ORDINANCE NO. 5729

AN ORDINANCE AMENDING ORDINANCE NO. 4477, WHICH ADOPTED THE ALBANY COMPREHENSIVE PLAN, BY ADOPTING THE FEBRUARY 2010 TRANSPORTATION SYSTEM PLAN; BY REVISING TEXT IN CHAPTER 5 OF THE COMPREHENSIVE PLAN; REVISING COMPREHENSIVE PLAN PLATE 12; DELETING COMPREHENSIVE PLAN PLATE 13; ADOPTING FINDINGS; AND DECLARING AN EMERGENCY.

WHEREAS, on August 27, 2009, the Albany City Council and the Planning Commission held a joint work session to discuss a revised Transportation System Plan prepared by City of Albany staff and consultants Kittleson & Associates; and

WHEREAS, on November 16, 2009, the Planning Commission held a public hearing on adoption of the revised Transportation System Plan and related Albany Comprehensive Plan amendments and recommended the City Council adopt the Transportation System Plan and related amendments; and

WHEREAS, Albany Development Code (ADC) Section 1.580, says the Albany City Council may make changes to the Comprehensive Plan by legislative act where such changes affect a large number of persons, properties, or situations and are applied over a large area; and

WHEREAS, on December 9, 2009, the Albany City Council opened a public hearing on adoption of the Transportation System Plan and related Comprehensive Plan amendments, and continued the hearing to January 13, 2010; and

WHEREAS, on January 13, 2010, the Albany City Council held a continued public hearing on adoption of the Transportation System Plan and related Comprehensive Plan amendments and continued the hearing to hear additional testimony on TSP projects L17 and L18, studies S9 and S10, and the text in the first paragraph on page 73 of the TSP; and

WHEREAS, on February 24, 2010, the Albany City Council held a continued public hearing on adoption of the Transportation System Plan and related Comprehensive Plan amendments and voted to approve the revised TSP and related amendments, and adopt this ordinance; and

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

Section 1: The Transportation System Plan, dated February 2010, prepared by City of Albany staff and consultants Kittelson & Associates, is hereby adopted, including the revisions listed on the addenda sheet attached to the staff report as Attachment #1; the revisions attached to the staff report as Attachments #8 and #9; and the revisions referenced in the memo from staff to the City Council dated February 17, 2010, for the February 24, 2010, City Council Meeting and attached to the memo as Attachments A, B, C, and D. The staff report and memo are attached to this ordinance as Exhibit A and Exhibit B.

Section 2: The existing text in Comprehensive Plan Chapter 5: Transportation, pages 5-1 through 5-7 is deleted and replaced with revised text. The text that will be deleted is included with the staff report as Attachment #3. The text that will replace the deleted text is included with the staff report as Attachment #4.

Section 3: Existing Comprehensive Plan Plate 12, Master Street Plan is deleted and replaced with the Roadway Functional Classification Map included in the new TSP. The plate that will be deleted is

attached to the staff report as Attachment #5. The new Functional Classification Map that will be the new Plate 12 is attached to the staff report as Attachment #6.

Section 4: Existing Comprehensive Plan Plate 13, Master Bikeways Plan is deleted. A new Planned Bicycle and Pedestrian Improvements map is included in the TSP (Figure 7-5, page 79). The plate that will be deleted is attached to the staff report as Attachment #7.

Section 5: The Findings of Fact and Conclusions included in the staff report are adopted in support of the City Council decision.

Section 6: Emergency Clause. Inasmuch as this ordinance is necessary for the immediate preservation of the peace, health, and safety of the citizens of the City of Albany, an emergency is hereby declared to exist. This ordinance will be in full force and effect immediately upon its passage by the Council and approval by the Mayor.

Passed by the Council: Feb 24, 2010

Approved by the Mayor: Feb 24, 2010

Effective Date: Feb 24, 2010

ATTEST:

Mayor

Deputy City Clerk

Exhibit A

TO: Albany City Council

VIA: Wes Hare, City Manager
Greg Byrne, Community Development Director
Diane Taniguchi-Dennis, P.E., Public Works Director

FROM: Don Donovan, Planning Manager DOH.
Jeni Richardson, P.E., Civil Engineer III JRW
Ronald G. Irish, Transportation Systems Analyst

DATE: February 17, 2010, for the February 24, 2010, City Council Meeting

SUBJECT: File CP-02-09, Adoption of TSP and Related Comprehensive Plan Amendments

Action Requested:

Hold a public hearing on TSP projects L17 and L18, studies S9 and S10, and the text in the first paragraph on page 73 of the TSP.

Adopt the attached ordinance that will approve Comprehensive Plan amendments, including the revised Transportation System Plan (TSP) and related revisions.

If there is additional testimony at the hearing that is not adequately addressed in the staff report findings, we may have to write additional findings and come to the next City Council meeting for adoption of the ordinance.

Discussion:

Background: On December 9, 2010, the City Council opened a public hearing on the Comprehensive Plan amendments referenced above, and continued the hearing to the January 13, 2010, City Council meeting. At the January 13, 2010, meeting, the City Council heard public testimony and passed a resolution to adopt the proposed amendments, except for projects L17 and L18, studies S9 and S10, and the text in the first paragraph on page 73 of the TSP.

Projects L17 and L18 relate to the proposed extension of Expo Parkway north of Knox Butte Road. Studies S9 and S10 relate to the study and reconstruction of the Knox Butte Road and Santiam Highway freeway interchanges on Interstate 5. A particular concern was raised about routing traffic from Airport Road to South Shore Drive. The City Council decided to continue the hearing for discussion of the two projects, but a date for the continued hearing was not set. Council directed staff to have additional meetings and discussions about the two projects with citizens before a date for the continued hearing was set.

Additional Meetings with Citizens: Between the January 13th City Council hearing and the February 24th hearing, staff held group and individual meetings with people interested in the two projects. Over 230 notices were mailed for a neighborhood meeting held on February 3rd to discuss the Expo Parkway versus Timber Street alignment options. One-on-one conversations occurred by email, at City Hall and at the ODOT-sponsored open house on January 26, 2010, to resolve the Airport Road/Santiam Highway/South Shore Drive concerns.

At a City Council work session on February 8, 2010, staff provided to the Council a verbal report on the results of the meetings and discussions about the two projects.

Topics for the February 24, 2010, Public Hearing: Testimony at the February 24, 2010 hearing will be limited to discussion of the two projects discussed above and listed below:

1. TSP projects L17 and L18 related to the proposed extension of Expo Parkway or Timber Street north of Knox Butte Road; and

2. TSP studies S9 and S10, and the text in the first paragraph on page 73 of the TSP related to the study and reconstruction of the Knox Butte Road and Santiam Highway freeway interchanges on Interstate 5 and traffic on South Shore Drive.

Staff Recommendations:

1. Retain the Expo Parkway option to serve the Century Drive traffic and the regional commercial area. Develop a new Timber Street option to serve the future residential properties to the north. This requires modification of projects L18, L25, and L21. The modifications are shown on Attachments A, B, and C attached to this memo. No changes will be needed to project L17.

2. Retain the S9 and S10 project sheets with no changes and modify the first paragraph on page 73 of the TSP as shown on Attachment D of this memo.

Revised TSP on the City's Web Site: A revised version of the TSP now dated February 2010 that incorporates the recommendations from the January 13.2010, public hearing and the staff recommendations listed above is available for review on the City's web site at www.cityofalbany.net/tmp. Following adoption, the TSP will be posted on the City's web site and will also be available for public distribution on CDs for a nominal fee.

Budget Impact:

None.

Timber Street Extension to Somerset Avenue

Project #: L18

~~**Expo Parkway Extension (north of Dunlap)**~~

Description: ~~Extends Expo Parkway north from the intersection with Dunlap Avenue extension to Somerset Avenue. Project cost assumes ROW will be dedicated.~~

Extends Timber Street north from the intersection with Knox Butte Road to Somerset Avenue. For that portion of the road through single family residential (dashed) will have on-street parking instead of bike lanes, ROW will be dedicated, and the exact alignment will be determined with site plan review.

Category:	**Classification:**	**Agency Coordination:**	**Time Frame:**
New Road or Alignment	Minor Collector		Long-term

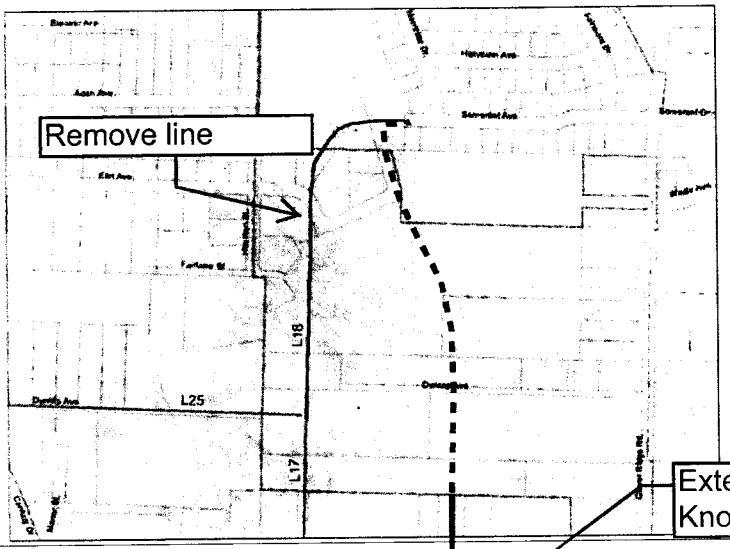
Project Costs:	Const./Eng.	ROW	Other	**Total Cost**	*SDC Eligible:*
	~~$1,169,000~~	$0	$0	~~$1,169,000~~	*100%*

Recalculate cost

Project Goals Met:

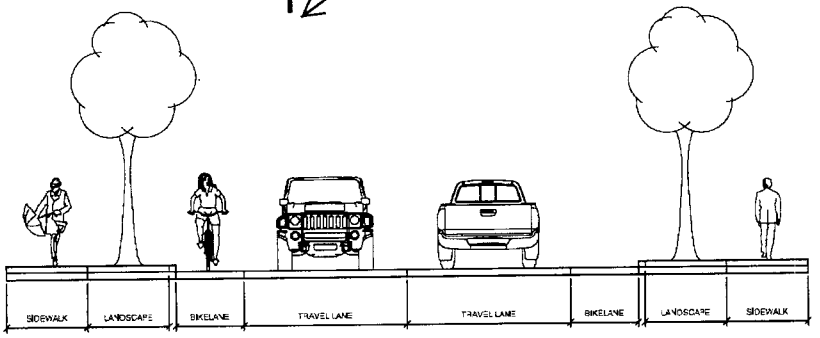
Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☑	☑	☐	☐	☑	☐

Project Location:



Related Projects:
L17, L25, L39, S9

Illustrative Section:



Project #: L21	Knox Butte Road Widening

Description: Widens Knox Butte Road to five lanes eastbound from I-5 to Clover Ridge Road. Includes bike lanes, sidewalks, curb, and gutter on both sides of the roadway. Right-of-way acquisition will occur in the short-term (and be 100% SDC eligible) with construction occuring in the long-term. Alternative access to the RV Park located on Expo Parkway, potentially to access Knox Butte Road, should be considered as traffic volumes on Expo Parkway increase.

Final design should mitigate access and driveway impacts to the houses that remain

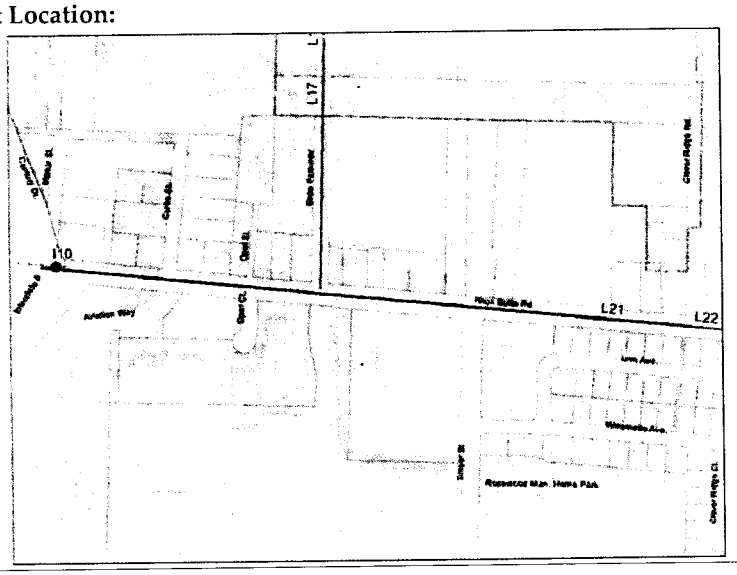
Category:	Classification:	Agency Coordination:	Time Frame:
Add Lane(s) / Urban Upgrade	Minor Arterial		ROW - Short-term, Construction - Long-term

Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	$3,169,000	$228,000	$1,250,000	**$4,647,000**	60%

Project Goals Met:

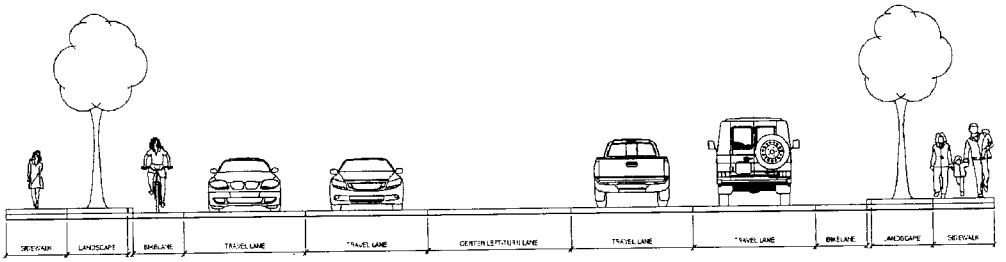
Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☐	☑	☑	☐	☑	☑

Project Location:



Related Projects:
I10, L17, L22, L25, L39, S9

Illustrative Section:



Project #: L25	Dunlap Avenue Extension

Description: Improve and extend Dunlap Avenue east to the intersection with Expo Parkway extension. Project cost assumes ROW will be dedicated.

Exact alignment to be determined with site plan review. Cost estimate is for route A.

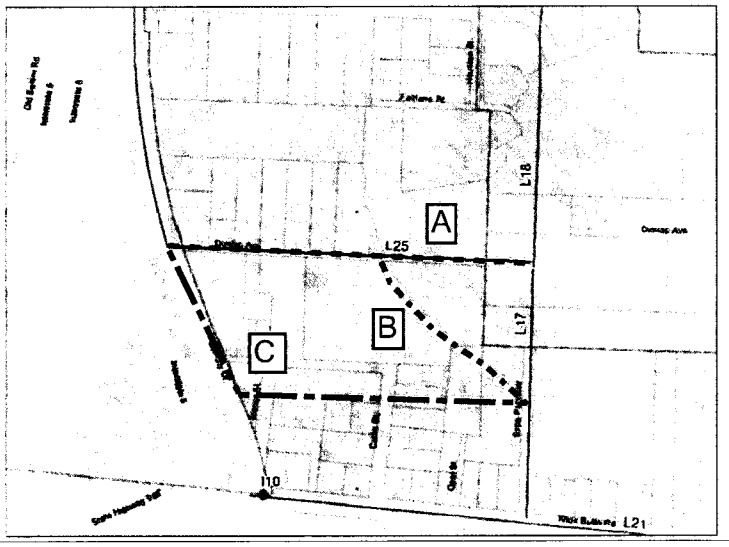
Category:	Classification:	Agency Coordination:	Time Frame:
New Road or Alignment	Major Collector		Long-term

Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	$1,045,000	$0	$0	**$1,045,000**	*100%*

Project Goals Met:

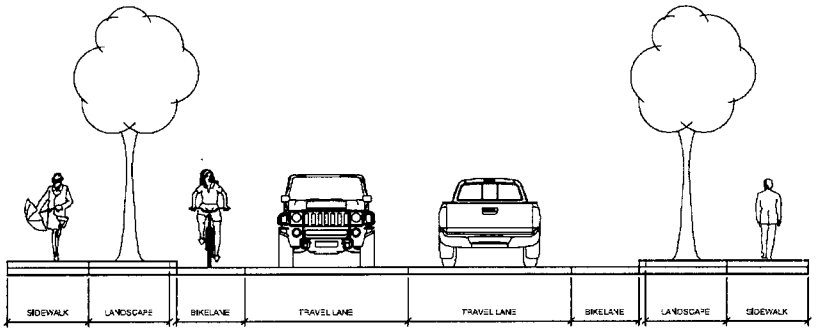
Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☑	☑	☐	☐	☑	☐

Project Location:



Related Projects:
L17, L18, L39, I10, S9

Illustrative Section:

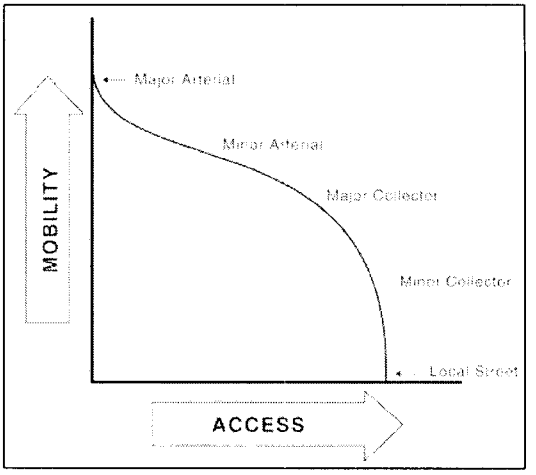


I-5 at US 20 and OR 99E

The I-5 interchanges with US-20 and OR-99E are undergoing refinement planning as part of the I-5: South Jefferson Interchange to Santiam Interchange Environmental Assessment. This is an ODOT project to meet state and federal requirements. The City of Albany is participating in the project, a portion of which includes development of Interchange Area Management Plans (IAMPs) for the two interchanges. Oregon Administrative Rule 734-051-0155 calls for preparation of IAMPs for new interchanges and for significant modifications to existing interchanges, and OAR 731-015-0075 requires that changes to comprehensive plans needed to construct a highway project must be adopted by affected local governments before any phase of a project can be constructed. The IAMPs will be developed between the draft and final environmental documents. ODOT will ultimately ask Albany to review and adopt the portions of the IAMPs into its Comprehensive Plan and Development Code that are identified as needed to protect the development and operation of the interchanges. The City Council will go through a public process to review and consider adoption of the IAMP. It is the recommendation of this City Council that the IAMP not incorporate interchange designs that would redirect highway and commercial traffic through existing residential neighborhoods (e.g. the South Shore Drive neighborhood). Controlling traffic on residential streets is within the jurisdiction of the City of Albany. Figures 5.1-2 and 5.2-2 in ODOT's February 2008 "Albany I-5 Corridor Refinement Plan and Existing Environmental/Cultural Features" are part of the TSP until the Albany I-5 Corridor Refinement Plan is completed and adopted by the City of Albany. These two figures do not show specific locations where existing roads will be terminated or the specific location of road extensions. Albany's future contribution to the local implementation of these plans is acknowledged in the TSP and identified in the project map and prospectus sheets as Projects #S9 and #S10.

FUNCTIONAL CLASSIFICATION PLAN

The purpose of classifying roadways is to create a mechanism through which a balanced transportation system can be developed that facilitates mobility for all modes of transportation as well as access to adjacent land uses. A roadway's functional classification determines its intended purpose, the amount and character of traffic it is expected to carry, the degree to which non-auto travel is emphasized, and the roadway's design standards and overall management approach. It is imperative that a roadway's classification considers the adjacent land uses and the transportation modes that should be accommodated.



The functional classification plan for the City of Albany is shown in Figure 7-4. The functional classification plan incorporates four functional categories: interstate, arterials (principal and minor), collectors (major and minor), and local streets. The design of arterial and collector streets with the same functional classification should vary based on a several factors including: adjoining land uses, volume, access, and speed.

Community Development Department

333 Broadalbin Street SW, P.O. Box 490
Albany, OR 97321

Phone: 541- 917-7550 Facsimile: 541-917-7598
www.cityofalbany.net

STAFF REPORT
Comprehensive Plan Amendment

HEARING BODY	CITY COUNCIL
HEARING DATE	Wednesday, February 24, 2010
HEARING TIME	7:15 p.m.
HEARING LOCATION	Council Chambers, Albany City Hall, 333 Broadalbin Street SW

GENERAL INFORMATION

DATE OF REPORT:	February 17, 2010
FILE:	CP-02-09
TYPE OF APPLICATION:	Amendments to the Albany Comprehensive Plan that will revise the text of Chapter 5: Transportation and adopt the Albany Transportation System Plan, dated February 2010, as a supporting document to the Comprehensive Plan.
REVIEW BODY:	City Council
STAFF REPORT PREPARED BY:	Don Donovan, Planning Manager
APPLICANT:	City of Albany; PO Box 490; Albany, OR 97321
APPLICANT REP:	Jeni Richardson; City of Albany Public Works Department, Engineering Division; PO Box 490; Albany, OR 97321
PRIOR HISTORY:	The current Transportation System Plan was adopted by the City Council in 1997.

NOTICE INFORMATION

A Notice of Public Hearing was published in the Albany Democrat-Herald on November 4, 2009. On November 6, 2009, a Notice of Public Hearing was mailed to people on the Planning Division's list of people who are typically interested in changes to planning documents, and emailed to the list of people who had participated in previous meetings on the TSP and asked to be included on the email list. The notices identified December 9, 2009, as the City Council hearing date. At the December 9, 2009, City Council meeting, the Council opened the public hearing and continued it to the January 13, 2010, meeting.

At the January 13, 2010, City Council meeting, the Council heard public testimony and passed a resolution to adopt the proposed amendments, except for projects L-17 and L-18 (Expo Parkway), studies S-9 and S-10 (Airport Road/Santiam Highway), and the text on page 73 of the TSP (Airport Road/Santiam Highway). The Council and staff agreed that the hearing would be continued for discussion of those projects, but a date for the continued hearing was not set. Between January 13, 2010, and February 24, 2010, staff held a neighborhood

meeting on the Expo Parkway project and had individual discussions with people interested in the Airport Road/Santiam Highway studies and project.

After the Expo Parkway neighborhood meeting and the Airport Road/Santiam Highway discussions, the hearing date was set for February 24, 2010. A Notice of Public Hearing for the February 24, 2010, hearing was mailed out on February 12, 2010.

PLANNING COMMISSION PUBLIC HEARING

On November 16, 2009, the Planning Commission held a public hearing on the proposed Comprehensive Plan amendments. Two citizens testified in relation to the proposed amendments, specifically about projects included in the TSP. Planning Commissioners also discussed two other projects.

Bob Scheler testified that he thinks Timber Street should be extended north instead of Expo Parkway. Projects L17 and L18 (in Appendix E, "Roadway Links" section of the TSP) show Expo Parkway should be extended north. The Planning Commission decided to recommend to the City Council that Timber Street be extended north instead of Expo Parkway. An owner of property at Knox Butte Road and Century Drive has written a letter to us that expresses concern about extending Expo Parkway north instead of Timber Street. The letter is attached to this staff report as Attachment #10. The Engineering staff scheduled time at the December 7, 2009, City Council work session to discuss the implications of this recommendation with the City Council. Staff explained why the choice was to extend Expo Parkway instead of Timber Street at the January 13, 2010, City Council public hearing.

Tara Gaitaud testified that she thinks the bicycle and pedestrian path shown as project M5 (in Appendix E, "Multiuse Bike/Ped" section of the TSP) a "medium-term" project should be a "short-term" project instead. She thinks there is a need for the path sooner rather than later. No revisions were agreed upon.

Planning Commissioner Mike Styler mentioned that work is needed at the intersection of Oak Street and Queen Avenue. Oak Street is not aligned at 90 degrees where it intersects Queen Avenue, and Mr. Styler thinks this creates sight-distance problems, especially for people driving south on Oak Street that want to turn left on to Queen Avenue. No revisions were agreed upon.

Planning Commissioners also discussed whether a roundabout was the appropriate solution to traffic congestion at the intersection of Salem Avenue and 3rd Avenue at Main Street (included in Appendix E, "Intersections," as project I1). No revisions were agreed upon.

PLANNING COMMISSION RECOMMENDATION

The Planning Commission made a decision to recommend that the City Council adopt the proposed Comprehensive Plan amendments, with the following revision:

1. Revise Projects L17 and L18 (in Appendix E, "Roadway Links" section of the TSP) to show Timber Street extended north instead of Expo Parkway.

CITY COUNCIL DECISION

[NOTE TO CITY COUNCIL: CHOOSE ONE FROM THE MOTIONS LISTED BELOW.]

MOTION TO APPROVE

If the City Council finds the proposed Comprehensive Plan amendments related to the new TSP are acceptable and that the findings and conclusions in the staff report adequately address any issues raised at the public hearing, the City Council may approve the proposed Comprehensive Plan amendments based on the findings and conclusions of the staff report.

I MOVE that the City Council adopt the ordinance that will APPROVE the amendments to the Albany Comprehensive Plan that will revise the text of Chapter 5: Transportation, and adopt the Albany Transportation System Plan, dated February 2010, as a supporting document to the Comprehensive Plan. The revisions summarized on the addenda sheet dated November 9, 2009, the revisions included in Attachment #8 and #9 in the staff report, and the revisions included in Attachments A, B, C, and D to the memo from staff to the City Council dated February 17, 2010, for the February 24, 2010 City Council meeting, are incorporated in the TSP by reference. This motion is based on the findings and conclusions of the staff report and testimony presented at the public hearing.

OR

MOTION TO DIRECT STAFF TO PREPARE ADDITIONAL FINDINGS FOR APPROVAL

If new information is presented at the public hearing or if the City Council believes additional findings are needed to address issues raised at the public hearing, the City Council may direct staff to prepare additional findings for review at a future meeting. If the additional findings are found to be satisfactory, the City Council would then approve the proposed Comprehensive Plan amendments based on the staff report, testimony at the public hearing, and the additional findings.

I MOVE that the City Council direct staff to prepare additional findings for approval of the amendments to the Albany Comprehensive Plan that will revise the text of Chapter 5: Transportation and adopt the Albany Transportation System Plan, dated February 2010, as a supporting document to the Comprehensive Plan. The revisions summarized on the addenda sheet dated November 9, 2009, the revisions included in Attachment #8 and #9 in the staff report, and the revisions included in Attachments A, B, C, and D to the memo from staff to the City Council dated February 17, 2010, for the February 24, 2010 City Council meeting, are incorporated in the TSP by reference. The additional findings will address *[Note to City Council: Insert appropriate review criteria where you feel additional findings are needed]*. The findings will be brought back to the City Council for consideration at a future meeting.

APPEALS

An appeal of the City Council decision would be to the Land Conservation and Development Commission since the proposed amendments are related to a Periodic Review work task (OAR 660-025-0040).

STAFF ANALYSIS
COMPREHENSIVE PLAN AMENDMENT
FILE CP-02-09

BACKGROUND INFORMATION

Periodic Review: Oregon Revised Statutes (ORS) 197.628(1) says "It is the policy of the State of Oregon to require the periodic review of comprehensive plans and land use regulations in order to respond to changes in local, regional and state conditions to ensure that the plans and regulations remain in compliance with the statewide planning goals adopted pursuant to ORS 197.230, and to ensure that the plans and regulations make adequate provision for economic development, needed housing, transportation, public facilities and services and urbanization."

The City of Albany is currently in periodic review of the Albany Comprehensive Plan. The state Department of Land Conservation and Development (DLCD) has written Oregon Administrative Rules (OAR) that apply to periodic review. DLCD has approved a periodic review work program for the City of Albany under OAR 660-025-0110(4).

Adoption of TSP: OAR 660-012-0015(1) says the City must adopt the TSP as part of the Comprehensive Plan. Work Program Task #4 requires the City to adopt a new Transportation System Plan (TSP). The City began work on an update to the TSP in 2006 and has now completed the update. Copies of the TSP, dated July 2009, were distributed to the Planning Commission and City Council. An addenda sheet that includes revisions that have been made in response to DLCD, Oregon Department of Transportation (ODOT), and City Council comments since July 2009 is attached to this staff report as Attachment #1. The pages that have been revised are attached as Attachment #2. Additional revisions have been made since the Planning Commission meeting - those revisions are attached to the staff report as Attachment #8 and Attachment #9. More recent revisions were made between the January 13, 2010, hearing and the February 24, 2010 continued hearing. Those revisions are attached to a cover memo to the City Council dated February 17, 2010, for the February 24, 2010 City Council Meeting. The attachments are designated Attachments A, B, C, and D. A new version of the TSP dated February 2010 that includes all of the revisions listed above has been posted on the City's web site. This is the version of the TSP that will be adopted by the City Council.

Citizen Involvement: OAR 660-025-0080 says the City must use its acknowledged or otherwise approved citizen involvement program to provide adequate participation opportunities for citizens and other interested persons in all phases of the local periodic review. The City's acknowledged citizen involvement program, included in Albany Development Code (ADC) Section 1.580, says the Albany City Council may make changes to the Comprehensive Plan by legislative act where such changes affect a large number of persons, properties, or situations and are applied over a large area.

Review Process: ADC 1.590 says the review of legislative actions, such as amendments to the Comprehensive Plan, are done in accordance with the Type IV land use process (described in ADC 1.370). The requirements for notice and hearings on proposed amendments are set out in ADC 1.600 - 1.660. The Type IV land use process includes hearings before the Planning Commission and City Council. Hearings before the Planning Commission and City Council have been held.

Comments from ODOT on the TSP: On November 5, 2009, as Planning staff was finalizing the staff report that went to the Planning Commission, the Engineering staff received a letter with final comments on the TSP from ODOT. The letter is attached to this staff report as Attachment #8. Staff addressed ODOT's comments at the Planning Commission hearing. Six project sheets included in the TSP were revised to address some of the ODOT comments. With this City Council staff report, we have attached the six project sheets revised in response to ODOT comments behind the ODOT letter in Attachment #8. The revised sheets will be included in the TSP if the City Council approves them. Here is information on those revised project sheets:

Project S2: Hwy 20 Corridor and Downtown Refinement Plan. The description was clarified that the analysis should go all the way to Interstate-5.

Project I24: OR99E/Waverly Avenue and Project I26: US 20/Waverly Drive. These two intersections are among the most congested in the city. A southbound, right turn lane has been added to project I24 and an additional northbound through lane has been added to I26 to provide more capacity. A disclaimer was added to each project that we would look at this capacity improvement in the event of redevelopment of the impacted parcels.

Project I14 and Project I28: OR99E/34th Ave. This intersection used to have I14 and I28 improvements that have been combined to a new I14 project sheet. A new I28 improvement will install a second southbound left-turn lane from the highway onto 34th Avenue.

Project I40: OR99E/53rd Avenue. This new intersection project provides a second southbound left-turn from the highway to 53rd Avenue.

Additional Project Sheet Revisions: Engineering staff has also revised four other sheets since the July 2009 version of the TSP was distributed to the City Council. These four sheets are attached to this staff report as Attachment #9. The revised sheets will be included in the TSP if the City Council approves them. Information on the revised sheets is as follows:

Project L21: Knox Butte Road Widening. A comment was added that "alternative access to the RV Park located on Expo Parkway should be considered as traffic volumes on Expo Parkway increase." This was addressed during neighborhood meetings that occurred months ago where a concern was raised about large RVs mixing with traffic from the commercial property to the west on Expo Parkway. While analysis indicated that Expo Parkway was adequate for the expected traffic, it was noted that additional access to the RV Park's easterly boundary from the signal at Timber should be considered to provide an additional location for large RVs to gain access to Knox Butte Road.

Project M4: South Waterfront Trail. This project was modified to eliminate the path link from the dead end of Oak Street to the west end of Bowman Park. This part of Project M4 had severe constraints with a steep grade, was not popular with residents where the trail would be constructed, and the Parks Department was not particularly interested in making this connection.

Project Maps: Figures 7-1 and 7-5. These maps from the draft TSP are reproduced in 11-inch x 17-inch format. They include all changes in the October 2009 version of the TSP, but do not include the project modifications in staff report Attachments #8 and #9.

Additional Revisions Included After January/February Meetings and Discussion with Citizens.

At the January 13, 2010, City Council continued hearing, the Council directed staff to meet with people who raised concerns at the continued hearing about TSP projects L17 and L18, studies S9 and S10, and the text in the first paragraph on page 73 of the TSP. Between the January 13th City Council hearing and the February 24th hearing, staff held group and individual meetings with people interested in the two projects. Over 230 notices were mailed for a neighborhood meeting held on February 3, 2010, to discuss the Expo Parkway versus Timber Street alignment options. One-on-one conversations occurred by email, at City Hall and at the ODOT-sponsored open house on January 26, 2010, to resolve the Airport Road/Santiam Highway/South Shore Drive concerns. Revisions to TSP projects L18, L25, and L21, and the text in the first paragraph on TSP page 73 are proposed. The proposed revisions are attached to the cover memo that precedes this staff report (Attachments A, B, C, and D of the memo).

Submittal to DLCD: OAR 660-025-0130 requires the City to submit completed work tasks to DLCD. The TSP will be submitted to DLCD after it is adopted by the City Council.

PROPOSED COMPREHENSIVE PLAN AMENDMENTS

The proposed amendments to the Comprehensive Plan will:

1. Adopt the Albany Transportation System Plan, dated February 2010, as a supporting document to the Comprehensive Plan (the February 2010 version of the TSP includes the changes listed on the addenda sheet, Attachment #1; the revisions found on Attachments #8 and #9; and Attachments A, B, C, and D to the memo from staff to the City Council dated February 17, 2010, for the February 24, 2010, City Council Meeting. The February 2010 version of the TSP is available on the City's web site at www.cityofalbany.net/tmp).

2. Delete the text in Comprehensive Plan Chapter 5: Transportation, pages 5-1 through 5-7. Replace the deleted text with revised text. The text that will be deleted is attached as Attachment #3. The text that will replace the deleted text is attached as Attachment #4.

3. Delete Comprehensive Plan Plate 12, Master Street Plan. Replace the deleted plate with the Roadway Functional Classification Map included in the new TSP. The plate that will be deleted is attached as Attachment #5. The new Functional Classification Map that will be the new Plate 12 is attached as Attachment #6. It is important to include this map in the Comprehensive Plan because identifying streets by class and function is the most basic element of defining how Albany's transportation system works. Each class in the classification hierarchy (arterial, collector, local) functions differently and serves a different type of land use.

4. Delete Comprehensive Plan Plate 13, Master Bikeways Plan. A new Planned Bicycle and Pedestrian Improvements map is included in the TSP (Figure 7-5, page 79). The plate that will be deleted is attached as Attachment #7.

REVIEW CRITERIA

The Albany Development Code (ADC) includes 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

Statewide Planning Goals

1.1 The TSP references Oregon Revised Statutes (ORS) and Oregon Administrative Rules (OAR) that apply to how the TSP is written and explains how the Albany TSP complies with the applicable ORS and OAR sections (TSP, page 2 and 3).

1.2 Goal 1: Citizen Involvement. "To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process." OAR 660-025-0080 says the local government must use its acknowledged or otherwise approved citizen involvement program to provide adequate participation opportunities for citizens and other interested persons in all phases of the local periodic review. OAR 660-025-0080(b) says citizens and interested persons must have the opportunity to comment in writing or present comments orally at one or more hearings on a periodic review work task.

Planning for the TSP update began in late 2004. Field data collection and conversations with residents and other stakeholders began in 2006. A total of about 50 meetings were held on the TSP prior to taking the completed document to the Planning Commission on November 16, 2009, for a recommendation to the City Council on adoption. The meetings leading up to the Planning Commission hearing included a variety of groups and individuals. A complete list of the meetings that were held is included in the TSP in Appendix B. The meetings included presentations to neighborhood groups, civic groups such as the Chamber of Commerce, home builders, City Council, and a joint City Council/Planning Commission work session. Notice was also given to DLCD representatives and ODOT representatives and they attended many of the meetings.

Notice of the meetings was provided in the local newspaper (Albany Democrat-Herald), on the City's website, and by regular mail and e-mail to people who expressed interest in the project. The notification list as of November 2009 includes about 168 people and groups. Notices of the Planning Commission and City Council hearings were provided to the same people and groups.

At the January 13, 2010, City Council continued hearing, the Council directed staff to meet with people who raised concerns at the continued hearing about TSP projects L17 and L18, studies S9 and S10, and the text in the first paragraph on page 73 of the TSP. Between the January 13th City Council hearing and the February 24th hearing, staff held group and individual meetings with people interested in the two projects. Over 230 notices were mailed for a neighborhood meeting held on February 3rd to discuss the Expo Parkway versus Timber Street alignment options. One-on-one conversations occurred by email, at City Hall and at the ODOT-sponsored open house on January 26, 2010, to resolve the Airport Road/Santiam Highway/South Shore Drive concerns. Revisions to TSP projects L18, L25, and L21, and the text in the first paragraph on TSP page 73 are proposed. The proposed revisions are attached to the cover memo that precedes this staff report (Attachments A, B, C, and D of the memo).

Attendees at the Expo Parkway neighborhood meeting discussed transportation options for serving land north of Knox Butte Road. The community voiced support for using Expo Parkway to serve the Century Drive traffic and the regional commercial area and using a new Timber Street link to serve the future residential properties to the north. This combination of projects is a safe and efficient solution that avoids routing commercial traffic through a residential neighborhood.

Individual discussions with people interested in the freeway interchange projects were held at City Hall and at the ODOT open house for the Interstate-5 Environmental Assessment. The primary concern was the potential that traffic from Airport Road near Santiam Highway might be directed onto street(s) west of Airport Road. To address this concern, a statement was added that this current City Council will not support an interchange area management plan (IAMP) that redirects highway and commercial traffic through existing residential neighborhoods (e.g., the South Shore Drive neighborhood). This statement recognizes Albany's desire to preserve neighborhood quality.

1.3 Goal 2: Land Use Planning. "To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions."

The TSP will be adopted by the City Council as a supporting document to the Albany Comprehensive Plan. The TSP will be used to guide the planning, design, and construction of all transportation facilities in Albany.

1.4 Goal 9: Economic Development. "To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens."

Transportation systems support economic development by providing the means of transporting goods and people to and from the locations of manufacturing and other business centers throughout the city. The

vision for Albany's transportation system is "a safe, diversified, and efficient transportation system that serves the needs of anticipated growth while protecting and enhancing Albany's economy, neighborhood quality, and natural and build environment" (TSP, page 8). The TSP includes goals and objectives that will be included in the Comprehensive Plan text. For example, Goal 4 is "Provide a transportation system that balances financial resources with community livability and economic vitality. (The revised text is attached to this staff report as Attachment #4.)

1.5 Goal 12: Transportation. "To provide and encourage a safe, convenient and economic transportation system."

OAR 660-12-0015 through OAR 660-12-0040 describe the elements that must be included in a TSP.

Each of these elements is addressed in the Albany TSP as described in the TSP (TSP, Appendix A, Table 1).

OAR 660-12-0045 describes how the TSP is to be implemented. OAR 660-12-0045 says "Each local government shall amend its land use regulations to implement the TSP."

The City's land use regulations are included in the Albany Development Code (ADC). The ADC was reviewed upon completion of the TSP update to determine if immediate revisions/amendments were needed to implement the TSP. It was found that immediate revisions/amendments to the ADC are not necessary to implement the TSP. For example, "The street design standards in Article 12 of the Albany Development Code were reviewed as part of the TSP update process. No specific changes, other than those noted on page 81, were identified as being necessary" (TSP, page 75).

The TSP (page 81) says:

"...the City Council has identified the following updates to the Albany Development Code or Engineering Design Standards that they intend to address:

- Update signal spacing standards and roadway spacing standards for collectors and arterials
- Include roadway operations standards
- Encourage infill growth
- Pursue a system-wide wetland mitigation bank
- Update arterial and collector street design standards
- Consider requirements for meandering streets
- Update access standards to arterial and collector streets
- Update parking standards on residential streets

Staff evaluation and the Planning Commission and the City Council consideration of these changes will be scheduled beginning in April 2010.

As noted in Findings 1.2 above, citizens raised concerns at the January 13, 2010, continued hearing about TSP projects L17 and L18, studies S9 and S10, and the text in the first paragraph on page 73 of the TSP. Projects L17 and L18 relate to the proposed extension of Expo Parkway north of Knox Butte Road. Studies S9 and S10 relate to the study and reconstruction of the Knox Butte Road and Santiam Highway freeway interchanges on Interstate 5. A particular concern was raised about routing traffic from Airport Road to South Shore Drive. Staff held group and individual meetings with people interested in the two projects. City staff reported to the City Council at a February 8, 2010, work session on the results of the meetings and other discussions. At the February 24, 2010, continued public hearing, the City Council discussed proposed revisions to TSP projects L18, L25, and L21, and the text in the first paragraph on TSP page 73. The Council concluded that the revisions should be made as recommended by staff.

Goals and Policies of the Comprehensive Plan

1.6 Goal 1: Citizen Involvement. "Ensure that local citizens and other affected groups, neighborhoods, agencies, and jurisdictions are involved in every phase of the planning process." Policies intended to implement this goal follow in the Comprehensive Plan (Comprehensive Plan, page 9-3).

See the discussion under the statewide goals above about how citizen involvement has been incorporated in the TSP update process (Findings 1.2).

1.7 Goal 2: Land Use Planning. "Undertake Periodic Review and Update of the Albany Comprehensive Plan to ensure the Plan..." Policies intended to implement this goal follow in the Comprehensive Plan (Comprehensive Plan, page 9-7).

See the discussion under the statewide goals above about how adopting the new TSP will promote efficient and effective land use planning (Findings 1.3).

1.8 Goal 9: Economic Development. "Enhance the value and diversity of Albany's economy through building on Albany's status as a regional center of manufacturing, retail services, finance, health care, tourism, and government; creating a readily identifiable downtown core that is unique and vibrant with a mixture of entertainment, housing, specialty shops, offices, and other commercial uses; and achieving a healthy balance of housing and jobs." Policies intended to implement this goal follow in the Comprehensive Plan (Comprehensive Plan, page 3-1).

See the discussion under the statewide goals above about how adopting the new TSP will further economic development (Findings 1.4).

1.9 Goal 12: Transportation. "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 intended to implement this goal follow in the Comprehensive Plan (Comprehensive Plan, page 5-6).

The Albany Comprehensive Plan currently includes Goals, Policies, and Implementation Measures related to Goal 12: Transportation. The purpose of updating the TSP is to address changes that have occurred since the last TSP was adopted in 1997. Part of the update will include revisions to the text in Comprehensive Plan Chapter 5, which includes Goal 12: Transportation. New goals and policies are included in the revisions. (The revised text is attached to this staff report as Attachment #4.)

See further discussion under the statewide goals above how adopting the new TSP will implement the goals and policies of the Comprehensive Plan regarding transportation (Findings 1.5).

Relevant Area Plans Adopted by the City Council

1.10 The City Council has not adopted area plans for Albany. Several refinement-type plans have been done, but the practice has been to implement the plans by adopting new Comprehensive Plan Map and Zoning Map designations and Comprehensive Plan text changes, and amendments to the Albany Development Code.

For example, the Town Center Plan (File CP-03-95), the Balanced Development Patterns project (File CP-01-02), and the North Albany Refinement Plan (File CP-02-03) were all implemented this way.

CONCLUSIONS

1.1 Adoption of the TSP 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.

1.2 This review criterion is met.

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

FINDINGS OF FACT

2.1 The most recent version of the TSP was adopted in 1997 (File CP-04-97). Since that time the population of Albany has grown from about 38,000 people to about 49,000 people. (Source: Portland State University Center for Population Research and Census).

The TSP addresses transportation needs out to the year 2030. The TSP uses an estimate of 63,820 people for Albany's population in 2030. The 2030 projection was developed by creating a straight-line growth assumption from the 2020 projected population coordinated with Linn and Benton Counties to 2030 based on the average growth rate of 1.51 percent per year between 1997 and 2020. A similar method was used to project growth in employment and households.

2.2 The methodology used to prepare the TSP included creating an inventory of existing transportation facilities and projecting changes in future demand for these facilities (e.g., streets, sidewalks, bikeways). This approach provides the method by which changing conditions are identified (TSP, page 6).

2.3 The TSP then includes future plans for street, bicycle, and pedestrian networks throughout the city.

2.4 The Most Likely Land Use Concept (Alternative #4) used in the model to project future traffic impacts for the TSP includes assumptions about three areas in the Urban Growth Boundary where Comprehensive Plan Map and Zoning Map amendments are expected in the future. These three areas are: 1) expansion of the Regional Commercial site at the northeast corner of Century Drive and Knox Butte Road by approximately 4 acres; 2) re-zoning from residential single-family to office professional the "hospital property" located east of Interstate 5, north of Santiam Highway (U.S. Highway 20); and 3) annexation and adoption of city Comprehensive Plan Map and Zoning Map amendments for the property included in the South Albany Refinement Plan (formerly Oak Creek Refinement Plan) area. These three areas are identified and discussed in the TSP under the heading Forecast Growth, in Table 5-3 titled Comprehensive Plan and Zoning Map Change Assumptions (TSP, pages 35-37 and in Appendix C).

Because these future land use changes have been assumed in future year travel demand modeling for the TSP, an additional Transportation Planning Rule (TPR) analysis under OAR 660-12-0060 will not be necessary when any of these land use map amendments are made in the future.

2.5 Oregon Revised Statues and Oregon Administrative Rules that apply to TSP's have been revised in some places between 1997 and now.

CONCLUSIONS

2.1 Revisions to the TSP and adoption of the TSP are necessary to meet changing conditions and new laws.

2.2 This review criterion is met.

Changes since the Joint PC/CC Work Session that are incorporated into the October 2009 Draft TSP

Site	Description
All figures	Remove the "Update" reference from the title block of all figures.
Pg 2, Par 1	"This plan will be adopted as a supporting document to ~~into~~ the Comprehensive Plan
Pg 2, Par 2	"The Oregon Revised Statues ....Plan land uses and must also...."
Pg 2, Par 3	""....a Transit Master Plan is being developed and when completed will ~~be adopted into~~ become part of the TSP ~~as a separate document~~; therefore, ..."
Pg 3, Par 4	"In addition to these meetings, ... ~~and~~ were held at key junctures...."
Pg 3, Par 4	"In addition, two neighborhood meetings were held to ....."
Pg 3, Par 6	"The City of Albany~~, Oregon~~ is located in...."
Pg 6, Par 2	Spell out "urban growth boundary (UGB)" in the last sentence since this is the first time used. State that a detailed financial plan will be presented as a separate document.
Pg 8, Bul 1	Add a period at the end of the first bullet
Pg 9, Par 1	Under a no-plan and no-build scenario out to the future year 2030, ..."
Pg 9, Par 2	"The Transportation System Plan is the instrument ~~vehicle~~ to analyze, ...".
Pg 9, Bul 3	"*Ease of mobility;* through volume-to-capacity (v/c) ratios and delay (level-of-service, LOS) for..."
Pg 10, end	"Each of these planned ..... over a no-build option, ..."
Fig 3-1	Add street names. Change "Grand Prairie" to red (Albany). Change Ellingson, Lochner, and Columbus in the southern area to red (Albany). Add local street "7 Mile Lane" in light gray.
Pg 27, bullets	Add v/c standard to each bullet. 0.75, 0.85, 0.85.
Pg 31	Add footnote to Table 4-3 that the 2008 SPIS Table is in Appendix X.
Table 5-1	Change Row 7 Project Name: OR 99E, from ~~Geary~~ Chicago Street to SPRR. Change Row 7 Description: Signing, changes to travel lanes, and access management components
Table 5-2	Add footnote to clarify that the 2030 projections were based on a straight-line growth assumption from the 2020 coordinated population projection (and a similar method for employment and households.
Pg 36	Include new paragraph "None of the land use alternatives resolve future problems on the existing street system. On the state system in particular, this is primarily due to the influence of trips that pass through Albany without an origin or destination in Albany (such as traffic traveling on Highway 20 from the Corvallis area to I-5)."
Pg 38, Par Last	Add page number: "Intersection demand-capacity analysis was conducted .... (presented in Section 6, page 48)..."
Pg 39	Before the sentence that starts "Once Albany is designated as a MPO...", insert new sentence "The applicable performance standard on the highway system in Albany may change in the event Albany is designated or included in an MPO."
Pg 45 – 48	Minor modifications to add clarity to roadway & intersection alternative discussion
Pg 48	Add Timber Street to the list of sketches presented.
Table 6-2	Add sources (on page 57 first paragraph in transit commute trips section) to a footnote beneath Table 6-2
Pg 48, 65, 76	State that the project alignments shown in Appendix D, Figure 7-1 and Figure 7-5 are conceptual in nature and subject to modification during design."
Fig 7-1	Update map based on the changes in this summary.
Pg 72	Add statement about the 2004 US-20/ORE 99 Interchange Area Management Plan (IAMP) (see Technical memorandum #1 in the Volume 2 Appendix) that was adopted and remains part of the TSP.

Pg 73	Specify that Figs 5.1-2 and 5.2-2 in ODOT's February 2008 "Albany I-5 Corridor Refinement Plan and Existing Environmental/Cultural Features" document are endorsed as part of the TSP until amended by the current I-5 Corridor Environmental Assessment. Under Functional Classification section (2nd paragraph), add "The design of arterial and collector streets with the same functional classification should vary based on several factors including: adjoining land uses, volume, access, and speed."
Pg 75	Under Intersection Operations Standards, clarify that the ODOT mobility standards for intersections under ODOT jurisdiction are those contained in the Oregon Highway Plan. Under Street Design Standards, state that Article 12 of the Albany Development Code was reviewed and no specific changes other than those noted on page 81 were identified as being necessary.
Table 7-2	Change name of M5 and M6 to "Albany-Corvallis Multiuse Path"
Fig 7-5	Update map to show M5 a medium-term project.
Pg 80	Planned Studies – change reference to Figure 7-1. Add discussion about refinement plans.
Pg 81	Add to list of Albany Development Code considerations: *Consider requirements for meandering streets. *Update parking standards on residential streets. Clarify that City Council has identified this list of updates that they intend to address.
Table 8-1	Update cost table based on cost changes in this summary. Add a footnote to table "Additional details about these projects can be found in Section 7 and on the project prospectus sheets in Appendix E."
Pg 83	State that a detailed financial plan will be presented as a separate document.
Pg 84	Add "and market rates" to end of bullet on Interest on Investments.
Pg 85	Par 2: delete the words "that are assessed and collected at the pump,". Add brief discussion of HB2001 that prohibits cities from enacting or raising fuel taxes between now and 2014. Par 3, 3rd sentence: "Fees are typically assessed by usage (e.g., average ~~number~~ of vehicle trips per...."
Appendix A	Add OAR 660-012-0045 requirements and comments
Appendix B	Add: Review road, bike, & pedestrian costs, priorities, & growth (SDC) eligibility Oct 20, 2008 Council Work Session Oct 21, 2008 North Albany Neighborhood Association Oct 30, 2008 Willamette Valley Homebuilding Association Nov 6, 2008 Albany Area Chamber of Commerce Governmental Affairs Committee Nov 5, 2008 Community Open Houses TSP Adoption Steps & Policies Jan 21, 2009 Council Work Session Project priorities Feb 4, April 13, April 27, May 7, 2009 Council Work Sessions TSP Adoption Process Memo May 11, 2009....Planning Commission Meeting Review Draft TSP July 27, 2009 Planning Commission Meeting Discuss Draft TSP August 27, 2009 Joint Planning Commission-City Council Meeting
Appendix C	Add information from Table 5-3 to the appropriate maps in Appendix C
Appendix D	6.8: Timber Street is misspelled in the title block for Figure 6-8 6.9: The Oak St Extension figure 6.9 is half color and half black and white. 6-10 a-e: Add a note to all the Waverly sketches that the TSP project is new alternative developed after the Open House.
Appendix E	Remove the "update" from the prospectus sheets header. B20, B21: Add sentence to descriptions "This project is contingent upon ODOT approval,

	inclusion of sharrows in the MUTCD, and the associated guidance in the MUTCD." I9: Add sentence to description "Design of the intersection should allow for right-turns on red for southbound vehicles if feasible." I10: Change description to "If warranted, install an interim traffic signal. This signal may be removed when the intersection is reconstructed by ODOT." I13: Add "install exclusive eastbound right-turn lane on US 20" and adjust costs. I24: Add to description "Install exclusive northbound right-turn lane and overlap signal phasing." Adjust cost. I38: Add new project at Salem Avenue/Geary Street. I39: Add new project at OR 99E/Lyon Street. I8-I9, I12-I14, I20-I31, I37: Update v/c information bubbles L21 & L22: remove underscore from text in description L23 & L24: delete the last sentence in description L26: change Category to Add Lane(s) /Urban Upgrade L30: Modify the description: "Extend Oak Street north from 9th Street to Pacific Boulevard, including sidewalk, curb, gutter, and bike lanes ~~from Pacific Avenue to Queen Avenue~~. Install traffic signals at 9th/Oak and Pacific/Oak. Construct 150-foot northbound right-turn lane on Oak at 9th." Modify the cost. Remove I32 from the map. L33: remove reference to SDC eligibility in description. ROW is assumed to be dedicated. L46: change ROW width in spreadsheet and adjust the ROW cost. L49: add "Project cost assumes ROW for the three-lane section will be dedicated." L52: Correct ROW width in spreadsheet and adjust costs. L55: remove underscore from the SDC text in description L58: Recalculate project cost. Remove I32 from the map. L61: Add to Link Table of Contents. P2, P3, & M12: Add "Installation of pedestrian crossing traffic signals is subject to ODOT approval." S2: Increase cost to $250,000 S3: Cost should be $30,000. S5: Change first sentence of STA description to "Pursue STA status ~~for ODOT mobility standard exemption~~ on US 20 (Ellsworth and Lyons Streets) ~~from 1st through 3rd Avenue~~ due to the downtown location, need to keep..." S9 & S10: Change Albany's cost share to $100,000 each. Change "I-5 EIS" to "I-5 EA". Drop the second reference to IAMP. Insert text reinforcing that once the I-5 corridor refinement plan is completed it will be adopted by the city of Albany. Recalculate cost summaries
Appendix F	Modify STA boundary map

ATTACHMENT #2

Transportation System Plan

Albany 2030 Transportation System Plan

Albany, Oregon

Draft

October 2009

Introduction

OVERVIEW

The City of Albany initiated an update of the City's Transportation System Plan in 2006. This Transportation System Plan (TSP) will guide the management and development of appropriate transportation facilities within Albany, incorporating the community's vision, while remaining consistent with state and other local plans. This plan will be adopted as a supporting document to the Comprehensive Plan providing the majority of the required transportation elements of a comprehensive plan.

The Oregon Revised Statues require that the TSP be based on the current Comprehensive Plan land uses and must also provide a transportation system that accommodates the expected 20-year growth in population and employment that will result from implementation of the land use plan. The contents of this TSP are guided by Oregon Revised Statute (ORS) 197.712 and the Department of Land Conservation and Development (DLCD) administrative rule known as the Transportation Planning Rule (TPR, OAR 660-012). These laws and rules require that jurisdictions develop the following:

- a road plan for a network of arterial and collector streets;
- a bicycle, pedestrian, and transit plan;
- an air, rail, water, and pipeline plan;
- a transportation financing plan; and
- policies and ordinances for implementing the Transportation System Plan.

Plans for the road, bicycle and pedestrian networks are contained herein. The rail system has been assessed through the plans review and existing and future conditions. Known committed rail projects have been identified however, the City of Albany has not identified additional projects as the rail system is under private ownership and beyond the City's control. Existing transit condition and policy guidance is provided; however, a Transit Master Plan is being developed and when completed will become part of the TSP; therefore, this document only contains existing conditions information and policy guidance for the upcoming transit plan. An Airport Master Plan and Water and Wastewater Master Plans have already been completed and are already part of the City's Comprehensive Plan. A discussion of potential and existing funding sources is contained herein and a detailed financial plan for capital, operations and maintenance of the transportation system will be presented as a separate document.

The TPR requires that alternative travel modes be given consideration along with the automobile, and that reasonable effort be applied to the development and enhancement of the alternative modes in providing the future transportation system. In addition, the TPR requires that local jurisdictions

adopt land use and subdivision ordinance amendments to protect transportation facilities and to provide bicycle and pedestrian facilities between residential, commercial, and employment/institutional areas. It is further required that local communities coordinate their respective plans with the applicable county, regional, and state transportation plans. *A memo summarizing how the TSP and implementing ordinances are compliant with the TPR is provided in Appendix A.*

PUBLIC INVOLVEMENT

The TSP planning process included opportunities to obtain City Council input at each step of the process. The citizens of Albany were also provided with opportunities to identify their priorities for future transportation projects within the City through a variety of forums available throughout the planning process.

The planning process was guided by City staff with review and input from ODOT and DLCD on the technical aspects of the TSP. They reviewed a total of twelve memoranda and convened for meetings at nearly each step of the process. Additional meetings were held with the Albany Bike and Pedestrian Commission. One meeting discussing the regional need for Willamette River crossing capacity was held and included representatives from ODOT, DLCD, Linn County, Benton County, Corvallis Area Metropolitan Planning Organization (CAMPO), and the City of Millersburg.

In addition to these meetings, five sets of public meetings (total of nine meetings) were held at key junctures in the process to obtain public comment regarding transportation concerns and priorities. The City's website, as well as an e-mail list of interested citizens, businesses, City staff, boards/commissions, and agencies, was used to announce public meetings, disseminate information, and solicit input/feedback from the community. In addition, two neighborhood meetings were held to address neighborhood impacts of specific projects. All comments received through this process were addressed in the alternatives analysis and final plan development.

In addition, City staff met with the City Council to present each of the ten technical memorandum leading up to the TSP document (a total of over 15 meetings). *Details of the public involvement process are provided in Appendix B.*

PLAN AREA

The City of Albany is located in the mid-Willamette Valley of Oregon, along the Interstate 5 and Union Pacific Railroad mainline corridors, approximately 25 miles south of the City of Salem and about 12 miles northeast of Corvallis, Oregon. The City of Albany lies within two counties (Benton County and Linn County). The Willamette River runs through the City and serves as a boundary between the two counties. The area of the City northwest of the Willamette River (frequently referred to as North Albany) is located within Benton County. The rest of the City is located within Linn County. Three state highways traverse the City of Albany; US Highway 20 (US 20), Oregon Highway 99E (OR 99E), and Interstate 5 (I-5). Figure 1-1 shows the location of Albany in relation to the regional highways and Linn and Benton Counties.

TSP ORGANIZATION AND METHODOLOGY

The development of the City of Albany's 2030 Transportation System Plan began with a review of the local and statewide plans and policies that guide land use and transportation planning in the City. Next, the project vision, goals, objectives, and measures were determined. These are presented in **Section 2** of this plan. Next, an inventory of the existing transportation system was performed. This inventory documented all major transportation-related facilities and services within the UGB. The system inventory and documentation of existing deficiencies of the non-roadway modes are presented in **Section 3** of this report.

The transportation system inventory allowed for an objective assessment of the current roadway system's operational performance, safety, and general function, which is summarized in **Section 4.** Development of long-term (year 2030) transportation system forecasts relied heavily on the City's population growth projections. Based on these projections, and with input from City community development and public works directors, reasonable assumptions were drawn as to the potential for and location of future development activities. **Section 5** of this report details the development of anticipated long-term future transportation needs within the urban growth boundary (UGB).

Section 6 documents the development of alternative measures to mitigate identified safety and capacity deficiencies, as well as projects that would enhance the multi-modal aspects of the City's transportation system. The impact of each of the identified alternatives was considered on the basis of its potential costs and benefits, as well as its conformance with and potential conflicts to the City's transportation system and land uses. Ultimately, based on comments received from the Albany City Council, agency advisors, and the community, a preferred plan was developed that reflected a consensus on which elements should be incorporated into the City's long-term transportation system.

Having identified a preferred set of alternatives, the next phase of the planning process involved presenting and refining the individual elements of the TSP through a series of decisions and recommendations. The recommendations identified in **Section 7** include a Roadway System Plan and a Pedestrian and Bicycle System Plan, as well as plans for other transportation modes serving Albany.

Section 8 provides summary of the potential and existing funding sources to finance the identified transportation system improvements. A detailed financial plan for capital, operations and maintenance of the transportation system will be presented as a separate document.

Sections 1 through 8, in combination with Appendices A through G, comprise **Volume 1** of the TSP and provide the main substance of the plan. These are supplemented by **Volume 2** which includes the technical memoranda documenting the existing conditions analysis, forecast needs, and alternatives analysis.

Vision, Goals, Objectives

Albany's vision for the transportation system is *a safe, diversified, and efficient transportation system that serves the needs of anticipated growth while protecting and enhancing Albany's economy, neighborhood quality, and natural and built environment.*

The purpose of the Albany 2030 Transportation System Plan (2030 TSP) is to support this vision by logically providing for the systematic care and expansion of the multi-modal transportation system. Section 7 of this document contains the prioritized list of actions and improvement projects desired to meet the future travel needs within the community.

The City's vision is translated into the following four goals, each being supported by measurable objectives that are used to determine appropriate actions and preferred alternatives.

Goal 1. Provide an efficient transportation system that facilitates the local and regional movement of people and goods.

- Reduce miles of travel and travel time through improved connectivity where "barriers" exist (such as Interstate 5, railroads, waterways, or neighborhoods).
- Maintain acceptable roadway and intersection operations where feasible considering environmental, land use, and topographical factors.

Goal 2. Provide a safe transportation system.

- Improve safety at locations with known safety issues.
- Minimize conflicts along high volume and/or high speed corridors.

Goal 3. Provide a diversified transportation system that ensures mobility for all members of the community and provides alternatives to automobile travel.

- Improve the quality of available transit service as measured by coverage, hours of service and frequency.
- Develop bicycle and pedestrian facilities that encourage non-vehicular travel.
- Provide direct off-roadway pedestrian and bicycle routes and connections.
- Maintain and support the Albany airport as a regional facility.
- Maintain and support the Albany Station as a regional facility.

Goal 4. Provide a transportation system that balances financial resources with community livability and economic vitality.

- Preserve and protect corridors of local and regional significance that are identified for vehicular and non-vehicular routes.

- Establish priorities and define the incremental steps needed for investment of ODOT and Federal revenues to address safety and major capacity problems on the State and Interstate transportation system.

TRANSPORTATION SYSTEM PLAN OUTCOMES

Without a proactive Transportation System Plan, the community is left without a means to identify and plan for real needs within the system. Under a no-plan and no-build scenario out to the future year 2030, a steady degradation in the quality of service by the transportation system would be experienced. This would include longer trips due to increased congestion, longer waits at traffic signals, increased safety concerns due to increased traffic, and ultimately a gap in the transportation system between new development and the existing transportation system to service homes, businesses, and community facilities.

The Transportation System Plan is the instrument to analyze, identify, and appropriately prioritize improvements to the transportation network to facilitate the vision, goals, and objectives shown in the previous section. All this will contribute to a better quality of life for the system users within Albany.

The following key measures were used to evaluate the Albany Transportation System Plan:

- System Efficiency
    - *Ease of mobility;* through volume-to-capacity (v/c) ratios and delay (level-of-service, LOS) for corridors and intersections.
    - *Network connectivity;* through vehicle miles traveled (VMT), and number of river/interstate/and grade-separated rail crossings.
- System Safety
    - *Rate of crashes;* through comparing the number of crashes to the amount of travel on a facility.
    - *Sidewalk and bike lane gaps;* where a sidewalk or bike lane would likely address the safety concern, based on crash history or higher risk location.
- System Diversity
    - *Transit service;* through adequacy of coverage area, hours of service, and frequency of service.

- *Sidewalk and bike lane gaps*; measured by number of ped/bike generators not directly connected by sidewalks and bike lanes to transit and arterial/collector ped/bike network.

- *Off-roadway pedestrian and bike connections*; measured by miles of off-roadway multi-use paths.

By using these measures to evaluate the needs and variations within the Albany Transportation System, specific treatments and projects were developed that fit favorably with this evaluation criteria, addressing congestion, delay, safety, connectivity, and diversity concerns within the system. The types of treatments and projects identified within the TSP include:

- Intersection capacity improvements (new turn lanes, installing a new traffic signal or roundabout, etc.)

- Intersection safety improvements (flashing yellow arrow signal heads, installing a new traffic signal or roundabout, improving pavement markings and signage, etc.)

- Roadway link capacity and safety improvements (new roadways, new through or turn lanes, median installations, etc.)

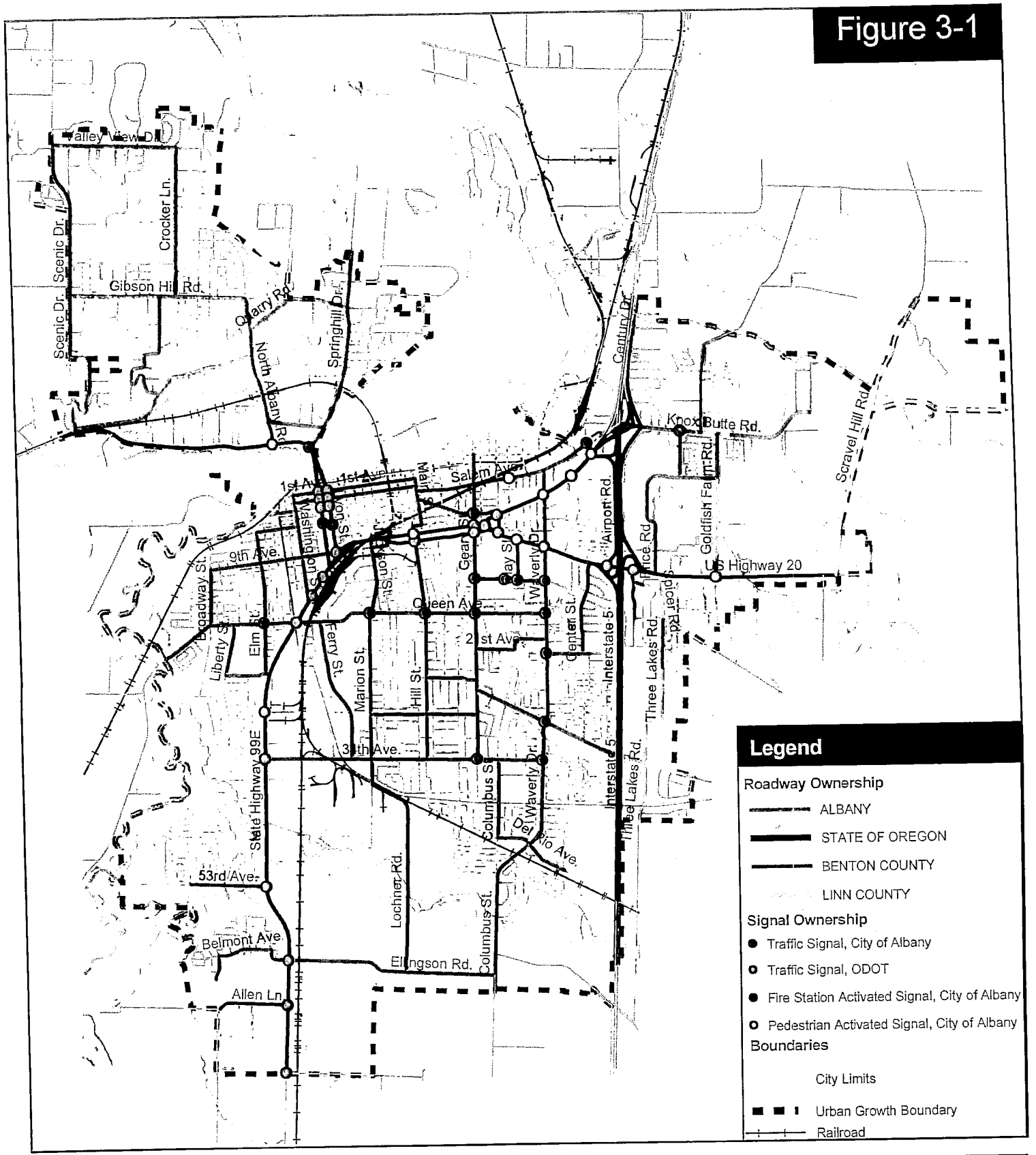
- Pedestrian capacity and safety improvements (new sidewalks, pedestrian esplanades, pedestrian bridges, etc.)

- Bicycle capacity and safety improvements (new bike lanes, designating bike boulevards, bike "sharrows", etc.)

- Additional studies required to determine the appropriate transportation solutions in specific areas (refinement plans, interchange area management plans, speed studies, etc.)

Each of these planned improvements as a part of this TSP represent a significant improvement over a no-build option, which would occur without this plan. Section 7 of this document identifies the specific projects and locations as a result of this TSP effort within the City of Albany.

Figure 3-1



Legend

Roadway Ownership

- ALBANY
- STATE OF OREGON
- BENTON COUNTY
- LINN COUNTY

Signal Ownership

- Traffic Signal, City of Albany
- Traffic Signal, ODOT
- Fire Station Activated Signal, City of Albany
- Pedestrian Activated Signal, City of Albany

Boundaries

- City Limits
- Urban Growth Boundary
- Railroad

City of Albany, Oregon

Albany Transportation System Plan

Jurisdiction of Classified Roadways

Miles

KITTELSON & ASSOCIATES, INC.

developed from existing count volumes, which are seasonally adjusted and then balanced so that the 30th highest hour (yearly) of traffic is represented in the analysis. Figure 4-1 shows the existing weekday p.m. peak hour traffic volumes and associated level-of-service for the study intersections under the City of Albany jurisdiction. Figure 4-2 shows the existing weekday p.m. peak hour traffic volumes and associated volume-to-capacity ratios for the study intersections under ODOT jurisdiction.

As shown in Figure 4-1, all signalized intersections under Albany's jurisdiction currently operate at a LOS "D" or better. As shown in Figure 4-2, the following intersections under ODOT jurisdiction currently exceed ODOT's performance standard for the intersection (varies from 0.75 to 0.85 as described above and shown in Figure 4-2.

- OR 99E/Queen Avenue (0.82 v/c ratio, LOS D – Standard = 0.75 v/c)
- US 20/Waverly Drive (0.87 v/c ratio, LOS C – Standard = 0.85 v/c)
- US 20/1st Avenue (0.92 v/c ratio, LOS C – Standard = 0.85 v/c)

Statewide Priority Index System

The Statewide Priority Index System (SPIS) is a method developed by ODOT for identifying hazardous locations on state highways with consideration of crash frequency, crash rate, and crash severity. As described in ODOT's SPIS description, a roadway segment becomes a SPIS site if a location has three or more crashes or one or more fatal crashes over the three-year period. Under this method, all state highways are analyzed in 0.10 mile segments to determine SPIS sites. Statewide, there are approximately 6,000 SPIS sites. SPIS sites are typically intersections, but can also be roadway segments.

SPIS scores from all sites are ranked and nine SPIS sites in the City of Albany rank in the 90th percentile or higher of all statewide SPIS sites. These intersections are shown below in Table 4-3, along with their ranking among statewide.

Intersections with high SPIS scores are generally considered candidates for safety improvements. Two of these intersections, OR 99E/Hill Street and OR 99E/Geary Street, have SPIS scores that rank among the 30 worst intersections in the state, and four are among the worst 100. SPIS scores are not available for City of Albany intersections on non-ODOT highways. Thus, comparisons between ODOT and non-ODOT facilities are not possible using SPIS ratings.

TABLE 4-3 CITY OF ALBANY SPIS INTERSECTIONS

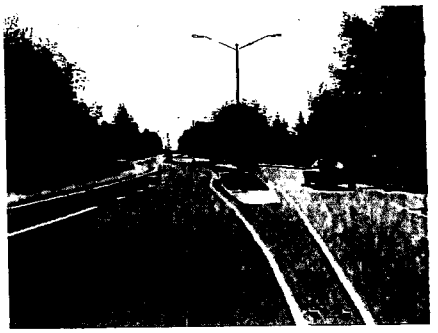
Route	Intersection	Total Crashes	Fatalities	2004 ADT	SPIS Score	Statewide Ranking*
OR 99E	Hill Street	50	0	18,700	84.13	23
OR 99E	Geary Street/US20	43	0	16,500	83.49	28
US20	Waverly Drive	28	0	21,500	76.19	86
OR 99E	Queen Avenue	26	0	28,900	74.92	99
OR 99E	34th Avenue	16	0	23,700	69.72	156
OR 99E	I-5 Frontage Road	24	0	23,000	61.08	239
OR 99E	Waverly Drive	20	0	21,700	57.34	296
US20	Burkhart Street	16	1	18,900	55.16	328
US20	Price Road	4	0	10,000	46.92	527

*Statewide Ranking is based on SPIS scores. The *2008 SPIS Map is provided as an attachment to the Technical Memorandum #3 Appendix B in the TSP Volume 2 Appendix.*

Roadway Safety Deficiencies

A detailed safety analysis was completed for the roadway system that evaluated crashes involving vehicles, pedestrians, bicyclists, trucks, and trains. Crash data was provided by ODOT and the City of Albany and includes all reported crashes that occurred in the City of Albany for the four-year period from January 1, 2000 to December 31, 2003. A summary of the most significant intersection, roadway, and railroad crossing safety deficiencies (as compared to other locations within the City of Albany) is provided in Figure 4-3. *Additional details about the safety analysis are provided in Technical Memorandum #3 in Volume 2 of the TSP Appendix.*

Forecast Traffic Conditions



This section describes already planned and funded changes in the transportation system and the anticipated future growth in travel demand and how the system is anticipated to operate with the additional traffic. The forecast transportation conditions assume City growth to its estimated year 2030 population and employment, but that no improvements other than those currently funded have been made. The result reveals the major weaknesses in the transportation system, for which long-term improvements should be planned and funded.

COMMITTED TRANSPORTATION IMPROVEMENTS

In order to assess future conditions, the existing transportation network was modified to reflect improvements that are "committed." Committed projects are not built, but funding for their construction is already secured. Therefore, these projects are assumed to be completed under all 2030 analysis. Table 5-1 shows the committed transportation projects within the Albany UGB.

TABLE 5-1 CITY OF ALBANY 2030 COMMITTED PROJECTS

Mode	Project Name	Description	Year
Roadway	North Albany Road and West Thornton Lake Road	New traffic signal on North Albany Road at the entrance to North Albany Middle School.	2006[1]
Roadway/ Pedestrian/ Bicycle	Second Street Crossing of Periwinkle Creek	Replace the failing culvert at 2nd Street and Periwinkle Creek and construct a new bridge allowing 2nd Street to be reopened. Improvement will result in increased connectivity.	2006[1]
Roadway	North Albany Road and Hickory Road	Install traffic signal	2006[1]
Roadway	I-5 Albany Interchange	Repair bridges	2006
Roadway/ Pedestrian/ Bicycle	Grand Prairie Road Street Improvements	Construct road to city standards, including sidewalks.	2007[1]
Roadway	I-5 MP 234 in north Albany	Install variable message sign for I-5 at north Albany (MP 234)	2007
Roadway	OR 99E, from Chicago Street to SPRR	Signing, changes to travel lanes, and access management components	2008
Pedestrian/ Bicycle	Multimodal Phase III – Swanson Park Path	Construct pathway from Rail Depot Building to Swanson Park	2007[1]
Transit	Bus Barn Relocation	Design and construct a new bus barn to replace the existing structure.	2006
Transit	Multimodal Phase II – REA Building/Site Work	Rehabilitate the existing REA building located at the Multimodal Transportation Center.	2008
Transit	North Albany Park and Ride	Replace the existing Albany Park and Ride with a paved and lighted lot at North Albany Road/Hickory Road.	2008

[1] This project has already been constructed but is identified because it was not included in the existing conditions analysis.

FORECAST MODEL

Because population and employment are forecast to appreciably increase by 2030, it is anticipated that travel demand, by many modes, will also increase. Forecasts of future travel demand are influenced by the anticipated location, type, and intensity of growth. The complexity of travel demand forecasting substantially increases with the size of the planning area and the features of the transportation system that serves the demand.

The City of Albany is a large enough urban area, equipped with a multimodal transportation system, and expected to grow at a rate such that the use of a travel demand forecasting model is warranted. This tool is used to represent the effects of growth (by location, type, and intensity) on travel demand and the transportation system provided to accommodate it.

Future transportation demand within the City of Albany UGB was estimated based on a traffic forecasting model developed by the Oregon Department of Transportation (ODOT), Transportation Planning and Analysis Unit (TPAU). TPAU built and calibrated the model specifically for use in the Albany TSP. This model is only capable of estimating travel demand that results in vehicle trips (auto and freight truck) on the roadway network. Non-auto trips (transit, pedestrian, and bicycle) are not forecast and are assumed to remain consistent with existing conditions as a percentage of overall trips. *Details on the model structure, model process, and data post-processing methodology are provided in Technical Memorandum #4 in Volume 2 of the TSP Appendix.*

FORECAST GROWTH

The travel demand model for Albany was constructed using 2006 household and employment data and 2006 traffic counts as its base. Future year analysis uses year 2030 household and employment forecasts approved by the state and counties for each TAZ within the model area, based on the Comprehensive Plan. Table 5-2 summarizes the 2006 and 2030 model socioeconomic data.

TABLE 5-2 HOUSEHOLD, POPULATION AND EMPLOYMENT FORECASTS

	Households			Population			Employment		
	2006	2030[1]	Annual Growth	2006	2030[1]	Annual Growth	2006	2030[1]	Annual Growth
Within UGB	18,875	24,765	1.3%	47,630	63,820	1.4%	19,060	25,235	1.3%
Outside UGB	2,050	2,980	1.9%	5,350	7,870	1.9%	3,645	4,670	1.2%
Total	20,925	27,745	1.4%	52,980	71,695	1.5%	22,700	29,905	1.3%

1 The 2030 projections were developed by creating a 'straight-line' growth assumption from the 2020 coordinated population projection to 2030 based on the average annual growth rate (AAGR) of 1.51% per year between 1997 (the base year) and 2020. A similar method was used for employment and households.

To develop the 2030 Forecast Transportation Conditions, a series of four land use alternatives were tested within the regional transportation model to test the impacts of a variety of potential growth scenarios that could occur. The goal of this sensitivity testing of land use was to determine if there is a desired growth pattern that will facilitate shorter trips, reducing vehicle miles traveled, as well as avoid existing or projected congestion problems on the transportation system. The land use

alternative testing considered pre-existing regional plans such as the East I-5 Plan and the Oak Creek Refinement Plan.

None of the land use alternatives resolve future problems on the existing street system. On the state system in particular, this is primarily due to the influence of trips that pass through Albany without an origin or destination in Albany (such as traffic traveling on Highway 20 from the Corvallis area to I-5). Generalized summaries of the four land use alternatives tested are presented below:

Land Use Alternative #1: Analyzed the possibility that Millersburg will grow at a rate faster than reflected in their comprehensive plan, given the number of recent proposed developments which would significantly increase Millersburg's size. Although the City of Albany does not have control over land use policies or growth rates in Millersburg, its close proximity means increased growth will impact both Cities' transportation systems.

Land Use Alternatives #2 and 3: Assume higher growth in East I-5 and Oak Creek areas because there are less capacity constraints, particularly in the Oak Creek area, than other areas of the City. Growth in East I-5 will place additional demand at the two I-5 interchanges at Santiam Highway and Knox Butte. Replacing growth in North Albany with growth in the East I-5 and Oak Creek Areas would reduce congestion on critical roadways in North Albany, especially Willamette River bridges.

Most Likely Land Use Concept (Alternative #4): Alternative #4 was deemed the "Most Likely Land Use Alternative." It is based on the combined lessons learned from Land Use Alternative #1, 2, and 3, as well as practical consideration of likely Comprehensive Plan amendments in order to comply with DLCD standards. The requirement to be consistent with the population forecast agreed upon by the counties and the state also contributed to the assumptions and selection of Alternative #4. Overall, the Most Likely Land Use Alternative is similar to Alternative #3 in that it shifts additional growth to the East I-5 and Oak Creek Areas, while recognizing that some of the projected growth in North Albany may shift to less congested areas of the City.

Most of the scenarios including the *Most Likely Land Use Scenario* shift the location of where growth will occur by 2030. There are three of these locations in the *Most Likely Land Use Scenario*. Some of the employment related assumptions for these three areas require Comprehensive Plan and Zoning map amendments. They are described in Table 5-3. *Maps specifying the specific parcels included in these area are shown in Appendix C.*

Roadway capacity is estimated based on a variety of factors. Such factors include the number of travel lanes, the frequency and spacing of traffic signals, the characteristics of adjacent land uses (frequency and use of driveways), the mix of traffic (particularly trucks), and the presence of other modes (pedestrians, bicyclists, and transit). A capacity has been estimated for every roadway segment represented in the Albany Committed Roadway Network.

Where traffic demands exceed a roadway's capacity, only a volume equal to that roadway's capacity would actually travel along that roadway; the remaining vehicles would accumulate as a queue extending back from the point where demand first exceeded capacity, or more likely, the motorists would deviate to a less congested roadway to continue their travel.

If only the committed improvements are built, as previously described, and if growth occurs as assumed in the 2030 *Most Likely Land Use Scenario*, then the following sections of roadways may have demand that exceeds their capacity by the year 2030:

- North Albany Road (Gibson Hill Road to US 20)
- Springhill Drive (Quarry Road to US 20)
- US 20 (west City limits to Willamette River)
- US 20 - Ellsworth Street (Willamette River bridge to OR 99E)
- US 20 - Lyons Street (Willamette River bridge)
- 2nd Street (Lyons Street to Washington Street)
- Main Street (Salem Avenue to 1st Avenue)
- Knox Butte Road (Timber Street to Goldfish Farm Road)
- OR 99E (I-5 Knox Butte interchange)
- Airport Road (I-5 Southbound off-ramp to OR 99E)
- OR 99E (Burkhart Street to Geary Street)
- US 20 (Burkhart Street to Geary Street)
- US 20/OR 99E (Madison Street to US 20/OR 99E interchange)
- US 20/OR 99E interchange ramp - NB OR 99E to/from US 20 and Downtown Albany
- Geary Street (Pacific Boulevard to Queen Avenue)
- Queen Avenue (Geary Street to Hill Street)
- 14th Avenue (Geary Street to Clay Street)
- Waverly Drive (Queen Avenue to Grand Prairie Road)

The capacity of a roadway is ultimately limited by the capacity of the intersections. Intersection demand-capacity analysis was conducted on the above corridors during the Alternatives Analysis (presented in Section 6, page 48) to determine if the corridor would in fact operate over capacity in the future. Mitigations were identified, where feasible, to mitigate the study intersections to the existing standards. The City of Albany does not have adopted level-of-service standards for

signalized and unsignalized intersections. For signalized and all-way stop controlled intersections under the City's jurisdiction LOS "D" or better (representing no more than 55 seconds of average delay) was considered acceptable operations. For two-way stop controlled intersections, a v/c of up to 0.85 was considered to be acceptable operations.

Intersections under ODOT jurisdiction on OR 99E and US 20 were considered to have acceptable operations if they met the existing ODOT performance standards of 0.75 in areas where the posted speed limit is 45 miles per hour or greater, 0.80 for posted speed limits of 40 miles per hour, or 0.85 for posted speed limits of 35 miles per hour or less. Mitigations were identified, where feasible, to meet these standards. The applicable performance standard on the highway system in Albany may change in the event Albany is designated or included in an MPO. If designated as or included in a MPO, the standard at all intersections along OR 99E and US 20 would be 0.85, regardless of the posted speed. Mitigations at intersections where the standard changes may be unnecessary under the potential future standards and should be reevaluated at that time.

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packages of improvements; however, Alternative #5 and pieces of Alternative #6 did continue to be considered as elements of the Draft Preferred Alternative (Alternative #7). Alternative #1 and #4 had additional evaluation and discussion to determine which would be included as part of the Draft Preferred Alternative (Alternative #7). The findings of these analyses are described below.

Early Screened Alternatives

Alternative #2 (New I-5 Overcrossing) was found to have limited value as it failed to serve significant traffic and therefore was not included in the Preferred Alternative. However, should significant future development occur in Albany east of I-5 and south of 18th Avenue, the concept of an additional I-5 crossing at 21st Avenue should be revisited during future TSP updates.

Alternative #3 (7-Mile Lane Interchange) provided significant benefits on Ellingson Road, Columbus Street, Waverly Drive, 21st Avenue, and Center Street. However, these roadways (with the exception of Waverly Drive) were not projected to have capacity deficiencies in the 2030 horizon. This alternative provided no benefit to the most significant network deficiencies in North Albany and Central Albany; therefore, this alternative was not included in the Preferred Alternative. However, refinements should be made in the travel demand model (i.e. how the model distributes external trips to new roadways) in advance of the next TSP update to further test the attractiveness of this improvement concept.

Alternative #5 (Local Improvements) modeled a package of roadway projects on local facilities, including improvements to existing roadways as well as construction of new roadways in areas with high projected growth. The local improvements do not mitigate the capacity deficiencies on the ODOT system but in combination have the potential to significantly effect change. The local improvements considered in this alternative were carried forward into the preferred alternative.

Alternative #6 (ODOT Facilities Improvements) included expansion of existing ODOT facilities and did not consider the possibility of building entirely new facilities, such as a new Willamette River crossing. Modeling these widening projects served to establish the added capacity that would be required for the ODOT facilities in Albany to meet ODOT operating standards in year 2030. The improvements required to existing facilities if a new Willamette River crossing is not provided include the following:

- Widen US 20 in North Albany to two lanes in each direction from North Albany Road west to the UGB boundary;
- Widen US 20 in North Albany to three lanes in each direction from North Albany Road to Willamette River Bridges;
- Widen both the Lyon Street and Ellsworth Street Willamette River bridges to three lanes;
- Widen Lyon Street in downtown Albany to three lanes between the Willamette River and Oregon 99E;
- Widen Ellsworth Street in downtown Albany to three lanes between the Willamette River and Oregon 99E;

- Widen the on-ramp from southbound Ellsworth Street to eastbound Oregon 99E from one lane to two lanes;
- Widen US 20/99E to three lanes in each direction from the US 20/99E interchange to Madison Street; and
- Widen eastbound US 20 from Geary Street to Burkhart Street to three lanes.

This package of improvements would have significant impacts on many of the community's physical, economic, social, and environmental assets and was not included in the preferred alternative.

Alternatives for Additional Consideration

Alternative #1 (New Willamette River Crossing North of the UGB) and Alternative #4 (New Willamette River Crossing in Downtown) are alternatives of interest to the City as compared to widening of the existing Willamette River bridges (Alternative #6) because of the impact of Alternative #6 to the downtown and the ability of a new bridge to eliminate the need for capacity enhancements to the existing bridges and bridge approaches. In addition, a new crossing in either location would provide an additional route for emergency services, improvement to homeland security, an alternative route for construction detours, and increased capacity for vehicular access to the downtown and central business district to support denser development and additional commercial use in the downtown.

Due to the regional impacts and multiple agencies that would be involved with the approval and construction of a new bridge, the City of Albany hosted a regional discussion on June 5, 2007 to discuss the need for an additional river crossing and the benefits and tradeoffs associated with each of the two new bridge location alternatives. There was general interest at the meeting in both alternatives; however, it was determined that a bridge alternative outside of the City's UGB would require an exception to the State's land use planning goals protecting rural lands as well as an update to the County's TSP to include the new bridge and that likely corridors should be preserved while the regional discussion continued. It was agreed upon with City Council and ODOT that a refinement plan involving Albany's regional partners is necessary to determine the best location for additional bridge capacity. For all subsequent analysis, the benefits of additional bridge capacity were modeled within the City's UGB in order to comply with the State's land use planning goals.

Draft Preferred Alternative

Based on the above discussion, the Draft Preferred Alternative (Alternative #7) included a combination of improvements from Alternative #4 (New Willamette River Crossing) and Alternative #5 (Local Improvements). Alternative #7 was refined during the intersection analysis to become Alternative #8: Refined Draft Preferred Alternative. The refinements include modification to the allowable turning movements at the I-5/Knox Butte interchange per the 1997 TSP and the Albany I-5 Corridor Refinement Plan and the removal of the Lochner Road-Hill Street Connector (a *local improvement project in Technical Memorandum #6A in Volume 2 of the Appendix*). Alternative #8 provides a package of improvements that serves to mitigate most of the capacity-related

deficiencies projected for Albany's roadway system. However, for a variety of reasons described herein, a new Willamette River crossing was not included in the final Preferred Alternative.

Additional Evaluation

Discussions with ODOT, DLCD, and City staff determined that a new bridge should not be included as part of the TSP Preferred Alternative for the following reasons:

(1) the need for a refinement plan to more thoroughly consider bridge locations, system impacts, and costs;

(2) the need to identify a legitimate, reasonable funding source for a new bridge or bridge crossing improvements; and,

(3) the ability to delay the need for additional bridge capacity through Special Transportation Area (STA) designations for downtown Albany and Oregon Highway Plan Policy 1.F.5 treatments such as removing on-street parking and adjusting signal timing to improve progression along US 20 from North Albany Road to the Highway 99E interchange.

Additional analysis of Alternative #8 (Refined Draft Preferred Alternative) was conducted to evaluate the proposed transportation system with and without an additional Willamette River crossing assuming no widening of the existing bridges. These were modeled as Alternative #9 (Dual Crossing) and Alternative #10 (Single Crossing). Additional review of these alternatives confirmed that regardless of additional surrounding transportation improvements, a single crossing (Alternative #10) of the Willamette River, without additional capacity at that crossing, will not provide adequate capacity to meet ODOT operating standards in year 2030.

Additional details on the modeled transportation improvement scenarios are provided in Technical Memorandum #6A and #6D in Volume 2 of the TSP Appendix.

Preferred Alternative

Operating under direct guidance provided by ODOT staff, Alternative #10 was selected as the Final Preferred Alternative, despite the fact that some highway corridors would not meet ODOT mobility standards in 2030. ODOT and the City agreed to include a US 20 Corridor Refinement Plan to more thoroughly consider bridge locations, system impacts, and costs and identify a legitimate means of funding a Refinement Plan within three years of adopting the 2030 TSP. In the meantime, both agencies will collaboratively work to secure a Special Transportation Area (STA) designation for downtown Albany and pursue other appropriate policy actions within the Oregon Highway Plan.

The Final Preferred Alternative (Alternative #10), which is described in Section 7 of the TSP, includes a combination of feasible, effective projects gleaned from several improvement alternatives. Alternative #5 (Local Improvements) provided most of the local roadway segment and corridor improvements, while many of the intersection improvements and low-cost improvements along the state system were determined from Alternatives #7 through #10. Many of the US20 improvements are identified to help sustain acceptable operations along the corridor until the US 20

Corridor Refinement Plan can be completed and the ultimate solution for the corridor is determined. It should be noted that these improvements to the state system will delay the need for major system improvements such as a new Willamette River bridge(s), but will not last until the TSP horizon year of 2030. These short-term improvements will not allow the system to operate sufficiently during the critical weekday p.m. peak hour of 2030, if forecast travel demands are realized. *Details of the short-term improvements to the state system are provided in Technical Memorandum: Summary of Downtown Albany TSP Improvements in Volume 2 of the TSP Appendix.*

INTERSECTION ANALYSIS

Intersection improvements were evaluated for three of the roadway network alternatives above. This additional level of analysis was completed in order to identify low-cost, incremental improvements that would reasonable extend the functional life of roadway facilities.

- Alternative #8 (Refined Draft Preferred Alternative) - The intersection improvements necessary under Alternative #8 are presented in *Technical Memorandum #6C in Volume 2 of the TSP Appendix.*
- Alternative #9 and 10 (Dual and Single Crossings) - The intersection improvements necessary under Alternatives #9 and #10 are presented and compared in *Technical Memorandum #6D in Volume 2 of the TSP Appendix.*
- Final Preferred Alternative - The intersection improvements necessary under the Final Preferred Alternative (Local Improvements plus Low Cost State System Improvements) are documented in the *Summary of Downtown Albany TSP Improvements memo in Volume 2 of the TSP Appendix.*

The improvements presented in the Transportation System Plan (Section 7) are based on a combination of the findings from these three technical memoranda. Not all study intersections were included in all three memoranda. The analysis was conducted in chronological order as identified above. In general, the last (most current) analysis documents the selected improvement for each intersection. For example, most city jurisdiction intersections are only presented in Technical Memorandum #6C and the improvements presented became part of the Transportation System Plan. Many of the ODOT jurisdiction intersections were documented in two or three of the memoranda and the last (most current) analysis for each intersection is presented in the Transportation System Plan (Section 7).

Several of the intersection (and associated roadway segment) improvements were developed into sketches for the purpose of depicting the proposed improvements at Public Open Houses and neighborhood meetings, as described in Appendix B. Those included improvements along Knox Butte Road, US 20 in downtown, Waverly Drive, Timber Street, and an Oak Street northern extension, and improvements at the intersections of OR 99E/Waverly Drive, OR 99E/Queen Avenue, US 20/Waverly Drive, Main Street/Santiam Road/Salem Road, and Queen Avenue/Geary Street. *Sketches of these alternatives are provided in Appendix D.* These are consistent with the Transportation System Plan presented in Section 7 with the exception of the Waverly Drive alternatives for which a new alternative became the preferred alternative. The sketches provided in Appendix D are conceptual in nature and subject to modification during design.

TABLE 6-2 PREDOMINANT COMMUTE FLOWS FOR ALBANY RESIDENTS AND WORKERS

	Total	Percent		Total	Percent
Albany Residents (Employed)	18,676	N/A	**Total Albany Workers**	19,238	N/A
Work in:			***Live in:***		
Albany	7,193	38.5%	Albany	7,193	37.4%
Corvallis	3,002	16.1%	Corvallis	1,406	7.3%
Salem	1,220	6.5%	Lebanon	924	4.8%
Portland	874	4.7%	Salem	693	3.6%
Millersburg	852	4.6%	Eugene	435	2.3%
Lebanon	399	2.1%	Portland	363	1.9%
Eugene	379	2.0%	Sweet Home	307	1.6%
Springfield	173	0.9%	Springfield	187	1.0%
Hillsboro	152	0.8%	Tangent	162	0.8%
Beaverton	134	0.7%	Keizer	150	0.8%
All Other Locations	4,298	23.0%	All Other Locations	7,418	38.6%

Source: US Census Bureau - 2004 Longitudinal Employer-Household Dynamics (LEHD)

Table 6-2 shows that the most common city in which to work for Albany residents (other than Albany) is Corvallis, with over 16% of Albany residents working there. This is more than twice that of the next closest city. This high percentage indicates that additional transit service for commuters between Albany and Corvallis may be justified, in addition to the existing Linn-Benton Loop Bus. Moreover, employment in Corvallis is concentrated amongst three major employers. Hewlett-Packard (804 employees), Good Samaritan Regional Medical Center (439 employees), and Oregon State University (363 employees) are the destinations for over half of the Albany residents commuting to Corvallis. This concentration increases the viability of transit.

Less than half as many people live in Corvallis and work in Albany compared to the reverse, with only 7% of Albany workers living in Corvallis compared to 16% of Albany residents working in Corvallis. This means that transit serving Corvallis to Albany commuters is less likely to be practical. Additionally, workplaces in Albany are more dispersed than in Corvallis, with only one single Albany location (LBCC) employing more than 200 Corvallis residents. This condition may cause the need for a transfer from the Corvallis to Albany commuter route to a local service route to deliver employees to their final destinations.

Table 6-2 also shows that approximately 17% of Albany residents commute north to Salem, Millersburg, and the Portland Metro area to work. While this represents a large number of commuters, the destinations are so dispersed and commute distances so high, that frequent fixed-route transit service is unlikely to be viable. However, limited fixed-route service may be viable, and the City should explore the possibility of providing such service through Cherriots or CARTS. More practically, ride-matching services, such as that currently provided through the Cascades

- Long-term or Development Driven: These projects will be needed to accommodate anticipated growth. They should be planned for likely implementation within the 20-year planning horizon. The timeline for development driven projects is unknown and the improvements will not be necessary prior to development within the area surrounding the project. Projects may move up in priority order if development occurs in the near or mid-term and may not be needed once Albany becomes part of a Metropolitan Planning Organization (MPO).

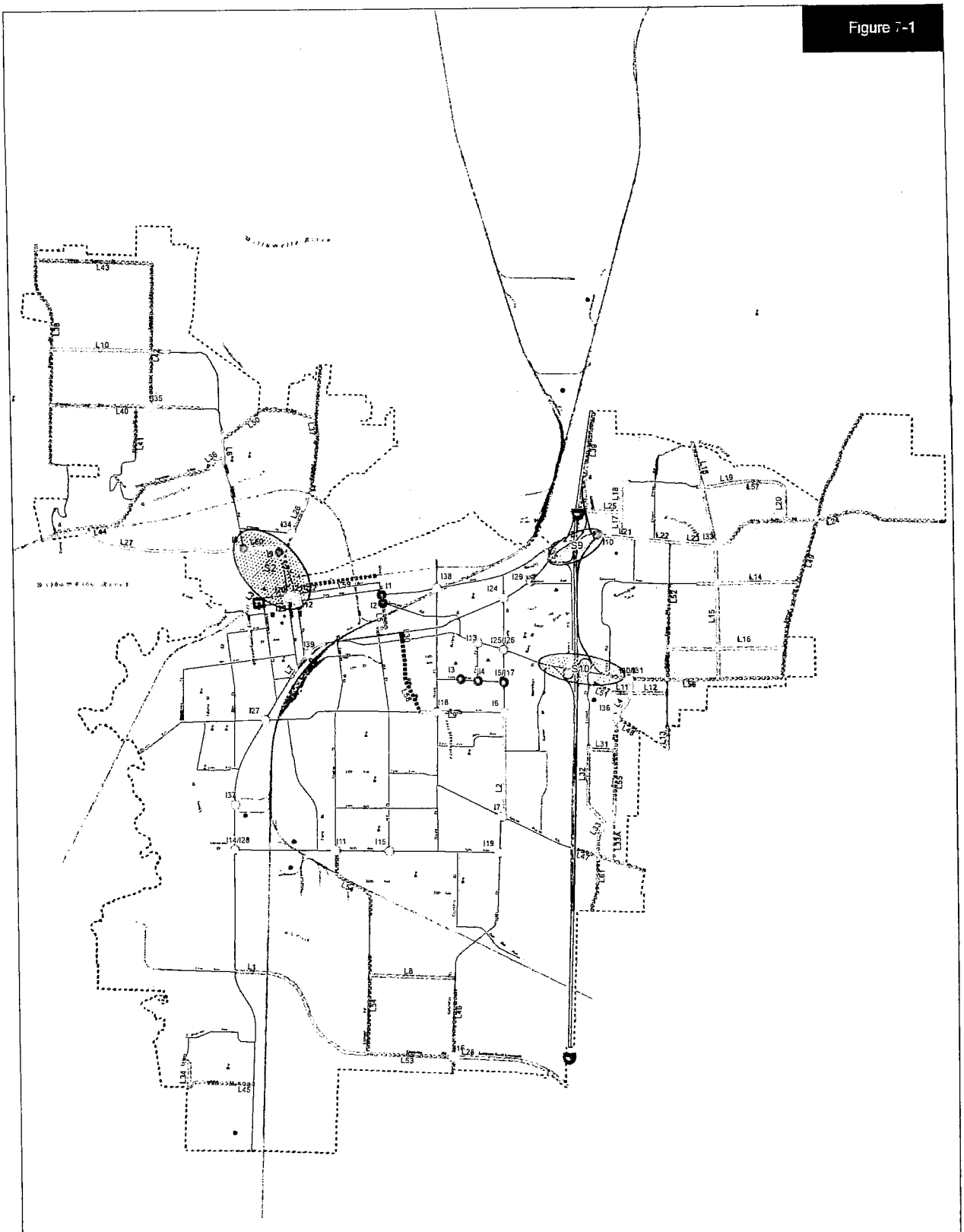
ROADWAY SYSTEM PLAN

The City of Albany's roadway system plan provides guidance on how to best facilitate roadway travel over the next 20 years, as well as identifying key elements of a future vision of transportation facilities serving the City. This plan is based on the identified existing and anticipated future operational and circulation needs. A map of the roadway plan including both roadway link projects as well as intersection projects is provided in Figure 7-1. The roadway alignments in Figure 7-1 are conceptual in nature and subject to modification during design. A table including all of the roadway project names and types is provided in Table 7-1. *Additional details about these projects can be found on the project prospectus sheet in Appendix E.* Figure 7-2 and Figure 7-3 provide the 2030 weekday p.m. peak hour two-way roadway link volumes and demand-to-capacity ratios for the Preferred Plan, respectively.

TABLE 7-1 LINK AND INTERSECTION IMPROVEMENT PROJECTS

ID	Project Name	Project Type
I1	Main Street/Salem Avenue/3rd Avenue	Intersection Control Change
I2	Main Street/Santiam Avenue/4th Avenue	Intersection Control Change
I3	14th Avenue/Heritage Mall Access	Intersection Control Change
I4	14th Avenue/Clay Street	Intersection Control Change
I5	Waverly Avenue/14th Avenue	Intersection Control Change
I6	Waverly Avenue/Queen Avenue	Intersection Add Lane(s)
I7	Waverly Avenue/Grand Prairie	Intersection Add Lane(s)
I8	US 20/North Albany Road	Intersection Add Lane(s)
I9	US 20/Springhill Drive	Intersection Add Lane(s)
I10	Knox Butte/Century Drive	Intersection Control Change
I11	34th Avenue/Marion Street	Intersection Control Change
I12	US 20 (Lyon Street)/2nd Avenue	Intersection Add Lane(s)
I13	US 20/Clay Street	Safety
I14	OR 99E/34th Avenue	Intersection Add Lane(s)
I15	34th Avenue/Hill Street	Intersection Control Change
I16	Ellingson Road/Columbus Street	Intersection Control Change
I17	Waverly Avenue/14th Avenue	Intersection Add Lane(s)
I18	Queen Avenue/Geary Street	Intersection Add Lane(s)
I19	Waverly Avenue/34th Avenue	Intersection Add Lane(s)

Figure 7-1



Improvement Timeframe

- Short-term
- Medium-term
- Long-term/ Project-driven

Improvements

- Intersection Improvement
- Capacity Improvement
- Urban Upgrade
- New Roadway
- Alternative Alignment
- Study Refinement Area

Destinations

- School
- Major Employer
- Other
- Albany General Hospital
- Amtrak Station
- Public Library
- Public Building

Boundaries

- Parks
- Urban Growth Boundary
- City Limits

Other Roads

- Study Roads
- Local Roads

0 0.25 0.5 0.75 1 Miles

Albany Transportation System Plan

Planned Auto Improvements

State Highways

Three ODOT highways cross through the City of Albany: Interstate-5 (I-5), OR 99E (Pacific Highway), and US 20 (Santiam Highway). ODOT also has jurisdiction over Century Drive and Airport Road. The TSP identifies several projects on state facilities. All projects on state facilities are subject to ODOT procedures and standards and will require approval and permitting by ODOT.

Several areas of the State Highway System have undergone additional refinement since the 1999 TSP, are undergoing additional refinement or are in need of additional refinement. The 2004 US-20/ORE 99 Interchange Area Management Plan (IAMP) (see Technical memorandum #1 in the Volume 2 Appendix) was adopted by the City of Albany and remains part of the TSP. The ongoing and needed refinement studies are identified in the "Planned Studies" section of this plan and are described in more detail below.

US 20 (Willamette River to OR 99E)

The current cross-section of US 20 across the Willamette River and through the downtown to the interchange with OR 99E is two lanes in each direction. This corridor is projected to operate over capacity during the critical weekday p.m. peak hour by the year 2030. The City of Albany and its' regional partners have acknowledged the need for additional capacity across the Willamette River. The City's preferred plan is to have additional capacity provided at a new river crossing location (as opposed to widening the existing structures) due to the severe impacts to the downtown that would result from widening Highway 20 and the costs of replacing and widening two bridge structures (one in each direction) as well as reconstructing the US 20/OR 99E Interchange (see discussion on these improvement needs in Section 6).

Discussions with ODOT, DLCD, and City staff determined a new bridge should not be included as part of the TSP at this time. Rather, the TSP includes the identification of a US 20 Corridor and Downtown Refinement Plan (Project #S2) to more thoroughly consider bridge locations, system impacts, and costs.

The Transportation System Plan also includes low-cost improvements along the state system that will help sustain acceptable operations along the corridor until a corridor study can be completed and the ultimate solution for the corridor is determined. These projects include #I8, #I9, #I12, #I20-23, #L7, #L27, #L60. It should be noted that these improvements to the state system will delay the need for major system improvements such as a new Willamette River bridge(s), but will not last until the TSP horizon year of 2030. These short-term improvements will not allow the system to operate sufficiently during the critical weekday p.m. peak hour of 2030 if all the anticipated growth is realized. *Additional details about these projects can be found on the project prospectus sheet in Appendix E.*

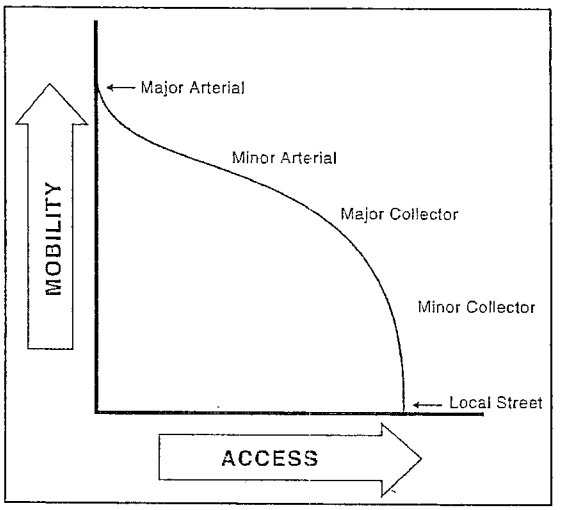
The ability to delay the need for additional bridge capacity is supported through Special Transportation Area (STA) designations for downtown Albany (Project #S5) and Oregon Highway Plan Policy 1.F.5 treatments such as removing on-street parking and adjusting signal timing to improve progression along US 20 from North Albany Road to the OR 99E interchange (including projects #I12, #I20—23).

I-5 at US 20 and OR 99E

The interchanges of Interstate-5 with US 20 and OR 99E are currently undergoing refinement plans as part of the I-5: Santiam River to Hwy 34 Environmental Impact Statement (an ODOT project). The City of Albany is participating in this project and will ultimately adopt the Interchange Area Management Plans for the two interchanges into the Transportation System Plan. Figures 5.1-2 and 5.2-2 in ODOT's February 2008 "Albany I-5 Corridor Refinement Plan and Existing Environmental/Cultural Features" document are endorsed as part of the TSP until the Albany I-5 Corridor Refinement Plan is completed and adopted by the City of Albany. Albany's future contribution to the local implementation of these plans is acknowledged in the TSP and identified in the project map and prospectus sheets as Projects #S9 and #S10.

FUNCTIONAL CLASSIFICATION PLAN

The purpose of classifying roadways is to create a mechanism through which a balanced transportation system can be developed that facilitates mobility for all modes of transportation as well as access to adjacent land uses. A roadway's functional classification determines its intended purpose, the amount and character of traffic it is expected to carry, the degree to which non-auto travel is emphasized, and the roadway's design standards and overall management approach. It is imperative that a roadway's classification considers the adjacent land uses and the transportation modes that should be accommodated.



The functional classification plan for the City of Albany is shown in Figure 7-4. The functional classification plan incorporates four functional categories: interstate, arterials (principal and minor), collectors (major and minor), and local streets. The design of arterial and collector streets with the same functional classification should vary based on a several factors including: adjoining land uses, volume, access, and speed.

It should be noted that two of the principal arterials in Albany are state highways (OR 99E and US 20). As such, they are subject to ODOT plans, policies, and standards, and improvements are to be undertaken according to ODOT approval and permitting processes.

The downtown section of US 20 has special characteristics resulting in a modified designation. The OHP provides for the designation of Special Transportation Areas (STAs) to accommodate central business districts and other activity centers oriented to non-auto travel. In such areas, growth management considerations justify flexibility in mobility, access spacing and design policies. All policy and design elements in this TSP that pertain specifically to the STA are subject to the approval of the STA designation by the Oregon Transportation Commission *(See Appendix F for the application for the special highway designation).*

INTERSECTION OPERATIONS STANDARDS

The City of Albany does not currently have adopted level-of-service standards for signalized and unsignalized intersections. For signalized intersections and all-way stops under the City's jurisdiction a standard of LOS "D" or better (representing no more than 55 seconds of average delay) was used to evaluate intersection performance in the Transportation System Plan and is recommended to be adopted into the Development Code. For two-way stop unsignalized intersections under the City's jurisdiction a volume-to-capacity ratio of 0.85 for the critical movement was used to evaluate intersection performance in the TSP and is recommended to be adopted into the Development Code. Because intersections are the controlling factor of a roadway link's capacity, no roadway link operational standard is recommended.

Mobility standards for intersections under ODOT jurisdiction are contained in the Oregon Highway Plan.

STREET DESIGN STANDARDS

Street design standards support the functional and operational needs of streets such as travel volume, capacity, operating speed, and safety. The standards also are established to accommodate pedestrian and bicycle travel modes. They are necessary to ensure that the system of streets, as it develops, will be capable of safely and efficiently serving the traveling public while also accommodating the orderly development of adjacent lands.

City of Albany typical roadway sections including right-of-way, streetscape width, number of travel lanes, bicycle lanes, sidewalks, on-street parking, and tree wells or landscape strips are provided in Article 12 of the Albany Development Code. Sidewalks are required on all public streets within the city limits (local level and above). Bicycle lanes are required on all minor collector level streets and above.

The street design standards in Article 12 of the Albany Development Code were reviewed as part of the TSP update process. No specific changes, other than those noted on page 81, were identified as being necessary.

ACCESS MANAGEMENT STANDARDS

As the City of Albany continues to grow, its street system will become more heavily traveled. Consequently, it will become increasingly important to manage access on the arterial and collector street system as new development occurs, in order to preserve street function for carrying through traffic. ODOT has legal authority to regulate access points along OR 99E, US 20, Century Drive, and Airport Road.

The City of Albany independently manages access on all other arterial, collector and local streets under its jurisdiction. The City coordinates with Linn and Benton Counties on access decisions on County roads within the City's UGB.

The Oregon Transportation Planning Rule (TPR) defines access management as a set of measures regulating access to streets, roads, and highways, from public roads and private driveways. The TPR requires that new connections to arterials and state highways be consistent with designated access management categories. The City of Albany access management policies that maintain and enhance the integrity (capacity, safety, and level of service) of the city's streets can be found in Article 12 of the Albany Development Code. The Access Spacing Standards identify the minimum public street intersection and private access spacing standards for the City of Albany roadway network as they relate to new development and redevelopment. County facilities within the City's UGB are planned and constructed in accordance with these street design standards.

Access management standards vary depending on the functional classification and purpose of a given roadway. Roadways on the higher end of the functional classification system (i.e., arterials and major collectors) tend to have higher spacing standards, while facilities such as minor collectors and local streets allow more closely spaced access points. These standards apply to new development or redevelopment; existing accesses are allowed to remain as long as the land use does not change. As a result, access management is a long-term process in which the desired access spacing to an existing street slowly evolves over time as redevelopment occurs.

In implementing access management standards, parcels cannot be land-locked but must have some way of accessing the public street system. This may mean allowing shorter access spacing than would otherwise be allowed, but the possibility of providing shared access with a neighboring parcel should also be explored. Where a property has frontage on two roadways, access on the roadway of lower classification is preferred, all other things being equal.

ODOT Access Management Standards

The OHP specifies an access management classification system for state facilities based on a highway classification system. The OHP classifies OR 99E and US 20 as Regional Highways. Century Drive and Airport Road are designated as District Highways. Future developments along OR 99E, US 20, Century Drive, and Airport Road (new development, redevelopment, zone changes, and/or comprehensive plan amendments) will be required to meet the OHP Access Management policies and standards.

PEDESTRIAN, BICYCLE & MULTI-USE TRAIL SYSTEM PLAN

The City of Albany's pedestrian, bicycle, and multi-use trail system plan provides guidance on how to best facilitate pedestrian and bicycle travel over the next 20 years. A map of the pedestrian, bicycle, and multi-use trail system plan is provided in Figure 7-5. The multi-use trail alignments in Figure 7-5 are conceptual in nature and subject to modification during design. A table including all of the project names and types is provided in Table 7-2.

Figure 7-5 also identifies one transit project, T1, in a map inset which has been included separate from the Transit Master Plan as it relates to pedestrian access to transit stops. T1 includes pedestrian crossing improvements at 28 bus stop locations to improve pedestrian facilities for transit riders at bus stop locations located on higher volume roadways and further than 200 feet from the nearest marked pedestrian crossing. Pedestrian crossing improvements and/or stop relocations to place bus

stops closer to pedestrian crossings are recommended at these stops. Pedestrian crossing improvements are also recommended near the bus stop on Clay Street north of 14th Street based on comments from ATS bus drivers to enable transit customers to cross Clay Street between Heritage Mall and Fred Meyer. A sidewalk connection approximately 200 feet connecting to the hospital and a paved bus-stop pad on which passengers may wait is also recommended at the transit stop located on the north side of 7th Street at Takena Street.

Prioritization of bike, pedestrian and multi-use path projects was based on a number of factors:

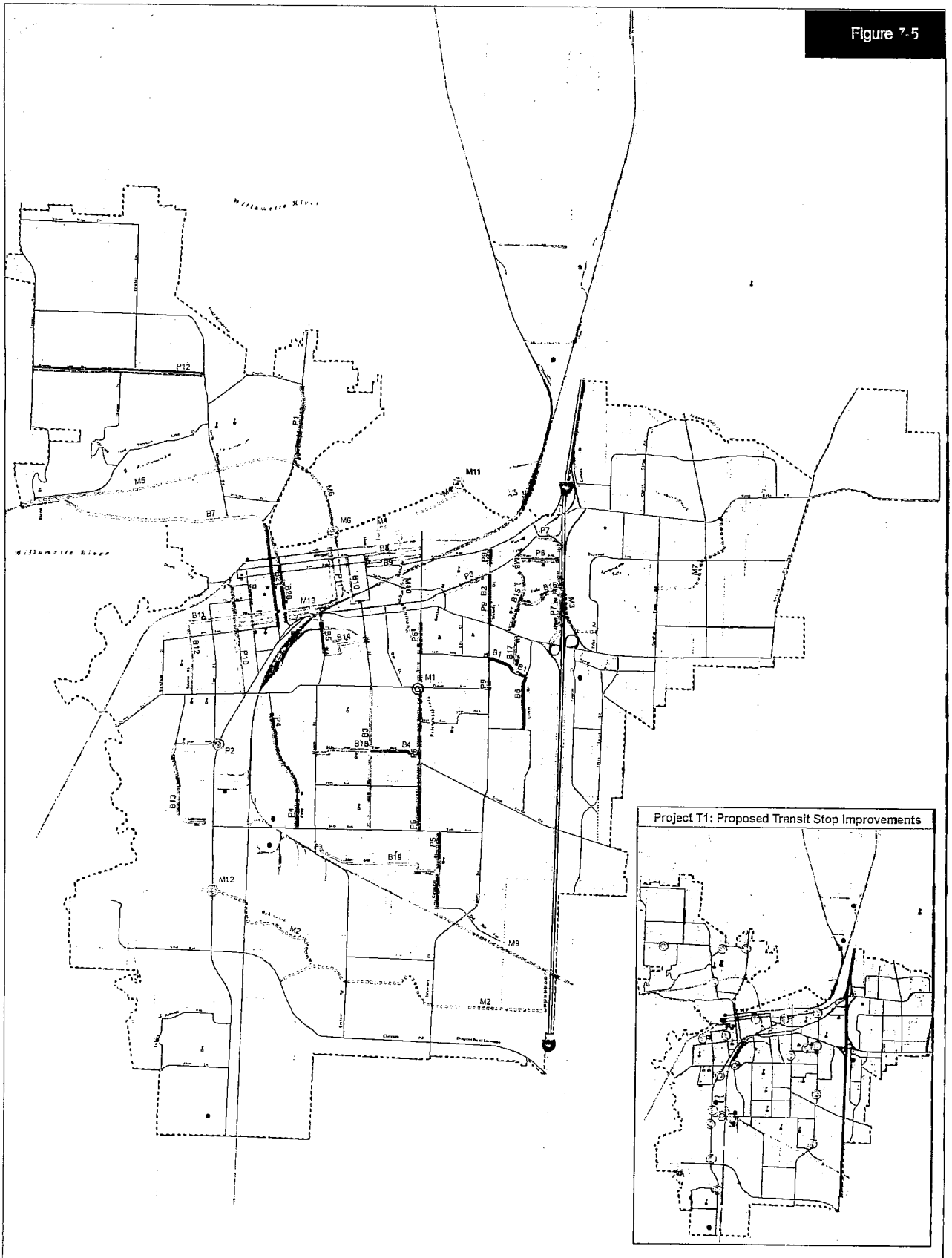
- the proximity of the proposed connection to trip attractors that create high demand;
- whether a given street serves as a transit route, since transit routes typically attract pedestrians walking to or from bus stops and since buses have bike racks; and,
- whether there are safety issues such as high vehicular traffic volumes, crash history or poor sight distances.

It should be noted that the design standard for all roads within the City of Albany Urban Growth Boundary includes sidewalks and bicycle lanes on both sides of public streets. Many roadways within the Urban Growth Boundary that do not currently have sidewalks have not been upgraded to an urban standard. When these roads are upgraded to an urban standard (either by the City, County or private development), sidewalks will be included. All new roadways built within the Urban Growth Boundary will include sidewalks and all new collectors and arterials will include bicycle lanes, unless an exception to design standards is granted. Therefore, failure of the Pedestrian, Bicycle, and Multi-Use Trail System Plan to identify a facility without sidewalks or bicycle lanes on the project list, does not indicate that sidewalks and bicycle lanes are not required on this facility. *Additional details about these pedestrian, bicycle, and multi-use path projects can be found on the project prospectus sheets in Appendix E.*

TABLE 7-2 PEDESTRIAN, BICYCLE, AND MULTI-USE TRAIL PROJECT TABLE

ID	Project Name	Project Type
P1	Springhill Drive	Sidewalk
P2	99E/24th Avenue	Crossing Improvement
P3	Oregon 99E: Burkhart to Waverly	Crossing Improvement
P4	Ferry Street	Sidewalk
P5	Columbus Street	Sidewalk
P6	Geary Street	Sidewalk
P7	Airport Road	Sidewalk
P8	Killdeer Street	Sidewalk
P9	Waverly Drive	Sidewalk
P10	Albany-Santiam Canal Pedestrian Esplanade	Pedestrian Esplanade
P11	Thurston Street Canal Pedestrian Esplanade	Pedestrian Esplanade
P12	Gibson Hill Road	Sidewalk
B1	14th Avenue	Sharrows

Figure 7-5


Project T1: Proposed Transit Stop Improvements
Improvement Timeframe
Short-term
Medium-term
Long-term/ Project-Driven
Improvement Type
Crossing Improvement
Bike Project
Pedestrian Project
Multi-Use Path Project
Destinations
School
Major Employer
Other
Albany General Hospital
Amtrak Station
Public Library
Public Building
Boundaries
Parks
Urban Growth Boundary
City Limits
Other Roads
Study Roads
Local Roads
0 0.25 0.5 0.75 1 Miles
Albany Transportation System Plan
Planned Bicycle and Pedestrian Improvements

PLANNED STUDIES

A number of transportation planning and engineering studies have been included on the TSP project list as future needs. Each of the study locations are described in Table 7-3. Several of the study locations are shown on Figure 7-1. *Additional details about these projects can be found on the project prospectus sheets in Appendix E.*

TABLE 7-3 STUDY PROJECT TABLE

ID	Project Name	Project Type
S1	ADA Accessibility Audit	Pedestrian ADA Audit Plan
S2	Hwy 20 Corridor and Downtown Refinement Plan	Refinement Plan
S3	Safety Audit	Safety Analysis
S4	OR 99E Speed Study	Speed Study
S5	Downtown STA	STA Policy Designation
S6	Albany TSP MPO Update	Plan
S7	Major Corridors	ROW Preservation
S8	Wayfinding	Bike Wayfinding Plan
S9	Interstate 5 / OR 99E / Knox Butte	Refinement Plan
S10	Interstate 5 / US 20 (Santiam)	Refinement Plan

S- Study Project

The 1997 Albany TSP anticipated improvements to the I-5 interchange areas and to the US 20 corridor. These improvements have been shown, once again, to achieve ODOT mobility standards and have thus been included in this update of the TSP. Table 7-3 includes three refinement plans that are focused on the same ODOT facilities (two I-5 interchange areas and the US 20 corridor). These refinement plans are anticipated to address issues such as timing of need, function, feasibility, alignment, cross-section, phasing, environmental impact, and funding. Upon their conclusion, the City will take appropriate actions, which may include amendments to the TSP. Please refer to the City of Albany's TSP Financial Plan for additional detail on project funding and processes.

TRANSIT PLAN

See the Albany Transit Master Plan anticipated to be adopted in 2010.

AIRPORT PLAN

See the Albany Airport Master Plan.

PIPELINE AND TRANSMISSION SYSTEMS PLAN

See the Albany Water Facility Plan and Albany Wastewater Facility Plan.

IMPLEMENTATION PLAN

The Department of Land Conservation and Development (DLCD) administrative rule known as the Transportation Planning Rule (TPR, OAR 660-012) outlines the requirements for developing and implementing Transportation System Plans. The following items should occur in order to implement the TSP in compliance with OAR 660-012.

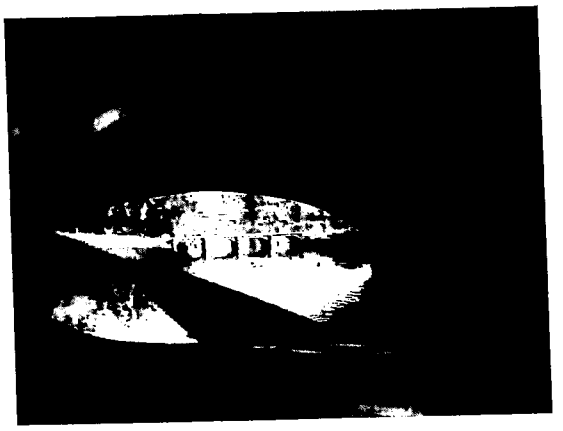
- The TSP should be adopted through a process for legislative actions with public notice and opportunity for testimony. The proposed legislation shall be heard by the Planning Commission and City Council.
- A staff report shall be prepared prior to adoption of the TSP to reflect the actual efforts completed to address compliance with applicable statewide planning goals and comprehensive plan policies.

In addition, City Council has identified the following updates to the Albany Development Code or Engineering Design Standards that they intend to address:

- Update signal spacing standards and roadway spacing standards for collectors and arterials
- Include roadway operations standards
- Encourage infill growth
- Pursue a system-wide wetland mitigation bank
- Update arterial and collector street design standards
- Consider requirements for meandering streets.
- Update access standards to arterial and collector streets
- Update parking standards on residential streets.

Additional details on how the TSP conforms with OAR660-012 is provided in Appendix A.

Transportation Finance Element



Funding for transportation projects is increasingly in short supply even as existing infrastructure ages and transportation demands increase. The TPR requires that the Albany TSP address transportation funding, including the following elements:

- a list of planned transportation facilities and major improvements;
- a general estimate of the timing for planned transportation facilities and major improvements;
- determination of rough cost estimates for the transportation facilities and major investments identified in the TSP; and,
- a discussion of existing and potential financing sources to fund the development of each transportation facility and major improvement (which can be described in terms of guidelines or local policies).

The finance element provides a means for evaluating the likelihood that projects can be funded within the timelines identified in the TSP. Frequently, the costs for improvement projects exceed available funding. The financing element provides a context for evaluating projects and defining priorities in order to build on available opportunities and preserve existing infrastructure. A detailed financial plan for capital, operations and maintenance of the transportation system will be presented as a separate document. A summary of the total transportation improvements costs identified in Section 7 is provided in Table 8-1. As shown in Table 8-1, the total cost of the improvements included in the TSP is approximately $238,000,000.

TABLE 8-1 TSP IMPROVEMENT TOTAL COSTS

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11-20 years)	Total (0-20 years)
Roadway Link & Intersection Projects	$15,908,000	$8,405,000	$187,852,000	$212,165,000
Ped, Bike, Multi-Use & Transit Projects	$964,000	$1,782,000	$22,401,000	$25,147,000
Study Projects	$305,000	$350,000	$225,000	$880,000
Total Costs	**$17,177,000**	**$10,537,000**	**$210,478,000**	**$238,192,000**

Additional details about these projects can be found in Section 7 and on the project prospectus sheets in Appendix E.

HISTORIC ALBANY TRANSPORTATION FUNDING REVENUES

Transportation capital improvements are typically funded through a combination of state, city, and private funds. This section documents Albany's historic revenue trends for transportation. These funds are used primarily for operations, maintenance, services and materials. In typical years, only a small portion is available for capital improvements.

During the past five years (FY '03-04 through FY '08-09), average annual revenues for Albany's transportation system have totaled approximately $4,150,000 (2009 dollars). These revenues have come from five primary sources. Table 8-2 shows a breakdown of the amounts and percentages of the total received from each of these sources.

TABLE 8-2 HISTORIC FUNDING SOURCES: TRANSPORTATION SYSTEM OPERATIONS, MAINTENANCE, & IMPROVEMENTS (2009 DOLLARS)

Source of Funds	Average Annual Revenues FY '03-04 through FY '08-09	Percentage of Total Average Annual Revenues	Typical Use of Funds (Operating or Capital)
State Motor Vehicle Fund	$2,095,000	47%	Operating
In Lieu of Franchise Fees	$808,000	18%	Operating
G.O. Bond Proceeds[1]	$0	0%	Capital
State and Federal Grants	$387,000	9%	Capital
Transportation SDCs	$861,000	19%	Capital
Interest on Investments	$302,000	7%	Capital
Total (All Major Sources)	**$4,453,000**	**100%**	

[1] The last GO bonds for street construction were in 1999.

- The **State Motor Vehicle fund** has provided and will likely continue to provide a significant portion of the funding for Albany's transportation system. A major component of the State Motor Vehicle fund is a fuel tax (per gallon).
- **In Lieu of Franchise Fees** are transferred from the water and sewer fund as compensation for the use of City-owned rights-of-way. Effective July 1, 1999, the amount has been five percent of the water and sewer user receipts.
- **State and federal grants** are normally targeted for specific types of projects and their availability is inconsistent. Grant opportunities should continue to be pursued when appropriate for projects needed by the City.
- **Transportation Systems Development Charges (SDCs)** are an excellent source of revenues for growth-required needs, but SDCs are only collected on development activity, so the revenues stream from SDCs may be volatile depending on market conditions. A new SDC methodology and fee should be developed based on the project list in Section 7.
- **Interest on investments** is entirely dependent on the amount of funds that are available for investment and market rates.
- **General Obligation (G.O.) Bonds** require voter approval, but they are a good source of funding for transportation improvements and major renovation projects. G.O. Bonds have not been used for the past ten years but should be considered for these types of projects in the future.

POTENTIAL FUNDING SOURCES

Some additional potential local transportation system funding sources the City may wish to consider include: 1) local vehicle fuel taxes, 2) transportation utility fees, and/or 3) local improvement districts (LIDs). Each of these alternative funding sources is described below.

Local Vehicle Fuel Tax

Previously, local governments in Oregon could adopt local vehicle fuel taxes, just like the state vehicle fuel taxes. Funds from these taxes could be used for the City's improvements, operations and maintenance of transportation facilities used by motor vehicles. House Bill 2001 prohibits cities from enacting or raising fuel taxes between now and 2014. Unless additional legislation is passed regarding local vehicle fuel taxes, local governments will be able to enact a local fuel taxes again in 2014 but it will require a vote of the citizens.

Transportation Utility Fee

A growing number of cities in Oregon are adopting transportation utility fees. These fees are based on consideration of transportation systems as utilities just like public water, wastewater, or stormwater systems. Fees are typically assessed by usage (e.g., average vehicle trips per development type), with revenues used for the City's transportation system improvements, operations and maintenance.

Local Improvement Districts (LIDs)

LIDs are used to construct or improve streets and other transportation facilities, with benefiting properties assessed a fee to pay the costs. LIDs are frequently used to fund local and collector streets, sidewalks, and other transportation facilities.

Table 2 Land Use Regulations Required by the TPR

OAR 660-012-0045: Implementation of the Transportation System Plan	
(1) Each local government shall amend its land use regulations to implement the TSP.	
(a) The following need not be subject to land use regulations except as necessary to implement the TSP and, under ordinary circumstances do not have a significant impact on land use: operation maintenance, and repair of existing transportation facilities identified in the TSP, dedication of right-of-way, construction of facilities that are consistent with dimensional standards, uses permitted outright, changes in frequency of transit, rail or airport services;	
(b) If a transportation facility concerns the application of a comprehensive plan provision or land use regulation, it may be allowed without further land use review if it is permitted outright or does not require interpretation or exercise of judgment;	
(c) If a transportation improvement has a "significant impact" on land use and requires interpretation of policies, the local government shall provide a review and approval process consistent with 660-012-0050. Each local government shall amend its land use regulations to provide for consolidated review of land use decisions required to permit a transportation project.	Section 1.200 of the ADC provides for a consolidated review and approval process for land use decisions that involve transportation issues requiring an interpretation of policies.
(2) Local governments shall adopt land use or subdivision ordinance regulations to protect transportation facilities. Such regulations shall include:	
(a) Access control measures such as driveway, road, and signal spacing;	Section 12.100 of the ADC includes spacing and design standards for driveway access to public streets. Section 12.230 of the ADC includes additional access requirements specific to arterial streets. Section 12.110 of the ADC requires that the location of all arterial and collector streets conform with the TSP.
(b) Standards to protect future operations of roads and major transit corridors;	The ADC will be amended to include intersection performance standards as recommended by this TSP update.

(c) Measures to protect public airports by controlling land uses within the airport noise corridor and limit physical hazards to air navigation;	Section 6.020 – 6.060 of the ADC (Airport Approach overlay district) provides protection for the Albany Municipal Airport.
(d) A process for coordinated review of land use decisions affecting transportation facilities;	The Type II, III, and IV procedures in ADC Article 1 provide for coordinated review of land use decisions affecting transportation facilities.
(e) A process to apply conditions to development proposals to minimize impacts and protect transportation facilities,	Section 2.040 of the ADC provides the ability to apply conditions of approval.
(f) Regulations to provide notice to public transportation service providers and agencies, MPOs and ODOT of: land use applications that require public hearings, subdivision and partition applications, other applications which affect private access to roads, and other applications within airport noise corridors and other areas which affect airport operations;	Section 1.215 of the ADC provides notice to agencies and city departments identified by the Director as having possible interest in reviewing and commenting on the development proposal. This applies to all Quasi-Judicial Land Use Applications.
(g) Regulations that assure amendments to land use designations, densities, and design standards are consistent with the TSP.	Section 1.050 of the ADC requires consistency with the Albany Comprehensive Plan, of which the TSP is part.
(3) Local governments shall adopt land use or subdivision regulations to provide for pedestrian, bicycle and vehicular circulation consistent with access management standards and the street function to ensure that new development provides on-site facilities that provide direct routes for pedestrians and bicycles where travel is likely if connections are provided.	Section 11.090 and Article 12 of the ADC require subdivisions and new development provide for an interconnected transportation system that accommodates all modes of travel.
(a) Bicycle parking facilities as part of new multi-family residential developments, new retail, office and institutional developments, and at all transit transfer stations and park-and-ride lots;	Section 9.120(13) requires that new multi-family, commercial, office, and industrial development provide bicycle parking facilities.
(b) On-site pedestrian and bicycle facilities shall provide access from within new subdivisions, multi-family developments, planned developments, shipping centers, and commercial districts to adjacent residential areas and transit stops, and to neighborhood activity centers (NAC) within one-half mile of the development. Single-family residential developments shall generally include streets and accessways. Pedestrian circulation through parking lots should generally be provided in the form of accessways:	Article 8 of the ADC provides design standards intended to enhance the environment for walking and cycling. Article 9 of the ADC provides on-site development standards. Section 9.120 (13) of the ADC establishes minimum bicycle parking requirements. Articles 11 and 12 provide street design standards, which satisfy (B), (C), (D) and (E).

NACs include schools, parks, shopping areas, transit stops or employment centers, bikeways shall be required along arterials and major collectors. Sidewalks shall be required along all streets, including local streets, in urban areas with the exception of freeways, cul-de-sacs and other dead-end streets may be used if consistent with a roadway spacing or other standard, local governments shall set street spacing or other standard such as a standard for excessive out-of-direction travel, streets and accessways are not required where a physical or topographic condition makes it impractical, existing development preclude a connection, where they would violate a lease, easement or other agreement;	
(c) Where off-site road improvements are required as a condition of development approval, they shall accommodate pedestrian and bicycle travel along arterials and major collectors;	Section 12.290 of the ADC addresses sidewalks and Section 12.340 addresses bikeways.
(d) Safe and convenient pedestrian and bicycle routes means they are free from hazards, provide a reasonably direct route between uses such as a transit stop and a store, and consider that optimum trip length of pedestrians is generally ¼ to ½ mile;	Section 12.040 provides this definition of safe and convenient routes for pedestrians and bicycles.
(e) Internal pedestrian circulation within new office parks and commercial developments shall be provided through clustering of buildings, construction of accessways, and similar techniques.	Sections 8.360, 8.370, and 8.380 provide substantial pedestrian design standards for commercial developments.
(4) To support transit in urban areas containing a population greater than 25,000, where a determination has been made that a public transit system is feasible, local governments shall adopt land use and subdivision regulations as provided in (a)-(g) below:	
(a) Transit routes and facilities shall have bus stops, pullouts and shelters, optimum road geometrics, on-road parking restriction and similar facilities, as appropriate;	The transit plan currently in development will include recommendations regarding needed changes to the ADC to address these provisions.

(b) New retail, office and institutional buildings at or near major transit stops shall provide convenient pedestrian access to transit through: walkways connecting building entrances and adjoining streets, pedestrian connections shall be provided unless impracticable as provided in OAR 660-012-034(3)(b)(E) and shall stub at undeveloped or properties with redevelopment potential, in addition, sites at major transit stops shall provide buildings within 20 feet of the transit stop, a transit street, intersecting street, or pedestrian plaza, an accessible transit passenger landing pad, an easement or dedication for a passenger shelter if requested by the transit provider, and lighting at the transit stop;	Section 8.370 (4) of the ADC essentially restates this requirement.
(c) Local governments may implement (4)(b)(A) and (B) through the designation of pedestrian districts with appropriate implementing measures for development within the pedestrian district that comply with (4)(b)(C);	
(d) Designated employee parking areas in new developments shall provide preferential parking for carpools and vanpools;	The transit plan currently in development will include recommendations regarding needed changes to the ADC to address these provisions.
(e) Existing development shall be allowed to redevelop a portion of existing parking areas for transit-oriented uses, including bus stops and pullouts, bus shelters, park and ride stations, transit-oriented developments, and similar facilities, where appropriate;	This is provided by the ADC Section 9.040.
(f) Road systems for new development shall be provided that can be adequately served by transit, including provision of pedestrian access to existing and identified future transit routes, including separate accessways to minimize travel distance where appropriate;	The transit plan currently in development will include recommendations regarding needed changes to the ADC to address these provisions.
(g) Along existing or planned transit routes, designation of types and densities of land uses adequate to support transit.	Land use designations along transit routes are intended to result in sufficient density to support transit operations.

(6) In developing TSP pedestrian and bicycle circulation plans, local governments shall identify improvements to facilitate bicycle and pedestrian trips to meet local travel demand needs in developed areas. Specific measures include, for example, construction of walkways between cul-de-sacs and adjacent roads, providing walkways between buildings, and providing direct access between adjacent uses.	The TSP includes bicycle and pedestrian projects intended to facilitate those travel modes result in an interconnected transportation system. ADC 12.190 requires new development to provide walkways from the ends of cul-de-sacs to the nearest street.
(7) Local governments shall establish standards for local streets and accessways that minimize pavement width and total right-of-way consistent with the operational needs of the facility. Street standards shall be reviewed and excessive standards reduced. The standards shall provide for emergency vehicle access while discouraging inappropriate traffic volumes and speeds and which accommodate pedestrian and bicycle circulation.	Sections 12.120-12.130 of the ADC provide for street design standards that reduce unnecessary pavement and right-of-way widths.

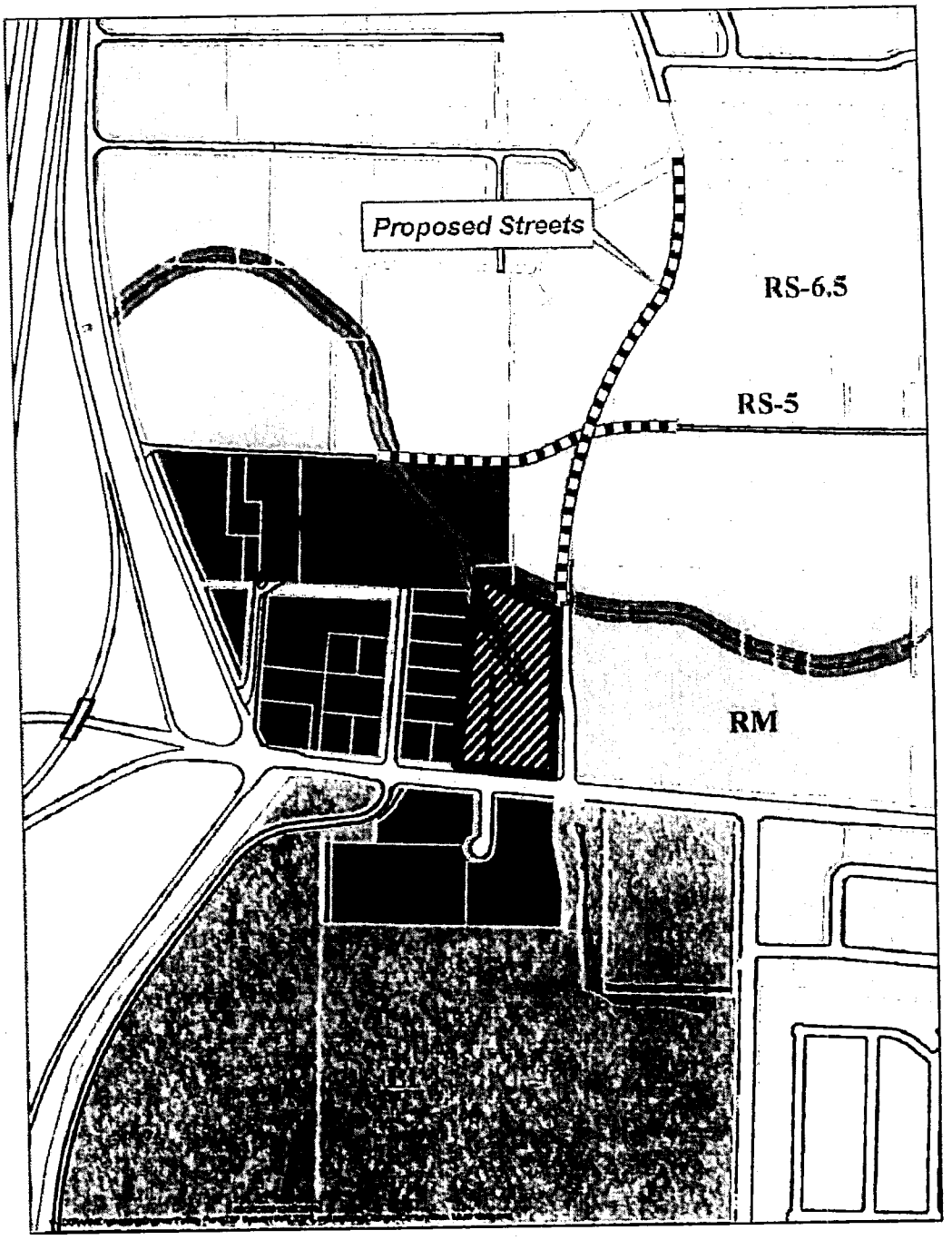
Deliver/Accept 2030 roadway needs analysis (Memo #6C) & Neighborhood meeting documents	February 11, 2008 February 25, 2008 March 24, 2008	Albany City Council
Project status update	August 20, 2008	Albany City Council
Review mobility standard impacts & new bridge crossing	September 5, 2008	ODOT, DLCD
Receive project descriptions, costs & priorities	October 6, 2008	Albany City Council
Review road, bike & pedestrian costs, priorities & growth (SDC) eligibility	October 20, 2008	Council Work Session
	October 21, 2008	North Albany Neighborhood Association
	October 30, 2008	Willamette Valley Homebuilding Association
	November 6, 2008	Albany Area Chamber of Commerce Governmental Affairs Committee
	November 5, 2008	Community Open House
TSP Adoption Steps & Policies	January 21, 2009	Council Work Session
Project Priorities	February 4, 2009 April 13, 2009 April 27, 2009 May 7, 2009	Council Work Sessions
TSP Adoption Process Memo	May 11, 2009	Planning Commission Meeting
Review Draft TSP	July 27, 2009	Planning Commission Meeting
Review Draft TSP	August 27, 2009	Joint Planning Commission-City Council Meeting

On-going communication was conducted through the following venues:

- Albany Democrat Herald news releases, articles, and blogs
- TSP project website (http://www.cityofalbany.net/publicworks/streets/management_plan/index.php)
- Email lists for 78 interested citizens, 37 business contacts, 21 members of boards and commissions, 59 contacts with state and local agencies, and 28 contacts within the city

Additional outreach to 4th and 5th grade students at North Albany Elementary School and Central Albany School included the following lessons:
March 21, 2007 – introduction to maps
March 22, 2007 – build an edible road cross-section
June 11, 2007 – introduction to bridges and folding paper bridges
June 12, 2007 – build a spice drop–toothpick bridge
October 10, 2007 – Transit – routes, fares, and a ride around the city
October 23, 2007 – Bike safety and helmets

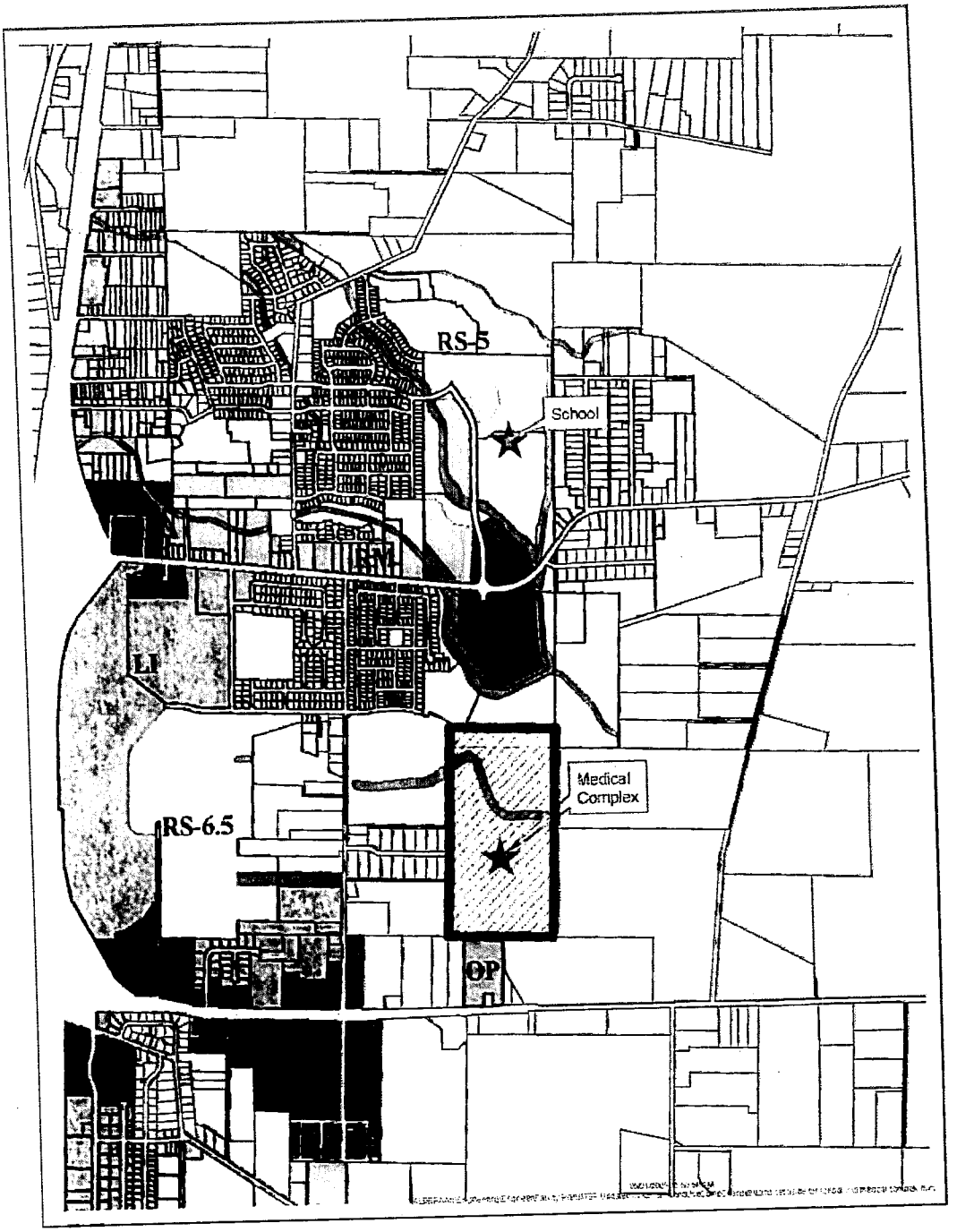
AREA 1 – EXPANSION OF REGIONAL COMMERCIAL SITE



COMPREHENSIVE PLAN AND ZONING MAP CHANGE ASSUMPTIONS

Area	Type	General Location	TAZ	Site Info	Inside City?	Existing Zoning	Future Zoning
1	Expansion of Regional Commercial Site	North of Knox Butte Road & West of Expo Parkway	165	Approximately 4 acres	Yes	Residential Medium Density	Regional Commercial

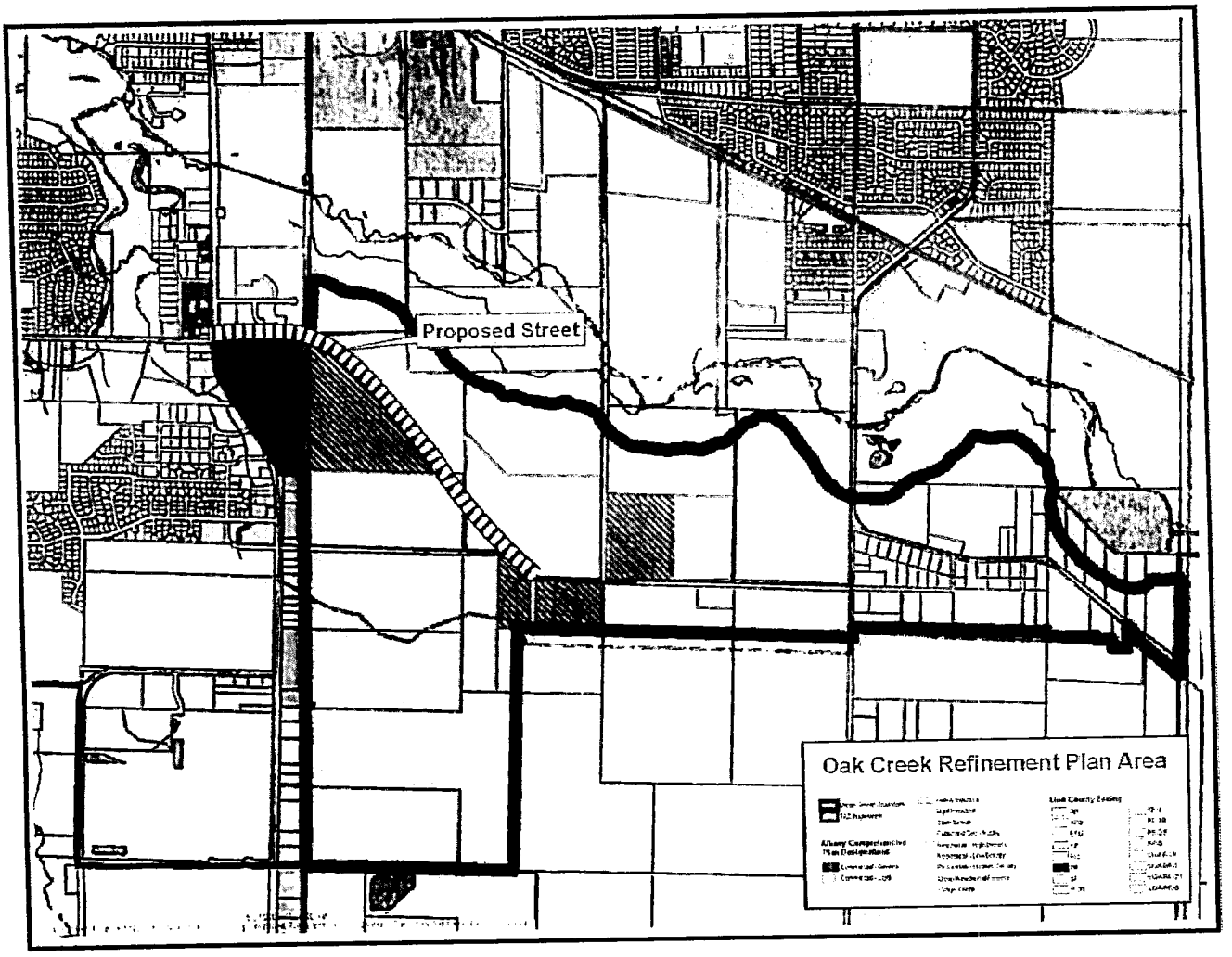
AREA 2 – HOSPITAL PROPERTY



COMPREHENSIVE PLAN AND ZONING MAP CHANGE ASSUMPTIONS

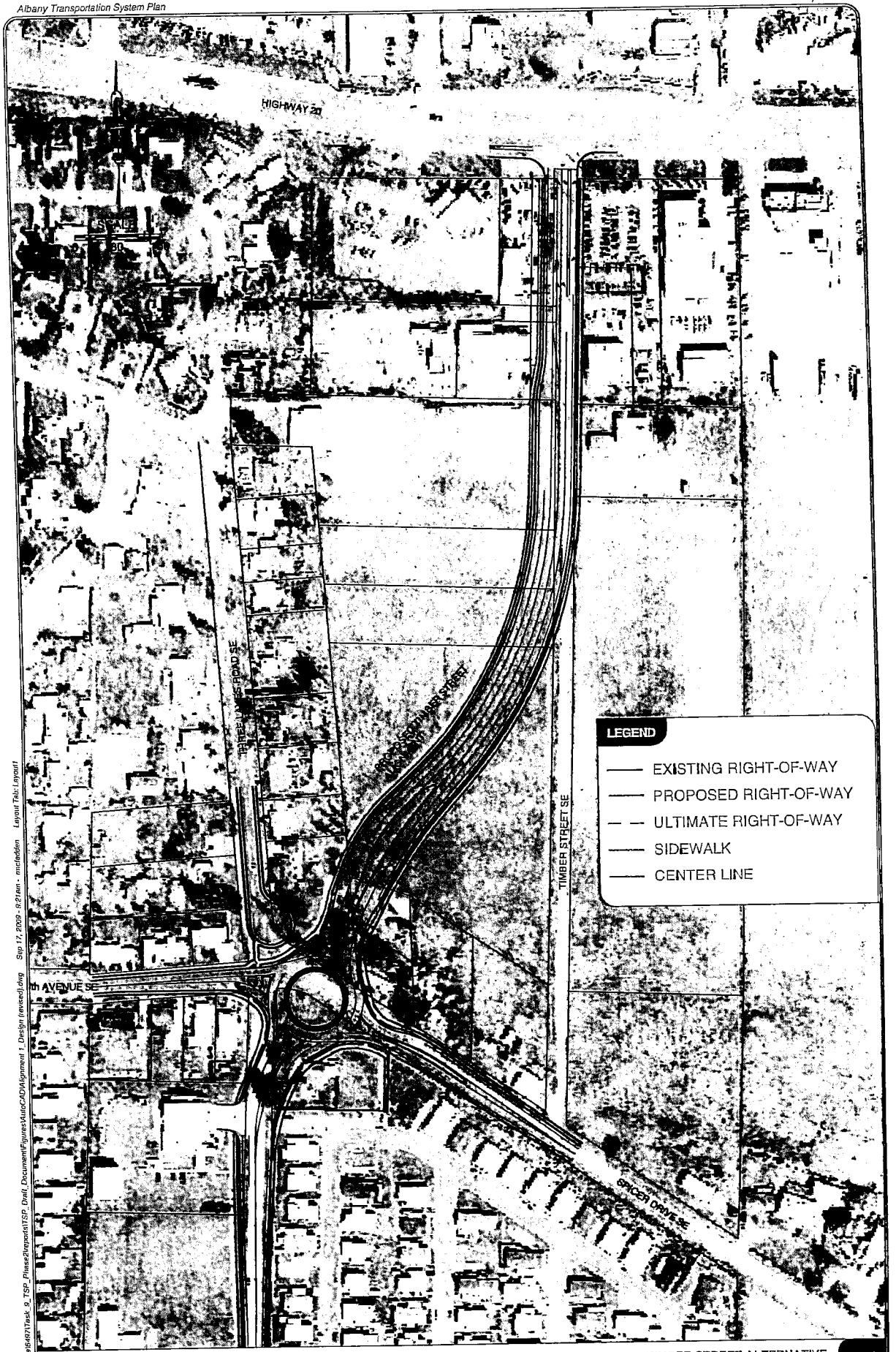
Area	Type	General Location	TAZ	Site Info	Inside City?	Existing Zoning	Future Zoning
2	Hospital Property	East of I-5 & North of US 20	457 458	Map 11S-3W-10 Tax lot 200	Yes	Residential Single Family	Office Professional

AREA 3 – OAK CREEK REFINEMENT PLAN AREA



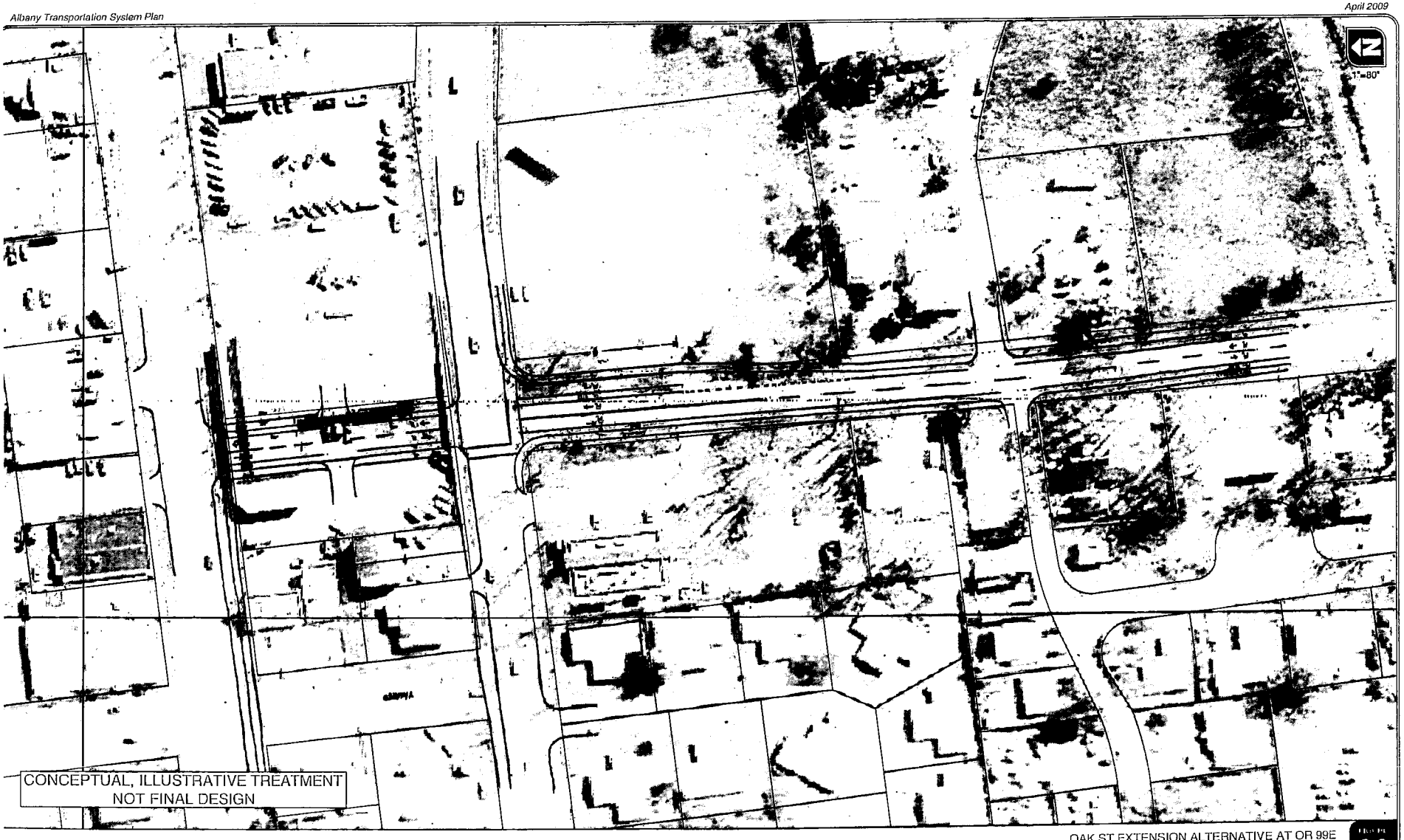
COMPREHENSIVE PLAN AND ZONING MAP CHANGE ASSUMPTIONS

Area	Type	General Location	TAZ	Site Info	Inside City?	Existing Plan Designation	Future Plan Designation/ Zoning
3	Oak Creek Refinement Plan Area	South Albany	326	Approx. 50 acres south of planned 53rd/Ellingson alignment	No	Urban Residential Reserve	Light Industrial Designation/ Industrial Park Zoning
			322 333 325	30-40 acres at Ellingson and Lochner	No		Village Center Designation/ Mixed Use Commercial Zoning



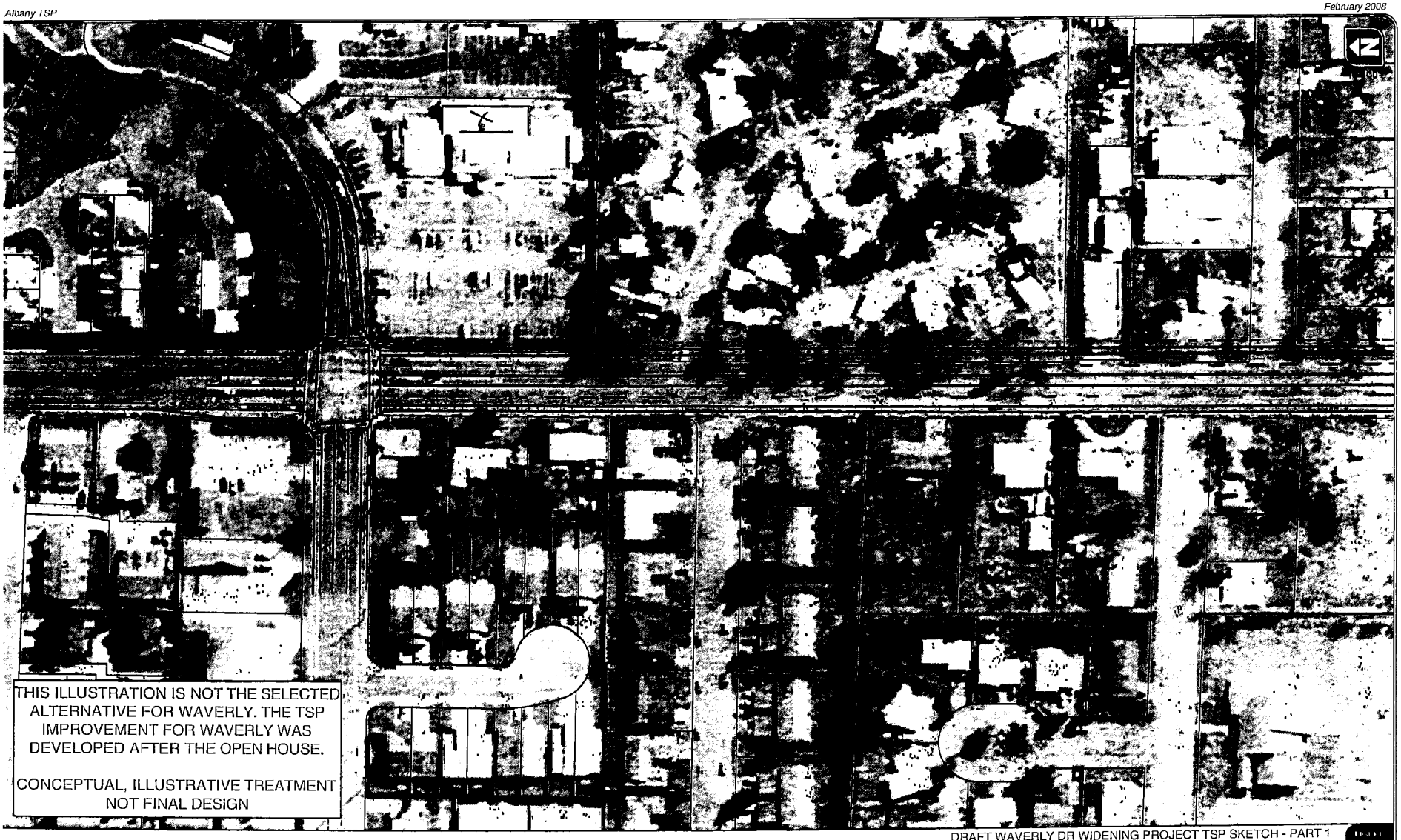
TIMBER STREET ALTERNATIVE
ALBANY, OREGON

H:\projlite\6492\Task_9_TSP_Phase2\reports\TSP_Draft_Document\Figures\AutoCAD\Alignment 1_Design (revised).dwg Sep 17, 2009 - 8:21am - micfedden Layout Tab: Layout1



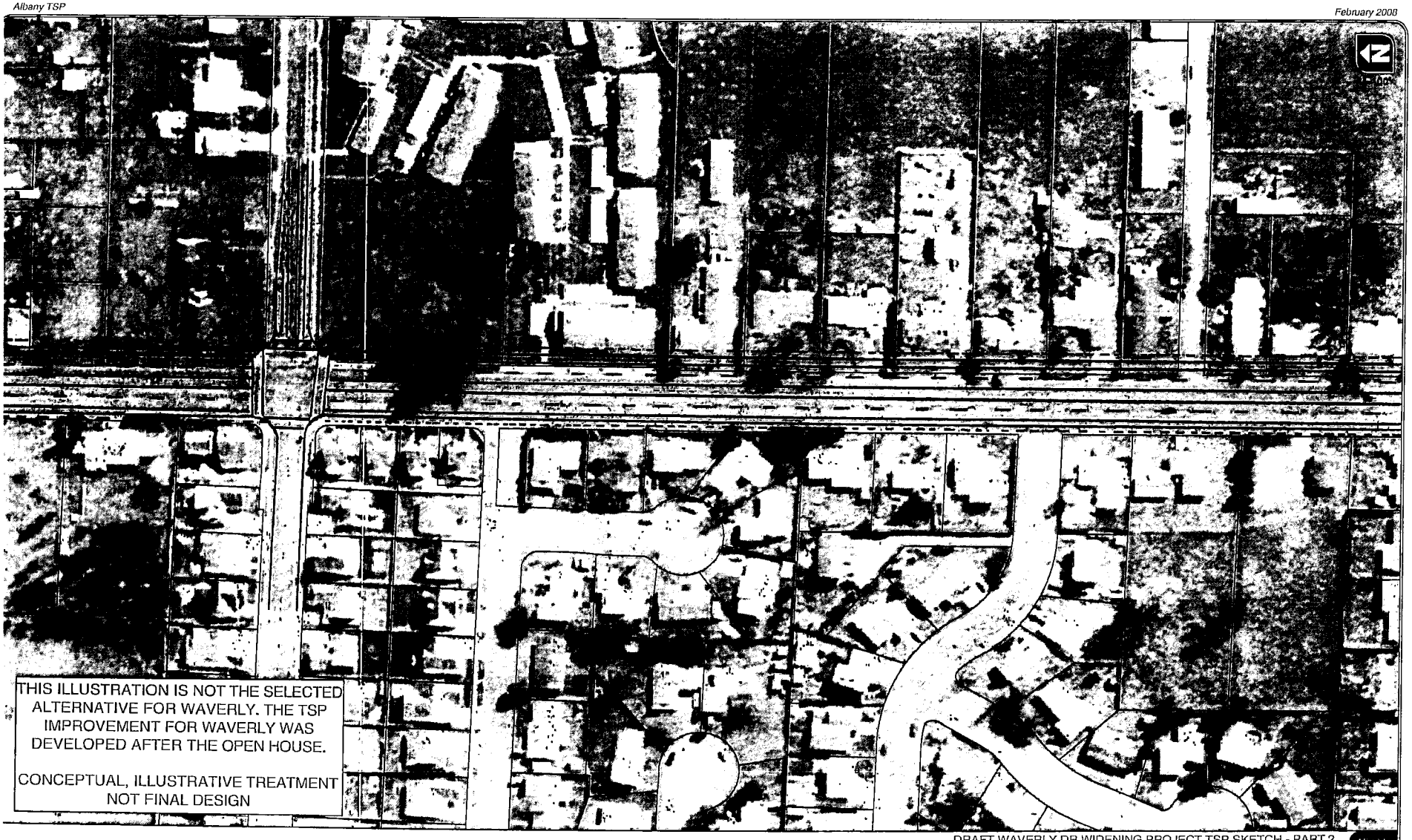
OAK ST EXTENSION ALTERNATIVE AT OR 99E
ALBANY, OREGON

FIGURE 6-9



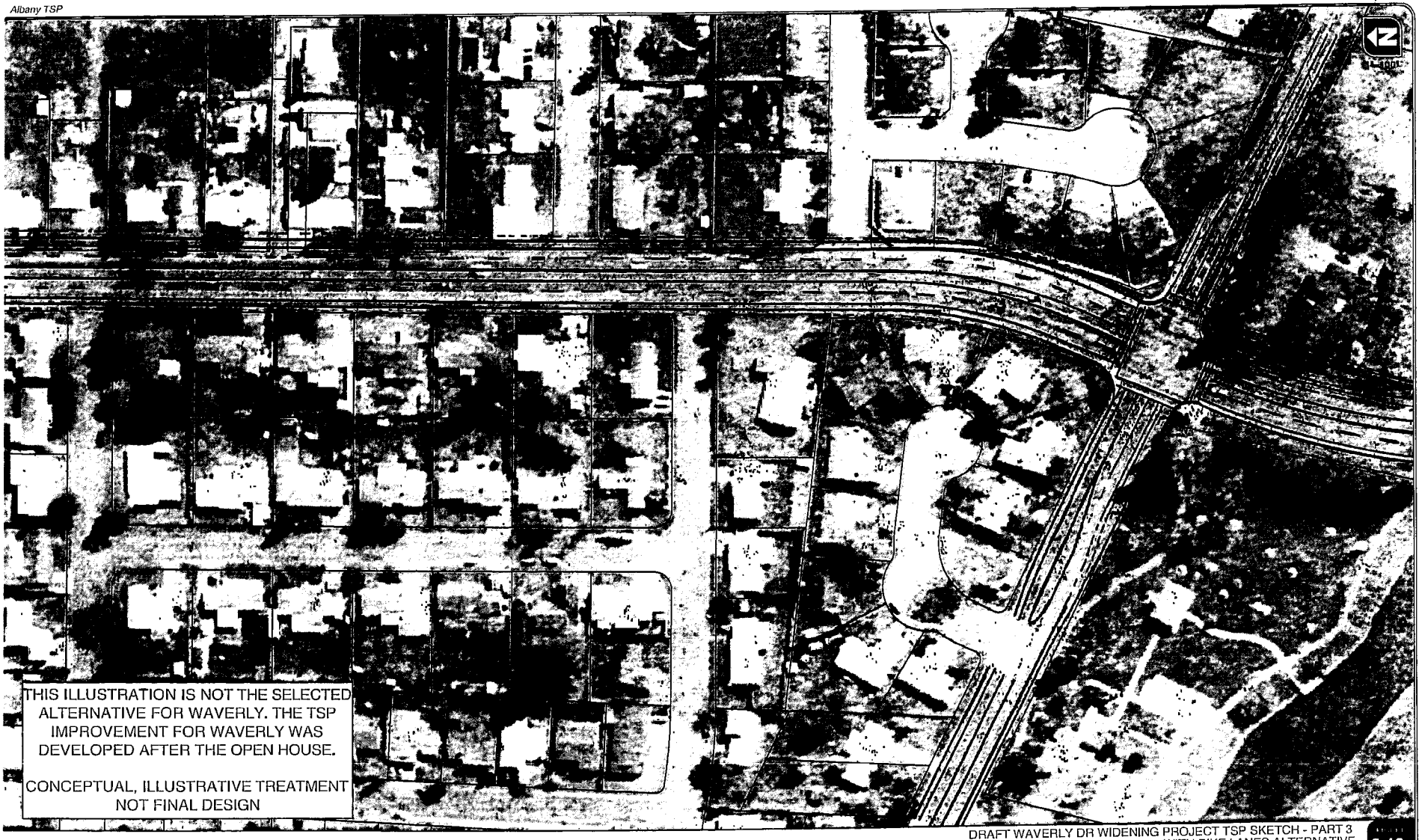
DRAFT WAVERLY DR WIDENING PROJECT TSP SKETCH - PART 1
WITH BIKE LANES ALTERNATIVE
ALBANY, OREGON

FIGURE 6-10a



DRAFT WAVERLY DR WIDENING PROJECT TSP SKETCH - PART 2
WITH BIKE LANES ALTERNATIVE
ALBANY, OREGON

6-10b

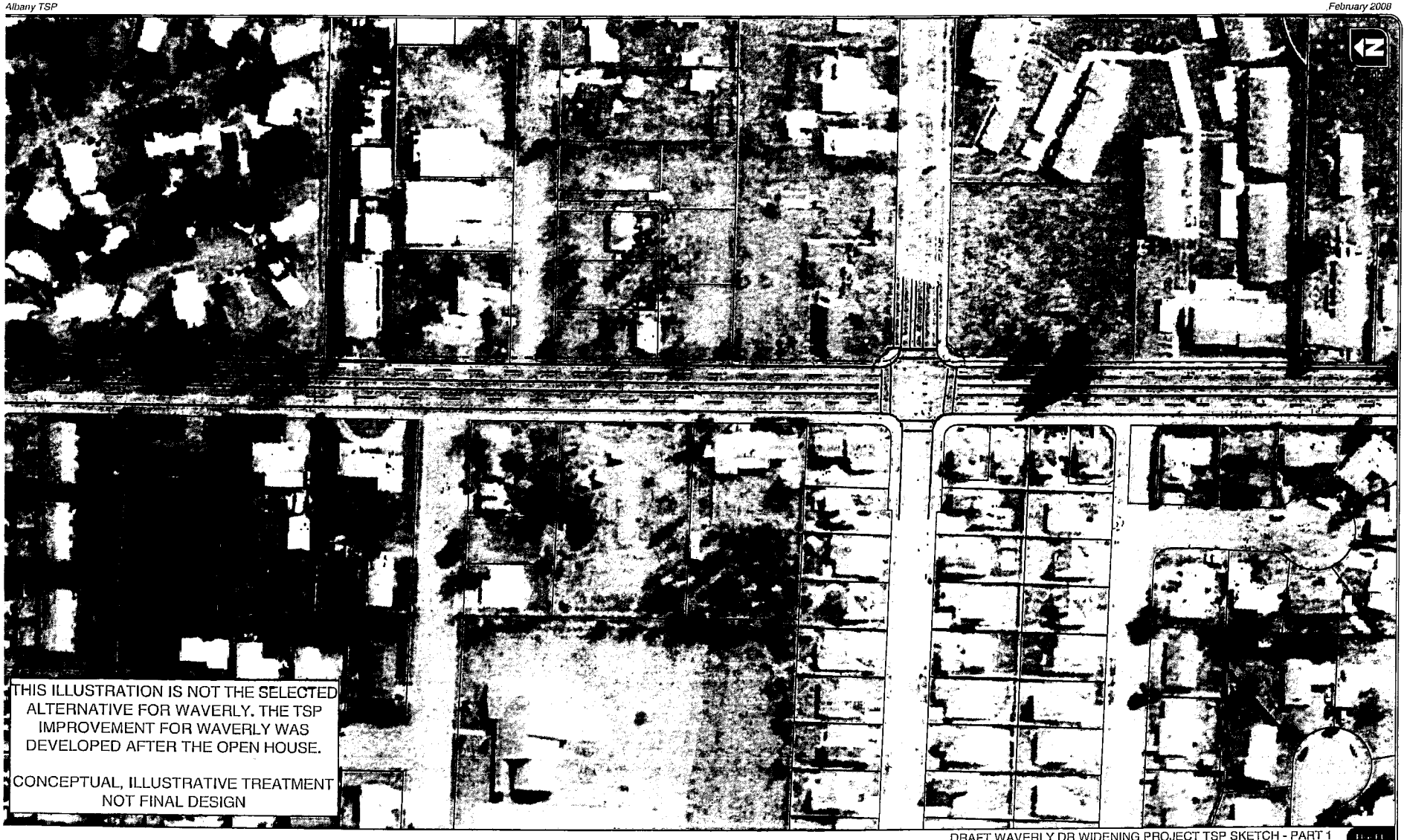


THIS ILLUSTRATION IS NOT THE SELECTED ALTERNATIVE FOR WAVERLY. THE TSP IMPROVEMENT FOR WAVERLY WAS DEVELOPED AFTER THE OPEN HOUSE.

CONCEPTUAL, ILLUSTRATIVE TREATMENT NOT FINAL DESIGN

DRAFT WAVERLY DR WIDENING PROJECT TSP SKETCH - PART 3
WITH BIKE LANES ALTERNATIVE
ALBANY, OREGON

6-10c



DRAFT WAVERLY DR WIDENING PROJECT TSP SKETCH - PART 1
NO BIKE LANES ALTERNATIVE
ALBANY, OREGON

DRAFT 6-10d

DRAFT WAVERLY DR WIDENING PROJECT TSP SKETCH - PART 2
NO BIKE LANES ALTERNATIVE
ALBANY, OREGON

6-10e

Project #: B20	Lyon Street

Description: Install painted "Sharrows" in the bike lane gaps on Lyon Street from 9th Avenue to the Willamette River (no sharrows needed on bridge due to shoulder). Painting a shared right-of-way (sharrow) symbol on the pavement does not require parking removal. This project is contingent upon ODOT approval, inclusion of sharrows in the MUTCD, and the associated guidance in the MUTCD.

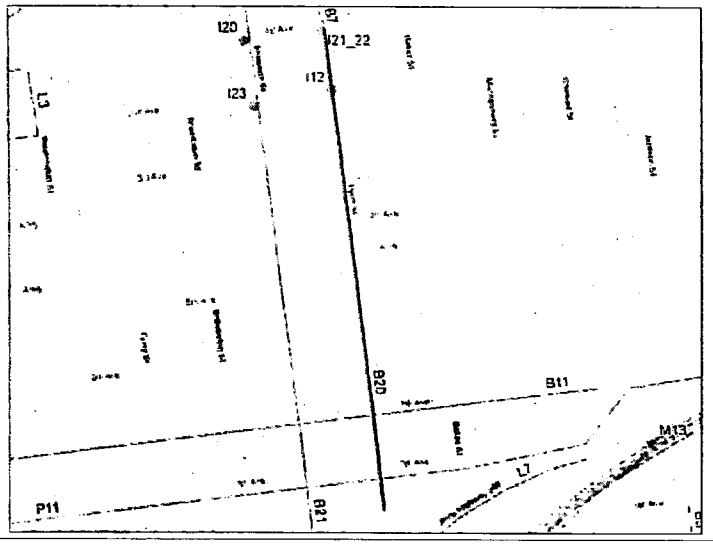
Category:	Classification:	Agency Coordination:	Time Frame:
Sharrows	Principal Arterial	ODOT	Short-term

Project Costs:	Const./Eng.	ROW	Other	Total Cost	*SDC Eligible:*
	$2,000	$0	$0	**$2,000**	*100%*

Project Goals Met:

Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☐	☐	☑	☐	☑	☑

Project Location:



Related Projects:
B7, B11, P11, I12, I21, I22

Illustrative Section:

Project #: B21	Ellsworth Street

Description: Install painted "Sharrows" in the bike lane gaps on Ellsworth Street from 9th Avenue to Springhill Drive, including Ellsworth Street bridge. Painting a shared right-of-way (sharrow) symbol on the pavement does not require parking removal. This project is contingent upon ODOT approval, inclusion of sharrows in the MUTCD, and the associated guidance in the MUTCD.

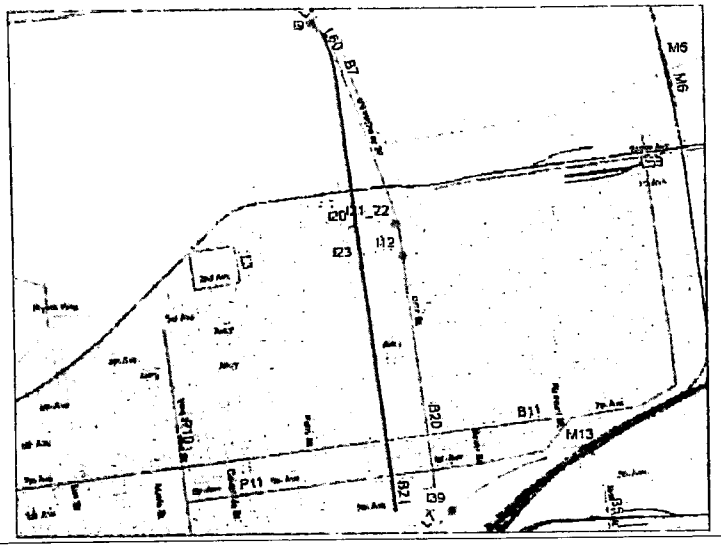
Category:	Classification:	Agency Coordination:	Time Frame:
Sharrows	Principal Arterial	ODOT	Short-term

Project Costs:	Const./Eng.	ROW	Other	Total Cost	*SDC Eligible:*
	$4,000	$0	$0	**$4,000**	*100%*

Project Goals Met:

Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☐	☐	☑	☐	☑	☑

Project Location:



Related Projects:
B11, P11, I9, I20, I23, L60

Illustrative Section:

Project #: I9	US 20/Springhill Drive

Description: Convert southbound right-turn to a shared left-right lane, creating dual-southbound lefts on Springhill Road. Relocate westbound stop bar on US 20 of inside lane 10-20 feet east of current location. Lengthen cycle length to 120 seconds and develop coordination between North Albany Road and Springhill Road along US 20. Design of the intersection should allow for right-turns on red for southbound vehicles if feasible.

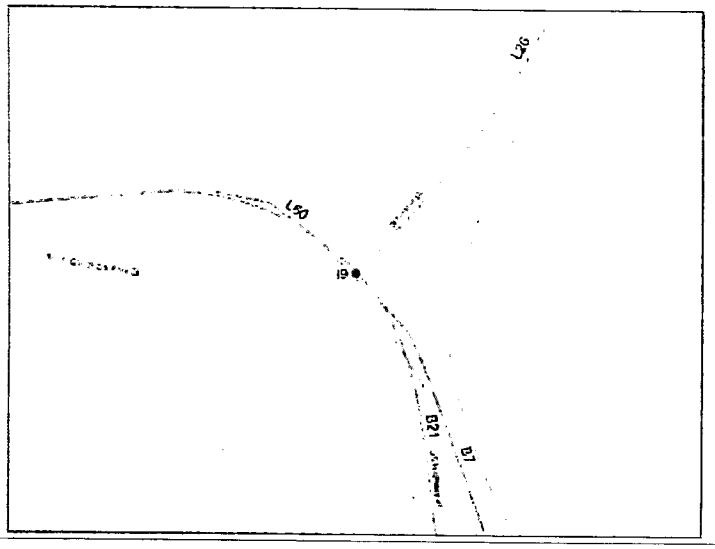
Category:	Classification:	Agency Coordination:	Time Frame:
Intersection Add Lane(s)	Principal Arterial/ Minor Arterial	ODOT	Short-term

Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	$14,000	$0	$0	**$14,000**	23%

Project Goals Met:

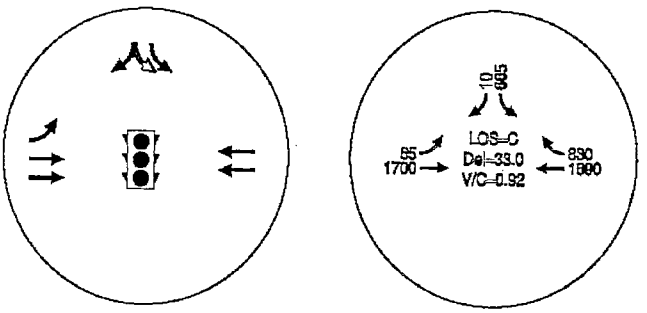
Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☐	☑	☐	☐	☐	☐

Project Location:



Related Projects:
B7, B21, L26, L60, S2

Illustrative Section:



Project #: I10	Knox Butte/Century Drive
Description:	If warranted, install an interim traffic signal. This signal may be removed when the intersection is reconstructed by ODOT.

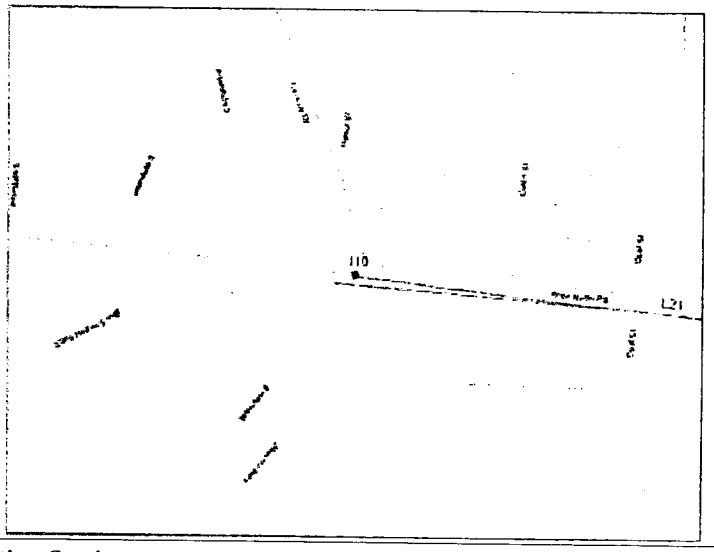
Category:	**Classification:**	**Agency Coordination:**	**Time Frame:**
Intersection Control Change	Minor Arterial/ Major Collector	ODOT	Short-term

Project Costs:	Const./Eng.	ROW	Other	**Total Cost**	*SDC Eligible:*
	$345,000	$0	$0	**$345,000**	*0%*

Project Goals Met:

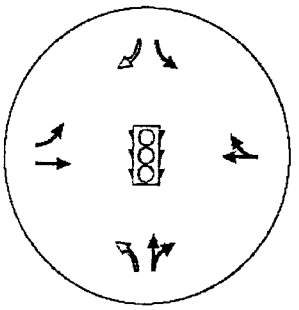
Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☐	☑	☑	☐	☐	☐

Project Location:



Related Projects:
S9, L21

Illustrative Section:



Project #: I13	US 20/Clay Street

Description: Restripe intersection lane markings and convert left-turn phasing on Clay Street to protected-permissive with the flashing yellow arrow signal head. Install exclusive eastbound right-turn lane on US 20.

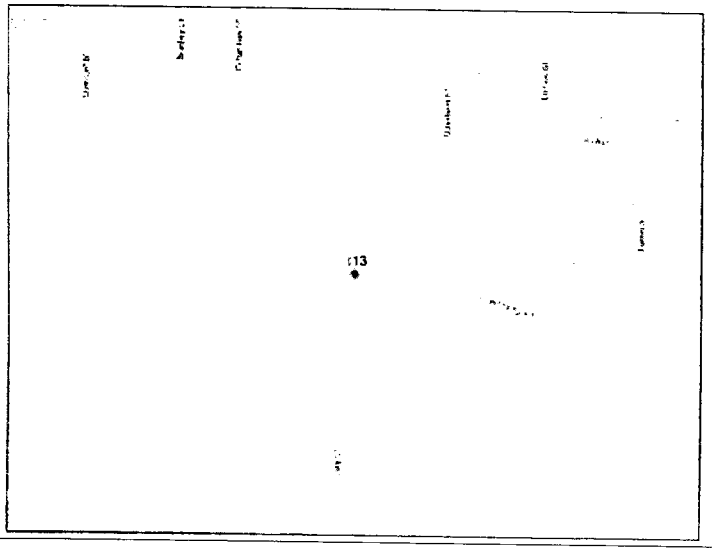
Category:	Classification:	Agency Coordination:	Time Frame:
Safety / Intersection Add Lane(s)	Principal Arterial/ Major Collector	ODOT	Medium-Term

Project Costs:	Const./Eng.	ROW	Other	Total Cost	*SDC Eligible:*
	$95,000	$90,000	$0	$185,000	20%

Project Goals Met:

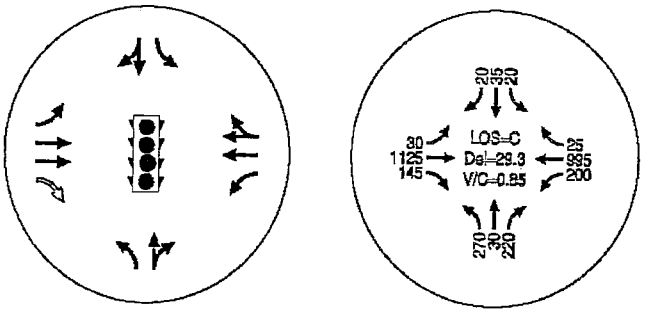
Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☐	☑	☑	☐	☐	☐

Project Location:



Related Projects:
n/a

Illustrative Section:



Project #: I24	OR 99E/Waverly Avenue

Description: Install second westbound left-turn lane on OR 99E & second southbound receiving lane on Waverly Avenue. Install exclusive northbound right-turn lane and overlap signal phasing.

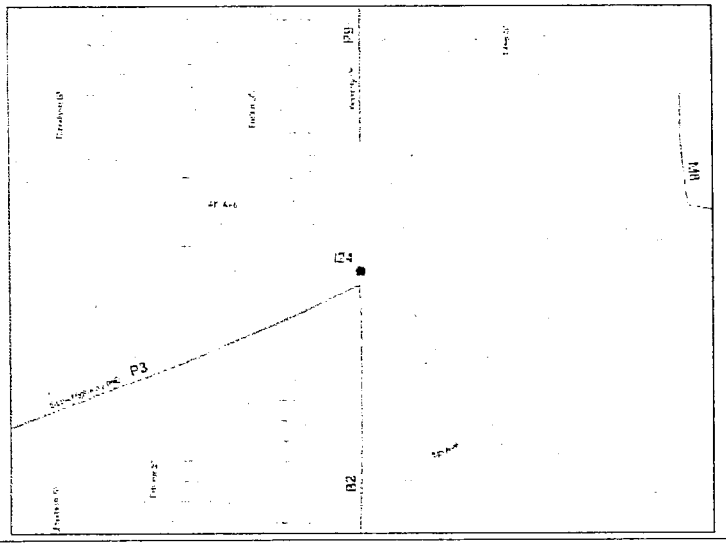
Category:	Classification:	Agency Coordination:	Time Frame:
Intersection Add Lane(s)	Principal Arterial / Minor Arterial	ODOT	Long-term

Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	$498,000	$192,000	$100,000	**$790,000**	27%

Project Goals Met:

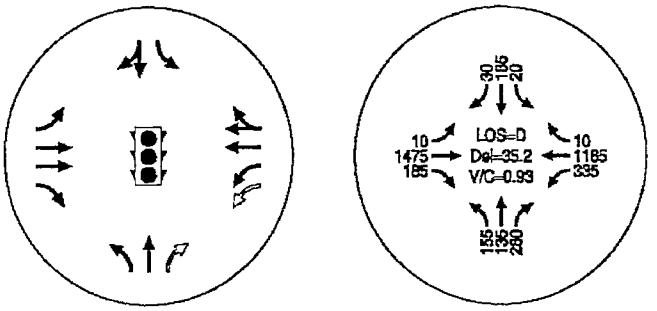
Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☐	☑	☐	☐	☐	☐

Project Location:



Related Projects:
B2, P3

Illustrative Section:



Project #: I38	Salem Avenue/Geary Street

Description: Construct traffic signal at intersection of Salem Ave./Geary St. This intersection is not forecast to meet volume warrants but should be monitored for safety warrants. The "other" costs for the signal include installation of detection along the railroad track for traffic signal pre-emption. Factors increasing the cost of the detection for rail crossing signal pre-emption include the number of tracks (two at this location), train speed, number of approaches requiring pre-emption (two at this location). $500,000 is assumed but could be exceeded. Additional analysis is required to refine this cost

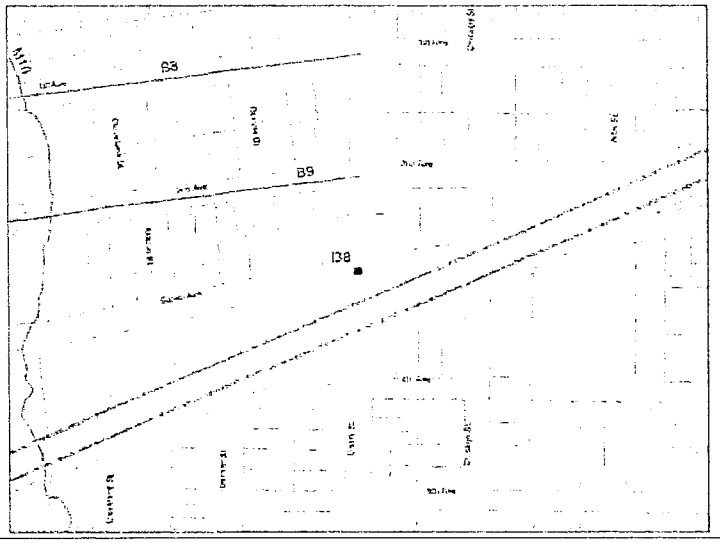
Category:	Classification:	Agency Coordination:	Time Frame:
Intersection Control Change	Minor Arterial / Minor Arterial	ODOT Rail	Long-term

Project Costs:	Const./Eng.	ROW	Other	Total Cost	*SDC Eligible:*
	$345,000	$0	$500,000	$845,000	*28%*

Project Goals Met:

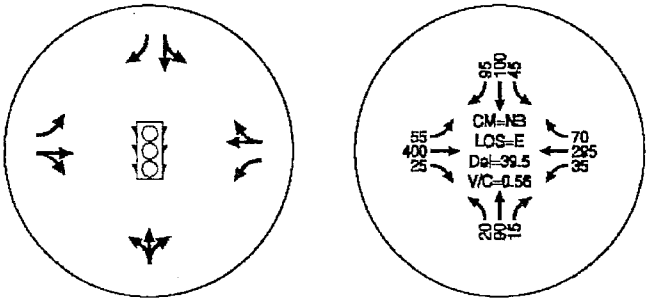
Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☐	☐	☑	☐	☐	☐

Project Location:



Related Projects:

Illustrative Section:



Project #: I39	OR 99E/Lyon Street

Description: NB Ramp: Install a second northbound left-turn lane from the 99E off-ramp and a second receiving lane NB on Lyon Street. SB Ramp: Install second NB through lane on Lyon Street.

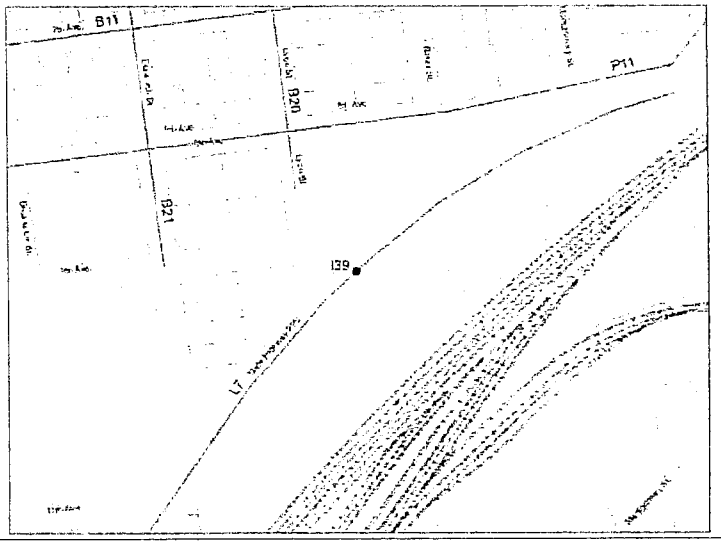
Category:	Classification:	Agency Coordination:	Time Frame:
Intersection Add Lane(s)	Principal Arterial	ODOT	Long-term

Project Costs:	Const./Eng.	ROW	Other	Total Cost	*SDC Eligible:*
	$161,000	$43,000	$0	$205,000	*16%*

Project Goals Met:

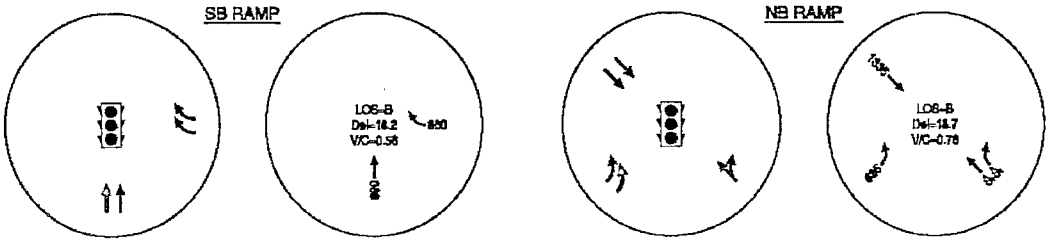
Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☑	☑	☐	☐	☐	☐

Project Location:



Related Projects:
L7, B20, M13

Illustrative Section:



Project #: I8	US 20/North Albany Road

Description: On North Albany Road: eliminate split-phasing, convert southbound right to shared through-right lane & convert southbound through-left to left-only lane, creating dual southbound left-turns. Install westbound right-turn overlap phasing. Implement actuated-coordinated signal control, and develop signal coordination between Springhill Road and North Albany Road for better traffic progression along US 20 during peak periods.

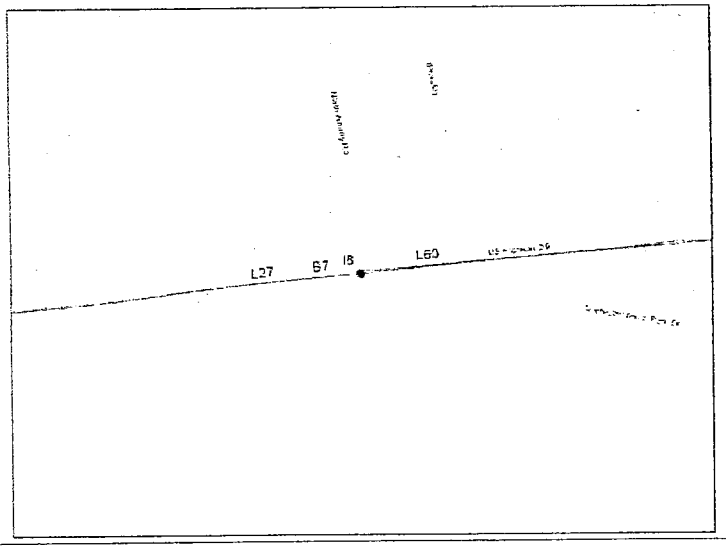
Category:	Classification:	Agency Coordination:	Time Frame:
Intersection Add Lane(s)	Principal Arterial/ Minor Arterial	ODOT	Short-term

Project Costs:	Const./Eng.	ROW	Other	Total Cost	*SDC Eligible:*
	$38,000	$0	$2,000	$40,000	*13%*

Project Goals Met:

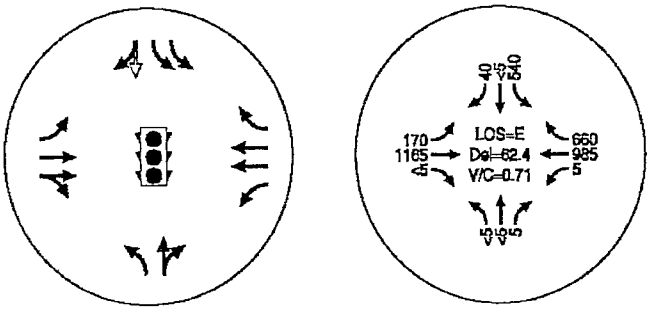
Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☑	☑	☐	☐	☐	☐

Project Location:



Related Projects:
B7, L27, L60, S2

Illustrative Section:



Project #: I12	US 20 (Lyon Street)/2nd Avenue

Description: Restripe for a new 100-foot eastbound exclusive left-turn lane, removing a portion of on-street parking on 2nd Avenue. Extend cycle length to 70 seconds, and develop timing plans with offsets that facilitate northbound and eastbound progression.

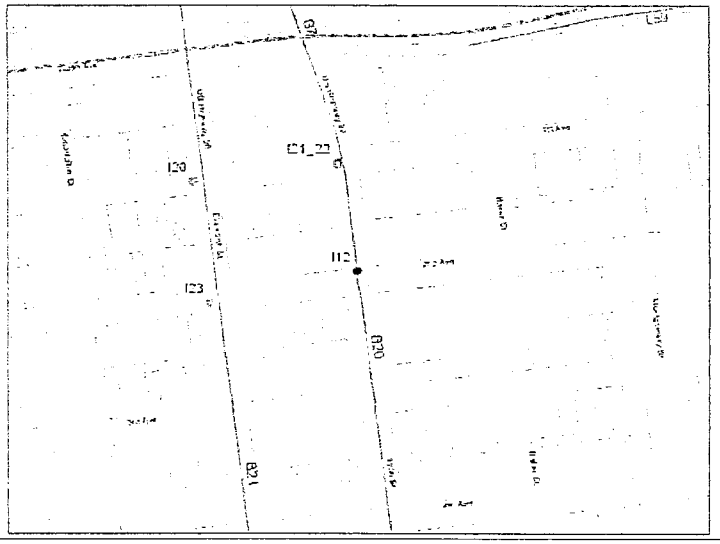
Category:	Classification:	Agency Coordination:	Time Frame:
Intersection Add Lane(s)	Principal Arterial / Minor Arterial	ODOT	Medium-Term

Project Costs:	Const./Eng.	ROW	Other	Total Cost	*SDC Eligible:*
	$23,000	$0	$0	**$23,000**	*16%*

Project Goals Met:

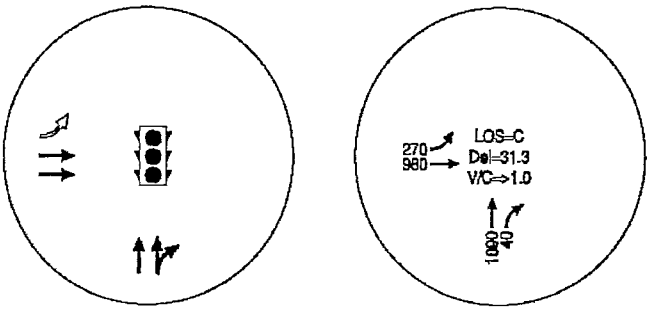
Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☐	☑	☐	☐	☐	☐

Project Location:



Related Projects:
I20, I21, I22, I23, B7, B20, B21, S2

Illustrative Section:



Project #: I14	OR 99E/34th Avenue

Description: Switch southbound left-turn to protected phasing and install a 125-foot northbound right-turn lane and northbound right-turn overlap phasing. Right-turn lane length adjusted from 200 feet to 125 based on ROW considerations.

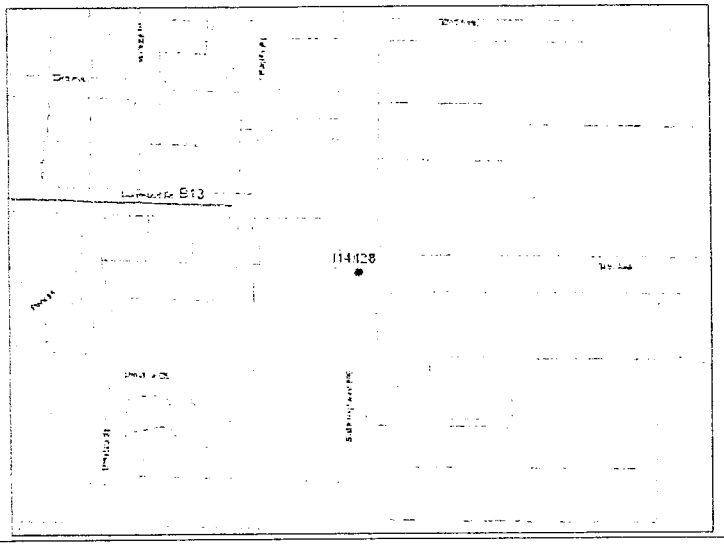
Category:	Classification:	Agency Coordination:	Time Frame:
Intersection Add Lane(s)	Principal Arterial/ Minor Arterial	ODOT	Long-term

Project Costs:	Const./Eng.	ROW	Other	Total Cost	*SDC Eligible:*
	$53,000	$12,000	$0	**$65,000**	32%

Project Goals Met:

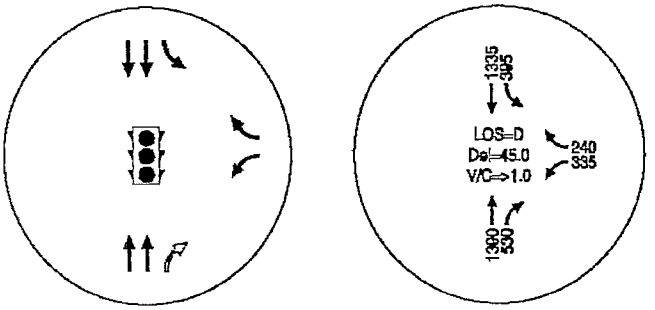
Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☐	☑	☑	☐	☐	☐

Project Location:



Related Projects:
I28

Illustrative Section:



Project #: I20	US 20 (Ellsworth Street)/1st Avenue

Description: Implement actuated-coordinated signal control. Shorten pedestrian crossing distance across Ellsworth Street. Extend cycle length to 70 seconds, and develop timing plans with offsets that facilitate southbound and westbound progression.

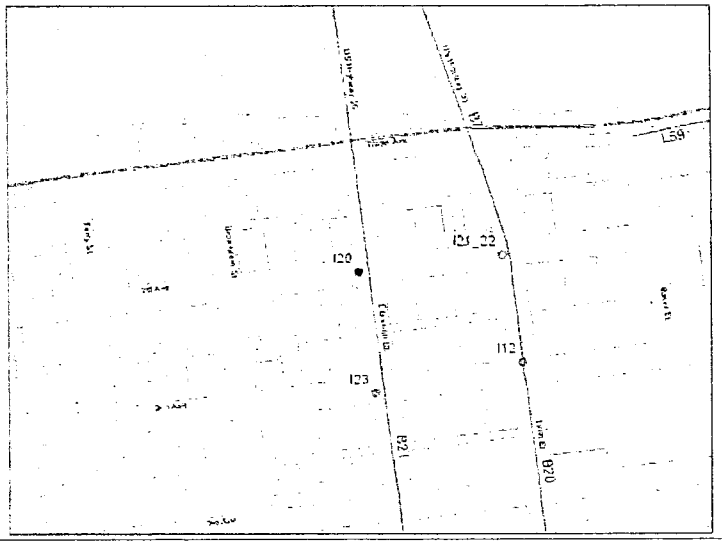
Category:	Classification:	Agency Coordination:	Time Frame:
Intersection Add Lane(s)	Principal Arterial / Minor Arterial / Major Collector	ODOT	Medium-Term

Project Costs:	Const./Eng.	ROW	Other	Total Cost	*SDC Eligible:*
	$18,000	$0	$0	**$18,000**	22%

Project Goals Met:

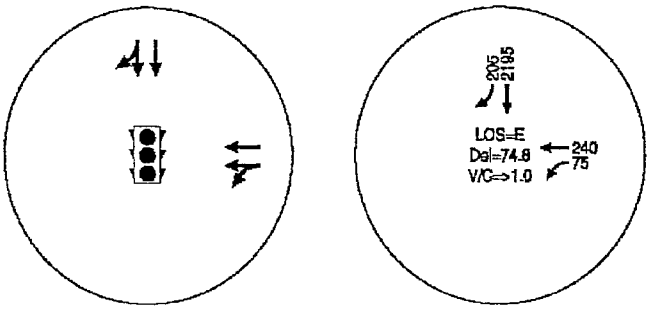
Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☐	☑	☐	☐	☐	☐

Project Location:



Related Projects:
I12, I21, I22, I23, B21, S2

Illustrative Section:



Project #: I21	US 20 (Lyon Street)/1st Avenue

Description: Convert northern westbound through lane to a shared thru-right lane on 1st Avenue

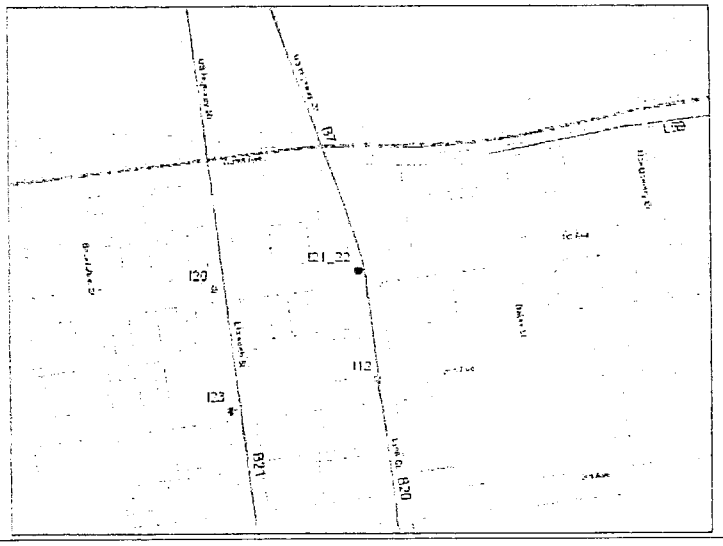
Category:	Classification:	Agency Coordination:	Time Frame:
Intersection Add Lane(s)	Principal Arterial / Minor Arterial	ODOT	Medium-Term

Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	$11,000	$0	$0	**$11,000**	23%

Project Goals Met:

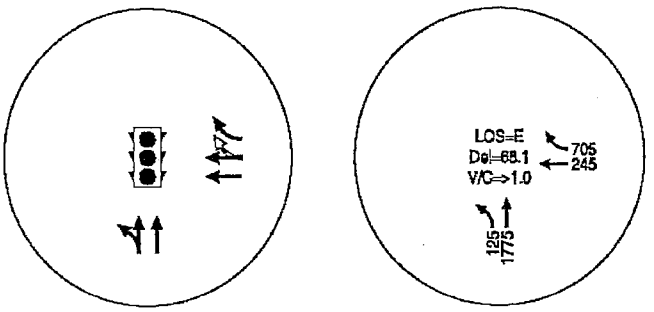
Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☐	☑	☐	☐	☐	☐

Project Location:



Related Projects:
I12, I20, I22, I23, B20, S2

Illustrative Section:



Project #: I22	US 20 (Lyon Street)/1st Avenue

Description: Close crosswalk on north leg of intersection. Restripe for a new 100-foot northbound exclusive left-turn lane, removing a portion of on-street parking on west side of Lyon Street. Extend cycle length to 70 seconds, and develop timing plans with offsets that facilitate northbound and westbound progression.

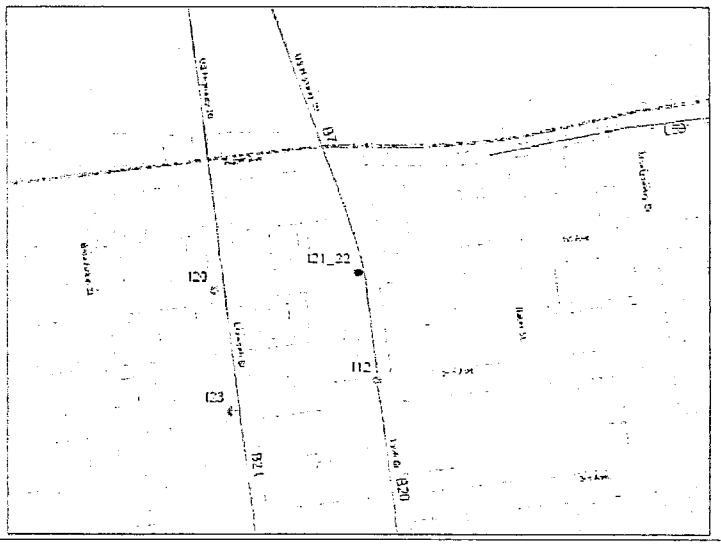
Category:	Classification:	Agency Coordination:	Time Frame:
Intersection Add Lane(s)	Principal Arterial / Minor Arterial	ODOT	Medium-Term

Project Costs:	Const./Eng.	ROW	Other	**Total Cost**	*SDC Eligible:*
	$10,000	$0	$0	**$10,000**	23%

Project Goals Met:

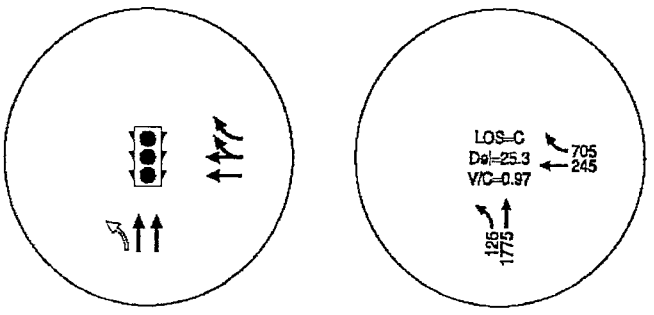
Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☐	☑	☐	☐	☐	☐

Project Location:



Related Projects:
I12, I20, I21, I23, B20, S2

Illustrative Section:



Project #: I23	US 20 (Ellsworth Street)/2nd Avenue

Description: Restripe for a new southbound exclusive left-turn lane on Ellsworth, removing a portion of on-street parking on eastside of Ellsworth Street. Initially restripe only 100 feet from intersection, but may need to extend to 250 feet (full block length) due to 2030 projected queuing. (Cost estimates are based on 250 feet restriped lane) Extend cycle length to 70 seconds, and develop timing plans with offsets that facilitate southbound and westbound progression.

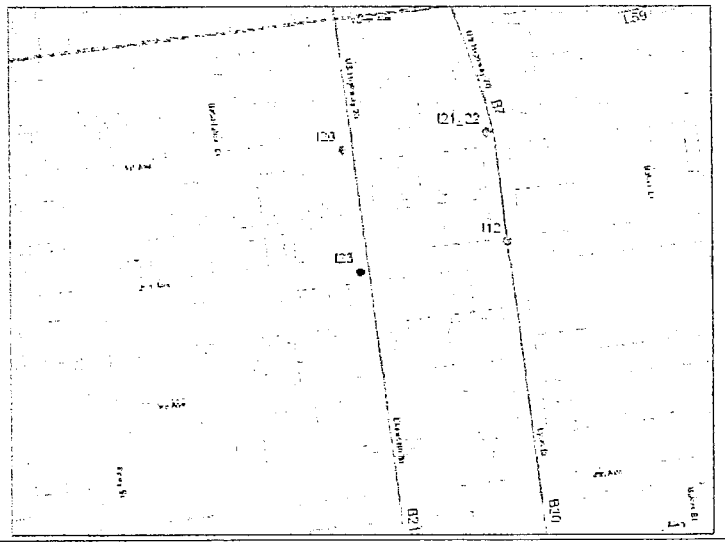
Category:	Classification:	Agency Coordination:	Time Frame:
Intersection Add Lane(s)	Principal Arterial / Minor Arterial / Major Collector	ODOT	Medium-Term

Project Costs:	Const./Eng.	ROW	Other	Total Cost	*SDC Eligible:*
	$17,000	$0	$0	$17,000	23%

Project Goals Met:

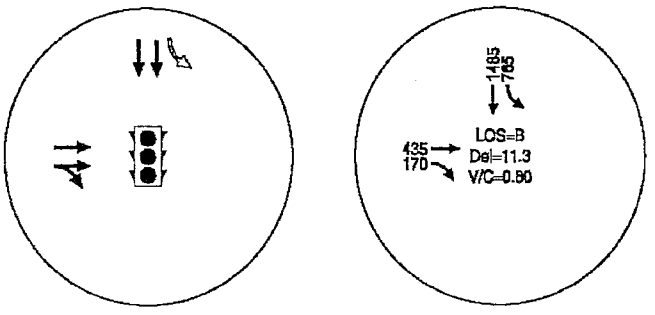
Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☐	☑	☐	☐	☐	☐

Project Location:



Related Projects:
I12, I20, I21, I22, B21, S2

Illustrative Section:



Project #: I25	US 20/Waverly Drive

Description: Install second westbound left-turn lane and eastbound right-turn lane on US 20

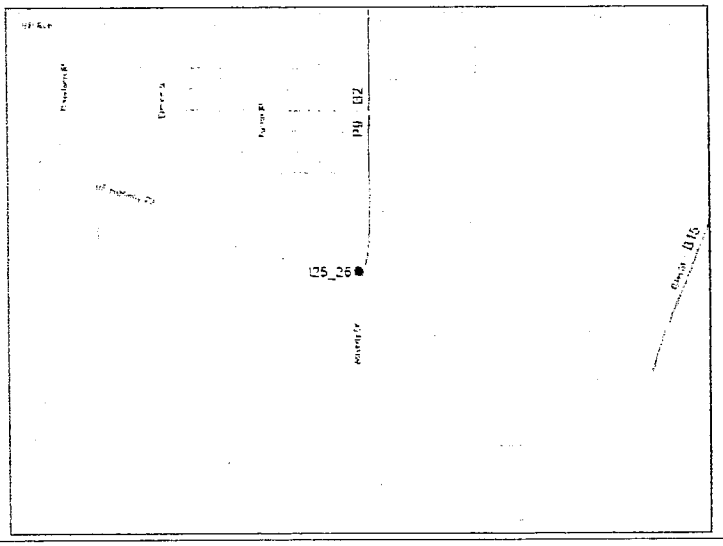
Category:	Classification:	Agency Coordination:	Time Frame:
Intersection Add Lane(s)	Principal Arterial / Minor Arterial	ODOT	Long-term

Project Costs:	Const./Eng.	ROW	Other	Total Cost	*SDC Eligible:*
	$261,000	$467,000	$125,000	$853,000	*29%*

Project Goals Met:

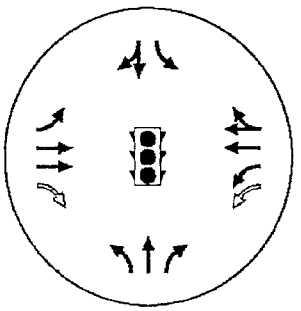
Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☐	☑	☐	☐	☐	☐

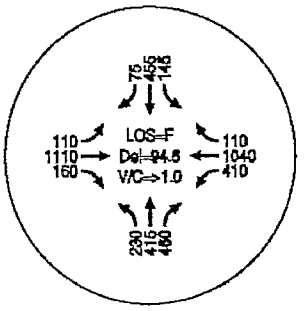
Project Location:



Related Projects:
I26, P9, B2

Illustrative Section:





Project #: I26	US 20/Waverly Drive

Description: Install northbound right-turn overlap, add another southbound through lane on Waverly Drive

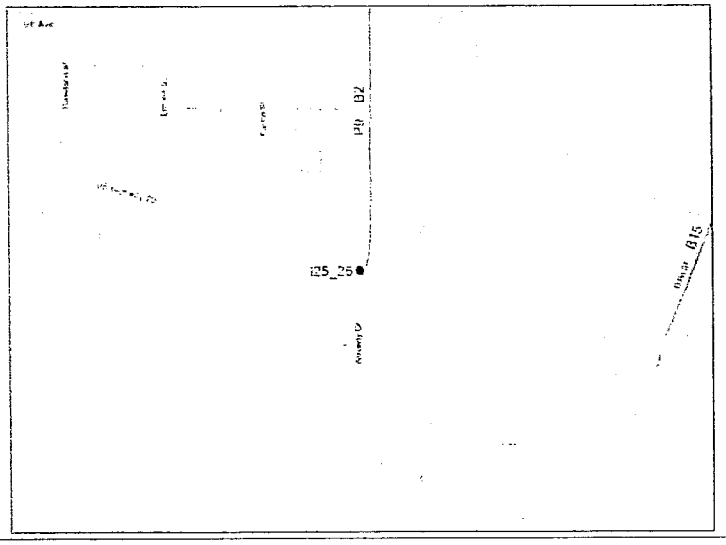
Category:	Classification:	Agency Coordination:	Time Frame:
Intersection Add Lane(s)	Principal Arterial / Minor Arterial	ODOT	Long-term

Project Costs:	Const./Eng.	ROW	Other	Total Cost	*SDC Eligible:*
	$67,000	$50,000	$0	**$118,000**	29%

Project Goals Met:

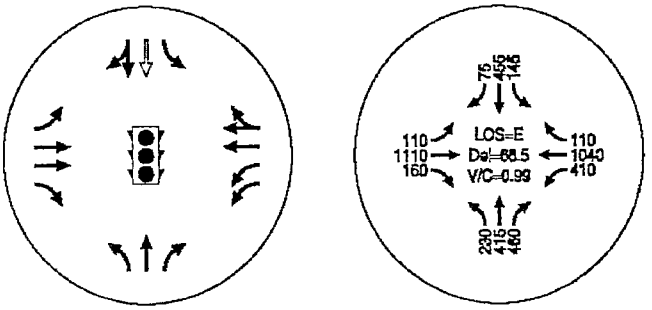
Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☐	☑	☐	☐	☐	☐

Project Location:



Related Projects:
I25, P9, B2

Illustrative Section:



Project #: I27	OR 99E/Queen Avenue

Description: Install northbound and southbound right-turn lanes on OR 99E. On Queen Avenue, add second westbound and eastbound left-turn lanes, and extend eastbound right-turn lane to 200-feet. Review pavement and drainage quality to ensure sufficiency.

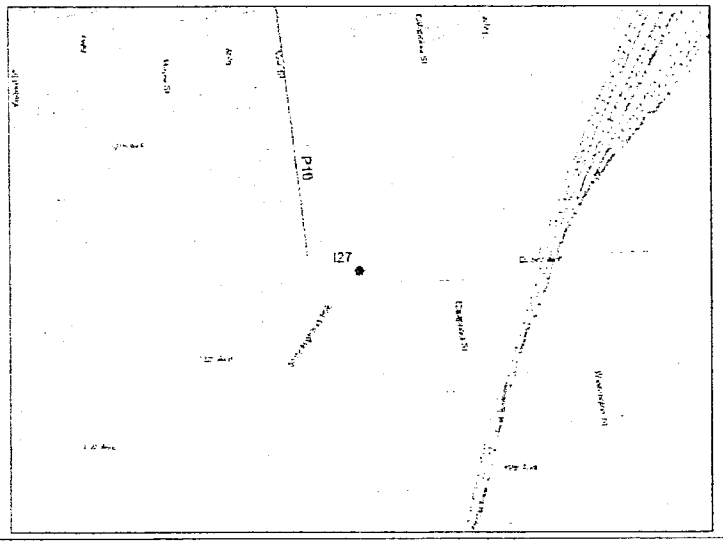
Category:	Classification:	Agency Coordination:	Time Frame:
Intersection Add Lane(s)	Principal Arterial / Minor Arterial	ODOT	Long-term

Project Costs:	Const./Eng.	ROW	Other	Total Cost	*SDC Eligible:*
	$350,000	$445,000	$100,000	$894,000	26%

Project Goals Met:

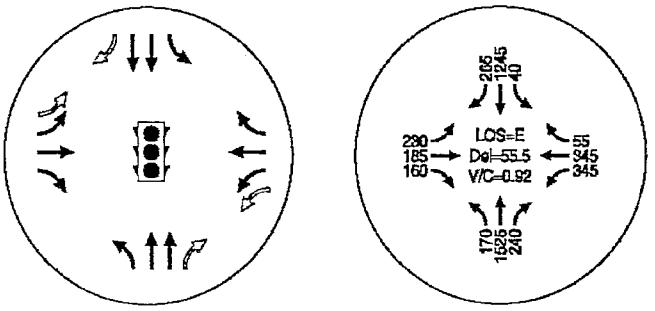
Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☐	☑	☑	☐	☐	☐

Project Location:



Related Projects:
P10, S2

Illustrative Section:



Project #: I28	OR 99E/34th Avenue

Description: Install second westbound 175-foot left-turn lane on 34th Avenue. Assumes current YMCA access is closed and moved east along 34th Avenue.

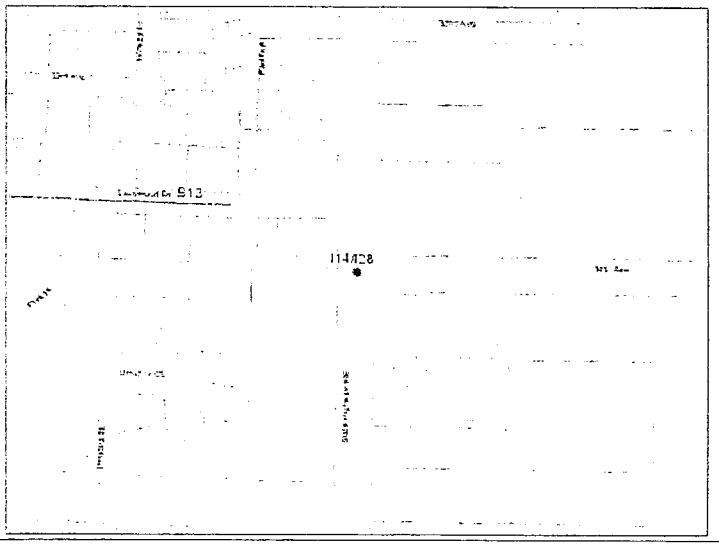
Category:	Classification:	Agency Coordination:	Time Frame:
Intersection Add Lane(s)	Principal Arterial/ Minor Arterial	ODOT	Long-term

Project Costs:	Const./Eng.	ROW	Other	Total Cost	*SDC Eligible:*
	$21,000	$0	$0	**$21,000**	*32%*

Project Goals Met:

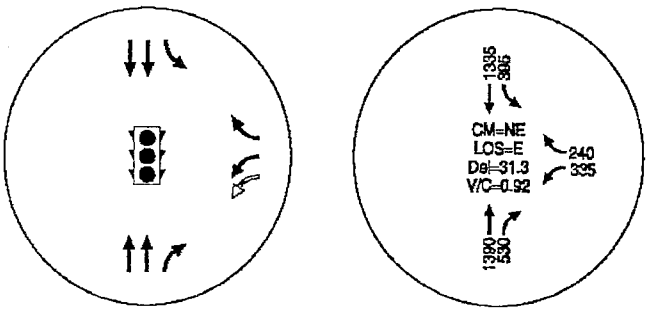
Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☑	☑	☐	☐	☐	☐

Project Location:



Related Projects:
I14, B13

Illustrative Section:



Project #: I29	OR 99E/Killdeer Avenue

Description: Install 100 foot eastbound right-turn lane on Hwy 99E. Only if needed to meet OHP mobility standards.

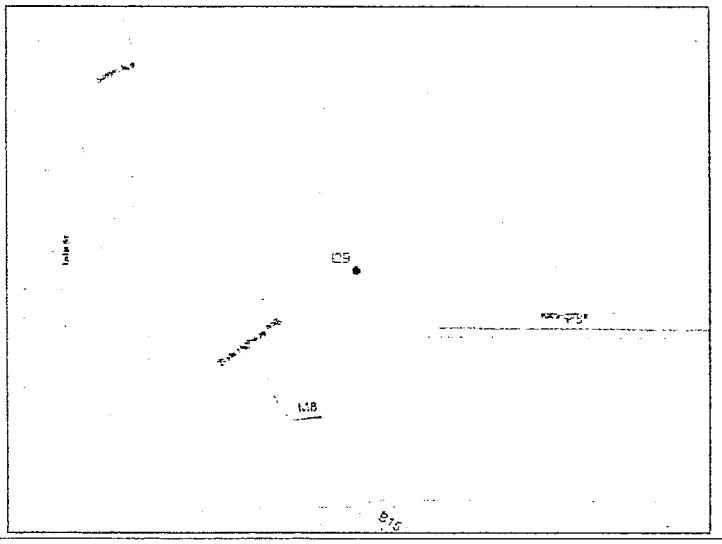
Category:	Classification:	Agency Coordination:	Time Frame:
Intersection Add Lane(s)	Principal Arterial / Major Collector	ODOT	Long-term

Project Costs:	Const./Eng.	ROW	Other	Total Cost	*SDC Eligible:*
	$3,207,000	$0	$0	**$3,207,000**	*28%*

Project Goals Met:

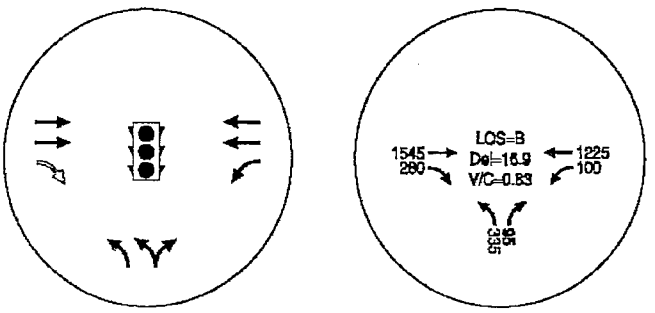
Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☑	☑	☐	☐	☐	☐

Project Location:



Related Projects:
P8, S4

Illustrative Section:



Project #: I30	US 20/Timber Street

Description: Develop a traffic signal once warrants are met and once Timber Street extension (link project #L4) is complete. Install 125 foot eastbound right-turn lane and overlap phasing.

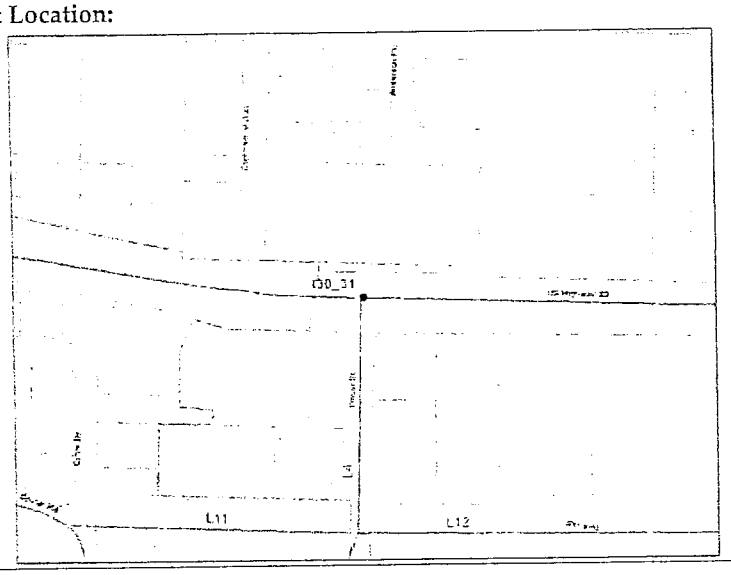
Category:	Classification:	Agency Coordination:	Time Frame:
Intersection Add Lane(s)	Principal Arterial / Minor Arterial	ODOT	Long-term

Project Costs:	Const./Eng.	ROW	Other	Total Cost	*SDC Eligible:*
	$571,000	$0	$0	**$571,000**	44%

Project Goals Met:

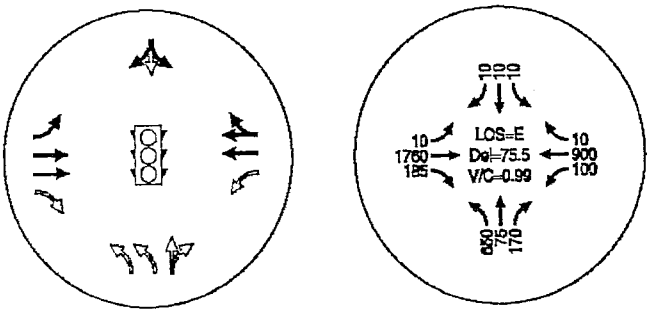
Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☑	☑	☐	☐	☐	☐

Project Location:



Related Projects:
I31, L4, L56, S10

Illustrative Section:



Project #: I31	US 20/Timber Street

Description: Install third eastbound through lane when warranted by Highway 20 traffic volumes.

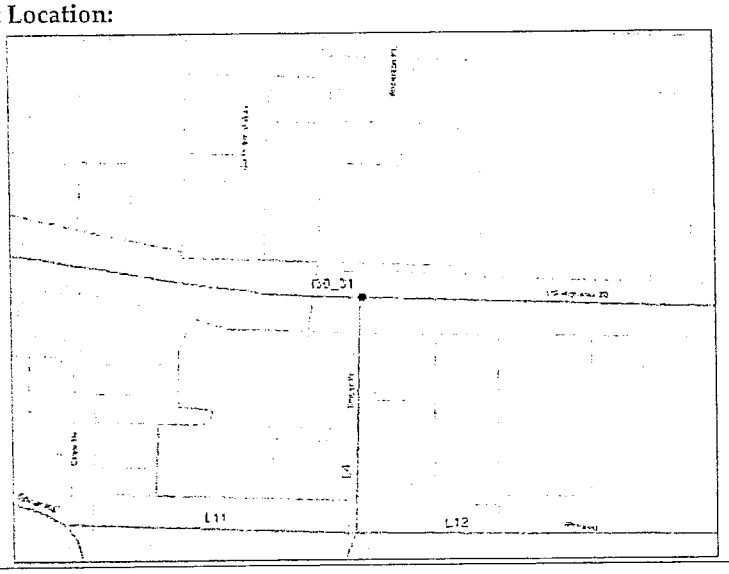
Category:	Classification:	Agency Coordination:	Time Frame:
Intersection Add Lane(s)	Principal Arterial / Minor Arterial	ODOT	Long-term

Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	$619,000	$0	$0	$619,000	44%

Project Goals Met:

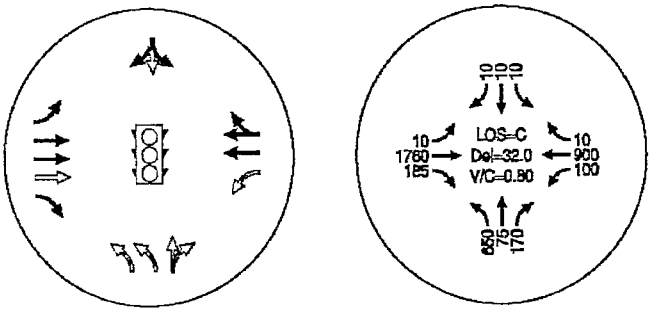
Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☑	☑	☐	☐	☐	☐

Project Location:



Related Projects:
I30, L4, L56, S10

Illustrative Section:



Project #: I37	OR 99E / 29th Ave

Description: Restripe both eastbound and westbound approaches to include an exclusive left-turn lane and a shared through-right on 29th Ave. Increase curb return radius and relocate signal poles as needed.

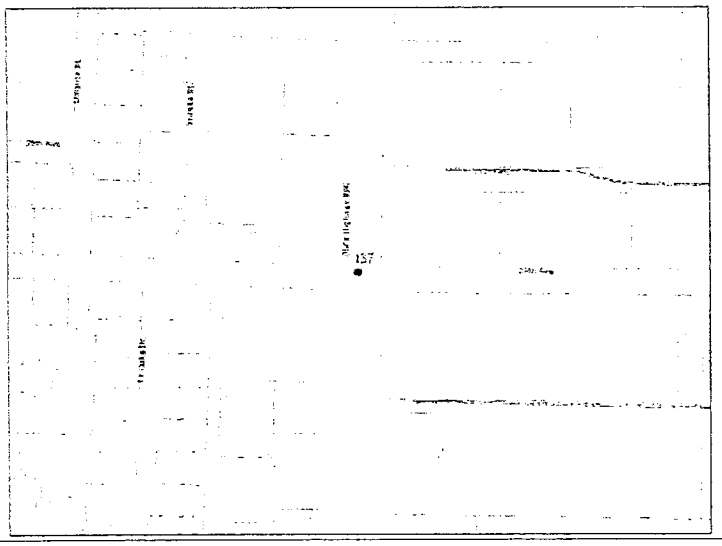
Category:	Classification:	Agency Coordination:	Time Frame:
Intersection Add Lane(s)	Principal Arterial / Local Road	ODOT	Long-term

Project Costs:	Const./Eng.	ROW	Other	Total Cost	*SDC Eligible:*
	$21,000	$0	$85,000	**$106,000**	*28%*

Project Goals Met:

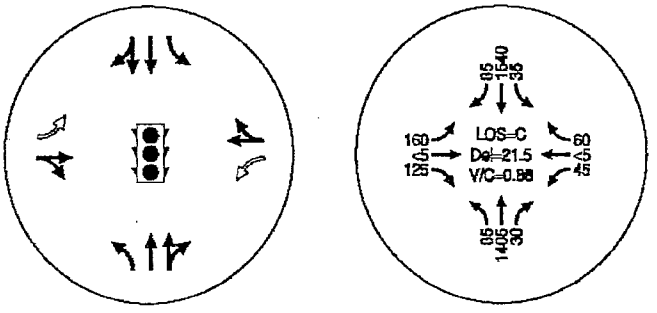
Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☐	☑	☐	☐	☐	☐

Project Location:



Related Projects:
n/a

Illustrative Section:



Project #: L21	Knox Butte Road Widening

Description: Widens Knox Butte Road to five lanes eastbound from I-5 to Clover Ridge Road. Includes bike lanes, sidewalks, curb, and gutter on both sides of the roadway. Right-of-way acquisition will occur in the short-term (and be 100% SDC eligible) with construction occuring in the long-term.

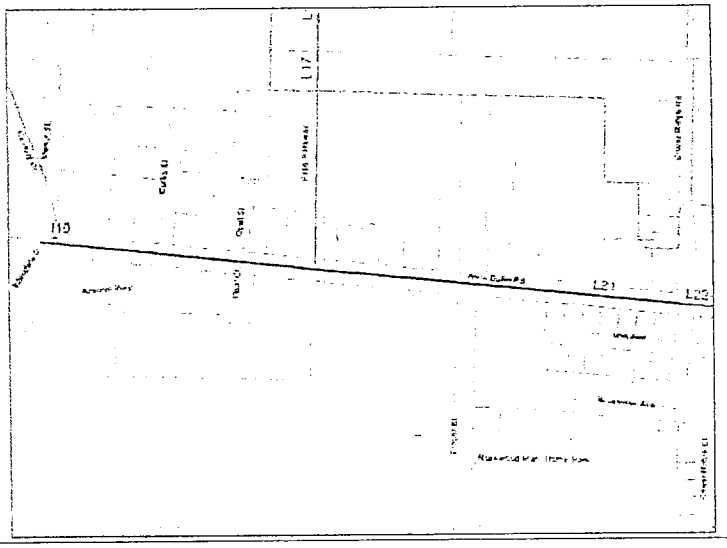
Category:	Classification:	Agency Coordination:	Time Frame:
Add Lane(s) / Urban Upgrade	Minor Arterial		ROW - Short-term, Construction - Long-term

Project Costs:	Const./Eng.	ROW	Other	Total Cost	*SDC Eligible:*
	$3,169,000	$228,000	$1,250,000	**$4,647,000**	*60%*

Project Goals Met:

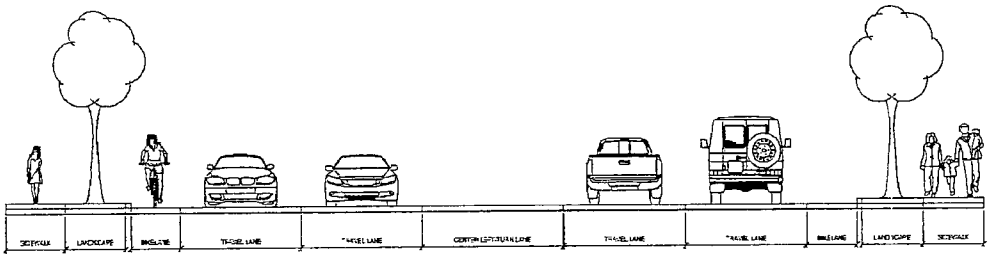
Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☐	☑	☑	☐	☑	☑

Project Location:



Related Projects:
I10, L17, L22, L25, L39, S9

Illustrative Section:



Project #: L22	Knox Butte Road Widening

Description: Widens Knox Butte Road to four lanes from Clover Ridge Road to Goldfish Farm Road. Includes bike lanes, sidewalks, curb, and gutter on both sides of the roadway. Right-of-way acquisition will occur in the short-term (and be 100% SDC eligible) with construction occuring in the long-term.

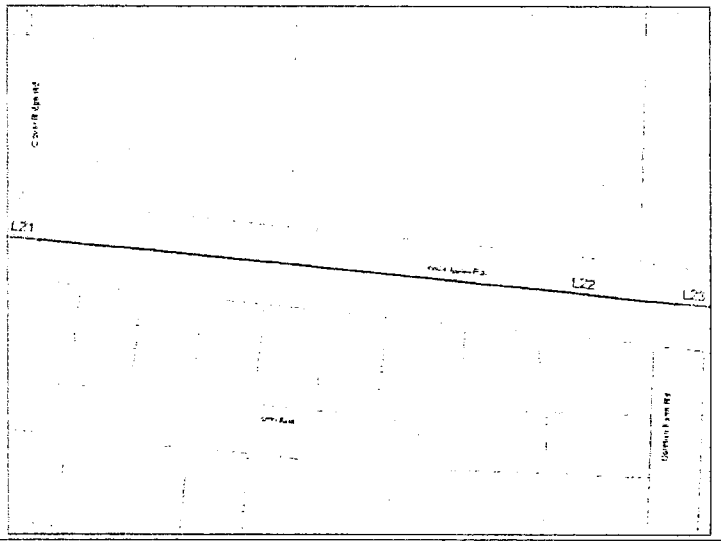
Category:	Classification:	Agency Coordination:	Time Frame:
Add Lane(s) / Urban Upgrade	Minor Arterial	Linn County	ROW - Short-term, Construction - Long-term

Project Costs:	Const./Eng.	ROW	Other	Total Cost	*SDC Eligible:*
	$825,000	$31,000	$0	$856,000	*56%*

Project Goals Met:

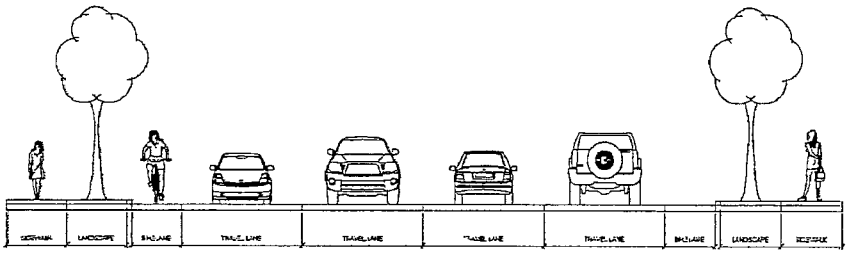
Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☐	☑	☑	☐	☑	☑

Project Location:



Related Projects:
L21, L23

Illustrative Section:



Project #: L23	Knox Butte Road Widening

Description: Widens Knox Butte Road to three lanes from Goldfish Farm Road to the new North/South Collector including the Burkhart Creek bridge. Includes bike lanes, sidewalks, curb, and gutter on both sides of the roadway.

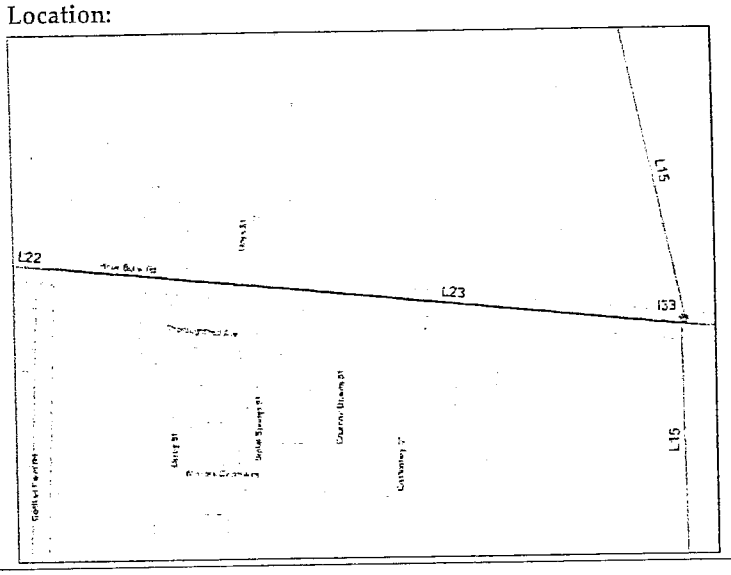
Category:	Classification:	Agency Coordination:	Time Frame:
Add Lane(s) / Urban Upgrade	Minor Arterial		long/dev

Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	$1,256,000	$0	$0	**$1,256,000**	52%

Project Goals Met:

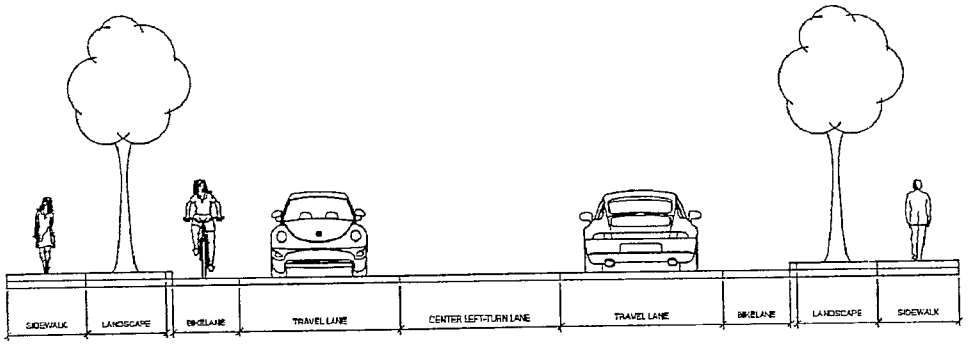
Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☐	☑	☑	☐	☑	☑

Project Location:



Related Projects:
L15, L22, L24, I33

Illustrative Section:



Project #: L24	Knox Butte Road Widening

Description: Urban upgrade of Knox Butte Road from the new North/South Collector to the urban growth boundary. Includes bike lanes, sidewalks, curb, and gutter on both sides of the roadway.

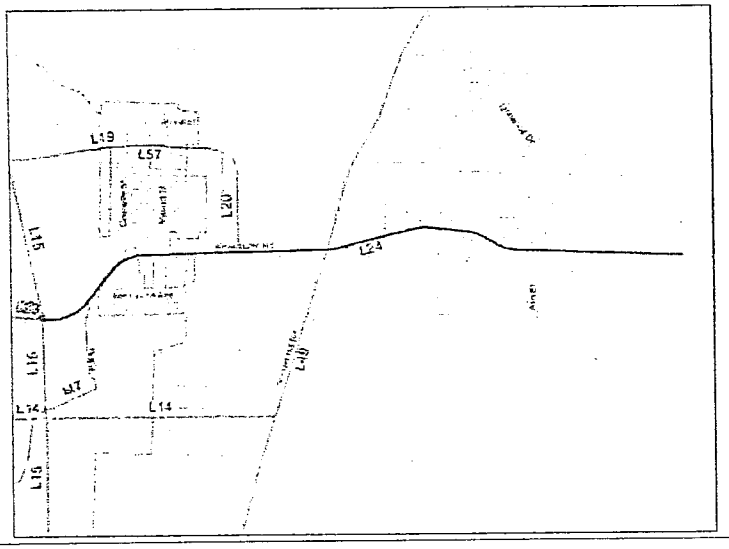
Category:	Classification:	Agency Coordination:	Time Frame:
Add Lane(s) / Urban Upgrade	Minor Arterial		long/dev

Project Costs:	Const./Eng.	ROW	Other	Total Cost	*SDC Eligible:*
	$7,688,000	$0	$0	$7,688,000	47%

Project Goals Met:

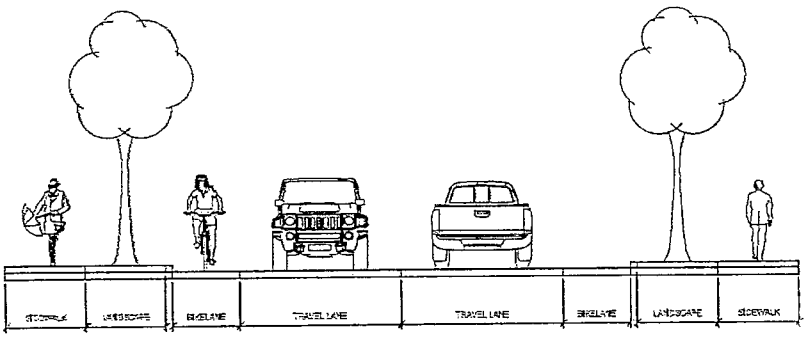
Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☐	☐	☑	☐	☑	☑

Project Location:



Related Projects:
L15, L20, L49, I33, M7

Illustrative Section:



Project #: L26	Springhill Road Widening

Description: Widens Springhill Road to two lanes northbound and southbound from US 20 to north of Hickory Road then transition to three lanes across the rail crossing. Springhill Road is under Benton County jurisdiction and this project is not in their 2001 TSP.

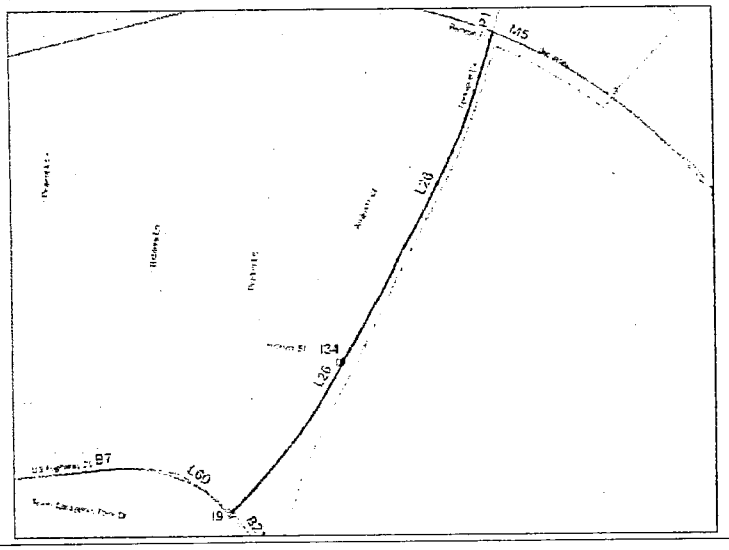
Category:	Classification:	Agency Coordination:	Time Frame:
Add Lane(s) / Urban Upgrade	Minor Arterial	Benton County	Long-term

Project Costs:	Const./Eng.	ROW	Other	Total Cost	*SDC Eligible:*
	$3,207,000	$200,000	$0	**$3,406,000**	*61%*

Project Goals Met:

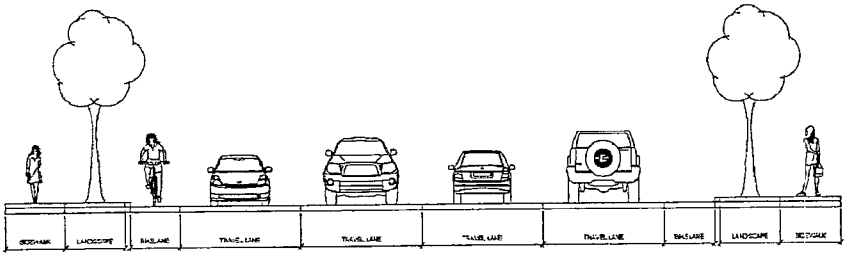
Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☐	☑	☐	☐	☐	☐

Project Location:



Related Projects:
I9, I34, L37, L60, B21, P1, M5

Illustrative Section:



Project #: L30	Oak Street

Description: Extend Oak Street north from 9th Street to Pacific Boulevard including sidewalk, curb, gutter, and bike lanes. Install traffic signals at 9th Street/Oak Street and Pacific Boulevard/Oak Street when warranted. Construct a 150-foot northbound right-turn lane on Oak Street at 9th Street.

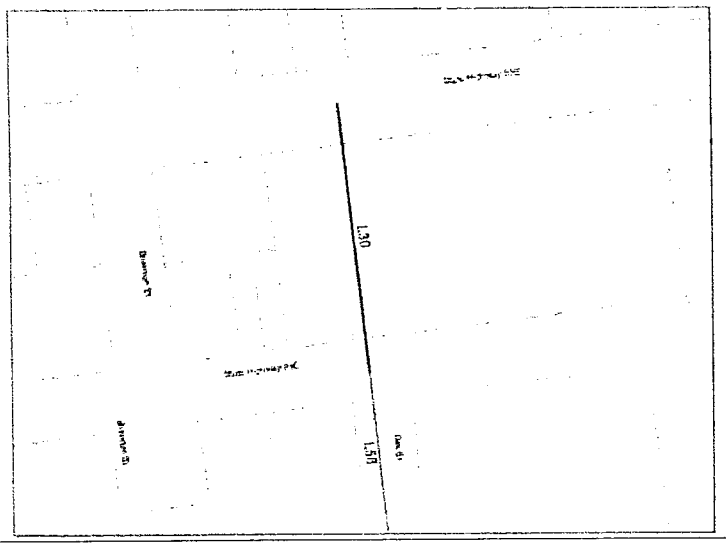
Category:	Classification:	Agency Coordination:	Time Frame:
New Road or Alignment	Minor Collector	ODOT	Short-term

Project Costs:	Const./Eng.	ROW	Other	Total Cost	*SDC Eligible:*
	$1,005,000	$750,000	$75,000	**$1,830,000**	*100%*

Project Goals Met:

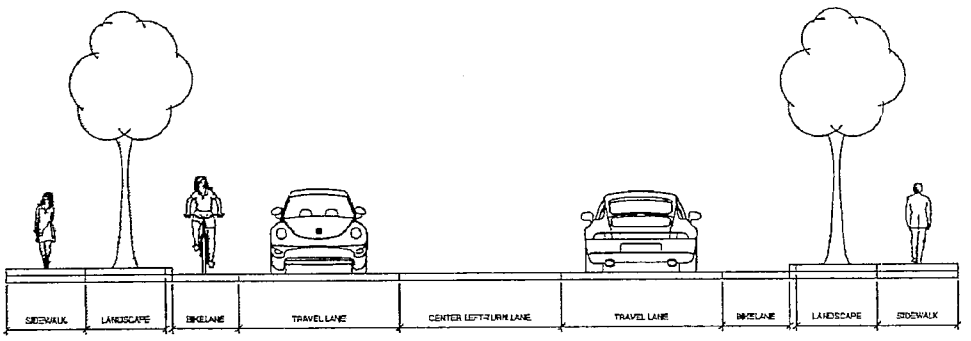
Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☑	☑	☐	☐	☑	☑

Project Location:



Related Projects:
L58

Illustrative Section:



Project #: L33	Three Lakes Road Realignment

Description: Realign the short roadway segment that includes the 90-degree curves to a typical three-lane roadway to improve the horizontal alignment. Project cost assumes ROW will be dedicated.

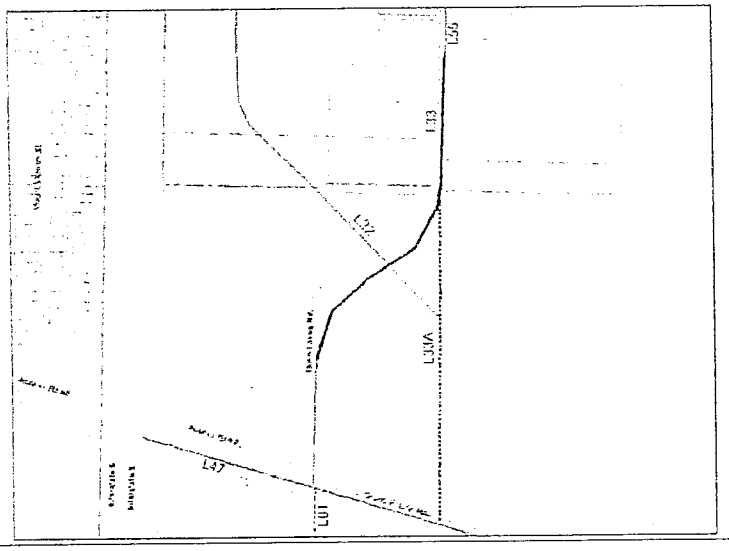
Category:	Classification:	Agency Coordination:	Time Frame:
New Road or Alignment	Minor Arterial	Linn County	ROW - Short-term, Construction - Long-term

Project Costs:	Const./Eng.	ROW	Other	Total Cost	*SDC Eligible:*
	$1,868,000	$0	$0	**$1,868,000**	59%

Project Goals Met:

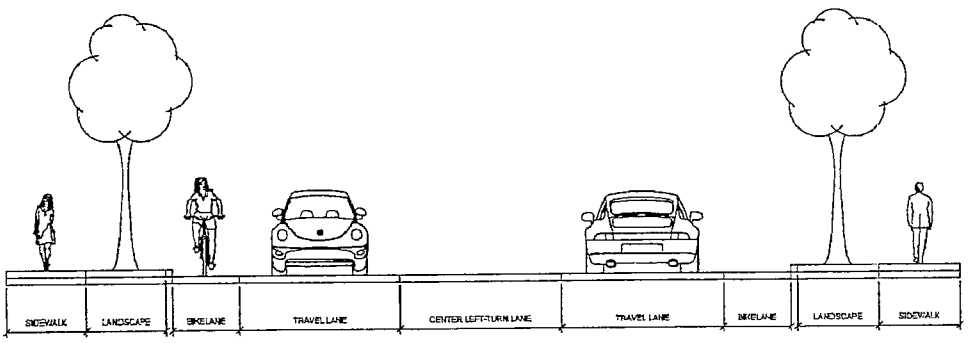
Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☑	☐	☑	☐	☐	☐

Project Location:



Related Projects:
L32, L55, L61

Illustrative Section:



Project #: L46	Columbus Street

Description: Add sidewalk, curb, and gutter from Waverly Drive to urban growth boundary, west side of roadway only.

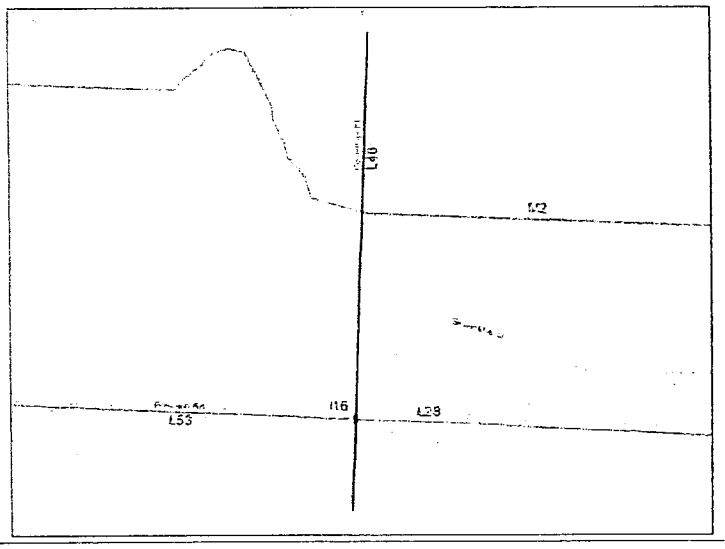
Category:	Classification:	Agency Coordination:	Time Frame:
Urban Upgrade	Minor Arterial	Linn County	Long-term

Project Costs:	Const./Eng.	ROW	Other	Total Cost	*SDC Eligible:*
	$2,687,000	$40,000	$0	**$2,727,000**	49%

Project Goals Met:

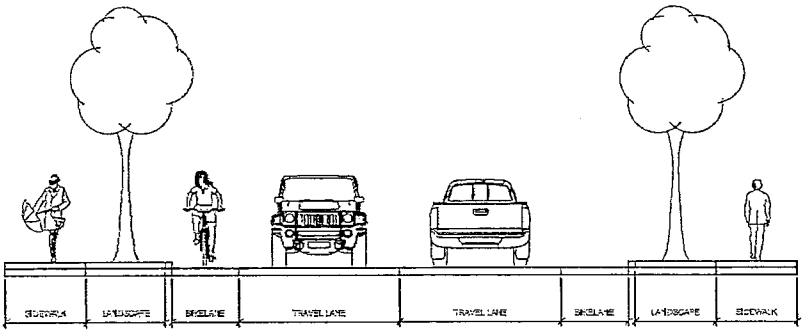
Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☐	☐	☑	☐	☑	☑

Project Location:



Related Projects:
L28, L53, I16, M2

Illustrative Section:



Project #: L49	Scravel Hill Road

Description: Add sidewalk, curb, and gutter from US 20 (Santiam Hwy) to the urban growth boundary with a three-lane section from US 20 to north of Knox Butte Road and a two-lane section from north of Knox Butte Road to the UGB. Project cost assumes ROW for the three-lane section will be dedicated.

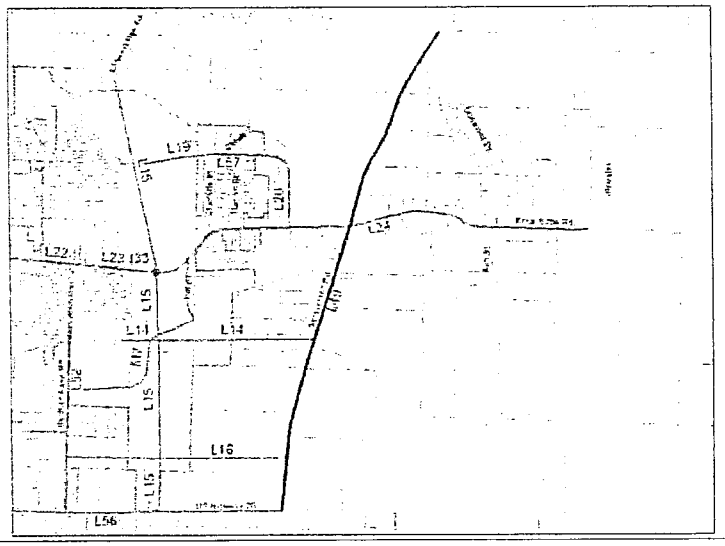
Category:	Classification:	Agency Coordination:	Time Frame:
Urban Upgrade	Minor Arterial	Linn County	Short-term

Project Costs:	Const./Eng.	ROW	Other	Total Cost	*SDC Eligible:*
	$9,699,000	$0	$0	$9,699,000	21%

Project Goals Met:

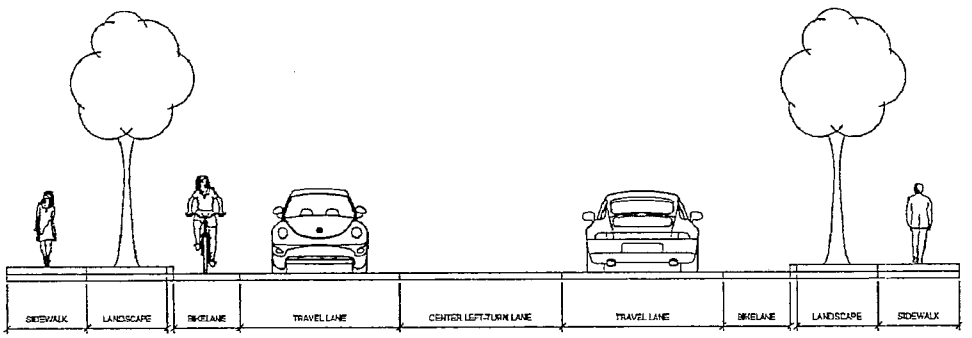
Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☐	☐	☑	☐	☑	☑

Project Location:



Related Projects:
L14, L16, L24, L56

Illustrative Section:



Project #: L52	Goldfish Farm Road

Description: Add sidewalk, curb, and gutter from Dogwood Avenue to US 20.

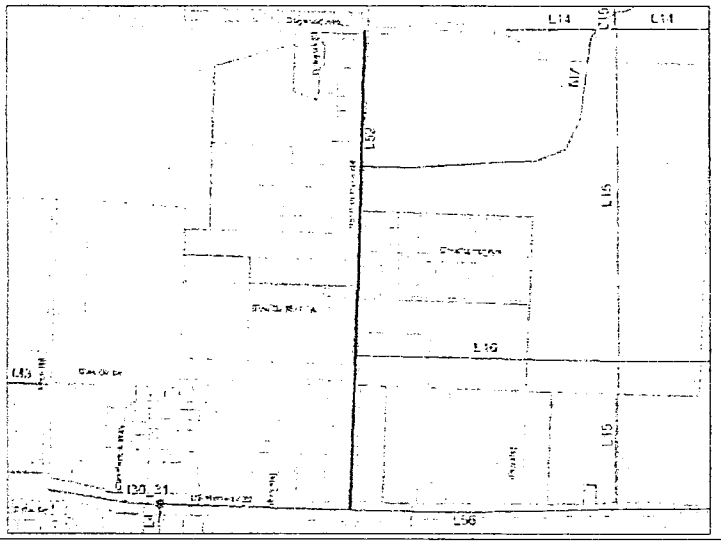
Category:	Classification:	Agency Coordination:	Time Frame:
Urban Upgrade	Minor Arterial	Linn County	Long-term

Project Costs:	Const./Eng.	ROW	Other	Total Cost	*SDC Eligible:*
	$3,959,000	$485,000	$0	**$4,444,000**	*82%*

Project Goals Met:

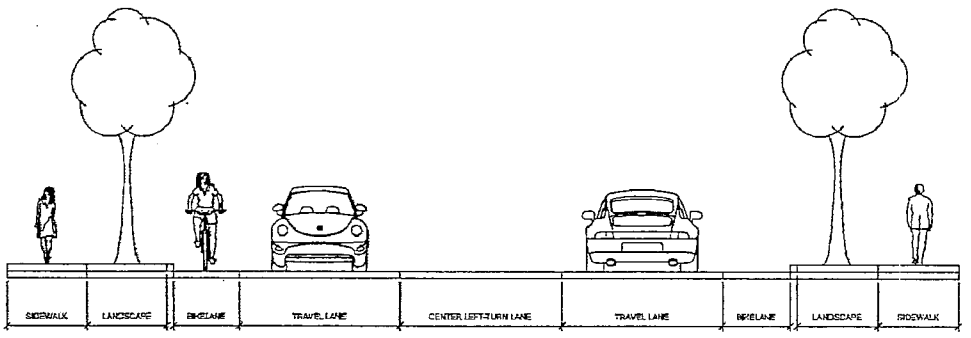
Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☐	☐	☑	☐	☑	☑

Project Location:



Related Projects:
L16, L56, M7

Illustrative Section:



Project #: L55	Three Lakes Road

Description: Add sidewalk, curb, gutter, and bike lanes from Spicer Road to Grand Prarie Road, excluding Three Lakes Road realignment at 90-degree curves. Right-of-way acquisition will occur in the short-term (and be 100% SDC eligible) with construction occuring in the long-term. Consider a roundabout as the potential intersection treatment at the Three Lake Road/Grand Prarie Road intersection.

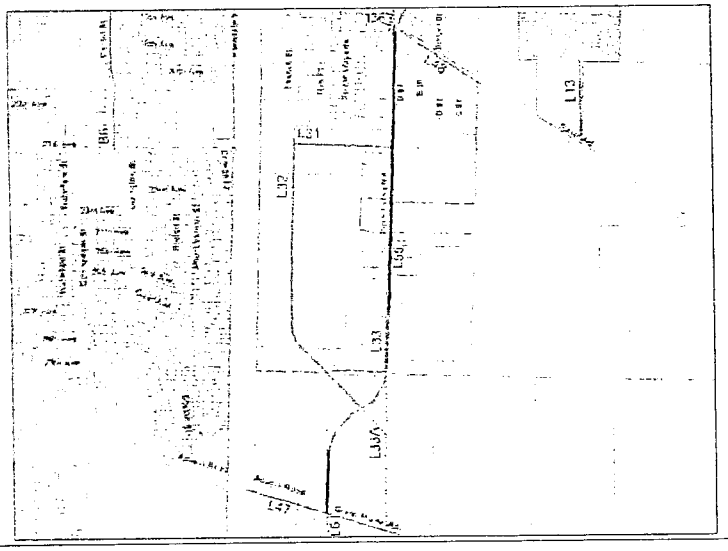
Category:	Classification:	Agency Coordination:	Time Frame:
Urban Upgrade	Minor Arterial	Linn County	ROW - Short-term, Construction - Long-term

Project Costs:	Const./Eng.	ROW	Other	Total Cost	*SDC Eligible:*
	$4,569,000	$287,000	$0	$4,856,000	42%

Project Goals Met:

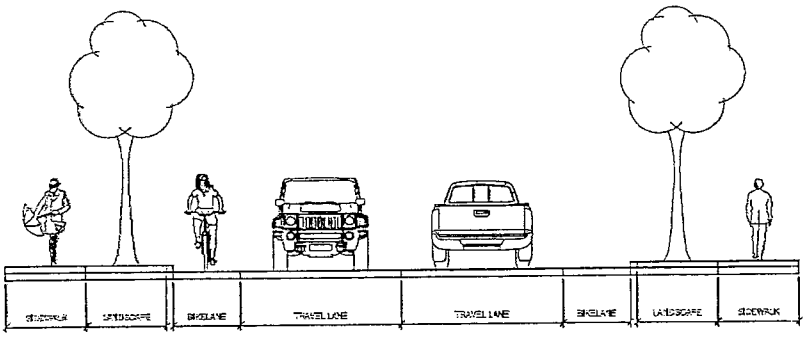
Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☐	☐	☑	☐	☑	☑

Project Location:



Related Projects:
L4, L31, L33, L47, L48, L61, I36

Illustrative Section:



Project #: L58	Oak Street

Description: Add sidewalk, curb, gutter, and bike lanes from 9th Avenue to Queen Avenue.

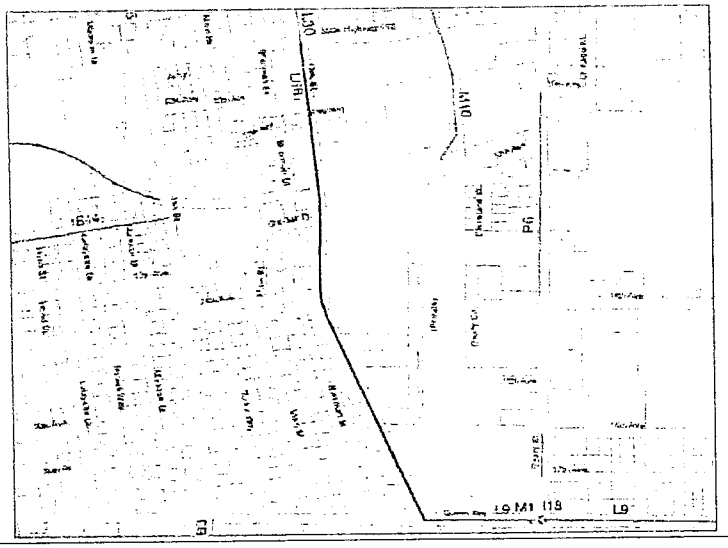
Category:	Classification:	Agency Coordination:	Time Frame:
Urban Upgrade	Minor Collector		Short-term

Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	$2,394,000	$51,000	$0	$2,445,000	65%

Project Goals Met:

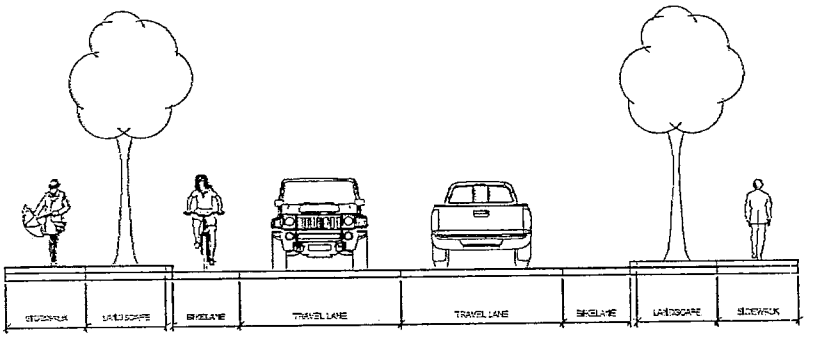
Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☐	☐	☑	☐	☑	☑

Project Location:



Related Projects:
L9, L30, I32

Illustrative Section:



Project #: L61	Three Lakes Road

Description: Add sidewalk, curb, gutter, and bike lanes from Grand Prarie Road to the urban growth boundary. Right-of-way acquisition will occur in the short-term with construction occuring in the long-term. Consider a roundabout as the potential intersection treatment at the Three Lake Road/Grand Prarie Road intersection.

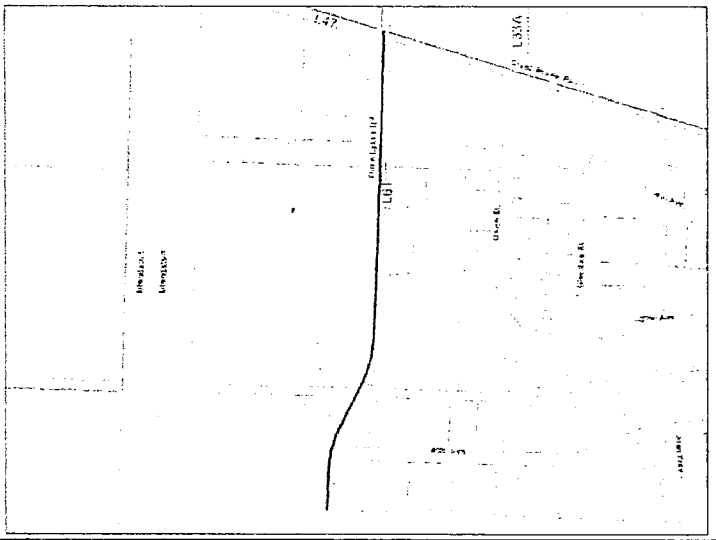
Category:	Classification:	Agency Coordination:	Time Frame:
Urban Upgrade	Minor Arterial	Linn County	Long-term

Project Costs:	Const./Eng.	ROW	Other	Total Cost	*SDC Eligible:*
	$1,768,000	$111,000	$0	**$1,879,000**	*0%*

Project Goals Met:

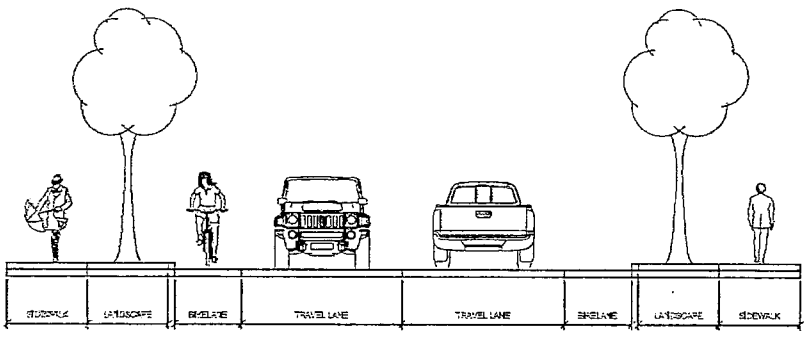
Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☐	☐	☑	☐	☑	☑

Project Location:



Related Projects:
L4, L31, L33, L47, L48, L55, I36

Illustrative Section:



Project #: P2	99E/24th Avenue

Description: Construct a pedestrian signalized crossing improvement at Oregon 99E/24th Avenue

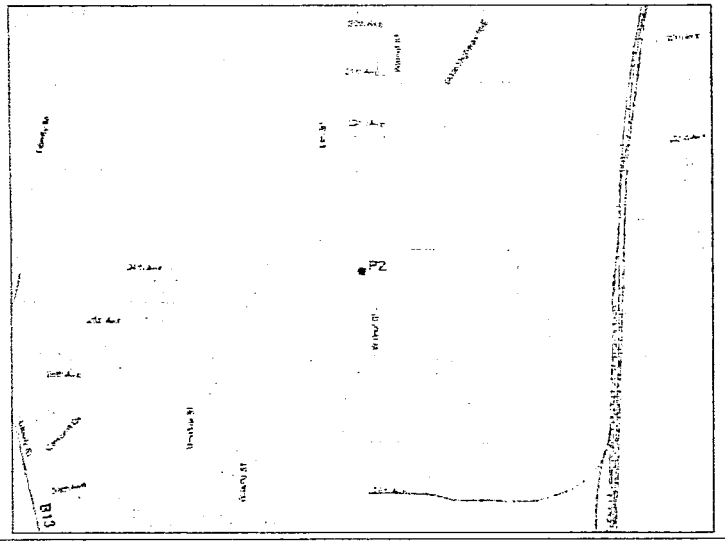
Category:	Classification:	Agency Coordination:	Time Frame:
Crossing Improvement	Principal Arterial	ODOT	Long-term

Project Costs:	Const./Eng.	ROW	Other	Total Cost	*SDC Eligible:*
	$129,000	$0	$0	**$129,000**	*70%*

Project Goals Met:

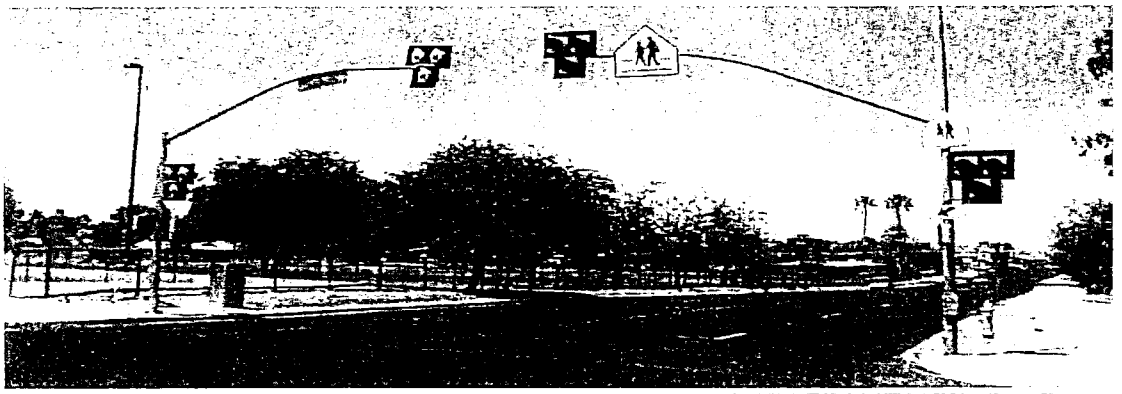
Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☐	☐	☑	☐	☑	☐

Project Location:



Related Projects:
n/a

Illustrative Section:



Project #: P3	Oregon 99E: Burkhart to Waverly
Description:	Construct pedestrian crossing improvement on Oregon 99E between Burkhart Street and Waverly Drive

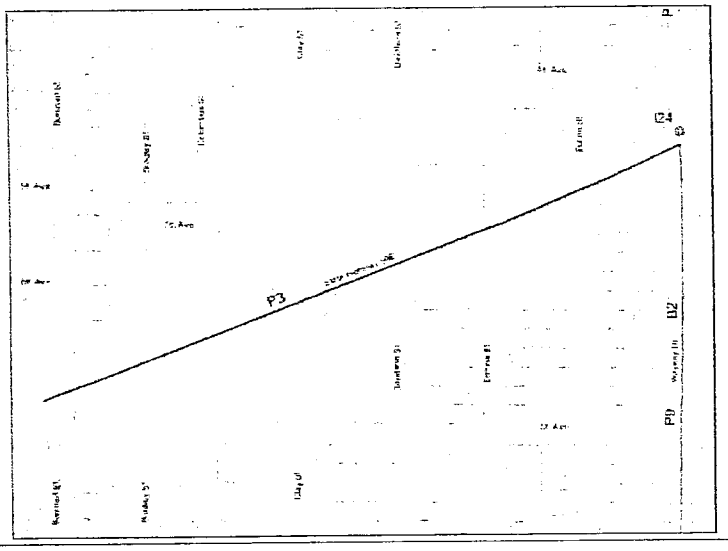
Category:	Classification:	Agency Coordination:	Time Frame:
Crossing Improvement	Principal Arterial	ODOT	Long-term

Project Costs:	Const./Eng.	ROW	Other	Total Cost	*SDC Eligible:*
	$129,000	$0	$0	**$129,000**	*70%*

Project Goals Met:

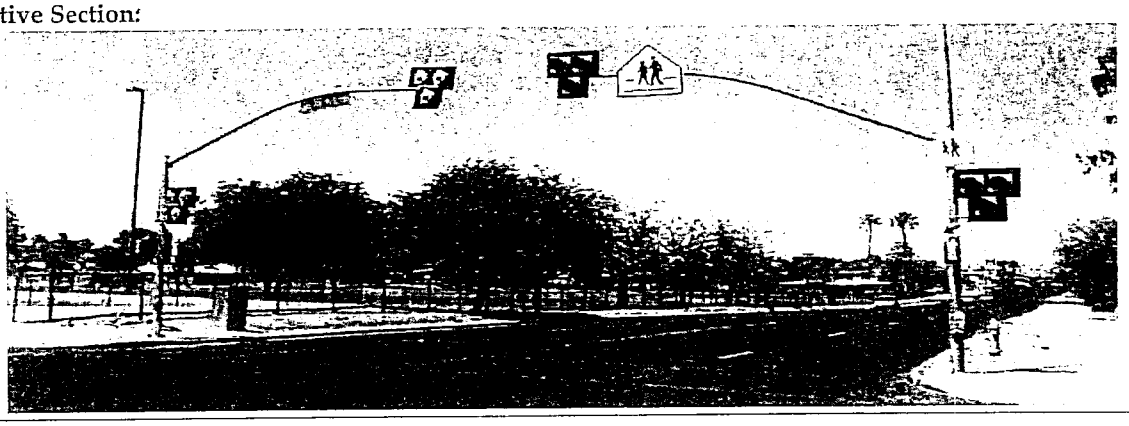
Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☐	☐	☑	☐	☑	☐

Project Location:



Related Projects:
I24, B2

Illustrative Section:



Project #: M12	99E/Oak Creek

Description: Construct hybrid pedestrian signalized crossing improvement at Oregon 99E/Oak Creek Trail

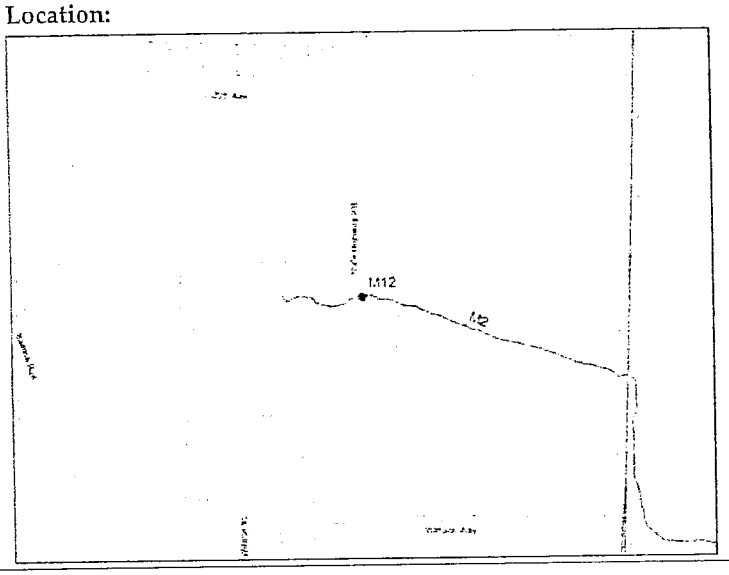
Category:	Classification:	Agency Coordination:	Time Frame:
Crossing Improvement	Principal Arterial	ODOT	Long-term

Project Costs:	Const./Eng.	ROW	Other	Total Cost	*SDC Eligible:*
	$129,000	$0	$0	**$129,000**	*70%*

Project Goals Met:

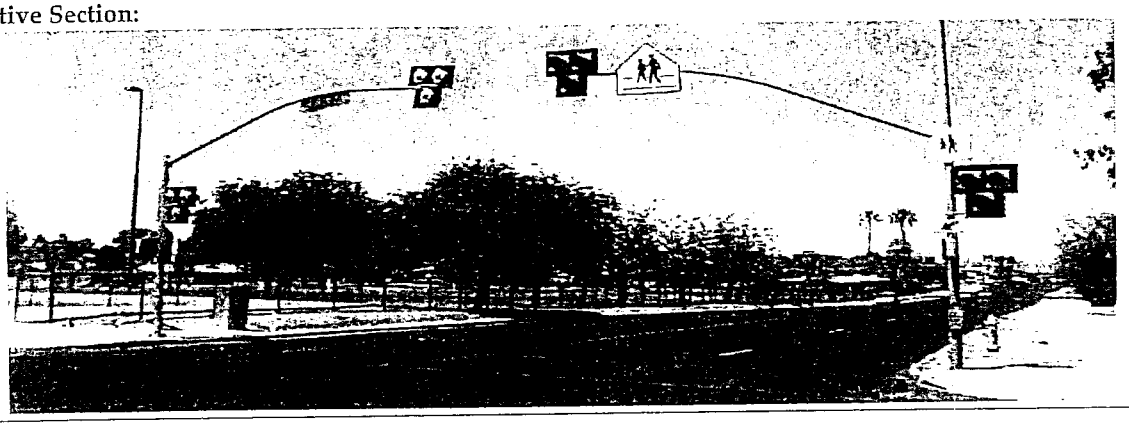
Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☐	☐	☐	☐	☑	☑

Project Location:



Related Projects:
M2

Illustrative Section:



Project #: S2	Hwy 20 Corridor and Downtown Refinement Plan

Description: Conduct a Highway 20 Corridor and Downtown Refinement Plan to look at regional bridge capacity needs, potential locations, and continue through permitting process.

Category:	Classification:	Agency Coordination:	Time Frame:
Refinement Plan	Principal Arterial	ODOT	Short-term

Project Costs:	Const./Eng.	ROW	Other	Total Cost	*SDC Eligible:*
	$250,000	$0	$0	**$250,000**	*100%*

Project Goals Met:

Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☑	☑	☐	☐	☐	☑

Project Location:

Related Projects:
L27, L60, L7, I8, I9, I12, I20, I21, I22, I23, I27

Illustrative Section:

Project #: S3	Safety Audit

Description: Intersection Safety Audit/Study at Geary Street/Salem Avenue, Geary Street/14th Avenue, and Queen Avenue/Hill Street. Consider countermeasures for rear-end and turning-type crashes.

Category:	Classification:	Agency Coordination:	Time Frame:
Safety Analysis	Minor Arterial		Short-term

Project Costs:	Const./Eng.	ROW	Other	Total Cost	*SDC Eligible:*
	$0	$0	$30,000	**$30,000**	*0%*

Project Goals Met:

Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☑	☐	☐	☐	☐	☑

Project Location:

Related Projects:
n/a

Illustrative Section:

Project #: S5	Downtown STA

Description: Pursue STA status on US 20 (Ellsworth and Lyons Streets) due to the downtown location, need to keep on-street parking, bike lanes and sidewalks to promote multimodal travel. Local transit service is offered in downtown to supplement capacity needs.

Category:	Classification:	Agency Coordination:	Time Frame:
STA Policy Designation	Principal Arterial	ODOT	Short-term

Project Costs:	Const./Eng.	ROW	Other	Total Cost	*SDC Eligible:*
	$0	$0	$0	**$0**	*0%*

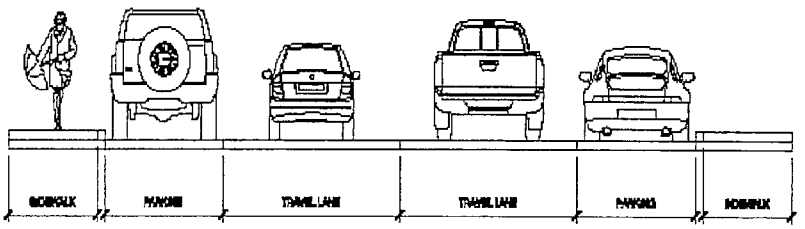
Project Goals Met:

Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☑	☐	☐	☐	☐	☑

Project Location:

Related Projects:
I12, I20, I21, I22, I23, L7

Illustrative Section:



Project #: S9	Interstate 5 / OR 99E / Knox Butte
Description:	I-5 EIS includes Knox Butte interchange options and area management plan including 99E/Albany Avenue & Knox Butte/Century Drive. EIS will be followed by Design/ROW Acquisition, development of an Interchange Area Management Plan (IAMP), and Reconstruction. Total project cost is an estimate of the potential city contribution to the project.

Category:	Classification:	Agency Coordination:	Time Frame:
Refinement Plan	Principal Arterial	ODOT	Long-term

Project Costs:	Const./Eng.	ROW	Other	Total Cost	*SDC Eligible:*
	$0	$0	$100,000	**$100,000**	*100%*

Project Goals Met:

Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☐	☑	☑	☐	☐	☐

Project Location:

Related Projects:
I10, L17, L21, L25, L35, L39, M3

Illustrative Section:

Project #: S10	Interstate 5 / US 20 (Santiam)

Description: I-5 EIS includes Santiam interchange options and area management plan including Hwy20/Fescue/Spicer & Hwy 20/Airport Rd. EIS will be followed by Design/ROW Acquisition, development of an Interchange Area Management Plan (IAMP), and Reconstruction. Total project cost is an estimate of the potential city contribution to the project.©

Category:	Classification:	Agency Coordination:	Time Frame:
Refinement Plan	Principal Arterial	ODOT	Long-term

Project Costs:	Const./Eng.	ROW	Other	Total Cost	*SDC Eligible:*
	$0	$0	$100,000	**$100,000**	*100%*

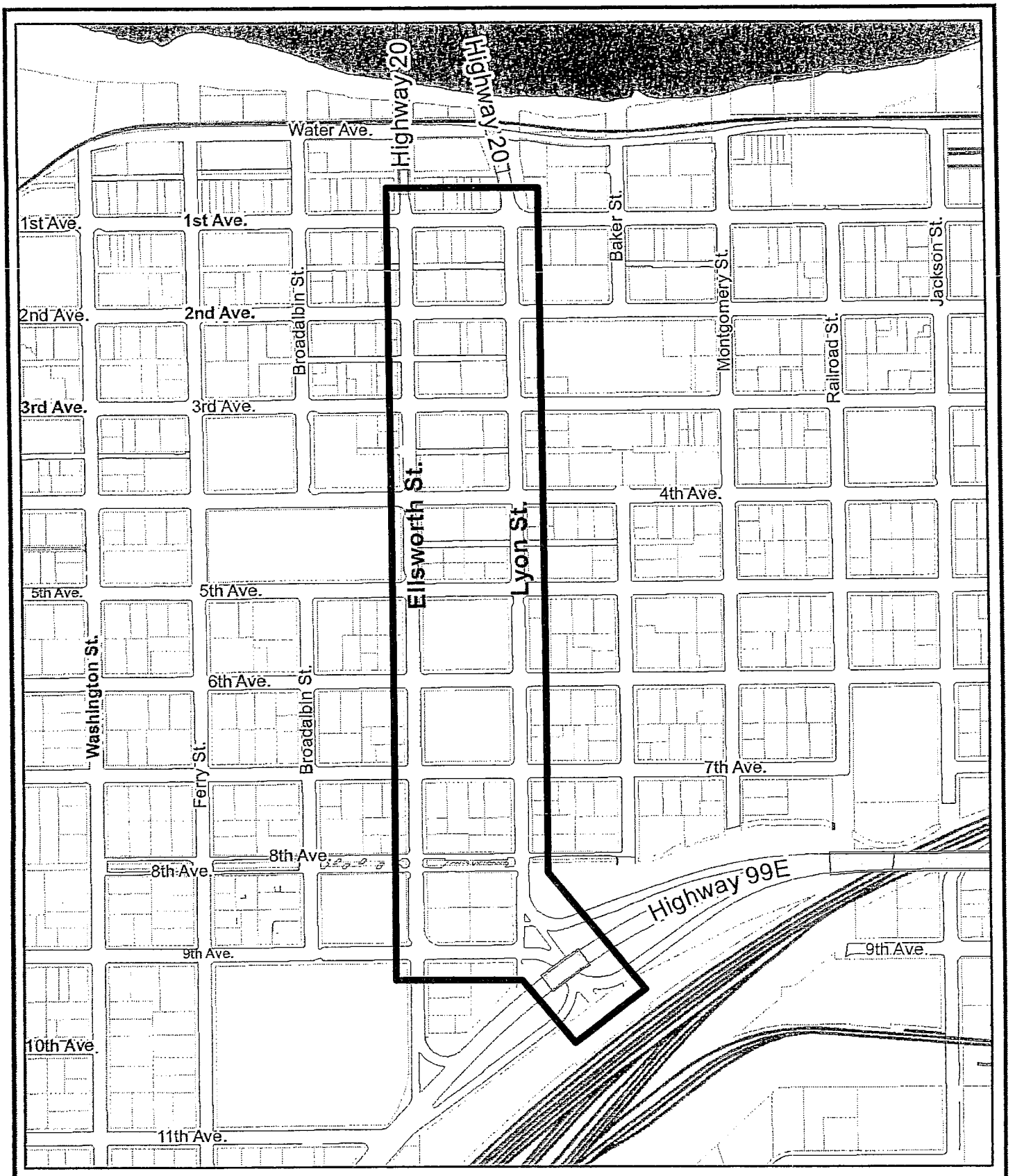
Project Goals Met:

Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☐	☑	☑	☐	☐	☐

Project Location:

Related Projects:
L51, I30, I31, P7, M3

Illustrative Section:



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City of Albany - 333 Broadalbin St. SW, Albany, Oregon 97321 (541) 917-7676

CHAPTER 5: TRANSPORTATION

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 transit 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 been 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.

[Ord. 5307, 8/13/1997]

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.

[Ord. 5307, 8/13/1997]

BACKGROUND INFORMATION

1. 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.

2. The North Albany Transportation System Plan prepared by the City of Albany and consultants Kimley-Horn and Associates, dated June 30, 1995 is adopted in its entirety as a supporting document to the Comprehensive Plan.

[Ord. 5307, 8/13/1997]

CHAPTER 5: TRANSPORTATION

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. There is a population of 2.2 million people within a 100-mile drive. 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 highway facilities provide Albany with direct connections to the Oregon Coast, the Cascade Mountains, and to other parts of the Willamette Valley.

There are also excellent commercial transportation facilities providing service 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 rail service 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. The Eugene airport, which handles national air traffic, also 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 2009, the City of Albany and consultants Kittelson and Associates, Inc. completed a Transportation System Plan (TSP) that addresses Albany's anticipated transportation needs through 2030. Field data collection for the TSP and conversations with the community began in 2006. The TSP describes Albany's existing transportation system and identifies projects needed now and in the future to improve the system.

In 1997, the City of Albany and consultants Kimley-Horn and Associates, Inc completed a North Albany Local Street Plan that addresses North Albany's anticipated local street needs through buildout. The Plan describes a street alignment plan to provide access to local neighborhood residential, shopping, schools, and other activity centers.

The 2009 Transportation System Plan (TSP) and the 1997 North Albany Local Street Plan have been adopted as supporting documents to the Comprehensive Plan. 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. The 2009 TSP should be updated, as necessary, to remain consistent with other Albany, regional, and statewide plans.

TRANSPORTATION ELEMENTS

The Albany transportation system includes city streets, state highways, transit systems, bikeways, pedestrian ways, a municipal airport, and railroads. The following summarizes some of the information found in the TSP and other supporting documents.

STREETS

The 2009 Transportation System Plan describes the anticipated arterial and collector street system through 2030. Background information includes data collection, public involvement, forecast modeling, alternative analysis, and recommendations for roadway link and intersection improvements. The Transportation System Plan also includes a functional class map and a project list for planned auto improvements. Refinement studies are recommended for the Highway 20/Downtown corridor and the Interstate-5 corridor.

The 1997 North Albany Local Street Plan describes the anticipated local street system in North Albany. Background information includes data collection, public involvement, growth projections, analysis and recommendations for a new street alignment plan designed to provide access to local neighborhood residential, shopping, schools, and other activity centers. The North Albany Local Street Plan also includes local street design standards and street connectivity policies intended to guide new development. 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, however only the Albany Transit System, the Linn-Benton Loop, and Call-A-Ride are operated by the City. The other transit services have routes that pass through the Albany area but are operated by other jurisdictions. The Albany Transit Operations Plan is currently being developed and is anticipated to be adopted in 2009.

BIKEWAYS

The City of Albany has developed and maintained several miles of bicycle facilities within the city limits since the early 1970's. Most 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. The multi-use path system in Albany is generally located along the Willamette River and local creeks, and is not yet fully interconnected with the rest of the transportation system and bicycle network. The 2009 Transportation System Plan describes the anticipated bikeway system for 2030 and includes a project list for planned bicycle and multi-use trail improvements.

PEDESTRIAN WAYS

There are sidewalks along most major arterial streets in the central areas of Albany, with a few exceptions. The 2009 Transportation System Plan describes the anticipated sidewalk system for 2030 and includes a project list for planned sidewalks and multi-use trail improvements.

MUNICIPAL AIRPORT

The Albany Municipal Airport has been in its present location in the northeast part of the city between Knox Butte Road and Santiam Highway, directly east of Interstate 5 since 1930. The airport provides aircraft parking aprons and limited hangar and terminal facilities. The 2002 Airport Master Plan (Century West Engineering, Inc.) describes the anticipated airport layout plan through 2030. Background information includes aviation forecasts, facility requirements, and recommendations for airport improvements. The Airport Master Plan also includes a discussion of noise compatibility and a project list for planned airport improvements.

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. Amtrak passenger service also serves the Albany area. Currently, there are deficiencies at several railroad-road crossings that create safety and delay hazards for autos and pedestrians. The city of Albany continues to work with the rail companies to improve the system within the urban growth boundary.

WATER AND PIPELINE TRANSPORTATION

Public Water and Wastewater Systems

The City's current water system and wastewater system master plans include information about these public systems and include recommendations for system improvements. These public services are covered under Goal 11 in Comprehensive Plan, Chapter 6.

Other Piped Systems

Kinder Morgan Energy Partners LP owns and operates an 8-inch pressurized pipeline that runs north/south on the east side of Interstate 5. This pipeline carries petroleum products such as gasoline, diesel, and aviation fuel. The design, construction, operation and maintenance of interstate liquid petroleum transmission pipelines is regulated by the U.S. Department of Transportation, Office of Pipeline Safety (OPS) under the Pipeline Safety Act (49 USC Chapter 601).

GOAL 12: TRANSPORTATION

VISION

A safe, diversified, and efficient transportation system that serves the needs of anticipated growth while protecting and enhancing Albany's economy, neighborhood quality, and natural and built environments.

GOALS

1. Provide an efficient transportation system that provides for the local and regional movement of people and goods.

2. Provide a safe transportation system.

3. Provide a diversified transportation system that ensures mobility for all members of the community and provides alternatives to automobile travel.

4. Provide a transportation system that balances financial resources with community livability and economic vitality.

POLICIES

1. Develop a transportation system with improved connectivity where "barriers" such as I-5, railroad, waterways, or neighborhoods reduce transportation system efficiency in terms of travel time and travel distance.

2. Maintain acceptable roadway and intersection operations where feasible considering environmental, land use, and topographical factors.

3. Identify and remedy unsafe intersection and roadway locations with known safety issues and ensure the multi-modal transportation system is structurally and operationally safe.

4. Minimize conflicts along high volume and/or high speed corridors.

5. Encourage development design that emphasizes safety and does not create unnecessary conflicts.

6. Improve the quality of available transit service as measured by coverage, hours of service and frequency.

7. Develop bicycle and pedestrian facilities that encourage non-vehicular travel to/from home, school, work, and other activity centers

8. Provide direct off-roadway pedestrian and bicycle routes and connections.

9. Maintain and support the Albany airport as a regional facility

10. Maintain and support the Albany Station as a regional facility

11. Preserve and protect corridors of local and regional significance that are identified for vehicular and non-vehicular routes

12. Establish priorities and define the incremental steps needed for investment of ODOT and Federal revenues to address safety and major capacity problems on the State and Interstate transportation system.

BACKGROUND INFORMATION

1. The City of Albany Transportation System Plan prepared by the City of Albany and consultants Kittelson and Associates, Inc., dated October 2009, is adopted in its entirety as a supporting document to the Comprehensive Plan.

2. The North Albany Local Street System Plan prepared by the City of Albany and consultants Kimley-Horn and Associates, dated June 30, 1995 was adopted in its entirety as a supporting document to the Comprehensive Plan August 13, 1997 (Ordinance 5307).

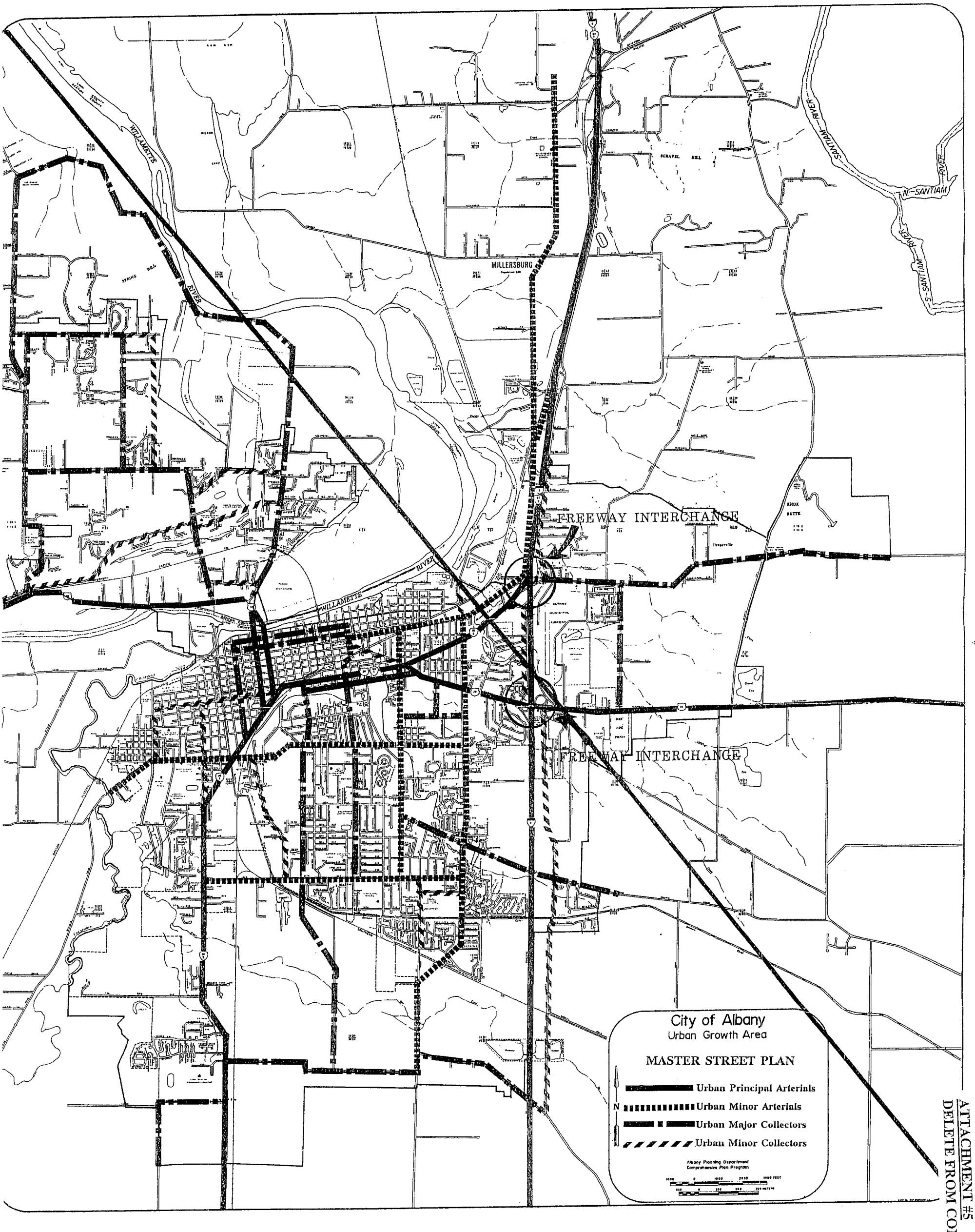
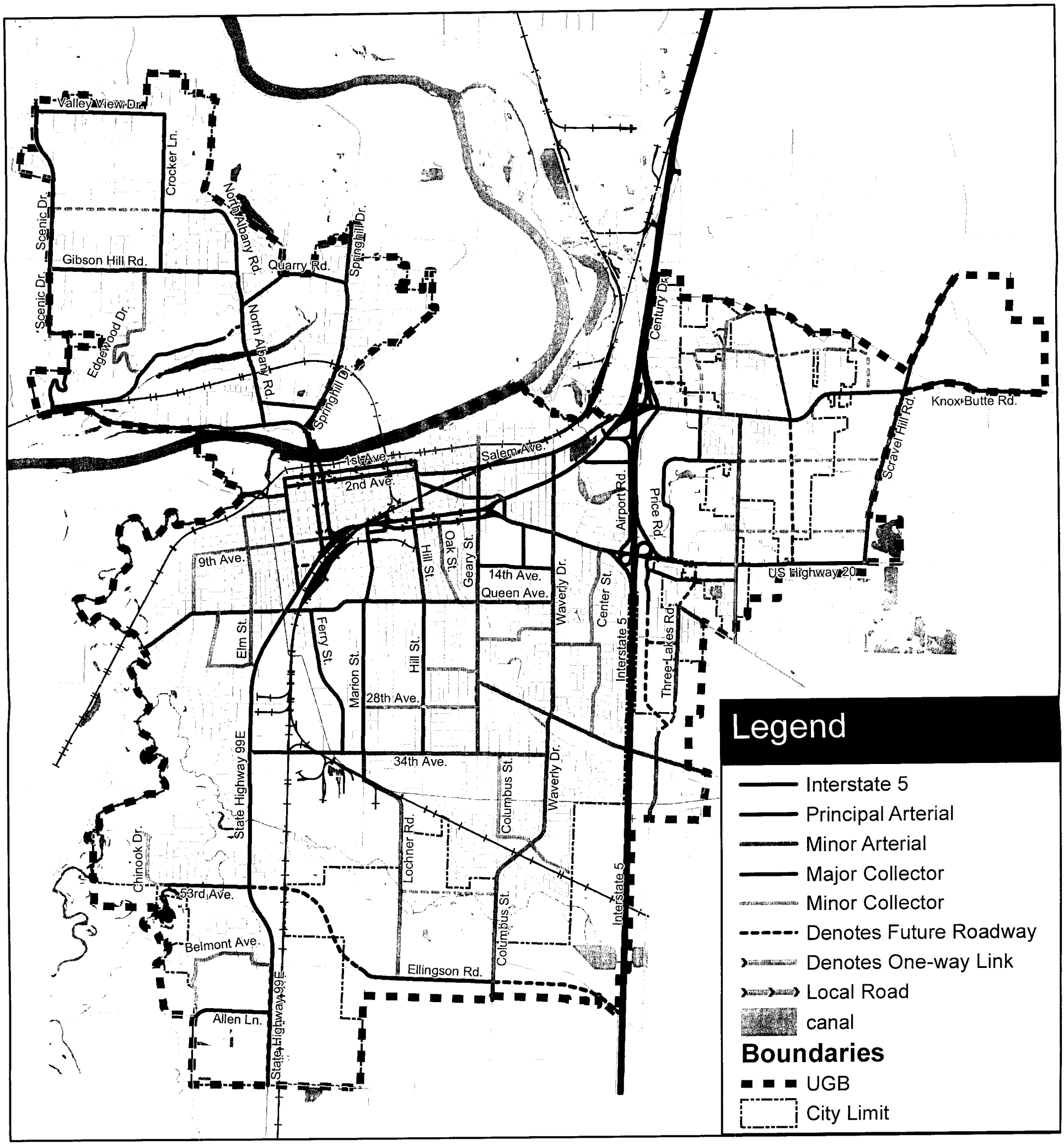


Plate 12: Master Street Plan

ATTACHMENT #5
DELETE FROM COMPREHENSIVE PLAN



CITY OF Albany OREGON

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

City of Albany, Oregon

Albany Transportation System Plan

Roadway Functional Classification Map

ATTACHMENT #6

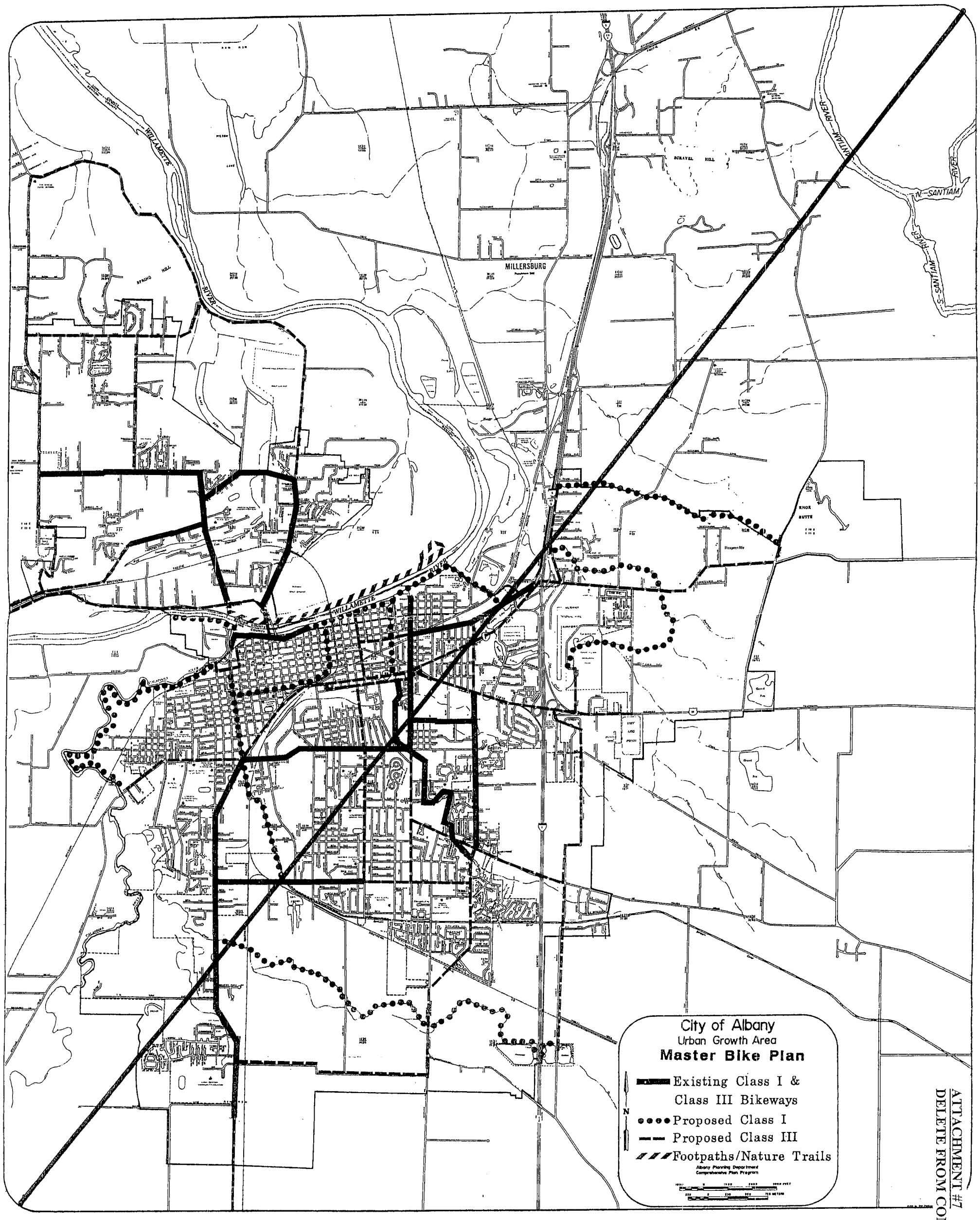


PLATE 13: Master Bikeways Plan

ATTACHMENT #7
DELETE FROM COMPREHENSIVE PLAN

ATTACHMENT #8

Oregon
Theodore R. Kulongoski, Governor

Department of Transportation
Corvallis Office
3700 SW Philomath Blvd.
Corvallis, OR 97333-1147
Telephone 541.757.4211
Fax 541.757.4290

November 5, 2009

Jeni Richardson
Public Works Department
Albany City Hall
P.O. Box 490
Albany, OR 97321-0144

Subject: Alternate Mobility Standards for the Albany Transportation Systems Plan (TSP)

Dear Jeni:

Throughout development of the 2009 Draft Albany Transportation Systems Plan (TSP), the City of Albany and ODOT have discussed improvement needs in Albany. At most locations in Albany, projected traffic conditions will meet state and regional transportation needs as measured by the Oregon Highway Plan (OHP) Mobility Standards. This is good news—in many cities, projected transportation demand will result in very high levels of traffic congestion. At a few locations in Albany, the TSP analysis shows that the Oregon Highway Plan (OHP) mobility standards cannot be met. The OHP states that the Oregon Transportation Commission (OTC) can authorize alternate mobility standards in certain circumstances. These include circumstances when it is demonstrated that it is infeasible to meet the standards but all feasible actions to improve performance have been called for. The City of Albany and ODOT agree about the extent of feasible improvements and the appropriate alternate mobility standard for most of these locations, but the TSP will need to defer the decision at two additional locations until additional analysis can be accomplished. It also will need to include some additional improvements at four locations in order to develop alternate mobility standards for the OTC's consideration. After our most recent discussions, we believe there is agreement on the following:

a. The intersection improvements we have recently discussed at the OR-99E/Killdeer Avenue intersection and at the US-20/Clay Street intersection have eliminated the need for an alternate mobility standard. Including these improvements in the TSP would allow the intersections to operate in a manner consistent with the Oregon Highway Plan (OHP) mobility standard.

b. Identification of the Downtown Albany Special Transportation Area (STA). The STA will extend on Ellsworth Street from First Avenue to Ninth Avenue, on Ninth Avenue from

Ellsworth Street to Lyon Street, and on Lyon Street from First Avenue through the underpass to the multi-modal center.

c. The intersection improvements described in the TSP are considered to be all of the feasible improvements at the OR-99E/Queen Avenue and US-20/Springhill Road intersections. The alternate mobility standard proposed for these intersections is 0.90.

At the intersections of OR-99E/Geary Street and OR-99E/Ellsworth Street, the TSP will need to defer the decision until additional study can be undertaken. ODOT supports deferring the decision as provided in OAR 660-012-0025 for the following reasons:

a. At the OR-99E/Geary Street intersection, it is unclear what changes can be made to meet the OHP mobility standard or what alternate mobility standard is appropriate. Additional modeling work will have to be performed to resolve this question. At other locations, the transportation modeling work provided the needed level of information to make these determinations, so the assumptions upon which the TSP is based do not preclude implementation of the rest of the TSP.

b. At the OR-99E/Ellsworth Street intersection, the TSP proposes to convert one of OR-99E's southbound travel lanes into a lane used exclusively for vehicles from Ellsworth Street. The proposal is intended to alleviate traffic queuing on Ellsworth Street. This proposal was analyzed by ODOT Region 2 Traffic Unit during preparation of the "Chicago Street-UPRR Overcrossing Highway Safety Project." ODOT's analysis indicates that the proposed change could cause operating conditions on OR-99E to degrade to such an extent that a significant section of the highway would not be consistent with OHP standards and OAR 660-012-0030 several years before the TSP planning horizon. Traffic weaving downstream of the location has not been evaluated, but the proposed project could be detrimental to traffic safety at the OR-99E/12th Street intersection and further south.

   Additional analysis is needed at this location before an appropriate solution can be determined. Deferring the decision at this location should not invalidate the rest of the TSP because the nearest upstream intersection affected by traffic queuing on Ellsworth, the Ellsworth Street/Ninth Avenue intersection, will be included in the Downtown Albany STA. OTC Approval of the STA will authorize a mobility standard of 0.95 at the intersection rather than the current OHP mobility standard of 0.85, and the TSP transportation modeling shows that the Ellsworth Street/Ninth Avenue would meet the OHP mobility standard even if the STA mobility standard is not authorized.

At four intersections, improvements not listed in the TSP could occur in conjunction with future land use changes or could result from future funding opportunities. If the improvements called for in the attachment are added to the improvements already called for in the TSP, ODOT can support an alternate mobility standards of 0.90 at the OR-99E/Waverly Drive and at the US-20/Waverly Drive intersections; and 0.85 at the OR-99E/34th Street and OR-99E/53rd Street intersections. The additional improvements could be listed separately with a caveat stating that the additional improvements will be re-evaluated whenever a construction project is proposed. This will provide the opportunity to revalidate the need and availability of funding for the additional improvements and would be suggestive that improvements can be phased if adequate funding is not available to

build the entire improvement. It also allows the entire solution to be considered whenever modernization projects are being selected for the Statewide Transportation Improvement Program (STIP). Listing the entire solution responds to the project eligibility and prioritization criteria used to select projects for STIP construction funding. Project components that are not in a TSP are not likely to be eligible for STIP funding.

ODOT thanks the City of Albany for its work to develop TSP documentation supportive of alternate mobility standards. This has been a pioneering effort that is expected to serve as a model process when other TSPs are updated. ODOT supports adoption of a TSP that includes the improvements recommended by ODOT. The Department believes the resulting plan would provide for state, regional and local transportation needs in the Albany area. Following adoption of the plan with the proposed improvements, ODOT staff will prepare amendments to the OHP for review by the Oregon Transportation Commission. The proposed amendments will include designation of the Downtown Albany STA and the alternate mobility standards mentioned above.

These comments are submitted into the public hearing record for the 2009 Albany TSP. As a participant in the public hearing, please notify ODOT of any delays or continuances in the public hearing. A copy of the land use decision should be provided to ODOT when one occurs.

Yours truly,

John G. deTar
Senior Region Planner

electronic copies to:

Ron Irish, City of Albany
Erik Havig, ODOT
Ed Moore, DLCD
Michael Rock, ODOT
Dorothy Upton, ODOT
Terry Cole, ODOT
Susie Wright, KAI

Attachment

Additional Feasible Improvements for the Albany TSP

Location	Additional Improvement	Existing OHP Mobility Standard[1]	Proposed Alternate Mobility Standard[1]
OR-99E/Waverly Drive	A separate southbound right-turn lane.	0.85	0.90
US-20/Waverly Drive	A second northbound through lane.	0.85	0.90
OR-99E/34th Street	A second southbound left-turn lane.	0.75	0.85
OR-99E/53rd Street	A second southbound left-turn lane.	0.75	0.85

1. State highway mobility standards are expressed as Volume/Capacity ratios.

Project #: S2	Hwy 20 Corridor and Downtown Refinement Plan

Description: Conduct a Highway 20 Corridor and Downtown Refinement Plan that extends to I-5 to look at regional bridge capacity needs, potential bridge locations, other corridor and intersection needs, and continue through permitting process.

Category:	Classification:	Agency Coordination:	Time Frame:
Refinement Plan	Principal Arterial	ODOT	Short-term

Project Costs:	Const./Eng.	ROW	Other	Total Cost	*SDC Eligible:*
	$250,000	$0	$0	**$250,000**	*100%*

Project Goals Met:

Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☑	☑	☐	☐	☐	☑

Project Location:

Related Projects:
L27, L60, L7, I8, I9, I12, I20, I21, I22, I23, I27

Illustrative Section:

Project #: I24	OR 99E/Waverly Avenue

Description: Install second westbound left-turn lane on OR 99E & second southbound receiving lane on Waverly Avenue. Install exclusive northbound right-turn lane and overlap signal phasing. Obtain right-of-way for an exclusive southbound right-turn lane at time impacted parcel redevelops and construct when warranted (cost for this improvement identified separately under "other" costs).

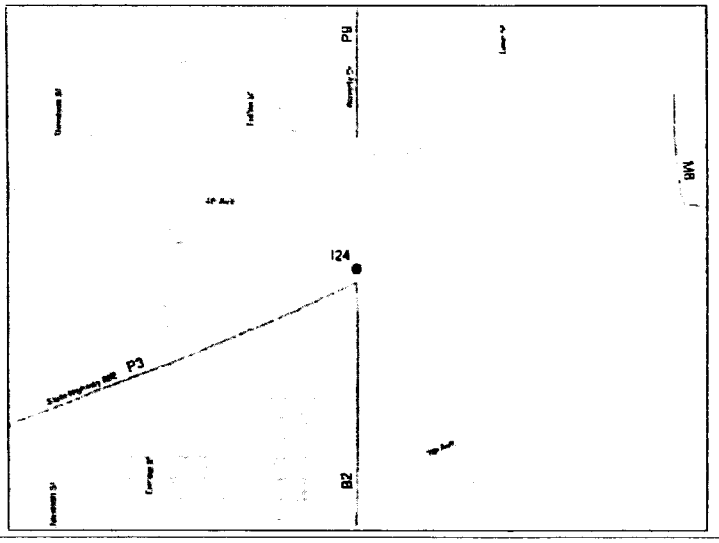
Category:	Classification:	Agency Coordination:	Time Frame:
Intersection Add Lane(s)	Principal Arterial / Minor Arterial	ODOT	Long-term

Project Costs:	Const./Eng.	ROW	Other	Total Cost	*SDC Eligible:*
	$598,000	$192,000	$169,000	**$959,000**	*27%*

Project Goals Met:

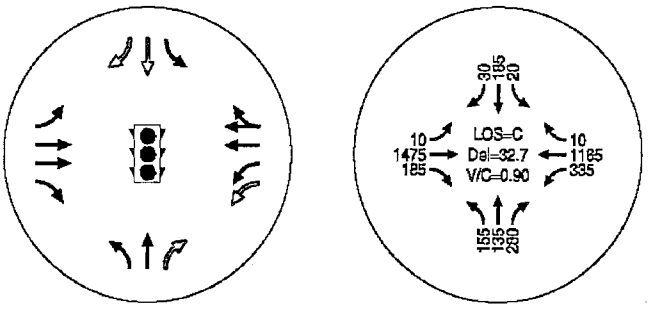
Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☐	☑	☐	☐	☐	☐

Project Location:



Related Projects:
B2, P3

Illustrative Section:



Project #: I26	US 20/Waverly Drive

Description: Install northbound right-turn overlap, add another southbound through lane on Waverly Drive. Obtain right-of-way for an additional northbound through lane at time impacted parcels redevelop and construct when warranted (cost for this improvement identified separately under "other" costs).

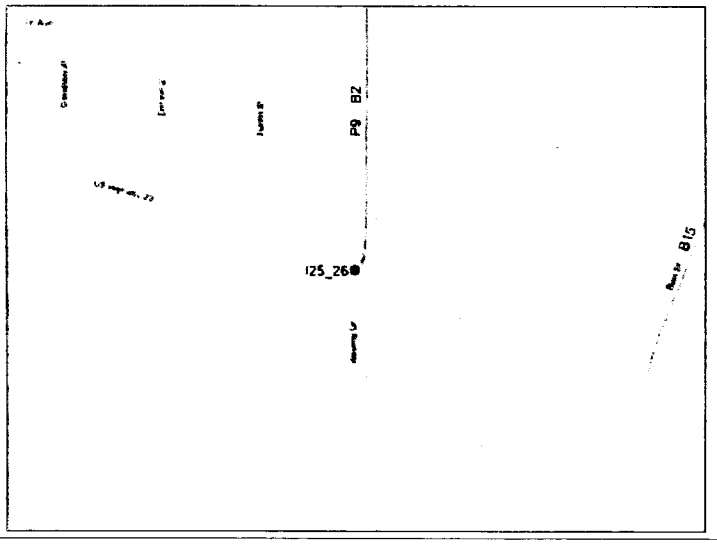
Category:	Classification:	Agency Coordination:	Time Frame:
Intersection Add Lane(s)	Principal Arterial / Minor Arterial	ODOT	Long-term

Project Costs:	Const./Eng.	ROW	Other	Total Cost	*SDC Eligible:*
	$67,000	$50,000	$123,000	**$240,000**	*29%*

Project Goals Met:

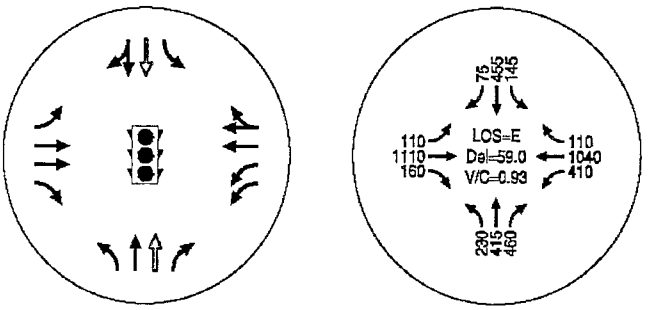
Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☐	☑	☐	☐	☐	☐

Project Location:



Related Projects:
I25, P9, B2

Illustrative Section:



Project #: I14	OR 99E/34th Avenue

Description: Switch southbound left-turn to protected phasing and install a 125-foot northbound right-turn lane and northbound right-turn overlap phasing. Right-turn lane length adjusted from 200 feet to 125 based on ROW considerations. Install second westbound 125-foot left-turn lane on 34th Avenue. Assumes current YMCA access is relocated east along 34th Avenue to edge of property. Other option is to convert YMCA access on 34th to right-in, right-out and develop full 200 foot WB left-turn lanes on 34th.

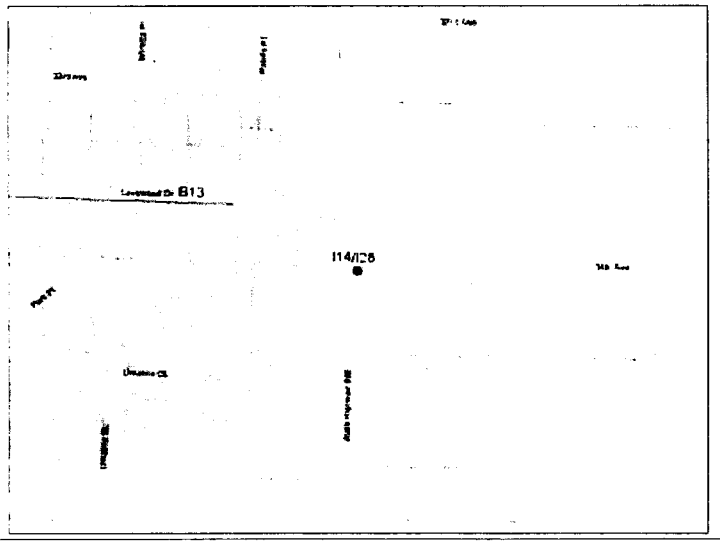
Category:	Classification:	Agency Coordination:	Time Frame:
Intersection Add Lane(s)	Principal Arterial/ Minor Arterial	ODOT	Long-term

Project Costs:	Const./Eng.	ROW	Other	Total Cost	*SDC Eligible:*
	$180,500	$11,500	$0	**$192,000**	*32%*

Project Goals Met:

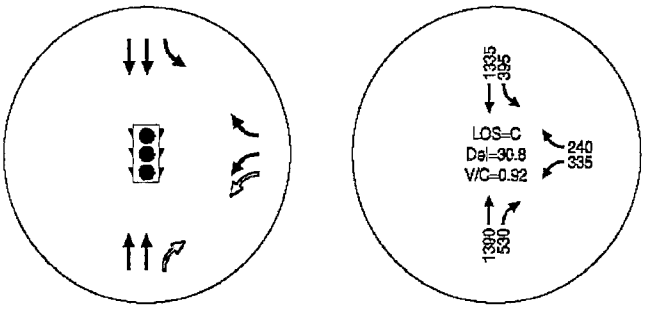
Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☐	☑	☑	☐	☐	☐

Project Location:



Related Projects:
I28, B13

Illustrative Section:



Project #: I28	OR 99E/34th Avenue

Description: Install a second southbound left-turn lane.

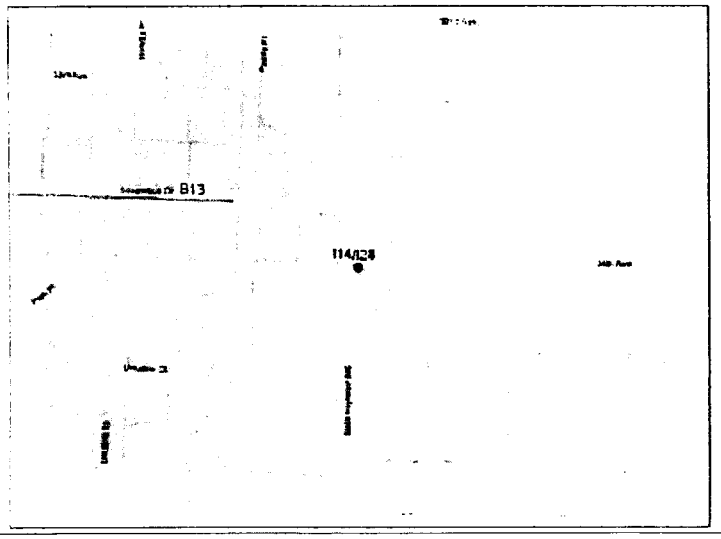
Category:	Classification:	Agency Coordination:	Time Frame:
Intersection Add Lane(s)	Principal Arterial/ Minor Arterial	ODOT	Long-term

Project Costs:	Const./Eng.	ROW	Other	Total Cost	*SDC Eligible:*
	$359,000	$96,000	$0	$456,000	32%

Project Goals Met:

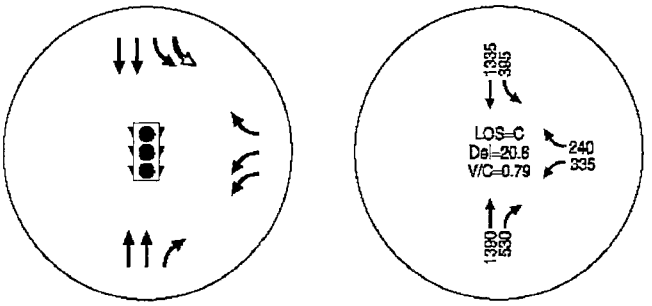
Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☑	☑	☐	☐	☐	☐

Project Location:



Related Projects:
I14, B13

Illustrative Section:



Project #: I40	OR 99E/53rd Avenue

Description: Install second southbound left-turn lane on 99E (the need for this project should be reviewed after development of the parcel in the southeast corner of the intersection, otherwise known as the "Piano" shaped parcel,as dual southbound lefts may not be required if a southbound left-turn lane in to the "piano" parcel is provided).

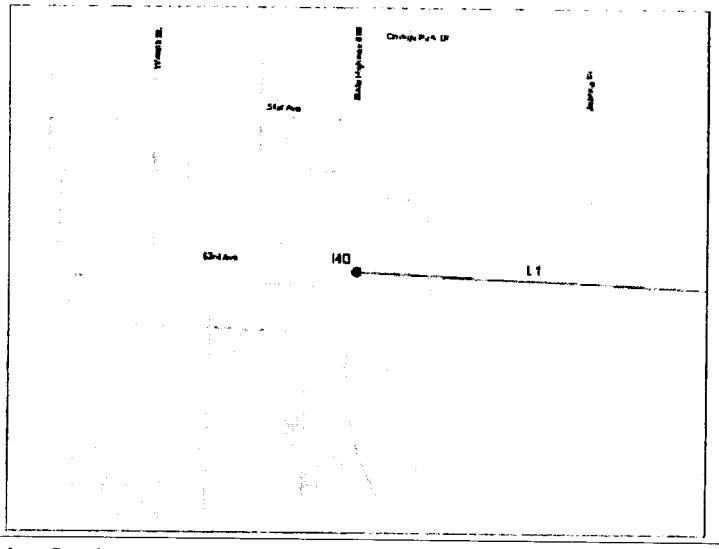
Category:	Classification:	Agency Coordination:	Time Frame:
Intersection Add Lane(s)	Principal Arterial/Principal Arterial	ODOT	Long-term

Project Costs:	Const./Eng.	ROW	Other	Total Cost	*SDC Eligible:*
	$421,000	$54,000	$75,000	**$550,000**	*38%*

Project Goals Met:

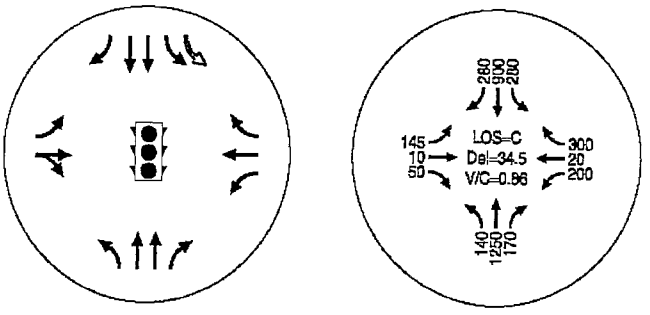
Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☑	☑	☐	☐	☐	☐

Project Location:



Related Projects:
L1

Illustrative Section:



Project #: L21	Knox Butte Road Widening

Description: Widens Knox Butte Road to five lanes eastbound from I-5 to Clover Ridge Road. Includes bike lanes, sidewalks, curb, and gutter on both sides of the roadway. Right-of-way acquisition will occur in the short-term (and be 100% SDC eligible) with construction occuring in the long-term. Alternative access to the RV Park located on Expo Parkway, potentially to access Knox Butte Road, should be considered as traffic volumes on Expo Parkway increase.

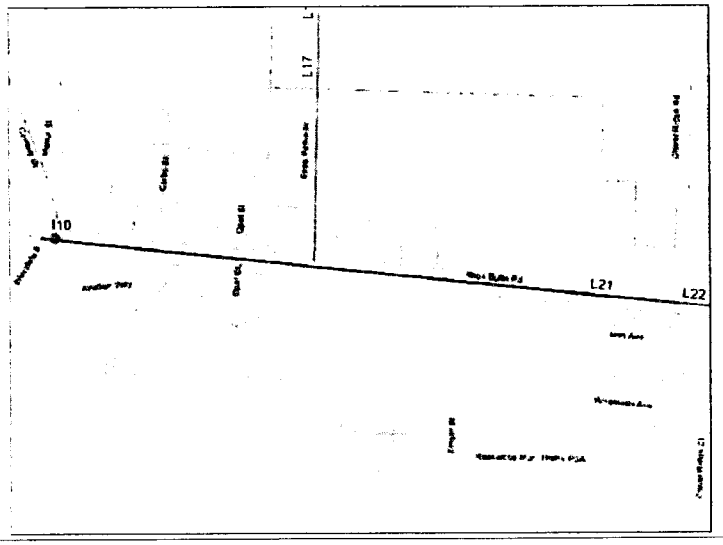
Category:	Classification:	Agency Coordination:	Time Frame:
Add Lane(s) / Urban Upgrade	Minor Arterial		ROW - Short-term, Construction - Long-term

Project Costs:	Const./Eng.	ROW	Other	Total Cost	*SDC Eligible:*
	$3,169,000	$228,000	$1,250,000	**$4,647,000**	*60%*

Project Goals Met:

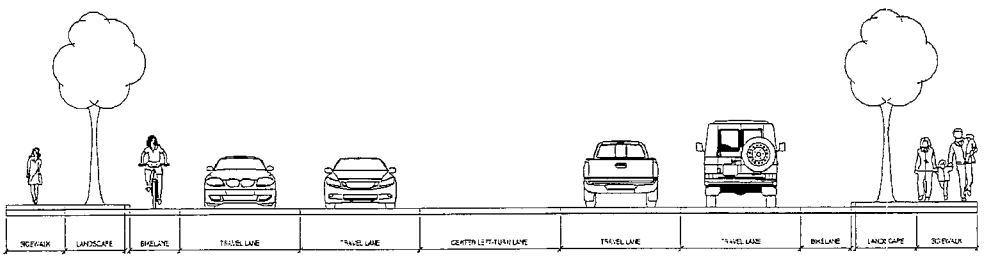
Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☐	☑	☑	☐	☑	☑

Project Location:



Related Projects:
I10, L17, L22, L25, L39, S9

Illustrative Section:



Project #: M4	South Waterfront Trail

Description: Construct multi-use path along the south bank of the Willamette River to connect the existing trail to the park.

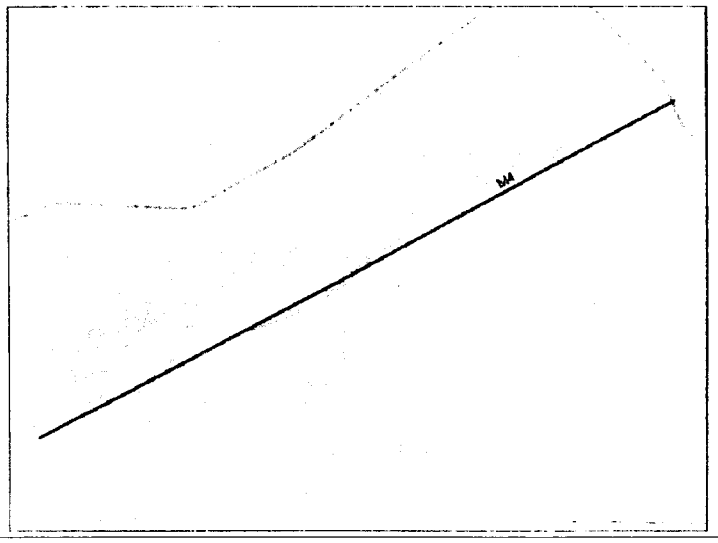
Category:	Classification:	Agency Coordination:	Time Frame:
Multiuse Path	NA		Medium-Term

Project Costs:	Const./Eng.	ROW	Other	Total Cost	*SDC Eligible:*
	$76,000	$0	$0	**$76,000**	*70%*

Project Goals Met:

Efficiency	Capacity	Safety	Transit	Ped/Bike	Livability
☐	☐	☐	☐	☑	☑

Project Location:



Related Projects:
M10, M11

Illustrative Section:

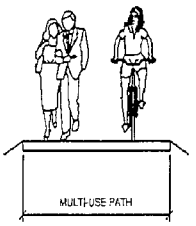
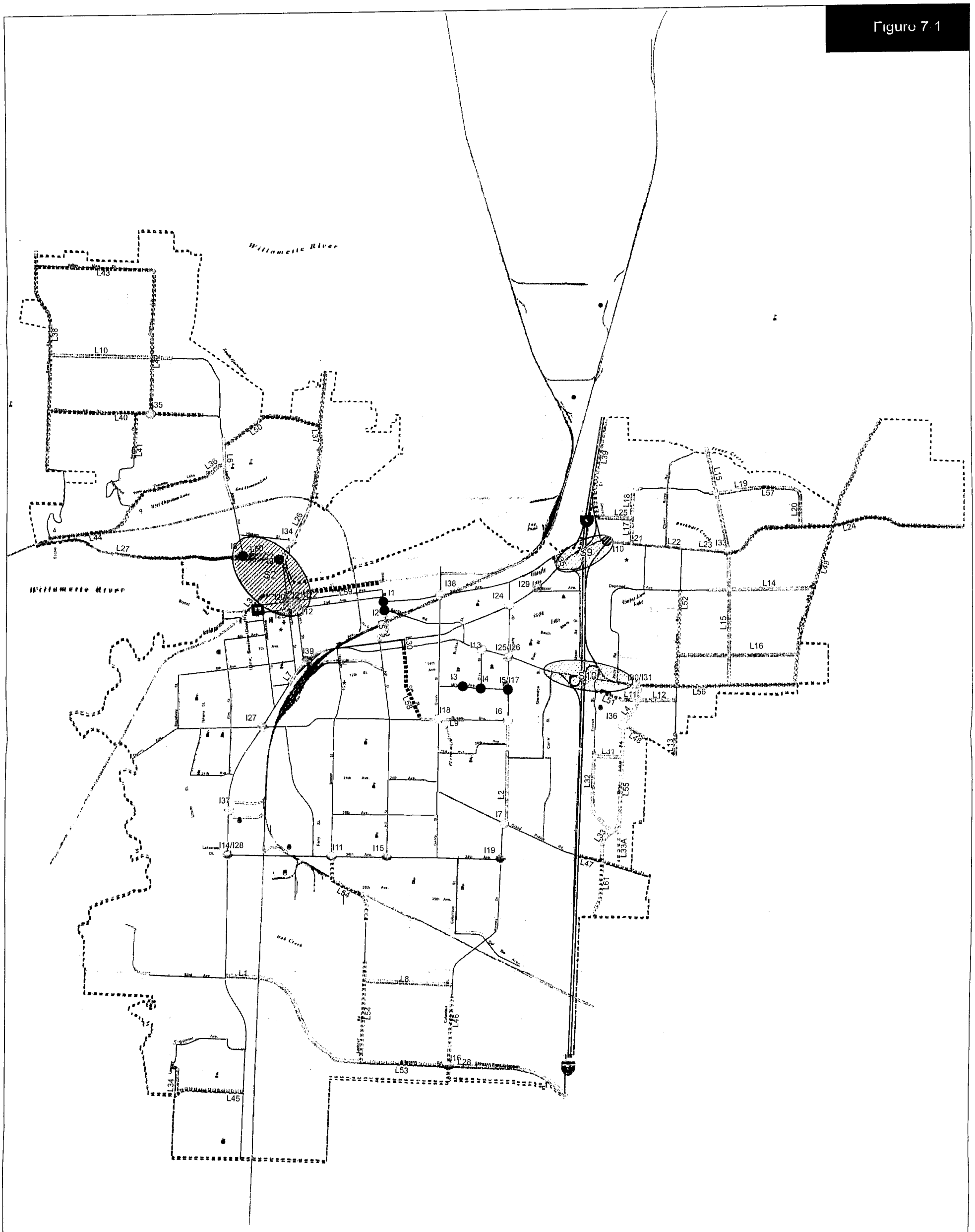


Figure 7-1



Improvement Timeframe

- Short-term
- Medium-term
- Long-term/ Project-driven

Improvements

- Intersection Improvement
- Capacity Improvement
- Urban Upgrade
- New Roadway
- Alternative Alignment
- Study Refinement Area

Destinations

- School
- Major Employer
- Other
- Albany General Hospital
- Amtrak Station
- Public Library
- Public Building

Boundaries

- Parks
- Urban Growth Boundary
- City Limitis

Other Roads

- Study Roads
- Local Roads

Miles
0 0.25 0.5 0.75 1

City of Albany, Oregon

Albany Transportation System Plan

Planned Auto Improvements

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

Figure 7-5

Willamette River

Project T1: Proposed Transit Stop Improvements

Improvement Timeframe
- Short-term
- Medium-term
- Long-term/ Project-Driven

Improvement Type
- Crossing Improvement
- Bike Project
- Pedestrian Project
- Multi-Use Path Project

Destinations
- School
- Major Employer
- Other
- Albany General Hospital
- Amtrak Station
- Public Library
- Public Building

Boundaries
- Parks
- Urban Growth Boundary
- City Limits

Other Roads
- Study Roads
- Local Roads

0 0.25 0.5 0.75 1 Miles

City of Albany, Oregon

Albany Transportation System Plan

Planned Bicycle and Pedestrian Improvements

Note: This map shows stand-alone projects only. All new roadway and urban upgrade projects will include bike and ped facilities

Kittelson & Associates, Inc.
Transportation Engineering/Planning

Albany