



CITY OF SWEET HOME CITY COUNCIL AGENDA

January 28, 2025, 5:00 PM
Sweet Home City Hall, 3225 Main Street
Sweet Home, OR 97386

WIFI Passcode: guestwifi

PLEASE silence all cell phones – Anyone who wishes to speak, please sign in.

Mission Statement

The City of Sweet Home will work to build an economically strong community with an efficient and effective local government that will provide infrastructure and essential services to the citizens we serve. As efficient stewards of the valuable assets available, we will be responsive to the community while planning and preparing for the future.

Meeting Information

The City of Sweet Home is streaming the meeting via the Microsoft Teams platform and asks the public to consider this option. There will be opportunity for public input via the live stream. To view the meeting live, visit <http://live.sweethomeor.gov>. If you do not have access to the internet, you can call in to 541-367-5128, choose option #1, and enter the meeting ID to be logged in to the call. Meeting ID: 229 595 672 655

This video stream and call in options are allowed under Council Rules, meet the requirements for Oregon Public Meeting Law, and have been approved by the Mayor and Chairperson of the meeting.

- I. **Call to Order & Pledge of Allegiance**
- II. **Roll Call**
- III. **Joint Work Session with Planning Commission - Transportation System Plan**
 - a) [Transportation System Plan](#)
- IV. **Adjournment**

SWEET HOME TRANSPORTATION SYSTEM PLAN & NORTH SWEET HOME AREA PLAN

PLANNING COMMISSION / CITY COUNCIL WORKSESSION
JANUARY 28, 2025

GARTH APPANAITIS
SENIOR PROJECT MANAGER
gaa@dksassociates.com
503.243.3500

SHAPING A SMARTER
TRANSPORTATION EXPERIENCE™
DKSASSOCIATES.COM

AN EMPLOYEE-OWNED COMPANY



AGENDA

- 1 / PROJECT OVERVIEW AND PURPOSE**
- 2 / NSHA ALTERNATIVES**
- 3 / TSP PROJECT ALTERNATIVES AND FUNDING OPPORTUNITIES**
- 4 / SCHEDULE AND NEXT STEPS**



1

PROJECT OVERVIEW

PROJECTS OVERVIEW & PURPOSE

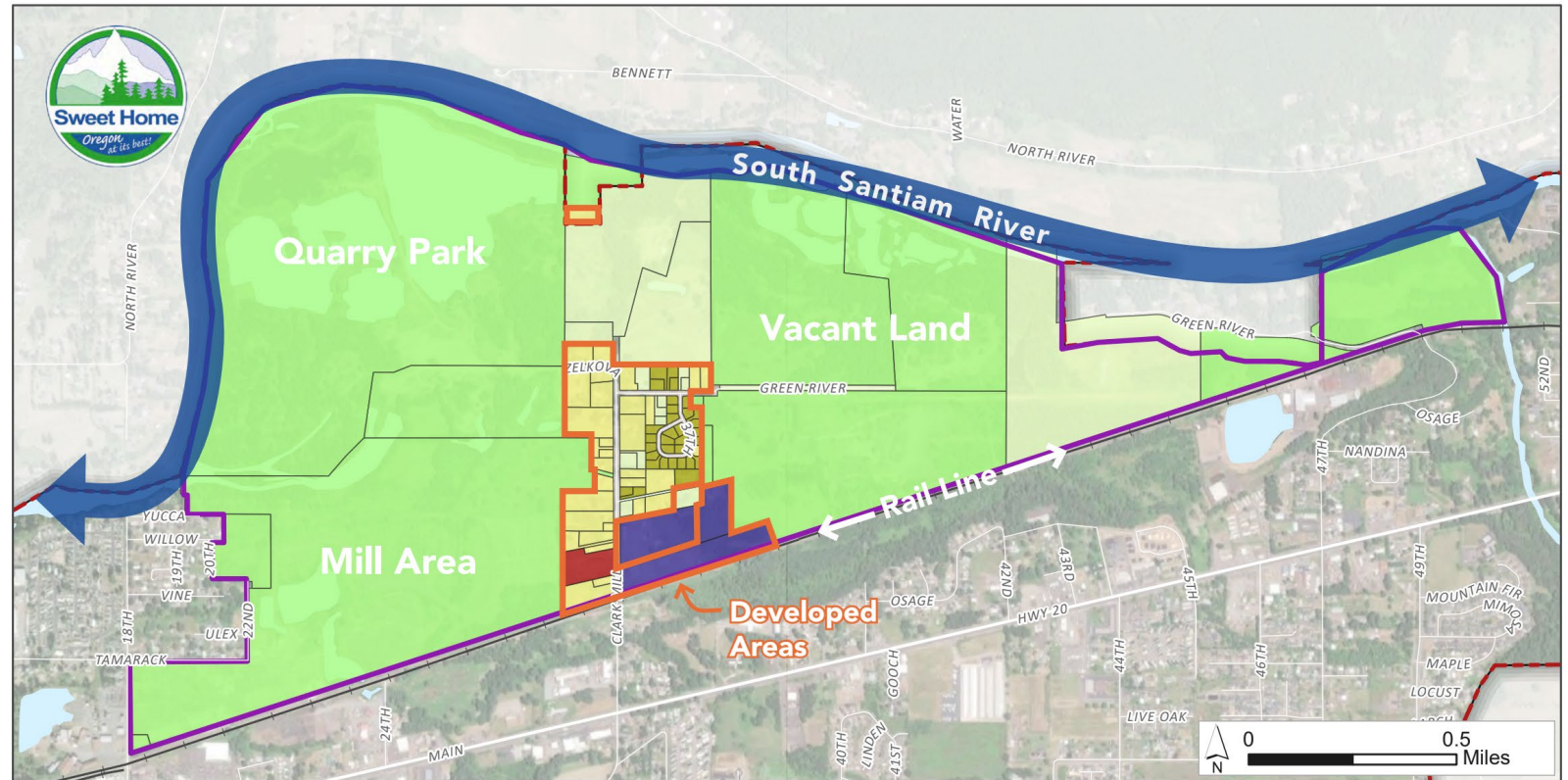
- Two Plans Completed Together
- Update Transportation System Plan (TSP)
 - > Serves as Citywide Transportation Master Plan
 - > Current TSP is from 2005
 - > Guide transportation projects to address need
 - > Identify funding opportunities and enable grants
- North Sweet Home Area (NSHA) Plan
 - > Currently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





2

NSHA ALTERNATIVES

OVERVIEW OF NSHA ALTERNATIVES

- Three initial options
 - > Option 1: Commercial/Employment Mix
 - > Option 2: Employment South/Residential North
 - > Option 3: Riverfront Hospitality
- Options include a mix of land use types:
 - > Commercial, Employment/Industrial, Residential and/or Hospitality Overlay
- Purpose of initial options is to generate discussion and ideas
- Feedback from initial options will be used to create a Preferred Alternative

All the land use concepts have:
Common Elements



Transportation:

- Clear spine of circulation through North Sweet Home Area
- Logical extensions of existing streets
- Grid of new local streets
- Safe routes to schools
- Roadway alternatives can be selected independently and combined with any land use option



Neighborhood Design

- Residential uses located to benefit from adjacency to natural amenities
- Residential uses are buffered from commercial and industrial areas
- Existing neighborhoods grow, within walking distance of downtown and schools



Parks and Trails:

- Riverfront access
- Quarry Park trails and the size of Quarry Park are consistent
- Multi-use trails along key proposed roadways
- Protected wetlands to provide open spaces within future development areas

Industrial Employment



Employment areas could include pedestrian and bike connections for both workers and residents to access the river and downtown.



Commercial greenhouses could make use of nearby rail and expansive sites with solar access.



Small scale "Craft" manufacturing related to nearby tourism industries (eg, boating, snow sports, hiking, etc), could locate manufacturing and show-room space within the NSHA in this option.



A brewery or food-related manufacturer could locate their facility within employment industrial employment areas.



Manufacturers of prefabricated buildings or prefabricated wood components could take advantage of nearby timber industry.



Timber-related industry would be well situated on this railroad-adjacent site in the NSHA.

Riverfront Hospitality & Residential



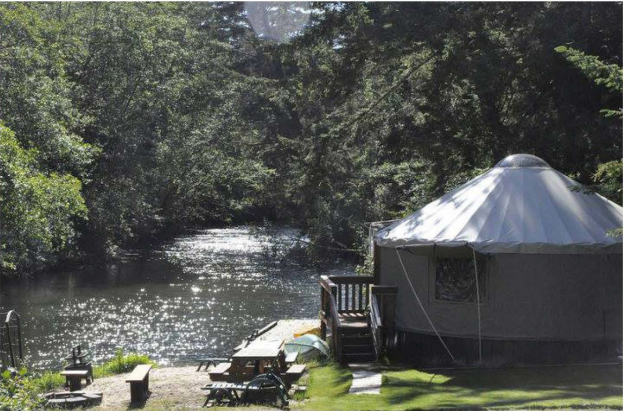
A resort could design around unique site features and take advantage of views of the river and mountain landscape.



A small resort or lodge sited adjacent to neighborhoods could be more residential in character.



Riverfront hospitality uses like cabins and campgrounds could preserve natural features within the NSHA.



Hospitality uses including short term rentals, campsites, yurts, or RV resorts could be located within hospitality zones.



Neighborhoods could include pedestrian and bike connections.



Housing options could include single family residences and duplexes.

Commercial, Retail, & Event



Interim uses in commercial zones could include pop-up food and drink vendors, potentially serving tourism during the Oregon Jamboree.



Incubator space related to tourism could be located within NSHA hospitality zones, like this photo of incubator wineries at the Port of Walla Walla.



A covered stage area could be located within Quarry Park.



A commercial node near hospitality overlay could include outdoor equipment rentals.

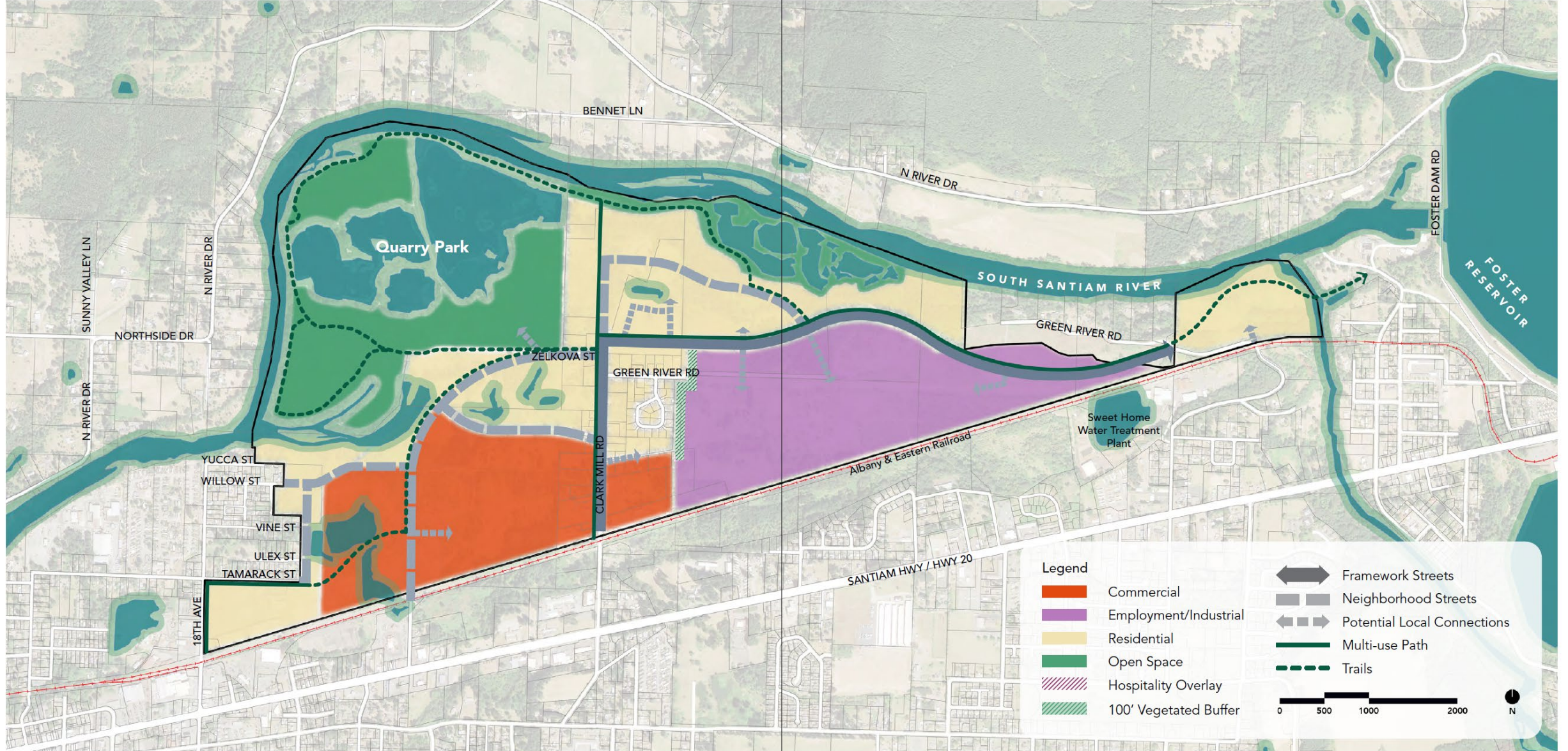


Small retail could serve locals as well as tourists passing through town.

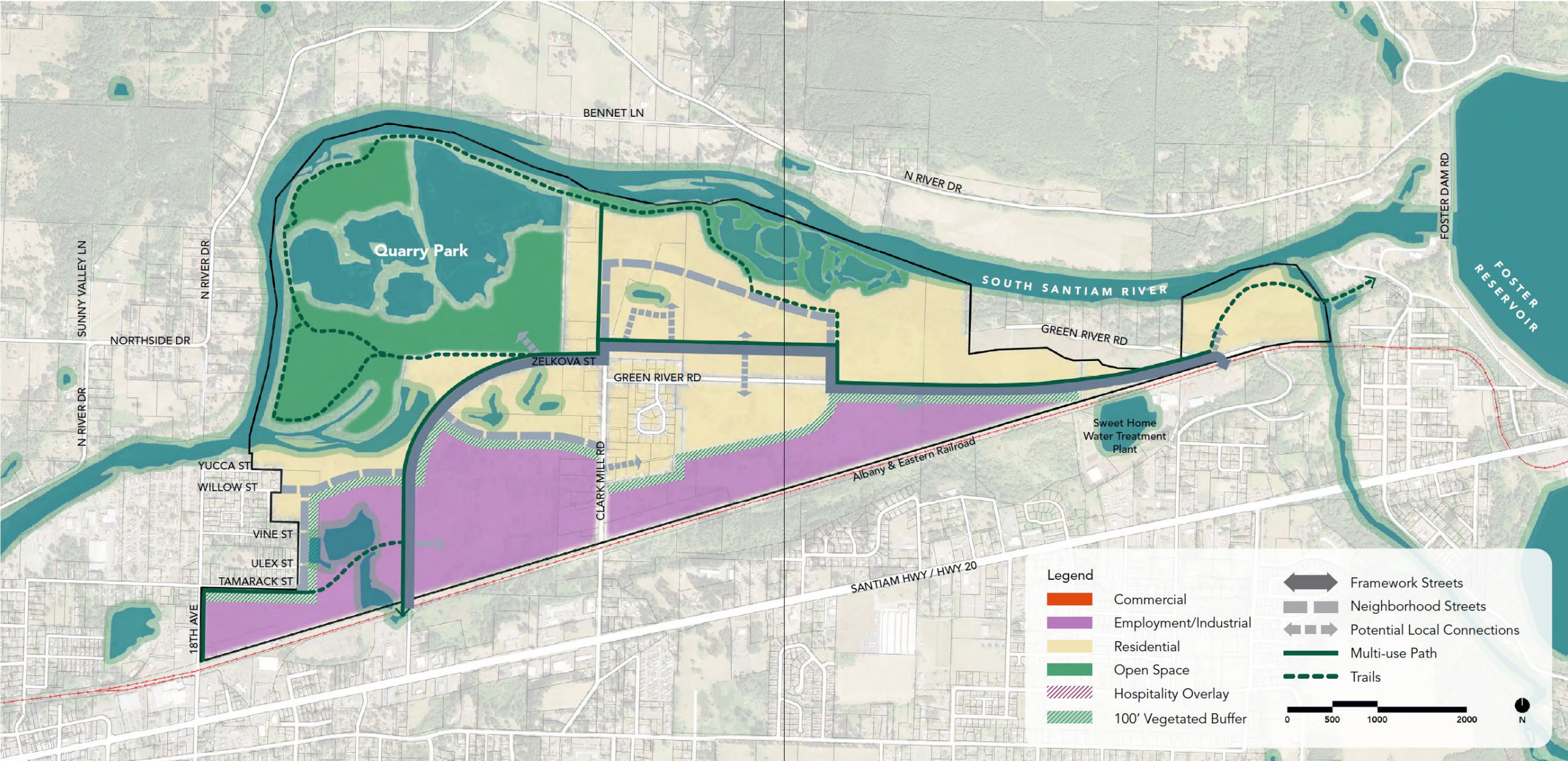


Open space within the NSHA could be used to host events like the Oregon Jamboree.

Land Use Option 1:
Commercial / Employment Mix



Land Use Option 2: Employment South / Residential North

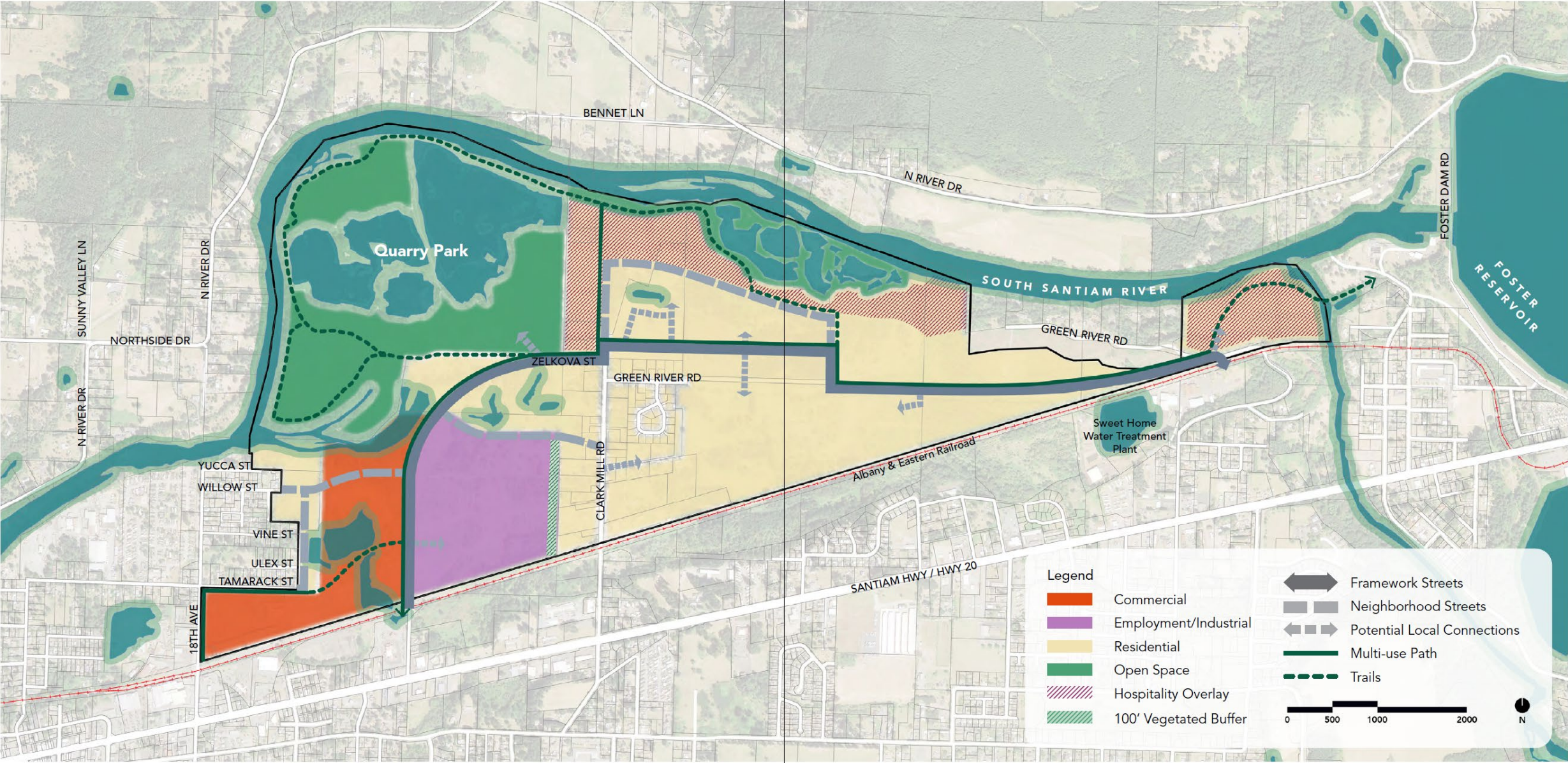


Legend

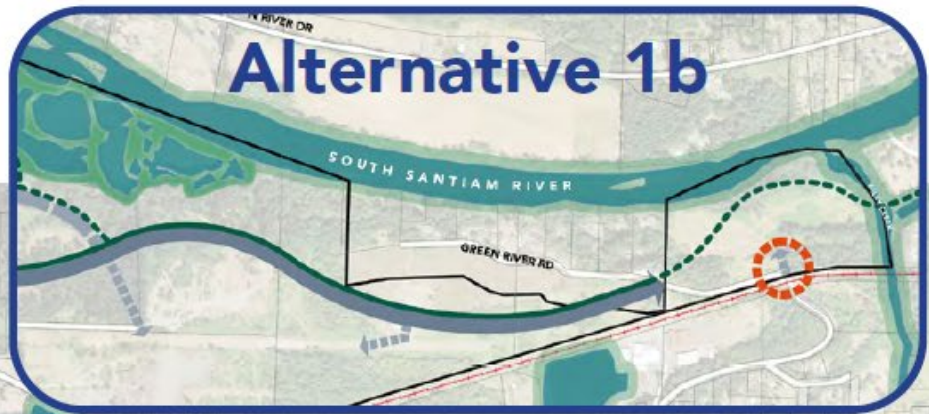
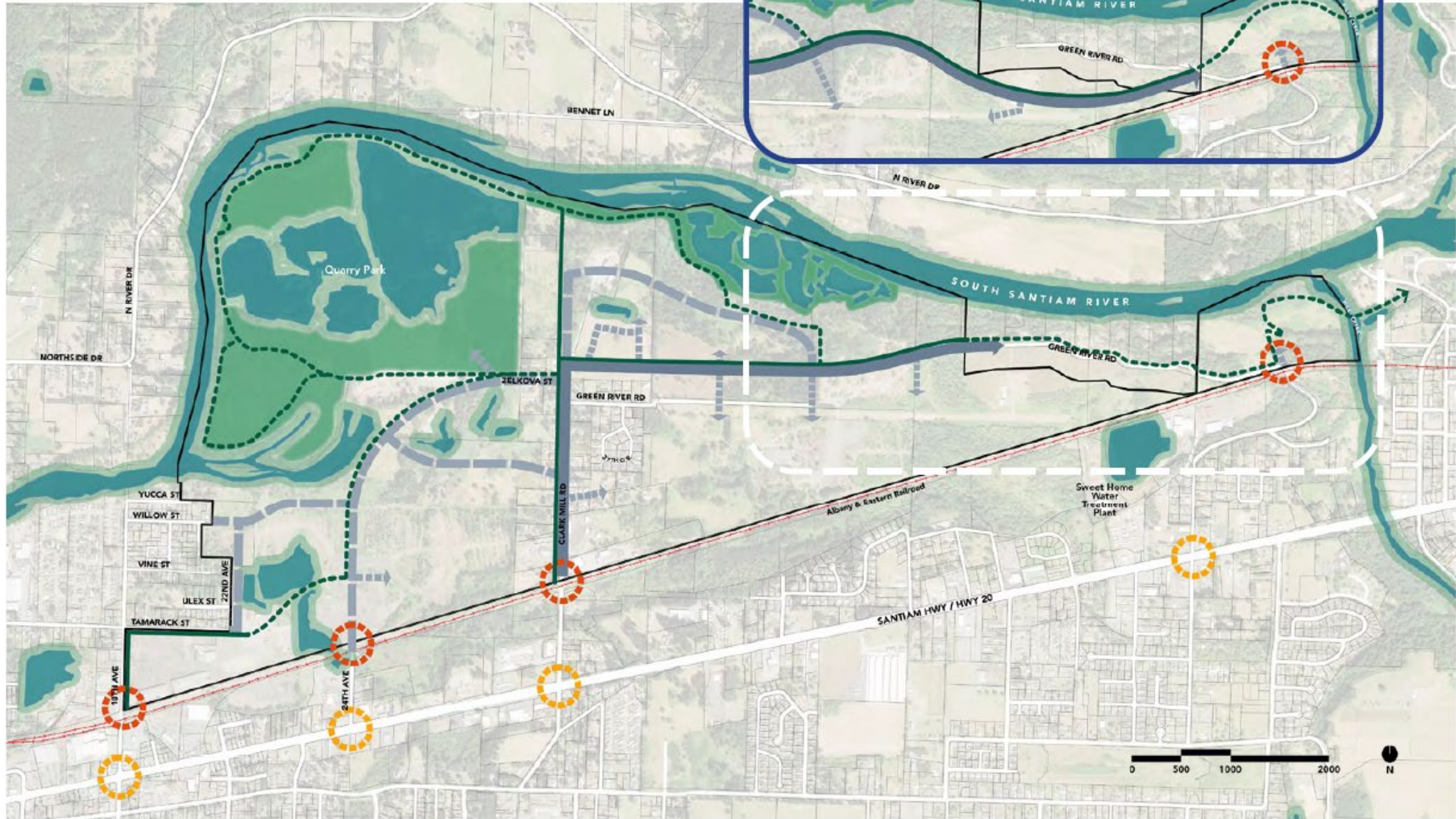
- Commercial
- Employment/Industrial
- Residential
- Open Space
- Hospitality Overlay
- 100' Vegetated Buffer
- Framework Streets
- Neighborhood Streets
- Potential Local Connections
- Multi-use Path
- Trails

0 500 1000 2000 N

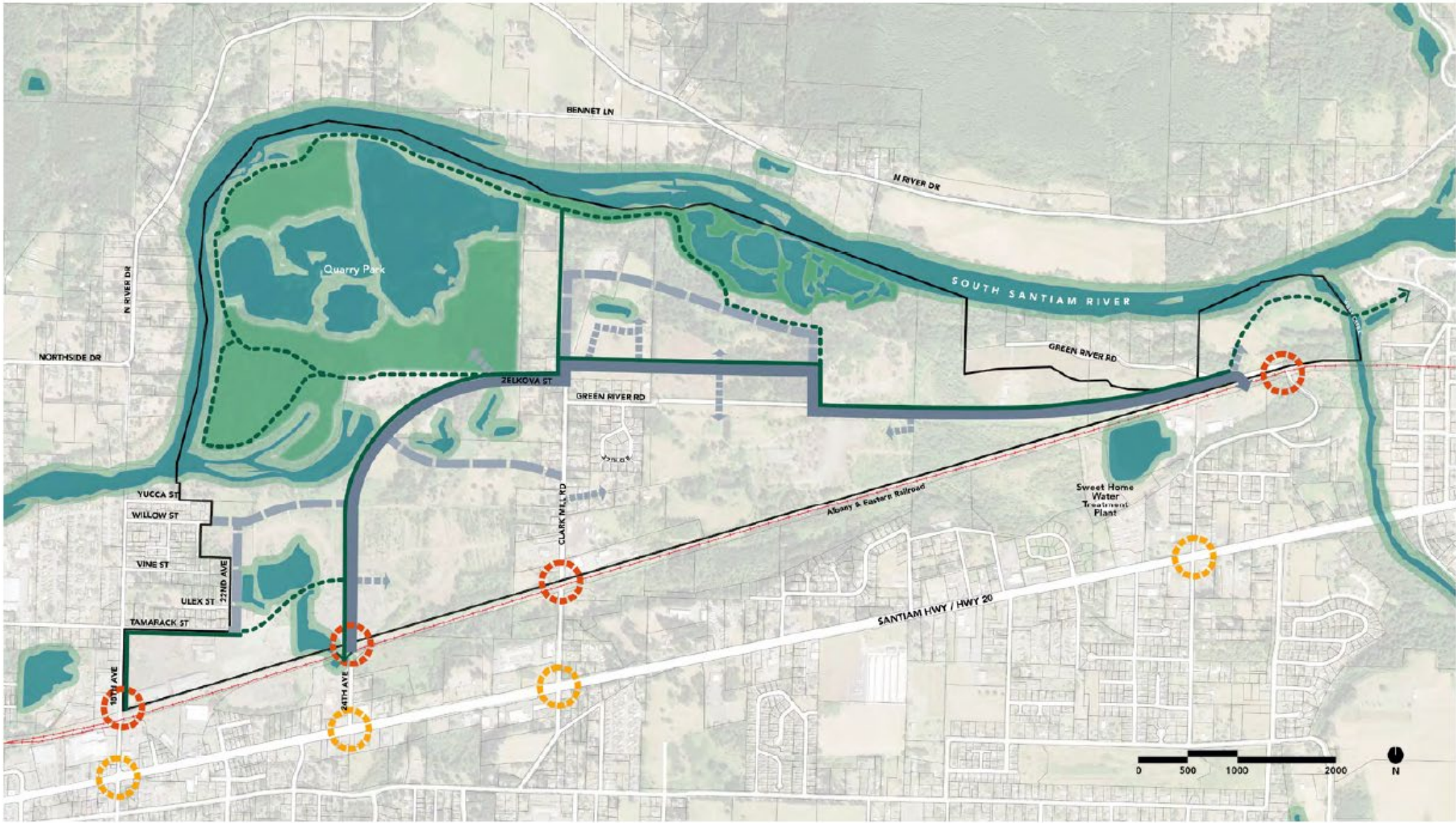
Land Use Option 3: Riverfront Hospitality



Street Network: Alternative 1a



Street Network: Alternative 2





DISCUSSION:

1) WHAT IS THE RIGHT BALANCE OF INDUSTRIAL, COMMERCIAL, HOSPITALITY?

2) WHAT ARE THOUGHTS ON THE TRANSPORTATION NETWORK OPTIONS?



3

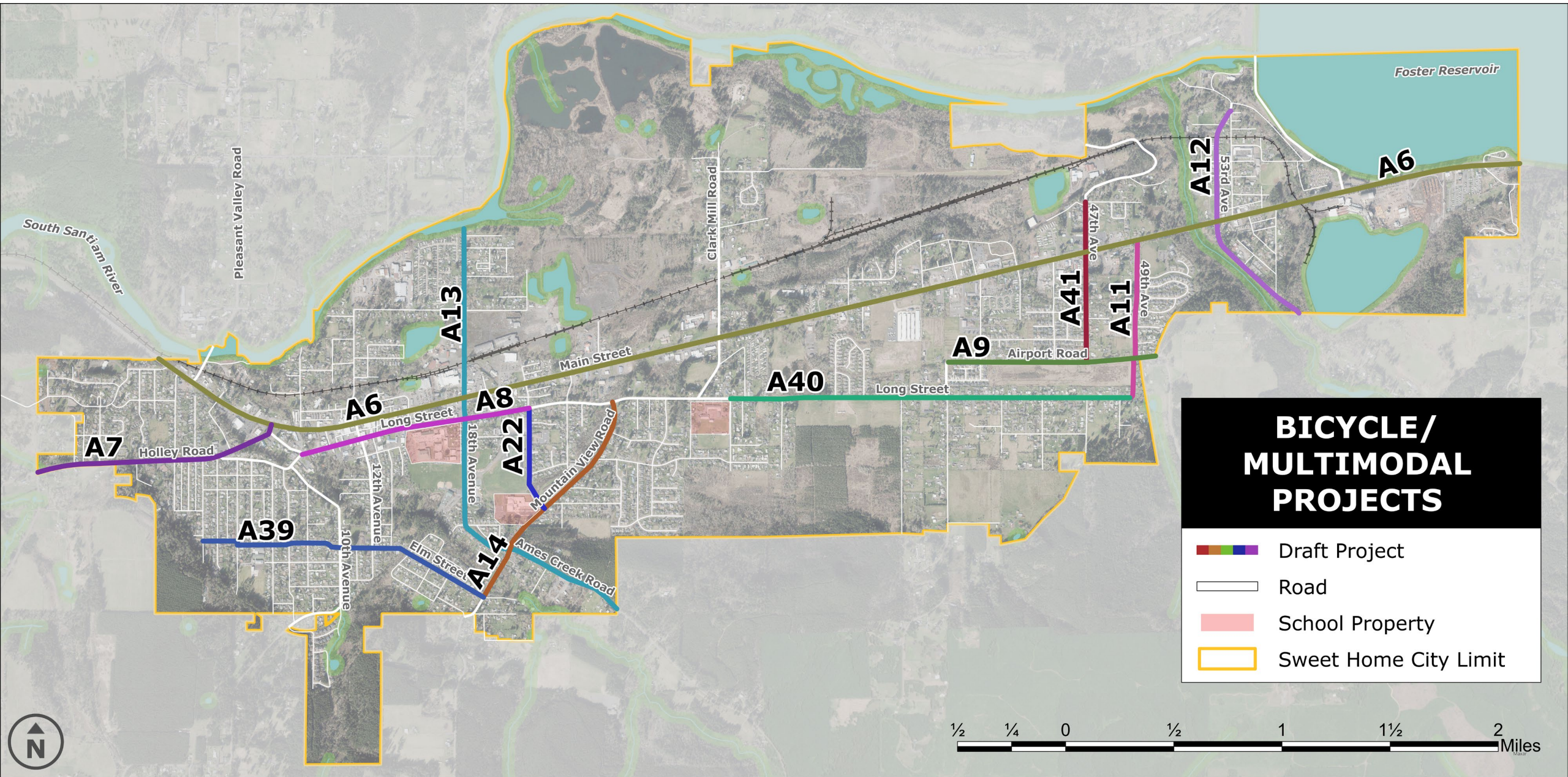
**TSP PROJECT ALTERNATIVES
AND FUNDING OPPORTUNITIES**

PROJECTS OVERVIEW

- TSP will incorporate all projects that align with the City's goals
 - > The TSP is required to have a "financially constrained" project list – what would reasonably be implemented over the life of the plan
 - > The "wish list" of improvements is also important for pursuing grants or other opportunities – important to note those needs/projects now, even if funding unlikely
- Numerous projects identified based on various needs:
 - > Intersection Capacity
 - > Safety
 - > Ped / Bike / Safe Routes to School
 - > Rail Crossing Improvements

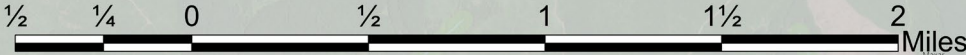
PROJECT FUNDING/IMPLEMENTATION

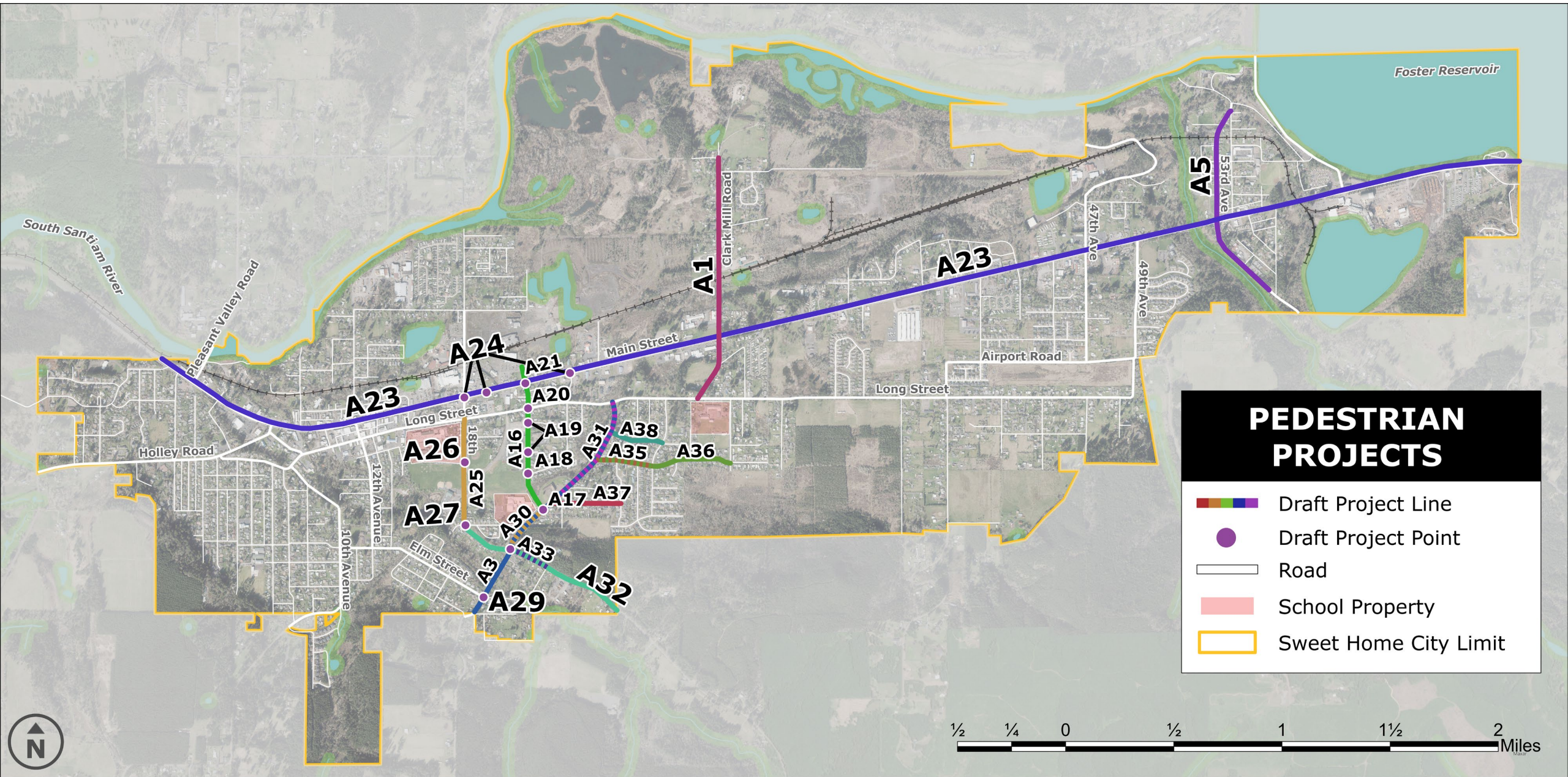
- Projects may be implemented through a variety of efforts, including
 - > City
 - System development charges (SDC)
 - Grant awards
 - Other transportation revenue
 - > Development
 - Frontage improvements or related needs
 - > Partner funding



BICYCLE/ MULTIMODAL PROJECTS

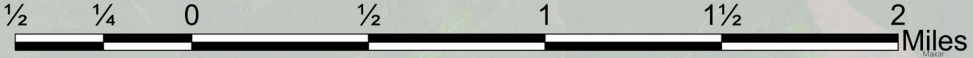
- Draft Project
- Road
- School Property
- Sweet Home City Limit

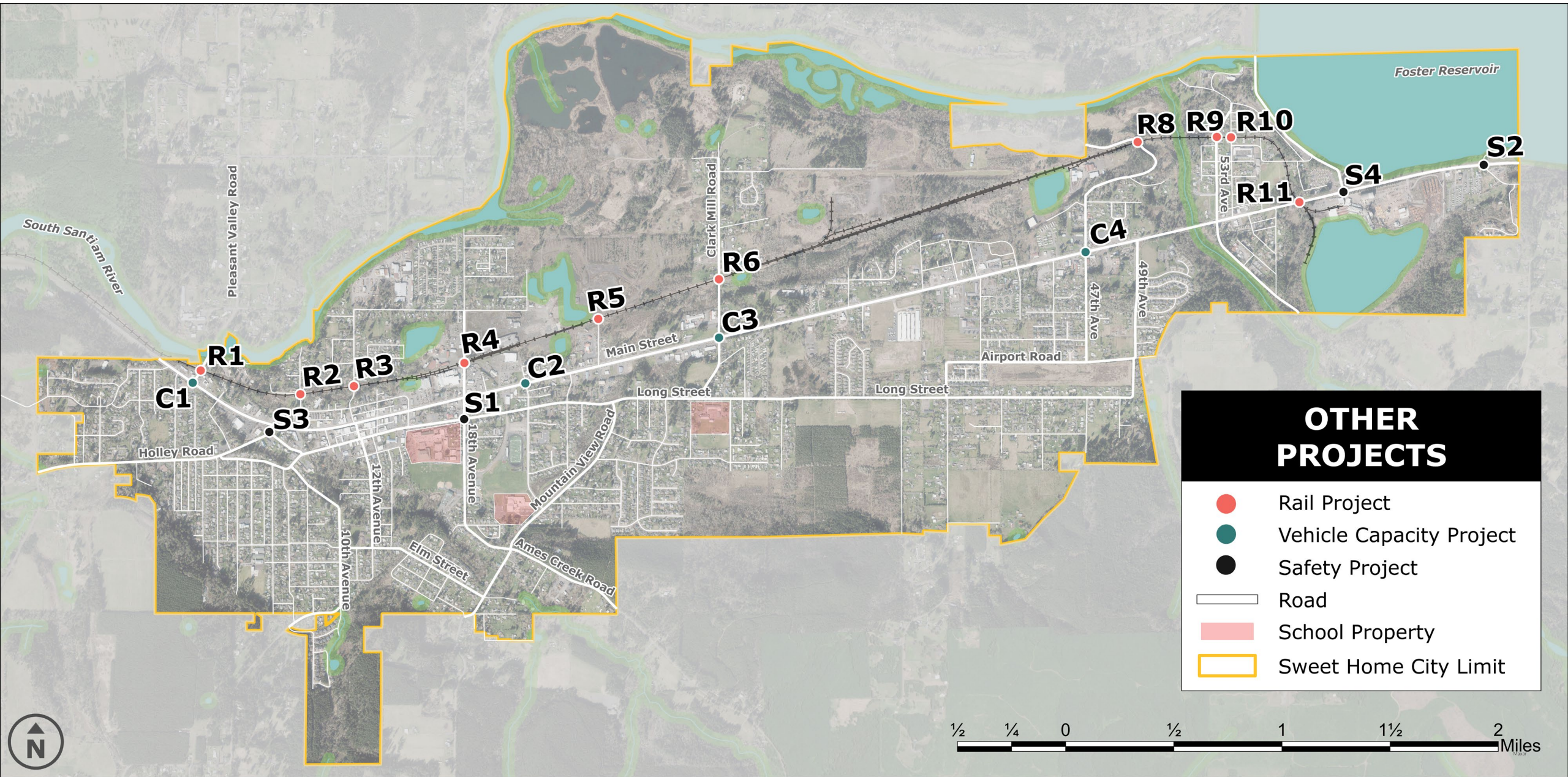




PEDESTRIAN PROJECTS

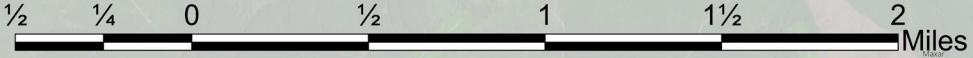
- Draft Project Line
- Draft Project Point
- Road
- School Property
- Sweet Home City Limit





OTHER PROJECTS

- Rail Project
- Vehicle Capacity Project
- Safety Project
- Road
- School Property
- Sweet Home City Limit



CURRENT REVENUE SOURCES

- State Gas Tax
 - > Estimated at \$777,000 per year
 - > Funds transportation operations and maintenance costs at approximately \$740,000 per year
 - > Approximately \$777,000 through 2045 (\$37,000 per year) available for capital projects
- Transportation System Development Charge (SDC)
 - > Estimated \$120,000 per year in budget (equates to \$2.4M over 20 years) based on historical trends
 - > Forecasted land use growth estimate from travel model is about 2,500 weekday peak hour trip ends or \$9.9M (rate is about \$4k per home)

PROJECTED TRANSPORTATION REVENUE

- Projected revenue from existing sources (20 years)
 - > State Gas Tax: Approximately \$740,000
 - > SDC: \$2.4M (historical rate) to \$9.9M (projected rate)
- Total revenue from existing sources would be \$3.1M to \$10.6M

OTHER POTENTIAL REVENUE SOURCES

- The City could consider other potential transportation revenue sources
- Two other common programs used by Oregon communities:
 - > Local Gas Tax
 - > Street Utility Fee
- Other various state and federal grant programs exist that could be leveraged for individual projects, but would not be a sustained revenue stream

LOCAL GAS TAX

- A tax on fuel sold in the city in addition to state/federal tax
- Requires voter approval
- Provides the opportunity to capture revenue from visitors and not limit to residents
- Used by over 30 cities/counties in Oregon, ranging from \$0.01 to \$0.10 per gallon
- Revenue would depend on amount of fuel sold and rate
 - > Could potentially generate approximately \$100,000 to \$500,000 annually
 - > Canby and Hood River each generate approximately \$400,000 annually with a \$0.03/gallon rate

STREET UTILITY FEE

- Names of programs vary (Street Maintenance Fee, Road User Fee, etc.)
- Monthly fee added to residence utility bill
- Often designated for maintenance and repair of street system
- Fees in Oregon typically range from \$5 to \$10 per month (per home)
- A rate of \$5/month could generate approximately \$235,000 per year ($\$60 \times 3,930$ current homes) or \$4.7M over the 20 year planning horizon

FUNDING RECAP – DEFINING THE FINANCIALLY CONSTRAINED PLAN

- Conservative Estimate: \$3.1M
 - > Assumes SDC at historical rates
- Projected SDC Estimate: \$10.6M
 - > Assumes increased SDC based on growth forecasts
- Potential additional estimates with new funding sources:
 - > Local gas tax: \$2M to \$10M (depends on rate and fuel sales)
 - > Street utility fee: Approximately \$5M (depends on rate)



DISCUSSION:

**1) WHAT ARE KEY PROJECTS TO
PRIORITIZE AND PURSUE?**

**2) WHAT FUNDING OPPORTUNITIES
FEEL LIKE A GOOD FIT FOR
SWEET HOME?**



NEXT STEPS AND WRAP UP

NEXT STEPS

- Key Upcoming Dates:
 - > Feb 2025 – Preferred Projects and Draft Plans
 - > March/April 2025 – Adoption Process

THANK YOU

GARTH APPANAITIS

SENIOR PROJECT MANAGER

gaa@dksassociates.com

503.243.3500

SHAPING A SMARTER
TRANSPORTATION EXPERIENCE™
DKSASSOCIATES.COM

AN EMPLOYEE-OWNED COMPANY





MEMORANDUM

DATE: January 22, 2025

TO: Project Management Team

FROM: Garth Appanaitis | DKS Associates

SUBJECT: Sweet Home TSP and North Sweet Home Area Plan
Planning Commission and City Council Worksession – January 28

The January 28, 2025 worksession with the Sweet Home Planning Commission and City Council will provide an overview of the Transportation System Plan (TSP) Update and the North Sweet Home Area (NSHA) Plan efforts. This will build on our prior worksession from November, but we recognize there will be some new members and we will provide an overview to help get everyone up to speed.

The TSP is the citywide transportation master plan that provides a roadmap of how the city can address transportation needs over the next 20 years. The NSHA Plan is an area plan that focuses on the portion of the city that is generally north of the rail line. This plan will identify projects and strategies to guide future development in the area.

The purpose of the worksession is to familiarize new Planning Commission and City Council members with the planning process of these two related projects and provide a preview of key content that will be included in the plans. We will share a presentation that will cover:

- Combined TSP/NSHA project overview and purpose
- NSHA alternatives
- TSP project alternatives and funding opportunities
- Schedule and next steps

The following background materials contain additional information and will be referenced during the worksession:

- Draft NSHA Community Booklet – A visual summary covering the alternatives and opportunities in the NSHA
- Draft TSP Technical Memo 6 Alternatives Analysis – A technical summary of transportation projects to address the identified transportation needs in Sweet Home and a summary of potential funding opportunities.
- Draft TM6 TSP Project Maps – Visual maps to show the locations of projects identified in Technical Memorandum 6.

Our presentation will cover these items at a high level and we will reserve time for discussion.



TECHNICAL MEMORANDUM #6 (DRAFT)

DATE: December 10, 2024

TO: Project Management Team

FROM: Garth Appanaitis, PE | DKS Associates

Hallie Turk | DKS Associates

Emily D'Antonio | DKS Associates

SUBJECT: Task 4.2 Sweet Home TSP Future Alternatives and
Funding Opportunities

Project #20020-015

INTRODUCTION

The purpose of this memorandum is to identify transportation projects that address the deficiencies and needs for Sweet Home's transportation network outlined in TM #5. These projects are intended to help Sweet Home manage its transportation system by moving towards the community's goals while accommodating future growth.

The following sections describe Sweet Home's transportation needs with respect to motor vehicles, active transportation modes, freight, and safety, along with recommended alternatives to address each need. The projects are categorized accordingly:

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

The memorandum also summarizes existing and potential transportation revenue sources for the City to consider.

PROJECT CONSIDERATIONS

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 prior to design in accordance with ODOT standards to determine the appropriate control treatment.

In addition, it should be noted that Main Street (US 20) is an ODOT-designated reduction review route. Any proposed projects on Main Street must be planned, designed, and constructed in coordination with the Mobility Advisory Committee (MAC).

PROJECT EVALUATION PROCESS

The following sections identify potential solutions to address the various transportation needs. Each project was evaluated using ten criteria to determine alignment with the transportation goals. These goals and criteria include:

- Goal 1: Mobility, Accessibility, Connectivity
 - Improves vehicle capacity and/or network connectivity
 - Improves active transportation network
- Goal 2: Safety
 - Improves safety for all modes
 - Mitigate crash risk at existing high-crash locations
- Goal 3: Quality of Life
 - Connect the City through bicycle and pedestrian paths
 - Minimize impacts on existing land uses
- Goal 4: Economic Development
 - Provide facilities to connect the public to downtown and recreational opportunities
 - Manage arterials
- Goal 5: System Management and Maintenance
 - Streets should operate with their intended purpose
 - Support growth and/or maximize travel options

Each criterion was evaluated on a score of 1 to 5 based on how well each criteria was addressed. A maximum score of 50 would indicate a project that aligned well with all transportation criteria. The project scoring matrix and additional information about the criteria are included in the appendix. The project scoring does not directly infer project priority, but may be used to develop prioritization strategies with the preferred project list.

MOTOR VEHICLE ALTERNATIVES

VEHICLE CAPACITY NEEDS

FUTURE VEHICLE CAPACITY NEEDS

Future traffic operations and needs were identified for year 2045 at study intersections using HCM 6th Edition methodology. The results were then compared with the minimum acceptable operating standards, as shown in Table 1. Four intersections would not meet mobility standards in year 2045. Per Table 1, the intersections of Main Street (US 20)/Pleasant Valley Road, Main Street (US 20)/22nd Avenue, Main Street (US 20)/Clark Mill Road, and Main Street (US 20)/47th Avenue are expected to have operational deficiencies in the future baseline 2045 scenario.

TABLE 1. EXISTING (2021) AND FUTURE BASELINE (2045) OPERATIONS AT STUDY INTERSECTIONS THAT EXCEED MOBILITY STANDARD

INTERSECTION	CONTROL TYPE ^A	MOBILITY STANDARD	EXISTING			FUTURE 2045		
			LOS	DELAY ^B (SEC)	V/C ^C	LOS	DELAY (SEC)	V/C
1. MAIN STREET (US 20) AND PLEASANT VALLEY ROAD	TWSC	v/c ≤ 0.85	A/F	10/97	0.23/ 0.91	A/F	10/>100	0.25/ 1.05
6. MAIN STREET (US 20) AND 22ND AVENUE	TWSC	v/c ≤ 0.90	A/E	10/35	0.20/ 0.34	B/F	12/>100	0.32/ 1.58
8. MAIN STREET (US 20) AND CLARK MILL ROAD	TWSC	v/c ≤ 0.85	A/C	9/19	0.17/ 0.16	B/F	13/>100	0.36/ 3.06
10. MAIN STREET (US 20) AND 47TH AVENUE	TWSC	v/c ≤ 0.85	A/C	9/19	0.14/ 0.16	A/F	10/>100	0.26/ 1.67

A. AWSC: All Way Stop Control, TWSC: Two Way Stop Control

B. Overall intersection measures reported for signal and AWSC intersections. The worst approach for major/minor approaches is reported for TWSC intersections.

C. Values in **Bold/Highlighted** exceed mobility standards.

Note: 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 prior to design in accordance with ODOT standards to determine the appropriate control treatment, including consideration for traffic signal warrants.

In addition, it should be noted that Main Street (US 20) is an ODOT-designated reduction review route. Any proposed projects on Main Street must be planned, designed, and constructed in coordination with the Mobility Advisory Committee (MAC).

The intersection of Main Street (US 20)/Pleasant Valley Road is currently a two-way stop-controlled intersection that does not meet mobility standards under existing conditions and is projected to further degrade with additional traffic growth. This location provides access to a river crossing on the west side of Sweet Home. This location may be a good candidate for a roundabout to serve as a gateway treatment on the west side of town, improve awareness of travelers entering the urban area, and reduce vehicle speeds entering the downtown area. A roundabout concept would likely require additional right of way to accommodate design vehicles and freight movements along the highway. A traffic signal at this location would also improve mobility, however it would not provide the other benefits that a roundabout could provide at this location.

The other three intersections on Main Street (US 20) (22nd Avenue, Clark Mill Road, and 47th Avenue) are currently two-way stop controlled intersections that are not expected to meet mobility standards under future baseline conditions in 2045. These intersections would all likely serve future

growth in the North Sweet Home Area (NSHA) and the timing of the improvements would likely coincide with development. The specific needs for when these locations would meet signal warrants would likely depend on the degree of development and connectivity within the NSHA. Constructing a traffic signal at these locations would increase the intersection’s capacity to accommodate future volumes and growth in the NSHA.

VEHICLE CAPACITY PROJECTS

Vehicle capacity projects were identified based on expected vehicle capacity deficiencies in 2045. Table 2 lists vehicle capacity projects.

TABLE 2. PRELIMINARY VEHICLE CAPACITY PROJECTS

Project ID	Project Name	Description
C1	Main Street/Pleasant Valley Road Roundabout	Construct a traffic control upgrade at Main Street (US 20)/Pleasant Valley Road. Location may be candidate for a roundabout.
C2	Main Street/22nd Avenue Signal	Construct a traffic control upgrade at Main Street (US 20)/22nd Avenue. Location may be candidate for a traffic signal.
C3	Main Street/Clark Mill Road Signal	Construct a traffic control upgrade at Main Street (US 20)/Clark Mill Road. Location may be candidate for a traffic signal.
C4	Main Street/47th Avenue	Construct a traffic control upgrade at Main Street (US 20)/47th Avenue. Location may be candidate for a traffic signal.

ACCESS MANAGEMENT

State law (OAR 734-051) authorizes ODOT and local governments to regulate new access from state and local roads when new development is proposed. In some cases where safety is a concern, ODOT and local governments may require modifications to existing driveways or private roads. Access management refers to the application of these regulations as well as various strategies intended to maintain or improve safety and mobility along a corridor or other planning area.

Access management strategies include:

- Consolidating driveways to reduce the number of turning movements, which are potential points of conflict
- Relocating driveways to increase the spacing between them
- Providing turn lanes to allow vehicles to move out of the travel lane when turning

- Widening driveways to allow for a larger radius and higher-speed travel path into and out of the driveway
- Restricting turning movements to right-in-right-out to eliminate hazardous left-turn movements

Implementing access management strategies is complicated because property owners have certain legal rights. Public agencies may be required to compensate property owners if an access is closed as part of a consolidation strategy. Small, constrained properties are especially challenging because there may not be an alternate access location.

Although there are no proposed projects to address access management in Sweet Home, the project team identified locations that may be considered for access management strategies in the future due to the high density of existing access:

- Main Street (US 20) from 4th Avenue to 11th Avenue,
- Long Street from 10th Avenue to 18th Avenue, and
- Main Street (US 20) from 53rd to 57th Avenue.

ACTIVE TRANSPORTATION ALTERNATIVES

PEDESTRIAN NEEDS

Sidewalks

There are significant sidewalk gaps along many collector and arterial streets in Sweet Home (shown in Figure 1), including Clark Mill Road, Long Street, Mountain View Road, 47th Avenue, and 53rd Avenue.

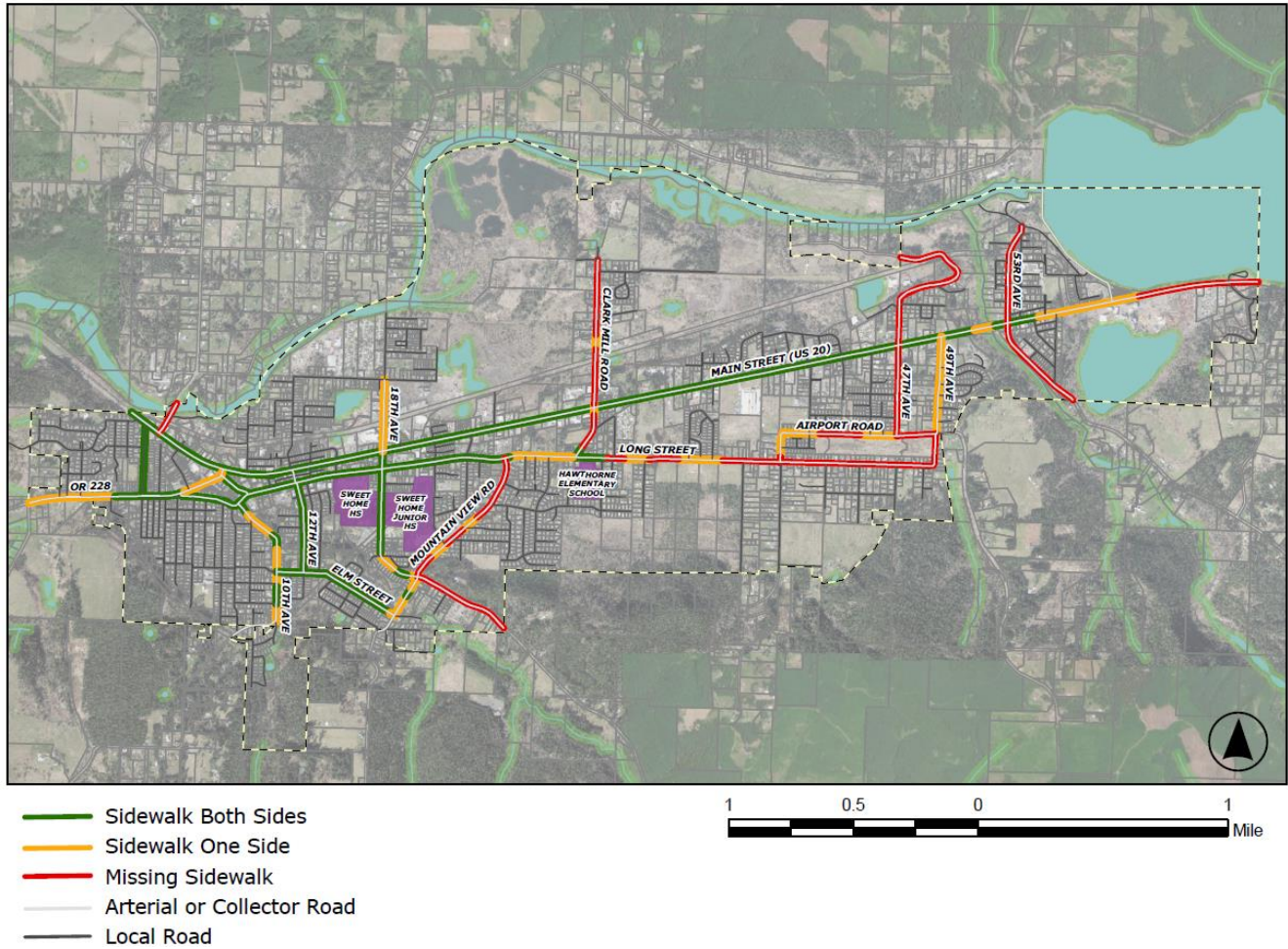


FIGURE 1. SIDEWALK CONDITIONS

PEDESTRIAN PROJECTS

Pedestrian projects were identified based on existing gaps in sidewalk facilities. Table 3 lists pedestrian-focused sidewalk infill projects.

TABLE 3. PRELIMINARY PEDESTRIAN-FOCUSED PROJECTS

Project ID	Project Name	Description
A1	Clark Mill Road Sidewalk Infill	Infill existing sidewalk gaps on Clark Mill Road
A2	Long Street Sidewalk Infill	Infill existing sidewalk gaps on Long Street
A3	Mountain View Road Sidewalk Infill	Infill existing sidewalk gaps on Mountain View Road
A4	47th Avenue Sidewalk Infill	Infill existing sidewalk gaps on 47th Avenue
A5	53rd Avenue Sidewalk Infill	Infill existing sidewalk gaps on 53rd Avenue

BICYCLE NEEDS

Bike Network Deficiencies

To identify bicycle facility needs in Sweet Home, bicycle level of traffic stress (bicycle LTS or BLTS) was evaluated for collector and arterial streets. Bicycle LTS is a measure used to assess the comfort and safety of bicycling conditions on different streets and routes, categorizing streets into four levels based on their traffic characteristics. For example, BLTS 1 represents very low stress conditions that are highly comfortable for cyclists, often having minimal traffic, low vehicle speeds, and dedicated bicycle facilities such as bike lanes or separated paths. BLTS 4 represents high stress conditions that are uncomfortable and potentially unsafe for bicyclists due to high traffic volumes, high vehicle speeds, and a lack of dedicated bicycle facilities.

As shown in Figure 2, several streets in Sweet Home maintain moderate or high-stress conditions for bicyclists, including Main Street, Long Street, Clark Mill Road, 10th Avenue, Elm Street and 1st Avenue.

TABLE 4. PRELIMINARY BICYCLE PROJECTS

Project ID	Project Name	Description
A6	Main Street Bike Lanes	Construct bike lanes on Main Street (US 20) east of 18th Avenue; consider buffered bike lanes on Main Street (US 20) west of 18th Avenue
A7	Holley Road Bike Lanes	Construct bike lanes on Holley Road
A8	Long Street Bike Lane Infill	Infill gaps in bike lanes on Long Street
A9	Airport Road Bike Lanes	Construct bike lanes on Airport Road
A10	47th Avenue Bike Lanes	Construct bike lanes on 47th Avenue
A11	49th Avenue Bike Lanes	Construct bike lanes on 49th Avenue
A12	53rd Avenue and Wiley Creek Drive Bike Lanes	Construct bike lanes on 53rd Avenue and Wiley Creek Drive
A13	18th Avenue/Ames Creek Road Bike Lanes	Construct bike lanes on 18th Avenue and Ames Creek Road
A14	Mountain View Road Bike Lanes	Construct bike lanes on Mountain View Road
A15	Elm Street Bike Lanes	Construct bike lanes on Elm Street

SAFE ROUTES TO SCHOOL

The City’s adopted Safe Routes to School (SRTS) Plan¹ lists 23 recommended improvements near Sweet Home High School and Sweet Home Junior High School. The projects are focused on crossings and sidewalk improvements.

Figure 3 shows a map of projects recommended by the Sweet Home SRTS Plan. Table 5 lists the SRTS projects added to the TSP. All 23 projects are included in the TSP.

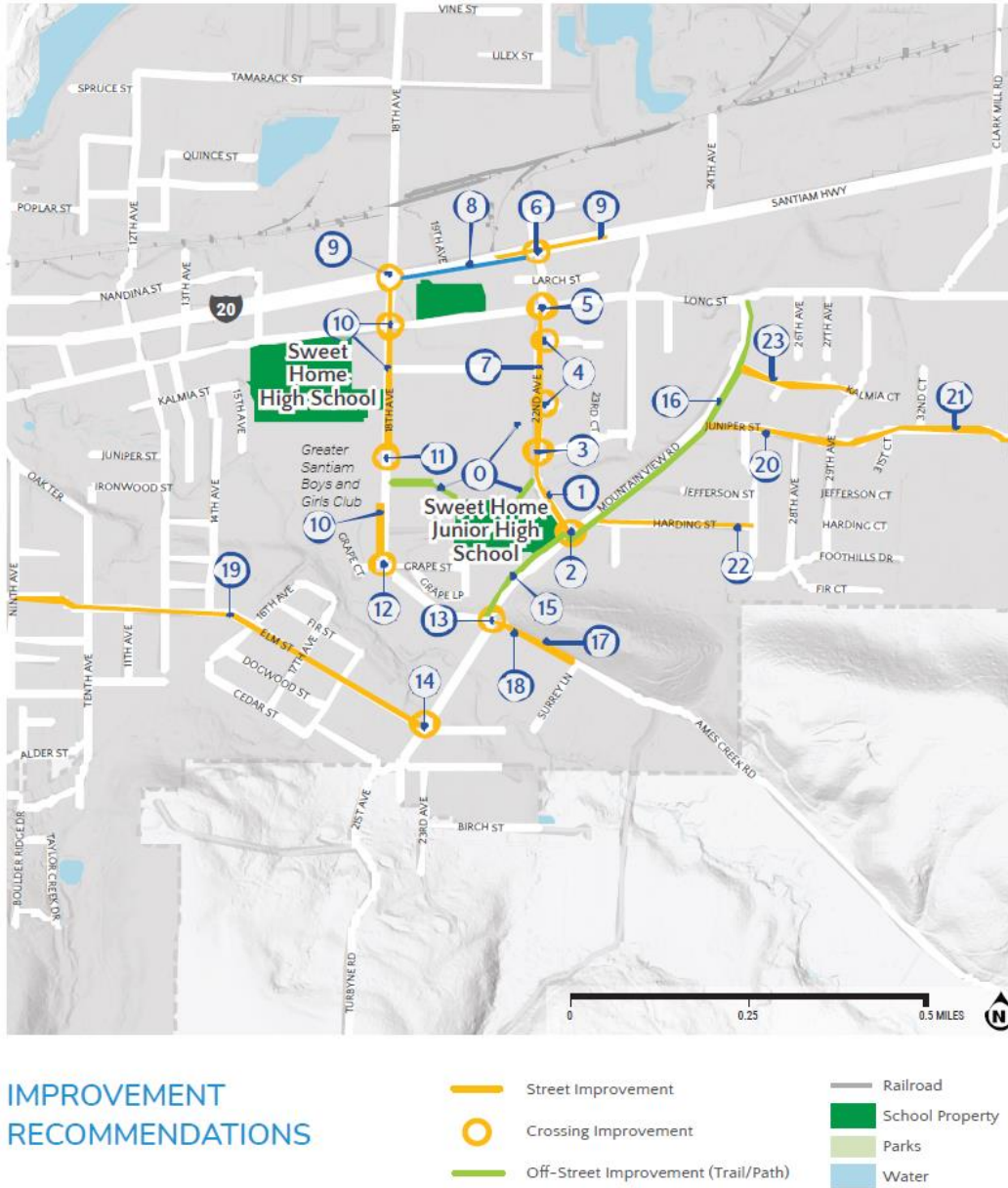


FIGURE 3. SWEET HOME SAFE ROUTES TO SCHOOL PLAN PROPOSED PROJECTS

¹ Sweet Home Safe Routes to School Plan, City of Sweet Home. June 2022.

TABLE 5. PRELIMINARY SAFE ROUTES TO SCHOOL PROJECTS

Project ID	Project Name	Description	Notes
A16	22nd Avenue Sidewalk	Improve sidewalks and install curb ramps along 22nd Avenue	SRTS Plan Rec #1
A17	22nd Avenue/Mountain View Road Crossings	Install striping upgrades and curb extensions at 22nd Avenue/Mountain View Road intersection	SRTS Plan Rec #2
A18	22nd Avenue/Ironwood Street Crossings	Install curb ramps, upgrade signage and striping, and install lighting at 22nd Avenue/Ironwood St intersection	SRTS Plan Rec #3
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	SRTS Plan Rec #4
A20	22nd Avenue/Long Street Crossings	Install curb ramps, upgrade striping, and install lighting at 22nd Avenue/Long Street	SRTS Plan Rec #5
A21	22nd Avenue/Main Street Crossing	Upgrade striping, install RRFB, and install lighting at 22nd Avenue across Main Street (US 20)	SRTS Plan Rec #6 (ODOT Funded)
A22	22nd Avenue Multiuse Path	Remove parking and construct multimodal path on 22nd Avenue between Mountain View Road and Long Street	SRTS Plan Rec #7
A23	Main Street Sidewalk Enforcement	Enforce sidewalk clearance code on Main Street	SRTS Plan Rec #8
A24	Main Street Crossings	Upgrade striping on Main Street from 18th Avenue to 23rd Avenue; install curb ramps and lighting at Main Street/18th Avenue	SRTS Plan Rec #9
A25	18th Avenue Sidewalks	Improve sidewalks and install curb ramps on 18th Avenue between Main Street (US 20) and Ames Creek Road	SRTS Plan Rec #10
A26	High School Driveway Crossing	Install RRFB, upgrade signage and striping, and install lighting at the high school driveway on 18th Avenue	SRTS Plan Rec #11

A27	18th Avenue/Grape Court Crossing	Upgrade striping and install curb ramps at 18th Avenue/Grape Court	SRTS Plan Rec #12
A28	Mountain View Road/Ames Creek Road Crossings	Upgrade striping, install curb ramps, and install lighting at Mountain View Road/Ames Creek Road	SRTS Plan Rec #13
A29	Mountain View Road/Elm Street Crossing	Upgrade striping and install lighting at Mountain View Road/Elm Street	SRTS Plan Rec #14
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	SRTS Plan Rec #15
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	SRTS Plan Rec #16
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	SRTS Plan Rec #17
A33	Ames Creek Road Sidewalk	Install 6-foot wide sidewalk on the south side of Ames Creek Road from Mountain View Road to Surrey Lane	SRTS Plan Rec #18
A34	Elm Street Greenway	Designate a neighborhood greenway on Elm Street from 5th Avenue to Mountain View Road; install speed humps, signage, and striping	SRTS Plan Rec #19
A35	Juniper Street Sidewalk	Install 6-foot wide sidewalk on the north side of Juniper Street from Mountain View Road to Ashbrook Park	SRTS Plan Rec #20
A36	Juniper Street Greenway	Designate a neighborhood greenway on Juniper Street from Mountain View Road to 35th Avenue; install speed humps, signage, and striping	SRTS Plan Rec #21
A37	Harding Street Sidewalk	Install sidewalk on the south side of Harding Street from Mountain View Road to 27th Avenue	SRTS Plan Rec #22
A38	Kalmia Street Sidewalk	Install sidewalk on the south side of Kalmia Street from Mountain View Road to 29th Avenue	SRTS Plan Rec #23

TRANSIT

As noted in Technical Memo #3, transit service is provided in Sweet Home through three main routes: the Linn Shuttle, the Sweet Home Shopper, and the Dial-A-Bus Service. In the future, there may be needs for expanded transit service and improved access to transit to support areas with high projected employment growth or housing growth, such as the North Sweet Home Area (NSHA). Although there are no transit-specific projects, providing sidewalks and bike facilities leading to transit stops and installing enhanced crossings around transit stops are key improvement strategies.

FREIGHT ALTERNATIVES

RAILROAD NEEDS

One rail line 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 travels roughly parallel to Main Street (US 20) approximately one block north. The nine existing rail crossings in Sweet Home listed below require significant safety and ADA-accessibility upgrades:

- Pleasant Valley Road
- 9th Avenue
- 12th Avenue
- 18th Avenue
- Clark Mill Road
- 47th Avenue (West)
- 47th Avenue (East)
- 53rd Avenue
- 54th Avenue

The planned future extension of 24th Avenue per the North Sweet Home Area (NSHA) Plan will require a new rail crossing. The proposed crossing has received a rail crossing order and must be constructed within five years of the order.

Lastly, the existing trestle bridge crossing Main Street between 57th Avenue and 60th Avenue is damaged from vehicle crashes such that it is no longer structurally sound and requires complete replacement.

RAILROAD PROJECTS

Table 6 lists the preliminary railroad projects.

TABLE 6. PRELIMINARY RAILROAD PROJECTS

Project ID	Project Name	Description
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

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
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
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
R5	24th Avenue Rail Crossing	Construct new railroad crossing across future extension of 24th Avenue
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
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
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
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
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
R11	Main Street Railroad Bridge	Replace damaged trestle bridge

SAFETY ALTERNATIVES

SAFETY NEEDS

A review of recent crash data identified two locations within the City that exceed the critical crash rate. One location, Main Street (US 20) and 22nd Avenue recently was reconfigured to add an enhanced pedestrian crossing. The other location, Long /18th Street is an all way stop controlled intersection.

The intersection of Long / 18th Street is located near the high school. While all approaches are required to stop at the AWSC, the degree of activity and distractions near the intersection approaches, including parking and utility poles, may contribute to the crash frequency. Improvements to driver focus at the intersection may reduce crash frequency.

SAFETY PROJECTS

Table 7 lists projects addressing safety needs in Sweet Home.

TABLE 7. SWEET HOME TSP SAFETY PROJECTS

Project ID	Project Name	Description
S1	Long/18 th Signing 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 reduction to improve visibility and alert drivers of pedestrian activity and traffic control.
S2	Main Street / Shea Viewpoint / Riggs Hill Road	Safety enhancements to the eastern gateway that may include signing, striping, lighting, and/or traffic control to decrease speed of traffic entering urban area and allow safe pedestrian crossings. Install a pedestrian crossing near the Foster Reservoir
S3	Long St/ Holley Rd Right in Right Out	Restrict left turn movements at the intersection to reduce vehicle conflicts that occur in close proximity to Main Street. These improvements would also improve traffic flow from Main Street to Holley Road to make the route more attractive rather than traffic cutting through on 1 st Avenue to avoid the intersection.

EMERGING TRANSPORTATION TECHNOLOGIES

Emerging transportation technologies will shape our roads, communities, and daily lives for generations. Vehicles are becoming more connected, automated, shared, and electric. Although this future is highly uncertain, it will have significant impacts for how we plan, design, build, and use our transportation system, especially along state facilities such as US 20.

SMART MOBILITY

Below are some important definitions that provide the basis for the impacts, policies, and action items discussed in the following sections.

- Connected vehicles (CVs) will enable communications between vehicles, infrastructure, and other road users.
- Automated vehicles (AVs) will, to varying degrees, take over driving functions and allow travelers to focus their attention on other matters. Already today we have vehicles with combined automated functions like lane keeping and adaptive cruise control. However, these still require constant driver oversight. In the future, more sophisticated sensing and programming technology will allow vehicles to operate with little to no operator oversight.
- Shared vehicles (SVs) allow ride-hailing companies to offer customers access to vehicles through cell phone applications. Ride-hailing applications allow for on-demand transportation with comparable convenience to car ownership without the hassle of maintenance and parking. Ride-hailing applications can enable customers to choose whether to share a trip with another person along their route, or travel alone.
- Electric vehicles (EVs) have been on the road for decades and are becoming more economically feasible as the production costs of batteries decline. To accommodate a future where electric vehicles will come to dominate our vehicle fleet, charging stations must be constructed in cooperation with local and regional governments and electric utilities.

Many of these vehicles will not be exclusive of the others, and it is important to consider the implications that arise from the combination of these technologies. When discussing these vehicles as a whole, they can be referred to as connected, automated, shared, and electric (CASE) vehicles.

PREPARING FOR SMART MOBILITY IN SWEET HOME

Because Sweet Home is located along rural US 20 between central Oregon and the I-5 corridor, the presence of electric vehicles from tourist traffic is most likely to impact Sweet Home’s transportation network in the near future. One strategy to accommodate this impact is adding electric vehicle charging stations at key locations near recreation areas or convenient rest stops. For example, shared electric vehicle chargers at the Foster Reservoir viewpoint or in the downtown area can encourage travelers with electric vehicles to spend time in Sweet Home rather than passing through.

SMART MOBILITY PROJECTS

Projects focusing on smart mobility were selected based on the potential for electric vehicle presence from tourist traffic. Table 8 shows the smart mobility project list.

TABLE 8. PRELIMINARY SMART MOBILITY PROJECTS

Project ID	Project Name	Description
E1	EV Charging Stations	Install electric vehicle charging stations at key locations along Main Street

LOCAL STREET CONNECTIVITY

Local street connectivity is required by the 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, 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 great connectivity should also be attempted.

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 encourages signage indicating the potential for future connectivity when development constructs stub streets.

TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) is the general term used to describe actions that remove single-occupant vehicle trips from the roadway network during peak travel demand periods. As growth in Sweet Home continues, the number of vehicle trips and travel demand in the area will also increase. Changing people's travel behavior and providing alternative mode choices will help accommodate this growth by reducing the need to build new or expanded roadways. Potential projects such as sidewalks, bicycle routes, and transit enhancements which support TDM are detailed as part of the active transportation and transit system project sections. However, other TDM strategies described below will be pursued as well.

- Education and Outreach – Sweet Home will support the creation of education programs or community groups to help promote and encourage walking, biking, and transit use.
- Trip Reduction Strategies – Sweet Home will work with larger employers (e.g., 50 employees or more) to provide incentives for reducing single-occupancy vehicle trips. For example, a vanpool between employment centers in the Albany-Lebanon area and Sweet Home residents could be explored.
- Transit Improvements – Advancing transit improvements could encourage less single-occupancy vehicle use. Improvements may include increasing the frequency of existing routes, adding new routes, improving transit stop facilities, and providing first/last-mile solutions that connect transit with destinations or other accessible modes of travel.
- Supporting Travel by Walking and Biking – Nearly all of Sweet Home's transportation goals can be partially addressed through the promotion of active transportation. Increasing the accessibility and comfort of travel by walking and biking in and around Sweet Home will provide mobility options for all users, support healthy living, minimize impacts to the environment, and help Sweet Home grow sustainably.
- Land Use Planning – Sweet Home will encourage development that effectively mixes land uses to reduce vehicle trip generation.

FUNDING OPPORTUNITIES

Understanding the sources of transportation funding and the amount that may be available helps set reasonable expectations for what improvements can be made by 2045. It also informs the prioritization of projects and allows the project team to identify whether new or expanded funding sources will be needed to accomplish Sweet Home's transportation goals.

CURRENT FUNDING SOURCES

Sweet Home currently has two primary sources for transportation funding, the State Gas Tax and the Transportation System Development Charge (SDC).

State Gas Tax

The State Gas Tax is allocated to Sweet Home from the state based on the collection of State fuel taxes. The revenue can be used for a variety of transportation needs and is currently the primary source of revenue for the City's Transportation Fund (Fund 206). The fund is used to cover various transportation maintenance and operating expenses. Recently, the City's share of State Gas Tax has ranged between approximately \$734,000 and \$780,000 per year and is estimated in the budget to be approximately \$777,000 per year. The combined expenditures for Personal Services and Materials and Services generally is budgeted to be approximately \$740,000 per year, which limits remaining funds that can be used on capital projects.

System Development Charges

System Development Charges (SDCs) from new developments are intended to offset the burden of development on the transportation system. The funds collected would be kept in a dedicated SDC fund, apart from the City's general-purpose street operations, maintenance, and capital improvements fund. State law restricts the use of SDC funds to capacity-adding projects, generally for constructing or improving portions of roadways impacted by applicable development. SDCs cannot be used to fund improvements for existing deficiencies. The transportation SDC is a one-time fee.

The City of Sweet Home currently charges SDCs for water, sewer, storm water, parks, and transportation. The transportation SDC rate is \$3,906 for a single-family dwelling unit. While the amount of fees collected by the City is entirely dependent on development activity, the City's budget currently estimates approximately \$120,000 per year in transportation SDC revenue.

ADDITIONAL FUNDING SOURCE CONSIDERATIONS

New transportation funding options include local taxes, assessments and charges, and state and federal appropriations, grants, and loans. All of these resources can be constrained based on a variety of factors, including the willingness of local leadership and the electorate to entertain new fees; the availability of local funds to be dedicated or diverted to transportation issues from other competing City programs; and the availability of state and federal funds. Nonetheless, it is important for the City to consider available opportunities for enhanced funding for the

transportation improvements that will be identified in the TSP as the current sources will not be sufficient to meet the identified need.

POTENTIAL LOCAL FUNDING SOURCES

Two other local funding sources that are used by a variety of cities in Oregon include a local gas tax and street utility fee.

Local Gas Tax

A local gas tax is separate from the State gas tax and requires voter approval. Currently over 30 cities and counties in Oregon have a local fuel tax that ranges from \$0.01 to \$0.10 per gallon. The amount of revenue collected by a potential local fuel tax would depend on the amount of fuel sold locally, and the tax rate. The Cities of Canby and Hood River each have a \$0.03 per gallon rate and collect² approximately \$400,000 annually.

Street Utility Fee

A Transportation Utility Fee (sometimes known as a Street Maintenance Fee, Road User Fee, or Street Utility Fee) is a monthly fee based on use of the transportation system that is collected from residences the city limits. The fee is collected through the City's regular utility bill. It is often designated for use in the maintenance and repair of the City's transportation system, which can then free up other funds (e.g., state fuel tax) for capital improvements. The fee may be structured as a flat fee, or vary based on the trip generation profile of the land use. The fees typically range from \$5 to \$10 per month for a single-family home. A rate of \$5 per month per single-family home, could generate approximately \$240,000 per year.

OTHER POTENTIAL FUNDING SOURCES

The following section summarizes other funding sources that could be considered for specific project needs, but do not typically create a sustainable stream of annual funding for a city to consider.

Surface Transportation Block Grant Program (STBG)

The STBG provides flexible funding that may be used by States and local agencies for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. Formerly called Surface Transportation Program (STP).

ODOT All Road Transportation Safety (ARTS) Funding

ODOT All Roads Transportation Safety Program (ARTS) is used to address safety challenges on all public roads. Safety funding is distributed to each ODOT region, which collaborates with local governments to select projects that can reduce fatalities and serious injuries, regardless of whether they lie on a local road or a state highway. An application must be submitted by the local

² [Oregon Department of Transportation : Taxable Distribution Reports : Fuels Tax : State of Oregon](#)

jurisdiction to obtain ARTS funding for local roads. Projects are built into the four-year STIP timeframe (the current STIP is 2024-2027). The funds must make use of ODOT-approved countermeasures directed towards decreasing fatal and serious injury crashes.

Federal Competitive Grant and Loan Programs

The FAST Act authorizes a number of competitive grant and loan programs, the most prominent of which is the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program, formerly known as BUILD and TIGER. Competitive grant and loan programs would require the City to complete an application that makes a compelling case for a specific project, often multi-jurisdictional. Some of these programs focus on a particular outcome or mode of transportation.

ODOT Statewide Transportation Improvement Program (STIP) Enhance Funding

ODOT has modified the process for selecting projects that receive STIP funding to allow local agencies to receive funding for projects off the state system. Projects that enhance system connectivity and improve multi-modal travel options are the focus. The updated TSP prepares the City to apply for STIP funding.

Safe Routes to School

The Oregon Safe Routes to School (SRTS) Program has money allocated for projects that improve connectivity for children to walk, bike and roll to and from school. Potential grant funds are distributed as a reimbursement program through an open and competitive process. Funding is available through this program for pedestrian and bicycle infrastructure projects within two miles of schools. These funds should be pursued to implement key pedestrian and bicycle projects identified through the SRTS process.

Debt Financing

While not a direct funding source, debt financing can be used to mitigate the immediate impacts of significant capital improvement projects and spread costs over the useful life of a project. This has been successful recently in Oregon communities such as Bend and McMinnville, where general obligation (GO) bond measures were passed. Key to the measures' success was that the increased property taxes were earmarked toward a defined set of projects with strong public support.

Though interest costs are incurred, the use of debt financing can serve not only as a practical means of funding major improvements, but is also viewed as an equitable funding strategy, spreading the burden of repayment over existing and future customers who will benefit from the projects. The obvious caution in relying on debt service is that a funding source must still be identified to fulfill annual repayment obligations.

The Oregon Transportation Infrastructure Bank (OTIB) is a potential source for cities to borrow funds for transportation improvement projects. The OTIB is a statewide revolving loan fund. Projects eligible to receive funding include roadway improvements, bicycle and pedestrian access, and transit capital projects.

Oregon Community Paths (OCP) Program

The OCP grant program is dedicated to helping communities create and maintain connections through multiuse paths. The Oregon Department of Transportation will use monies from the state Multimodal Active Transportation fund and federal Transportation Alternatives Program fund for this program. OCP will fund grants for project development, construction, reconstruction, major resurfacing or other improvements of multiuse paths that improve access and safety for people walking and bicycling.

APPENDIX

The following items are included in the appendix:

- 1) Project Evaluation Summary
- 2) Mitigated Intersection Operations Summary for potential traffic signals
- 3) Mitigated HCM Worksheets for potential traffic signals

Sweet Home TSP Update Future Project List

Evaluation Criteria

Project ID	Category	Project Name	Description	Goal 1 Mobility, Accessibility, Connectivity		Goal 2 Safety		Goal 3 Quality of Life		Goal 4 Economic Development		Goal 5 System Management and Maintenance		Total Points	Rank
				Goal 1 #1	Goal 1 #2	Goal 2 #1	Goal 2 #2	Goal 3 #1	Goal 3 #2	Goal 4 #1	Goal 4 #2	Goal 5 #1	Goal 5 #2		
C1	Vehicle Capacity	Main Street/Pleasant Valley Road Roundabout	Construct a roundabout at Main Street (US 20)/Pleasant Valley Road	5	3	5	0	4	1	5	5	5	5	38	17
C2	Vehicle Capacity	Main Street/22nd Avenue Signal	Construct a traffic signal at Main Street (US 20)/22nd Avenue	5	4	4	5	4	4	5	5	3	5	44	1
C3	Vehicle Capacity	Main Street/Clark Mill Road Signal	Construct a traffic signal at Main Street (US 20)/Clark Mill Road	5	4	4	0	4	4	5	5	5	5	41	5
C4	Vehicle Capacity	Main Street/47th Avenue	Construct a traffic signal at Main Street (US 20)/47th Avenue	5	4	4	0	4	4	5	5	5	5	41	5
A1	Ped	Clark Mill Road Sidewalk Infill	Infill existing sidewalk gaps on Clark Mill Road	5	5	5	0	5	5	5	1	4	4	39	12
A2	Ped	Long Street Sidewalk Infill	Infill existing sidewalk gaps on Long Street	5	5	5	0	5	5	3	5	5	4	42	4
A3	Ped	Mountain View Road Sidewalk Infill	Infill existing sidewalk gaps on Mountain View Road	5	5	5	0	5	5	5	1	4	4	39	12
A4	Ped	47th Avenue Sidewalk Infill	Infill existing sidewalk gaps on 47th Avenue	5	5	5	0	5	5	5	5	5	4	44	1
A5	Ped	53rd Avenue Sidewalk Infill	Infill existing sidewalk gaps on 53rd Avenue	5	5	5	0	5	5	5	1	4	4	39	12
A6	Bike	Main Street Bike Lanes	Construct bike lanes on Main Street (US 20) east of 18th Avenue; consider buffered bike lanes on Main Street (US 20) west of 18th Avenue	1	5	5	0	5	5	5	5	5	4	40	7
A7	Bike	Holley Road Bike Lanes	Construct bike lanes on Holley Road	1	5	5	0	5	5	5	5	5	4	40	7
A8	Bike	Long Street Bike Lane Infill	Infill gaps in bike lanes on Long Street	5	5	5	0	5	5	5	5	5	4	44	1
A9	Bike	Airport Road Bike Lanes	Construct bike lanes on Airport Road	1	5	5	0	5	5	5	5	5	4	40	7
A10	Bike	47th Avenue Bike Lanes	Construct bike lanes on 47th Avenue	1	5	5	0	5	5	5	5	5	4	40	7
A11	Bike	49th Avenue Bike Lanes	Construct bike lanes on 49th Avenue	1	5	5	0	5	5	5	1	4	4	35	23
A12	Bike	53rd Avenue and Wiley Creek Drive Bike Lanes	Construct bike lanes on 53rd Avenue and Wiley Creek Drive	1	5	5	0	5	5	5	1	4	4	35	23

Sweet Home TSP Update Future Project List

Evaluation Criteria

Project ID	Category	Project Name	Description	Goal 1 Mobility, Accessibility, Connectivity		Goal 2 Safety		Goal 3 Quality of Life		Goal 4 Economic Development		Goal 5 System Management and Maintenance		Total Points	Rank
				Goal 1 #1	Goal 1 #2	Goal 2 #1	Goal 2 #2	Goal 3 #1	Goal 3 #2	Goal 4 #1	Goal 4 #2	Goal 5 #1	Goal 5 #2		
A13	Bike	18th Avenue/Ames Creek Road Bike Lanes	Construct bike lanes on 18th Avenue and Ames Creek Road	1	5	5	0	5	5	5	1	4	4	35	23
A14	Bike	Mountain View Road Bike Lanes	Construct bike lanes on Mountain View Road	1	5	5	0	5	5	5	1	4	4	35	23
A15	Bike	Elm Street Bike Lanes	Construct bike lanes on Elm Street	1	5	5	0	5	5	5	1	4	4	35	23
A16	Ped	22nd Avenue Sidewalk	Improve sidewalks and install curb ramps along 22nd Avenue	1	5	5	0	5	5	5	1	3	4	34	31
A17	Ped	22nd Avenue/Mountain View Road Crossings	Install striping upgrades and curb extensions at 22nd Avenue/Mountain View Road intersection	1	5	5	0	5	5	5	1	4	3	34	31
A18	Ped	22nd Avenue/Ironwood Street Crossings	Install curb ramps, upgrade signage and striping, and install lighting at 22nd Avenue/Ironwood St intersection	1	5	5	0	5	5	5	1	3	3	33	42
A19	Ped	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	1	5	5	0	5	5	5	1	3	3	33	42
A20	Ped	22nd Avenue/Long Street Crossings	Install curb ramps, upgrade striping, and install lighting at 22nd Avenue/Long Street	1	5	5	0	5	5	5	1	3	3	33	42
A21	Ped	22nd Avenue/Main Street Crossing	Upgrade striping, install RRFB, and install lighting at 22nd Avenue across Main Street (US 20)	1	5	5	0	5	5	5	5	3	3	37	18
A22	Ped/Bike	22nd Avenue Multiuse Path	Remove parking and construct multimodal path on 22nd Avenue between Mountain View Road and Long Street	1	5	5	0	5	3	5	3	3	4	34	31
A23	Ped	Main Street Sidewalk Enforcement	Enforce sidewalk clearance code on Main Street	1	5	5	0	5	5	5	5	5	4	40	7
A24	Ped	Main Street Crossings	Upgrade striping on Main Street from 18th Avenue to 23rd Avenue; install curb ramps and lighting at Main Street/18th Avenue	1	5	5	0	5	5	5	5	5	3	39	12
A25	Ped	18th Avenue Sidewalks	Improve sidewalks and install curb ramps on 18th Avenue between Main Street (US 20) and Ames Creek Road	1	5	5	0	5	5	5	3	4	3	36	20
A26	Ped	High School Driveway Crossing	Install RRFB, upgrade signage and striping, and install lighting at the high school driveway on 18th Avenue	1	5	5	0	5	5	5	1	4	3	34	31
A27	Ped	18th Avenue/Grape Court Crossing	Upgrade striping and install curb ramps at 18th Avenue/Grape Court Crossing	1	5	5	0	5	5	5	1	4	3	34	31
A28	Ped	Mountain View Road/Ames Creek Road Crossings	Upgrade striping, install curb ramps, and install lighting at Mountain View Road/Ames Creek Road	1	5	5	0	5	5	5	1	4	3	34	31

Sweet Home TSP Update Future Project List

Evaluation Criteria

Project ID	Category	Project Name	Description	Goal 1 Mobility, Accessibility, Connectivity		Goal 2 Safety		Goal 3 Quality of Life		Goal 4 Economic Development		Goal 5 System Management and Maintenance		Total Points	Rank
				Goal 1 #1	Goal 1 #2	Goal 2 #1	Goal 2 #2	Goal 3 #1	Goal 3 #2	Goal 4 #1	Goal 4 #2	Goal 5 #1	Goal 5 #2		
A29	Ped	Mountain View Road/Elm Street Crossing	Upgrade striping and install lighting at Mountain View Road/Elm Street	1	5	5	0	5	5	5	1	4	3	34	31
A30	Ped	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	1	5	5	0	5	4	5	1	4	5	35	23
A31	Ped	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	1	5	5	0	5	4	5	3	4	5	37	18
A32	Ped	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	1	5	5	0	5	4	5	1	4	4	34	31
A33	Ped	Ames Creek Road Sidewalk	Install 6-foot wide sidewalk on the south side of Ames Creek Road from Mountain View Road to Surrey Lane	1	5	5	0	5	5	5	1	4	4	35	23
A34	Ped	Elm Street Greenway	Designate a neighborhood greenway on Elm Street from 5th Avenue to Mountain View Road; install speed humps, signage, and striping	1	5	5	0	5	5	5	1	4	4	35	23
A35	Ped	Juniper Street Sidewalk	Install 6-foot wide sidewalk on the north side of Juniper Street from Mountain View Road to Ashbrook Park	1	5	5	0	5	5	5	1	3	4	34	31
A36	Ped	Juniper Street Greenway	Designate a neighborhood greenway on Juniper Street from Mountain View Road to 35th Avenue; install speed humps, signage, and striping	1	5	3	0	5	5	5	1	3	4	32	45
A37	Ped	Harding Street Sidewalk	Install sidewalk on the south side of Harding Street from Mountain View Road to 27th Avenue	1	5	5	0	5	5	5	1	3	4	34	31
A38	Ped	Kalmia Street Sidewalk	Install sidewalk on the south side of Kalmia Street from Mountain View Road to 29th Avenue	1	5	5	0	5	5	5	1	3	4	34	31
R1	Rail	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	1	3	5	0	5	5	3	1	4	5	32	45
R2	Rail	9th Avenue Rail Crossing	Upgrade signing and striping, install railroad crossing gates, and install ADA-accessible improvements to align with current railroad safety guidelines	1	3	5	0	5	5	3	1	2	5	30	51
R3	Rail	12th Avenue Rail Crossing	Upgrade signing and striping, install railroad crossing gates, and install ADA-accessible improvements to align with current railroad safety guidelines	1	3	5	0	5	5	3	1	2	5	30	51
R4	Rail	18th Avenue Rail Crossing	Upgrade signing and striping, install railroad crossing gates, and install ADA-accessible improvements to align with current railroad safety guidelines	1	3	5	0	5	5	3	1	4	5	32	45
R5	Rail	24th Avenue Rail Crossing	Construct new railroad crossing across future extension of 24th Avenue	1	1	5	0	1	5	3	1	2	5	24	54
R6	Rail	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	1	3	5	0	5	5	3	1	4	5	32	45

**Sweet Home TSP Update
Future Project List**

Evaluation Criteria

Project ID	Category	Project Name	Description	Goal 1 Mobility, Accessibility, Connectivity		Goal 2 Safety		Goal 3 Quality of Life		Goal 4 Economic Development		Goal 5 System Management and Maintenance		Total Points	Rank
				Goal 1 #1	Goal 1 #2	Goal 2 #1	Goal 2 #2	Goal 3 #1	Goal 3 #2	Goal 4 #1	Goal 4 #2	Goal 5 #1	Goal 5 #2		
R7	Rail	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	1	3	5	0	5	5	3	5	4	5	36	20
R8	Rail	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	1	3	5	0	5	5	3	5	4	5	36	20
R9	Rail	53rd Avenue Rail Crossing	Upgrade signing and striping, install railroad crossing gates, and install ADA-accessible improvements to align with current railroad safety guidelines	1	3	5	0	5	5	3	1	4	5	32	45
R10	Rail	54th Avenue Rail Crossing	Upgrade signing and striping, install railroad crossing gates, and install ADA-accessible improvements to align with current railroad safety guidelines	1	3	5	0	5	5	3	1	2	5	30	51
R11	Rail	Main Street Railroad Bridge	Replace damaged trestle bridge	1	0	1	0	1	5	1	5	1	5	20	55
S1	Safety	Main Street Reservoir Crossing	Install a pedestrian crossing near the Foster Reservoir	1	5	5	0	5	5	5	5	4	4	39	12
E1	Smart Mobility	EV Charging Stations	Install electric vehicle charging stations at key locations along Main Street	3	1	1	0	1	5	5	5	5	5	31	50

Sweet Home TSP Future Vehicle Capacity Projects

Summary Table

Software/Method	Intersection	Control Type	Mobility Target	LOS	Delay	V/C Ratio
Synchro HCM 6th Signal	Pleasant Valley Rd & Main St (US 20)	Signal	$v/c \leq 0.85$	A	6.4	0.45
Synchro HCM 6th Signal	22nd Ave & Main St (US 20)	Signal	$v/c \leq 0.90$	A	6.7	0.50
Synchro HCM 6th Signal	Clark Mill Rd & Main St (US 20)	Signal	$v/c \leq 0.85$	B	12.7	0.79
Synchro HCM 6th Signal	47th Ave & Main St (US 20)	Signal	$v/c \leq 0.85$	B	12.9	0.83

HCM 6th Signalized Intersection Summary

1: Pleasant Valley Rd & Main St (US 20)

12/10/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕		↔	↕			↕			↕	
Traffic Volume (veh/h)	75	755	0	0	565	110	0	0	5	100	0	50
Future Volume (veh/h)	75	755	0	0	565	110	0	0	5	100	0	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Adj Flow Rate, veh/h	83	839	0	0	628	122	0	0	6	111	0	56
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	492	1903	0	499	1017	197	0	0	223	349	0	71
Arrive On Green	0.07	0.57	0.00	0.00	0.37	0.37	0.00	0.00	0.15	0.15	0.00	0.15
Sat Flow, veh/h	1667	3413	0	1667	2777	539	0	0	1483	941	0	475
Grp Volume(v), veh/h	83	839	0	0	376	374	0	0	6	167	0	0
Grp Sat Flow(s),veh/h/ln	1667	1663	0	1667	1663	1653	0	0	1483	1416	0	0
Q Serve(g_s), s	0.8	4.2	0.0	0.0	5.3	5.4	0.0	0.0	0.1	3.2	0.0	0.0
Cycle Q Clear(g_c), s	0.8	4.2	0.0	0.0	5.3	5.4	0.0	0.0	0.1	3.3	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.33	0.00		1.00	0.66		0.34
Lane Grp Cap(c), veh/h	492	1903	0	499	609	605	0	0	223	421	0	0
V/C Ratio(X)	0.17	0.44	0.00	0.00	0.62	0.62	0.00	0.00	0.03	0.40	0.00	0.00
Avail Cap(c_a), veh/h	900	2420	0	1013	1210	1203	0	0	925	1106	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.8	3.5	0.0	0.0	7.5	7.5	0.0	0.0	10.5	11.9	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.1	0.0	0.0	0.8	0.8	0.0	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.2	0.0	0.0	1.1	1.1	0.0	0.0	0.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	4.9	3.7	0.0	0.0	8.2	8.3	0.0	0.0	10.5	12.3	0.0	0.0
LnGrp LOS	A	A			A	A			B	B		
Approach Vol, veh/h		922			750			6				167
Approach Delay, s/veh		3.8			8.3			10.5				12.3
Approach LOS		A			A			B				B
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		8.3	0.0	20.5		8.3	5.9	14.6				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		18.0	9.0	21.0		18.0	9.0	21.0				
Max Q Clear Time (g_c+I1), s		2.1	0.0	6.2		5.3	2.8	7.4				
Green Ext Time (p_c), s		0.0	0.0	4.2		0.5	0.1	3.2				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			6.4									
HCM 6th LOS			A									

HCM 6th Signalized Intersection Summary
 6: 22nd Ave & Main St (US 20)

12/10/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	1055	55	15	945	30	40	5	35	30	10	20
Future Volume (veh/h)	5	1055	55	15	945	30	40	5	35	30	10	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Adj Flow Rate, veh/h	6	1185	62	17	1062	34	45	6	39	34	11	22
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	394	1683	88	360	1758	56	237	10	63	240	25	49
Arrive On Green	0.01	0.52	0.52	0.02	0.53	0.53	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	1667	3214	168	1667	3288	105	777	104	674	806	270	526
Grp Volume(v), veh/h	6	613	634	17	537	559	90	0	0	67	0	0
Grp Sat Flow(s),veh/h/ln	1667	1663	1720	1667	1663	1731	1554	0	0	1602	0	0
Q Serve(g_s), s	0.1	9.1	9.1	0.2	7.3	7.3	0.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	9.1	9.1	0.2	7.3	7.3	1.7	0.0	0.0	1.2	0.0	0.0
Prop In Lane	1.00		0.10	1.00		0.06	0.50		0.43	0.51		0.33
Lane Grp Cap(c), veh/h	394	871	901	360	889	926	309	0	0	315	0	0
V/C Ratio(X)	0.02	0.70	0.70	0.05	0.60	0.60	0.29	0.00	0.00	0.21	0.00	0.00
Avail Cap(c_a), veh/h	840	1317	1362	787	1317	1371	971	0	0	982	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.4	5.9	5.9	4.8	5.2	5.2	14.3	0.0	0.0	14.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.8	0.8	0.0	0.5	0.5	0.4	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.4	1.4	0.0	1.0	1.1	0.6	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	4.4	6.7	6.7	4.9	5.7	5.7	14.6	0.0	0.0	14.3	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B			B		
Approach Vol, veh/h		1253			1113			90				67
Approach Delay, s/veh		6.7			5.7			14.6				14.3
Approach LOS		A			A			B				B
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		7.1	4.6	21.2		7.1	4.2	21.5				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		18.0	9.0	26.0		18.0	9.0	26.0				
Max Q Clear Time (g_c+I1), s		3.7	2.2	11.1		3.2	2.1	9.3				
Green Ext Time (p_c), s		0.3	0.0	6.0		0.2	0.0	5.4				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			6.7									
HCM 6th LOS			A									



















HCM 6th Signalized Intersection Summary
 8: Clark Mill Rd & Main St (US 20)

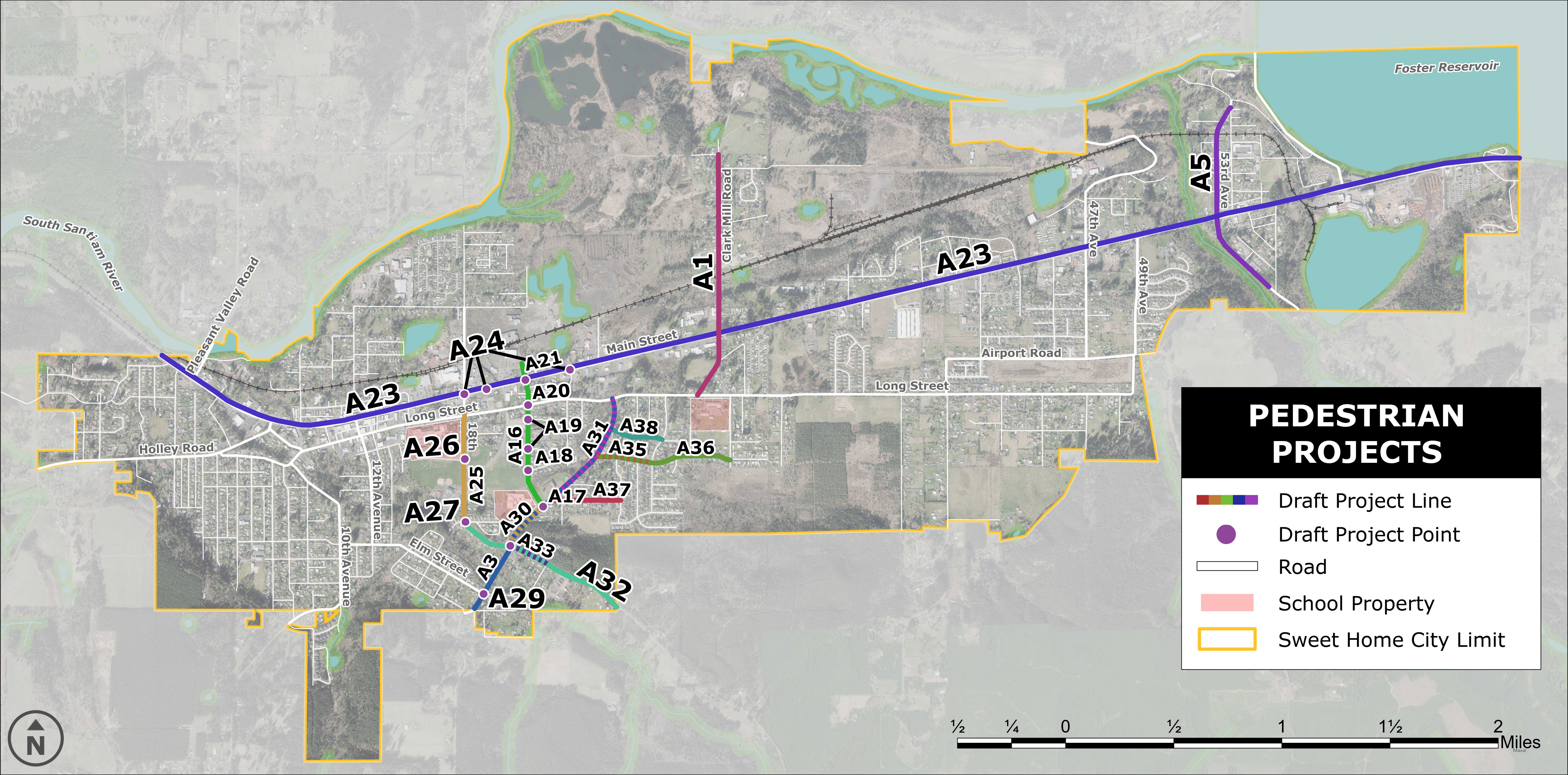
12/10/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	230	760	115	65	850	50	15	0	30	45	5	170
Future Volume (veh/h)	230	760	115	65	850	50	15	0	30	45	5	170
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Adj Flow Rate, veh/h	253	835	126	71	934	55	16	0	33	49	5	187
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	452	1299	196	394	1190	70	181	41	224	146	28	246
Arrive On Green	0.13	0.45	0.45	0.05	0.37	0.37	0.21	0.00	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1667	2897	437	1667	3191	188	315	195	1051	202	132	1157
Grp Volume(v), veh/h	253	479	482	71	487	502	49	0	0	241	0	0
Grp Sat Flow(s),veh/h/ln	1667	1663	1671	1667	1663	1716	1561	0	0	1491	0	0
Q Serve(g_s), s	3.5	9.4	9.4	1.1	10.9	10.9	0.0	0.0	0.0	3.5	0.0	0.0
Cycle Q Clear(g_c), s	3.5	9.4	9.4	1.1	10.9	10.9	1.1	0.0	0.0	6.3	0.0	0.0
Prop In Lane	1.00		0.26	1.00		0.11	0.33		0.67	0.20		0.78
Lane Grp Cap(c), veh/h	452	745	749	394	620	640	446	0	0	420	0	0
V/C Ratio(X)	0.56	0.64	0.64	0.18	0.78	0.78	0.11	0.00	0.00	0.57	0.00	0.00
Avail Cap(c_a), veh/h	594	791	795	661	791	816	776	0	0	771	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.2	9.0	9.0	7.7	11.7	11.7	13.5	0.0	0.0	15.5	0.0	0.0
Incr Delay (d2), s/veh	0.8	1.5	1.5	0.2	3.6	3.5	0.1	0.0	0.0	0.9	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	2.2	2.3	0.3	3.2	3.3	0.3	0.0	0.0	2.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.1	10.5	10.4	7.9	15.3	15.2	13.5	0.0	0.0	16.4	0.0	0.0
LnGrp LOS	A	B	B	A	B	B	B			B		
Approach Vol, veh/h		1214			1060			49				241
Approach Delay, s/veh		10.2			14.8			13.5				16.4
Approach LOS		B			B			B				B
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		12.9	6.3	22.9		12.9	9.4	19.7				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		19.0	9.0	20.0		19.0	9.0	20.0				
Max Q Clear Time (g_c+I1), s		3.1	3.1	11.4		8.3	5.5	12.9				
Green Ext Time (p_c), s		0.1	0.0	3.1		0.9	0.2	2.8				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				12.7								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary
 10: 47th Ave & Main St (US 20)

12/10/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	495	5	5	460	50	15	10	5	65	5	260
Future Volume (veh/h)	210	495	5	5	460	50	15	10	5	65	5	260
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Adj Flow Rate, veh/h	253	596	6	6	554	60	18	12	6	78	6	313
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	479	1325	13	391	777	84	289	174	68	166	36	378
Arrive On Green	0.14	0.39	0.39	0.01	0.26	0.26	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1667	3372	34	1667	3027	327	509	542	210	204	111	1175
Grp Volume(v), veh/h	253	294	308	6	304	310	36	0	0	397	0	0
Grp Sat Flow(s),veh/h/ln	1667	1663	1744	1667	1663	1691	1260	0	0	1490	0	0
Q Serve(g_s), s	4.3	5.6	5.6	0.1	7.2	7.2	0.0	0.0	0.0	6.5	0.0	0.0
Cycle Q Clear(g_c), s	4.3	5.6	5.6	0.1	7.2	7.2	0.6	0.0	0.0	10.5	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.19	0.50		0.17	0.20		0.79
Lane Grp Cap(c), veh/h	479	653	685	391	427	434	531	0	0	580	0	0
V/C Ratio(X)	0.53	0.45	0.45	0.02	0.71	0.71	0.07	0.00	0.00	0.68	0.00	0.00
Avail Cap(c_a), veh/h	628	734	770	729	695	707	717	0	0	790	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.2	9.6	9.6	11.7	14.5	14.6	10.1	0.0	0.0	13.4	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.4	0.3	0.0	1.6	1.6	0.0	0.0	0.0	1.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.4	1.4	0.0	2.2	2.2	0.2	0.0	0.0	3.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.9	10.0	10.0	11.7	16.2	16.2	10.2	0.0	0.0	14.5	0.0	0.0
LnGrp LOS	A	A	A	B	B	B	B			B		
Approach Vol, veh/h		855			620			36				397
Approach Delay, s/veh		10.0			16.2			10.2				14.5
Approach LOS		A			B			B				B
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		17.9	4.3	20.9		17.9	10.1	15.1				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		20.0	9.0	19.0		20.0	10.0	18.0				
Max Q Clear Time (g_c+I1), s		2.6	2.1	7.6		12.5	6.3	9.2				
Green Ext Time (p_c), s		0.1	0.0	2.0		1.4	0.2	1.9				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				12.9								
HCM 6th LOS				B								



Foster Reservoir

South Santiam River

Pleasant Valley Road

A1
Clark Mill Road

A23

A5
53rd Ave

49th Ave

Main Street

Airport Road

Long Street

A23

A24

A21

A20

Holley Road

A26

A16

A19

A38

A18

A35

A36

A27

A25

A31

A37

12th Avenue

10th Avenue

A30

A33



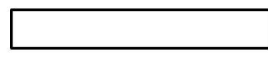
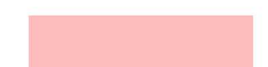

A32

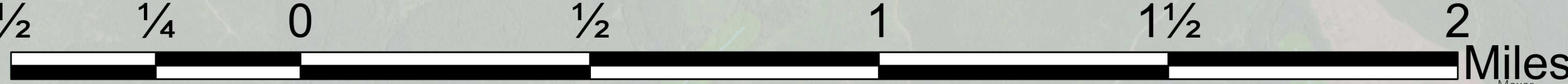
A3

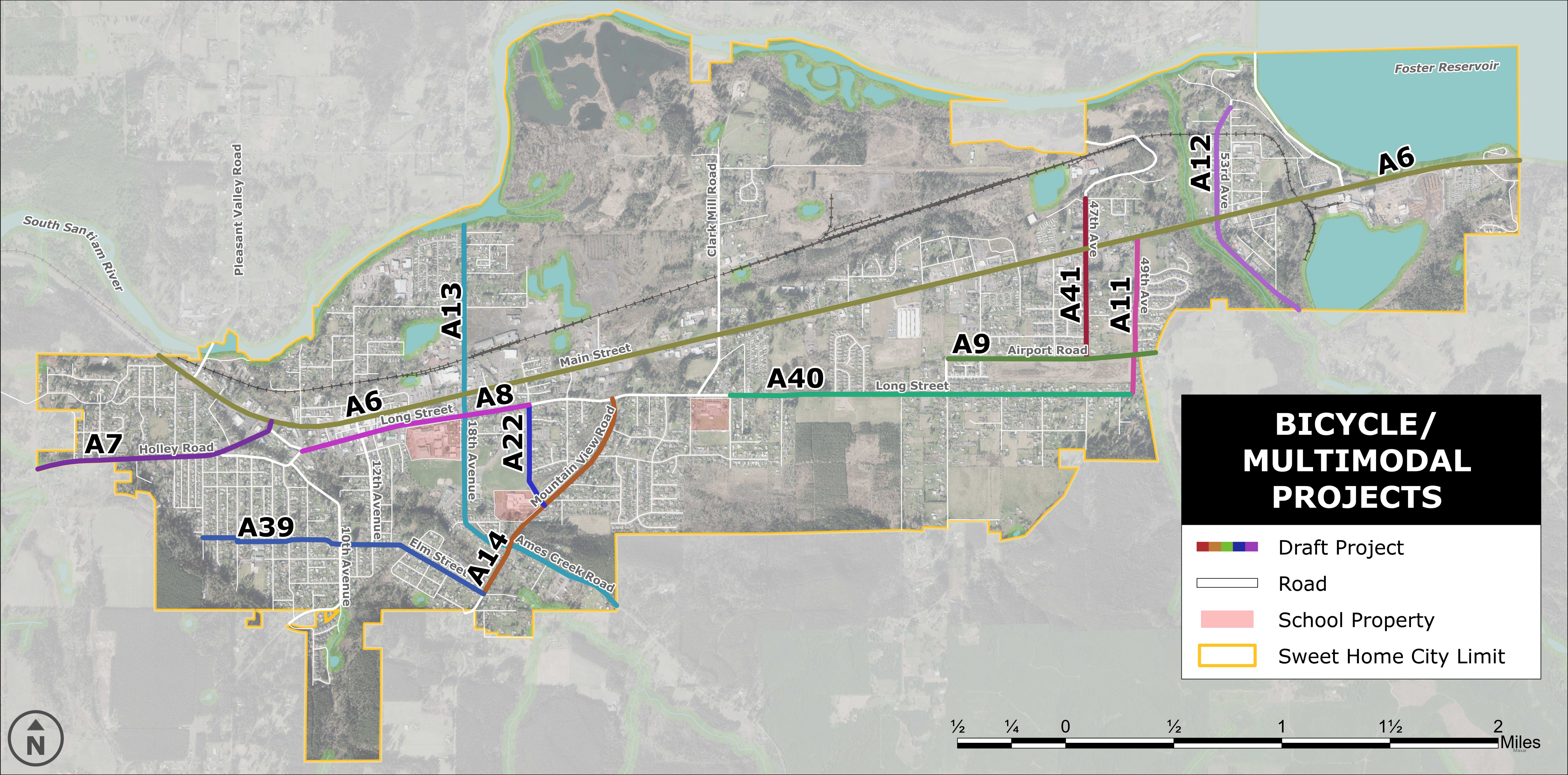
A29

Elm Street

PEDESTRIAN PROJECTS

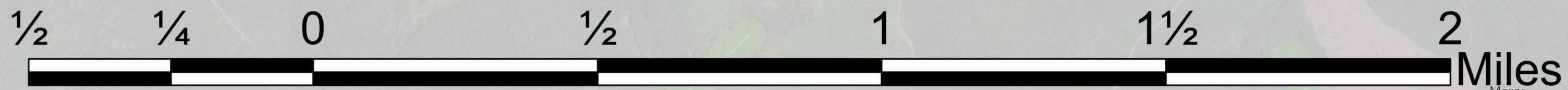
-  Draft Project Line
-  Draft Project Point
-  Road
-  School Property
-  Sweet Home City Limit

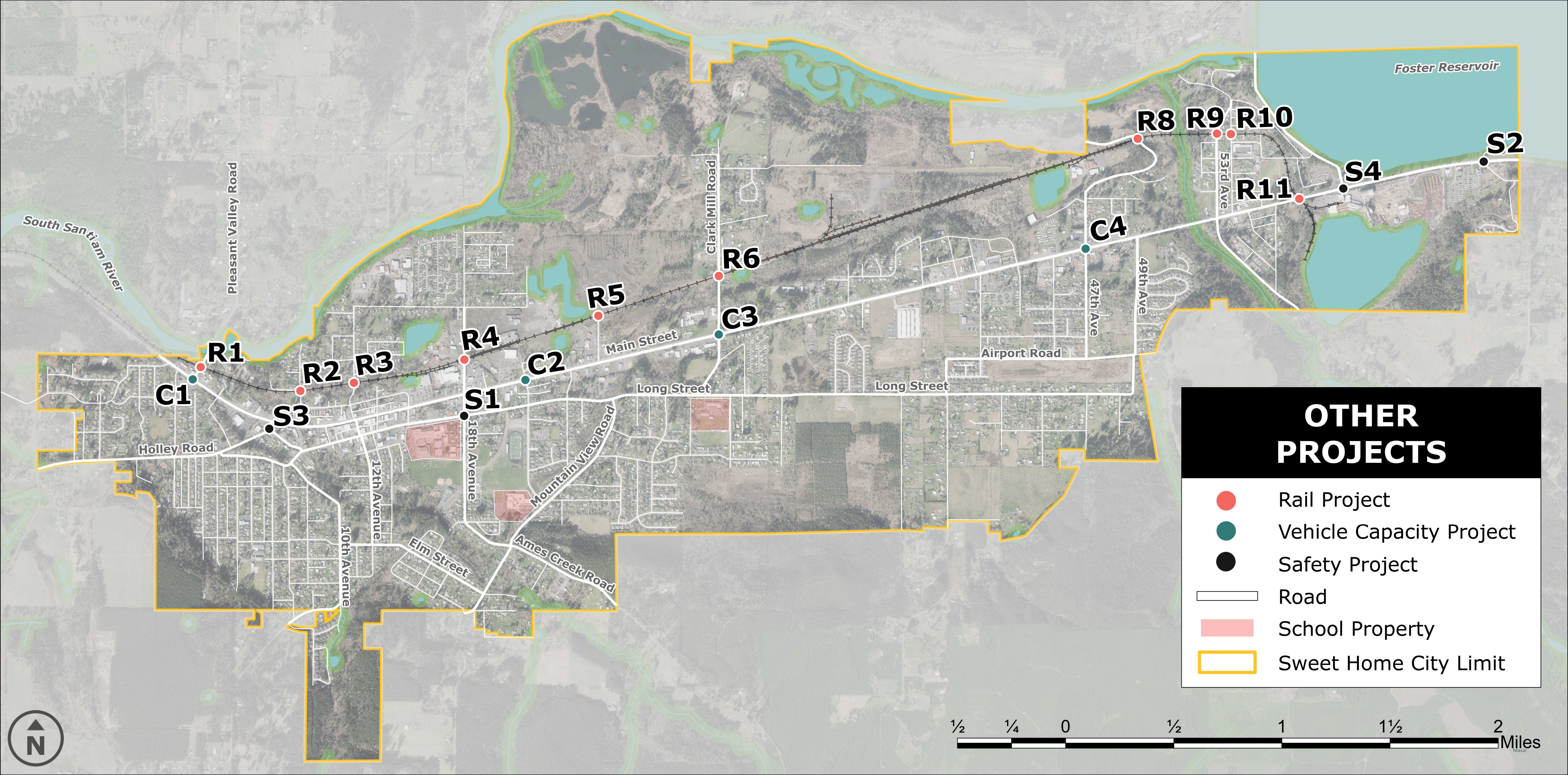




BICYCLE/ MULTIMODAL PROJECTS

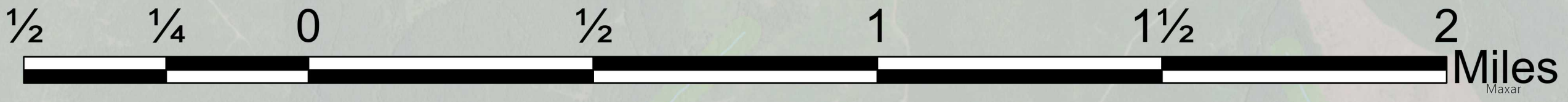
- Draft Project
- Road
- School Property
- Sweet Home City Limit





OTHER PROJECTS

- Rail Project
- Vehicle Capacity Project
- Safety Project
- Road
- School Property
- Sweet Home City Limit





North Sweet Home Area Plan
Community Booklet:
Land Use Options
Task 4.5



Draft
August 2024

Introduction:

The North Sweet Home Area

The City of Sweet Home is in the process of updating its Transportation System Plan (TSP) and preparing an area plan for the land in the northern part of the City limits, called the North Sweet Home Area.

This area planning effort includes the following steps: 1) an analysis of existing conditions; 2) creation and evaluation of land use/transportation options; 3) selection of a preferred alternative;

and 4) potential changes to comprehensive plan and zoning designations as well as policies and transportation projects identified in the updated TSP.

This booklet aims to provide information about the project area and the alternatives under evaluation for the North Sweet Home Area. As part of this evaluation, three case studies have been identified that may provide lessons applicable to the future development of this area.

How to review the land use concepts:

Goals & Objectives

Housing

Each option aims to provide a variety of housing types needed in Sweet Home in the long term, but they differ in the locations and quantity of residential land provided.

Economic Development

These options differ in the types of jobs and economic growth opportunities provided. They may also differ in how much flexibility they offer to adapt to changing conditions, and in their overall development feasibility.

Natural Resources & Recreation

Each option will protect water quality resources and wetlands as required by law, but they differ in how they utilize and interact with the South Santiam River. Similarly, the options differ in the emphasis on recreational uses in the North Sweet Home Area.

Connectivity

Alternatives are provided for achieving a robust and connected transportation network in this area, for those walking, rolling, and driving. Each land use option can be served by any of the transportation options described in the "Street Network" section beginning on Page 20.

The land use concepts have been designed with principles of...

Great Neighborhood Design

- + Pedestrian & bike friendly
- + Natural feature preservation
- + Connected streets
- + Scenic views
- + Mix of activities
- + Parks, riverfront trails, & open spaces
- + Housing for diverse incomes
- + Housing variety

All the land use concepts have:

Common Elements



Transportation:

- Clear spine of circulation through North Sweet Home Area
- Logical extensions of existing streets
- Grid of new local streets
- Safe routes to schools
- Roadway alternatives can be selected independently and combined with any land use option

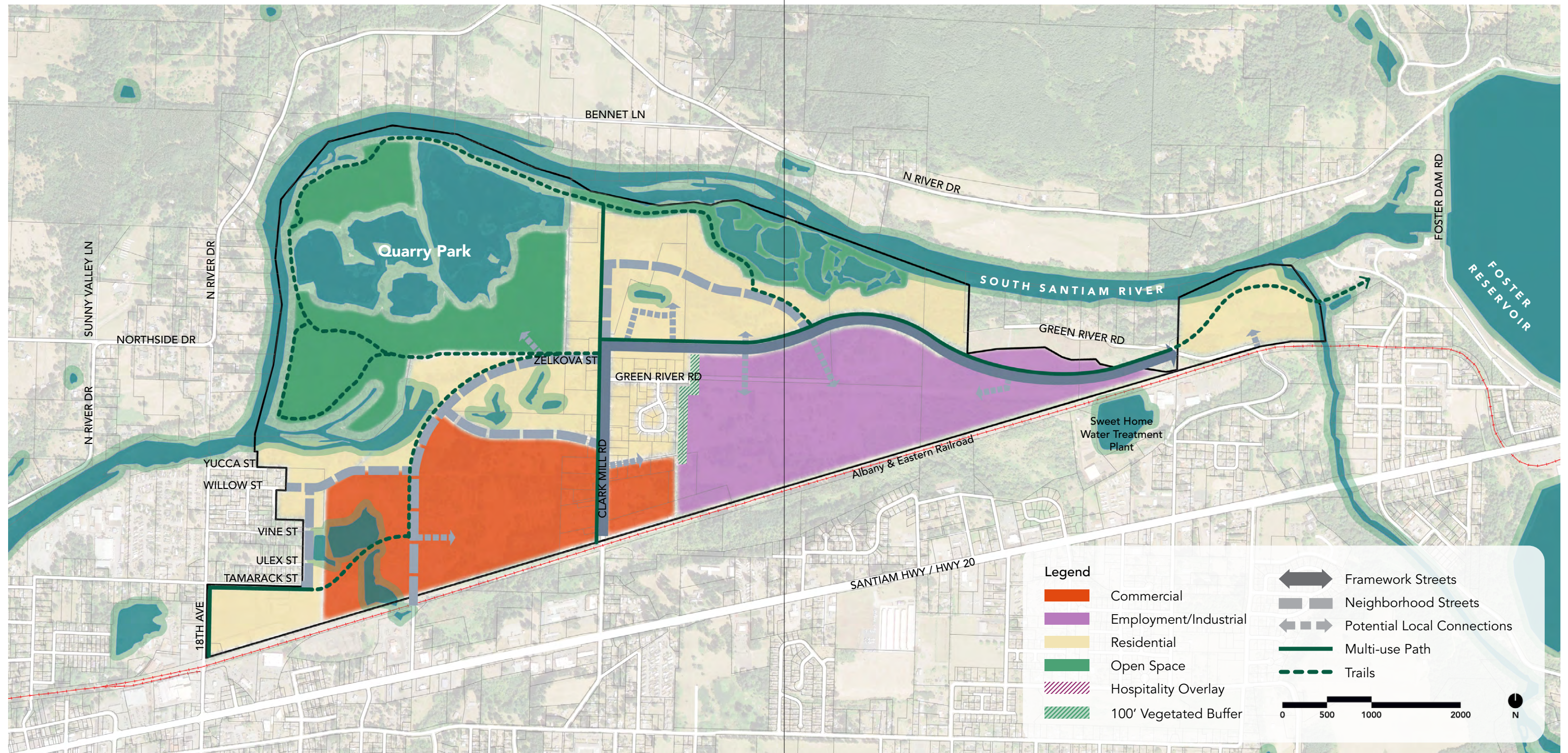
Neighborhood Design

- Residential uses located to benefit from adjacency to natural amenities
- Residential uses are buffered from commercial and industrial areas
- Existing neighborhoods grow, within walking distance of downtown and schools

Parks and Trails:

- Riverfront access
- Quarry Park trails and the size of Quarry Park are consistent
- Multi-use trails along key proposed roadways
- Protected wetlands to provide open spaces within future development areas

Land Use Option 1:
Commercial / Employment Mix



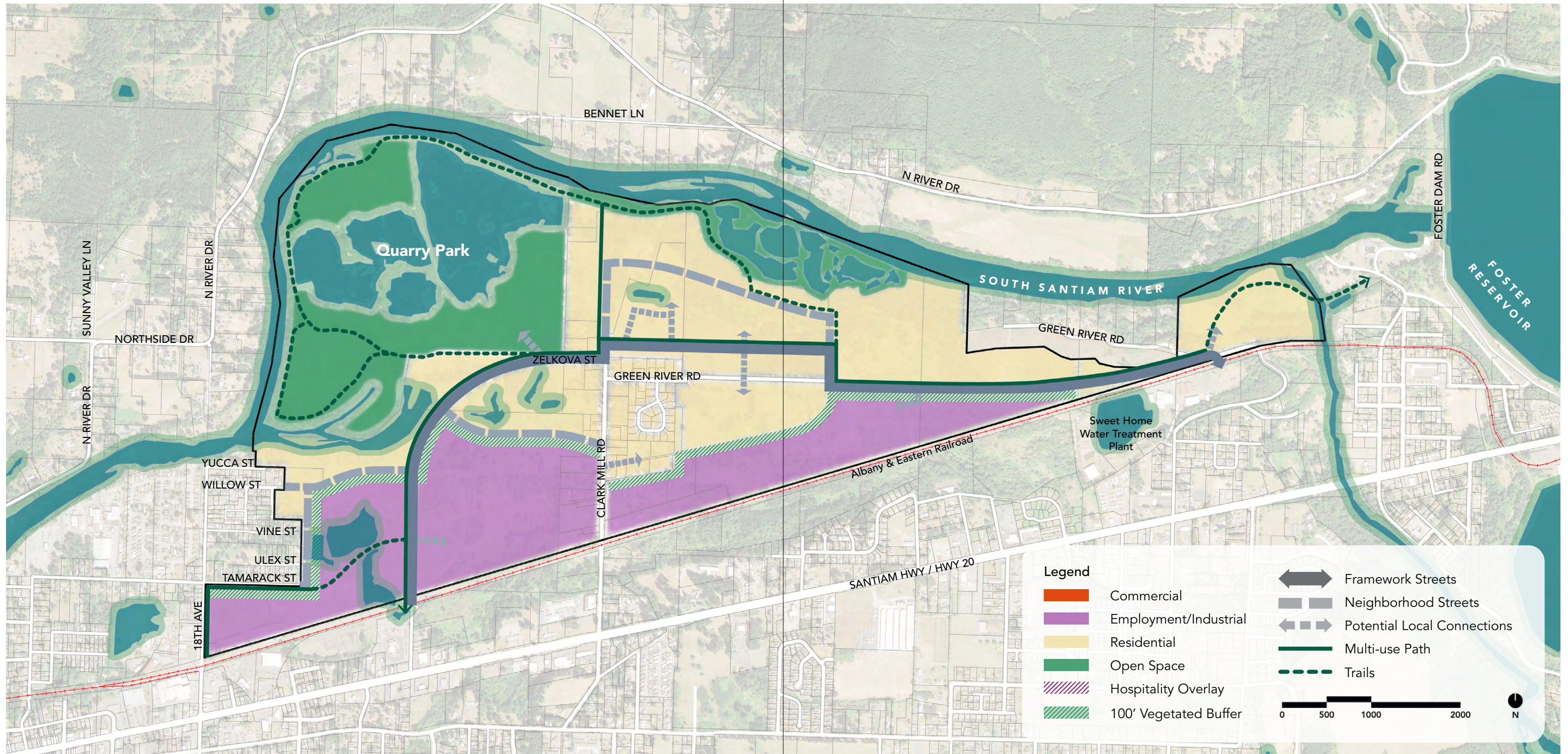
This alternative contains significant acreage for commercial uses in the vicinity of the mill site and industrial land in the central/eastern portion of the NSHA. The remainder of the NSHA is identified for residential uses. The large size of commercial and

industrial areas in this alternative are suitable for major commercial and employment centers. Employment areas are planned along the rail line, and commercial areas on the mill site. Uses in employment areas could include a variety of

regionally specific light industry (eg, timber, tourism-related manufacturing, greenhouses) that could utilize rail with minimal impact to nearby residences. Commercial uses would be limited to relatively small scale development.

Where residential areas border industrial employment/industrial uses, a 100' vegetated buffer is located between the two uses. Examples of potential commercial/retail uses are shown on pages 14-15.

Land Use Option 2:
Employment South / Residential North



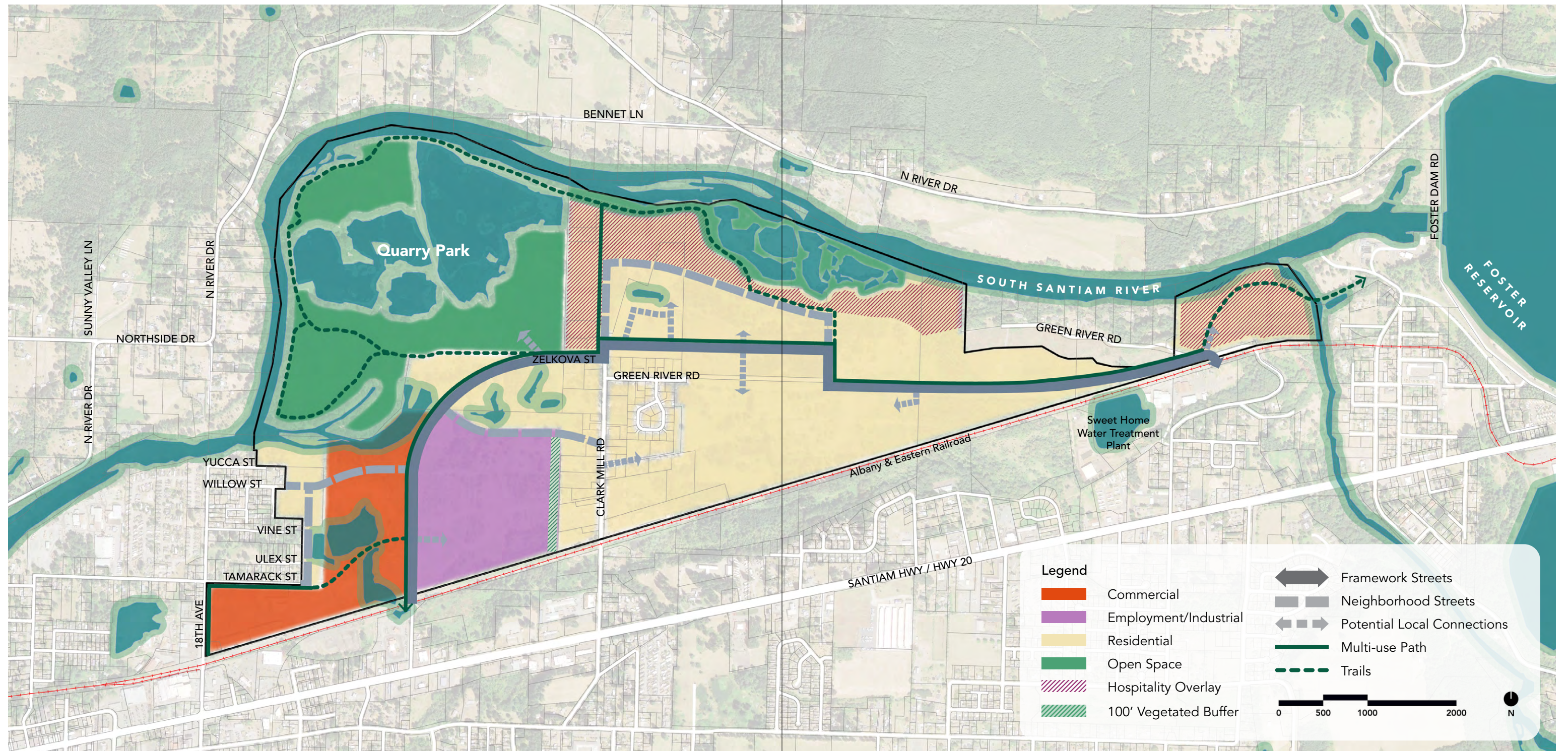
This alternative contains significant acreage for employment/industrial uses in the southern portion of the NSHA, taking advantage of the existing rail access. The remainder of the NSHA is identified for residential uses. The large amount of industrial

land in this concept would be suitable for several employers of varying sizes. Employment areas are planned along the rail line, and on the mill site. Uses in employment areas could include industry related to timber

construction, "craft" manufacturing related to tourism, greenhouses, or other light industrial uses that could utilize rail with minimal impact to nearby residences.

Examples of potential industrial/employment uses are shown on pages 10-11.

Land Use Option 3: Riverfront Hospitality



This alternative contains smaller industrial and commercial uses in the Southwest of the NSHA, and residential uses in the remainder of the area. A "Riverfront Hospitality Zone" on land in the vicinity of the South Santiam River would allow for

uses catering to a visiting public, including hotels, restaurants, equipment rentals, and similar uses. Hospitality uses could range in scale depending on the size of the development parcel, but retain a more residential feel to match surrounding uses.

Less intensive hospitality uses could include rental cabins, campsites, yurts, or RV sites with access to the river or nearby riverfront trails. More intensive hospitality uses could include a small resort. Nearby commercial and employment lands could

also provide services related to tourism, like outdoor recreation equipment rentals or venue/restaurant space. Examples of potential hospitality uses are shown pages 12-13.

Industrial Employment



Employment areas could include pedestrian and bike connections for both workers and residents to access the river and downtown.



Commercial greenhouses could make use of nearby rail and expansive sites with solar access.



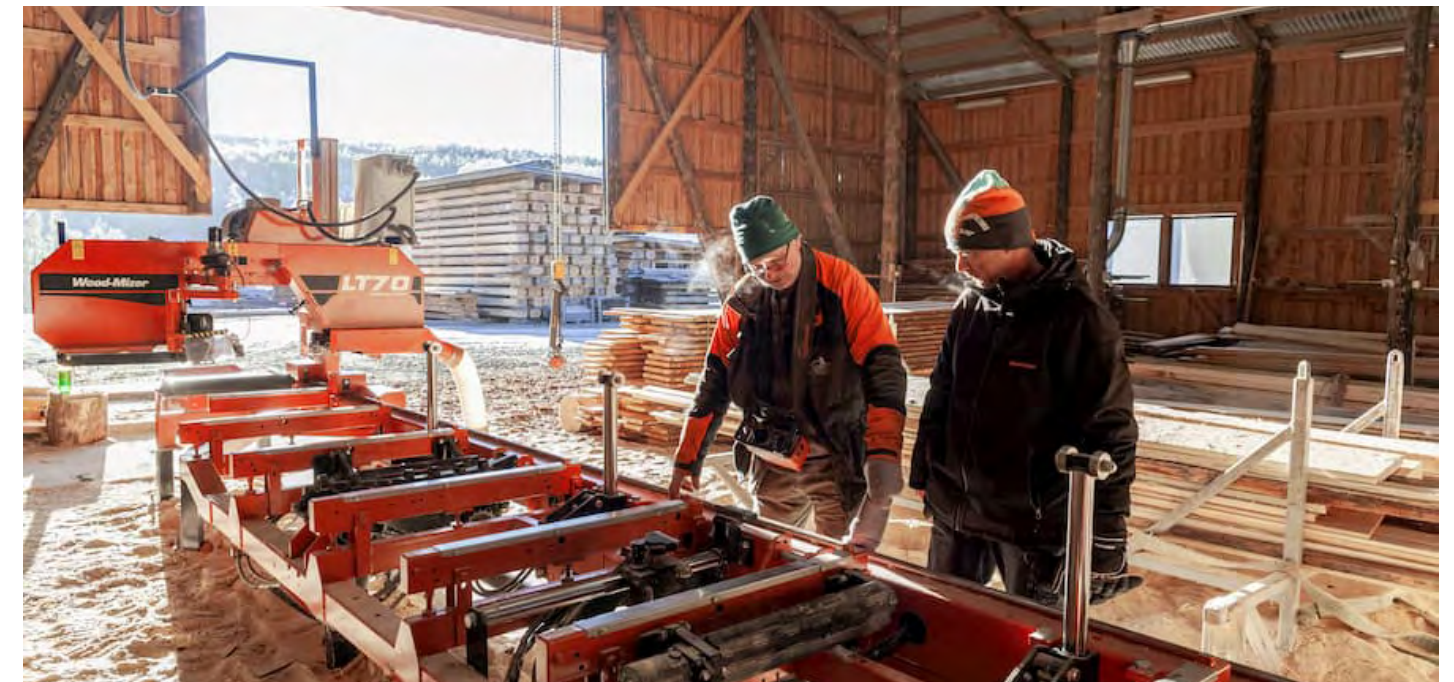
Small scale "Craft" manufacturing related to nearby tourism industries (eg, boating, snow sports, hiking, etc), could locate manufacturing and show-room space within the NSHA in this option.



A brewery or food-related manufacturer could locate their facility within employment industrial employment areas.



Manufacturers of prefabricated buildings or prefabricated wood components could take advantage of nearby timber industry.



Timber-related industry would be well situated on this railroad-adjacent site in the NSHA.

Riverfront Hospitality & Residential



A resort could design around unique site features and take advantage of views of the river and mountain landscape.



A small resort or lodge sited adjacent to neighborhoods could be more residential in character.



Riverfront hospitality uses like cabins and campgrounds could preserve natural features within the NSHA.



Hospitality uses including short term rentals, campsites, yurts, or RV resorts could be located within hospitality zones.



Neighborhoods could include pedestrian and bike connections.



Housing options could include single family residences and duplexes.

Commercial, Retail, & Event



Interim uses in commercial zones could include pop-up food and drink vendors, potentially serving tourism during the Oregon Jamboree.



Incubator space related to tourism could be located within NSHA hospitality zones, like this photo of incubator wineries at the Port of Walla Walla.



A covered stage area could be located within Quarry Park.



A commercial node near hospitality overlay could include outdoor equipment rentals.



Small retail could serve locals as well as tourists passing through town.



Open space within the NSHA could be used to host events like the Oregon Jamboree.

Case Studies

1. Chemainus, BC

The closure of a sawmill in 1983 devastated the local economy in Chemainus, a small town on Vancouver Island, British Columbia. But it revived itself as a tourist destination, hosting events like the Festival of Murals Society since 1987 and the Theater Festival since 1993.

Strategic long-term planning efforts transformed the resource-based economy into a successful community-based tourist industry.



The Chemainus Theater is a popular tourism destination.



Paul Ygartua's Native Heritage mural pictured above is a highlight of the Chemainus Festival of Murals.

2. Prineville, OR

The decline in the timber industry 30+ years ago led to the highest unemployment in Oregon. But Prineville attracted data centers to support the high-tech industry over the last 15 years.

While other timber towns in Oregon pivoted to outdoor recreation and craft breweries, Prineville invested in an economy around data centers.



Aerial view of the Meta data center campus in Prineville.



The newest Meta data center in Prineville is LEED Gold certified.



Historic Port Gamble water tanks, painted with the city's logo.



Olympic Outdoor Center in Port Gamble.



Port Gamble's historic buildings are popular filming locations.

3. Port Gamble, WA

Port Gamble is undergoing a transformative redevelopment effort aimed at rejuvenating its economy while preserving its rich legacy. It was originally established in the 1850s by New England timber entrepreneurs and built as a company town for the Puget Mill Company to produce lumber for the California gold rush. For roughly 140 years, the mill churned out lumber, holding the title as the nation's longest-operating mill until it ceased operations in 1995. The decline in the timber industry has led economic challenges for the town.

The current redevelopment initiative, driven by a collaborative partnership involving private developers, local government entities, and community stakeholders, seeks to revitalize Port Gamble into a thriving, sustainable

community. Central to this effort is the preservation of its historic charm and architectural heritage, which includes carefully restoring and repurposing existing buildings to maintain their historical significance.

The master plan for Port Gamble's redevelopment emphasizes a mix of land uses designed to enhance the town's livability and attractiveness to visitors. This includes plans for new residential units to support a diverse population, commercial spaces to foster local business growth, and recreational amenities to promote tourism and community engagement.

Key components of the 318-acre redevelopment project include infrastructure improvements such as road enhancements and utility upgrades, ensuring that the town can accommodate new development while maintaining its environmental integrity.

The plan also includes provisions for public spaces and parks, aimed at enhancing the quality of life for residents and visitors alike.

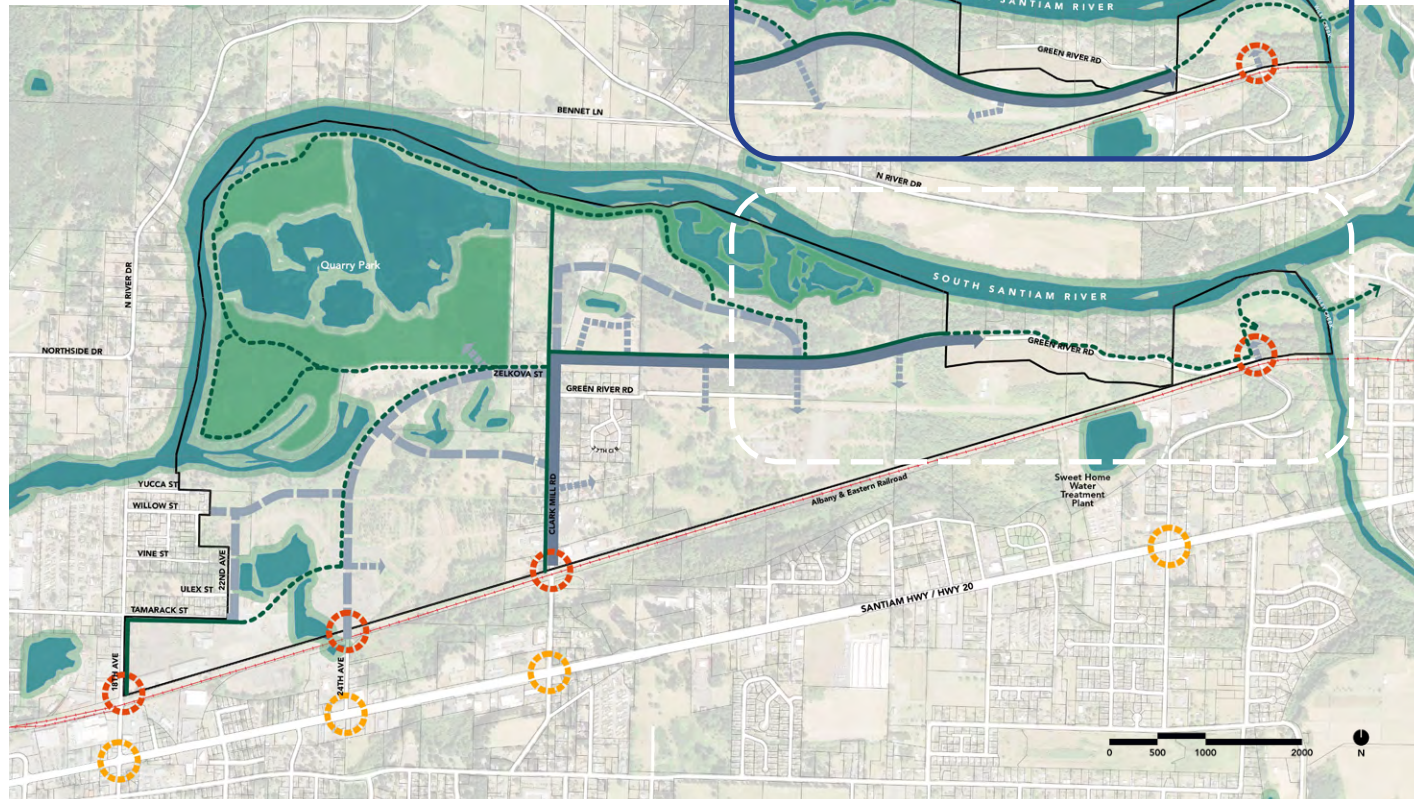
Community involvement played a crucial role in shaping the redevelopment vision, with ongoing input from local residents and stakeholders guiding the project's evolution. This collaborative approach aims to create a sustainable economic future for Port Gamble while honoring its unique history and character.

Overall, the Port Gamble redevelopment project represents a comprehensive effort to revitalize a historic community, stimulate economic growth through thoughtful development, and create a sustainable and vibrant destination that celebrates its past while looking towards the future.



The Port Gamble General Store.

Street Network: Alternative 1a



Street Network Alternative 1A

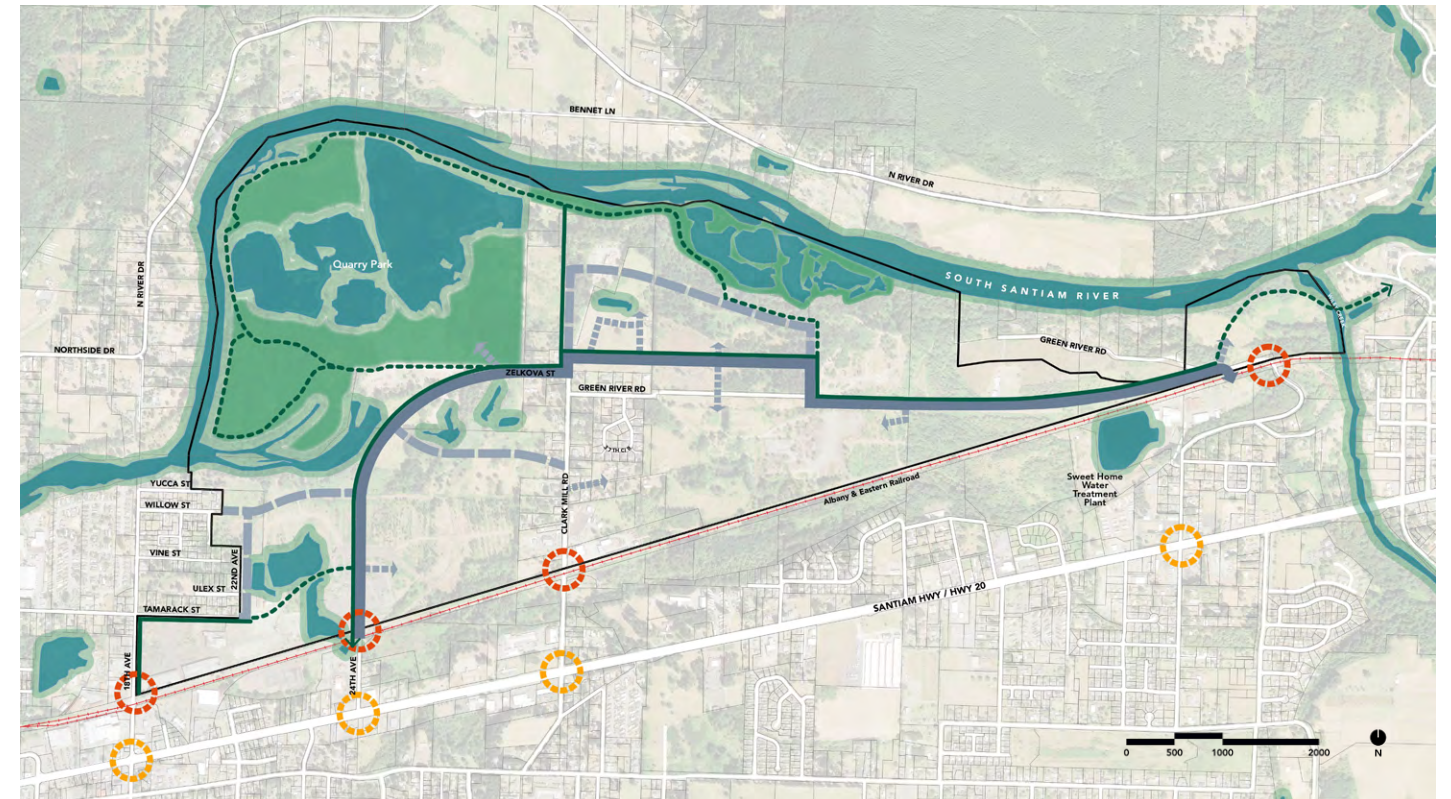
proposes a main entrance into the study area along Clark Mill, and a potential connection at the east end of the study area to unincorporated Green River Rd. If connection via Green River Rd is unfeasible, **Alternative 1B** shows connection along north edge of the railroad.

Pedestrian and bike infrastructure improvements are proposed throughout the study area, with safer crossings at 18th Ave, 24th Ave, Clark Mill Rd, and 47th Ave. Recreational paths are also proposed through Quarry Park and along the Riverfront.

Legend

- Framework Streets**
*Include Sidewalks & Bike Lanes
- Neighborhood Streets**
*Include Sidewalks
- Potential Local Connections**
*Include Sidewalks Where Feasible
- Improved HWY Crossing
- Improved RR Crossing
- Multi-Use Path
- Trails

Street Network: Alternative 2



Street Network Alternative 2

proposes a main vehicular entrance into the study area along 24th Ave, and connection to the east that stays as close to city limits as possible.

Pedestrian and bike infrastructure improvements are proposed throughout the study area, with safer crossings at 18th Ave, 24th Ave, Clark Mill Rd, and 47th Ave. Recreational paths are also proposed through Quarry Park and along the Riverfront, including a pedestrian footbridge across Wiley Creek at the eastern edge of the NSHA.

Legend

- Framework Streets**
*Include Sidewalks & Bike Lanes
- Neighborhood Streets**
*Include Sidewalks
- Potential Local Connections**
*Include Sidewalks Where Feasible
- Improved HWY Crossing
- Improved RR Crossing
- Multi-Use Path
- Trails

Street Network: Pedestrian and Bike Connections



A multi-use path in the vegetated buffer along employment areas could provide easy connectivity from the NSHA to Foster Reservoir and into town.

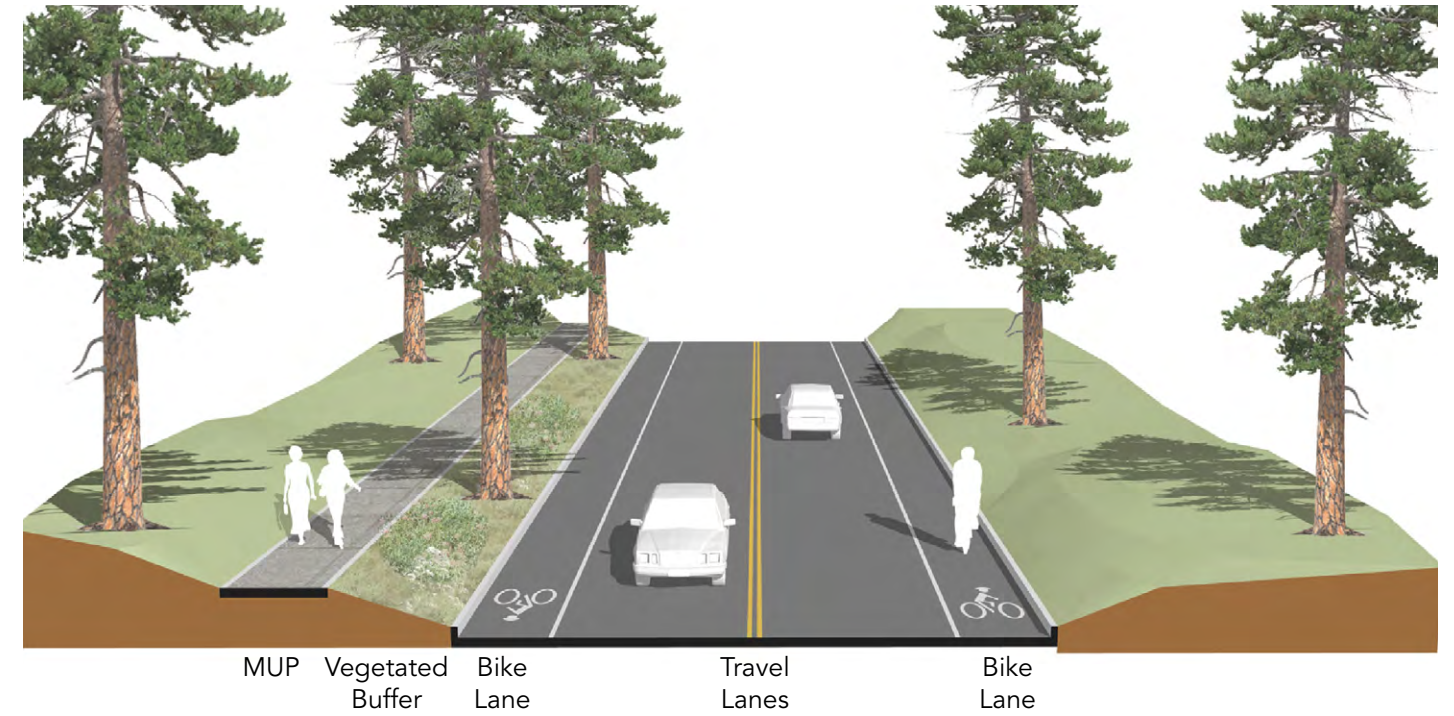


Trails could weave through neighborhood open space, providing pedestrian connectivity to natural resources, and access to passive recreation.



A multi-use path along the river could serve the community and tourists. This could alternatively be a soft surface trail.

Street Network: Framework Streets



Framework Street with adjacent Multi-use path



Example of Framework Street with adjacent Multi-use path in Bend, OR.

