

# SWEET HOME TRANSPORTATION SYSTEM PLAN & NORTH SWEET HOME AREA PLAN

PLANNING COMMISSION / CITY COUNCIL WORKSESSION  
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# AGENDA

- 1 / PROJECT OVERVIEW AND PURPOSE**
- 2 / PROJECT GOALS**
- 3 / IDENTIFIED TRANSPORTATION NEEDS**
- 4 / SCHEDULE AND NEXT STEPS**



# PROJECT OVERVIEW

# PROJECTS OVERVIEW & PURPOSE

- Two Plans Completed Together
- Update Transportation System Plan (TSP)
  - > Serves as Citywide Transportation Master Plan
  - > Current TSP is from 2005
  - > Guide transportation projects to address need
  - > Identify funding opportunities and enable grants
- North Sweet Home Area (NSHA) Plan
  - > Currently disconnected
  - > Examine development options
  - > Facilitate/guide eventual development

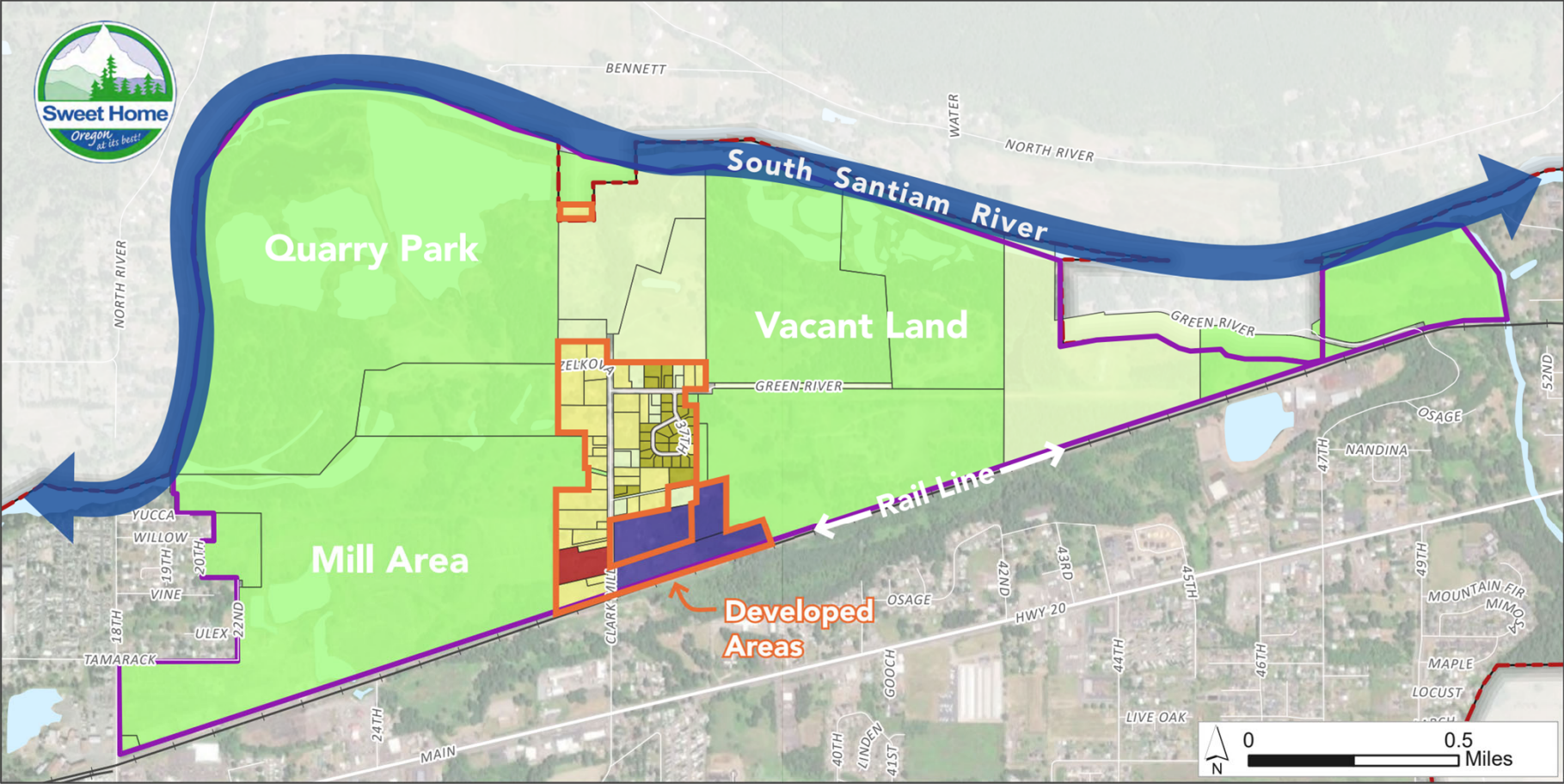
# WHAT IS A TSP?

- In Oregon required by “Transportation Planning Rule”
- Serves as Transportation element of Comprehensive Plan
- Provides long range plan for all travel modes
- Ensures planned system meets needs
- Facilitates cost effective use of public funds
- Demonstrates project need and readiness for grant opportunities
- Implemented by code and ordinances

# WHAT IS AN AREA PLAN?

- Focuses on specific area
- Multiple elements – broader than a TSP:
  - > Land use, development code, economic opportunities,
- Helps shape and enable future development

# NSHA STUDY AREA



# PROJECT SCHEDULE

- Fall 2024 – Identify Package of Solutions
- Fall/Winter 2024 – Draft TSP and Draft NSHA Plan
- Winter/Spring 2025 – Adoption Process





## **PROJECT GOALS**

# ROLE OF GOALS AND OBJECTIVES

Why are goals and objectives important for this work?

1. Establish principles that guide project
2. Can be used to make decisions. Does Option A or Option B provide better alignment?

# EXISTING TRANSPORTATION GOAL

## Chapter 6: Transportation Systems

### Community 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.



### Overview

This chapter revolves around the Sweet Home Transportation System Plan (TSP), prepared in 2005. The Transportation System Plan analyzes existing policies and conditions, examines the impacts of future growth on transportation systems, and identifies alternatives designed to address Sweet Home's transportation system needs.

### Statewide Planning Goal 12: Transportation

Oregon Statewide Goal 12 requires cities to provide and encourage a safe, convenient, and economic transportation system. The goal requires that cities achieve this by developing an effective transportation system plan. Similar to other statewide goal requirements, the State requires transportation system plans to consider the following:

- Existing local, regional, and state transportation needs within the community;
- Avoiding principal reliance upon any one mode of transportation;
- Ways to minimize adverse social, economic, and environmental impacts and costs;
- Ways to conserve energy;
- Ways to meet the transportation needs of the disadvantaged;
- Compliance with local and regional comprehensive plans.

### Street System Plan

The Transportation System Plan describes and illustrates in detail the Sweet Home street system. All of the roads in Sweet Home have been classified according to their function. Each classification has specific guidelines that determine how the road shall be improved and used, including posted speed limits, lane widths, parking requirements, bike amenities, and maximum grade.

## Transportation Policies

- 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, the 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.

**THE SWEET HOME  
COMPREHENSIVE PLAN  
CURRENTLY INCLUDES  
ONE TRANSPORTATION  
GOAL AND NINE  
POLICIES**

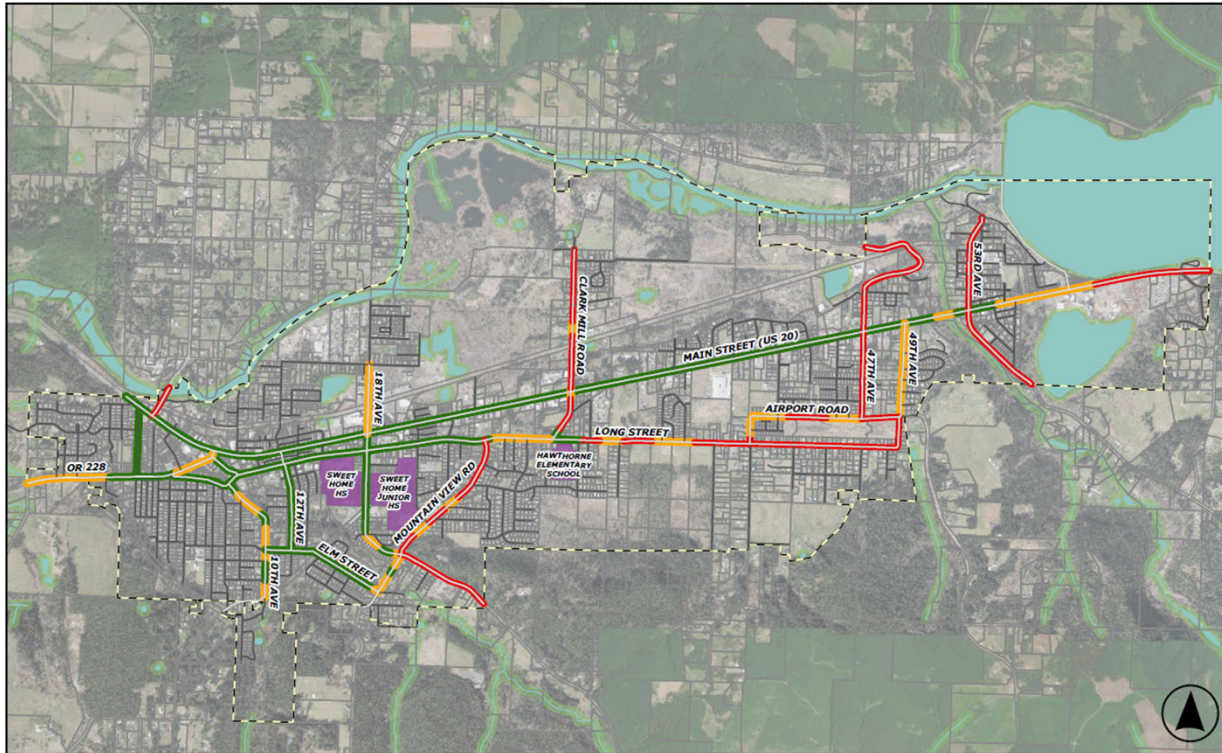
# DRAFT GOALS

- G1 – Mobility, Accessibility, and Connectivity
  - > Provide a system that is accessible and efficient for all travel modes and purposes
- G2 – Safety
  - > Provide safe routes, corridors, and intersections for all modes of travel
- G3 – Quality of Life
  - > ...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.
- G4 – Economic Development
  - > Promote economic development and tourism.
- G5 – System Management and Maintenance
  - > ...traffic management to achieve the efficient use of transportation infrastructure.

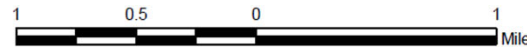


**IDENTIFIED  
TRANSPORTATION NEEDS**

# NEEDS ANALYSIS: PEDESTRIAN

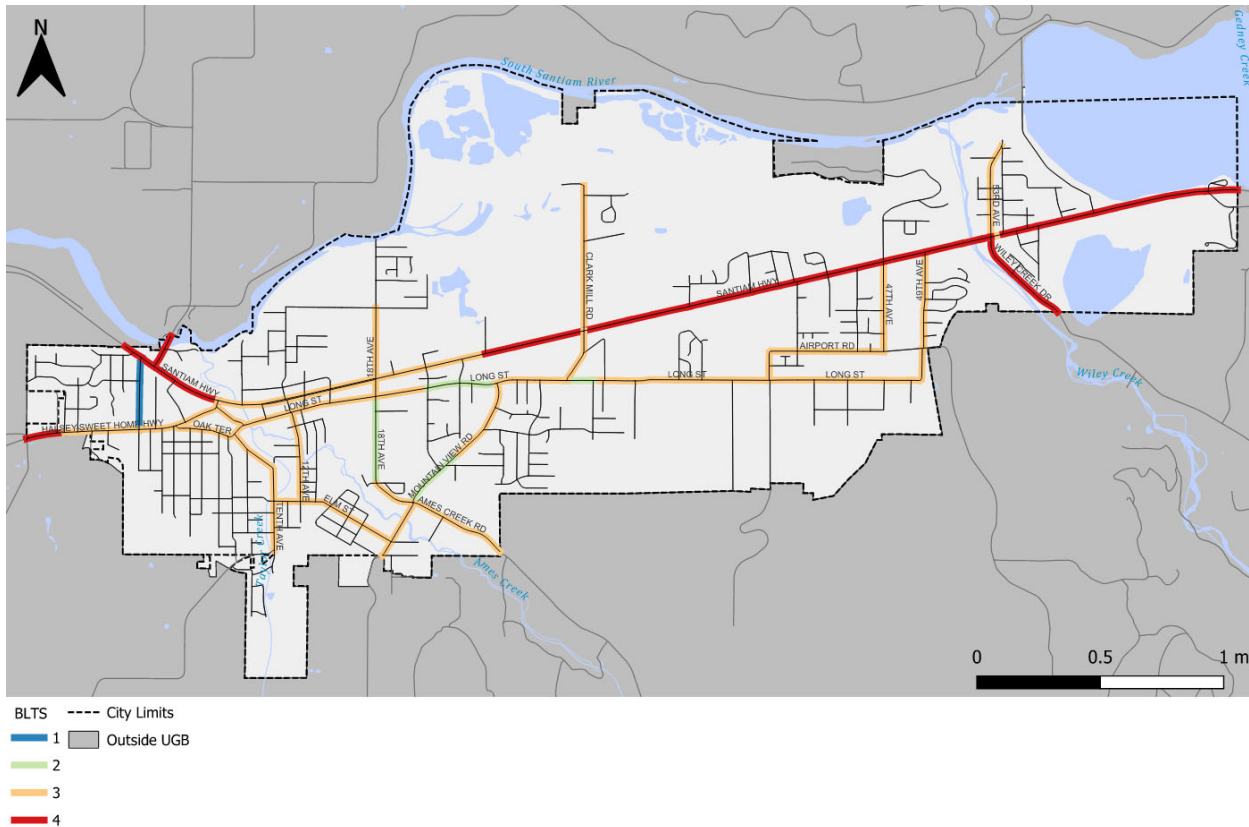


- Sidewalk Both Sides
- Sidewalk One Side
- Missing Sidewalk
- Arterial or Collector Road
- Local Road



- Sidewalk inventory conducted for collector and arterial streets
- Gaps exist with sidewalk on just one side or no sidewalk

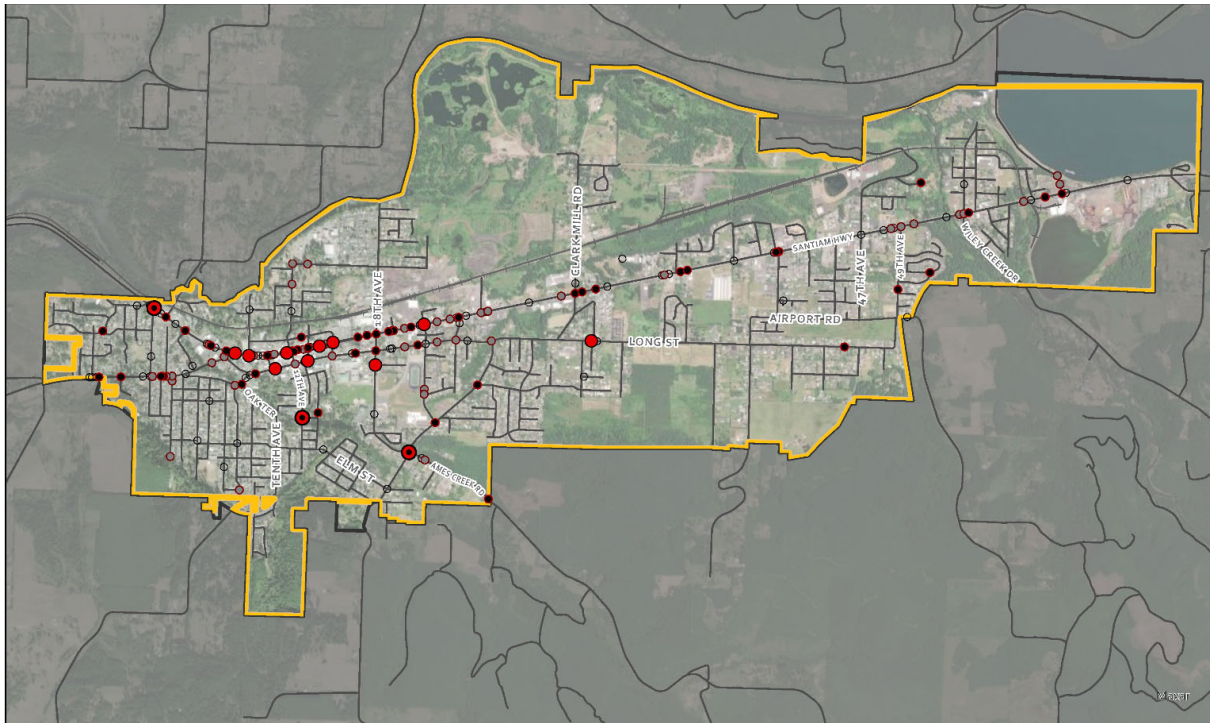
# NEEDS ANALYSIS: BICYCLE



- Bicycle network inventoried and analyzed for Level of Traffic Stress “LTS”
- “LTS” evaluates level of stress or discomfort using a facility. Best score is 1. Typically target LTS 2 (comfortable for most adults) or better



# NEEDS ANALYSIS: SAFETY



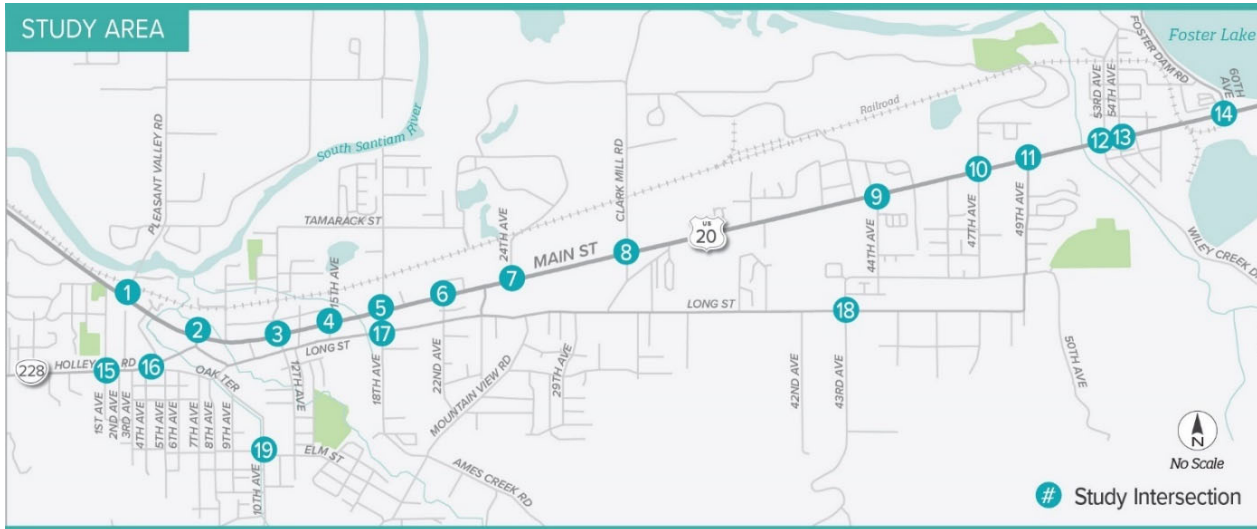
Classification Base Map

- |         |             |
|---------|-------------|
| ● Fatal | City Limits |
| ● Inj A | UGB         |
| ● Inj B | Rail        |
| ● Inj C | Streets     |
| ○ PDO   |             |

- Crash data reviewed for 2017-2021
- Two intersections identified with crash rates that exceeded the critical rate:
  - > Main Street / 22<sup>nd</sup>
  - > Long Street / 18<sup>th</sup>



# NEEDS ANALYSIS: TRAFFIC

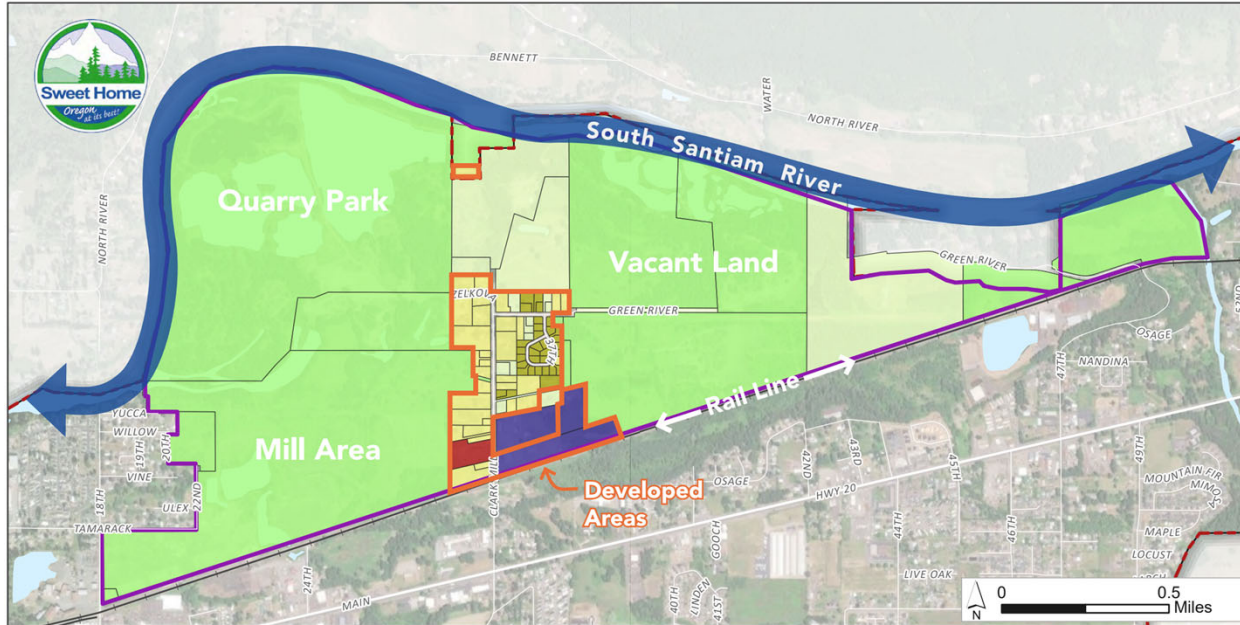


- Main Street / Pleasant Valley Road currently exceeds mobility targets

- > Three additional intersections on Main Street would exceed targets in 2045: 24th, Clark Mill Road, 47th

- Evaluated traffic conditions at 19 intersections
- Reviewed “summer” (30 HV) peak period traffic data for 2021 and future year 2045
- Future 2045 traffic assumes future development (about 20% growth)

# NEEDS ANALYSIS: NSHA



- East-west connectivity gap
- Improved connections to Main Street
- Rail crossing upgrades



## **NEXT STEPS AND WRAP UP**

# NEXT STEPS

- Key Upcoming Dates:
  - > Dec 2024 – TAC/PAC Meeting
  - > Jan 2025 - Joint Planning Commission/ City Council Worksession
  - > Feb 2025 – Planning Commission and Council Adoption



**DISCUSSION:**

**1) WHAT ARE CRITICAL NEEDS TO ADDRESS?**

**2) WHAT ELSE SHOULD WE KNOW AS WE DEVELOP THE PLANS?**



# THANK YOU

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