



TM#2 GOALS OBJECTIVES AND EVALUATION CRITERIA (DRAFT)

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TO: Sweet Home TSP PMT

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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 followings 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 are 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 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. Where ever 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 and 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 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, 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 incorporates 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 maximize 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.