Traffic control upgrade pending the completion of an Intersection Control Evaluation and review and approval of ODOT Traffic Engineer.	$2,000,000
N-S6	18th Ave Railroad Crossing Improvements	Upgrade signing and striping, install railroad crossing gates, and install ADA-accessible improvements to align with current railroad safety guidelines.	$600,000

PROJECT ID	PROJECT NAME	DESCRIPTION	COST ESTIMATE[A]
N-S7	24th Ave Railroad Crossing Improvements	Upgrade signing and striping, install railroad crossing gates, and install ADA-accessible improvements to align with current railroad safety guidelines.	$600,000
N-S8	Clark Mill Rd Railroad Crossing Improvements	Upgrade signing and striping, install railroad crossing gates, and install ADA-accessible improvements to align with current railroad safety guidelines.	$600,000
N-S9	47th Ave Railroad Crossing Improvements	Upgrade signing and striping, install railroad crossing gates, and install ADA-accessible improvements to align with current railroad safety guidelines.	$600,000
N-M1	18th Avenue Multiuse Path	Install multiuse path along 18th Avenue and Tamarack Street.	$360,000
N-M2	New Neighborhood Street 2 MUP	Install multiuse path along New Neighborhood Street 2.	$260,000
N-M3	Quarry Park Trail	Install new trail route through Quarry Park.	$1,440,000
N-M4	Tamarack Street Pedestrian Trail	Install new trail route between Tamarack Street and 24th Avenue, including pedestrian bridge over existing body of water.	$1,650,000
N-M5	24th Ave/Neighborhood St 1 Crossing	Install pedestrian crossing at 24th Ave/New Neighborhood Street 1 intersection. Type of crossing to be identified following engineering study.	$50,000
N-M6	24th Ave/Neighborhood St 2 Crossing	Install pedestrian crossing at 24th Ave/New Neighborhood Street 1 intersection. Type of crossing to be identified following engineering study.	$50,000
N-M7	24th Ave/Willow St Crossing	Install pedestrian crossing at 24th Ave/Willow Street intersection. Type of crossing to be identified following engineering study.	$50,000
		Total:	**$118,420,000**

A. Cost estimates are based on 2022 dollars. Costs have a potential annual escalation rate of 2.1% according to the NHCCI

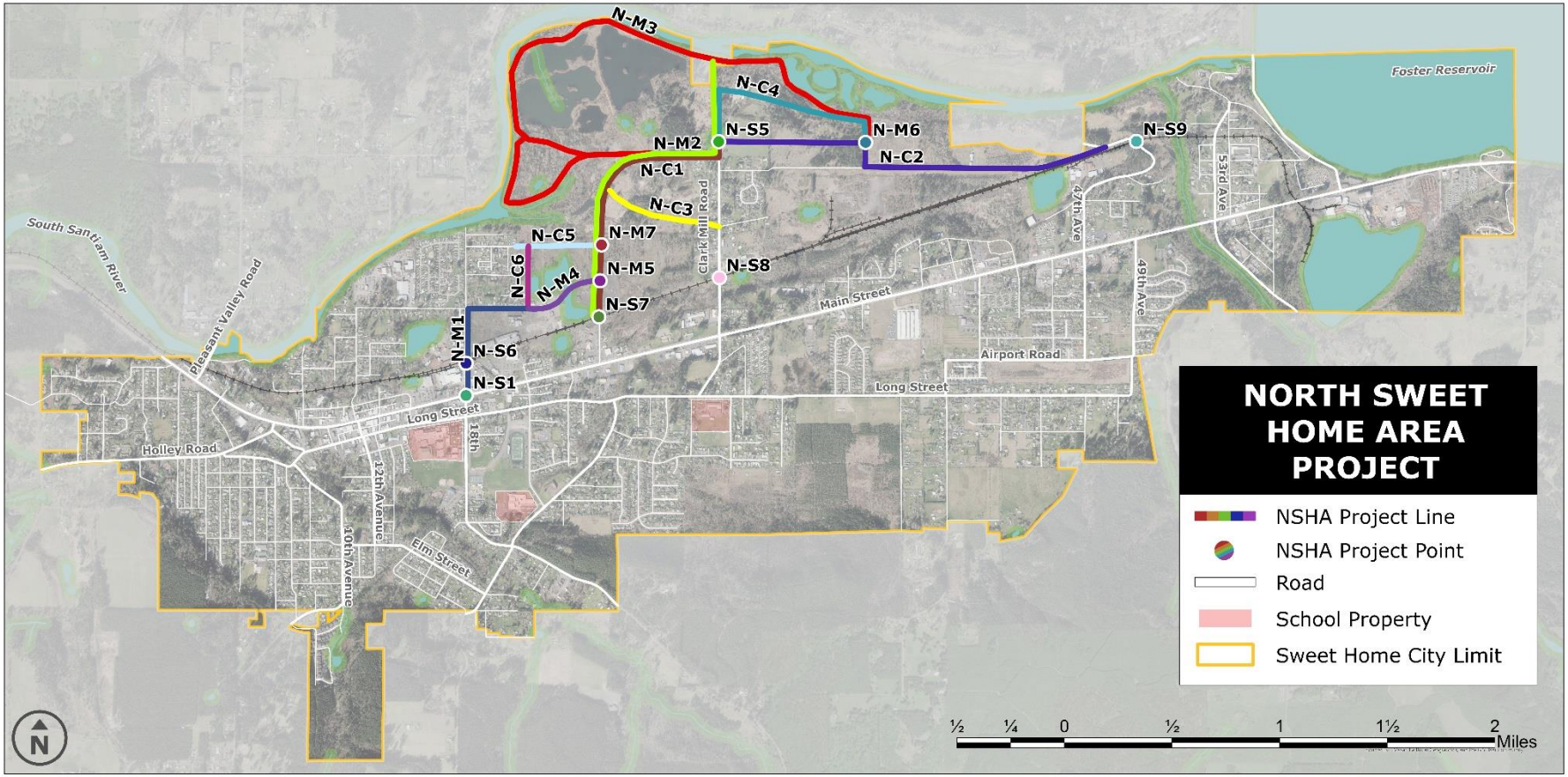


FIGURE 17. NORTH SWEET HOME AREA PROJECTS


PHOTO: SWEET HOME FACEBOOK

CHAPTER 6

FUNDING

SWEET HOME TRANSPORTATION SYSTEM PLAN

6 FUNDING

Based on existing revenue sources of the state gas tax and local transportation System Development Charges (SDC), Sweet Home is estimated to have approximately $3.1 million available for transportation improvements over the 20-year planning horizon, as summarized in Table 14.

The state gas tax provides revenue for the city's Transportation Fund (Fund 206), which after covering the combined expenditures for Personal Services and Materials and Services leaves approximately $37,000 per year remaining for capital improvements. The city's SDC is currently projected to generate approximately $120,000 per year based on the city budget, but increased development levels would increase this amount.

TABLE 14. EXISTING AND PROJECTED TRANSPORTATION REVENUE SOURCES

REVENUE SOURCE	ESTIMATED ANNUAL REVENUE	TOTAL REVENUE THROUGH 2045 (20 YEARS)
STATE GAS TAX	$37,000*	$740,000
SYSTEM DEVELOPMENT CHARGES	$120,000**	$2,400,000
TOTAL	$157,000	$3,140,000

Note: * Revenue remaining after covering other anticipated costs in Transportation Fund including Personal Services and Materials and Services.

** SDC revenue is estimated based on the City budget, but could increase with additional development.

If Sweet Home implements other revenue sources (e.g., local gas tax or street utility fee programs) that could increase the amount of transportation revenue available for new capital projects and programs.

Other implementation opportunities exist that could support funding and construction of other aspirational projects:

- **SDC Improvements** – Capacity projects that would be needed to support future development and, depending on level of development, could be candidate projects for SDC resources.
- **Partner Funding** – Projects that are located on a County or State facility and may be opportunities for joint funding and/or incorporating into related projects along the facility.
- **Development Frontage** – Projects that could be implemented through frontage improvements as adjacent properties redevelop.
- **Active Transportation Grant** – Projects that would improve the active transportation system and may be future candidates for various state or other active transportation grant programs.
- **Safety Grant** – Projects that would improve safety of the transportation system and may be future candidates to consider for various state or other safety grant programs.

Additional information about other potential revenue sources and implantation opportunities for each project are identified in Volume 2.

PHOTO: SWEET HOME FACEBOOK

CHAPTER 7

OUTCOMES

SWEET HOME TRANSPORTATION SYSTEM PLAN

7 OUTCOMES

This chapter summarizes the expected outcomes of the transportation system plan.

EXPECTED GROWTH

Sweet Home is projected to grow approximately 19 percent over the planning horizon through 2045. The TSP identifies projects to address both existing and future transportation needs based on the projected growth. Residential growth is currently occurring within the city, primarily as larger lots subdivide.

However, the most significant growth opportunities will come from the future development of the NSHA. The NSHA was planned through a parallel planning process to the TSP update that resulted in the NSHA Plan. The area provides opportunities for significant residential, commercial and employment growth.

The conditions of the market and development interest will ultimately drive how much development occurs over the 20-year planning horizon and beyond. Depending on the specific location, type, and size of the growth, additional transportation improvements both within and connecting to the NSHA will be critical. These improvements will likely be driven and funded through development, and will likely include new roadway network within NSHA, upgrades to rail crossings, and intersection control upgrades at key Main Street intersections that provide access to the NSHA.

FUTURE SYSTEM PERFORMANCE

The existing pedestrian gaps and bicycle needs will be even more apparent in the future with increased population and traffic growth. One existing vehicle capacity need has been identified at the intersection of Main Street / Pleasant Valley Road. Additional capacity needs along Main Street will likely be triggered with growth in NSHA. Improvements to the multimodal system will be needed to address these needs by implementing the projects identified in Chapter 5.

OPPORTUNITIES FOR ADDITIONAL FUNDING

The only dedicated transportation funding is provided through the transportation SDC and state gas tax revenue. These sources are projected to provide approximately $3.1 million of capital improvements that represent the financially constrained project list. Additional project needs have been identified as part of the aspirational project list. These projects may be implemented through a variety of means, development, partner funding, and grant opportunities. Additional funding opportunities for sustained transportation revenue were reviewed and could be implemented by the City to increase the outlay of the capital improvements identified in this plan. Two options that were explored and are most commonly implemented by other Oregon communities include a street utility fee and local gas tax.