

TRANSPORTATION PLAN

an element of the

**VILLAGE OF SODAVILLE
COMPREHENSIVE PLAN**

The main objective of the Sodaville transportation plan is to provide convenient, safe, economical means of travel for all citizens and modes of traffic which are provided in the community.

OVERVIEW - TRANSPORTATION PLAN

BACKGROUND:

The City of Sodaville, in planning for the future of its transportation network, is working toward the design and development of a street system that is intended to minimize congestion and the creation of hazardous conditions.

Most Sodaville streets have wide rights of way (normally 66'), but narrow roadways with gravel surfacing. The City prefers to maintain the wide rights of way in order to provide for some flexibility in street design and buffering from the noise and dust on the streets.

GENERAL GOALS:

1. Minimize the land area devoted to the street system and the impact of traffic on residential areas.
2. Assure that safety and traffic control measures such as street design, street signs and traffic control signs are carried out to protect the safety of local residents and visitors.
3. Develop a low cost construction and maintenance road network.
4. Help assure that assistance is available to local residents who do not have adequate transportation and must go to other communities for medical reasons, shopping, going to school or other needs.
5. Develop a capital improvements program for the transportation system.
6. Work toward paving all city streets over a period of years. When necessary, as a part of the paving projects, install speed bumps or other traffic control devices.
7. Encourage the development of walkways along city streets in order to provide a safe place for people to walk and to minimize conflict between pedestrian and vehicular traffic.

TRANSPORTATION NEEDS:

1. There are two kinds of automobile traffic in Sodaville.
 1. Traffic with its origin or destination in Sodaville and using the collector street system to get into or out of town. There are few major activities or uses within the City itself that generate major amounts of traffic.
 2. Traffic to or from residential areas outside the city who must travel through Sodaville in order to get to their destination elsewhere. This traffic is increasing due to residential development in the surrounding countryside.

B. Transportation Resources

1. Streets and Pathways

- a. Collectors - these roads are used primarily to conduct carry traffic to and from Sodaville and surrounding areas to Highway 20 and the Lebanon-Sweet Home-Albany-Corvallis areas. The collectors include Sodaville Road, Sodaville-Mountain Home Road, Sodaville Cut-Off Road, and Sodaville-Waterloo Drive.
- b. Major Local Streets - city streets. These streets serve as access within Sodaville to the collectors. Major local streets supplement the collector street system but normally do not connect the City with outside areas. The major local streets include Spring Street and the Westview-Ridge Street loop. Either Washington or Alder Street could meet this definition as well, except for the need to severely control speed on these streets at such time as they are paved.
- c. Minor local streets. All other streets in the City of Sodaville are primarily intended to provide access to immediate properties, are very narrow, and most are unpaved.
- d. Other – pathways which are primarily intended for bicycle or pedestrian traffic. At this time there is very little pathway development.

2. Parking:

Commercial - parking in conjunction with commercial uses.

Public - parking in conjunction with school, church or park activities.

Residential – off-street parking for residential use or home occupation use.

COLLECTORS AND MAJOR LOCAL STREETS

COMMUNITY GOALS:

1. Direct majority of traffic to collector streets.
2. Insure minimal access from abutting properties onto collectors.
3. Accommodate all modes of traffic as defined in the Transportation Plan.
4. Minimize maintenance costs and dust problems by requiring new and improved streets to be paved.
5. Utilize unused right of way as open space to be enjoyed by the public as a whole.

PROBLEMS AND POTENTIALS:

1. Sodaville Road, Sodaville Cut Off Road and Sodaville Waterloo Drive are the only collector streets. They are county roads under the jurisdiction of the Linn County Road Department.
2. At present they are being adequately maintained and improved by the county and no future problems are foreseen for the smooth flow of traffic from within and through Sodaville. There is a major need to improve the intersection at Sodaville Road and Sodaville Cut-Off Road due the very sharp turning movement required on Sodaville Cut-Off Road just before its intersection with Sodaville Road.
3. Major local streets include Spring Street and Westview Drive-St. Louis Street-Ridge Street. These streets function to carry local traffic to the collector streets or to a major destination within the community.
4. The minor local streets, for the most part, are narrow and improved with gravel surfacing or a narrow paved roadway. They can minimally handle two-way traffic as well as pedestrians and bicycles. It is intended to gradually convert local streets to a paved surface.
5. The cost of maintaining these gravel streets is becoming more expensive every year and very little can be done to control the problem of dust. Paving of new and improved streets will minimize the cost of maintenance and eliminate dust.
6. Adequate roadway width to allow for pedestrian, bike and horse traffic will accommodate this recreation more safely and economically than will specially constructed paths without being detrimental to the atmosphere of Sodaville.
7. This type of construction will allow any resident who wishes a sidewalk or street parking to have it by installing drain tile in the ditch and tilling to city specifications, at their own expense, without interfering with the normal flow of any traffic.

POLICIES:

The City of Sodaville shall:

1. Discourage individual access onto collectors.
2. Require all new and improved streets to be designed and constructed to safely and economically accommodate all types of traffic as defined in the transportation element of the Comprehensive Plan.
3. Require all new streets and improvement to existing streets to conform to Linn County standards for streets and subdivisions, allowing exceptions to these standards only when it is a benefit to the City as a whole, and if it meets the goals and policies of the transportation element of the Comprehensive Plan. All new and improved streets shall have a minimum of 22 feet of paved surface with a minimum shoulder of 4 feet of crushed rock on each side.
4. Require a minimum of 66 feet for a right of way for new streets.
5. Require, wherever practical, all utilities to be installed underground.
6. Discourage any use of right of way for personal use by an individual, or groups of individuals, other than driveways for access to adjacent property.
7. Require all places of business or commercial enterprise as well as those who serve the public to have adequate parking for personal and business vehicles.

8. Require a permit from the City of Sodaville for construction of any parking lot and for the construction of driveways. Driveways shall meet basic design and construction standards as required by the Sodaville Zoning Ordinance.

PROPOSED NEW STREETS

Problem Statement

In recent years, large portions of Sodaville have been subdivided and developed. There have been four major subdivisions within the last ten years. As the new areas have been developed, the location of streets has been a major issue. There still are a number of larger properties that could be subdivided. In addition, as the City grows it may be necessary to expand the Urban Growth Boundary and City Limits to accommodate development. The location of new major streets needs to be determined in advance.

Proposed Locations for New Streets

There are two specific locations within and near the community where it is appropriate to determine in advance where new streets should be located. The precise locations for these streets need to be established, and the streets need to be dedicated, at the time of subdivision. These are:

1. Knoll Street needs to be extended to the south and east to connect the west part of Sodaville with Sodaville-Mountain Home Road. The general location for this road is shown on the attached map. The road is needed to improve access from the west part of the City to Sodaville-Mountain Home Road, which serves the central part of the city and provides access to Lebanon and Highway 20.
2. Westview Drive has been recently created and provides access to the southeast part of the City from Sodaville-Waterloo Road (Maple Street). Westview, and its extension, St. Louis Street/Ridge Street, should be continued back to Sodaville-Waterloo Road.