

AN ORDINANCE AMENDING ORDINANCE NO. 4447, WHICH ADOPTED THE CITY OF ALBANY COMPREHENSIVE PLAN; ADOPTING FINDINGS; AND DECLARING AN EMERGENCY.

WHEREAS, the Albany City Council and the Planning Commission held a joint public hearing on these amendments on June 25, 1997; and

WHEREAS, on July 7, 1997, the City of Albany Planning Commission recommended approval of the proposed Comprehensive Plan amendments, based on evidence presented in the staff report and at the public hearing for City of Albany File No. CP-04-97; and

WHEREAS, the Albany City Council on July 22 and August 5, 1997, held work sessions on the Albany Transportation System Plan and Transportation System Development Charges and the Council being fully informed.

NOW, THEREFORE, THE PEOPLE OF THE CITY OF ALBANY DO ORDAIN AS FOLLOWS:

- Section 1:** The Albany Transportation System Plan (TSP) is hereby adopted as a supporting document to the Comprehensive Plan. A copy of the TSP is included with this ordinance as Exhibit A.
- Section 2:** The text of the Comprehensive Plan Goal 12: Transportation "Background Summary" is hereby amended by deleting the current text shown on the attached Exhibit B-1 and adding the new text shown on Exhibit B-2.
- Section 3:** The text of Comprehensive Plan Goal 12: Transportation "Goals, Policies, and implementation Methods" is hereby amended by deleting the current text shown on Exhibit C-1 and adding the new text shown on Exhibit C-2.
- Section 4:** Comprehensive Plan Plate 12: Master Street Plan is hereby amended by deleting the current plate shown on Exhibit D-1 and adding the new map shown on Exhibit D-2. Comprehensive Plan Plate 13: Master Bikeways Plan is hereby amended by deleting the current plate shown on Exhibit E.
- Section 5:** Comprehensive Plan Appendix VI is hereby amended by deleting Table VI-17 shown on Exhibit F-1 and adding the projects listed on Page 61-71 of the TSP and the funding sources shown in TSP Chapter 6 as shown on Exhibit F-2.
- Section 6:** The North Albany Local Street System Plan is hereby adopted as a supporting document to the Comprehensive Plan. A copy of the Plan is included with this ordinance as Exhibit G.
- Section 7:** Comprehensive Plan Site of Special Interest 4: North Albany is hereby amended by adding the North Albany Local Street System Plan Map and accompanying text shown in Exhibit H and the new policies shown in Exhibit I.
- Section 8:** The Findings of Fact contained in the staff report and attached as Exhibit "J" are hereby adopted in support of this decision.
- Section 9:** The City's Periodic Review Work Program items relative to the TSP and Growth Management are hereby clarified to address any outstanding issues raised in the June 25, 1997, letter from the Oregon Department of Land Conservation and Development.

IT IS HEREBY adjudged and declared that this Ordinance is necessary for the immediate preservation of the public peace, health, and safety of the citizens of the City of Albany, Oregon, an emergency is hereby declared to exist, and this Ordinance shall be in full force and effect immediately upon its passage by the Council and approval by the Council President.

Passed by Council: August 13, 1997

Approved by Council President: August 13, 1997

Effective Date: August 13, 1997

Wayne M. Fisk
Council President

ATTEST:


City Recorder

ADD TO COMPREHENSIVE PLAN

EXHIBIT A

**CITY OF ALBANY, OREGON
TRANSPORTATION SYSTEM PLAN**

THE JUNE 1997 TRANSPORTATION SYSTEM PLAN (TSP) WAS INCLUDED IN THE JUNE 25, 1997 COUNCIL PACKET. ON JULY 7, 1997, THE CITY OF ALBANY PLANNING COMMISSION RECOMMENDED ADOPTING THE TSP ALONG WITH THE ATTACHED SET OF CORRECTIONS AND COMMENTS AS A SUPPORTING DOCUMENT TO THE COMPREHENSIVE PLAN.

ADD TO COMPREHENSIVE PLAN

EXHIBIT A

**CITY OF ALBANY, OREGON
TRANSPORTATION SYSTEM PLAN**

THE JUNE 1997 TRANSPORTATION SYSTEM PLAN (TSP) WAS INCLUDED IN THE JUNE 25, 1997, COUNCIL PACKET.

ON JULY 7, 1997, THE CITY OF ALBANY PLANNING COMMISSION RECOMMENDED ADOPTING THE TSP ALONG WITH THE ATTACHED SET OF CORRECTIONS AND COMMENTS AS A SUPPORTING DOCUMENT TO THE COMPREHENSIVE PLAN.

ON AUGUST 5, 1997, THE CITY OF ALBANY COUNCIL PROPOSED SUGGESTED CHANGES TO THE TRANSPORTATION SYSTEM DEVELOPMENT CHARGE (SDC) METHODOLOGY THAT REDUCED THE SDC REVENUES PROJECTED TO BE RECEIVED DURING THE 20-YEAR PLANNING PERIOD. AN ATTACHED MEMO SUMMARIZES THE MODIFICATIONS TO THE TSP PROJECTS AND FUNDING STRATEGY.



TO: Recipients of the City of Albany, Oregon Transportation System Plan
FROM: Jeni Richardson, P.E., Civil Engineer II
DATE: July 9, 1997
SUBJECT: Albany Transportation System Plan
A List of Corrections and Comments to be Included in the TSP

On July 7, 1997, the Planning Commission recommended the City Council adopt the Citywide Transportation System Plan with the following corrections and comments:

MAIN STREET:

Pg 33:

Insert a sentence between sentence two and three in the second paragraph on the Main Street alternative that says: "Design the new signal at Salem and Main to encourage westbound Salem traffic to turn right to use the 1st/2nd couplet by providing long green times for this movement and a short green time to the through movement on 3rd/Salem. Monitor traffic on 3rd Street and consider traffic calming efforts if necessary."

ROAD #224:

Pg 41:

Modify map of Knox Butte Interchange to include the following: 1) The third item in the legend should be clarified to indicate that left turns and through movements are restricted and NB Airport Road approach will be right turn only. There are no restrictions from Pacific onto Airport Road; 2) Show another traffic signal at Salem and Albany Avenue; 3) Add a statement that "although the exact alignment of the new east to west road may be changed, the intersection must be perpendicular to Pacific Blvd., it must be three lanes wide to accommodate all driveways and then taper to two lanes, and it must have two sidewalks, two bikelanes, and a curb, gutter, and storm drain system."; 4) Modify strategy to include SDC and developer funding.

ROAD #225:

Pg 69 & 81:

Delete project #225 "Collector west of Price Rd.". This project will not be necessary unless the Albany Municipal Airport closes and the site redevelops, at which time a collector would be necessary for internal circulation and connection to Price Road.

**NEW
ROADWAY**

Add new roadway "21st Avenue from Fescue to Three Lakes Road" with developer funding.

EDITORIAL CHANGES:

- Pg17, Parg 2,
second sentence: “Likewise there is no bikeway on Salem Avenue between 200 feet east
of Lake St Waverly and Albany Avenue, ...”
- Maps pg 18, 19,
& 59, 60: Edit the existing and future bike and pedestrian maps to show the Main Street
alternative project shown on page 34 instead of the Sherman St alternative
project that is not part of the TSP.
- Maps pg 19, 47 &
large map in
extended back
pocket: On page 19 pedestrian status should be green (a need) on 34th Ave from Pacific
Blvd. to Jackson. On page 47 and on large map, project #119 should be
to add Pacific to RR tracks and RR tracks to Ferry.
- Pg 55,
Section 5.1.8: Strike the second sentence in its entirety and edit the third sentence to read, “It
should be noted that topography ~~of the area~~ makes it ~~nearly impossible~~
difficult to construct a pedestrian/bicycle way along the alignment of
proposed trail (T2) between Hwy 20 and Gibson Hill Road.”
- Pg 63, 77,
& 89: Project 51 description should say “strip bike lanes Sherman to Burkhart and
Waverly to 200' east of Lake St”
- Pg 67 & Pg 80: Project 140 location should be changed “to City Limits” instead of “to Albany
UGB” and description should be changed “on both sides” instead of “on the
south side.”
- Pg 69 & 81: Project 228 description should also say “and bikelanes.”
- Pg 69 & 82: Add statement to project #172 that says, “Verify need for additional lane of
Pacific prior to constructing.”
- Pg 84: Clarify the text “Current Needs” to say “Current Needs and Capacity for
Growth”
- Pg 88, first line: Correct to say “...as the south Albany area fully develops, ...”
- Appendix B: Include network ADT plots for 1) 2015 ADT with 2015 network constructed
and 2) 2015 ADT at Buildout.

JEN:cmr



TO: Recipients of the City of Albany, Oregon Transportation System Plan
FROM: Jeni Richardson, P.E., Civil Engineer II
DATE: August 5, 1997
SUBJECT: Albany Transportation System Plan
A List of Corrections and Comments to be Included in the TSP

On August 5, 1997, the City Council suggested the following corrections and changes to the Citywide Transportation System Plan:

pg 81: Change funding for project #155 as follows:
Total \$10,413,527 Developer \$2,317,262 SDC \$1,542,501
Unfunded \$1,177,764 right-of-way & \$5,376,000 construction

JEN:cmr

DELETE FROM COMPREHENSIVE PLAN

GOAL 12: TRANSPORTATION BACKGROUND SUMMARY

INTRODUCTION

Albany's location and transportation facilities provide excellent advantages for commerce and economic development. Albany's central location on Interstate 5, Oregon's major north-south freeway, places it in the midst of a large market area. Within a 100-mile drive, there is a population of 2.2 million people. Very few communities in the Northwest have the potential to provide goods and services to this large of a market. Oregon Highways 20 and 99E also run through Albany. These roadway facilities provide Albany with direct connections to the Oregon Coast, the Cascade Mountains, and to other portions of the Willamette Valley.

There are also excellent commercial transportation services to and from Albany. The city is served by the principal west coast rail line operated by Southern Pacific Railroad. Southern Pacific provides daily freight service with connections to all major rail centers and Amtrak passenger service. Burlington Northern Railroad provides a second freight service to major industrial areas in nearby Millersburg.

Eight truck freight lines also provide regular service to the Albany area. Eastbound freight connects to Interstate 84 at Portland where expanded rail service allows linkage with national markets.

The ports of Portland and Newport and the Portland International Airport are within a two-hour drive. Also, the expanded Eugene airport, which handles national air traffic provides additional passenger service opportunities. These additional transportation resources give the Albany area an opportunity to sell goods and services to the international market.

LOCAL TRANSPORTATION TYPES

Albany's local transportation system consists of more than just roads and streets. A Transportation Facility Plan for Albany has been prepared as part of the City's overall Public Facility Plan. This report examines the characteristics and conditions of Albany's streets and bridges, municipal airport, mass transit system, and bikeways. The following summarizes its findings.

STREETS

Albany has 121 miles of improved streets ranging from local residential streets to major arterials that accommodate up to 30,000 vehicles daily (ADT). Despite the importance of the street system to the local economy and livability, the maintenance and capacity improvement needs of local streets have received low priority for many years. The consequences of this neglect are significant. A condition inventory conducted in 1986 found that 110.32 miles of Albany's 121 miles of streets require some form of special maintenance, ranging from measures to prevent further deterioration to complete reconstruction. This is a critical period for Albany's street system. Relatively inexpensive preventative maintenance needs to be initiated on Albany's streets to avoid having to completely rebuild them.

Albany's arterial and collector system is nearing or exceeds capacity in many areas. Improvements are necessary to solve existing operational and safety problems and accommodate future traffic generated by expected population and economic growth.

Specific capacity and maintenance project descriptions, funding sources, and estimated project costs are described in the Albany Transportation Facility Plan.

The City of Albany, in conjunction with the Systems Studies and Planning Division of the Oregon Department of Transportation (ODOT), updated the 1968-90 Albany Transportation Plan in 1987 to match current conditions and project traffic needs to the year 2005 based on population and land use characteristics of Albany. The current ODOT 1985-2005 Transportation Plan and associated computer model estimates the increase in traffic volumes for major transportation corridors for the period 1985-2005 based on housing, employment, and overall population growth. It provides the quantitative basis for decisions made to classify arterial and collector streets and to schedule projects to improve the operational capacity of several existing roadways. Conclusions drawn from the planning effort indicate the need to improve Albany's roadway network to better accommodate existing and future east-west and north-south traffic movement. Also, it is desirable for Albany to have additional access opportunities to Interstate 5.

The Albany Master Street Plan, included as Plate 12, classifies streets as either arterials, collectors, or local streets. These classifications are described as follows:

Arterials: Arterial streets bring traffic to and from the freeway. Arterials also serve major traffic movements within or through Albany that are not otherwise served by the freeway and provide connections between principal traffic generators as well as important rural routes. Arterials handle trips between different areas of the city and should form a reasonably integrated system. The length of the typical trip on the arterial system normally exceeds one mile. Arterial streets have a considerable amount of commercial and industrial development facing them. Access controls are often necessary to protect carrying capacity and safe access and egress. Generally, residential development is discouraged from having direct access and is served by side streets. Designated arterial streets in Albany carry traffic in the 6,000 to 30,000 ADT range.

Collectors: These are streets that accommodate internal traffic movements between different areas such as residential neighborhoods, shopping centers, and employment centers. Collectors do not handle long through-trips and are not necessarily continuous for long lengths. However, in a gridiron street system such as Albany's, a street of considerable distance may serve as a collector rather than an arterial if its purpose is to connect to the arterial system. Albany's master street plan proposes that collector streets be divided into minor and major collectors. A major collector would serve adjacent commercial, industrial, and residential uses. However, special access provisions are often required on these streets to maintain smooth traffic flows and ensure safety. Traffic volumes on major collectors typically approach 2,000 and 6,000 trips (ADT) a day. Minor collectors provide connection to the major collector and arterial street system. They primarily serve traffic to and from residential neighborhoods and provide direct access to abutting land uses. Minor collectors generally serve up to 2,500 (ADT) trips per day.

Local Streets: These streets directly serve residential neighborhoods. These streets not designated as either arterials or major or minor collectors on the Albany Master Street Plan are considered local streets.

BRIDGES

The City of Albany bi-annually reviews the condition of all bridges and culverts within the city limits in accordance with the National Highway Bridge Replacement Program. Periodically, several culverts within the city are also evaluated as staff time permits. Overall, the City has responsibility for 22 bridges and culverts, including five which cross the Albany-Santiam Canal which are outside the city limits. The City assumed responsibility for the Santiam Canal bridges and culverts following purchase of the PP&L water system. There are three bridges. First Avenue and Periwinkle Creek, Fry Road and Santiam Canal, and Goltra Road and Santiam Canal which are in need of repair or replacement.

Detailed inventory reports on all Albany area bridges and several culverts are available from the Albany Public Works Department located in City Hall II, 250 Broadalbin SW.

MUNICIPAL AIRPORT

The Albany Airport has been in its present location since 1930. It is located in the northeast part of the city between Knox Butte Road and Santiam Highway directly east of Interstate 5. The runway system consists of lighted single asphaltic runway 75 feet wide and 3,000 feet long. There is also a 30-foot wide parallel taxiway located 150 feet center to center west of the runway. The airport provides aircraft parking aprons and limited hangar and terminal facilities. Because of the airport's short runway and lack of navigational facilities, it has served primarily as a base for local pilots. There is only an occasional business passenger flight into the airport. Most corporate business flights whose passengers have Albany as their destination utilize the Corvallis Airport which has better navigational facilities, passenger accommodations, and a much longer runway. However, because of the proximity of Portland and Eugene Airports, most local businesses using air transport rely on these major facilities.

In 1979, the Albany Municipal Airport Site Selection and Master Plan was adopted by the Albany City Council. It is available for review at City of Albany offices located in City Hall II, 250 Broadalbin SW. The study outlines in detail the operating characteristics of the Albany Airport and future capital improvement needs.

The Albany Airport Master Plan identified several improvements that were determined at the time to be necessary to meet existing and future safety, operational, and capacity needs. The Airport Master Plan projected that the airport would be operating beyond its current capacity well before the end of the planning period unless recommended improvements were implemented. However, since 1980, when the planning effort was completed, general aviation traffic has not matched projections. Despite the shortfall of use projections, facility needs identified by the Airport Master Plan will ultimately be needed to ensure the airport functions in a safe and efficient manner.

The general objectives to be met through improvements to the Albany Airport are development of a safe, clear runway system and provision of public terminal facilities for general aviation aircraft, passengers, and pilots.

MASS TRANSIT

The Albany Transit System (ATS) is a fixed-route system which consists of two routes running five days per week. It is estimated that about 75-80 percent of the city's population lives within a quarter-mile walk of a bus line. All major shopping areas, Linn-Benton Community College, Albany General Hospital, most medical clinics, and all senior citizen housing developments are served by the current routes. Yearly ridership has grown from 28,000 to almost 40,000 persons in the last five years (1983-88).

Albany Transit System also operates the Linn-Benton Loop Service. The loop system provides transportation between Albany and Corvallis and especially to Linn Benton Community College. Another transportation opportunity offered by ATS is the Call-A-Ride service. Call-A-Ride is a demand response service for senior citizens and the disabled.

In cooperation with the Sweet Home Senior Center, ATS provided transit service from May to October 1987 to and from Albany and the east Linn County communities of Lebanon and Sweet Home. This was funded through the Linn County Special Transportation Fund to provide transportation to Albany for east county residents, particularly those who are transportation disadvantaged. In October 1987, the transportation contract was awarded to the Sweet Home Senior Center. The Lebanon-Sweet Home loop has averaged 100 passengers a month. Those who are transportation disadvantaged comprise one of the major groups served by the Albany Transit System. Persons in this group are unable to drive an automobile or cannot afford to purchase or maintain one. Generally, three segments of the population are included: the elderly, the poor, and the disabled. Not all those who fit into one of these groups can or need to use public transit. Young persons eighteen years and below (regardless of economic status) who do not have access to automobiles also rely on public transit. The Albany Transportation Facility Plan provides more information in regard to the numbers and characteristics of Albany's "transportation disadvantaged."

Even though the private automobile will remain the primary means of travel, it is anticipated that transit routes will be expanded during the planning period to meet increased demand. During the next twenty years, transit service will likely be extended to most of the North Albany Urban Growth Boundary (UGB) and to the developing portion of the southeast UGB. Bus service would likely follow existing and proposed arterial streets.

The provision of transit services will continue to be dependent on the willingness and ability of the State of Oregon and the City of Albany to continue to subsidize the system. Like other public transit systems, ATS is heavily subsidized. Grants and transfers from the Albany General Fund made up 93 percent of the system's total 1987-88 budget. The loss or cutback of mass transit funds could significantly affect the level of service.

BIKEWAYS

The City of Albany has developed and maintained several miles of bicycle facilities within the city limits since the early 1970's. Currently there are about 3.5 miles of Class I bikeways (bicycle facilities separate from roadways) and 12 miles of Class III bikeways and bike routes (bicycle facilities that are part of the street system). All of Albany's Class I bicycle facilities have been built as part of park development projects and are intended primarily for the recreational user. There are also about 4.5 miles of designated bikeways and bike routes in the North Albany portion of the Urban Growth Boundary. These facilities have been constructed and maintained by Benton County. Most Class III facilities within the city limits have been constructed as part of City and Oregon Department of Transportation street projects.

The City's first comprehensive bicycle route plan was adopted in 1973 and updated in 1980 and was incorporated into the Albany Comprehensive Plan. The 1980 Master Bikeway Plan proposed development of an extensive bikeway system throughout the Urban Growth Boundary (UGB). Since adoption of the 1980 Master Bike Plan, about 3.5 miles of Class I and Class III bikeways have been developed in the Linn County portion of the Albany UGB and about 3 miles have been built in North Albany. Since 1980, preference has moved away from the Class I facility (which is the more capital-intensive type of bikeway that is independent of other transportation facilities) toward the Class III facility which can be integrated at a lower cost into an existing road system. A major reason for this shift has been the lack of state funds for construction of Class I bicycle paths.

Bicycle transportation offers numerous advantages to a community including reduced automobile use, increased energy efficiency, air quality benefits, a balanced transportation system, as well as providing a relatively inexpensive transportation mode. However, it is important to realize that bikeways must compete with various other demands for roadway usage, specifically automobile traffic and on-street parking.

The problems of the existing bikeway system present numerous challenges and inconveniences to the Albany bicyclist. They are summarized as follows:

1. The existing bikeway system is generally unlinked and uncoordinated. Compared to the bikeway system designated on the Albany Master Bike Plan, there are few existing facilities.
2. There is no direct bicycle access to the downtown commercial district.
3. Access to Albany's major commercial center within the vicinity of Santiam Boulevard is indirect and inadequately defined.
4. For the most part, residential streets serve as bike routes within neighborhoods. However, there are few inter-city designated bicycle connections between residential neighborhoods and major commercial areas, schools, and recreational facilities.
5. Except for the newer portions of Pacific Boulevard, there are very few bicycle facilities along the main transportation corridors.

The 1980 Albany Master Bikeway Plan was revised in 1988 as part of Periodic Review of the Albany Comprehensive Plan and is included on Plate 13. The current Bikeway Plan is based on the following principles which address the above problems and issues:

1. Development of a linked bicycle network in the Albany urban area should focus on utilizing the planned arterial and collector road system and concentrate primarily on the provision of bike lane facilities. Low volume residential streets will continue to provide inter-neighborhood bike routes. Because it is not necessary to undertake special measures to make these streets safe and usable for bicyclists, they are not designated on the Bicycle Master Plan.
2. Albany's bikeway system should provide bicycle users a safe and efficient transportation alternative that gives access to the community's recreational, education, shopping, and employment centers.
3. Drainageways, floodplain corridors, and the Willamette River Greenway should be utilized for recreational bike routes. These bikeways should, where possible, connect to existing and proposed Class III facilities.

There are several Class III bike facilities, such as bike lanes and bike routes, that will be built as part of pending city and state roadway projects. There are other Class III facilities associated with future improvement projects that will occur beyond the scope of the planning period. Class I bike paths are also an important part of the Albany area's overall bicycle facilities program. These will be constructed incrementally as park land is developed, property and easements are acquired, and funding is obtained.

Specific bikeway projects, funding sources, and design principles are discussed in greater detail in the Albany Transportation Facility Plan and Comprehensive Plan Background Report.



ADD TO COMPREHENSIVE PLAN**GOAL 12: TRANSPORTATION
BACKGROUND SUMMARY****INTRODUCTION**

Albany's location and transportation facilities provide excellent advantages for commerce and economic development. Albany's central location on Interstate 5, Oregon's major north-south freeway, places it in the midst of a large market area. Within a 100-mile drive, there is a population of 2.2 million people. Very few communities in the Northwest have the potential to provide goods and services to this large of a market. US Highway 20 and State Route 99E also run through Albany. These roadway facilities provide Albany with direct connections to the Oregon Coast, the Cascade Mountains, and to other portions of the Willamette Valley.

There are also excellent commercial transportation services to and from Albany. The city is located along major railroad lines that link the city with east/west and north/south freight destinations. Passenger service also operates through Albany along the north/south corridor. Eight truck freight lines provide regular service to the Albany area. Eastbound freight connects to Interstate 84 at Portland where expanded rail service allows linkage with national markets.

The ports of Portland and Newport and the Portland International Airport are within a two-hour drive. Also, the Eugene airport, which handles national air traffic, provides additional passenger service opportunities. These additional transportation resources give the Albany area an opportunity to sell goods and services to the international market.

In 1997, the City of Albany and consultants Kimley-Horn and Associates, Inc. completed a Transportation System Plan (TSP). Field data collection for the TSP began in September 1994 and was completed by the end of the year. The TSP was adopted by the Planning Commission and City Council in June 1997. The TSP describes Albany's existing transportation system and identifies projects needed now and in the future to improve the system.

LOCAL TRANSPORTATION TYPES

Albany's local transportation system consists of more than just streets. The Transportation System Plan describes a system which includes streets, freeway interchanges, transit systems, bikeways, pedestrian ways, the municipal airport, and railroads. The following summarizes some of the information found in the TSP. The entire TSP has been adopted as a supporting document to the Comprehensive Plan.

STREETS**Street Capacity**

Between September and November, 1994, 24-hour daily traffic volume levels on Albany streets were surveyed at more than 125 locations. In addition, evening peak hour (i.e. 4:00 - 6:00 PM) traffic movements were counted at more than 60 of Albany's busiest intersections. When compared with daily traffic volumes collected in 1984 and 1985, traffic levels have grown significantly. At other locations, traffic volumes dropped by more than 10% on some streets, and increased by over 80% on other streets. Although traffic volumes generally do not decrease, locations that experienced a traffic reduction were typically located near new street connections which have attracted away some of the traffic, such as the Waverly Street extension in south Albany. Streets that experienced high traffic growth were frequently near land uses that have developed within the last decade. Typically traffic has grown between 2% and 5% per year, thus creating additional demand on the existing streets and intersections.

A computer model known as the EMME/2 model was used to forecast future traffic volumes on the collector and arterial street system. Overall results of the forecast showed that traffic would typically increase between 40% to 50% over the next twenty years. In some cases, the increase in traffic was over 100% as a result of new development, such as in North Albany and east of Interstate 5. The forecasted traffic volumes were used as the basis for analysis of the existing roadway network. In 1994, all of the streets evaluated in the TSP were operating under capacity in terms of volume of traffic. However, by 2015 some street segments are expected to operate at or above capacity.

Another measurement of street capacity is expressed in terms of "level of service." Level of service (LOS) is a qualitative rating of the effectiveness of a roadway to serve traffic, in terms of operating conditions. LOS ranges from A to F. LOS A generally describes traffic conditions with low volumes, low delay and high travel speeds, while LOS F describes traffic conditions with high volumes, high delays, and low travel speeds. The City and State have identified LOS D as the acceptable level of service for street intersections during the twenty year planning period. The TSP identifies intersections which have levels of service of less than "D" now, and those expected to operate at less than "D" in the future if no improvements are made.

Structural Condition

A visual rating of the condition of Albany's collector and arterial streets was conducted for the TSP. The results of the rating were combined with existing information, including the Street Maintenance Task Force Report (1996), to identify streets with poor pavement condition. The results of the rating indicated that approximately 14% of arterial streets and 19% of collector streets have a poor pavement rating.

Thirty different collector and arterial streets without curb and gutter were identified during the data collection process. The majority of the streets are located in North Albany, east of Interstate 5, and in areas of south Albany. Although the TSP does not include local streets, the Task Force Report included a list of local streets that require reconstruction, rehabilitation, and/or overlays. These local streets should be considered a high priority existing need and a funding strategy should be developed.

Freeway Interchanges

There are two freeway interchanges in the City of Albany.

The Santiam Highway interchange is located at the intersection of I-5 and Santiam Highway and is a partial cloverleaf design. Airport Road and Spicer Drive intersect opposite the ramp terminals and numerous private driveways are located in close proximity. The interchange currently operates at level of service C.

The Knox Butte interchange is located at the intersection of I-5 and Highway 99E (Pacific Boulevard). The interchange is designed to provide free flow movement from southbound I-5 to 99E and from 99E to northbound I-5. The interchange currently operates at LOS D. Although the interchange is geographically large, it does not provide all traffic movements. Drivers who want to travel south on I-5 must use the Santiam interchange to get on the freeway.

Within 20 years, LOS problems are expected at both interchanges due to high traffic growth. Streets on either side of both interchanges will fall to LOS E and F. Aside from the interchanges, Interstate 5 will also have operational problems. Both of the interchanges will need to be modified to function adequately during the 20 year planning horizon. Drawings in the TSP show how the interchanges could be modified to accommodate future traffic volumes. These improvements will require cooperation between the City of Albany and the Oregon Department of Transportation.

Other Elements of the TSP

The TSP also includes sections that discuss functional class of arterials and collectors, transportation system management, transportation demand management, right-of-way preservation, access management, truck routes, and water, and pipeline transport. No projects are recommended for air, water, and pipeline transportation.

The TSP should be used as a reference in all transportation planning activities that involve facilities within the City of Albany UGB and adjacent areas included in the TSP study area.

North Albany Local Street Plan

In June 1995, the City of Albany and consultants Kimley-Horn completed a local street plan for North Albany. The planning process included an extensive public involvement program, including meetings with individuals and small groups. Plan development included the collection of data on the existing land use and transportation system, from which future growth was estimated. From the growth in population and employment, additional vehicle trips were calculated and assigned to the North Albany transportation system. The impacts of the traffic were used to develop a new street alignment plan that best meets the objectives of the Transportation Planning Rule and other objectives. Cost estimates for the future system were prepared, as were street design standards and street connectivity policies. The standards and policies are intended to guide new development. The North Albany Local Street System Plan was adopted in June 1997 by the Planning Commission and City Council as a supporting document to the Comprehensive Plan. Street connectivity policies are included in the Comprehensive Plan under the North Albany Site of Special Interest in the Comprehensive Plan.

TRANSIT

Several Transit services operate within the City of Albany, including Albany Transit Service (ATS), Linn-Benton Loop, Call-A-Ride/ADA Service, Linn County Shuttle, Valley Retriever, and Greyhound Service. Only the ATS, the Linn-Benton Loop, and Call-A-Ride are operated by the City. The remaining transit services have routes that pass through the Albany area but are operated by other jurisdictions. The TSP includes a transit plan, which identifies van pool programs, bus pass programs, transit design guidelines, and eventual creation of a regional transit agency as future projects. This information should be referenced for planning new transit programs and projects.

Albany Transit Service

Albany Transit Service currently operates two routes within the City limits. Drawings in the TSP show the existing transit system and the future transit system. The future system includes seven routes by the year 2015.

Linn-Benton Loop

Linn Benton Loop operates a bus route between Albany and Corvallis. The route connects the Albany AMTRAK station, the downtown City Hall area of Albany, the park-and-ride facility at North Albany Road, then travels via Highway 20 to Highway 99 West, and then into the downtown Corvallis area. The Loop is completed via travel on Highway 34 and SR 99E back into the Albany area, that includes a stop at Linn-Benton Community College (LBCC).

Call-A-Ride/ADA Service

Besides fixed route service, Albany provides curb to curb service to seniors and to persons with disabilities through the Call-a-Ride program. Recent and future expansion of service in response to the 1991 Americans with Disabilities Act (ADA) is required to match the paratransit service area and hours of operation with those of the fixed route service.

Other Transit Services

The Linn County Shuttle is a system primarily oriented to serving the elderly and handicapped population with routes between Sweet Home, Lebanon, and Albany. The Valley Retriever is a privately owned transit company providing service between Newport and Bend with stops in Albany and Corvallis. Greyhound passenger and freight service to other Oregon communities along I-5 is provided from Albany with connections to the Albany Transit Service.

BIKEWAYS

The City of Albany has developed and maintained several miles of bicycle facilities within the city limits since the early 1970's. The City's first comprehensive bicycle route plan was adopted in 1973 and updated in 1980 and was incorporated into the Albany Comprehensive Plan. The 1997 Master Bikeway element of the TSP proposes development of a bikeway system throughout the Urban Growth Boundary. Bicycle transportation offers numerous advantages to a community including reduced automobile use, increased energy efficiency, air quality benefits, a balanced transportation system, as well as providing a relatively inexpensive transportation mode.

Nearly all of Albany's existing bikeways are on-street, either through the use of striped lanes on streets with curb and gutters or through wide shoulders on streets without curb and gutters. Albany has few off-street bikeways. Some major streets in Albany have bikeways, but many are not continuous and do not connect with bikeways on other cross streets.

In general, most existing bike lanes are in fair or good condition. The poorest sections are located in North Albany, on Gibson Hill Road, as well as a short section on Quarry Road. Bikeways that are in fair condition include Salem Avenue, Santiam Road, and sections in North Albany.

The Albany Parks and Recreation Master Plan is a 10-year guide for the development of the city park and open space system. The Plan contains numerous trail corridors between major recreation sites and activity areas. The trails can be used by both bikes and pedestrians. Many of the corridors correspond with existing roadways, others correspond with future roadway alignments, and some trails would be along their own alignments. Trails that correspond with streets corridors can be incorporated in the design.

Existing bikeway needs, future bikeway needs, and the future bike network are shown on drawings included in the TSP. The TSP also includes a bicycle plan, which lists on-street bike lanes, shared bikeways on low volume collector streets, and some off-street paths as future projects. This information should be referenced for planning new bicycle programs and projects.

PEDESTRIAN WAYS

There are sidewalks along most major arterial streets in the central areas of Albany, with a few exceptions. Drawings in the TSP show the existing sidewalks and locations where sidewalks are missing along collector and arterial streets. Most of the gaps in the system of sidewalks are in North, East, and South Albany. Generally, sidewalk conditions range from fair to good.

The lack of sidewalks can be a particular safety problem for children. Fortunately, nearly all Albany schools have sidewalks along the primary walking routes to the schools; however, there are no existing sidewalks near North Albany Middle School, and this presents a danger to the students who must walk along the busy North Albany Road. Other Albany schools that do not have sidewalks along the primary routes to the school grounds include: North Albany Elementary School and Oak Grove School. Oak Grove School is outside of the Urban Growth Boundary but is attended by students living in the North Albany area.

Existing pedestrian needs, future pedestrian needs, and the future pedestrian network are shown on drawings included in the TSP. The TSP also includes a pedestrian plan, which lists repair of sidewalks in poor condition, constructing missing sidewalk links, and sidewalks on all new streets as future projects. The plan also includes important bike/pedestrian connectors to reduce pedestrian trip lengths between neighborhoods and major activity centers as future projects. This information should be referenced for planning new pedestrian facilities.

MUNICIPAL AIRPORT

The Albany Municipal Airport has been in its present location since 1930. It is located in the northeast part of the city between Knox Butte Road and Santiam Highway, directly east of Interstate 5. The airport provides aircraft parking aprons and limited hangar and terminal facilities. Because of the airport's short runway and lack of navigational facilities, it has served primarily as a base for local pilots. Most corporate business flights whose passengers have Albany as their destination utilize the Corvallis Airport, which has better navigational facilities, passenger accommodations, and a much longer runway.

A study was recently completed to determine the future of the Albany Airport. Although this study did not reach any decisive conclusions regarding the need for and/or location of a regional airport, several conclusions were drawn regarding the Albany Municipal Airport. Because the closure or relocation of the airport has been subject to periodic study and consideration, long-term investment in the airport has been restricted. In addition, non-compatible uses have encroached into the airport area. The airport is too physically constrained to allow significant runway extension and improved all-weather landing capabilities are impractical. The report recommends that the City do additional study to determine the future of the airport.

RAILROADS

The City of Albany is located along major railroad lines that link the city with east/west and north/south freight destinations. Passenger service also operates through Albany along the north/south corridor.

Albany is served by four rail freight carriers: Union Pacific/Southern Pacific (UPSP), Burlington Northern Santa Fe (BNSF), Willamette and Pacific(W&P), and Willamette Valley. Each carrier serves a different geographic area and purpose. UPSP is the major railroad, providing north/south connections through the Albany/Millersburg area and typically runs 10 trains per day through the area. BNSF currently provides freight service through Albany and Millersburg to Sweet Home and to Eugene. BNSF runs approximately one train per day to each destination. W&P provides short haul service for valley businesses to the UPSP and BNSF mainline railroads. W&P typically runs 4 trains per day through Albany but is planning to expand its service. Willamette Valley also provides short haul service for valley businesses with one train per day to Lebanon.

Amtrak passenger service also serves the Albany area. Currently there are two northbound and two southbound trains per day, as well as Thruway Bus service which replicates Amtrak service in the valley. The trains stop at the historic Southern Pacific/Amtrak station to board passengers from Albany, Corvallis, and other nearby communities. The only bus service to the rail station is the Linn-Benton Loop but it does not have a schedule that is compatible with the rail schedules; therefore, most rail passengers drive to the station. In order to serve the rail station, transit service hours of the ATS or Loop would need to be considerably extended and coordinated with the arrivals/departures.

Currently, there are deficiencies at and around the existing Amtrak rail station, which has been identified as the recommended high-speed rail stop for the Albany-Corvallis area. An analysis of the building in 1993 indicated that repairs are needed to both the interior and exterior of the building, including improvements to comply with the Americans with Disabilities Act. The building lacks ADA facilities such as rest rooms, water fountains, doors, stairs, parking, and service counters. On-site traffic circulation is poor and is sometimes obstructed by vehicles waiting in front of the station for passengers. Due to the need to upgrade the facility, a federal grant application has been submitted to fund the creation of a multimodal transportation center at the station.

FURTHER INFORMATION

The City of Albany Transportation System Plan and the North Albany Local Street System Plan have been both adopted as supporting documents to the Comprehensive Plan. The information presented above summarizes some of the data included in the TSP and the North Albany Local Street System Plan, but the both plans go further in evaluating the existing transportation system and proposing projects to solve current system problems and accommodate future growth. The TSP includes a list of proposed projects, prioritizes the order in which the projects should be built, and suggests methods of providing construction financing. Both plans provide an important source of more detailed information about Albany's existing and future transportation system. The TSP should be used in planning all future transportation facilities within Albany's Urban Growth Boundary and within adjacent areas included in the TSP study area. The North Albany Local Street System Plan should be used in planning local streets in North Albany.

**GOAL 12: TRANSPORTATION
GOALS, POLICIES, AND IMPLEMENTATION METHODS**

GOAL: Provide a safe, diversified, and efficient transportation system that protects and enhances Albany's economy, environment, neighborhood quality, and cultural and scenic values.

POLICIES:

1. Review development and transportation plans to determine the most efficient, safe, and least disruptive relationship between land uses and the transportation system.
2. Ensure that when planning, designing, and providing transportation systems:
 - a. The requirements of the various transportation types are coordinated with each other and operational and safety conflicts are minimized.
 - b. Proposed projects are coordinated with the plans of applicable county, state, and federal agencies.
 - c. Effective notification and coordination occurs between affected agencies regarding the transportation impacts of proposed development within or adjacent to the Urban Growth Boundary.
3. As part of the development review process, evaluate the adequacy of transportation to, from, and within the site.
4. Utilize the resources of the Public Utilities Commission to ensure that rail traffic does not impede the smooth and safe flow of vehicular traffic.
5. Ensure that design and location of driveways provides for safe and efficient property access and does not interfere with traffic circulation and carrying capacity.
6. Ensure that street design provides for high levels of efficiency and safety and, when necessary, incorporate design modifications to help preserve neighborhood quality and character.
7. Minimize the need for on-street parking by maintaining regulations that require off-street parking and loading facilities commensurate with the size and relative needs of the proposed use.
8. Within residential neighborhoods, discourage on-street parking that is generated by business activity.
9. Require adequate pedestrian and bicycle ways in conjunction with all new street projects and provide sidewalks along all City streets (proposed and existing) that are used for direct access to area schools.
10. Develop and maintain a Transportation Master Plan in conjunction with Linn and Benton Counties for the area within the Albany Urban Growth Boundary which:
 - a. Identifies service levels consistent with adopted population and development projections and with projected land use patterns as identified by the Albany Comprehensive Plan.
 - b. Identifies the location of future arterial and collector streets, bicycle and pedestrian ways.
 - c. Identifies for implementation, major street reconstruction projects required to accommodate growth or to address public safety, traffic flow, or efficiency issues.
 - d. Incorporates other transportation planning efforts, including planned improvements to the Albany municipal airport and the Albany transit system.
 - e. Proposes funding mechanisms and related policies necessary to implement identified projects.
 - f. Is updated concurrently with the Albany Comprehensive Plan.

11. Continue to maintain and improve an Albany municipal airport, recognizing its importance to local general aviation needs and the local business community.
12. Maintain a transportation element within the Albany Capital Improvement Program which prioritizes projects for implementation that address Albany's short-range (5-year) transportation needs.
13. Ensure that new construction and major improvement of county roads within the urban growth boundary is undertaken in accordance with standards that are previously agreed upon between the City and Counties.
14. Review access to state highways subject to the regulations of the Oregon Department of Transportation and the City of Albany. Where regulations of the city and state conflict, the more restrictive requirements shall apply. In particular, utilize the following access criteria to promote safety and smooth traffic flows on Pacific Boulevard (99E) and Santiam Highway:
 - a. Whenever possible, properties should develop access from frontage roads or side streets as opposed to direct access to the highway.
 - b. Consider increased setbacks in order to combine access points to provide adequate area to develop frontage roads.
 - c. Where possible, access points should serve at least two properties whenever a parcel has less than 300 feet of frontage. When feasible, access points shall be developed at common property lines.
 - d. Common access at property lines shall be encouraged and in some instances required to reduce the number of access points onto state highways.
15. Develop and maintain a pavement management plan to protect and enhance the City's investment in its street system.
16. When possible, incorporate the needs of the transportation disadvantaged (the elderly, disabled, the young, and the poor) when planning for and implementing transportation improvements.
17. Encourage transportation projects, programs, and policies which reduce dependency on the automobile and promote transportation alternatives such as public transit, bikeways, car and van pools.
18. Support local and areawide public transit including:
 - a. Operation and improvement of the Albany Transit System to meet Albany's transit needs.
 - b. Efforts to maintain regional bus systems whose services are coordinated with the Albany system, such as the Albany-Corvallis loop system and the Sweet Home-Albany-Banion route.
19. Support maintenance of long distance and regional transportation connections in Albany including:
 - a. Efforts to maintain and improve Amtrak service.
 - b. Development of passenger commuter services along the Interstate 5 corridor between Portland and Eugene.
 - c. Maintenance and improvement of private carrier bus service.

IMPLEMENTATION METHODS:

1. Facilitate safe and convenient pedestrian usage of the downtown area through improvements such as:
 - a. Crosswalk enhancement, sidewalk repair, and maintenance.
 - b. Direct design linkages between the Central Business District, Albany City Hall, the DeWitt County Courthouse, and Monteith Riverpark.

- Repair and aesthetic enhancement of parking district properties.
- d. Provision of "pedestrian scale" amenities such as benches, lighting, signage, small urban parks, and street trees.
2. Develop and maintain a citywide sidewalk construction and maintenance program.
 3. Develop local and minor street plans for the unincorporated portion of the Urban Growth Boundary as a supplement to the Albany Master Street Plan.
 4. Negotiate a means to transfer ownership of county roads that are within the city limits of Albany.
 5. Evaluate the following when reviewing new street proposals:
 - a. The overall purpose to be served by the new street development.
 - b. Topography, vegetation, and land character of the area proposed for the new street.
 - c. Hydrologic characteristics including existing and proposed drainage patterns and consideration of potential runoff quantities.
 - d. Types and location of adjacent land uses including potential impacts on residential neighborhoods, commercial, and industrial areas.
 - e. Impacts on solar orientation of adjacent buildings.
 - f. Neighborhood character is preserved by discouraging through-traffic, and when necessary, utilizing traffic diverters, landscape buffers, and noise reduction techniques.
 6. Develop a joint access management plan with the Oregon Department of Transportation to reduce the number of direct access points on state highways within Albany.
 7. Monitor the performance of existing railroad crossings and work with the Oregon Public Utility Commission to evaluate the need for new crossings and to upgrade existing crossings to improve public safety and convenience.
 8. Integrate the recommendations of the City of Albany Traffic Safety Plan into the Capital Improvement Program and Transportation Master Plan, establish time frames and identify funding sources for project implementation.
 9. Monitor and evaluate the number and sizes of parking spaces required for various types of land uses and amend Development Code provisions to reflect actual conditions if necessary.
 10. Allow new development to provide the appropriate number of parking spaces to accommodate average parking requirements rather than peak loads, provided that:
 - a. Overflow parking can be accommodated within a reasonable distance.
 - b. Areas that provide overflow parking evidence a stable land use pattern and can accommodate overflow parking over the long term.
 - c. Overflow parking is an infrequent event and can be accommodated without undue safety and aesthetic problems and other negative impacts.
 11. Develop a comprehensive parking plan and program for the Downtown Business District that:
 - a. Assures convenient automobile access to parking areas.
 - b. Outlines specific projects to aesthetically enhance parking areas and other measures to make parking in the downtown more pleasant.
 - c. Proposes specific pedestrian improvements to link major parking areas and downtown establishments.

- d. Identifies the Central Business District's short- and long-term parking needs.
 - e. Reviews the "Downtown Off-Street Parking Assessment Ordinance" as to its effectiveness and equity in providing adequate off-street parking opportunities and explores other parking options to provide adequate parking.
12. Periodically evaluate design standards for streets, sidewalks, and bikepaths to determine cost effectiveness and examine alternative standards which would reduce the cost but maintain adequate quality.
 13. Participate with the Greater Albany Public School system to provide bicycle and pedestrian safety instruction.
 14. Promote the use of alternative transportation systems by encouraging:
 - a. Public information, marketing and education programs that illustrate the benefits and otherwise encourage the use of alternative transportation systems.
 - b. Undertaking cooperative programs with business, industry, and recreation providers to compile information and provide opportunities for utilization of alternative transportation opportunities.
 - c. The Albany Transit System to increase ridership by attempting to maximize convenience, mobility, access, routing, and comfort for its users.
 15. Require new development, through building and site design measures, to address the needs of those who utilize alternate transportation modes such as public transit, bicycles, walking, and wheelchairs.
 16. Maintain a capital replacement fund for the Albany transit system to ensure maintenance of existing levels of service and acquisition of new equipment to expand service as demand warrants.
 17. Promote the safe use of bicycles as a viable transportation alternative by:
 - a. Developing commuter express routes.
 - b. Developing a bikeway network with emphasis on connections which are shorter and more convenient than auto routes and which would connect education and recreation facilities, residential, shopping, and employment areas.
 - c. Designing bicycle routes as an integral part of all submissions and planned residential developments and having all developments connect to existing bicycle routes.
 - d. Developing bikeways along major streets whenever widening or other large improvements take place.
 - e. Eliminating on-street parking when it conflicts with planned high-use bicycle corridors.
 - f. Separating bicycles and automobiles if the separation results in a safer and more efficient bicycle route.
 - g. Developing recreational bikeways utilizing natural areas and scenic views.
 - h. Ensuring that bicycle safety laws are implemented and enforced and that secure bicycle storage facilities such as bicycle racks and other park and lock accommodations are provided at major destination points including recreation areas and commercial and employment centers.

RECOMMENDATION:

1. Encourage Linn and Benton Counties and the State of Oregon to forward, for City review and comment, all plans for construction or reconstruction of roads, highways, and bridges within the adjacent to the Urban Growth Boundary.

**GOAL 12: TRANSPORTATION
GOALS AND POLICIES**

GOAL: Provide a safe, diversified, economical, and efficient transportation system that protects and enhances Albany's economy, environment, neighborhood quality, cultural, and scenic values. For the purposes of this document, a transportation system includes auto, transit, bicycles, pedestrian, rail and air transportation.

POLICIES:

1. When planning for, designing, and providing transportation systems:
 - a. Coordinate the requirements of the various transportation types with each other and minimize operational and safety conflicts.
 - b. Coordinate proposed projects with impacted agencies and businesses and applicable neighboring cities, county, state, and federal agencies.
 - c. Notify and coordinate with affected agencies regarding the transportation impacts of proposed development within or adjacent to the Urban Growth Boundary.
2. Protect transportation facilities, corridors, and sites for their identified functions.
 - a. Develop access control measures and encourage land development patterns that minimize direct access onto collector and arterial roads.
 - b. Develop a roadway system that appropriately allocates on-street parking to manage traffic on arterial, collector and local streets.
 - c. Protect the future operation of corridors by obtaining sufficient right-of-way or building setbacks to provide for future capacity in transportation corridors and by conditioning development proposals to minimize impacts.
 - d. Review land use designations, densities, and design standards for consistency with the functions, capacities, and levels of service of facilities identified in the TSP.
 - e. Negotiate a means to transfer ownership of county roads that are within the city limits of Albany. Coordinate with the county for the construction, right-of-way-acquisition, improvement or repair of any county road within the city limits or within a 1/4 mile of the Urban Growth Boundary for improvements recommended in the TSP.
3. Develop a roadway system that is efficient and safe for the traveling public while preserving neighborhood quality and character.
4. Develop a transportation system, encourage land use patterns and design standards, and promote transportation projects, programs, and policies which reduce dependency on the automobile and encourage alternatives such as public transit, bicycling, walking, car and van pools.
 - a. Require new and existing development, through building and site design measures, to address the needs of those who use alternate transportation modes such as public transit, bicycles, walking, and wheelchairs.
5. Develop a transit/paratransit system that promotes ridership by serving a large number of potential users, and provides the opportunity for individuals with disabilities to use public transportation services.
6. Promote a transit/paratransit system that identifies future alternative fuel options that are clean, renewable, and cost-efficient.

7. Support local and area-wide public transit/paratransit including:
 - a. Operation and improvement of the Albany Transit System to meet Albany's transit needs.
 - b. Efforts to maintain regional bus systems whose services are coordinated with the Albany system, such as the Linn-Benton Loop System and the Sweet Home-Albany-Lebanon route.
8. Develop an adequately connected bicycle and pedestrian system to encourage bicycling and walking as alternative modes of transportation.
9. Develop safe and convenient bicycle and pedestrian routes, facilities, and improvements which are reasonably free from hazards (particularly automobile traffic that would discourage these modes for short trips), provide a direct route of travel between destinations such as a transit stop and a store, and meet travel needs (destination and length of trip) of cyclists and pedestrians.
 - a. Provide bikeways on arterial and collector streets as well as appropriate separated bike facilities.
 - b. Develop a pedestrian system that provides the opportunity for individuals with disabilities to use the pedestrian system.
10. Support the development of high and higher speed rail facilities or other passenger rail programs including the existing train station site and structures.
11. Maintain safe and efficient automobile, pedestrian, and bicycle railway crossings.
 - a. Monitor the performance of existing railroad crossings and work with the Oregon Department of Transportation Rail Safety Division and railroad companies to evaluate the need for new crossings, eliminating existing crossings, and to upgrade existing crossings to improve public safety and convenience.
12. Coordinate with the Oregon Department of Transportation Rail Safety Division and railroad companies to ensure that rail traffic does not impede the smooth and safe flow of vehicular traffic.
13. Support the development of airport services that serve the needs of the community.
14. Support the coordination of interstate and regional utilities.
15. The City of Albany Transportation System Plan prepared by the City of Albany and consultants Kimley-Horn and Associates, dated June 1997, is adopted in its entirety as a supporting document to the Comprehensive Plan.

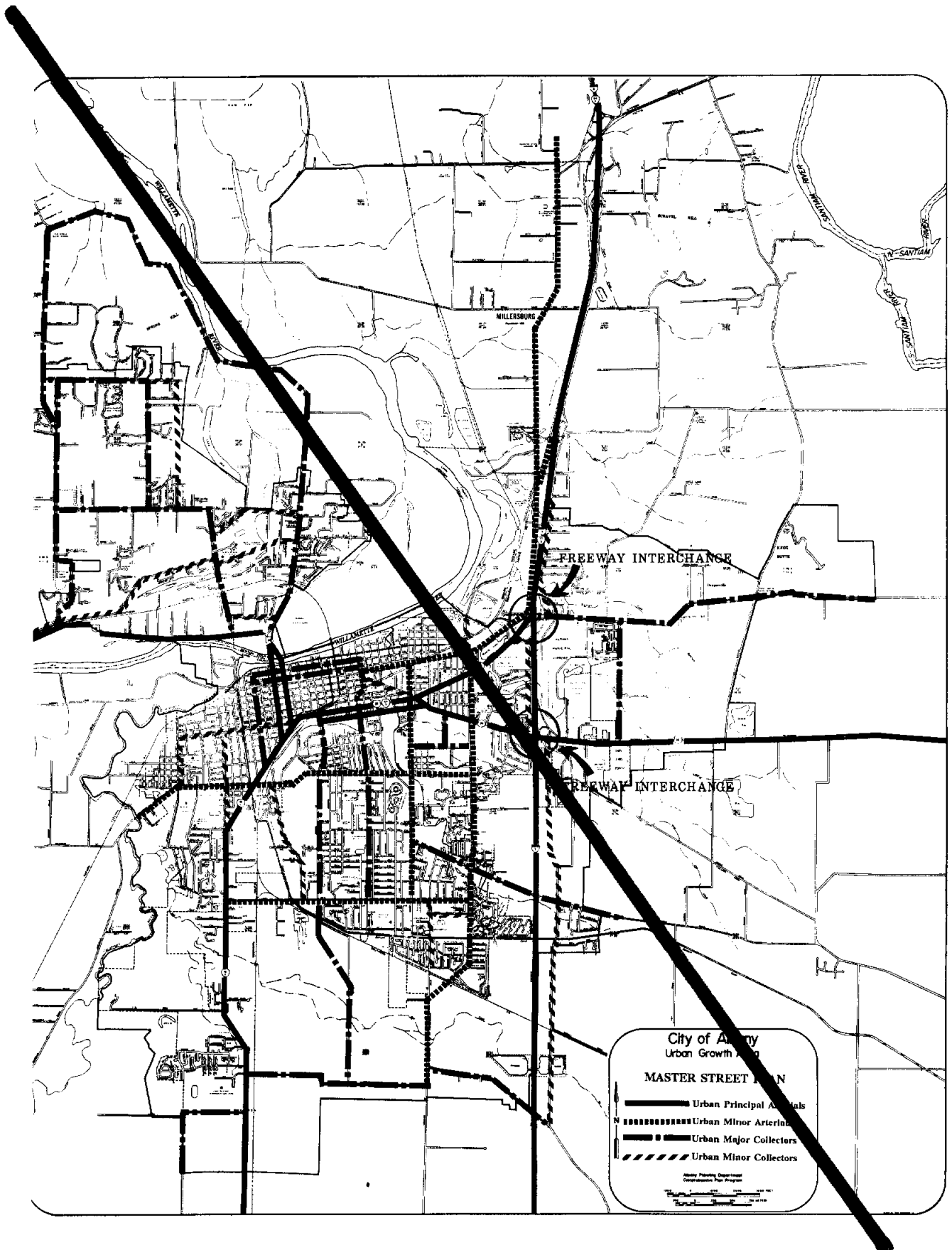


Plate 12: Master Street Plan

ADD TO COMPREHENSIVE PLAN

EXHIBIT D-2

THE MAP THAT SHOULD REPLACE THE OLD "MASTER STREET PLAN" IN THE COMPREHENSIVE PLAN IS INCLUDED IN THE TSP AS "FIGURE 5.1.1-1."

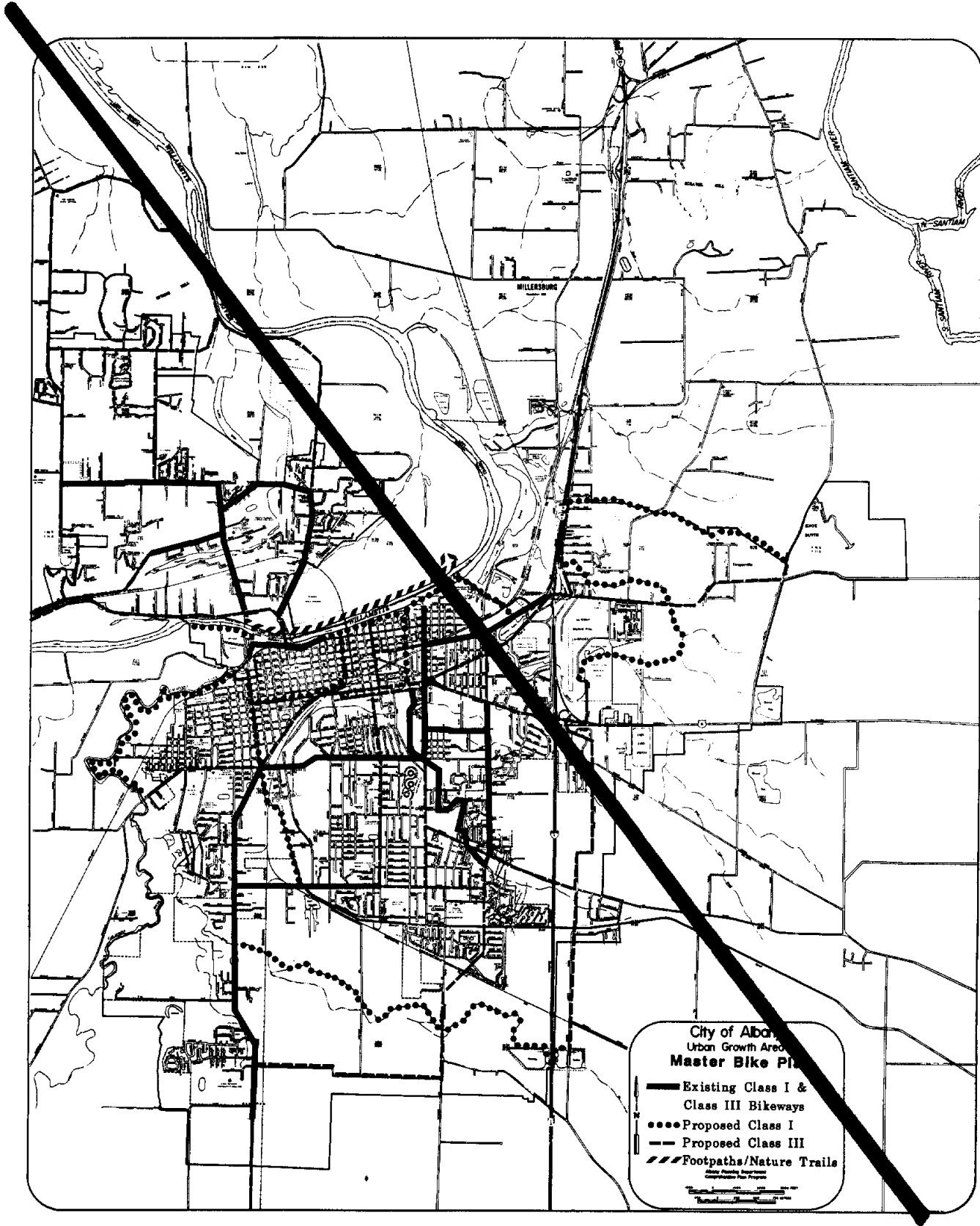


PLATE 13: Master Bikeways Plan

TABLE VI-17

**ALBANY TRANSPORTATION FACILITY PLAN
SHORT, MID, & LONG RANGE CAPACITY PROJECTS
MAJOR SOURCES OF FUNDING (MILLIONS \$)**

SHORT RANGE PROJECTS	ODOT	FAU	FED. AID INTEREST SYSTEM	LOCAL
<u>1989</u> Fescue Street - Spicer Drive to Lawndale Subdivision (\$.30)				\$0.30
<u>1990</u> Waverly Drive - 36th Avenue to Oak Creek (\$2.3)		\$0.90		\$1.40
<u>1991</u> South bound on-ramp at I-5/Knox Butte Road (\$.800)			\$0.80	
<u>1992</u> First & Second Avenue Couplet Improvements (\$.200)				\$0.20
<u>1993</u> Hill Street Couplet-Ninth Avenue- Main Street (\$.850)				\$0.85
<u>1994</u> Pacific Blvd.-Ninth Avenue Couplet (\$3.5)	\$3.5**			
Santiam-Fourth Avenue to Pacific Boulevard (\$.450)				\$0.45
<u>1995</u> Waverly Drive - Pacific Boulevard to Salem Avenue ((\$.150)				<u>\$0.15</u>
TOTALS	\$3.5**	\$0.90	\$0.80	\$3.60
TOTAL SHORT RANGE PROJECTS	\$8.80			

NOTES: ***In order to initiate this project, the Oregon Department of Transportation may request that Albany contribute local share. The likelihood of this will be determined at a later date.*

TABLE VI-17

**ALBANY TRANSPORTATION FACILITY PLAN
SHORT, MID, & LONG RANGE CAPACITY PROJECTS
MAJOR SOURCES OF FUNDING (MILLIONS \$)**

MID RANGE PROJECTS	ODOT	FAU	FED. AID INTEREST SYSTEM	LOCAL
<u>1997</u>				
Hickory: North Albany Rd to Springhill Rd (\$.600)		X	X	X
36th Ave: Columbus St to Waverly (\$.250)				X
Salem Ave: Lake St to city limits (\$.500)		X		X
<u>1998</u>				
Broadway: Ninth Ave to Queen St (\$.700)		X		X
<u>2000 - 2005</u>				
Ellingson Road: Pacific Blvd to Columbus Street (\$2.00)				X
Jackson St: to 14th & Marion - 14th to 34th Avenue (\$1.2)				X
LONG RANGE PROJECTS				
<u>2005 +</u>				
Columbus to Ellingson Arterial Extension (\$.700)		X		X
Marion St & Lochner Rd to Ellingson Rd (\$1.2)				X
Extension of Waverly: Pacific Boulevard to north city limits (\$.450)		X		X
Goldfish Farm Rd: Knox Butte to Santiam (\$.800)				X
Airport Road: Knox Butte to Santiam (\$.850)	X	X		X
Fescue Street: Lawndale Subdivision to Three Lakes Road (\$.800)				X
TOTAL ESTIMATED MID & LONG RANGE PROJECT COST				\$10.05

NOTES: The "local funding" category includes a range of possible sources that will be evaluated for future applicability. These sources include local fuel tax; new local taxes restricted to a range of capital improvements such as streets, including a street utility tax; serial bond for street construction; street utility fees; impact fees levied on new development; and tax increment funds.

TABLE VI-17

**ALBANY TRANSPORTATION FACILITY PLAN
SHORT- AND LONG-TERM PRIORITY PROJECTS
SOURCES OF FUNDING**

SEE TRANSPORTATION SYSTEM PLAN (TSP) PAGES 61-71 FOR PROJECTS AND TSP
CHAPTER 6 FOR FUNDING SOURCES.

ADD TO COMPREHENSIVE PLAN

EXHIBIT G

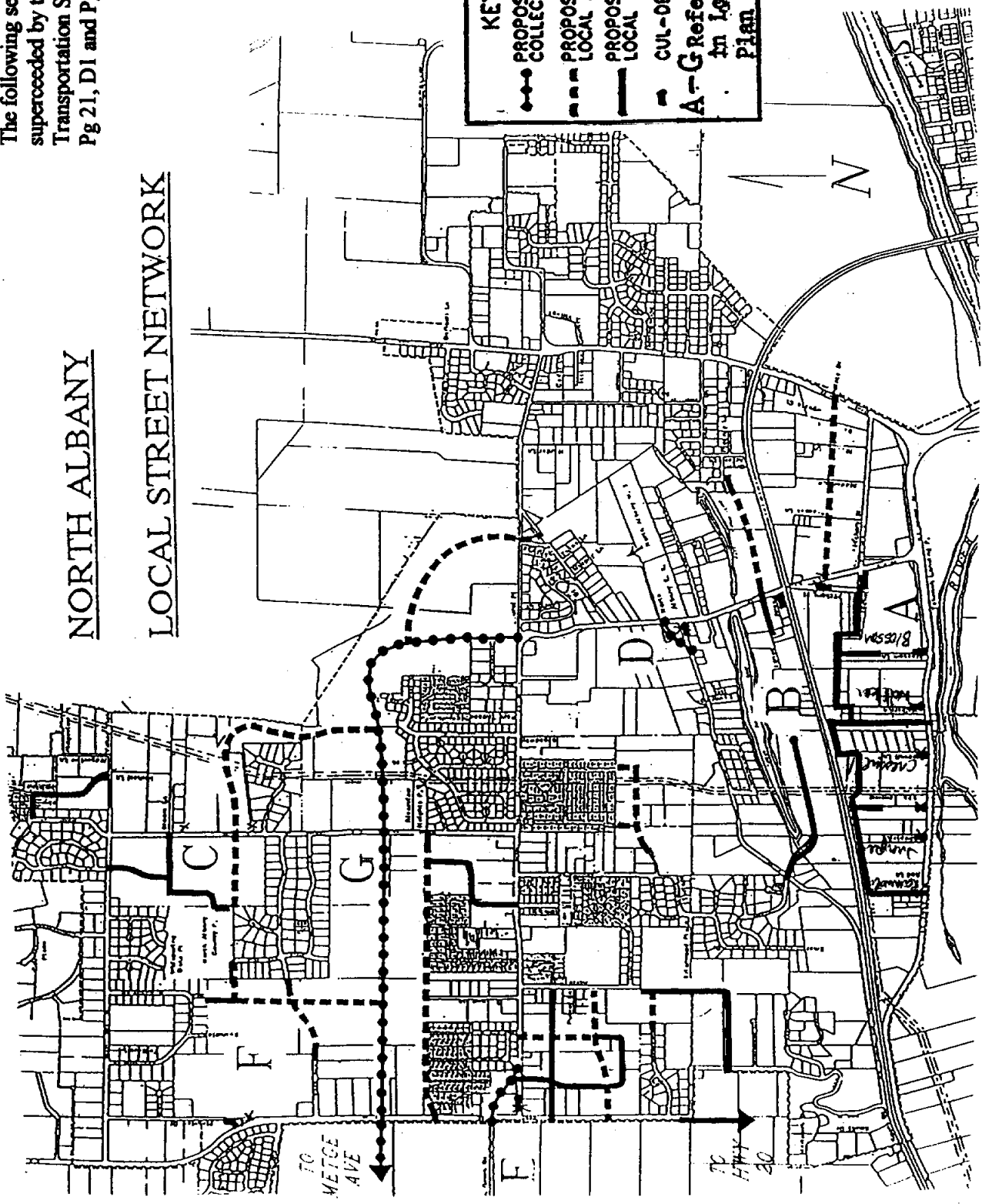
**CITY OF ALBANY, OREGON
NORTH ALBANY LOCAL STREET SYSTEM PLAN
JUNE 30, 1995**

THE NORTH ALBANY LOCAL STREET SYSTEM PLAN WAS INCLUDED IN THE JUNE 25, 1997 COUNCIL PACKET. ON JULY 7, 1997, THE CITY OF ALBANY PLANNING COMMISSION RECOMMENDED ADOPTING THE LOCAL STREET PLAN AS A SUPPORTING DOCUMENT TO THE COMPREHENSIVE PLAN.

The following sections have been superseded by the 1997 Transportation System Plan: Pg 21, D1 and Pg 22, E1 & G1

NORTH ALBANY

LOCAL STREET NETWORK



KEY:

- PROPOSED COLLECTOR ALIGNMENT
- - - PROPOSED NETWORK LOCAL ALIGNMENT
- PROPOSED MINOR LOCAL ALIGNMENT
- └ CUL-DE-SAC

A-G Refer to text in Local Street Plan

NEWBURY LOCAL STREET SYSTEM PLAN
PROPOSED STREET ALIGNMENTS

MAP 5
NOT TO SCALE

Kimley-Horn
and Associates, Inc.

SITES OF SPECIAL INTEREST

SITE 4: NORTH ALBANY (Ordinance 5018, effective 12/16/92, CP-02-92)

Policies:

1. Sanitary sewer facilities necessary to serve new development in North Albany shall be:
 - a. Constructed to City of Albany standards.
 - b. Adequately sized to accommodate development densities based on ultimate build-out of either the project or the area to be served.
 - c. Located and developed in accordance with an approved North Albany Sanitary Sewer Facility Plan.
2. Water rates to properties outside the city limits will be established so that generated revenues are sufficient to compensate the City for extra costs of providing the services and to ensure funds necessary to maintain and upgrade the facilities as needed.
3. Water service will continue to be provided, consistent with the capacity of the current system, to existing NACSD customers outside the UGB. The area of water service outside the UGB will not be expanded without an exception to Goal 11.
4. A New single family development on an individual parcel must extend and connect to the public water system when service is available within 150 feet and to the public sewer system when service is available within 300 feet of the property. All other development must connect to the public water and sewer systems.
5. When sewer and water service is provided to a developable parcel(s), the property may be developed at an overall density of approximately of 10,000 square feet per unit. Upon approval of a submitted development plan where water and sewer service is provided and public improvement requirements are met, Comprehensive Plan Map designated Urban Residential Reserve (URR) property shall be assigned an RS-10 zone designation without a zone change. Likewise, Comprehensive Plan Map designated Residential Medium density (Res-Med) property shall be assigned an RM-5 zone designation without a zone change. For higher or lower densities a zone change is required.
6. For areas of North Albany where sewer service is not available, property shall not be divided into parcels that create an average density more intense than one dwelling unit per five acres.
7. New storm drainage facilities in North Albany shall be:
 - a. Constructed to City of Albany standards.
 - b. Adequately sized to accommodate development densities based on ultimate build-out of either the project or the area to be served.
 - c. Developed in accordance with the Storm Drainage provisions of the Albany Development Code, Public Improvements Section.

8. Encourage new residential development bordering designated and zoned farmland outside the UGB to be adequately setback, screened and buffered to minimize potential conflicts between residential and farm activities.
9. Create a design overlay district to encourage appropriate design and development standards for the commercial and multifamily districts and for those areas adjacent to Thornton Lakes. Additionally, all future development proposals involving properties located between East Thornton Lake and the railroad tracks shall be reviewed and approved as a Planned Development in order to protect Thornton Lake and its surrounding wetlands and sensitive natural areas.
10. Development which is not at its ultimate urban density shall be approved only when it can be shown that such development will not preclude or inhibit further development in the surrounding area from occurring in a logical and efficient manner. All development on, or resulting in, parcels larger than the minimum lot size for the zoning district shall be designed so as not to interfere nor conflict with the subsequent orderly transition to efficient, higher density planned urban uses. This also applies to construction of all single family units on existing lots of record which are outside platted subdivisions. Urban conversion plans are required for all such development demonstrating that the proposed lot and/or development can accommodate future development at the density range allowed by the Albany Comprehensive Plan and/or Zoning Map will allow the logical and efficient extension of streets and city services.
11. Open Space designations on the Comprehensive Plan Map are intended to maintain open space in areas generally unsuitable for development and to identify linear linkages between undevelopable, open space areas. In some circumstances, Open Space map designations are generalized rather than site specific and it is the intent of the City to exercise flexibility in determining specific locations.

Street Connectivity Policies

12. Connect every street stub to another street, existing or proposed. An exception will be made where there are existing hazardous conditions for pedestrians, such as no sidewalks, or for vehicles, such as poor sight distance or accident history. An exception is also warranted where it is not practical to extend the street due to on-site physical constraints, such as existing development, steep slopes, wetlands, or drainageways, in which case the new development shall provide for a cul-de-sac to end the street.
13. Extend all streets in new subdivisions and partitions to the boundary of the property where a continuation of the street will intersect a property line. Right-of-way should be dedicated and the street should be constructed. An exception will be made where there are physical limitations on adjoining property due to existing development, steep slopes, wetlands, or drainageways. Street extensions should generally extend the overall block pattern of the neighborhood or the interval should follow the block design pattern established in the Development Code.
14. Allow cul-de-sacs only where physical circumstances (e.g., existing development, natural features) impair internal or perimeter street connections. Make street connections whenever possible, especially to attractors such as parks, schools, transit routes, and other

neighborhoods. Cul-de-sac design should allow for a sidewalk to the adjacent attractor so that a pedestrian corridor is preserved even though the vehicle corridor is closed. Design pavement for pedestrian ways to support maintenance or emergency vehicles.

15. **The North Albany Local Street System Plan, prepared by Kimley-Horn and Associates, Inc., dated June 30, 1995, is adopted in its entirety as a supporting document to the Comprehensive Plan.**

Implementation Measures:

1. **Develop planning policies and appropriate map designation to promote desirable housing opportunities in North Albany.**
2. **Within North Albany, evaluate the need for neighborhood shopping facilities as part of the on-going evaluation of the Albany Comprehensive Plan.**
3. **Provide the opportunity to cluster development within areas subject to environmental constraints to achieve allowed densities and protect public safety and environmental values.**
4. **Develop standards that, where possible, provide for setbacks, buffering, and screening between new residential development that would border farmland outside the UGB to mitigate the potential for conflict.**
5. **Consider development of standards in regard to the keeping of animals in North Albany that maintain neighborhood compatibility, but also provide for greater flexibility than what is possible in the urbanized portion of the UGB.**
6. **Develop standards that would consider the protection of views in North Albany as part of the land development review process.**
7. **When possible, phase public improvement projects in North Albany to minimize the impact of multiple assessments.**
8. **Develop site planning review procedures for forest management practices that would assist in maintaining the special character of the North Albany area.**
9. **Within North Albany, maintain open space in areas that are unsuitable for development including steep slopes, floodway, wetlands, and drainageways.**
10. **Where possible in North Albany, develop linkages between steep slopes, drainageways, wetlands, and publicly owned lands to develop a linear network of open spaces and/or parks.**
11. **Develop and periodically update a North Albany Storm Drainage Master Plan.**
12. **Implement adopted City provisions which would provide for the protection of identified North Albany wetlands consistent with state and federal law.**



STAFF REPORT
Comprehensive Plan Amendment

HEARING BODY CITY COUNCIL
HEARING DATE Wednesday, August 13, 1997
HEARING TIME 7:15 p.m.
HEARING LOCATION Council Chambers, Albany City Hall, 333 Broadalbin Street SW

GENERAL INFORMATION

DATE OF REPORT: August 6, 1997

FILE: CP-04-97

TYPE OF REQUESTS: Albany Transportation System Plan:

1. Adopt the Albany Transportation System Plan as a supporting document to the Comprehensive Plan
2. Amend the text of Goal 12 of the Comprehensive Plan
3. Amend Goal 12: Goals and Policies
4. Amend Comprehensive Plan Plate 12: Master Street Plan and Plate 13: Master Bikeways Plan
5. Amend Comprehensive Plan Appendix VI

North Albany Local Street System Plan:

1. Adopt the North Albany Local Street System Plan as a supporting document to the Comprehensive Plan
2. Amend Site of Special Interest 4: North Albany

REVIEW BODIES: Planning Commission and City Council

APPLICANT: City of Albany Community Development Department, Planning Division
City of Albany Public Works Department, Engineering Division

APPLICANT REPS: Helen Burns Sharp, Community Development Director
Don Donovan, Associate Planner

Mark A. Yeager, Public Works Director
Jeni Richardson, Civil Engineer II

ALBANY TRANSPORTATION SYSTEM PLAN

1. Adopt the Albany Transportation System Plan as a supporting document to the Comprehensive Plan

The City of Albany and consultants Kimley-Horn and Associates, Inc. (Kimley-Horn), have recently completed a Transportation System Plan (TSP). (A copy of the Plan is included with this staff report as Exhibit A.) The plan was prepared in cooperation with the Oregon Department of Transportation (ODOT), Linn County, and Benton County. Two committees were formed in 1994 to advise the City and Kimley-Horn in preparing the TSP: a Technical Advisory Committee (TAC) and a Citizen Advisory Committee (CAC). The TAC consisted of technical representatives from the City of Albany, Linn County, Benton County, ODOT, Millersburg, and a liaison from the previous North Albany Local Street Plan process. The TAC provided review of the TSP, analysis, and guidance to the CAC. The CAC was comprised of members representing major business, home builders, education, railroad, airport, bicycling, and other representatives from various neighborhoods, agencies and jurisdictions. The CAC provided direction for the study and served as a link to the general public. TAC/CAC meetings were held from November 1994 through April 1997. These meetings were open to the public. The public was specifically notified of four of the meetings and invited to attend and comment on the TSP as it was written.

The TSP evaluates the existing transportation system within the Albany Urban Growth Boundary (UGB), including streets, transit, railroads, bicycle facilities, and pedestrian facilities; identifies projects needed to address current and future transportation deficiencies; and suggests methods of financing project construction. The TSP is intended to be consistent with the Linn and Benton County TSP's and adopted elements of the Oregon TSP. In addition to the area within the UGB, the TSP study area also includes areas outside the UGB, such as Millersburg so that the study adequately accounts for major employment centers and other traffic generators not located in the UGB.

Oregon Administrative Rules[(OAR) 660-12-015(4)] requires the City to adopt the TSP as part of the Comprehensive Plan. (OAR Chapter 660 is known as the "Transportation Planning Rule," or "TPR.") Consistent with the requirements of the TPR, the TSP includes the following elements:

- A roadway plan for collector and arterial streets
- A public transit plan
- A bicycle plan
- A pedestrian plan
- An air, rail, water, and pipeline plan
- A transportation finance/funding plan
- Policies and ordinances to implement the plan
- Transportation system management
- Transportation demand management

The TSP process began with an evaluation of the existing transportation system. Existing and future system deficiencies were identified and alternative projects that would correct the deficiencies were evaluated. A "do nothing" alternative was included in each evaluation of alternative ways of correcting deficiencies. A preferred alternative was then chosen. The TSP includes a list of projects needed to correct the deficiencies that were identified. The projects are categorized as "short term" priority projects (1998 to 2005) and "long term" priority projects (2006 to 2015). Implementation of the projects has been staged to spread the financial investment and obligation over the twenty-year span of the TSP. The TSP also includes suggested sources of funding for projects, including a city-wide System Development Charge (SDC), General Obligation (GO) bonds, as well as funding from ODOT, developers, grants, street funds, and a proposed transit serial levy.

2. Amend the text of Goal 12 of the Comprehensive Plan

The City of Albany Comprehensive Plan includes a chapter titled "Community Needs." This chapter contains a section that addresses Statewide Planning Goal 12: Transportation, which describes the existing transportation system and lists goals and policies for maintenance of existing facilities and construction of new facilities. This section of the Comprehensive Plan was last revised in 1985 at the time of the last periodic review. The current text should be replaced with new text which includes new information in the TSP. (A copy of the current text to be deleted and the new text to be included in the Plan are included with this staff report as Exhibit B-1 and B-2.)

3. Amend Comprehensive Plan Goal 12: Goals and Policies

The TSP contains new transportation goals and policies. These new goals and policies were written by the TAC and CAC after evaluation of the old goals and policies and review of the requirements of the TPR. The new goals and policies were used to guide selection of which projects to include in the TSP and to decide which projects should be included on the short-term priority list and long-term priority list. They should be used to guide decisions about transportation planning and system improvements in the future. The goals and policies should replace the goals and policies that are in the plan now, because they reflect more recent community opinion about the way the city's transportation system should be maintained and constructed now and in the future. (A copy of the old goals and policies to be deleted and the new goals and policies to be included in the Comprehensive Plan are included with this staff report as Exhibit C-1 and C-2.)

4. Amend Comprehensive Plan Plate 12: Master Street Plan and Plate 13: Master Bikeways Plan

Plate 12 of the Comprehensive Plan shows the Master Street Plan for Albany. The map shows existing streets and new streets and the "functional classification" of each street. "Functional classification" refers to the classification of each street as an arterial or collector. Streets not classified as arterial or collector are generally considered to be "local" streets. The classification of the street determines characteristics of the street such as width, number of lanes, right-of-way needed, etc. The TSP contains a new map showing functional street classifications. The old map in the Comprehensive Plan should be deleted and replaced with the new map. (A copy of the old map that should be deleted and a copy of the new map that should be included as Plate 12 are attached to this staff report as Exhibit D-1 and D-2.)

Plate 13 of the Comprehensive Plan shows the Master Bikeways Plan for the City. The map shows existing and proposed bikeways and trails. The TSP includes maps showing the existing bikeway network, future needs, and the future bikeway network. Plate 13, showing the old bikeway plan should be deleted from the Comprehensive Plan. The bikeway section of the text should just contain a reference to the TSP maps, rather than including the new set of three maps in the Comprehensive Plan. (Plate 13 that should be deleted from the Comprehensive Plan is attached to this staff report as Exhibit E.)

5. Amend Comprehensive Plan Appendix VI

The Comprehensive Plan now includes a "Public Facility Plan" as Appendix VI. Table VI-17 lists "Short, Mid, & Long Range Capacity Projects" and "Major Sources of Funding." This table should be deleted from the Comprehensive Plan and replaced with a reference to the new projects identified on Pages 61-71 of the TSP and with a reference to the funding sources identified in Chapter 6 of the TSP. (A copy of Table VI-17 that should be deleted from the Comprehensive Plan Appendix VI and a copy of the new Table VI-17 with the references to Pages 61-71 and Chapter 6 of the TSP are attached to this staff report as Exhibit F-1 and F-2.)

NORTH ALBANY LOCAL STREET SYSTEM PLAN

1. Adopt the North Albany Local Street System Plan as a supporting document to the Comprehensive Plan.

In June 1995, the City of Albany and consultants Kimley-Horn completed a local street plan for North Albany. (A copy of the Plan is included with this staff report as Exhibit G.) The planning process for the North Albany Local Street System Plan began in November 1994 with the appointment by the City Council of a Technical Advisory Committee and a Citizen Advisory Committee. These committees advised the City and consultant throughout the development of the Plan. The committees also met with individual property owners and small groups of property owners from throughout North Albany.

Four public meetings were held, including a project kick-off meeting and three milestone meetings. Interviews were held with key City staff, Planning Commission, City Council, and County Commission members as well as private citizens. Upon release of the draft local street plan, numerous citizens expressed concerns. City staff conducted numerous meetings with individual citizens to discuss these concerns. A complete list of all the meetings held is listed in Appendix A of the North Albany Local Street System Plan.

Information was collected about the existing land use and transportation system and estimates of future growth in population and employment were made. Additional vehicle trips were calculated and assigned to the North Albany transportation system. A network of new streets was designed to accommodate existing and new traffic. The design was based on "citizen values about future streets" that were derived from suggestions from the TAC and CAC members and a public meeting held in February 1995. The design also meets the objectives of the Transportation Planning Rule (TPR) and is consistent with sound engineering design principles. A map that shows proposed new streets is included in the Plan. (It is labeled North Albany Local Street System Plan, Proposed Street Alignments, and included with this staff report as Exhibit E.) Street design standards and street connectivity policies are also included in the Plan. The standards and policies are intended to guide new development.

2. Amend Site of Special Interest 4: North Albany

The map and accompanying text from the North Albany Local Street System Plan which shows Proposed Street Alignments should be included in the Comprehensive Plan section titled "Sites of Special Interest." (A copy of the map and accompanying text is included with this staff report as Exhibit H.) Site of Special Interest 4 is North Albany. The policies that are listed as conclusions of the discussion in Chapter IX of the Plan should also be included under Site of Special Interest 4 in the Comprehensive Plan. (A copy of the policies that should be added to Site of Special Interest 4 is attached to this staff report as Exhibit I.) The street design standards and guidelines will be included in the Development Code at a later date, when other changes to street design standards for all of Albany are made.

NOTICE INFORMATION

A notice of the June 25, 1997, public hearing on both adoption of the Transportation System Plan and the North Albany Local Street Plan was published in the Albany Democrat-Herald on June 18, 1997. Several additional articles about the Plans and associated System Development Charge were printed in the Albany Democrat-Herald.

STAFF RECOMMENDATION

APPROVAL of the Comprehensive Plan amendments proposed in this staff report.

APPEALS

The Community Development Director will provide written notice of the City Council decision on the proposed Comprehensive Plan amendments within 5 days of the final decision. Notice will be mailed to all parties entitled to notice.

The City Council decision may be appealed to the State Land Use Board of Appeals (LUBA) when a person with standing files a Notice of Intent to Appeal not later than 21 days after the City mails the notice of decision to parties entitled to notice.

STAFF ANALYSIS

Comprehensive Plan Map Amendment File CP-04-97

The Albany Development Code contains the following review criteria which must be met for this legislative Comprehensive Plan amendment to be approved. Code criteria are written in *bold italics* and are followed by findings and conclusions.

(1) A legislative amendment is consistent with the goals and policies of the Comprehensive Plan, the statewide planning goals, and any relevant area plans adopted by the City Council.

FINDINGS OF FACT

1.1 The text of Albany Comprehensive Plan Goal 12 includes a goal, policies, and implementation methods for the Albany transportation system. The Albany Transportation System Plan (TSP) is intended to be a document that supports the Comprehensive Plan Goal 12 text. The TSP is consistent and supportive of the Comprehensive Plan by considering existing and future transportation needs; future roadways, bicycle ways and pedestrian ways; improvement projects to meet growth; transit and air service; and, funding mechanisms and priorities for projects. Assumptions about future land use in the TSP are based on the Comprehensive Plan Map.

1.2 Goals and policies included in the TSP will replace the current goals and policies now included in the Comprehensive Plan. The new goals and policies were developed by the Technical Advisory Committee (TAC) and Citizen Advisory Committee (CAC) that were appointed to advise the City and consultants Kimley-Horn during the TSP planning process. The TAC consisted of technical representatives from the City of Albany, Linn County, Benton County, ODOT, Millersburg, and a liaison from the previous North Albany Local Street Plan process. The CAC was comprised of members representing major business, home builders, education, railroad, airport, bicycling, and other representatives from various neighborhoods, agencies and jurisdictions.

The new Goal 12 is intended to provide a safe, diversified, economical, and efficient transportation system. Policies protect existing transportation corridors, facilities, and sites for their intended functions; protect future operation of roads; provides for coordinated review of future transportation facilities; supports local and area-wide public transit/paratransit; and implements a connected bicycle and pedestrian system. Plate 12: Master Street Plan and Plate 13: Master Bikeways Plan in the Comprehensive Plan will also be amended to include or reference drawings in the TSP.

1.3 Statewide Planning Goal 12 (Transportation) directs that jurisdictions provide and encourage a safe, convenient, and economic transportation system. The Transportation Planning Rule (TPR) is intended to implement statewide Goal 12 by requiring cities, such as Albany, to prepare and adopt Transportation System Plans. TSP's are to be consistent with the requirements of the TPR to include public and interagency involvement; review existing plans, policies, standards, and laws; inventory existing transportation facilities; determine needs; form and evaluate alternatives; and develop a plan that gives consideration to all modes of transportation. Section 8.0 of the TSP specifically addressed the requirements contained in the TPR. That section of the TSP is incorporated here by reference.

1.4 The Central Albany Land Use and Transportation Study (CALUTS) identifies several vehicle, bicycle, and pedestrian corridors and the typical features or elements along each corridor within Central Albany. The corridors are intended to provide a transportation framework to join numerous activity areas such as the Central Business district, the Main Street district, the Elm Street Medical district, the Riverfront Mixed-use district, and five other downtown districts. In some cases, the CALUTS automobile circulation elements are not consistent with the proposed functional classification system in the TSP. The TSP functional classification system consists of local, minor collector, major collector, minor arterial, and principle arterial streets. CALUTS, however, identifies streets as neighborhood connectors, collectors, and regional arterial roadways. The TSP outlines the street classification and descriptions that should be amended in CALUTS to be consistent with the TSP.

- 1.5 The Albany Parks and Recreation Master Plan indicates numerous pedestrian and bicycle corridors. Generally the corridors correspond with existing or future streets contained in the TSP. It should be noted that topography makes it difficult to construct a pedestrian/bicycle way along the alignment of proposed trail (T2) between Hwy 20 and Gibson Hill Road.

CONCLUSIONS

- 1.1 This criterion is met because the TSP is consistent with the goals and policies of the Comprehensive Plan, the statewide planning goals, and relevant area plans adopted by the City Council, as stated in findings of fact above.

(2) A legislative amendment is needed to meet changing conditions or new laws.

FINDINGS OF FACT

- 2.1 The Albany Comprehensive Plan, and specifically Goal 12: Transportation was last updated in 1985-1987. Since that time, the characteristics of Albany's transportation system have changed and the amount of traffic each element of the system must accommodate has changed. The TSP identifies these changes and proposed improvements to the transportation system that are intended to better accommodate existing and future demand.
- 2.2 The TSP finds that, between 1994 and 2015, population is expected to increase 43% and employment is expected to grow by nearly 55%. Based on this growth, year 2015 population and employment are expected to reach 50,300 and 27,400 respectively. With the growth in residents and jobs, traffic will also grow significantly. New demands will be placed on the transportation system.
- 2.3 Oregon Administrative Rules (OAR), Chapter 660, first adopted in 1992, requires that the City prepare and adopt a TSP. The TSP must be consistent with the requirements applicable to a city with a population over 25,000 but not within a Metropolitan Planning Organization area.

CONCLUSIONS

- 2.1 This criterion is met because there has been a change in conditions affecting the operation of Albany's transportation system, and a new Oregon administrative rule requires that the City prepare and adopt a Transportation System Plan.