



## TRANSPORTATION ADVISORY COMMISSION

# AGENDA

**Tuesday, May 28, 2024, 5:30 p.m.**

This meeting includes in-person and virtual participation.

Santiam Room, City Hall  
333 Broadalbin Street SW  
Or join the meeting here:

<https://council.albanyoregon.gov/groups/tac/zoom>

You can use your microphone or dial in using your phone. Phone: 1 (253) 215-8782 (Long distance charges may apply)  
Meeting ID: 825 1857 5813; Passcode: 053593

Please help us get Albany's work done.

Be respectful and refer to the rules of conduct posted by the main door to the Chambers and on the website.

1. Call to order
2. Roll call
3. Approval of March 26, 2024, minutes
4. Business from the Commission
5. Business from the Public

*Persons wanting to provide comments may:*

- 1- *Email written comments to Andrew Monaco, [Andrew.Monaco@albanyoregon.gov](mailto:Andrew.Monaco@albanyoregon.gov), including your name, before **noon on day of meeting**.*
  - 2- *To comment virtually during the meeting, register with your name by emailing Andrew Monaco, [Andrew.Monaco@albanyoregon.gov](mailto:Andrew.Monaco@albanyoregon.gov) before **noon on day of meeting**. The chair will call upon those who have registered to speak.*
  - 3- *Appear in person at the meeting and register to speak using the sign-up sheet on the table.*
6. Scheduled Business
    - a. Candy Bliss, Transit Programs Supervisor
  7. Next Meeting Date: June 25, 2024
  8. Adjournment

*This meeting is accessible to the public via video connection. The location for in-person attendance is accessible to people with disabilities. If you have a disability that requires accommodation, please notify city staff at least 48 hours in advance of the meeting at [Andrew.Monaco@albanyoregon.gov](mailto:Andrew.Monaco@albanyoregon.gov) or 541-917-7656.*

*Testimony provided at the meeting is part of the public record. Meetings are recorded, capturing both in-person and virtual participation, and are posted on the City website.*



## TRANSPORTATION ADVISORY COMMISSION

### MINUTES

March 26, 2024

5:30 p.m.

Santiam Room, City Hall/Virtual

Approved: **DRAFT**

#### Call to Order

**5:30 p.m.**

Chair Nolan Streitberger called the meeting to order at 5:30 p.m.

#### Roll Call

Members present: Chair Nolan Streitberger, Chuck Kratch, Mark Siddall, Frankie McCullough, Nichole Case, Terry Virnig, and Lacy Ramirez

Members absent: All members present.

Staff present: Transportation Systems Analyst Ron Irish, Engineering Associate I Andrew Monaco, City Engineer Staci Belcastro, Transportation Manager Robb Romeo, and Public Works Clerk III Anita Dodd

Others present: Billy McGregor (AAMPO), Shayla Escudero (Albany Democrat Herald), and Daniel Koenig

#### Approval of February 27, 2024, minutes

**5:30 p.m.**

Chuck Kratch made a motion to approve the minutes as presented, Frankie McCullough seconded the motion, and the motion passed the commission 6-0. Lacy Ramirez joined the meeting after the vote.

#### Scheduled Business

**5:31 p.m.**

##### *Update on Street Funding*

City Engineer Staci Belcastro shared with the commission about the Street Funding Project. No decisions have been made at this time, but they have researched, gathered data, and are making progress. In response to Belcastro's report, the commission gave their ideas about how to help fund city streets.

##### *Albany Municipal Airport*

Transportation Manager Robb Romeo talked to the commission about what is happening at the airport including the future construction and electronic improvements with federal grants through the Federal Airport Administration (FAA). He also mentioned the financial shortfall the airport is facing but added the 1929 Hangar Project and other plans that could possibly bring in revenue for the airport in the future. The commission shared their opinion on the airport debt and gave new ideas to potentially bring in more revenue.

#### Business from Commission

**6:15 p.m.**

None.

Business from the Public

**6:15 p.m.**

Daniel Koenig addressed a letter he received from Benton County regarding a multi-use pathway in North Albany and asked if the City has plans to extend it into the city limits as well. In response, Transportation Systems Analyst Ron Irish explained the path is projected to go all the way from Albany to Corvallis paralleling Hwy 20 pending funding and property owner cooperation.

Next Meeting Date

The next scheduled meeting is April 23, 2024.

Adjournment

Seeing no further business, the chair adjourned the meeting at 6:28 p.m.

Respectfully submitted,

Reviewed by,

Anita Dodd  
Clerk III

Andrew Monaco  
Engineering Associate I

*\*Documents discussed at the meeting that are not in the agenda packet are archived in the record. The documents are available by emailing [cityclerk@albanyoregon.gov](mailto:cityclerk@albanyoregon.gov).*

Thu 2/29/2024 12:09 AM

Hello, Andrew,

My name is Daniel Koenig. I am a citizen in North Albany.

I spoke up briefly at the last Transportation Commission meeting in the hopes of sparking some more conversation about investments in our public transit systems here in Albany. I think that started some good discussion, and I would like to see that continue.

Ultimately, I think the commission wants to see ridership numbers go up on our bus lines--both so that poor folks in our community can access transportation easier, and so that we can minimize congestion and both air and noise pollution in our city. However, it's tough to justify pouring funding into initiatives like increasing our bus count or shortening our bus lanes when the ridership isn't there.

What I would instead suggest the council consider, and what I am willing to speak on and provide further reading/research about, is what is called lane shrinkage. Functionally, we take lanes that already exist and are used for mixed car/bus traffic and designate them as being only for bus lanes. This effectively removes a travel lane from some of our roads.

On the surface, common logic would make this sound like an awful idea. If a lane is a pipe that allows a certain throughput of cars, having more pipes would obviously increase throughput. Thus, removing one of those pipes would decrease throughput and worsen congestion.

What this fails to acknowledge is the way traffic truly works. Traffic, as we have seen over and over again across not only our state, but the world as a whole, is elastic. Wherever there is supply, latent demand--demand that isn't currently being met for whatever reason--will be induced, or brought about, to consume whatever new supply exists.

As a result, when we introduce more lanes onto a road, we normally end up no better than where we started--or, as is often the case, in a worse spot than we were at the start. This worsening is caused not only by induced demand bringing more drivers onto the road, but the added complexity of merging introduced by creating more lanes. This is why highway expansions, like the 1.6 billion that Los Angeles invested to expand I-405 while bulldozing hundreds of homes, did nothing to address congestion.

All of this is to say that removing lanes, while on the surface something that would worsen congestion during rush hours, will actually end up lessening traffic. This is backed up by numerous studies, including one from 2002 that analyzed over 70 lane reductions and found that they, on average, **reduced** traffic by 41%.

[https://nacto.org/docs/usdg/disappearing\\_traffic\\_cairns.pdf](https://nacto.org/docs/usdg/disappearing_traffic_cairns.pdf)

This reduction is caused by a few things.

- 1) Some riders choose to use other routes rather than the simplest, most straightforward route. This spreads load around the city across more streets, lessening the throughput in any one lane.
- 2) Others avoid taking a trip altogether, or choose to delay it to a time with lower congestion.
- 3) Finally, and this is perhaps the most important one: some drivers choose alternate transport, where and when it is available.

Point 3 is what will bump our ridership numbers up. And once those numbers go up, we'll have the justification we need to invest more in our public transit. That will cause our ridership to go up more, and thus we enter into a positive feedback loop.

If we do nothing, nothing will change. Something needs to change somewhere if we ever want public transit to be viable in our community, and I believe a simple change of usage for existing infrastructure is a very cost-effective and fast way to take that step.

I urge the commission to consider making this change, even if it may not be a popular one at first.

Thank you for your time and consideration!

**Daniel Koenig - They/Them**

Sorry I'm late. I'm afraid I got lost on the path of life.

On Thu, Feb 29, 2024 at 1:02 PM Monaco, Andrew <[Andrew.Monaco@albanyoregon.gov](mailto:Andrew.Monaco@albanyoregon.gov)> wrote:

Daniel,

Thank you for attending the meeting Tuesday evening and for taking the time to submit comments. We will make sure this email is presented to the Transportation Advisory Committee.

As a follow up question, do you happen to have lanes, routes or areas that you suggest making lane reductions on?

Thu 2/29/2024 5:26 PM

Hey, Andrew,

I am by no means a traffic engineer, so my thoughts here might be totally ludicrous or badly designed--but my immediate thoughts were to perform lane reductions/create bus lanes on the "main" Albany streets, which I believe are highlighted on a map shared at the recent February 27th meeting on page 4.

[https://www.albanyoregon.gov/mnt/html/citycouncil/bcc/archive/2024/tac\\_20240227\\_agd.pdf](https://www.albanyoregon.gov/mnt/html/citycouncil/bcc/archive/2024/tac_20240227_agd.pdf)

We could obviously only reduce streets that already have two lanes, but most of these main streets fit the bill.

The simplest and most effective location, in my eyes, would be along Ellsworth and Lyons Street--especially if we could coordinate with the state to extend those bus lanes/lane reductions further onto H-20 and onto 99E. For example, why do we have 4 lanes 99E? Navigating that section of street is a nightmare, and I've seen numerous near crash incidents there in my time here. That will always be the case until we reduce the number of lanes and, in so doing, simplify the traffic flow.

Another aspect of this worth considering is the removal of some or all parking along the main streets. Parking, just like traffic, is elastic--if more parking is made in a high demand area, more parking will be used. Without making massive, expansive parking lots ala Costco or Walmart (which I don't think we should do), I think trying to meet parking demand is a bit of a futile effort. Removing some of the parking downtown would give us more room to do things like creating dedicated turn lanes, or creating more space for pedestrians/cyclists. It would also discourage people from driving into downtown, pushing folks more towards alternative transport as well, and thereby lowering traffic.

I do think these would be unpopular choices on their head, but the aggravation they would cause is honestly part of the point. I imagine myself as a driver, sitting in the backed up traffic along H-20 and Ellsworth. I've been stuck at this red light for five, ten minutes. And then a bus goes past me, running at the normal speed limit, without needing to stop for cars. My response could be anger, which will certainly be some folks reaction--but I think for most, it will make them think "huh. Maybe I should just take the bus."

Thanks, and please let me know if you have any thoughts!

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**Daniel Koenig - He/Him/His**

Sorry I'm late. I'm afraid I got lost on the path of life.

**Original Email:**

**From:** Mark's channel <[bichita051@gmail.com](mailto:bichita051@gmail.com)>  
**Sent:** Friday, May 10, 2024 9:43 PM  
**To:** Montague, Jackie <[Jackie.Montague@albanyoregon.gov](mailto:Jackie.Montague@albanyoregon.gov)>  
**Subject:** Speeding cars

**[WARNING! This email came from outside our organization. Do NOT click unknown attachments or links in email.]**

About 5 years ago we moved back to Albany was born and raised here. We have been living on 34th ave.. for about 3 years now. When we first moved here traffic wasn't a problem because work schedule let me pick up and drop of my children at Lafayette and South Albany high school. Now my schedule doesn't line up so I don't have the privilege of taking them now. I would like information to get radar trailer placed on 34th between marion and oak st. There are speed signs that go from 40 by Pacific Blvd. To 35 by marion st. Once you hit Thurston st. There is a school speed sign. Which none of these signs help. There are people doing anywhere (guessing) between 40 and 70. Them going that fast in school zone There is no way they will have time to react to children crossing st in morning and afternoon. I personally will not let my children walk to school because of this so my mother gives them a ride. Even putting up flashing lights for crossing might deter them. It would be nice to see a flashing light at the corners of 34th. /Madison, 34th/ Oak and 34th and Columbus st. Eventually there will be a fatality on 34th st. The other day when it rained there was 2 accident between Jackson and marion on 34th. One in each direction. Maybe drop speed from 35 to 25 between marion and Waverly st. If you go on 34th before and after school you can witness all the close calls that occur on a daily bases. Don't know why North Albany and area around the mall and fred meyers gets all the money for flashing lights for cross walk. Thank you for your time on this matter

**Reply from Jackie Montague:**

**From:** Mark's channel <[bichita051@gmail.com](mailto:bichita051@gmail.com)>  
**Sent:** Friday, May 10, 2024 9:43 PM  
**To:** Montague, Jackie <[Jackie.Montague@albanyoregon.gov](mailto:Jackie.Montague@albanyoregon.gov)>  
**Subject:** Speeding cars

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**From:** Montague, Jackie  
**Sent:** Monday, May 13, 2024 3:46 PM  
**To:** 'Mark's channel' <[bichita051@gmail.com](mailto:bichita051@gmail.com)>  
**Subject:** RE: Speeding cars

Hello and thank you for your email. The public can request a “Neighborhood Speed Watch” [HERE](#) on the City’s Community Programs page. Please let me know if you need assistance filling out the form.

As far as the speed limit and blinking lights, I will forward your request to our Transportation Advisory Group to evaluate. I would encourage you to attend one of their meetings (our Public Meeting Schedule is [HERE](#)) and testify to what you are seeing on that road.

I live on 38<sup>th</sup> and use 34<sup>th</sup> frequently. You are not wrong that there is a problem. We will see what we can do about finding a good solution.

Thank you for your engagement!



**Jackie Montague**  
Albany City Councilor  
541-791-0215 phone | 541-730-3628 text  
[Jackie.Montague@albanyoregon.gov](mailto:Jackie.Montague@albanyoregon.gov)