Final Transportation Master Plan
August 1997

CITY OF ALBANY, OREGON
Transportation System Plan

Prepared for:
City of Albany

ORDINANCE NO. 5307

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

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

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

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

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

Section 1: The Albany Transportation System Plan (TSP) is hereby adopted as a supporting document to the Comprehensive Plan. A copy of the TSP is included with this ordinance as Exhibit A.

Section 2: The text of the Comprehensive Plan Goal 12: Transportation "Background Summary" is hereby amended by deleting the current text shown on the attached Exhibit B-1 and adding the new text shown on Exhibit B-2.

Section 3: The text of Comprehensive Plan Goal 12: Transportation "Goals, Policies, and implementation Methods" is hereby amended by deleting the current text shown on Exhibit C-1 and adding the new text shown on Exhibit C-2.

Section 4: Comprehensive Plan Plate 12: Master Street Plan is hereby amended by deleting the current plate shown on Exhibit D-1 and adding the new map shown on Exhibit D-2. Comprehensive Plan Plate 13: Master Bikeways Plan is hereby amended by deleting the current plate shown on Exhibit E.

Section 5: Comprehensive Plan Appendix VI is hereby amended by deleting Table VI-17 shown on Exhibit F-1 and adding the projects listed on Page 61-71 of the TSP and the funding sources shown in TSP Chapter 6 as shown on Exhibit F-2.

Section 6: The North Albany Local Street System Plan is hereby adopted as a supporting document to the Comprehensive Plan. A copy of the Plan is included with this ordinance as Exhibit G.

Section 7: Comprehensive Plan Site of Special Interest 4: North Albany is hereby amended by adding the North Albany Local Street System Plan Map and accompanying text shown in Exhibit H and the new policies shown in Exhibit I.

Section 8: The Findings of Fact contained in the staff report and attached as Exhibit "J" are hereby adopted in support of this decision.

Section 9: The City's Periodic Review Work Program items relative to the TSP and Growth Management are hereby clarified to address any outstanding issues raised in the June 25, 1997, letter from the Oregon Department of Land Conservation and Development.

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

Passed by Council: August 13, 1997

Approved by Council President: August 13, 1997

Effective Date: August 13, 1997

Council President

ATTEST:

City Recorder

Table of Contents

List of Figures

List of Tables

1.0 Introduction

The City of Albany, in cooperation with the Oregon Department of Transportation (ODOT), Linn County, and Benton County has prepared a Transportation System Plan as part of the overall City comprehensive plan. This TSP addresses the lands within the jurisdiction of the City of Albany and Urban Growth Boundary, and is intended to be consistent with the Linn and Benton County TSPs and adopted elements of the state TSP. Based on the requirements of the Transportation Planning Rule, this TSP includes the following elements.

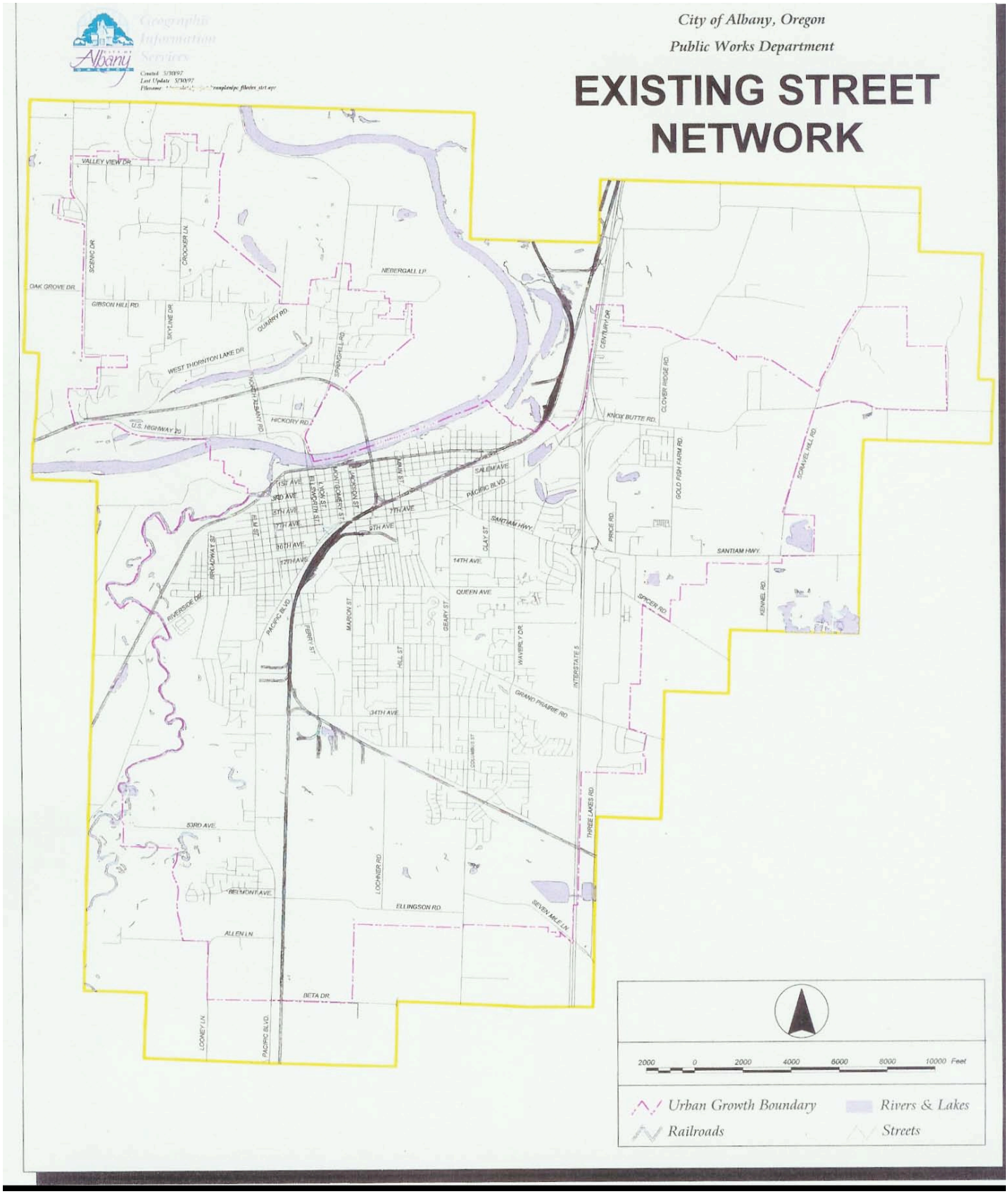
- a roadway plan for collector and arterial streets a public transit plan
- a bicycle plan
- a pedestrian plan
- an air, rail, water, and pipeline plan
- a transportation finance/funding plan
- policies and ordinances to implement the plan
- transportation system management
- transportation demand management

1.1 Study Area

Albany is located in the approximate geographic center of the Willamette Valley, 69 miles south of Portland, along Interstate 5 and US Highway 20. Since its establishment in 1864, the city has grown to a population of more than 35,000, making it one of the largest cities in the state. Albany is divided by the Willamette River, which is the boundary line between Benton and Linn Counties. The majority of the population resides south of the river in Linn County. However, the North Albany area, which is in Benton County, which was annexed in 1991, is expected to grow significantly over the next twenty years. Albany's economic base is dominated by the production of secondary wood products, rare metals, and food commodities. Many of the areas employers are located in nearby Millersburg.

The limits of this TSP project are within the current Urban Growth Boundary (UGB) for the City of Albany; however, the study area also includes areas outside the Urban Growth Boundary, such as Millersburg. Including the greater Albany area in the study was essential to adequately account for major employment centers and other traffic generators not located in the UGB, but which have a strong influence on traffic volumes and routes. **Figure 1.1-1** shows the limits of the Albany UGB as well as the other areas included in the greater Albany study area.

Firgure 1.1-1


Geographic Information Services
Albany
Created: 5/30/97
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City of Albany, Oregon
Public Works Department
EXISTING STREET NETWORK
VALLEY VIEW DR.
SCENIC DR.
CROOKER LN.
OAK GROVE DR.
GIBSON HILL RD.
SKYLINE DR.
QUARRY RD.
NEBERGALL LP.
WEST THORNTON LAKE DR.
NORTH ALBANY RD.
SPRINGHILL RD.
HICKORY RD.
U.S. HIGHWAY 20
CENTURY DR.
CLOVER RIDGE RD.
KNOX BUTTE RD.
GOLD FISH FARM RD.
SCRAVEL HILL RD.
PRICE RD.
SANTIAM HWY.
SALEM AVE.
PACIFIC BLVD.
1ST AVE.
3RD AVE.
5TH AVE.
7TH AVE.
9TH AVE.
10TH AVE.
12TH AVE.
14TH AVE.
QUEEN AVE.
BROADWAY ST.
RIVERSIDE DR.
MARION ST.
GEARY ST.
CLAY ST.
WAVERLY DR.
HILL ST.
FERRY ST.
SPICER RD.
KENNEL RD.
INTERSTATE 5
GRAND PRAIRIE RD.
34TH AVE.
53RD AVE.
BELMONT AVE.
ELLINGSON RD.
LOCHNER RD.
THREE LAKES RD.
SEVEN MILE LN.
ALLEN LN.
BETA DR.
LOONEY LN.
2000 0 2000 4000 6000 8000 10000 Feet
Urban Growth Boundary
Railroads
Rivers & Lakes
Streets

1.2 Technical and Citizen Committees

In order to prepare the Transportation System Plan, two committees were formed: a Technical Advisory Committee (TAC) and a Citizen Advisory Committee (CAC). The TAC consisted of technical representatives from each jurisdiction including the City of Albany, Linn County, Benton County, ODOT, Millersburg, and a liaison from the previous North Albany Local Street Plan process. The TAC provided review of the TSP, analysis, and guidance to the CAC. The CAC was comprised of members representing major business, home builders, education, railroad, airport, bicycling, and other representatives from various neighborhoods, agencies and jurisdictions. The CAC provided direction for the study and served as a link to the general public. A list of the CAC and TAC is located in the Appendix. In addition to the T AC and CAC, other city personnel with specific interest in transit/paratransit and bicycles provided review of the TSP.

1.3 TSP Goal and Policies

Together the T AC and CAC prepared a transportation goal and policy document that provided direction and evaluation criteria for the TSP development. The goal and policies are as follows.

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:

I. 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.

II. 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.

III. Develop a roadway system that is efficient and safe for the traveling public while preserving neighborhood quality and character.

IV. 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, bicycle_, walking, and wheelchairs.

V. 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.

VI. Promote a transit/paratransit system that identifies future alternative fuel options that are clean, renewable, and cost-efficient. .

VII. 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.

VIII. Develop an adequately connected bicycle and pedestrian system to encourage bicycling and walking as alternative modes of transportation.

A. 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.

B. Provide bikeways on arterial and collector streets as well as appropriate separated bike facilities.

C. Develop a pedestrian system that provides the opportunity for individuals with disabilities to use the pedestrian system.

IX. Support the development of high and higher speed rail facilities or other passenger rail programs including the existing train station site and structures.

X. 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.

Xl. 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.

XlI. Support the development of airport services that serve the needs of the community.

XlII. Support the coordination of interstate and regional utilities.

1.4 TSP Process

The development of the Albany TSP began with an assessment of existing transportation system conditions. Results of the assessment were documented in the **Existing Conditions Technical Report** which included an inventory of the physical characteristics and condition of existing transportation facilities. **Section 2.0** of this report contains a summary of the **Existing Conditions Technical Report.**

Section 3.0 includes a summary of the results contained in the **Transportation Deficiencies Technical Report**. The **Transportation Deficiencies Technical Report** identified the existing and future deficiencies of the transportation systems, including roadway, transit, bicycle, pedestrian, rail, air, water and pipeline. The technical report also included the documentation for the development of the EMME/2 forecasting model used to determine future automobile traffic demand and potential for increasing the use of other modes of transportation.

Once the existing and future deficiencies were documented, alternatives were identified and evaluated in the **Alternatives Analysis and Cost Estimate Technical Report**. The alternatives were developed to correct safety and capacity deficiencies, preserve existing facilities, and enhance the use of alternate modes of transportation. A No-Build scenario, as well as build scenarios were evaluated considering parameters that included: level of service, design and construction costs, right-of-way needs, displacements, compatibility with adjacent land uses, network continuity, environmental impacts, and support for alternative transportation modes. **Section 4.0** summarizes the results contained in the technical report.

Section 5.0 discusses the alternatives that were selected to comprise the Albany Transportation System Plan. Improvements were identified for roadway, public transit, bicycle and pedestrian facilities as well as elements for air, rail, water, and pipeline transportation.

Section 6.0 outlines the TSP implementation plan for short term priority projects (1998 to 2005) and long term projects (2006 to 2015). Implementation of the projects have been staged to spread the financial investment and obligation over the twenty year span of the transportation plan.

Section 7.0 identifies realistic sources of funding for the TSP including a city-wide System Development Charge (SDC) and General Obligation (GO) bonds, as well as funding from ODOT, developers, grants, street funds, and a proposed transit serial levy.

Section 8.0 discusses compliance of the TSP with the requirements of the Transportation Planning Rule.

The project managers for this plan were Jeni Richardson, P.E. of the City of Albany and James E. West, P.E. of Kimley-Horn and Associates, Inc.

2.0 Existing Conditions and Deficiencies

One of the first steps taken in developing the TSP was to collect data regarding the existing transportation system. The field data was used to develop TSP elements such as to forecast future traffic volumes, determine transportation system deficiencies, and identify future improvements.

Data collection for the Albany Transportation System Plan began in September 1994, and was completed by the end of the year.

Results of the existing conditions investigation are summarized in this section.

2.1 Land Use and Demographics

Socio-economic measures such as population and employment were the basis for estimating the demand for travel. There are well defined relationships between land use development and travel demand generation. As a result, a database of demographic data including population and employment by industry was developed.

The major source of population estimates was the 1990 Census data. The growth in population between 1990 and 1994 was determined by City of Albany staff based on City development records. These records were used to allocate new households by geographic area and to estimate the corresponding household size. Albany 1994 population was estimated to be 35,100 persons. Population of the greater Albany urban area, which includes Millersburg, was estimated at 42,000 persons.

The Albany employment total was based on 1990 Census data. Census data for Albany, Linn County, and Oregon shows that percentages of employment by industry by place of residence are similar for each of the three areas. Since the majority of Linn County residents work in Albany and the majority of Albany residents work in Albany, the Albany industry percentages were assumed to be applicable to employment by industry by place of work within Albany.

Estimates of Albany employment growth between 1990 and 1994 were derived from State Employment Department estimates of county-wide employment. Albany employment was assumed to have grown by the same amount over the same period. In 1994, Albany employment was estimated to be 17,700. Employment of the greater Albany urban area, which includes Millersburg, was estimated at 20,600.

Based on existing population and employment estimates, an EMME/2 traffic model was developed and calibrated to closely match existing traffic volumes. Once calibrated, the model was ready to forecast future traffic demands on the collector and arterial street system. Population and employment allocations for 1994, as well as 1994 traffic volumes are contained in the **Appendix**.

2.2 Transportation Facilities

Transportation facilities were evaluated for existing conditions and deficiencies. The remainder of **Section 2.2** summarizes those deficiencies.

2.2.1 Roadway

Figure 2.2.1-1 illustrates the locations of existing roadway deficiencies, including urban upgrades, pavement preservation, intersection, flooding, safety and bridge projects.

Functional Classification

A review of the existing street system was made to determine deficiencies in the current functional street classification. In general, most existing classifications were appropriate for the city of Albany; however, some existing roadways were incorrectly classified. Some roadways segments were classified as

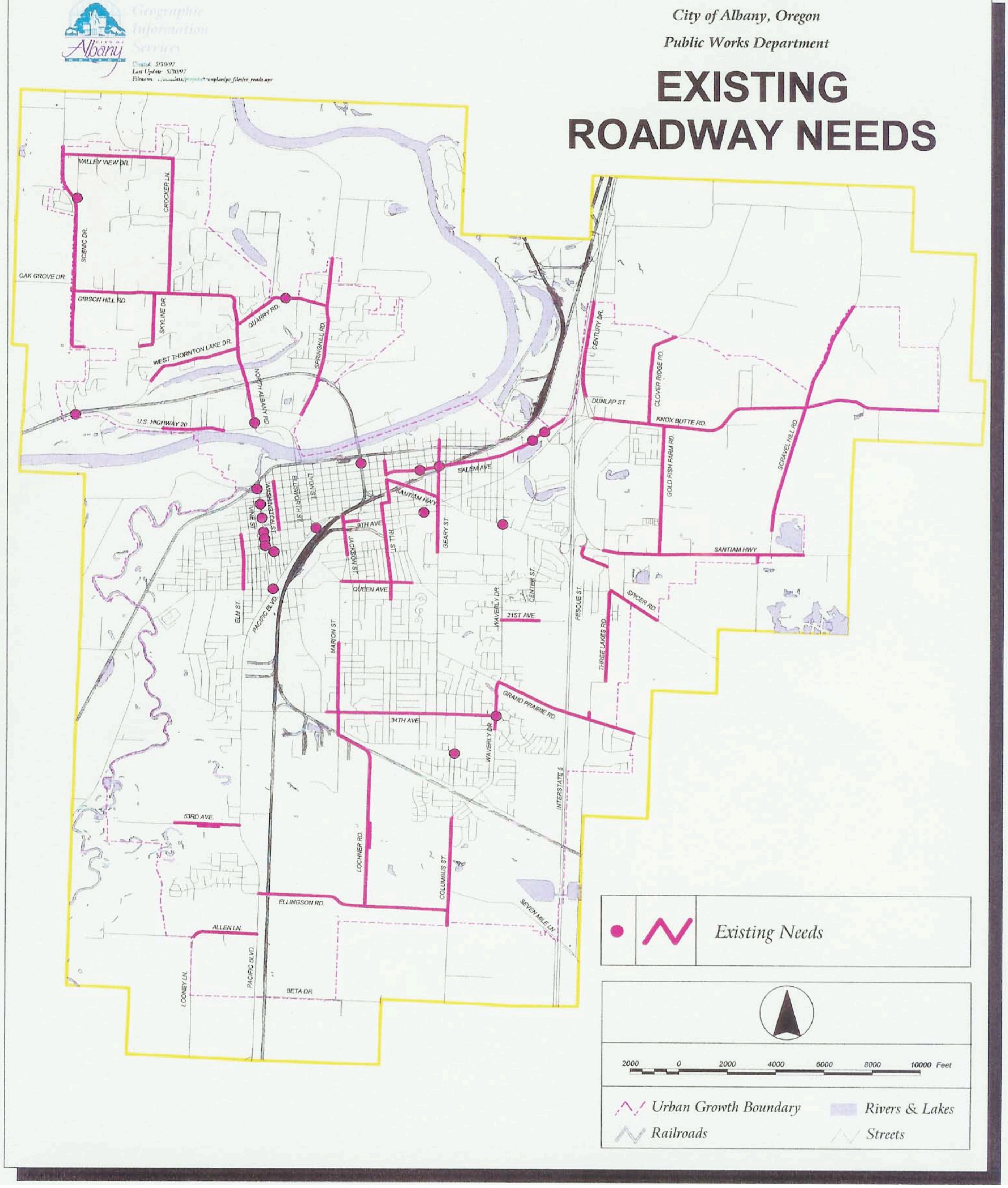
collector streets with the intent that future development would complete the street connection. Due to other factors, some of the streets are unlikely to ever be connected, thus leaving short street links with incorrect classifications. Street segments with incorrect classifications include:

- NW Michael Lane
- NW Valley View Drive
- NW Broadway Street
- NW East Thornton Lake Drive NW Dogwood Lane
- NW Pineview Drive

Other streets had become more significant to city and regional travel. As such, their classifications were no longer valid. These include:

- Santiam Road (Main to Pacific)
- 1st Avenue (Ellsworth to Main)
- 2nd Avenue (Ellsworth to Main)
- 5th Avenue (Elm to Main)
- Elm Street (9th to 5th)

Figure 2.2.1-1


City of Albany, Oregon
Public Works Department
EXISTING ROADWAY NEEDS
Geographic Information Services
Albany
VALLEY VIEW DR.
CROCKER LN.
SCENIC DR.
OAK GROVE DR.
GIBSON HILL RD.
SKYLINE DR.
QUARRY RD.
SPRINGHILL RD.
WEST THORNTON LAKE DR.
NORTH ALBANY RD.
U.S. HIGHWAY 20
CENTURY DR.
CLOVER RIDGE RD.
DUNLAP ST.
KNOX BUTTE RD.
SCRAVEL HILL RD.
GOLD FISH FARM RD.
SALEM AVE.
SANTIAM HWY
ELLSWORTH ST.
LYON ST.
WASHINGTON ST.
PINE ST.
9TH AVE.
JACKSON ST.
HILL ST.
GEARY ST.
QUEEN AVE.
ELM ST.
PACIFIC BLVD.
WAVERLY DR.
CENTER ST.
21ST AVE.
FESCUE ST.
SPICER RD.
THREE LAKES RD.
MARION ST.
GRAND PRAIRIE RD.
34TH AVE.
INTERSTATE 5
53RD AVE.
LOCHNER RD.
COLUMBUS ST.
ELLINGSON RD.
SEVEN MILE LN.
ALLEN LN.
LOONEY LN.
BETA DR.
Existing Needs
2000
0
2000
4000
6000
8000
10000 Feet
Urban Growth Boundary
Rivers & Lakes
Railroads
Streets

Traffic Volumes

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.

Intersection 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. Level of service A through D was considered to represent acceptable operating conditions for the TSP. Using the traffic volume data, an operational analysis was conducted to determine existing levels of service at intersections in the collector and arterial street system.

Within the City of Albany, there are 34 traffic signals; 13 of the signals are maintained by the city and the remaining signals are maintained by the state. State (ODOT) maintained signals are located along US 20/Santiam Highway and SR 99E/Pacific Boulevard. The remainder of the intersections are unsignalized.

Currently there are three signalized intersections operating below level of service D during the peak hours of the day. There are also five unsignalized intersections that currently operate below level of service D. Intersections with poor level of service include: '.

Signalized

- US 20 and North Albany Road (AM Peak)
- Pacific Boulevard and Queen Avenue
- Santiam Highway and Waverly Drive

Unsignalized

- Waverly Drive and 34th Avenue
- Pacific Boulevard and Allen Lane
- Salem Avenue and Main Street
- US 20 and NW Scenic Drive
- Salem and Albany Avenue

Traffic Safety

Accidents were evaluated along collector and arterial streets in the city. During the period between 1992 and 1994, the locations with the ten highest accident rates are below:

- #1 - Calapooia Street and 12th Avenue
- #2 - Washington Street and 7th Avenue

- #3 - Washington Street and 6th Avenue
- #4 - Washington Street and 5th Avenue
- #5 - Washington Street and 3rd Avenue
- #6 - Main Street and Second Avenue
- #7 - Geary Street and 34th Avenue
- #8 - Washington Street and 2nd Avenue
- #9 - Waverly Drive and Queen Avenue
- #10 -Pacific Boulevard and Main Street

All but the Waverly and Queen intersection are unsignalized intersections, with the primary accident type being failure to yield to major street traffic. Typical cause of the accidents was attributable to poor sight distance or uncertainty of the driver about which vehicle has the right-of-way. Accidents at the Waverly and Queen intersection were primarily caused by the lack of a left turn refuge. This deficiency has since been corrected.

Other locations with high accidents rates were also identified and addressed in the TSP process.

Pavement Condition

During the field data collection effort, a visual rating of Albany's collector and arterial streets was conducted. 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. Some of the projects identified in the Task Force Report have been constructed or are scheduled for Summer 1997, with the remaining collector and arterial streets addressed in the TSP. 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 such as a utility fee should be considered. Collector and arterial streets with poor pavement are listed below:

- 1st Ave - Main to Lafayette (Done)
- 9th Ave - Jackson to Pacific/9th couplet
- 34th Ave - Lyon to Waverly
- Airport Rd - Pacific to Santiam
- Elm St - 9th to 24th
- Geary St - Front to 14th
- NW Gibson Hill Rd - Scenic to Sunny
- Goldfish Farm Rd - Knox Butte to Christopher
- Grand Prairie - Geary to Waverly
- NW Hickory Rd - North Albany Rd. to Spring Hill (Done)
- Hill St - 7th to 19th
- Jackson - 7th to Marion
- Knox Butte Rd - Century to Curtis
- Lochner Rd - Marion to Ellingson
- Main St - 1 st to 6th
- Marion - 24th to Lochner
- Price - Timber to Santiam (Done)
- Queen - Marion to Sherman
- Salem Ave - Sherman to (200' east of) Lake St.
- Salem Ave - Albany Ave. to N. City Limits
- Santiam Rd - RR tracks to 7th
- Pacific Boulevard/SR 99E - Albany Ave. to 1-5 (eastbound) US 20 - Juniper to Blossom

- Waverly - Grand Prairie to 40th

The results of the rating indicated that approximately 14% of arterial streets and 19% of collector streets have a poor pavement rating.

Streets Without Curb and Gutter

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. These streets are currently asphalt mat streets with open roadside drainage systems.

Bridges

Nineteen bridges were evaluated for existing deficiencies. Many of the bridges were in need of repaving and sidewalk repair. Others were found to be too narrow for bicycle lanes or were identified as structurally failing, thus in need of replacement.

Flooding

Eighteen locations that have recurring flooding problems were identified. Most of the locations were correctable through increased maintenance or repair. Only three of the locations were identified as having significant flooding problems because of low street elevations.

Truck Routes

During public meetings associated with the TSP, residents were asked about truck routes and locations where trucks may be a problem. The only streets recommended to be designated truck routes were SR 99E/Pacific, US 20/Santiam, and Queen. On the other hand, North Albany Road and Spring Hill Drive were mentioned several times as problems and where trucks should be restricted. Both locations in North Albany are related the lack of a traffic signal on Independence Highway. Because of heavy traffic volumes on US 20 it is difficult for heavy trucks to make the left-turn from Independence Highway to US 20. As a result, it is common for southbound trucks on Independence Highway to divert through North Albany along Spring Hill Drive or North Albany Road because both roadways intersect US 20 at traffic signals.

Freeway Interchanges

There are two freeway interchanges in the City of Albany.

The Santiam Highway interchange is located at the intersection ofI-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 interchange has several existing deficiencies that are listed below:

- The southbound exit ramp has insufficient deceleration length, sight distance, and horizontal curvature. The exit ramp gore areas have required the installation of impact attenuators.

- Sight distances at the ramp terminal intersections with Santiam Highway are inadequate and make it difficult for drivers to see approaching vehicles.

- The vertical clearance of the bridge structure over the freeway is below federal minimums and has inadequate width to accommodate a bikeway.

- The interchange is located one mile from the Knox Butte interchange which results in short merge/diverge distances as vehicles entering the freeway change lanes with vehicles exiting the interstate.

The Knox Butte interchange is located at the intersection ofI-5 and Highway 99E. The interchange is designed to provide free flow movement from southbound 1-5 to 99E and from 99E to northbound 1-5. 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 1-5 must use the Santiam interchange to get on the freeway.

The interchange has other deficiencies that are listed below:

- The southbound exit ramp violates acceptable design guidelines and driver expectations. It has inadequate sight distance, deceleration length, and horizontal curvature. Access management near the southbound ramp is poor which creates confusion, especially for drivers unfamiliar with the area.

- The interchange does not have a westbound bikeway and has high speed ramps which are unfriendly to cyclists and pedestrians. This will become a more important issue as the area east of the freeway develops, including the Linn County Fairgrounds and Expo Center.

- Some of the ramp structures have vertical clearances that are below federal minimums.

2.2.2 Transit

Several Transit services operate within the City of Albany, including Albany Transit Service (A TS), Linn-Benton Loop, Call-A-Ride/ADA Service, Linn County Shuttle, Valley Retriever, and Greyhound Service. Only the ATS, 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. **Figure 2.2.2-1** shows the location ofthe ATS fixed routes and the Linn-Benton Loop.

Albany Transit Service

Albany Transit Service operates two routes. Service on Route 1 is provided between 7:00 AM and 5:45 PM with a frequency of one bus every hour. Route 2 is operated between 10:00 AM and 4:00 PM, also with a frequency of one hour. One of the greatest deficiencies in the existing system is the limited hours of operation for ATS Route 2. Because it does not operate during the morning and evening peak hours, it fails to serve work trips along the route. Service on both routes does not begin early enough to allow HP employees to transfer to the Linn-Benton Loop and arrive to work for the first three shifts. No service is provided on Saturday or Sunday.

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). The service in the early morning leaves Albany City Hall

at 6:55 AM and 8:00 AM and reaches Corvallis at 7:20 AM and 8:20 AM. Mid-day the service is with two-hour frequency, and in the evening with about a one-hour frequency. Service ends at 6:05 PM. Service on the Loop begins too late to allow HP employees to arrive in Corvallis for the first three shifts. No service is provided on Saturday or Sunday.

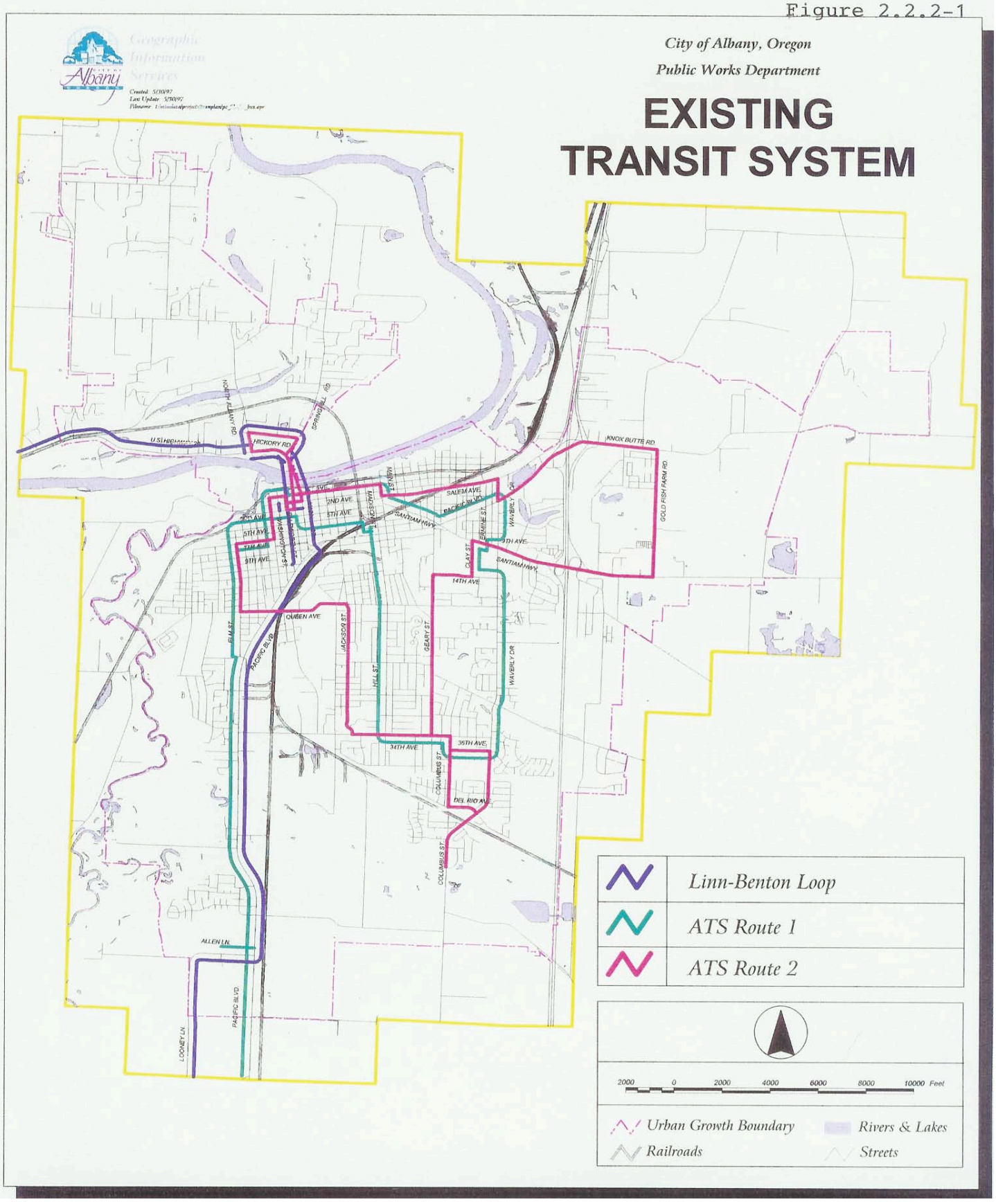
Call-A-Ride/ADA Service

Besides fixed route service, Albany provides curb to curb service to seniors and to persons with disabilities through the Call-a- Ride program. Recent expansion of service is in response to the 1991 Americans with Disabilities Act (ADA). In 1994 Call-a-Ride ridership was over 8,500. Currently Albany residents are more familiar with the Call-a-Ride service, thus Albany plans to increase their marketing efforts to encourage use by persons who qualify for ADA paratransit service.

Linn County Shuttle

The Linn County Shuttle is a system primarily oriented to serving the elderly and handicapped population. The service is operated Monday through Friday and provides five trips per day. The Shuttle departs the Sweet Home Senior Center, serves such points as the Lebanon Wal-Mart, the Lebanon Senior Center, Linn Benton Community College, the commercial areas of Target and Fred Meyer, and returns to Sweet Home.

Figure 2.2.2-1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Albany
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Last Update: 5/30/97
City of Albany, Oregon
Public Works Department
EXISTING TRANSIT SYSTEM
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SPRINGHILL RD
KNOX BUTTE RD
GOLD FISH FARM RD
SALEM AVE
2ND AVE
5TH AVE
7TH AVE
9TH AVE
14TH AVE
QUIEN AVE
34TH AVE
36TH AVE
DEL RIO AVE
ALLEN LN
LOONEY LN
PACIFIC BLVD
SANTIAM HWY
WAVERLY DR
GEARY ST
HILL ST
JACKSON ST
CLAY ST
ERMINE ST
COLUMBUS ST
Linn-Benton Loop
ATS Route 1
ATS Route 2
2000 0 2000 4000 6000 8000 10000 Feet
Urban Growth Boundary
Railroads
Rivers & Lakes
Streets

Valley Retriever

The Valley Retriever is a privately owned transit company providing service between Newport and Bend, Oregon. Service originates at Newport and stops daily at the Albany Greyhound depot on Pacific Boulevard/SR 99E. Both ATS routes pass the depot every hour.

Greyhound Service

Greyhound passenger and freight service to other Oregon communities along 1-5 is provided from a convenience store near the intersection of Pacific Boulevard/SR 99E and Geary Street. Both ATS routes pass the depot every hour. Northbound and southbound Greyhound buses stop in Albany four times per day.

Ridership

Ridership on ATS routes has increased over the past 10 years. In 1983, annual ridership on ATS Routes was 58,000; by 1993 it was 67,000. Ridership on the Linn-Benton Loop also has the same growth trend. In 1994 the combined ATS and Linn-Benton Loop ridership reached 120,000.

Currently, only 0.4% of Albany residents use public transit for work trips. One of the primary reasons for low transit use is that the current system is not designed to serve work trips. The existing routes are generally configured in a series of one-way loops which often require passengers going from point A to point B to ride around the loop to get to a nearby destination. Changes to the existing route system and schedule will be needed to increase the potential to attract a higher percentage of work trips.

Urban Densities

The Albany area is characterized by relatively low-density residential development. The average number of persons per acre for the entire city is 3.4 while the North Albany area has a much lower density of 1.2. On the other hand, portions of the core urban area have densities between 10 and 14 persons per acre. Currently the city just meets the typical threshold for one hour transit frequency; however, North Albany is currently well below the level usually needed to support transit.

Fleet

Following the purchase of a new bus (currently budgeted), all of the ATS and Linn-Benton Loop fleet vehicles will be in good or excellent condition; however, as service expands, additional vehicles will be needed. .

Amenities

The ATS has about 26 designated stops located along the routes, including about eight shelters. Depending on the level of coordination between bus schedules, the City Hall stop may not provide sufficient amenities or space for waiting passengers and parked buses. Secure bike racks should also be provided at major transit stops and park and ride locations. Stops should all have wheel chair loading platforms to allow full access to the transit system for persons with disabilities.

2.2.3 Bicycle

The location and condition of existing Albany bikeways were inventoried. Existing bikeways and collector and arterial streets without bikeways are shown in **Figure 2.2.3-1**. 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. As shown in the figure, some major streets in Albany have bikeways, but many are not continuous and do not connect with bikeways on other cross streets. The most obvious gaps in the system include Ellsworth, Lyon, Ferry and Elm in the downtown area, as well as Hill Street.

In eastern Albany, there is no bikeway (other than Price Road) connecting US 20 and Knox Butte Road. Likewise there is no bikeway on Salem Avenue between 200 feet east of Lake Street and Albany Avenue, which is a primary route to major employers in Millersburg. In southern Albany, there are no bikeways between Columbus Street and SR 99E on Ellingson Road, nor on Lochner Road. The lack of bikeways or suitable shoulders for riding on major arterials translates into gaps in the network.

Currently parts of SR 99E/Pacific Boulevard also lack bikeways. However, with the completion of the Pacific/9th couplet and pavement overlay project, all of SR 99E/Pacific (between south UGB and Timber Street) will have bikeways.

An area of concern is the bikeway on SR 99E/Pacific leading to LBCC. The existing bikeway in southern Albany is in good condition; however, because of the high traffic volumes along this route, and the distance from central Albany, bicycle volumes remain low to LBCC.

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 Old Salem Road, Century Drive, Santiam Road, and sections in North Albany.

2.2.4 Pedestrian

Sidewalks exist mostly in the central areas of Albany on major arterial streets, with a few exceptions. **Figure 2.2.4-1** illustrates the locations where sidewalks are missing along the collector and arterial streets in the city. Existing sidewalks are also shown in the figure. There are presently no sidewalks on major roads in the following areas:

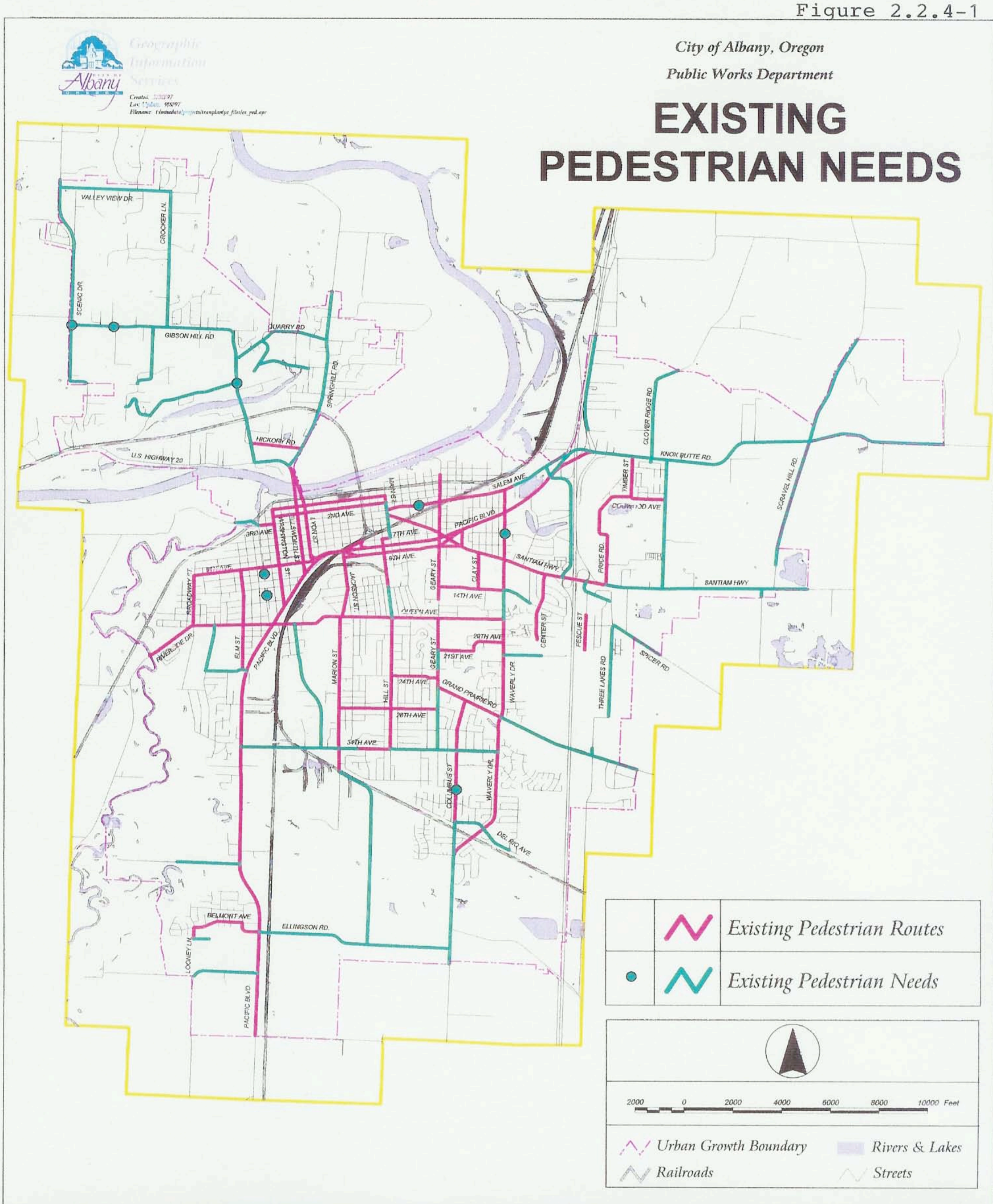
- North Albany
- Eastern Albany
- Southern Albany

In central Albany, there are frequent gaps in the sidewalk system existing along major roads such as Geary Street, 34th Avenue, Ferry Street, and Waverly

Figure 2.2.3-1


Geographic Information Services
Albany
Created: 5/30/97
Last Update: 9/8/97
City of Albany, Oregon
Public Works Department
EXISTING BIKE NEEDS
VALLEY VIEW DR.
SCENIC DR.
CROCKER LN.
GIBSON HILL RD.
NORTH ALBANY RD.
QUARRY RD.
SPRINGHILL RD.
WEST THORNTON LAKE DR.
U.S. HIGHWAY 20
HICKORY RD.
1ST AVE.
2ND AVE.
5TH AVE.
8TH AVE.
14TH AVE.
QUEEN AVE.
94TH AVE.
SALEM AVE.
SANTIAM HWY.
DOGWOOD AVE.
KNOX BUTTE RD.
CLOVER RIDGE RD.
TUDOR ST.
PRICE RD.
SPICER RD.
THREE LAKES RD.
BROADWAY ST.
RIVERSIDE DR.
PACIFIC BLVD.
MARION ST.
GEARY ST.
CLAY ST.
WAVERLY DR.
FESCUE ST.
INTERSTATE 5
COLUMBUS ST.
ALLEN LN.
LOONEY LN.
Existing Bike Route
Existing Bike Needs
2000 0 2000 4000 6000 8000 10000 Feet
Urban Growth Boundary
Railroads
Rivers & Lakes
Streets

Figure 2.2.4-1


City of Albany, Oregon
Public Works Department
EXISTING
PEDESTRIAN NEEDS
Geographic
Information
Services
Albany
VALLEY VIEW DR.
CROCKER LN.
SCENIC DR.
GIBSON HILL RD
QUARRY RD
SPRINGHILL RD
HICKORY RD
U.S. HIGHWAY 20
SALEM AVE
2ND AVE.
3RD AVE
7TH AVE
9TH AVE
PACIFIC BLVD
SANTIAM HWY.
14TH AVE
GEARY ST
CLAY ST
CENTER ST
MARION ST
ELM ST
HILL ST
21ST AVE
24TH AVE
28TH AVE
29TH AVE
34TH AVE
GRAND PRAIRIE RD
WAVERLY DR.
COLUMBUS ST
DEL RIO AVE
BELMONT AVE
ELLINGSON RD.
LOONEY LN.
PACIFIC BLVD
CLOVER RIDGE RD
KNOX BUTTE RD.
GRAVEL HILL RD
TIMBER ST
PRICE RD.
SANTIAM HWY
FESCUE ST
THREE LAKES RD
SPICER RD
Existing Pedestrian Routes
Existing Pedestrian Needs
2000
0
2000
4000
6000
8000
10000 Feet
Urban Growth Boundary
Rivers & Lakes
Railroads
Streets

Generally, sidewalk conditions range from fair to good, with exceptions along Hill Street and Main Street. These sections are generally in poor condition.

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.

2.2.5 Rail

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 A TS 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 site.

2.2.6 Air

The Albany Airport has been in its present location since 1930. It is located in the northeast part of the city between Knox Butte Road and Santiam Highway, directly east of Interstate 5. The 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.

2.2.7 Water

No water transportation or port facilities exists within the City of Albany.

2.2.8 Utility

Southern Pacific owns the only major pipeline within the UGB. The line runs in a north/south direction, just east of I-5. The pipeline carries various petroleum products, including jet fuel and gasoline.

Although just outside the UGB, Northwest Pipeline owns a north/south high-pressure natural gas pipeline running along the eastern edge of Albany. Northwest Pipeline sells gas to Northwest Natural Gas, who distributes the fuel to the Albany area via a smaller pipe network. Some mills in Millersburg also have gas lines that connect directly to the Northwest Pipeline.

3.0 Future Conditions and Deficiencies

Future conditions and deficiencies were evaluated are summarized in this section of the TSP. Deficiencies were based on the impacts of future growth in population and employment within the greater Albany urban area.

3.1 Land Use and Demographics

The Albany Comprehensive Plan Map identifies the type, location, and density of land development and redevelopment within the UGB. Although development may never correspond exactly to the Comprehensive Plan Map, it does indicate where different types of land uses are appropriate and directs growth to these areas. These designations include four major categories: residential, commercial, industrial, and special uses. Population and employment growth assumptions in the TSP were consistent with the land use designations contained in the current Albany Comprehensive Plan.

Forecasts of total population and employment growth were prepared by Albany and Millersburg staff. The year 2015 forecasts were assigned to geographic areas based on known development projects and areas of planned residential and job growth. Between 1994 and 2015, population was expected to increase 43% and employment was expected to grow by nearly 55%. Based on this growth, year 2015 population and employment in Albany are expected to reach 50,300 and 27,400 respectively. Population and employment for the greater Albany area is expected to reach nearly 63,200 and 34,500 respectively by 2015.

This assumed growth in population and employment was input into the EMME/2 forecasting model to develop 2015 traffic volumes. Street improvement projects that are currently under construction, including the Pacific Boulevard and Ninth Avenue couplet, were assumed to be completed in the. EMME/2 street network. Population and employment allocations for 2005 and 2015, as well as 2005 and 2015 traffic volumes are contained in the Appendix.

3.2 Transportation Facilities

As the city grows, additional pressures will be placed on the existing transportation systems. Transportation facilities were evaluated for future deficiencies that are essentially growth-driven. The analysis assumed a No-Build condition (i.e. no new major roadways would be constructed in the next twenty years). The remainder of **Section 3.2** summarizes those deficiencies.

3.2.1 Roadway

Figure 3.2.1-1 illustrates the locations that are expected to have growth-driven roadway deficiencies.

Figure 3.2.1-1


City of Albany, Oregon
Public Works Department
FUTURE
ROADWAY NEEDS
Geographic
Information
Services
Albany
VALLEY VIEW DR.
CROCKER LN.
OAK GROVE DR.
SCENIC DR.
GIBSON HILL RD.
SKYLINE DR.
QUARRY RD.
WEST THORNTON LAKE DR.
NORTH ALBANY RD.
SPRINGHILL RD.
U.S. HIGHWAY 20
CENTURY DR.
DUNLAP ST
CLOVER RIDGE RD.
KNOX BUTTE RD.
SCRAVEL HILL RD.
GOLD FISH FARM RD.
SALEM AVE
SANTIAM HWY
WASHINGTON ST
9TH AVE
JACKSON ST
HILL ST
GEARY ST
QUEEN AVE
WAVERLY DR.
CENTER ST
RESCUE ST
SPICER RD
21ST AVE
THREE LAKES RD.
ELM ST.
PACIFIC BLVD.
MARION ST
GRAND PRAIRIE RD.
34TH AVE
WAVERLY DR.
INTERSTATE 5
53RD AVE
LOCHNER RD.
COLUMBUS ST.
ELLINGSON RD.
SEVEN MILE LN.
LOONEY LN.
ALLEN LN.
PACIFIC BLVD.
BETA DR
Growth Driven Needs
2000 0 2000 4000 6000 8000 10000 Feet
Urban Growth Boundary
Rivers & Lakes
Railroads
Streets

Functional Classification

As areas of the city develop and traffic volumes increase, some streets will need to be reclassified to a higher order. Other areas will need new collectors and arterial streets. Future classification changes and additions are needed on the following streets:

- Three Lakes Road/Spicer Drive (Grand Prairie Road to US 20/Santiam Highway)
- Price Road/Timber Street (Knox Butte to US 20/Santiam Highway)
- 21st Avenue
- 53rd Avenue
- New collectors and arterials throughout the city

Traffic Volumes

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.

Intersection Level of Service

The city and state have identified acceptable levels of service for their facilities during the twenty year planning period. Their objective for facilities in Albany is LOS D or better. Intersection LOS D occurs when delays to drivers are at least 25 seconds and up to 40 seconds per vehicle. At LOS D, congestion becomes noticeable as a result of poor traffic progression, long traffic signal cycle lengths, and high volumes of traffic.

Assuming no improvements are made, 15 signalized intersections will be operating at an unacceptable level of service within the next twenty years. Moreover, 21 unsignalized intersections will operate below LOSD.

Streets Exceeding Capacity

In 1994, all of the street segments were operating under capacity; however, by 2015 some segments are expected to operate at or above capacity. These street links include:

- US 20: US Highway 20 west of North Albany Road is currently a two lane cross-section. Projected 2015 daily volumes on this portion of US 20 will exceed 24,000 vehicles.
- Waverly Drive: Between Queen Avenue and Grand Prairie Drive, Waverly Drive is currently a three-lane cross section. 2015 daily traffic volumes have been projected to be as many as 20,000 vehicles. Waverly Drive consists of a four-lane cross section with a median north of Queen Avenue and South of Grand Prairie Road.
- Geary Street: Between Pacific Boulevard and Queen Avenue is currently a three-lane section. Traffic is projected to reach as high as 18,000 vehicles per day.

Access Management

The principle reason for applying access control along collector and arterial streets is to protect the functional integrity of the street. Both safety and capacity are affected by managing access points.

Within 20 years, multiple accesses along major streets in Albany will become a safety and mobility problem. Pacific Boulevard/SR 99E and US 20/Santiam Highway will experience the greatest impacts. Along these corridors, traffic entering and exiting at access points is expected to significantly impede traffic flow, raise vehicle delay, and increase the potential for accidents. The areas of greatest concern are below:

- Pacific Boulevard/SR 99E - Access to properties along Pacific Boulevard/SR 99E is expected to become a significant issue before 2015. The segments of Pacific Boulevard/SR 99E with the greatest problems are from 22nd to 11th and from Thurston to 1-5. Some of the access management issues will be resolved during the construction of the Pacific Boulevard/SR 99E and Ninth Avenue couplet.
- US 20 - Currently US 20 through the North Albany area has multiple accesses along this busy two lane highway. Over the next 20 years, traffic between Corvallis and Albany is expected to significantly increase making it nearly impossible to safely access US 20. Accidents are expected to increase as drivers take greater risks to turn onto US 20. The segment of highest concern is from North Albany Road to Scenic Drive.
- Santiam Highway - Santiam Highway from Pacific Boulevard/SR 99E to Goldfish Farm Road is also expected to be deficient. Traffic volumes will be high along this segment and business access and side streets will disrupt the traffic flow and create a high potential for accidents. Individual driveway accesses and some public streets are likely to be a significant problem. The streets of greatest concern are Center Street, Airport Road, Spicer Drive, and Price Road, which are located adjacent to the Santiam Interchange. Of the four, Spicer Drive creates the greatest conflict with the operation of the interchange because of the heavy truck traffic accessing the T&R Restaurant.
- Knox Butte Road - Access onto Knox Butte Road between 1-5 and Timber Street is also expected to be a problem. Increased traffic volumes, including activity created by the new Fairgrounds/Expo Center will interfere with the operation of the Knox Butte interchange. Century Drive and the access drive to the Albany Airport will be the points of greatest concern.

Traffic Safety

As traffic volumes increase, accidents are expected to increase. Monitoring of future traffic accident data will allow new accident locations to be identified and mitigated during the twenty year planning horizon.

Pavement Preservation

Throughout the planning period, additional streets not identified in the TSP will need overlays and other maintenance. As these streets are identified, they should be added to the list of preservation projects. Every effort should be made to regularly inspect and maintain the streets to avoid costly reconstruction.

Bridges

The TSP identified existing bridge deficiencies; however, it is expected that additional bridge maintenance needs will occur over the next 20 years. Like pavement preservation, steps should be taken to regularly inspect and maintain the bridges to avoid costly reconstruction or replacement.

Freeway Interchanges

Within 20 years, LOS problems are expected on both sides of the interchange due to high traffic growth as discussed earlier in this report. The intersection of Pacific Boulevard and Airport Road is expected to operate at LOS E, while the intersection of Knox Butte and Century Drive is expected to be LOS F. In

addition, the existing design will not match the future traffic distribution as the area east of the freeway develops. Cross streets close to the interchange such as Century Drive, the airport access drive, Albany Avenue, and Airport Road will also interfere with the operation of the interchange due to increased traffic loadings.

By the year 2015, the LOS of the intersection of Santiam Highway and Spicer Drive will fall to F. Level of service at the intersection of Santiam Highway and Airport Road is expected to be D. Excessively long delays will be experienced on all approaches to the intersection. The primary cause is the prominent growth expected south of US 20/Santiam Highway and the high percentage of large trucks in the traffic mix. With the population and job growth, the existing interchange design may not match the future traffic distribution as the area east of the freeway develops. The majority of traffic exiting the area will overload the east side of the interchange.

Aside from the interchanges, Interstate 5 will also have operational problems. If the freeway remains at 4 lanes, level of service between the Knox Butte and Murder Creek interchange will be LOS F by the year 2015. Level of service between the Knox Butte and Santiam interchanges will range between LOS D and LOS E. Level of service south of Santiam will remain at LOS D or better.

3.2.2 Transit

Urban Densities

Currently, most of the of the highest populated areas and areas with people who have the greatest propensity to ride the bus are within the existing transit service area. As population grows over the next 20 years, many higher density areas will be developed outside the existing A TS service area. Thus, there will be an additional need to service population areas of North Albany, Millersburg, between Waverly and 1-5, east of interstate 5, and off of 53rd Avenue.

Currently there is a close match between the existing service area and the population; however, on the surface, the current routes do not appear to serve the employment areas as efficiently. A closer inspection of the area reveals that out of all the geographic areas with higher densities, only four areas are not served by A TS. As employment increases over the next 20 years, additional higher-density areas will be developed outside the existing A TS service area. To eliminate the deficiency, service would need to be extended to Millersburg, the Airport light industrial area, along Ferry Street and 34th, near the Amtrak Station, and into the East 1-5 industrial area.

Ridership

Currently 0.4% of Home-Based Work trips, 0.1% of Home-Based Other, 0.1% of Non-Horne-Based trips, and 0% of commercial vehicle trips are made by transit.

The TPR requires that TSPs increase the modal share of non-automobile trips and suggests that they should be doubled. Since the existing transit modal share for work trips is 0.4% and other similar communities have shares around 1.0%, doubling this share appears realistic during the planning horizon. In calculating future potential ridership, a 1.0% work modal split was assumed. Home-Based Other and Non-Horne-Based trips were estimated to also double to 0.2% respectively.

Assuming the existing system is restructured and expanded to meet Albany area growth, the potential for total weekday transit trips in the Albany and Millersburg area are summarized as follows:

City-Wide Trips - 1,400

Millersburg Trips -	200
Trips to Corvallis -	400
Rail/Transit Trips Along I-5 -	150*

*Trips along I-5 from Willamette Valley Transportation Strategy - Phase One Report.

Saturday or Sunday service would increase the ridership potential by 10% and 4% respectively.

3.2.3 Bicycle

Future Bikeway Needs

In addition to the 1994 bicycle system deficiencies, several other bikeway needs and deficiencies will arise before the year 2015.

New collector and arterial roadways will be identified and constructed as Albany continues to grow. As with existing major streets, these future roadways would be deficient if they do not have designated bikeways.

New street layouts will also create the need for new bicycle connections. Although several future connections have been identified in the technical reports, future development patterns may create the need for additional bikeway links and connections.

The locations of the future growth-driven bikeway deficiencies have been identified in **Figure 3.2.3-1**.

Figure 3.2.3-1


Geographic Information Services
Albany
Created: 5/30/97
Last Update: 9/8/97
City of Albany, Oregon
Public Works Department
FUTURE BIKE NEEDS
VALLEY VIEW DR.
SCENIC DR.
GIBSON HILL RD.
QUARRY RD.
SPRINGHILL RD.
WEST THORNTON LAKE DR.
ELLSWORTH ST.
LYON ST.
19TH AVE.
QUEEN AVE.
ELM ST.
MAPLE ST.
HILL ST.
FERRY ST.
PACIFIC BLVD
53RD AVE.
BELMONT AVE.
COONEY LN.
LOCHNER RD.
COLUMBUS ST.
ELLINGSON RD.
BETA DR.
28TH AVE.
21ST AVE.
GRAND PRAIRIE RD.
DEL RIO AVE.
GEARY ST.
INTERSTATE 5
FESCUE ST.
THREE LAKES RD.
SPICER RD.
SPICER RD.
SANTIAM HWY.
GOLD FISH FARM RD.
KNOX BUTTE RD.
CLOVER RIDGE RD.
CENTURY DR.
SCRAVEL HILL RD.
Growth Driven Needs
2000 0 2000 4000 6000 8000 10000 Feet
Urban Growth Boundary
Railroads
Rivers & Lakes
Streets

Bicycle Safety

As traffic conditions change and bicycle use increases, bicycle related accidents may increase. Monitoring of future bicycle accident data will allow new problem locations to be identified and mitigated during the twenty year planning horizon.

Off-Street Bikeways in Parks and Recreation Master Plan

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. 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. The major off street trail forms a loop that runs along the south side of the Willamette River, then follows Oak Creek to Freeway Lakes in SW Albany, then follows Periwinkle Creek back to the Willamette River. Although this corridor is considered a recreational trail, its location and connections to major activity areas within the city will also benefit bicycle commuters who want to avoid busy street corridors.

3.2.4 Pedestrian

Future Pedestrian Needs

In addition to the 1994 Pedestrian System Deficiencies, other needs and deficiencies will arise before the year 2015.

New collector and arterial roadways will be identified and constructed as Albany continues to grow. As with existing major streets, these future roadways would be deficient if they do not have sidewalks.

New street layouts will also create the need for new pedestrian connections. Although several future connections were identified in the technical reports, future development patterns may create the need for additional pedestrian links and connections.

The locations of future growth-driven pedestrian system deficiencies are identified in Figure 3.2.4-1.

Pedestrian Safety

As traffic conditions change and pedestrian activity increases, pedestrian related needs and accidents may increase. Monitoring of future pedestrian crossing locations and accident data will allow new problem locations to be identified and mitigated during the twenty year planning horizon.

Figure 3.2.4-1


Geographic Information Services
Albany
City of Albany, Oregon
Public Works Department
FUTURE PEDESTRIAN NEEDS
VALLEY VIEW DR.
CROCKER LN.
SCENIC DR.
GIBSON HILL RD.
SKYLINE DR.
QUARRY RD.
SPRINGHILL RD.
WEST THORNTON LAKE DR.
NORTH ALBANY RD.
HICKORY RD.
U.S. HIGHWAY 20
SALEM AVE.
PACIFIC BLVD.
SANTIAM HWY.
MARION ST.
GEARY ST.
HILL ST.
WAVERLY DR.
34TH AVE.
GRAND PRAIRIE RD.
53RD AVE.
LOCHNER RD.
COLUMBUS ST.
ELLINGSON RD.
LOONEY LN.
ALLEN LN.
BETA DR.
CENTURY DR.
CLOVER RIDGE RD.
DUNLAP ST.
KNOX BUTTE RD.
SCRAVEL HILL RD.
BOLD FISH FARM RD.
RESCUE ST.
SPICER RD.
THREE LAKES RD.
Growth Driven Needs
2000 0 2000 4000 6000 8000 10000 Feet
Urban Growth Boundary
Railroads
Rivers & Lakes
Streets

3.2.5 Rail

Of the four rail freight carriers in Albany: Union Pacific Southern Pacific, Burlington Northern Santa Fe, Willamette and Pacific, and Willamette Valley, only W&P has indicated plans to expand service and increase the number of trains it operates per day. Although freight service operations are generally independent from the city transportation system, changes in freight activity may increase the frequency of street blockages at RR crossings, such as at Queen Avenue.

Aside from the need to have passenger service coordinated with transit service, there is a need to improve the trackage and rail crossings through Albany if high-speed rail is implemented in the Willamette Valley. The Oregon High Speed Rail Capacity Analysis has identified several deficiencies along the UPSP line in the Albany area.

In order to reduce travel time between Eugene and Portland there is a need to increase the speed to 45 mph through Albany. Increasing the train speed will require railroad crossing signal upgrades and track improvements.

The track and crossing improvements are the initial high-speed rail improvements needed in Albany. As the frequency of high speed rail increases, the Albany yard will become a point of congestion because of its current single track design. Additional trackage in the yard will be needed to accommodate the increased train activity.

3.2.6 Air

In addition to the existing deficiencies at the airport, there are plans for a motel nearby in association with the new Fairgrounds and Expo Center. These new developments have further surrounded the airport and prompted strong consideration for moving the airport to a larger site. Unless relocated, it is not possible to expand the facility to serve as a regional airport.

In developing the EMME/2 forecasting model, it was necessary to make an assumption of the status of the airport within the 20 year planning horizon. The TSP used the same assumption used in the East 1-5 Vision Study. Currently the site is zoned for light industrial uses and could become a large employment hub, if the airport relocates. Traffic projections used in the TSP assumed that the airport will be moved during the 20 year planning period and redeveloped as a light industrial employment center. Assuming the airport is redeveloped allowed for transportation facilities to be evaluated on a worst case scenario. If the airport does not move during the planning period, the need for some transportation improvements will be delayed due to less traffic than expected.

3.2.7 Water

Future water transportation needs are not expected during the planning horizon.

3.2.8 Utility

Pipeline and other utility providers were contacted during the data collection task of the TSP and asked about future needs and expansion plans. No specific needs or plans for expansion were identified by the utility providers. The City's water and sewer system, however, may in the future install new lines within City or State arterials and collectors.

4.0 Transportation System Alternatives

As a result of existing deficiencies and failure of the No-Build street network to accommodate future traffic demands, several build alternatives were developed. The alternatives were developed to mitigate the deficiencies while satisfying the goal and policies outlined in the TSP. In preparing the alternatives, an alternatives analysis and cost estimate was prepared. This section summarizes the results.

The design, construction, and right-of-way estimates were made by assigning unit costs to different types of transportation projects. The unit costs were in 1996 dollars and were determined by examining recent improvement projects in the City of Albany and other localities, as well as the ODOT standard unit costs.

4.1 Evaluation Parameters

In the development of alternatives, several evaluation parameters were considered. These parameters are listed below:

Level of Service: Operation of the location or system under consideration. In the case of roadway intersections and links, level of service is defined by the 1994 Highway Capacity Manual, published by the Transportation Research Board.

Design and Construction Costs: An estimate of the relative magnitude of the costs associated with the design and construction of the alternative.

Right-of-Way Costs: An estimate of the relative magnitude of the costs associated with any right-of-way acquisition required to implement the alternative. In some cases, right-of-way acquisition costs could be reduced through right-of-way dedication with new development.

Displacements: If, and to what extent, the alternative would require the displacement of the existing land use.

Compatibility with Adjacent Land Uses: How well the alternative fits with and serves the adjacent land use, for both existing and planned land uses.

Network Continuity: The degree to which the alternative maintains or increases network continuity of all transportation modes.

Environmental Impact: Preliminary estimates of the environmental impact associated with each alternative. Detailed environmental impact assessments require rigorous analysis of specific design projects, which is beyond the scope of this TSP.

Supports Alternative Transportation Modes: To what extent the alternative accommodates and supports alternative modes of transportation, including transit, walking, and bicycling.

4.2 Roadway

Roadway system alternatives were identified within the following categories: functional classification, signalized intersections, unsignalized intersections, level of service, street segments beyond or approaching capacity, accidents, pavement maintenance, truck routes, bridges, flooding, access

management, and other roadway needs. More than 160 pages in the technical report were dedicated to specific roadway alternatives. Alternatives that presented the greatest design challenges included Main Street, Waverly Drive, and Geary Street improvements, as well as I-5 interchanges:

4.2.1 Main Street Alternatives

Several alternatives and variations of alternatives were considered for Main Street between 4th Avenue and 1st Avenue. Besides a No-Build option, major alternatives included:

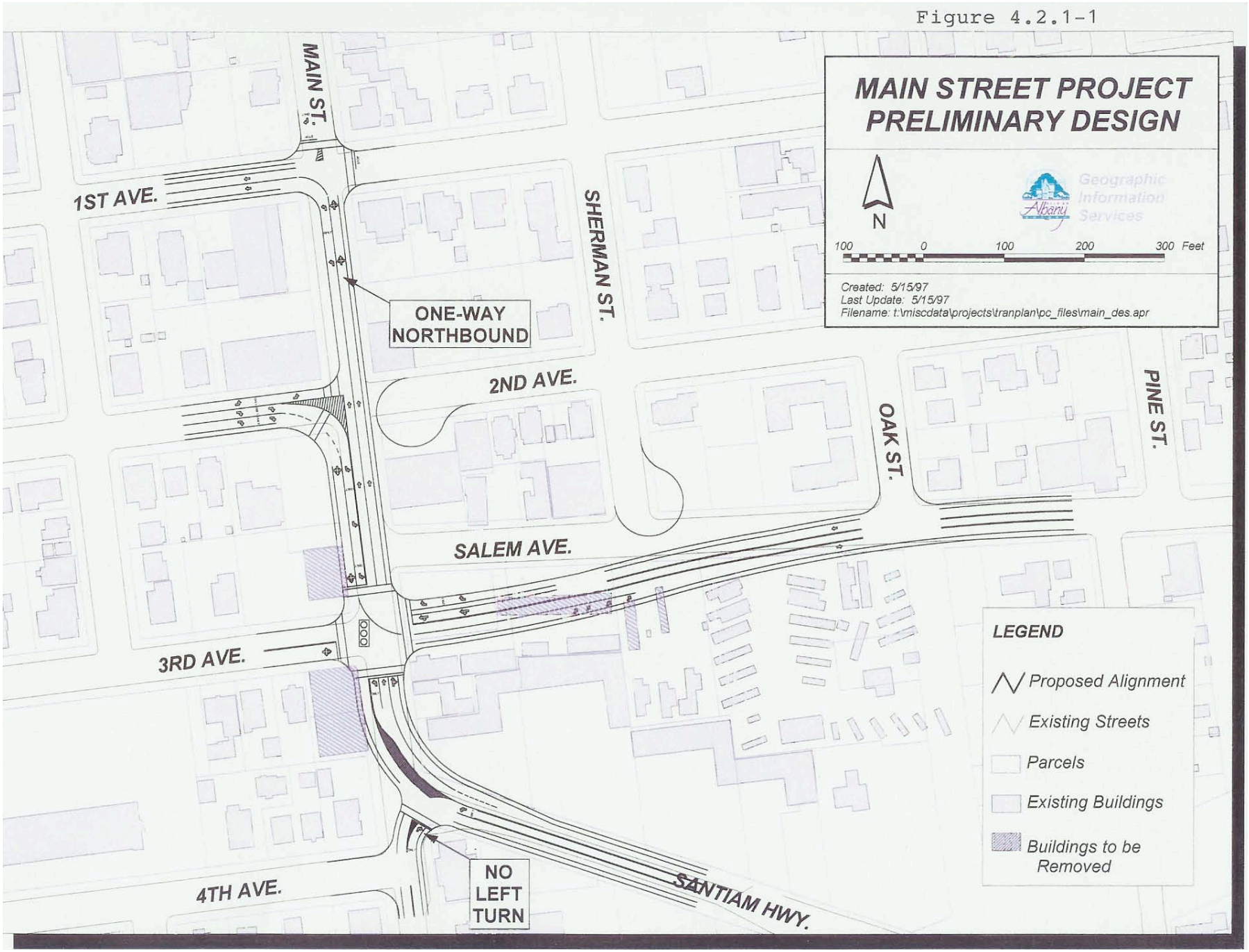
- Widen Main Street
- Reroute traffic to Sherman Street
- Creation of a 2nd/3rd Street couplet

Widening Main Street would require additional right-of-way, business displacements, a traffic signal, roadway reconstruction, and access management; however, the heavy traffic impacts would remain at their present location. Connections of Santiam Road and Salem Avenue to Main Street would be improved. Design the new signal at Salem and Main to encourage westbound Salem traffic to turn right to use the 1st/2nd couplet by providing long green times for this movement and short green time to the through movement on 3rd/Salem. Monitor traffic on 3rd Street and consider traffic calming efforts if necessary. Nearly all residents at a Community Open House supported this alternative over the others. **Figure 4.2.1-1** illustrates this alternative and the impact it has on the surrounding commercial and residential areas.

Rerouting traffic would divide up the heavy traffic flows between Main Street and Sherman Street. Salem A venue traffic would use Sherman Street, and Santiam Road traffic would continue to use Main Street. A new signal would be required at the intersection of 2nd Avenue and Main Street. Access into the convenience store may need to be modified to prevent turning conflicts. Rerouting traffic onto Sherman Street would push heavy traffic closer into the residential areas. Although this alternative was lower in cost than the other options, it was overwhelmingly opposed by the neighborhood during public meetings.

Creating a 2nd and 3rd Street one-way couplet (and eliminating the 1st/2nd couplet) would require improved connections of Santiam Road to 3rd Avenue and Salem Avenue to 2nd Avenue. Second Avenue would then carry westbound traffic and 3rd would carry eastbound traffic. Improvements, such as business and home displacements, parking removal, new street signs, and traffic signals would also be needed on 2nd and 3rd between Main Street and downtown. First Street would be converted back to a two-way street and traffic signals at Lyon and Ellsworth would need to be modified. This option was also strongly opposed by the neighborhood because it would route traffic next to a private school and negatively impact the livability of the area. Implementing the new couplet would also impact the operation of Lyon and Ellsworth. Changes to the Albany Comprehensive Plan and further study of the impacts along and at both ends of the couplet are necessary before this alternative should be implemented. The need for the couplet is not expected for about 20 years. During that time additional study, analysis, and a full cost estimate should be prepared.

Figure 4.2.1-1


MAIN STREET PROJECT
PRELIMINARY DESIGN
N
Geographic Information Services
Albany
100 0 100 200 300 Feet
Created: 5/15/97
Last Update: 5/15/97
Filename: t:\miscdata\projects\tranplan\pc_files\main_des.apr
MAIN ST.
1ST AVE.
SHERMAN ST.
ONE-WAY NORTHBOUND
2ND AVE.
OAK ST.
PINE ST.
SALEM AVE.
3RD AVE.
4TH AVE.
NO LEFT TURN
SANTIAM HWY.
LEGEND
Proposed Alignment
Existing Streets
Parcels
Existing Buildings
Buildings to be Removed

4.2.2 Geary Street

Currently Geary Street between 9th Avenue and Queen A venue is a three lane section. During the next 20 years, traffic volumes are expected to reach as much as 18,000 vehicles per day, thus exceeding its capacity. Three alternatives were evaluated, including a No-Build option. Although more expensive, a five lane section was recommended. Four lanes may be possible where turn lanes are not needed. A four/five lane section would increase the capacity of the roadway but would have significant right-of-way and construction costs. Some structures will need to be removed and driveways will need to be modified because there is currently only 50 to 84 feet of right-of-way on this section of Geary Street. In some locations, as much as 34 feet of additional right-of-way would need to be acquired to fit a five lane section. Figure 4.2.2-1 through Figure 4.2.2-2 illustrates the expected impact to construct a five lane street section in this area. The widened street would include a center turn lane, bike lanes and sidewalks.

4.2.3 Waverly Drive

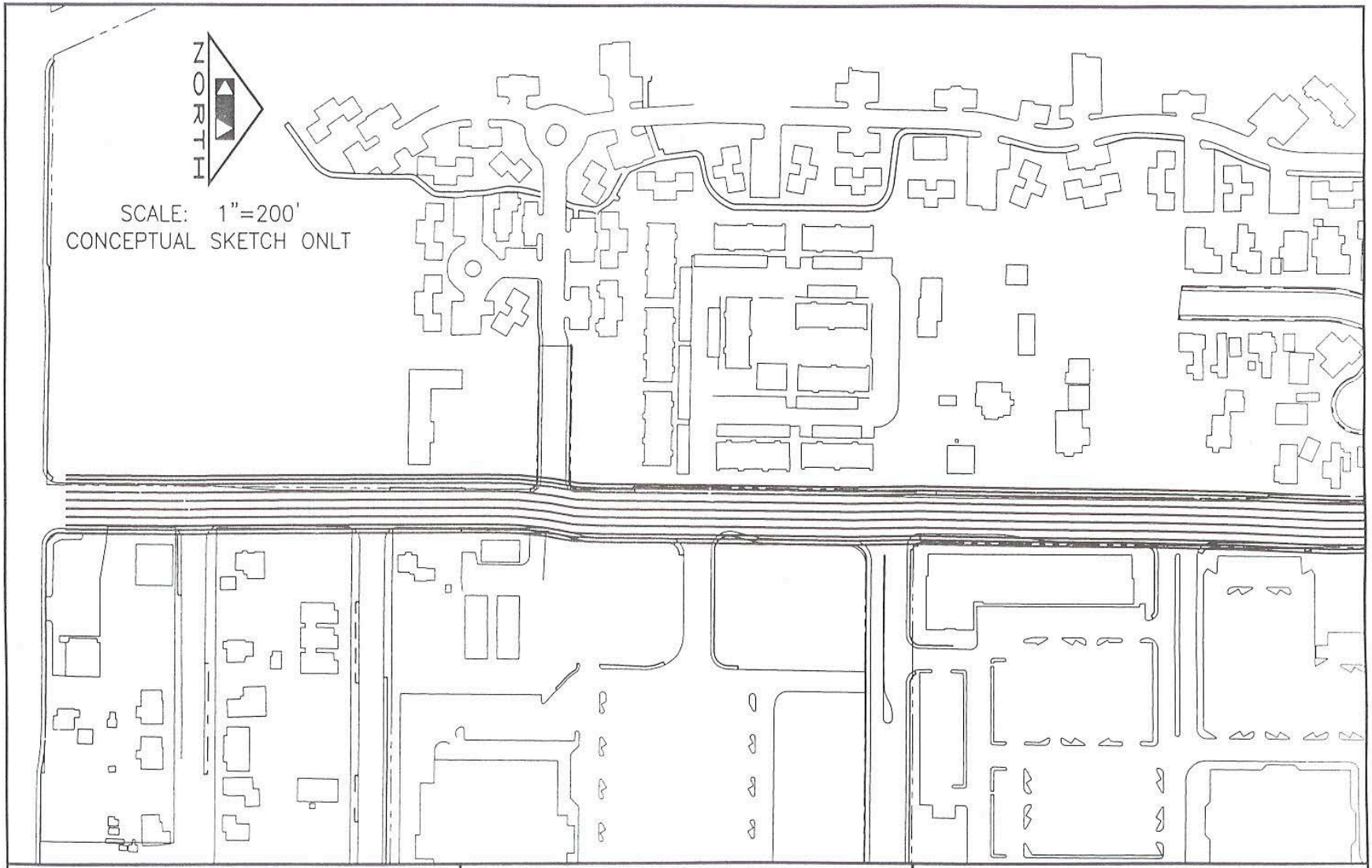
Waverly Drive between Queen Avenue and Grand Prairie Drive is currently a three lane section. Population and employment growth will increase traffic volumes to as high as 20,000 vehicles per day, well beyond an acceptable level of service. Street widening was the preferred alternative to meet the expected traffic demand as indicated in **Figure 4.2.3-1**, **Figure 4.2.3-2**, and **Figure 4.2.3-3**. The alternative would widen the roadway to five lanes and include bike lanes and new sidewalk. Some displacements are expected and driveways will need to be modified. The existing right-of way is 60 feet. As much as 20 additional feet may be required to construct the improvement.

4.2.4 Interstate 5 Interchanges

When freeway interchanges are reconstructed, ODOT standards specify that the facilities should function efficiently for at least 20 years. Both of the I-5 interchanges will need to be modified to function adequately during the 20 year planning horizon. Because the planning, design and construction of expensive interchange projects often takes years to occur, there were concerns that delayed interchange improvements might not meet ODOT design standards for a 20 year life span. As a result, additional traffic forecasting and analysis were performed to ensure that even if interchange reconstruction is delayed as much as 10 to 15 years, the improvements will last another 20 years.

Figure 4.2.4-1 and **Figure 4.2.4-2** show the alternatives that most closely match the needs and objectives of the City and ODOT. Improvements at Knox Butte include removing the second southbound off-ramp and replacing it with a new southbound on-ramp, new traffic signals on the southbound ramps, creating a new road between Pacific Boulevard and Airport Road, restricting access along Pacific Boulevard, and realigning the northbound ramps. Although the exact alignment of the new east/west road may be changed, the intersection must be perpendicular to Pacific Boulevard, it must be three lanes wide to accommodate all driveways and then taper to two lanes. The new road must have two sidewalks, two bike lanes, and a curb, gutter, and storm drain system.

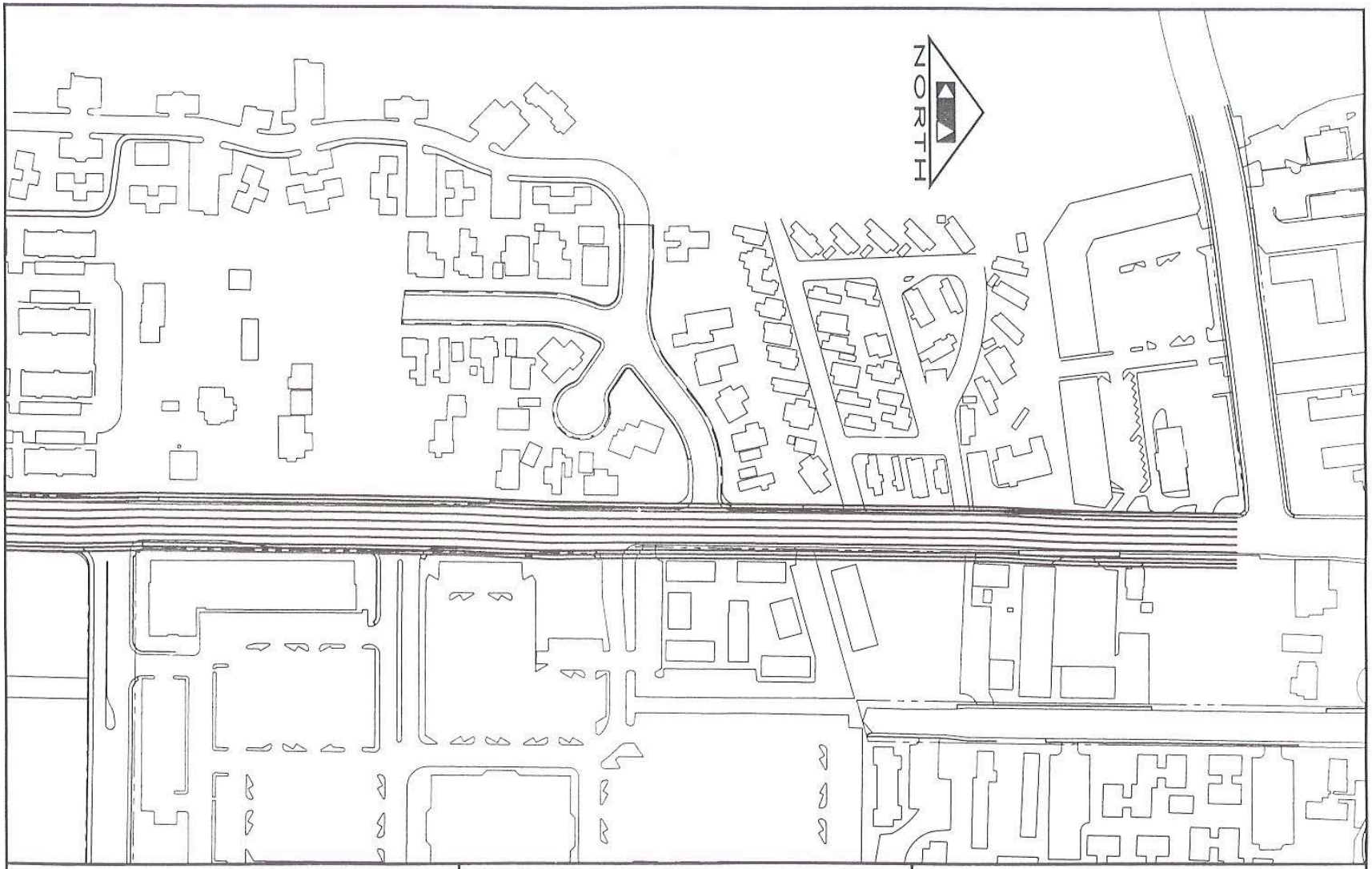
The Santiam interchange will need to be replaced to provide additional lanes on Santiam Highway and correct existing safety deficiencies. Airport road would be disconnected from the interchange and a new southbound ramp would be added. The on-ramps would be relocated away from Center Street and Price Road. Access into Spicer Drive would need to be limited to entering traffic only.



ALBANY, OREGON
TRANSPORTATION SYSTEM PLAN

FIGURE 4.2.2-1
5 LANE SECTION ON GEARY STREET
QUEEN AVENUE TO 9TH AVE
SOUTHERLY SEGMENT

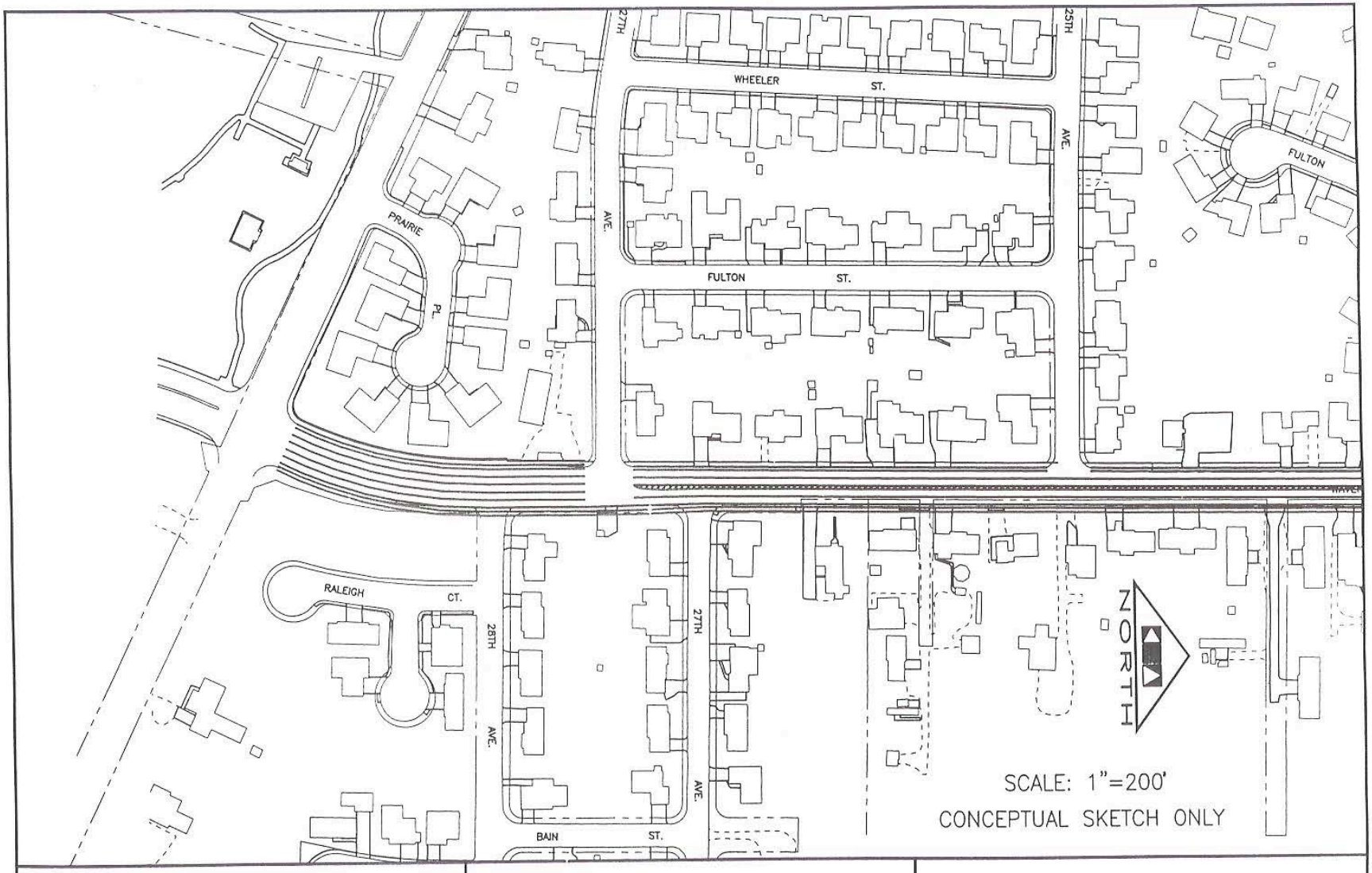
Kimley-Horn and Associates, Inc.



ALBANY, OREGON
TRANSPORTATION SYSTEM PLAN

FIGURE 4.2.2–2
5 LANE SECTION ON GEARY STREET
QUEEN AVENUE TO 9TH AVENUE
NORTHERLY SEGMENT

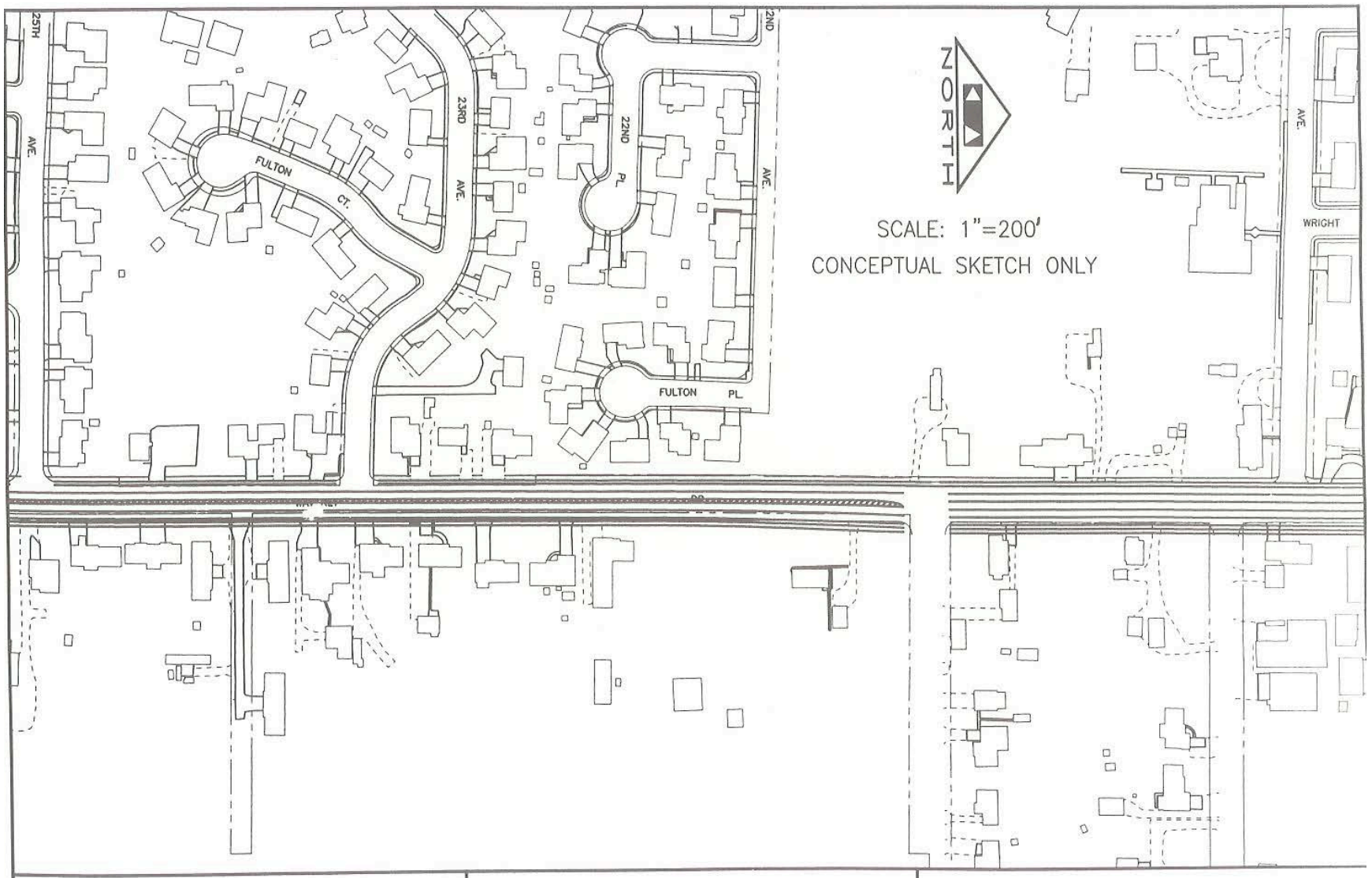
Kimley-Horn and Associates, Inc.



ALBANY, OREGON
TRANSPORTATION SYSTEM PLAN

FIGURE 4.2.3–1
4–5 LANE SECTION ON WAVERLY DRIVE
GRAND PRAIRIE TO QUEEN AVE

Kimley-Horn and Associates, Inc.



ALBANY, OREGON
TRANSPORTATION SYSTEM PLAN

FIGURE 4.2.3–2
4–5 LANE SECTION ON WAVERLY DRIVE
GRAND PRAIRIE TO QUEEN AVE

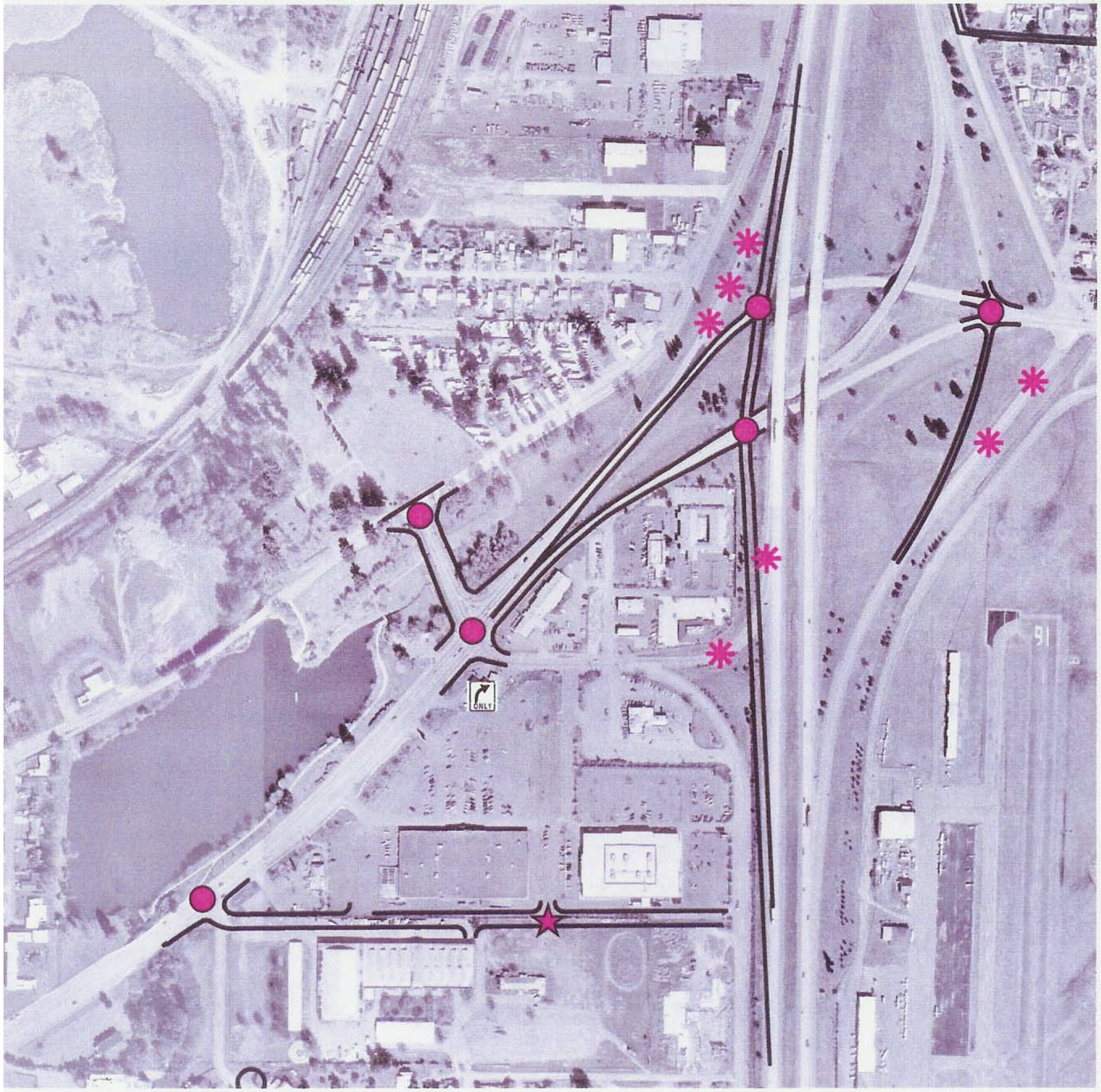
Kimley-Horn and Associates, Inc.

ALBANY, OREGON
TRANSPORTATION SYSTEM PLAN

FIGURE 4.2.3-3
4-5 LANE SECTION ON WAVERLY DRIVE
GRAND PRAIRIE TO QUEEN AVE

Kimley-Horn and Associates, Inc.

Figure 4.2.4-1



City of Albany, Oregon
Public Works Department

KNOX BUTTE INTERCHANGE

- *Proposed Realignments*
- *Traffic Signal*
- *Right Turn Only From Airport Road Onto Pacific Blvd.*
- *Roads to be Abandoned*
- *Exact alignment may be changed. However, intersection must be perpendicular to Pacific Blvd., roadway must be 3 lanes wide to accomodate all driveways, then taper to 2 lanes; and must have 2 sidewalks, 2 bikelanes, curb and gutter, and storm drain system.*

200 0 200 400 600 800 Feet

Geographic Information Services
Albany

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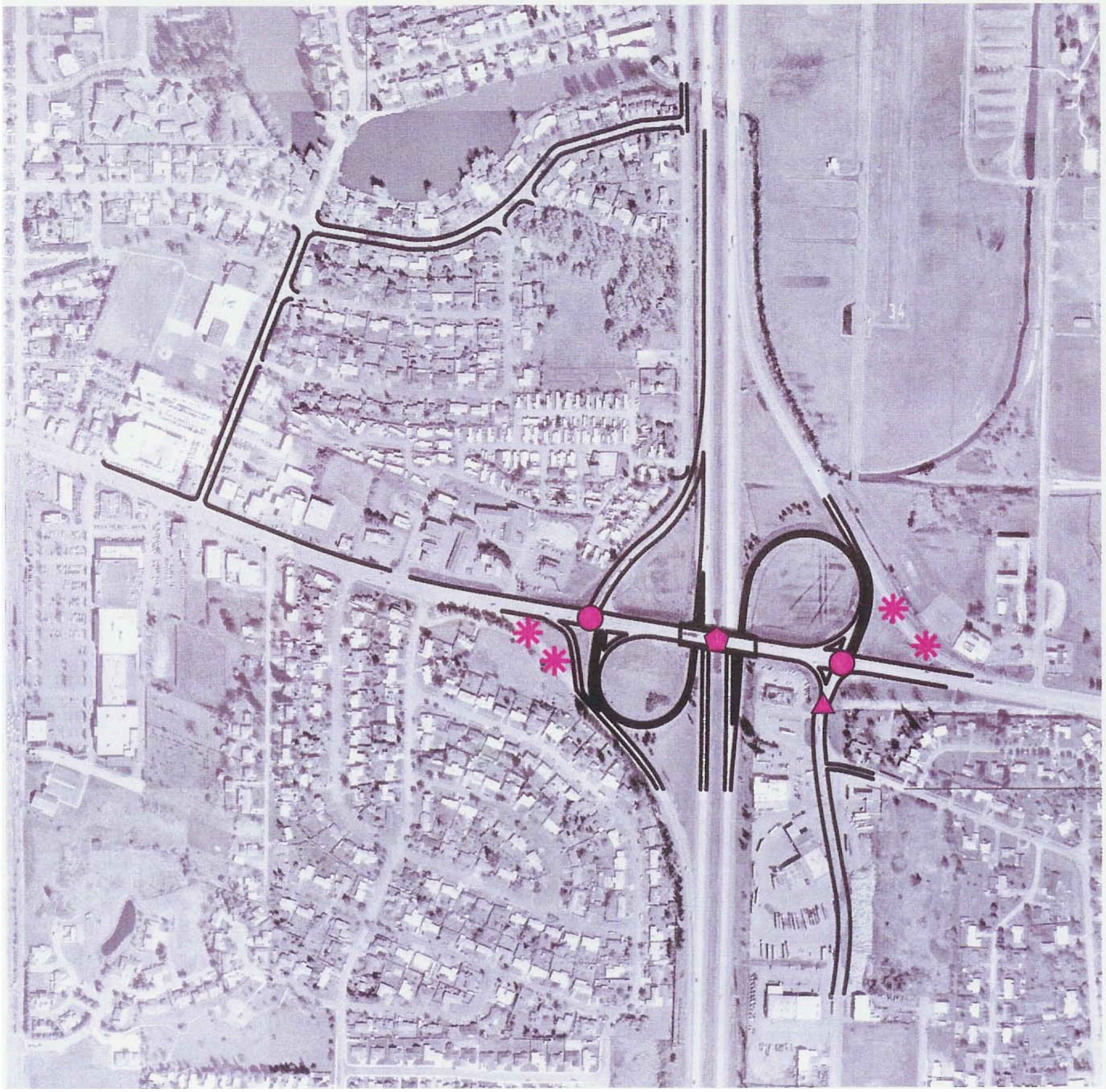
Last Update: 9/8/97

Figure 4.2.4-2

City of Albany, Oregon

Public Works Department

SANTIAM HIGHWAY INTERCHANGE



- Proposed Realignments
- Traffic Signal
- 7 to 8 Lanes Over I-5
- Roads to be Abandoned
- In Only at Spicer and No Left Turn Onto Santiam After Timber Extension is Constructed

200 0 200 400 600 800 Feet

Albany Geographic Information Services

Created: 3/15/97
Last Update: 9/8/97

A new interchange at Seven Mile Lane was also evaluated during the development of the TSP. Although considered as an alternative, it was not recommended as a project during the planning period. Population and employment levels in the area will not be sufficient to justify the need for the interchange. As the area fully develops, the proposed interchange would serve the growing needs of south Albany and provide convenient access to Interstate 5. Construction of an interchange at Seven Mile Lane would require the endorsement of ODOT, FHWA, as well as coordination with Linn County. Given the possibility for the need of the freeway connection, right-of-way should be preserved during this planning horizon.

4.3 Transit

In addition to the No-Build option, three options for improvements to the transit system were identified. They were:

- Minor System Changes
- Major System Restructuring
- Major System Expansion

The alternatives were designed to be implemented incrementally as growth occurs in the city and surrounding areas.

The No-Build alternative was to maintain the system as it currently exists; however, because of the existing deficiencies of the system it is unlikely that the current system would be able to significantly increase ridership above present levels. Increases in ridership would be related to increases in population living or working in close proximity to the existing transit routes.

Current deficiencies would continue and the system would not be able to change to match existing and future population and employment growth. Although no new resources would be needed for this alternative, it would not satisfy the intent of the Transportation Planning Rule to increase the use of alternate modes of transportation and reduce auto vehicle miles traveled per capita.

The Minor System Changes alternative would be to make minor improvements to the existing system. Potential changes and improvements would include expanded service hours, schedule coordination with other routes, and elimination of service to areas with poor ridership. As with the No-Build option, it is unlikely to meet TPR objectives.

Major System Restructuring would focus on modifying the A TS routes to replace the large circular paths of the current system. The more efficient route structure would increase service frequency and/or reduce the time between destinations. Many of the changes would be accommodated with existing equipment

and staff; however, some new operating and capital funds would be needed.

Major System Expansion would further increase the service frequency of the restructured routes and then expand service into the Millersburg and North Albany areas. This alternative also includes new park and ride facilities and moving the downtown transfer station. Other proposed changes include expansion of the bus pass program, weekend and holiday service, formation of a regional transit agency, and improved amenities.

4.4 Bicycle

Bikeway alternatives were developed with the premise that all collector and arterial streets should have exclusive bike lanes, with the recognition that in some cases this may not be possible. Where it is not physically possible to provide bike lanes due to constraints such as existing buildings or environmentally sensitive areas, a wide outside lane should be constructed only after other options have been pursued, such as narrowing or removing travel lanes or removing parking.

Alternatives were developed in accordance with the **1995 Oregon Bicycle And Pedestrian Plan** which identifies appropriate design treatments to accommodate bicyclists, based on vehicle traffic volumes and speed.

On existing streets which do not currently have bikeways, alternatives were developed to stripe or construct bike lanes within the current roadway width. In some cases, additional pavement width or right-of-way would be required to accommodate bike lanes.

Alternatives to repair existing bikeways in poor condition were also developed.

4.5 Pedestrian

As discussed earlier, deficiencies in the pedestrian transportation system were identified. These deficiencies consisted of existing sidewalks in poor condition, existing major streets without sidewalks, future major streets needing sidewalks, needed pedestrian connections, and sidewalks not meeting Americans with Disabilities Act (ADA) standards. The existing sidewalks in poor condition could be improved through repair and maintenance work. Pedestrian connections could typically be made by providing off-street multi-use paths, and may require right-of-way or easements from landowners. In some cases, a formal path could be constructed along the alignment of an existing informal trail. Sidewalks not meeting ADA standards require upgrades to accommodate persons with disabilities.

In developing alternatives, it was assumed that sidewalks should be constructed on all collector and arterial roadways. New sidewalks should be constructed on existing streets when adjacent land is developed, or in conjunction with other significant roadway improvements. Sidewalks should be included in the design of all new streets. The technical report also identified alternatives for improving pedestrian connections and street crossing locations as well as increased connectivity to existing and future streets.

4.6 Rail

The following improvement alternatives were considered for the rail station:

- Upgrade the station facilities to meet ADA requirements and other building improvements as described in the Albany/Corvallis Intermodal Facility Study.
- Complete site improvements and landscaping as described in the Albany/Corvallis Intermodal Facility Study.
- Restructure the ATS and Linn-Benton Loop transit routes to serve the station regularly.
- Upgrade the Pacific Boulevard ramps in front of the station to provide transit stops.
- Modification of the Pacific Boulevard and 9th Avenue traffic signal.
- Revised on-site traffic circulation

If high-speed rail is developed in Willamette Valley corridor, some track will need replacement, existing rail will need to be resurfaced, and seven at-grade crossings will need to be upgraded. Other alternatives included coordinating transit service with rail schedules, eliminating at-grade intersections, and reducing train conflicts with bicycles.

4.7 Air

If the airport remains at its present location, one alternative is to allow it to remain basically as it is today. A second alternative is to expand the hangar space to accommodate more aircraft and construct permanent fueling facilities. Included with these improvements would be new access roads, parking lots, utilities, fencing, lighting, water service, drainage, all at a significant cost. Deficiencies such as inadequate runway length, noise problems, and conflicts with adjacent land uses would not be correctable with this alternative. If the alternative selected is to move the airport, it is assumed that all of the current problems could be resolved.

4.8 Water

No water transportation alternatives were recommended.

4.9 Pipeline

No alternatives were identified for expansion of the existing pipeline system.

5.0 Transportation System Plan

Following development of alternatives and related planning level cost estimates, the TAC and CAC identified the preferred alternatives to meet existing and growth driven needs of the future. This section includes a Roadway Plan, Transit Plan, Bicycle Plan, Pedestrian Plan, and elements for rail, air, water, and pipeline transportation. Transportation System Management and Transportation Demand Management alternatives are included as elements of the Roadway Plan.

In addition to the various plans, an overall project list is included as part of the TSP. Numbers on the project list correspond to the large map contained in the back of this document. **Figure 5.0-1** contains a smaller version of the map. Projects are divided into the following categories:

- Intersection
- Urban Upgrade
- Pavement Preservation
- New Roadway
- Street Widening
- I-5 and Interchanges
- Safety
- Bridge
- Flooding
- Transit
- Bikeway
- Pedestrian
- Rail

These categories were further divided into projects that would meet existing needs and projects that would be needed as a result of growth in the future. In some cases, projects identified to meet existing needs also include a capacity increasing component to accommodate future growth.

It should be noted that many of the projects include improvements related to more than one mode of transportation, in recognition that the improvements will likely be constructed at the same time, rather than independently.

5.1 Roadway Plan

The Roadway Plan was developed from the roadway improvement alternatives and from T AC, CAC and public input.

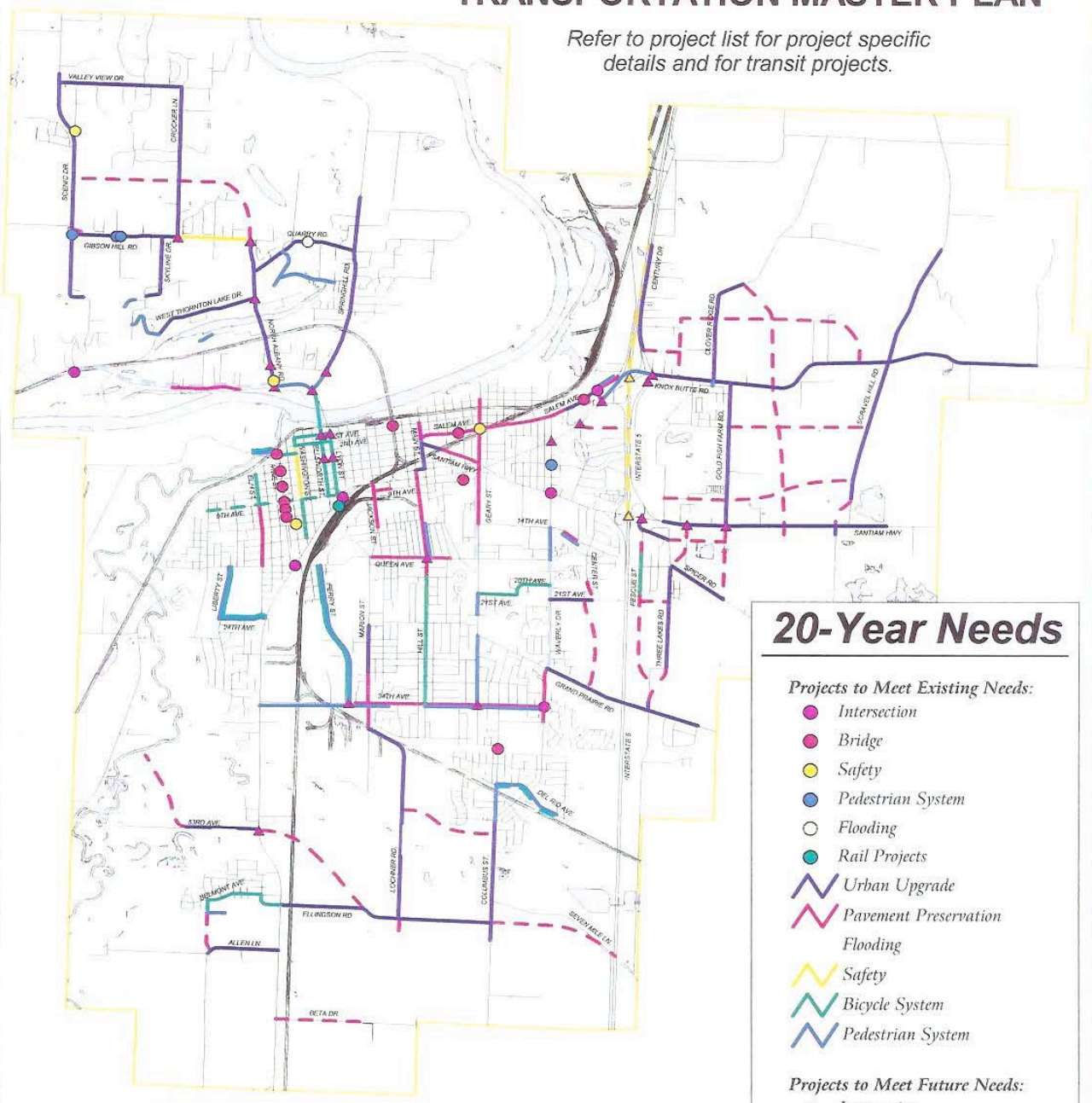
5.1.1 Functional Classification

Figure 5.1.1-1 shows the proposed functional classification for streets within the City of Albany. The functional classification will replace Plate 12 in the Albany Comprehensive Plan.

City of Albany, Oregon Public Works Department

TRANSPORTATION MASTER PLAN

Refer to project list for project specific details and for transit projects.



20-Year Needs

Projects to Meet Existing Needs:

- *Intersection*
- *Bridge*
- *Safety*
- *Pedestrian System*
- *Flooding*
- *Rail Projects*
- *Urban Upgrade*
- *Pavement Preservation*
- *Flooding*
- *Safety*
- *Bicycle System*
- *Pedestrian System*

Projects to Meet Future Needs:

- *Intersection*
- *Interstate 5 Interchanges*
- *New Roadway*
- *Street Widening*
- *Bicycle System*
- *Pedestrian System*
- *Interstate 5*

Geographic Information Services

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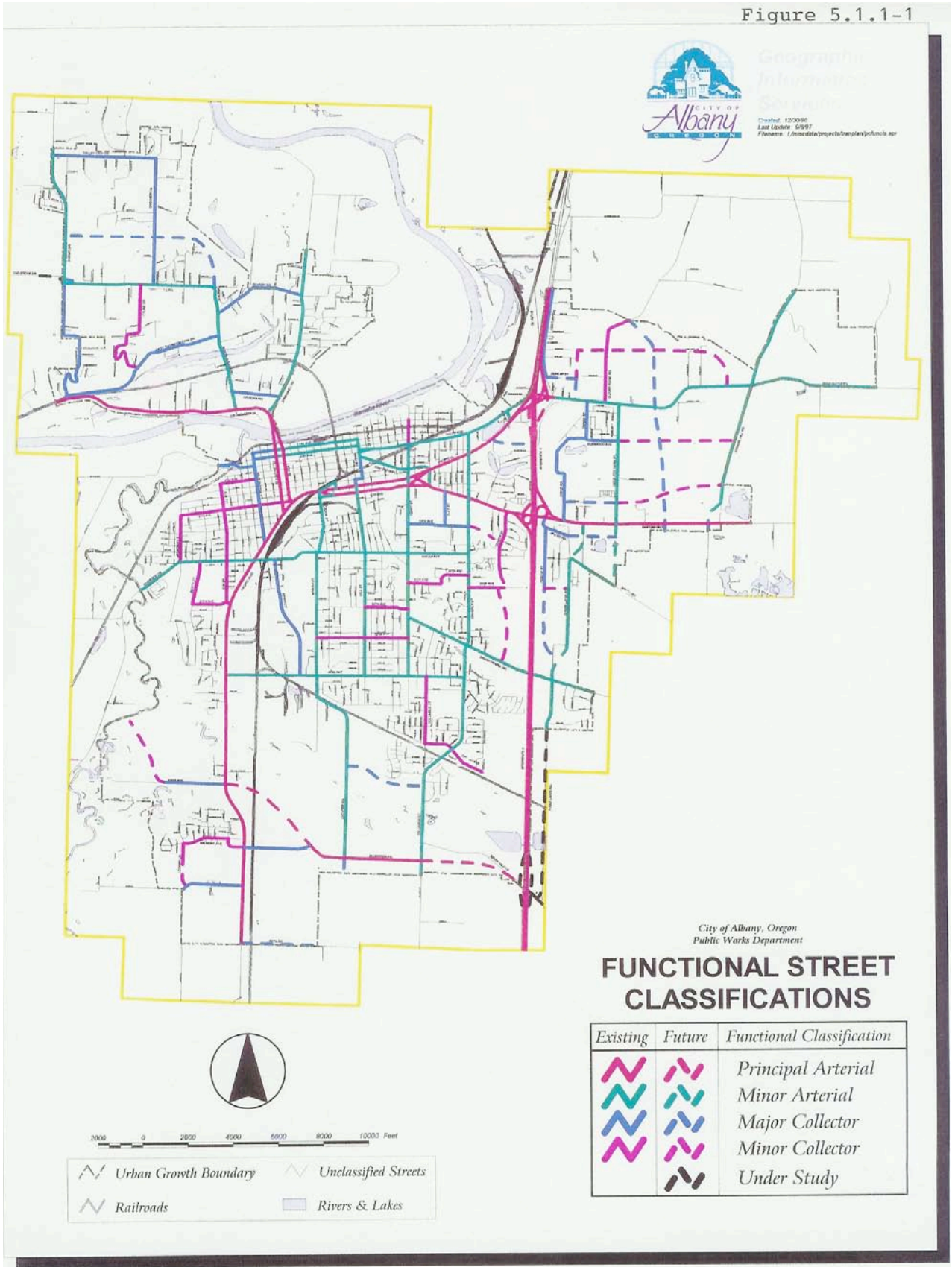
5000 0 5000 10000 Feet

Figure 5.1.1-1


City of Albany, Oregon
Public Works Department
FUNCTIONAL STREET CLASSIFICATIONS
Existing
Future
Functional Classification
Principal Arterial
Minor Arterial
Major Collector
Minor Collector
Under Study
2000 0 2000 4000 6000 8000 10000 Feet
Urban Growth Boundary
Railroads
Unclassified Streets
Rivers & Lakes

The figure includes the following classifications:

- Principle Arterial
- Minor Arterial
- Major Collector
- Minor Collector

Local streets make up the remainder of the streets within the city.

5.1.2 Transportation System Management

Transportation System Management (TSM) is part of the planning process aimed at improving the efficiency of the existing transportation system. Many of the projects included in the TSP were developed to maximize the operation of existing facilities. Only a handful of projects recommended expansion to add additional capacity. TSM type projects include:

- Traffic signal adjustment
- Traffic lanes modification
- Parking removal
- Street direction changes
- Access management

The TSM projects are generally low-capital improvements that are typically lower cost and can be implemented more quickly than projects that expand system capacity.

5.1.3 Transportation Demand Management

Transportation Demand Management programs are designed to reduce the traffic demand on facilities or shift the demand to other modes of transportation. Successful TDM strategies can help offset some of the negative impacts of future growth on the roadway system or delay the impacts for several years.

TDM strategies include encouraging the use of alternatives to single occupant vehicles (such as car pools, van pools, public and private transit, bicycling and walking), influencing when travel occurs during the day, and how often it occurs during the week (through compressed work weeks, flexible work schedules, and telecommuting).

TDM programs can be particularly successful at major employment centers, with reductions in vehicle trips. Area-wide, however, potential benefits are more modest. TOM programs that include area-wide mandates for trip reduction can produce a 4% to 8% net reduction in vehicle trips.

Several TDM strategies are incorporated within the Albany TSP. They include:

- Improved bicycle and pedestrian facilities.
- Increased transit service and frequency.
- Expansion of the bus pass program.
- New park and ride locations.
- Coordination with major employers to improve transit service, to promote car pools, van pools, and alternate modes.
- Improved rail facilities.

Some TDM strategies will involve partnerships with other jurisdictions and businesses. Other strategies will be encouraged by the city but will need to be implemented by others.

5.1.4 Right of Way Preservation

Within twenty years, some facilities will be near the limits of acceptable operation. Shortly after, they may need to be significantly expanded or replaced. In anticipation of this need, right-of-way preservation standards are recommended for all existing and future streets. Minimum right-of-way widths are listed as preservation guidelines in **Table 5.1.4-1**. The widths listed in **Table 5.1.4-1** represent the amount that should be established after adjacent land is developed. The actual amount of right-of-way used within the 20-year planning horizon may be less; however, the values would allow for further expansion of roadway beyond the 20 year horizon. Minimum setbacks listed in the **Albany Development Code** for new construction should be from the right-of-way preservation line rather than the existing right-of-way. Future street alignments should be identified on the City's functional classification map and appropriate right-of-way would be preserved as land development occurs.

Table 5.1.4-1
Proposed Right-of-Way Preservation For New Streets

Functional Classification	Minimum Right-of-Way
Urban Principal Arterial	125'
Urban Minor Arterial	85' (3 lanes), 115' (5 lanes)
Urban Major Collector	75'
Urban Minor Collector	60'

As part of the TSP, an analysis was conducted to determine specific roadways that may need additional widening as the city builds out within the existing UGB. This buildout analysis identified the following existing streets segments that should have right-of-way preserved. Although right-of-way preservation should occur during the TSP planning period, the need to widen the facilities is not expected for at least 20 years. **Table 5.1.4-2** indicates the streets for right-of-way preservation. Additional right-of-way may still be needed at intersections.

Table 5.1.4-2
Existing Street Right-of-Way Preservation for Albany Buildout

Street	From	To	Number of Lanes	Min. Right-of-Way (in feet)
1st Avenue	Jackson	Lyon	3	66
2nd Avenue	Madison	Main	3	66
9th Avenue	Oak	Geary	4	66
14th Avenue	Geary	Waverly	5	80
34th Avenue	Marion	Geary	5	80
34th Avenue	Geary	Waverly	3	80
Columbus Street	Waverly	S.UGB	5	80
Ellingson Road	New Principle Arterial	Columbus	5	125
Ellsworth Street	1st	2nd	4	66
Ellsworth Street	2nd	9th	3	66
Ellsworth Street	9th	Pacific	2	66
Geary Street	Pacific	14th	7	105
Geary Street	Queen	21st	3	60
Goldfish Farm Road	Knox Butte	Santiam	5	80
Grand Prairie Road	Waverly	Three Lakes	5	80
Hill Street	7th	12th	3	66
Lyon Street	6th	1st	3	66
Knox Butte	Northbound Ramps	Goldfish Farm	5	80
Main Street	2nd	Salem	7	105
North Albany Road	Gibson Hill	Quarry	4	60
North Albany Road	Quarry	US 20	5	80
Pacific Boulevard	Beta	Ellsworth	7	105
Pacific Boulevard	Ellsworth	Couplet	4	70
Queen Avenue	Elm	Industrial	7	105
Queen Avenue	Marion	Hill	5	80

Table 5.1.4-2 Existing Street Right-of-Way Preservation for Albany Buildout				
Street	**From**	**To**	**Number of Lanes**	**Min. Right-of-Way (in feet)**
Queen Avenue	Hill	Geary	7	105
Salem Avenue	Main	N.UGB	5	80
Santiam Road	Main	Geary	3	60
Santiam Highway	Pacific	Goldfish Farm	7	105
Spring Hill Road	Cherry	Hickory	3	60
Spring Hill Road	Hickory	US 20	5	80
US 20	N. Albany	Spring Hill	9	125
US 20	Spri!lg Hill	1st	8	125
Waverly Drive	Salem	Pacific	3	60
Waverly Drive	Pacific	Santiam	5	80
Waverly Drive	Santiam	14th	7	105
Waverly Drive	Grand Prairie	Columbus	5	80

Right-of-way and setback requirements would be explicit and consistent, thus allowing the City to have a basis to maintain adequate roadway widths on existing streets as well as to preserve right-of-way as future land development occurs.

5.1.5 Access Management

In order to maintain acceptable operation conditions and help extend the functional life span of major streets, it is proposed that Albany adopt and enforce access management standards on collector and arterial streets. The standards would apply to all new development and redevelopment of land adjacent to collectors and arterial streets. State standards would apply to facilities under the jurisdiction of ODOT. Proposed access management standards are listed in **Table 5.1.5-1**.

Table 5.1.5-1 Proposed Access Management Standards		
	Minimum Intersection Spacing	
Functional Classification	**Signalized**	**Unsignalized**
Urban Principal Arterial	2600’	990’
Urban Minor Arterial	2600’	660’
Urban Major Collector	1320’	330’
Urban Minor Collector	660’	200’

5.1.6 Truck Routes

A review of the Comprehensive Plan Designations for commercial and industrial areas and the review of the levels of commercial truck activity between geographical areas indicates where truck routes are appropriate and where they should be limited. **Figure 5.1.6-1** illustrates the recommended truck routes within the city, as well as major streets on which through truck traffic should be restricted.

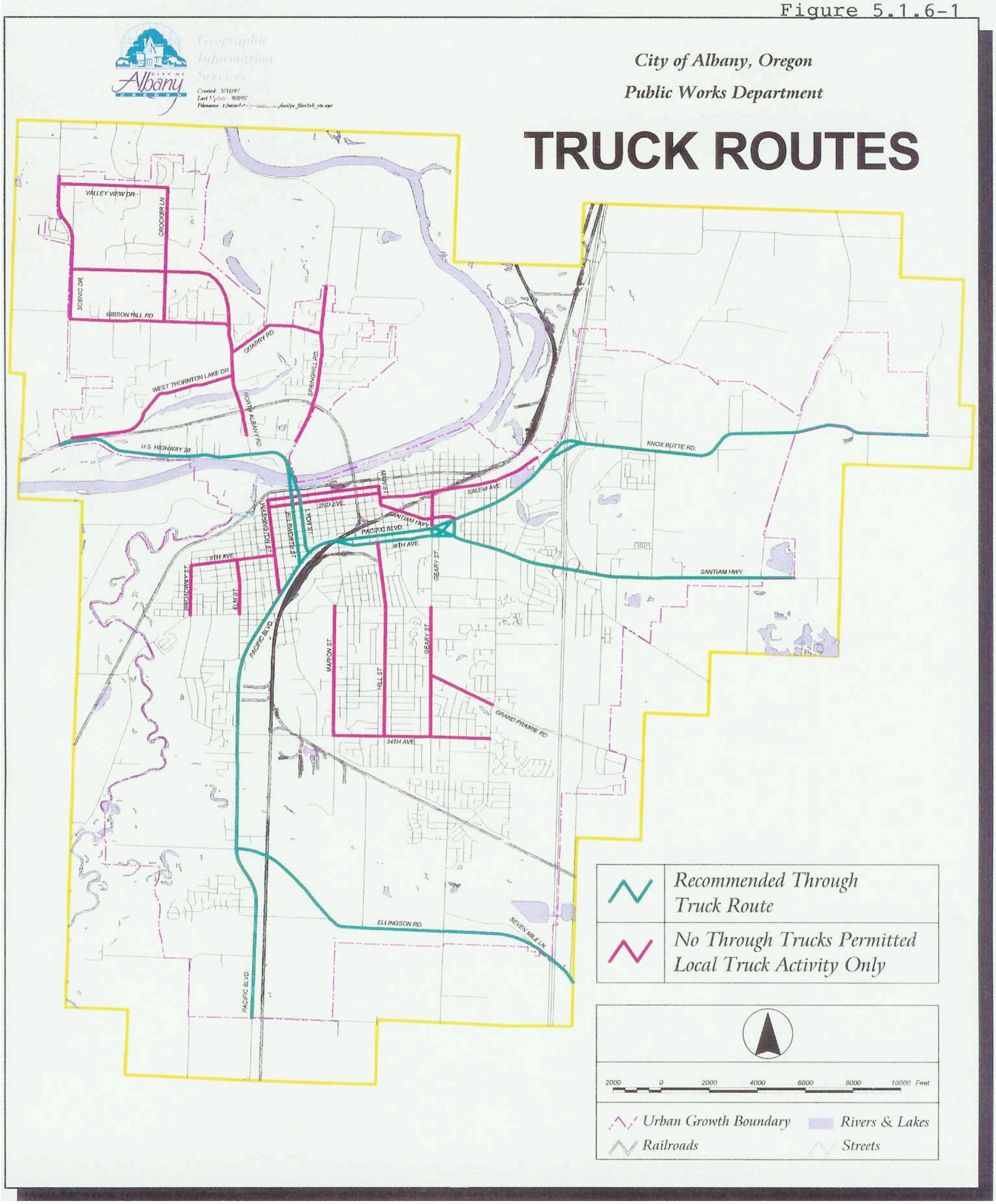
Restricting truck traffic to designated facilities will help eliminate the problem of heavy trucks disrupting residential areas within Albany and damaging street pavements not designed for heavy loads. Although through trucks will be prohibited on some streets, local truck traffic, such as trash pick-up and local deliveries, will be permitted.

Signs notifying truckers of the restrictions will be needed. Some advance signs may be needed outside of the city’s jurisdiction, such as near the Independence Highway. Coordination with other jurisdictions may also be needed.

If the city elects to restrict truck traffic in North Albany, the city should work with Benton County and the state to have a traffic signal installed where Independence Highway intersects US 20. Having a signal at this location would further reduce the need to drive trucks through North Albany.

5.1.7 Amendment of CALUTS

The Central Albany Land Use and Transportation Study (CALUTS) identifies several vehicle, bicycle, and pedestrian corridors and the typical features or elements along each corridor within central Albany. The corridors are intended to provide a transportation and land use framework to join numerous activity areas such as the central business district, the Main Street district, the Elm Street medical district, the riverfront mixed-use district, and five other downtown districts.


Geographic Information Services
City of Albany Oregon
City of Albany, Oregon
Public Works Department
TRUCK ROUTES
VALLEY VIEW DR
CROCKER LN
SCENIC DR
GIBSON HILL RD
QUARRY RD
SPRINGHILL RD
WEST THORNTON LAKE DR
NORTH ALBANY RD
U.S. HIGHWAY 20
KNOX BUTTE RD
SALEM AVE
2ND AVE
SANTIAM HWY
PACIFIC BLVD
9TH AVE
10TH AVE
SANTIAM HWY
WASHINGTON ST
ELLSWORTH ST
LYON ST
GEARY ST
BROADWAY ST
ELM ST
PACIFIC BLVD
MARION ST
HILL ST
GRAND PRAIRIE RD
34TH AVE
ELLINGSON RD
SEVEN MILE LN
PACIFIC BLVD
Recommended Through Truck Route
No Through Trucks Permitted Local Truck Activity Only
2000 0 2000 4000 6000 8000 10000 Feet
Urban Growth Boundary
Rivers & Lakes
Railroads
Streets

In some cases, the CALUTS automobile circulation elements are not consistent with the proposed functional classification system. The functional classification system consists of local, minor collector, major collector, minor arterial, and principle arterial streets. CALUTS, however identifies streets as neighborhood connectors, collectors, and regional arterial roadways. The classification of the following streets should be amended to be consistent with the TSP.

- 1st Avenue
- 2nd Avenue
- 5th Avenue
- 9th Avenue
- 11th Avenue
- Lyon Street
- Ellsworth Street
- Main Street
- Queen Avenue
- Salem Avenue
- Santiam Avenue
- Washington Street

In addition to the amending the street classifications, CALUTS should also amend two pedestrian crossings.

CALUTS shows 8th Avenue a part of the waterfront esplanade. A pedestrian crossing of Lyon Street at this location could be unsafe, as the off-ramp from eastbound Pacific Boulevard/SR 99E has a free movement to Lyon Street. Drivers on the ramp are typically looking at other vehicles to safely enter the traffic flow. Crossing pedestrians through the gore of the ramp may violate driver expectancy and result in significant risk to pedestrians and drivers. Drivers are much more likely to expect pedestrians to cross at 7th Avenue. Creating a safe crossing could be difficult due to the design of the crossing, sight distances, speeds, and lack of gaps in the traffic flow.

CALUTS also recommends a crossing of Pacific Boulevard/SR 99E at 11th Avenue. This is another location of pedestrians crossing ramp gore areas where they would not be expected by drivers. Pacific Boulevard/SR 99E is a major vehicle corridor. Creating a safe crossing could be difficult due to the design of the crossing, sight distances, speeds, and lack of gaps in the traffic flow. For safety reasons, at-grade pedestrian crossings should all be made at controlled intersections.

5.1.8 Amendment of Parks and Recreation Master Plan

The Albany Parks and Recreation Master Plan indicates numerous pedestrian and bicycle corridors. It should be noted that topography makes it difficult to construct a pedestrian/bicycle way along the alignment of proposed trail (T2) between Highway 20 and Gibson Hill Road. If a portion of the T2 trail is constructed, the crossing at NW Gibson Hill Road should be at an intersection. Also, other crossings recommended in the Master Plan, including the Periwinkle crossing at Queen Avenue should be at an intersection.

5.1.9 Roadway Projects

Roadway projects within the TSP include intersection modifications, urban upgrades, pavement and right-of-way preservation, safety improvements, bridge repair and replacement, flooding mitigation, new roads, street widening, and interchange reconstruction.

Because the CAC decided that pavement preservation projects have a high priority, and the cost to reconstruct a roadway is expensive, all streets should be designed for a 50 year life. Pavement structure should be based on equivalent axle loads of future traffic volumes and vehicle types over the entire life span.

5.2 Transit Plan

Figure 5.2-1 shows the proposed future transit system. The Transit Plan is aimed at increasing the use of transit for work and discretional trip by restructuring routes, extending service hours and frequency, expanding service areas, adding weekend and holiday service, and adding new fleet. Other elements of the Transit Plan include van pool programs, bus pass programs, transit design guidelines, and eventual creation of a regional transit agency.

5.3 Bicycle Plan

Figure 5.3-1 illustrates the proposed future bikeway system for the city. It predominantly includes on-street bike lanes but also includes shared bikeways on low volume collector streets and some off-street paths. In most cases, adequate roadway width will allow for bike lanes to be implemented at relatively low cost. In some cases it will be necessary to remove on-street parking. The bikeway system is designed to connect major activity centers (e.g. schools, parks, civic areas, commercial centers) to residential areas. The plan also includes important bike/pedestrian connectors to reduce bicycle trip lengths. The Bicycle Plan also includes the major bicycle loop from the Parks and Recreation Master Plan that generally follows the Willamette River, Oak Creek, and Periwinkle Creek. Aggressive implementation of the bikeway network is expected to increase bicycling throughout the city.

Bike lanes are needed on Hill Street from 19th to 34th, however, recent work sessions with the neighborhood received significant opposition. It was decided that since this is a stand alone project solely to add bike lanes and requires parking removal, this project would be put on hold until such time as this street section requires reconstruction or overlay in the future using State Highway Trust Funds (gas tax), then bike lanes may be required. This project will be returned to Council if parking removal is considered.

5.4 Pedestrian Plan

Providing a safe and convenient pedestrian system is essential for promoting walking as a form of transportation. As such, sidewalks should be constructed along all collector and arterial streets shown in the figure. The proposed future pedestrian network is shown in **Figure 5.4-1**. The plan will ensure that sidewalks in poor condition are repaired, missing sidewalk links in the existing system are constructed, and all new roadway have adequate sidewalk facilities. The plan also includes important bike/pedestrian connectors to reduce pedestrian trip lengths between neighborhoods and major activity centers.

5.5 Rail, Air, Water, and Pipeline Plan

This element includes the recommendation to construct a regional multimodal transportation center at the existing historic rail station. The station will be integrated into the proposed improvements for the transit, bicycle and pedestrian systems. No projects are recommended for air, water, and pipeline transportation.

Figure 5.2-1

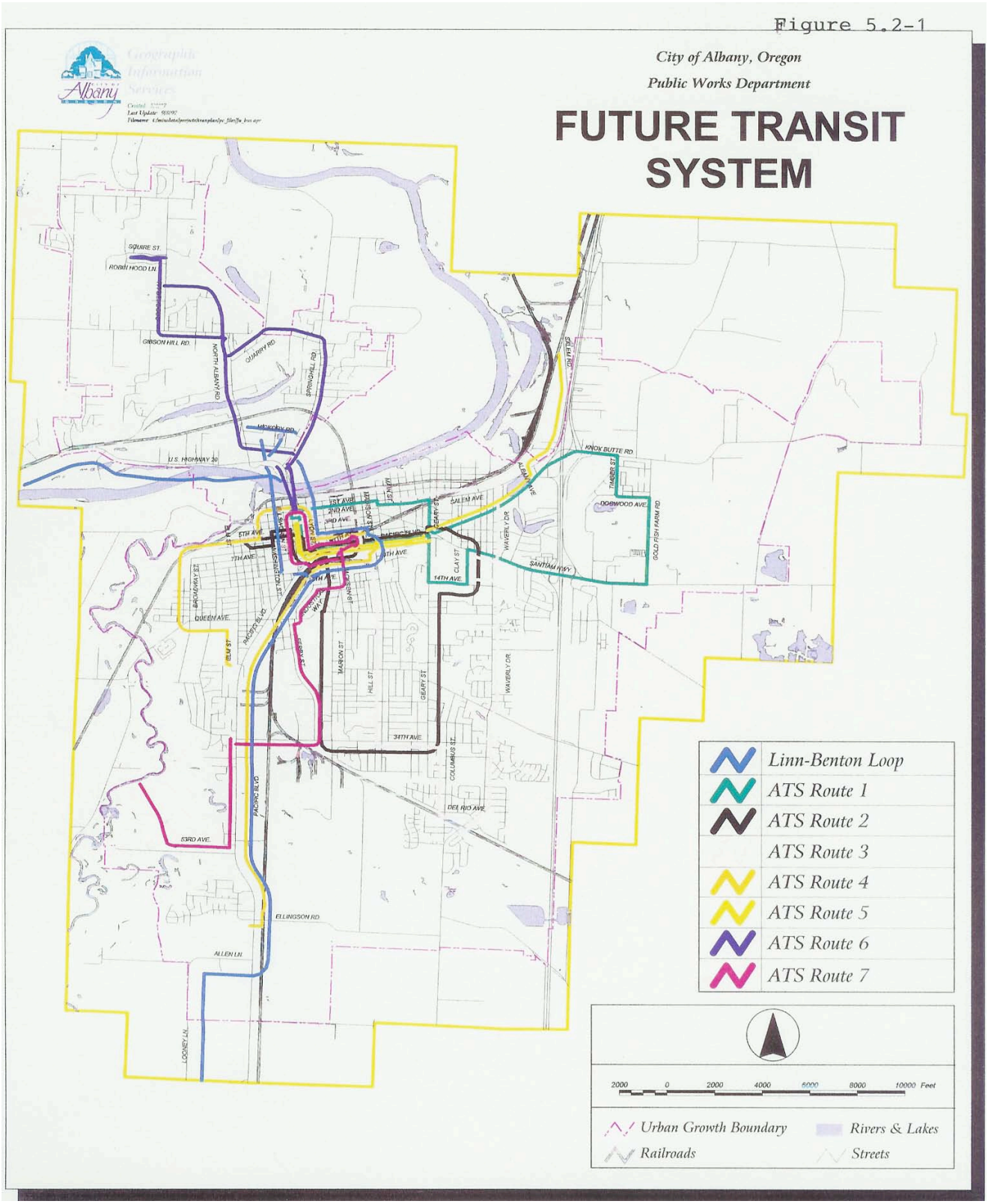

Geographic Information Services
Albany
City of Albany, Oregon
Public Works Department
FUTURE TRANSIT SYSTEM
SQUIRE ST.
ROBIN HOOD LN.
GIBSON HILL RD.
NORTH ALBANY RD.
QUARRY RD.
SPRINGHILL RD.
MICKOLEY RD.
U.S. HIGHWAY 20
KNOX BUTTE RD.
TIMBER ST.
DOGWOOD AVE.
GOLDFISH FARM RD.
ALBANY AVE.
SALEM AVE.
1ST AVE.
2ND AVE.
3RD AVE.
4TH AVE.
5TH AVE.
6TH AVE.
7TH AVE.
9TH AVE.
10TH AVE.
14TH AVE.
34TH AVE.
53RD AVE.
QUEEN AVE.
SANTIAM HWY.
BROADWAY ST.
ELM ST.
PACIFIC BLVD.
MAIN ST.
MARION ST.
HILL ST.
GEARY ST.
CLAY ST.
COLUMBUS ST.
WAVERLY DR.
DEL RIO AVE.
ELLINGSON RD.
ALLEN LN.
LOCUST ST.
Linn-Benton Loop
ATS Route 1
ATS Route 2
ATS Route 3
ATS Route 4
ATS Route 5
ATS Route 6
ATS Route 7
2000 0 2000 4000 6000 8000 10000 Feet
Urban Growth Boundary
Railroads
Rivers & Lakes
Streets

Figure 5.3-1

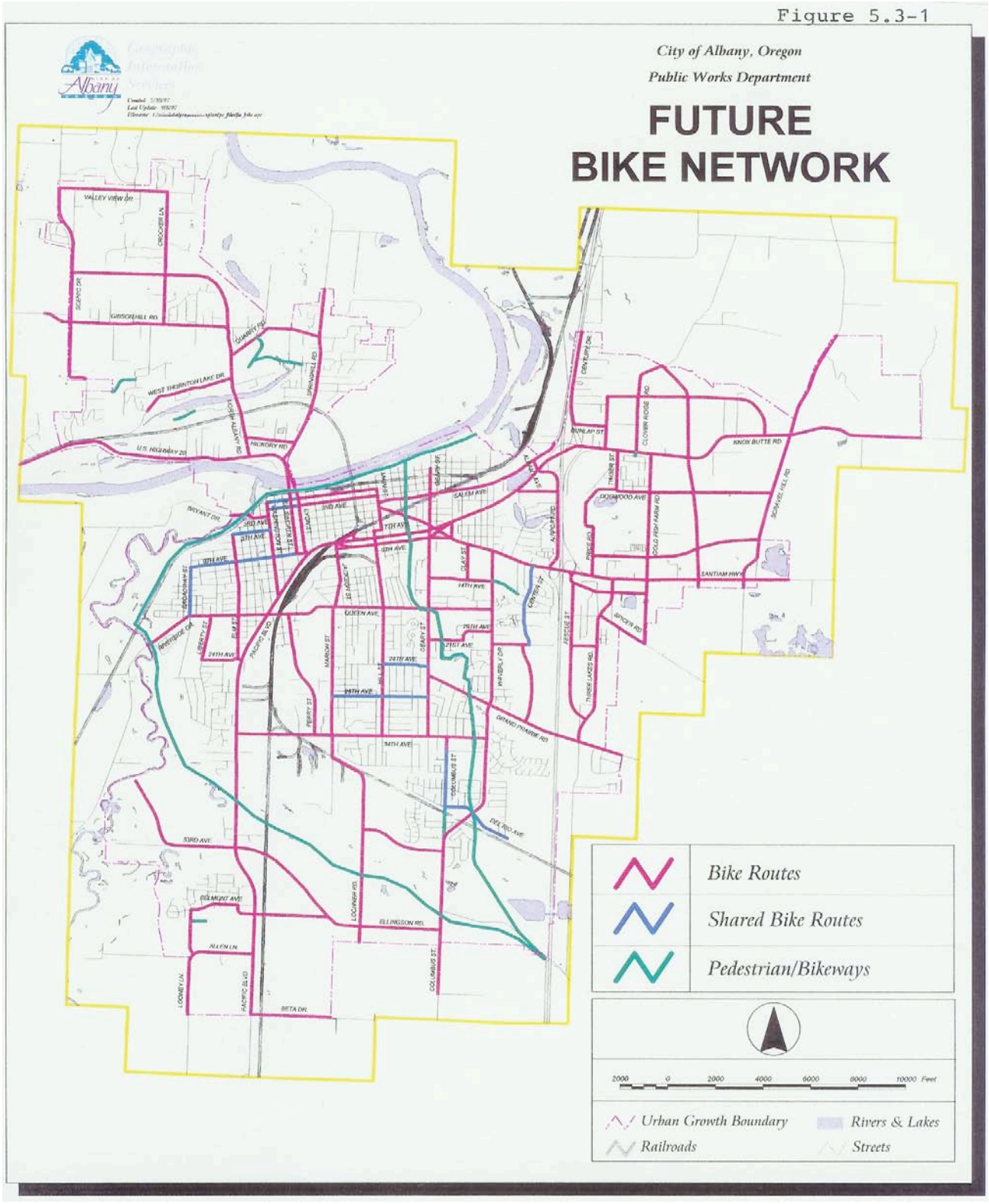
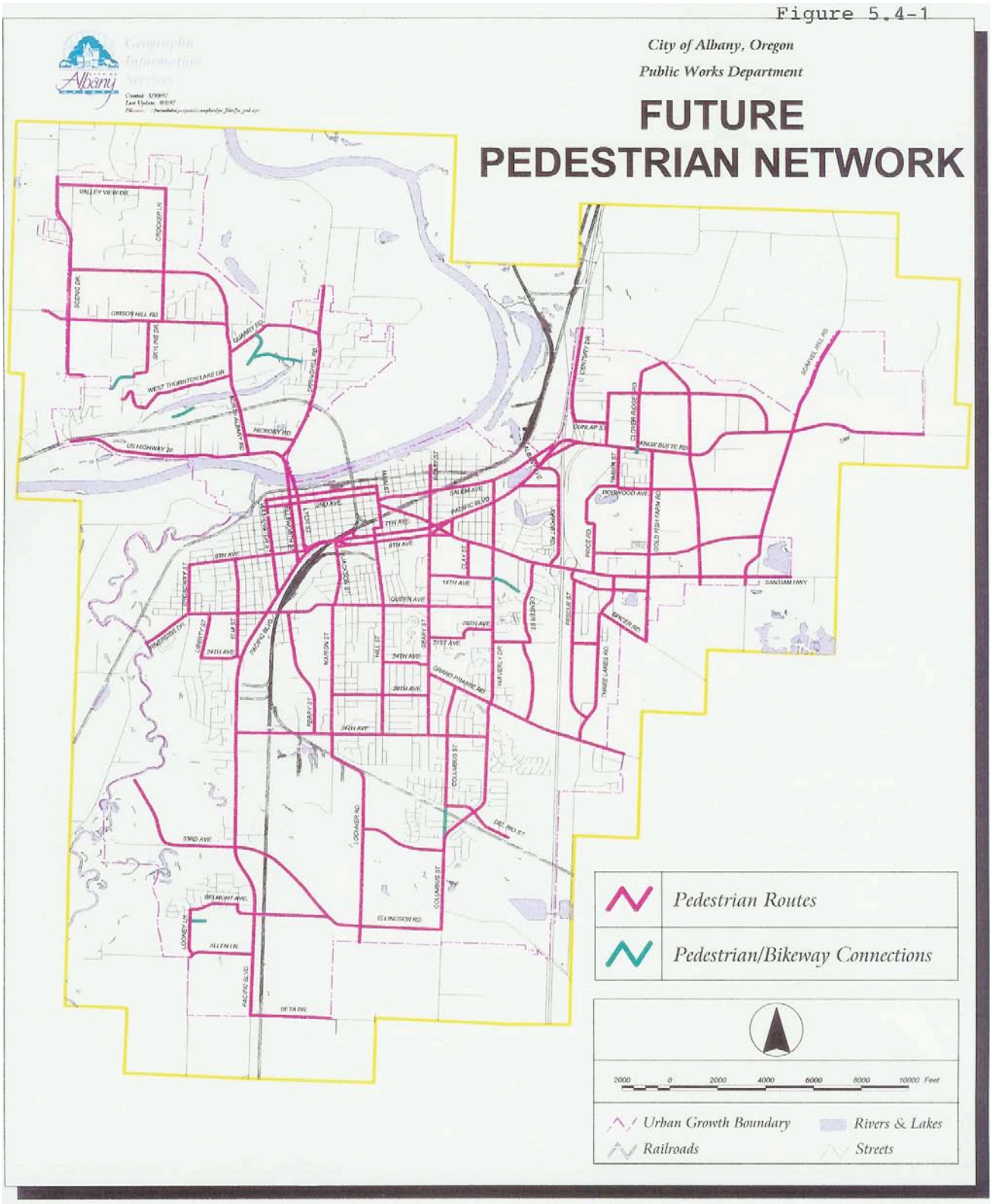

City of Albany, Oregon
Public Works Department
FUTURE
BIKE NETWORK
Bike Routes
Shared Bike Routes
Pedestrian/Bikeways
2000 0 2000 4000 6000 8000 10000 Feet
Urban Growth Boundary
Railroads
Rivers & Lakes
Streets

Figure 5.4-1


City of Albany, Oregon
Public Works Department
FUTURE
PEDESTRIAN NETWORK
Pedestrian Routes
Pedestrian/Bikeway Connections
2000 0 2000 4000 6000 8000 10000 Feet
Urban Growth Boundary
Railroads
Rivers & Lakes
Streets

5.6 TSP Projects to Meet Existing Needs and Provide Capacity for Growth

The following tables include a complete list of TSP projects to meet existing needs and provide capacity for growth driven needs. Projects are generally numbered sequentially in the tables; however, there are some gaps in the numbers because of projects being consolidated or completed.

Table 5.6-1 - INTERSECTION - CURRENT NEEDS AND CAPACITY FOR GROWTH

Project No.	Project Location	Project Description	Cost
1	Pacific Blvd/SR 99E EB Ramps and 9th Ave Underpass	Reconfigure existing lanes, construct bike lane and new lane on ramp and bridge to Pacific/9th Couplet, increase cycle length.	$1,650,000
2	Pacific Blvd/SR 99E and Queen Ave	Construct additional EB left turn lane, NB right turn lane, SB left turn lane, WB through lane, reconfigure existing lanes.	$1,500,000
3	Pacific Blvd/SR99E and Airport Rd/ Albany Ave, Salem Avenue and Albany Avenue	Reconfigure lanes on Albany and Airport approaches to Pacific, signalize Salem and Albany intersection, widen Albany Ave to 4 lanes, construct sidewalks in Albany Ave.	$703,000
4	US 20/Santiam Highway and Waverly Dr	Construct EB right turn lane, additional NB and SB through lanes, WB left turn lane.	$2,020,000
5	34th Ave and Waverly Dr	Install traffic signal.	$170,000
6	Main Street intersections with 1st Ave, 2nd Ave, Salem Ave, Santiam Rd	Widen Main to 4 lanes from 2nd Ave to 3rd Ave. Realign Salem to align with 3rd Ave. Realign Santiam Rd intersection with Main St. Install traffic signal @ intersection of Main & 3rd. Cul-de-sac 2nd Ave @ Main & Sherman @ Salem	$2,355,000
7	US 20 and NW Scenic Dr	Construct SB right turn lane.	$40,000
Total			$8,438,000

Table 5.6-2 - URBAN UPGRADE PROJECTS - CURRENT NEEDS AND CAPACITY FOR GROWTH

Project No.	Project Location	Project Description	Cost
8	7th Ave, Hill St to Main St	Construct curb, gutter, storm drain, rehabilitate pavement, remove parking from one side, stripe bike lanes.	$146,000
9	21st Ave, Waverly Dr to Center St	Construct curb, gutter, storm drain, widen pavement, bike lanes, sidewalks	$691,000
10	53rd Ave, Pacific Blvd/SR 99E to proposed minor collector	Construct curb, gutter, storm drain, bike lanes, sidewalks.	$1,040,000
12	Allen Ln, Pacific Blvd/SR 99E to Looney Ln	Construct curb, gutter, storm drain, sidewalks.	$437,000
13	Century Dr, Dunlap Ave to Albany UGB	Construct curb, gutter, storm drain, bike lanes, sidewalks.	$1,190,000
14	Clover Ridge Rd, Knox Butte	Construct curb, gutter, storm drain, bike lanes,	$1,456,000

Table 5.6-2 - URBAN UPGRADE PROJECTS - CURRENT NEEDS AND CAPACITY FOR GROWTH

Project No.	Project Location	Project Description	Cost
	Rd to Albany UGB	sidewalks.	
15	Columbus St, Waverly Dr to Albany UGB	Widen to 3 lanes, construct curb, gutter, storm drain, bike lanes, sidewalks.	$3,018,000
16	NW Crocker Ln, NW Gibson Hill Rd to NW Valley View Dr.	Construct curb, gutter, storm drain, sidewalks.	$943,000
17	Ellingson Rd, Pacific Blvd/SR 99E to Lochner Rd	Construct curb, gutter, storm drain, bike lanes, sidewalks.	$1,887,000
18	Ellingson Rd, Lochner Rd to Columbus St	Widen to 3 lanes, curb and gutter, storm drain, bike lanes.	$4,508,000
19	NW Gibson Hill Rd, NW Scenic Dr to NW Crocker Ln	Construct curb, gutter, storm drain, sidewalks, rehabilitate bike lanes and pavement where needed, construct left turn lane at NW Crocker Lane intersection.	$1,448,000
20	Goldfish Farm Rd, Knox Butte Rd to US 20/Santiam Highway	Widen to 3 lanes, curb and gutter, storm drain, bike lanes, sidewalks.	$5,145,000
21	Grand Prairie Rd, Waverly Dr to Albany UGB	Widen to 3 lanes, curb and gutter, storm drain, bike lanes, sidewalks.	$5,460,000
22	Knox Butte Rd, Century Drive to Timber St	Construct curb, gutter and sidewalk on north side.	$174,000
23	Knox Butte Rd, Timber St to Albany UGB	Widen to 3 lanes, curb and gutter, storm drain, bike lanes, sidewalks.	$8,100,000
24	Lochner Rd, Marion St to Albany UGB	Widen to 3 lanes, curb and gutter, storm drain, bike lanes, sidewalks.	$7,497,000
25	Main St, Santiam Rd to 7th Ave	Construct curb, gutter, storm drain, bike lanes, sidewalk on east side, rehabilitate pavement.	$681,000
26	NW North Albany Rd, NW Quarry Rd to NW Gibson Hill Rd	Construct curb, gutter, sidewalks.	$275,000
27	NW Quarry Road, NW North Albany Rd to NW Spring Hill Rd	Construct curb, gutter, storm drain, sidewalks. Repair existing bike lanes east ofNW Twins Ln.	$1,359,000
28	Salem Ave, 200' east of Lake St to Albany Ave	Construct curb, gutter, storm drain, bike lanes, sidewalks, rehabilitate pavement.	$1,177,000
29	NW Scenic Dr, approx. 2800' south of NW Gibson Hill Rd to northerly Albany UGB	South ofNW Gibson Hill Rd: Construct curb, gutter, storm drain, bike lanes, sidewalks. North ofNW Gibson Hill Rd: Construct curb, gutter, storm drain, sidewalks.	$2,610,000
30	Scravel Hill Rd, Albany UGB to realigned segment	Widen to 3 lanes, curb and gutter, storm drain, bike lanes, sidewalks.	$7,916,000
31	NW Skyline Dr, NW Gibson Hill to NW Mirada St	Construct, curb, gutter, storm drain, sidewalk.	$453,000
32	Spicer Dr, US 20/Santiam Highway to east end of Circle Dr	Construct curb, gutter, storm drain, bike lanes, sidewalks.	$370,000
33	Spicer Dr, Three Lakes Rd to	Widen to 3 lanes, curb and gutter, storm drain,	$3,004,000

Table 5.6-2 - URBAN UPGRADE PROJECTS - CURRENT NEEDS AND CAPACITY FOR GROWTH

Project No.	Project Location	Project Description	Cost
	Albany UGB	bike lanes, sidewalks.	
34	NW Spring Hill Rd, NW Hickory Rd to NW Country Club Dr	Construct curb, gutter, storm drain, sidewalks.	$994,000
35	NW Spring Hill Rd, NW Country Club Dr to Albany UGB	Construct curb, gutter, storm drain, bike lanes, sidewalks.	$243,000

Table 5.6-2 - URBAN UPGRADE PROJECTS - CURRENT NEEDS AND CAPACITY FOR GROWTH

Project No.	Project Location	Project Description	Cost
36	Three Lakes Rd, Spicer Drive to Albany UGB, not including segment to be realigned. (Project 213)	Widen to 3 lanes, curb and gutter, storm drain, bike lanes, sidewalks.	$6,930,000
37	US20/Santiam Highway, Price to Goldfish Pann Rd	Construct curb, gutter, storm drain and sidewalk as needed.	$384,000
38	US 20/Santiam Highway, Goldfish Farm Rd to Albany UGB	Construct curb, gutter, storm drain, bike lanes, sidewalks, rehabilitate pavement where needed.	$3,181,000
39	NW Valley View Dr, NW Scenic Dr to NW Crocker Rd	Construct curb, gutter, storm drain, bike lanes, sidewalks.	$1,409,000
40	NW West Thornton Lake Dr, NW North Albany Rd to NW Edgewood Dr	Construct curb, gutter, storm drain, bike lanes, sidewalks, right turn lane at North Albany Rd.	$2,373,000
211	Santiam Road, Main St to railroad tracks.	Construct curb, gutter, storm drain, and bike lanes, rehabilitate pavement.	$353,000
218	Kennel Road, Hwy 20 to Albany UGB	Construct curb, gutter, storm drain, and bike lanes, and sidewalks.	$189,000
219	NW North Albany Rd, US 20 to NW Quarry Rd	Widen to 3 lane section with bike lanes and sidewalks, construct curb, gutter, storm drain.	$898,000
227	Marion St, 24th Ave to 30th Ave	Construct curb, gutter, storm drain, bike lanes and sidewalks.	$775,700
Total			$78,714,700

Table 5.6-3 - PAVEMENT PRESERVATION - CURRENT NEEDS AND CAPACITY FOR GROWTH

Project No.	Project Location	Project Description	Cost
41	34th Ave, Lyon St to Waverly Dr	Rehabilitate pavement, remove parking from one side, stripe bike lanes.	$5,583,400
42	Elm St, 9th Ave to Queen	Rehabilitate pavement, remove parking from one side, stripe bike lanes.	$1,335,800

Table 5.6-3 - PAVEMENT PRESERVATION - CURRENT NEEDS AND CAPACITY FOR GROWTH

Project No.	Project Location	Project Description	Cost
43	Geary St, Pront Ave to 14th Ave	Rehabilitate pavement.	$1,233,000
46	Hill St, 7th Ave to 19th Ave	Rehabilitate pavement, remove parking from one side, stripe bike lanes.	$1,312,900
47	Jackson St, 7th Ave to Marion	Rehabilitate pavement, remove parking from one side, stripe bike lanes.	$1,275,100
48	Marion St, 30th Ave to Lochner Rd	Rehabilitate pavement. North of 34th Ave: remove parking from both sides, stripe bike lanes. South of 34th Ave: remove parking from one side, stripe bike lanes.	$509,300
50	Queen Ave, Marion St to Shennan St	Rehabilitate pavement.	$858,000
51	Salem Ave, Sherman St to 200' east of Lake St	Rehabilitate pavement, stripe bike lanes Shennan to Burkhart. West of Geary: remove parking both sides. Geary to Burkhart: remove parking from one side. East of Waverly: remove parking both sides, stripe center turn lane.	$655,000
52	Salem Ave, Albany Ave to Albany City Limits	Rehabilitate pavement.	$95,000
53	Santiam Rd, railroad tracks to 7th Ave	Rehabilitate pavement, widen pavement, stripe bike lanes.	$813,000
54	US 20, Juniper Ln to Blossom Ln	Rehabilitate pavement.	$630,000
55	Waverly Dr, Grand Prairie Rd to 36th Ave	Rehabilitate pavement.	$1,814,000
212	9th Ave, Jackson to Pacific/9th Couplet	Rehabilitate pavement, stripe bike lanes.	$226,000
Total			$16,340,500

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Table 5.6-4 - SAFETY - CURRENT NEEDS AND CAPACITY FOR GROWTH

Project No.	Project Location	Project Description	Cost
56	NW Gibson Hill Rd, NW Crocker Ln to North Albany Rd	Lower grade to improve sight distance, construct curb, gutter, storm drain and sidewalks.	$2,350,000
57	NW Pineview Dr and NW Scenic Dr	Cul-de-sac NW Pineview Dr .	$100,000
58	Calapooia St and 12th Ave	Improve visibility, install MUTCD W-3 I "Stop Ahead" signs and flashing beacon.	$16,000
59	Salem Ave and Geary St	Remove parking on north side of Salem Ave, remove fence.	$5,000

Table 5.6-4 - SAFETY - CURRENT NEEDS AND CAPACITY FOR GROWTH

Project No.	Project Location	Project Description	Cost
60	Washington St, 2nd Ave to 9th Ave	Improve visibility, remove parking from one side, stripe bike lanes.	$16,300
61	US 20 and NW North Albany Rd	Install MUTCD RlO-23 “Left Turn Yield on Green” sign for SB approach.	$500
Total			$2,487,800

Table 5.6-5 - BRIDGE - CURRENT NEEDS AND CAPACITY FOR GROWTH

Project No.	Project Location	Project Description	Cost
62	1st Ave at RR trestle/Lafayette St	Regrade roadway under trestle.	$420,000
63	3rd Ave/Bryant Way at Calapooia River	Repair concrete, widen approach, remove nearby trees and brush.	$34,000
64	5th Ave at Albany Canal	Replace bridge, reconstruct approaches.	$600,000
65	7th Ave at Albany Canal	Reconstruct approaches to sidewalks, replace bridge paving, minor repairs.	$22,000
66	9th Ave at Albany Canal	Remove and replace asphalt, seal cracks, minor repairs.	$20,000
68	10th Ave at Albany Canal	Replace approaches and sidewalks, erosion control, crack repair.	$14,000
69	11th Ave at Albany Canal	Chip-seal deck, erosion control.	$12,000
70	Columbus St at Albany Canal	Replace sidewalks and approaches, repair erosion, monitor cracks.	$17,000
71	Salem Ave at Waverly Lake	Replace bridge.	$600,000
72	Salem Ave at Periwinkle Creek	Remove and replace sidewalk on approach at west end of bridge, seal cracks in asphalt, remove tree from stream.	$16,000
Total			$1,755,000

Table 5.6-6 - FLOODING - CURRENT NEEDS AND CAPACITY FOR GROWTH

Project No.	Project Location	Project Description	Cost
73	53rd Ave, at Oak Creek	Raise roadway, improve drainage.	$1,500,000
75	Lochner Rd, at Oak Creek	Raise roadway, improve drainage.	$1,500,000
77	NW Quarry Rd, at low point near Harder Lane	Raise roadway, improve drainage, install box culvert, channel improvements.	$750,000
Total			$3,750,000

Table 5.6-7 - TRANSIT - CURRENT NEEDS AND CAPACITY FOR GROWTH

Project No.	Project Location	Project Description	Cost
78	ATS Route 2	Extend operating hours from 7:00 AM to 5:45 PM.	$47,500

Table 5.6-7 - TRANSIT - CURRENT NEEDS AND CAPACITY FOR GROWTH

Project No.	Project Location	Project Description	Cost
79	All A TS routes	Coordinate arrivals to downtown station.	$0
81	A TS Route I	Eliminate McFarland School service.	$0
82	Paratransit service	Expand service hours, capacity.	$56,000
Total			$103,500

Table 5.6-8 - BIKEWAY - CURRENT NEEDS AND CAPACITY FOR GROWTH

Project No.	Project Location	Project Description	Cost
83	1st Ave, Washington St to Lyon St	Restripe roadway to provide 14' wide outside lane.	$4,100
84	2nd Ave, Washington St to Lyon St	Restripe roadway to provide 14' wide outside lane.	$4,100
85	3rd Ave, Vine St to Washington St	Remove parking from one side, stripe bike lanes.	$2,000
86	9th Ave, US 20/Ellsworth St to Pacific Blvd/SR 99E	Restripe roadway, stripe bike lanes.	$1,400
87	20th Ave, 21st Ave to Waverly Drive	Remove parking from one side, stripe bike lanes.	$4,500
88	21st Ave, Geary St to 20th Ave	Remove parking from one side, stripe bike lanes.	$4,300
89	24th Ave, Liberty St to Pacific Blvd/SR99E	Remove parking from one side, stripe bike lanes.	$5,000
91	Belmont Ave, Looney Lane to Lanier St	Stripe bike lanes.	$6,300
92	Bryant Way, Vine Street to Albany UGB	Widen pavement, construct bike lanes.	$126,000
94	Elm St, 5th Ave to 9th Ave	Remove parking from one side, stripe bike lanes.	$3,500
95	Ferry St, Queen Ave to 34th Ave	Remove parking from one side, stripe bike lanes.	$16,000

Table 5.6-8 - BIKEWAY - CURRENT NEEDS AND CAPACITY FOR GROWTH

Project No.	Project Location	Project Description	Cost
96	Fescue St, south of Spicer Dr	Remove parking from one side, stripe bike lanes.	$7,200
101	Lanier St, Belmont St to Pacific Boulevard/SR 99E to	Remove parking from both sides, stripe bike lanes.	$1,500
102	Liberty St, 24th Ave to Queen Ave	Restripe roadway, stripe bike lanes.	$5,600
103	Looney Lane, south of Belmont Ave	Restripe roadway, stripe bike lanes.	$1,400
113	US 20/Ellsworth St, NW Spring Hill Rd to1st Ave	Construct ramps to sidewalk on bridge, install guide signage.	$5,000

Table 5.6-8 - BIKEWAY - CURRENT NEEDS AND CAPACITY FOR GROWTH

Project No.	Project Location	Project Description	Cost
114	US 20/Ellsworth St, 1st Ave to 9th Ave	North of 4th Ave: remove parking from one side, stripe bike lane. South of 4th Ave: restripe roadway, stripe bike lane.	$7,000
115	US 20/Lyon St, 9th Ave to 1st Ave	North of 4th Ave: remove parking from one side, stripe bike lane. South of 4th Ave: restripe roadway, stripe bike lane.	$7,000
116	Washington St, 9th Ave to 14th Ave	Remove parking from one side, stripe bike lanes.	$6,200
Total			$218,100

Table 5.6-9 - PEDESTRIAN - CURRENT NEEDS AND CAPACITY FOR GROWTH

Project No.	Project Location	Project Description	Cost
118	24th Ave, Liberty St to Pacific Blvd/SR99E	Construct sidewalk on south side.	$59,000
119	34th Ave, various locations from Pacific Blvd/SR 99E to Waverly Dr	Construct sidewalks where needed.	$186,000
121	Bryant Way, Albany UGB to Calapooia River bridge	Construct sidewalks on both sides.	$120,000
122	Columbus St, Del Rio Ave to Waverly Drive	Construct sidewalks on both sides.	$53,000
123	Connection between commercial areas on Waverly Dr and 16th Ave	Construct paved pedestrian/bicycle path.	$118,000
124	Connection between Linn Ave and Knox Butte Rd, east of Timber St	Construct paved pedestrian/bicycle path.	$14,000
125	Connection between Linn-Benton Community College and Looney Ln	Construct paved pedestrian/bicycle path .	$97,000
126	Connection between North Albany Schools and NW Quarry Rd	Construct paved pedestrian/bicycle path, improve crossing of NW Quarry Rd, install crosswalk and warning signage.	$51,000
127	Connection between North Albany Schools and NW Shady Lane	Construct paved pedestrian/bicycle path .	$246,000
128	Del Rio Ave, Columbus St to Shortridge St.	Construct sidewalks where needed.	$47,000
129	Ferry Street, Queen Ave to 34th Ave.	Construct sidewalks on both sides.	$192,000
130	Geary St, 21 st Ave. to Geary Place	Construct sidewalks on both sides.	$77,000
131	Geary St, Grand Prairie Rd to 34th Ave	Construct sidewalks on both sides.	$108,000

Table 5.6-9 - PEDESTRIAN - CURRENT NEEDS AND CAPACITY FOR GROWTH

Project No.	Project Location	Project Description	Cost
132	Hill Street, Queen Ave to 14th Ave	Repair existing sidewalks.	$29,000
133	Liberty St, Queen Ave to 24th Ave	Construct sidewalks on west side.	$33,000

Table 5.6-9 - PEDESTRIAN - CURRENT NEEDS AND CAPACITY FOR GROWTH

Project No.	Project Location	Project Description	Cost
134	Main St., 2nd Ave to Santiam Ave	Repair existing sidewalks.	$36,000
135	NW Edgewood Dr, NW Skyline Dr to W. Thornton Lake Dr	Construct sidewalks on both sides.	$257,000
136	NW Gibson Hill Rd at NW Sunny Ln and NW Pulver Ln	Improve crossing: Install crosswalk and warning signage.	$5,000
137	NW Scenic Dr at NW Gibson Hill Rd	Improve crossing: Install crosswalk and warning signage.	$5,000
138	NW Spring Hill Rd, US 20 to NW Hickory Rd.	Repair existing sidewalks.	$21,000
139	Pacific Blvd/SR 99E, Albany Ave/Airport Rd to Knox Butte Rd	Construct sidewalks on WB direction.	$27,000
140	Salem Ave, Albany Ave to City Limits	Construct sidewalks on both sides.	$22,000
142	US 20, North Albany Road to NW Spring Hill Dr	Construct sidewalks on both sides.	$261,000
143	Waverly Dr at South Shore Dr	Improve crossing: Install crosswalk and warning signage.	$5,000
144	Waverly Dr, 14th to Queen	Construct sidewalks on east side.	$22,000
Total			$2,091,000

Table 5.6-10 - RAIL PROJECTS - CURRENT NEEDS AND CAPACITY FOR GROWTH

Project No.	Project Location	Project Description	Cost
222	Train Depot at 9th Ave & Pacific Blvd/SR99E	Construct a regional multimodal transportation center to improve the quality of train, bus, transit, pedestrian, and bicycle transportation at the existing historic train depot. Local matching funds are expected to be 10% of total.	$3,500,000
Total			$3,500,000

5.7 TSP Projects to Meet Growth Driven Needs

The following tables include projects specifically related to growth driven needs.

Table 5.7-1- NEW ROADWAY - DEVELOPMENT DRIVEN NEEDS

Project No.	Project Location	Project Description	Cost
145	Major collector in North Albany, NW North Albany Rd/NW Gibson Hill Rd to NW Scenic Dr	Construct new 3 lane roadway with bike lanes and sidewalks.	$11,467,000
146	Major and minor collectors in East Albany	Construct new 2 and 3 lane roadways with bike lanes and sidewalks.	$45,346,000
147	Fescue St extension, Spicer to Fescue & south of Fescue to Three Lakes Road	Construct new 3 lane roadway with bike lanes and sidewalks.	$6,300,000
148	Timber St extension, south to Spicer Dr	Construct new 3 lane roadway with bike lanes and sidewalks.	$2,498,000
149	Goldfish Farm Rd extension, south to Spicer Dr	Construct new 3 lane roadway with bike lanes and sidewalks.	$3,968,000
150	Major collector, Spicer Dr to Goldfish Farm Rd	Construct new 3 lane roadway with bike lanes and sidewalks.	$3,079,000
151	Dunlap Ave, Century Dr to new major collector	Construct new 3 lane roadway with bike lanes and sidewalks.	$1,904,000
152	Major collector, Dunlap Ave to Knox Butte Rd	Construct new 3 lane roadway with bike lanes and sidewalks.	$1,679,000
153	Center St extension, south to 21st Ave and Grand Prairie Rd	Construct new 2 lane roadway with bike lanes and sidewalks.	$5,320,000
155	Principal arterial in South Albany, Pacific Blvd/SR 99E to Lochner Road	Construct new principal arterial with bike lanes and sidewalks.	$10,413,52
156	Minor collector in Southwest Albany, north from 53rd Ave	Construct new 2 lane roadway with bike lanes and sidewalks.	$3,990,000
157	Lochner Rd extension, south to UGB (for eventual connection to Beta Dr outside UGB)	Construct new 2 lane roadway with bike lanes and sidewalks.	$1,250,000
158	Major collector in South Albany, Lochner Rd to Columbus St	Construct new 3 lane roadway with bike lanes and sidewalks.	$5,600,000
159	Looney Ln extension, south to Allen Ln	Construct new 2 lane roadway with bike lanes and sidewalks.	$1,730,000
160	Beta Dr, Pacific Blvd/SR 99E to UGB(For eventual connection to Lochnr Rd extension, outside UGB)	Construct new 2 lane roadway with bike lanes and sidewalks.	$3,360,000
213	Three Lakes Road realignment	Realign segment roadway to improve horizontal alignment. Construct 3 lane roadway with bike lanes and sidewalks.	$1,838,000

Table 5.7-1- NEW ROADWAY - DEVELOPMENT DRIVEN NEEDS

Project No.	Project Location	Project Description	Cost
214	Oak Grove Realignment	Realign segment to align with NW Gibson Hill Road. Construct 2 lane roadway with bike lanes and sidewalks. Portion of realignment in Benton County Plan.	$327,000
217	Scravel Hill Realignment	Realign segment roadway to improve horizontal alignment with Kennel Road.	$2,647,000
221	Ellingson Rd, Columbus to I-5 future alignment	Acquire ROW for future roadway/interchange.	$2,000,000
224	Collector between Pacific Blvd and Airport Rd	Construct new 2 lane roadway with bike lanes and sidewalks.	$1,609,300
228	Collector between 14th Avenue and 16th Avenue/Shortridge	Construct new 2 lane roadway with bike lanes and sidewalks.	$846,000
229	21st Avenue from Fescue to Three Lakes Road	Construct new 2 lane roadway with bike lanes and sidewalks.	$1,386,000
Total			$118,557,827

Table 5.7-2 - INTERSECTION - DEVELOPMENT DRIVEN NEEDS

Project No.	Project Location	Project Description	Cost
161	Pacific Blvd/SR 99E and Waverly Dr	Construct additional SB through lane.	$650,000
162	Queen Ave and Hill St	Construct EB right turn lane.	$170,000
163	US 20 and NW Spring Hill Rd	Reconfigure existing lanes.	$25,000
164	US 20 and NW North Albany Rd	Construct SB left turn lane.	$445,000
165	US 20 intersections with NW North Albany Rd, NW Spring Hill Rd, downtown intersections on Lyon/Ellsworth St couplet	Time-based signal coordination.	$100,000
167	US 20/Lyon St and 1st Ave	Reconfigure existing lanes, update signal timing plans on downtown couplet.	$20,000
168	34th Ave and Ferry St	Stripe SB right turn lane.	$15,000
170	US 20/Ellsworth St and 4th Ave	Remove parking, stripe WB through lane.	$10,000
171	US 20/Lyon St and 4th Ave	Remove parking, stripe EB through lane.	$10,000
172	Pacific Blvd/SR99E and Airport Rd/Albany Ave	Construct additional left turn lane on WB/SB Pacific. Make NB Airport Rd approach right turn only. Verify need for additional lane on Pacific prior to constructing.	$500,000
173	US 20/Santiam Highway and Spicer Dr/I-5 NB Ramps	Make Spicer Drive one-way SB after new Timber St connection is completed.	$50,000
174	34th Ave and Geary St	Install traffic signal when warranted by traffic volumes or accidents.	$170,000

Table 5.7-2 - INTERSECTION - DEVELOPMENT DRIVEN NEEDS

Project No.	Project Location	Project Description	Cost
175	NW Gibson Hill Rd and NW Crocker Ln	Install traffic signal when warranted.	$170,000
176	Knox Butte Rd and Century Dr/I-5 NB Off-Ramp	Disconnect Century Dr from Knox Butte Rd after alternate connection is completed.	$115,000
177	Knox Butte Rd and I-5 NB Off-Ramp	Install traffic signal when warranted after ramps are realigned with project #187.	$240,000
178	NW North Albany Rd and NW Hickory Rd	Install traffic signal when warranted.	$170,000
179	NW North Albany Rd and West Thornton Lake Dr	Install traffic signal when warranted, realign intersection.	$1,199,000
180	Pacific Blvd/SR 99E and 53rd Ave/New Principal Arterial	Install traffic signal when warranted.	$240,000
181	NW Spring Hill Dr and NW Hickory Rd	Install traffic signal when warranted.	$170,000
182	US 20/Santiam Highway and Goldfish Farm Rd	Install traffic signal when warranted.	$240,000
215	NW North Albany RoadlNew Major Collector and NW Gibson Hill Road	Improve intersection, install traffic signal when new major collector is completed.	$570,000
216	US 20/Santiam Highway and Timber Street	Install traffic signal when Timber St connection is completed.	$220,000
226	Pacific/SR99E and New Collector	Install traffic signal after new roadway is completed.	$240,000
Total			$5,739,000

Table 5.7-3 - STREET WIDENING - DEVELOPMENT DRIVEN NEEDS

Project No.	Project Location	Project Description	Cost
183	Geary St, 9th Ave to Queen Ave	Widen to 5 lane section with center turn lane, bike lanes and sidewalks.	$3,017,000
185	US 20, NW Scenic Dr to NW North Albany Rd	Widen to 4 lane section with left turn pockets, bike lanes, and sidewalks.	$8,954,000
186	Waverly. Dr, Queen Ave to Grand Prairie Rd	Widen to a 4-5 lane section with median or center turn lane, bike lanes, construct sidewalks on the east side.	$1,687,000
Total			$12,902,000

Table 5.7-4 - I-5 INTERCHANGE - DEVELOPMENT DRIVEN NEEDS

Project No.	Project Location	Project Description	Cost
187	Knox Butte Interchange	Improve existing interchange: Construct SB on-ramp, close second SB off-ramp, cul-de-sac Airport Rd approx 700’ east of Pacific Blvd, signalize SB ramp intersections, align NB ramps.	$3,500,000

Table 5.7-4 - I-5 INTERCHANGE - DEVELOPMENT DRIVEN NEEDS

Project No.	Project Location	Project Description	Cost
188	Santiam Interchange	Redesign interchange to improve safety, operation, ped and bike access and widen Santiam Highway to 7 lanes.	$25,000,000
223	Interstate 5 mainline, Albany North City Limits to Santiam Interchange	Widen to 6 lanes. Replace Knox Butte Bridges	$12,580,000
Total			$41,080,000

Table 5.7-5 - TRANSIT - DEVELOPMENT DRIVEN NEEDS

Project No.	Project Location	Project Description	Cost
189	System-wide	Restructure routes.	$35,000
190	Linn-Benton Loop	Expand service hours and frequency.	$393,000
191	Hewlett-Packard, Corvallis	Investigate H-P van pool program.	$0
192	System-wide	Increase system frequency.	$729,000
193	Downtown Transit Station	Relocate station.	$50,000
194	Pacific Blvd/SR 99E-9th Ave Couplet, west of Madison St	Construct transfer station, park and ride.	$2,500,000
195	Ferry St, 53rd Avenue	New route.	$374,500
196	Millersburg	New route.	$374,500
197	North Albany	Reinstate service.	$5,000
198	System-wide	Create bus pass program.	$0
199	System-wide	Institute weekend/holiday service.	$84,000
200	Albany, Millersburg, Corvallis, Lebanon, Sweet Home	Create regional transit agency.	$0
201	System-wide	Implement transit design guidelines.	$0
202	System-wide	Evaluate existing and.potential park and ride locations.	$0
203	System-wide	Install shelters in high use areas.	$0
204	Paratransit service (2000)	Expand service hours, replace vehicle.	$53,000
205	Paratransit service (2015)	Expand service in North Albany and Millersburg, replace vehicle.	$140,000
206	Paratransit service	Add weekend and holiday service.	$40,000
Total			$4,778,000

Table 5.7-6 - BIKEWAY - DEVELOPMENT DRIVEN NEEDS

Project No.	Project Location	Project Description	Cost
207	9th Ave, Broadway St to US 20/Ellsworth St if traffic exceeds 3000 ADT	Remove parking from one side, stripe bike lanes.	$14,000

Table 5.7-6 - BIKEWAY - DEVELOPMENT DRIVEN NEEDS

Project No.	Project Location	Project Description	Cost
208	Del Rio Ave, Columbus St to Chestnut Ct if traffic exceeds 3000 ADT	Remove parking from one side, stripe bike lanes.	$9,000
Total			$23,000

Table 5.7-7 - PEDESTRIAN - DEVELOPMENT DRIVEN NEEDS

Project No.	Project Location	Project Description	Cost
209	Connection between NW Briarwood Pl and NW Scenic Dr neighborhood	Construct paved pedestrian/bicycle path.	$140,000
210	Connection between NW Jones Ave and residential areas to the west	Construct paved pedestrian/bicycle path.	$27,000
Total			$167,000

6.0 Funding

Previous sections of this report have identified the 20 year transportation needs within the City of Albany. The City faces a major challenge to obtain adequate funding to complete the improvement projects. This section presents the plan to fund these improvements. Potential funding sources are identified and a reasonable estimate of expected revenue through the planning period is determined. This expected revenue is compared to the estimated need and the specific funding sources for each project are identified.

6.1 Project Cost Estimates

Estimates listed in Section 5.6 and Section 5.7 were calculated for each improvement project. Estimates included design, construction, and right-of-way costs. The estimates were made by applying unit costs of improvements to the specific locations. The unit costs are in 1996 dollars and were determined by examining costs for recent improvement projects in the City of Albany and other localities, as well as the published ODOT unit costs.

6.2 Transportation Funding Sources

The City of Albany transportation receives funding from federal, state, and local sources.

6.2.1 Federal Funding Sources

Federal transportation funding is obtained primarily from the federal fuel tax. The Intermodal Surface Transportation Efficiency Act (ISTEA) was passed in 1991 and governs federal transportation funding. Funding categories created by ISTEA were intended to provide more discretion in allocating federal transportation funding to a variety of projects, including improvements to highway and street, transit, pedestrian, and bicycle systems. These funding categories include the National Highway System (NHS), the Surface Transportation Program (STP), the Congestion Management and Air Quality Improvement Program, the National Scenic Byways Program, and the Highway Bridge Replacement Program.

6.2.2 State Funding Sources

The State of Oregon obtains transportation funding from a variety of taxes and fees. These include the state fuel tax, weight-mile fees for heavy trucks, vehicle registration fees, state fines and assessments, and the state cigarette tax. State revenues are used to fund projects on state facilities and are distributed from the State Highway Trust Fund to cities based on population.

6.2.3 Local Funding Sources

The local funding sources identified for transportation projects are described below.

General Obligation (G.O.) Bonds

The City of Albany has the authority to sell bonds to pay for street projects that address a current deficiency and should be funded by the community. These bonds are backed by the general taxing authority of the bonds. General obligation bonds must be approved by voters.

System Development Charges

System Development Charges (SDCs) are fees paid by developers to help meet growth-driven needs. A transportation SDC is proposed for the entire City of Albany to fund projects that mitigate the impacts of additional traffic on the existing transportation system. The city currently collects a transportation SDC from all new developments in North Albany. The proposed SDCs were determined by comparing the mitigation costs associated with growth to the number of new trips expected on the system during the planning period. Unit costs for each new trip were calculated and were used as the basis for calculating SDCs for future developments.

Transportation System Utility Fees

Properties are charged monthly fees for use of the transportation system, similar to other utilities. A transportation system utility fee is an option for the City of Albany to use for funding street maintenance improvements. The fees would be calculated based on the estimated number of vehicle trips generated by each land use. The cities of Medford, Ashland, and La Grande currently have transportation system utility fees. Although transportation system utility fees are being discussed as an option and may be implemented in the future, no revenue from this source was included in the TSP at this time.

Developer Agreements

Significant development is expected to occur within the City of Albany during the 20-year planning period. The costs of constructing new roadways to serve developing land are expected to be paid by devylopers. Developers will be required to invest in the transportation infrastructure as part of the permit process.

Serial Levy

Multi-year property tax levies may be adopted, with voter approval, to fund transportation projects. It is desired to adopt a serial levy specifically to help fund the Albany Transit System operating budget, similar to the City of Corvallis.

Other Local Funding Sources

Several other possible local funding mechanisms were considered to help fund the TSP, but were determined to not be significant or adequately reliable to be included in this funding plan. These funding mechanisms include a local gasoline tax, local weight-mile fees, local vehicle registration fees, special assessments, payroll taxes, and hotel and motel taxes.

6.3 Albany Transportation System Plan Funding Categories

Revenue from the funding sources described previously were grouped into specific funding categories. Each of the funding categories are described below in Table 6.3-1.

Table 6.3-1

TSP Funding Categories

Category	Description
ODOT	The portion of a project to be funded directly by ODOT. This applies to projects on

	or impacting state facilities.
Developer	The portion of a project to be funded directly by land developers. This funding category applies to projects which will be completed in conjunction with the development of adjacent land.
SDC	The portion of a project to be funded through the proposed System Development Charges. This funding category applies to projects which increase the capacity of the existing transportation system to meet growth-driven needs.
G.O. Bonds	The portion of a project to be funded with General Obligation Bonds. This funding category applies primarily to projects required to meet existing needs.
Maintenance Bonds	The portion of a project to be funded with General Obligation Bonds. A Maintenance Bond is one type ofG.O. Bond and is to be used specifically for pavement preservation and rehabilitation projects.
Grants	The portion of a project to be funded through state or federal grants. These grants are for specific projects and apply to bridge, safety, pedestrian, bicycle, and transit projects.
Street Funds	The portion of a project to be funded through the City of Albany Street Funds. These funds are fmanced through state gas tax revenues, local utility levies, property taxes, and federal funding.
Transit Serial Levy	The portion of a project to be funded through the proposed Transit Serial Level. This category applies only to transit system operating costs.

A rigorous analysis was performed for each funding category to determine reasonable estimates of expected revenue through the planning period. The specific funding sources for each TSP project were identified in Table 6.3-2. Table 6.3-3 contains a summary of Table 6.3-2.

Total expected revenues were compared to the total estimate to complete all of the projects in the TSP. The 20-year total needs are approximately $289 Million. Total available revenue was estimated to be approximately $244 Million. Due to the expected $45 million shortfall, it was not possible to identify funding sources for all TSP projects at this time.

The unfunded TSP projects represent the lowest priority projects in the TSP and consist primarily of urban upgrade projects in outlying areas of the City. Projects for which funding was not identified are illustrated in Figure 6.3-1. While specific funding sources were not identified for these projects, they do address transportation needs in the 20-year horizon. If adequate funding can be obtained, these projects should be completed.

Table 6.3-2. 20-Year Project Needs Fundable Plan

F = Fully funded project on the 20-year needs list
U = Unfunded or partially unfunded project on the 20-year needs list

INTERSECTION - CURRENT NEEDS AND CAPACITY FOR GROWTH				Total Cost	Funding Categories								Total Funded	Total Unfunded
#	F/U	Project Location	Project Description		ODOT	Developer	SDC	GO Bond	Grant	Street funds	Maint. Bond	Transit Levy		
I	F	Pacific Blvd/SR 99E EB Ramps and 9th Ave Underpass	Reconfigure existing lanes, construct bike lane and new lane on ramp and bridge to Pacific/9th Couplet, increase cycle length.	$1,650,000	$1,485,000		$165,000						$1,650,000	$0
2	F	Pacific Blvd/SR 99E and Queen Ave	Construct additional EB left turn lane, NB right turn lane, SB left turn lane, WB through lane, reconfigure existing lanes.	$1,500,000	$750,000		$262,500	$487,500				$0	$1,500,000	
3	F	Pacific Blvd/SR 99E and Airport Rd/Albany Ave, Salem Avenue and Albany Avenue	Reconfigure lanes on Albany and Airport approaches to Pacific, signalize Salem and Albany intersection, widen Albany Ave to 4 lanes, construct sidewalks in Albany Ave.	$703,000			$246,050	$456,950				$0	$703,000	
4	F	US 20/Santiam Highway and Waverly Dr	Construct EB right turn lane, additional NB and SB through lanes, WB left turn lane.	$2,020,000			$707,000	$1,313,000					$2 020,000	$0
5	F	34th Ave and Waverly Dr	Install traffic signal.	$170,000			$59,500	$110,500					$170,000	$0
6	F	Main Street intersections with 1st Ave, 2nd Ave, Salem Ave, Santiam Rd	Widen Main to 4 lanes from 2nd Ave to 3rd Ave. Realign Salem to align with 3rd Ave. Realign Santiam Rd intersection with Main SI. Install traffic signal @ intersection of Main & 3rd. Cul-de-sac 2nd Ave @ Main & Sherman @ Salem.	$2,355,000			$824,250	$1,530,750					$2,355,000	
7	F	US 20 and NW Scenic Dr	Construct SB right turn lane.	$40,000			$14,000	$26,000					$40,000	$0
Total				$8,438,000	$2,235,000	$0	$2,278,300	$3,924,700	$0	$0	$0	$0	$8,438,000	$0

URBAN UPGRADE PROJECTS – CURRENT NEEDS AND CAPACITY FOR GROWTH				Total Cost	Funding Categories								Total Funded	Total Unfunded
#	F/U	Project Location	Project Description		ODOT	Developer	SDC	GO Bond	Grant	Street funds	Maint. Bond	Transit Levy		
8	U	7th Ave, Hill St to Main St	Construct curb, gutter, storm drain, rehabilitate pavement remove parking from one side, stripe bike lanes	$146,000									$0	$146,000
9	U	21st Ave, Waverly Dr to Center St	Construct curb, gutter, storm drain, widen pavement, bike lanes, sidewalks	$691,000									$0	$691,000
10	U	53rd Ave, Pacific Blvd/SR 99E to proposed minor collector	Construct curb, gutter, storm dram, bike lanes, sidewalks	$1,040,000									$0	$1,040,000
11		*Project Deleted*		$0									$0	$0
12	U	Allen Ln, Pacific Blvd/SR 99E to Looney Ln	Construct curb, gutter, storm drain, sidewalks	$437,000									$0	$437,000
13	U	Century Dr Dunlap Ave to Albany UGB	Construct curb, gutter, storm drain, bike lanes, sidewalks	$1,190,000									$0	$1,190,000
14	U	Clover Ridge Rd, Knox Butte Rd to Albany UGB	Construct curb, gutter, storm drain, bike lanes, sidewalks	$1,456,000									$0	$1,456,000
15	F	Columbus St Waverly Dr to Albany UGB	Widen to 3 lanes, construct curb, gutter, storm drain, bike lanes, sidewalks	$3,018,000		$784,680		$2,233,320					$3,018,000	$0
16	U	NW Crocker Ln, NW Gibson Hill Rd to NW Valley View Dr	Construct curb, gutter, storm drain, sidewalks	$943,000									$0	$943,000
17	U	Ellingson Rd, Pacific Blvd/SR 99E to Lochner Rd	Construct curb, gutter, storm drain, bike lanes, sidewalks	$1,887,000									$0	$1,887,000
18	U	Ellingson Rd, Lochner Rd to Columbus St	Widen to 3 lanes, construct curb, gutter, storm drain, bike lanes, sidewalks *Funded Portion: Purchase ROW only.*	$4,508,000		$407,650		$1,160,320					$1,568,000	$2.940.000
19	F	NW Gibson Hill Rd, NW Scenic Dr to NW Crocker Ln	Construct curb, gutter, storm drain, Sidewalks, rehabilitate bike lanes and pavement where needed, construct left turn lane at NW Crocker Lane intersection	$1,448,000		$376,480		$1,071,520					$1,448,000	$0
20	F	Goldfish Farm Rd, Knox Butte Rd to VS F 20/Santiam Highway	Widen to 3 lanes, curb and gutter, storm drain, bike lanes, sidewalks	$5,145,000		$1,337,700		$3,807,300					$5,145,000	$0

URBAN UPGRADE PROJECTS – CURRENT NEEDS AND CAPACITY FOR GROWTH				Total	Funding Categories								Total	Total
#	F/U	Project Location	Project Description	Cost	ODOT	Developer	SDC	GO Bond	Grant	Street funds	Maint. Bond	Transit Levy	Funded	Unfunded
21	F	Grand Prairie Rd, Waverly Dr to Albany UGB	Widen to 3 lanes, curb and gutter, storm drain, bike lanes, sidewalks	$5,460,000		$1,419,600		$4,040,400					$5,460,000	$0
22	F	Knox Butte Rd, Century Dr to Timber St	Construct curb, gutter, and sidewalk on north side	$174,000		$45,240		$128,760					$174,000	$0
23	U	Knox Butte Rd, Timber St to Albany UGB	Widen to 3 lanes, curb and gutter, storm drain, bike lanes, sidewalks, *Funded Portion: Timber St to Scravel Hill Rd*	$8,100,000		$1,810,120		$5,151,880					^6,962,000	$1,138,000
24	F	Lochner Rd, Marion St to Albany UGB	Widen to 3 lanes, curb and gutter, storm drain, bike lanes, sidewalks	$7,497,000		$1,949,220		$5,547,780					$7,497,000	$0
25	U	Main St. Santiam Rd to 7th Ave	Construct curb, gutter, storm drain, bike lanes, sidewalk on east side, rehabilitate pavement	$681,000									$0	$681,000
26	F	North Albany Rd, NW Quarry Rd to NW Gibson Hill Rd	Construct curb, gutter, sidewalks	$275,000		$71,500		$203,500					$275,000	$0
27	U	NW Quarry Road, NW North Albany Ra to NW Spring Hill Rd	Construct curb, gutter, storm drain, sidewalks. Repair existing bike lanes east of NW Twins Ln.	$1,359,000									$0	$1,359,000
28	F	Salem Ave, 200' east of Lake St to Albany Ave	Construct curb, gutter, storm drain, bike lanes, sidewalks, rehabilitate pavement	$1,177,000		$306,020		$870,980					$1,177,000	$0
29	U	NW Scenic Dr, approx. 2800' south of NW Gibson Hill Rd to northerly Albany UGB	South of NW Gibson Hill Rd: construct curb, gutter, storm drain, bike lanes, sidewalks. North of NW Gibson Hill Rd: Construct curb, gutter, storm drain, sidewalk	$2,610,000									$0	$2,610,000
30	U	Scravel Hill Rd, Albany UGB to realigned segment, sidewalks	Widen to 3 lanes, curb and gutter, storm drain, bike lanes, sidewalks	$7,916,000									$0	$7,916,000
31	U	NW Skyline Dr, NW Gibson Hill to NW Mirada St	Construct, curb, gutter, storm drain, sidewalk	$453,000									$0	$453,000
32	U	Spicer Dr, US 20/Santiam Highway to east end of Circle Dr	Construct curb, gutter, storm drain, bike lanes, sidewalks	$370,000									$0	$370,000
33	U	Spicer Dr, Three Lakes Rd to Albany UGB	Widen to 3 lanes, curb and gutter, storm drain, bike lanes, sidewalks	$3,004,000									$0	$3,004,000
34	F	NW Spring Hill Rd, NW Hickory Rd to NW Country Club Dr	Construct curb, gutter, storm drain, sidewalks	$994 000		$258440		$735,560					$994,000	$0
35	F	NW Spring Hill Rd, NW Country Club Dr to Albany UGB	Construct curb, gutter, storm drain, bike lanes, sidewalks	$243,000		$63,180		$\79,820					$243,000	$0
36	F	Three Lakes Rd, Spicer Drive to Albany UGB, not including segment to be realigned. (Project (123)	Widen to 3 lanes, curb and gutter, storm drain, bike lanes, sidewalks	$6,930,000		$1,801,800		$5,128200					$6 930 000	$0
37	F	US 20/Santiam Highway, Price to Goldfish Farm Rd	Construct curb, gutter, storm drain and sidewalk as needed	$384,000		$99,840		$284,160					$384,000	$0
38	U	US 20/Santiam Highway, Goldfish Farm Rd to Albany UGB	Construct curb, gutter, storm drain, bike lanes, Sidewalks, rehabilitate pavement where needed. *Funded Portion: Goldfish Farm Rd to Scravel Hill Rd*	$3,181,000	$1,955,860	$199,940		$615,200					$2771000	$410,000
39	U	NW Valley View Dr, NW Scenic Dr to NW Crocker R	Construct curb, gutter, storm drain, bike lanes, sidewalks	$1,409,000									$0	$ I ,409,000
40	U	NW West Thornton Lake Dr, NW North Albany Rd to NW Edgewood Dr	Construct curb, gutter, storm drain, bike lanes, sidewalks, right turn lane at North Albany Rd	$2,373,000									$0	$2,373,000
211	F	Santiam Road, Main St to railroad tracks	Construct curb, gutter, storm drain, and bike lanes rehabilitate pavement	$353,000		$9\,780		$261 220					$353000	$0
218	U	Kennel Road Hwy 20 to Albany UGB	Construct curb, gutter, storm drain, and bike lanes, and sidewalks	$189,000									$0	$189000
219	F	NW North Albany Rd, US 20 to NW Quarry Rd	Widen to 3 lane section with bike lanes and sidewalks	$898,000		$233,480							$898,000	Ff$0
227	F	Marion St. 24th Ave to 30th Ave	Construct curb, gutter, storm drain, bike lanes and sidewalks	$775,700		$131,870		$643,830					$775,700	$0
Total				$78,714,700	$1,955,860	$11,388,570	$0	$32,728,270	$0	$0	$0	$0	$46,072,700	$32,642,000

Table 6.3-2. 20-Year Project Needs Fundable Plan

F = Fully funded project on the 20-year needs list
U = Unfunded or partially unfunded project on the 20-year needs list

PAVEMENT PRESERVATION – CURRENT NEEDS AND CAPACITY FOR GROWTH				Total	Funding Categories								Total	Total
#	F/U	Project Location	Project Description	Cost	ODOT	Developer	SDC	GO Bond	Grant	Street funds	Maint. Bond	Transit Levy	Funded	Unfunded
41	F	34th Ave, Lyon St to Waverly Dr	Rehabilitate pavement remove parking from one side, stripe bike lanes	$5,583,400							$5,583,400		$5 583 400	$0
42	F	Elm St 9th Ave to Queen Ave	Rehabilitate pavement remove parking from one side, stripe bike lanes	$1,335,800							$1,335,800		$1,335,800	$0
43	F	Gearv St, Front Ave to 14th Ave	Rehabilitate pavement	$1,233,000							$1,233,000		$1,233,000	$0
44		*Project Deleted*		$0							$0		$0	$0
45		*Project Deleted*		$0							$0		$0	$0
46	F	Hill S 7th Ave to 19th Ave	Rehabilitate pavement, remove parking from one side, stripe bike lanes	$1,312,900							$1,312,900		$1,312,900	$0
41	F	Jackson S 7th Ave to Marion	Rehabilitate pavement remove parking from one side, stripe bike lanes	$1,215,100							$1,275,100		$1,275,100	$0
48	F	Marion S 30th Ave to Lochner Rd	Rehabilitate pavement. North of 34th Ave: remove parking from both sides, stripe bike lanes. South of 34th Ave: remove parking from one side, stripe bike lanes.	$509,300							$509,300		$509,300	$0
49		*Project Deleted*		$0							$0		$0	$0
50	F	Oueen Ave Marion St to Sherman St	Rehabilitate Pavement	$858,000							$858,000		$858,000	$0
51	F	Salem Ave, Sherman St to 200' east of Lake St	Rehabilitate pavement stripe bike lanes Sherman to Burkhart. West 0f Geary: remove parking both sides. Geary to Burkhart: remove parking from one side. East of Waverly: remove parking both sides, stripe center turn lane	$655,000							$655,000		$655,000	$0
52	F	Salem Ave, Albany Ave to Albany City Limits	Rehabilitate pavement	$95,000							$95,000		$95,000	$0
53	F	Santiarn Rd, railroad tracks to 7th Ave	Rehabilitate pavement widen pavement, stripe bike lanes.	$813,000							$813,000		$813,000	$0
54	F	US 20 Juniper Ln to Blossom Ln	Rehabilitate pavement	$630,000							$630,000		$630,000	$0
55	F	Waverly Dr Grand Prairie Rd to 36th Ave	Rehabilitate pavement	$226,000							$226,000		$226,000	$0
212	F	9th Ave, Jackson to Pacific/9th Couplet	Rehabilitate pavement stripe bike lanes	$16,340,500							$16,340,500		$16,340,500	$0
Total					$630,000	$0	$0	$0	$0	$0	$15,110,500	$0	$16,340,500	$0

SAFETY – CURRENT NEEDS AND CAPACITY FOR GROWTH				Total	Funding Categories								Total	Total
#	F/U	Project Location	Project Description	Cost	ODOT	Developer	SDC	GO Bond	Grant	Street funds	Maint. Bond	Transit Levy	Funded	Unfunded
56	F	NW Gibson Hill Rd, Nw Crocker Ln to North Albany Rd	Lower grade to improve sight distance, construct curb, gutter, storm drain and sidewalks	$2,350,000						$2,350,000			$2,350,000	$0
57	F	NW Pineview Dr and NW Scenic Dr	Cul-de-sac NW Pineview Dr	$100,000						$100,000			$100,000	$0
58	F	Calapooia St and 12th Ave	Improve visibility, install MUTCD W-31 "Stop Ahead" signs and flashing beacon	$16,000					$14,400	$1,600			$16,000	$0
59	F	Salem Ave and Geary St	Remove parking on north side of Salem Ave, remove fence	$5,000					$4,500	$500			$5,000	$0
60	F	Washington St, 2nd Ave to 9th Ave	Improve visibility, remove parking from one side, stripe bike lanes	$16,300					$14,670	$1,630			$16,300	$0
61	F	US 20 and NW North Albany Rd	Install MUTCD R10-23 "Left Turn Yield on Green" sign for SB approach.	$500						$500			$500	$0
Total				$2,487,800	$0	$0	$0	$0	$33,570	$2,454,230			$2,487,800	$0

BRIDGE – CURRENT NEEDS AND CAPACITY FOR GROWTH				Total	Funding Categories								Total	Total
#	F/U	Project Location	Project Description	Cost	ODOT	Developer	SDC	GO Bond	Grant	Street funds	Maint. Bond	Transit Levy	Funded	Unfunded
62	U	1st Ave at RR trestle/Lafayette St	Regrade roadway under trestle	$420,000										$420,000
63	F	3rd Ave/Bryant Way at Calapooia River	Repair concrete, widen approach, remove nearby trees and brush											
64	F	5th Ave at Albany Canal	Replace bridge, reconstruct approaches											

BRIDGE – CURRENT NEEDS AND CAPACITY FOR GROWTH				Total	Funding Categories									Total	Total
#	F/U	Project Location	Project Description	Cost	ODOT	Developer	SDC	GO Bond	Grant	Street funds	Maint. Bond	Transit Levy		Funded	Unfunded
65	F	7th Ave at Albany Canal	Reconstruct approaches to sidewalks, replace bridge paving, minor repairs												
66	F	9th Ave at Albany Canal	Remove and replace asphalt, Seal cracks, Minor repairs												
67	F	*Project Deleted*													
68	F	10th Ave at Albany Canal	Replace approaches and sidewalks, erosion control, crack repair												
69	F	11th Ave at Albany Canal	Chip-seal deck, erosion control												
70	F	Columbus St at Albany Canal	Replace sidewalks and approaches, repair erosion, monitor cracks												
71	F	Salem Ave at Waverly Lake	Replace bridge												
72	F	Salem Ave at Periwinkle Creek	Remove and replace sidewalk on approach at west end of bridge, seal cracks in asphalt, remove tree from stream												
Total				$1,755,000	$0	$0	$0	$0	$1,080,000	$255,000	$0	$0		$1,335,000	$420,000

FLOODING – CURRENT NEEDS AND CAPACITY FOR GROWTH				Total	Funding Categories									Total	Total
#	F/U	Project Location	Project Description	Cost	ODOT	Developer	SDC	GO Bond	Grant	Street funds	Maint. Bond	Transit Levy		Funded	Unfunded
73	U	53rd Ave, at Oak Creek	Raise roadway, improve drainage	$1,500,000											$1,500,000
74		*Project Deleted*		$0											$0
75	U	Lochner Rd, at Oak Creek	Raise roadway, improve drainage	$1,500,000											$1,500,000
76		*Project Deleted*		$0											$0
77	U	NW Quarry Rd, at low point near Harder Lane	Raise roadway, improve drainage, install box culvert, channel improvements	$750,000											$750,000
Total				$3,750,000	$0	$0	$0	$0	$0	$0	$0	$0		$0	$3,750,000

TRANSIT – CURRENT NEEDS AND CAPACITY FOR GROWTH				Total	Funding Categories									Total	Total
#	F/U	Project Location	Project Description	Cost	ODOT	Developer	SDC	GO Bond	Grant	Street funds	Maint. Bond	Transit Levy		Funded	Unfunded
78	F	ATS Route 2	Extend operating hours from 7:00 AM to 5:45 PM	$47,500								$47,500		$47,500	$0
79	F	All ATS routes	Coordinate arrivals to downtown station	$0											$0
80		*Project Deleted*		$0											$0
81	F	ATS Route 1	Eliminate McFarland School service	$0											$0
82	F	Paratransit service	Expand service hours, capacity	$56,000					$40,000			$16,000		$56,000	$0
Total				$103,500	$0	$0	$0	$0	$40,000	$0	$0	$63,500		$103,500	$0

TRANSIT – CURRENT NEEDS AND CAPACITY FOR GROWTH				Total	Funding Categories									Total	Total
#	F/U	Project Location	Project Description	Cost	ODOT	Developer	SDC	GO Bond	Grant	Street funds	Maint. Bond	Transit Levy		Funded	Unfunded
83	F	1st Ave, Washington St to Lyon St	Restripe roadway to provide 14' wide outside lane	$4,100			$287		$3,280	$533				$4,100	$0
84	F	2nd Ave, Washington St to Lyon St	Restripe roadway to provide 14' wide outside lane	$4,100			$287		$3,280	$533				$4,100	$0
85	F	3rd Ave, Vine St to Washington St	Remove parking from one side, stripe bike lanes	$2,000			$140		$1,600	$260				$2,000	$0
86	F	9th Ave, US 20/Ellsworth St to Pacific Blvd/Sr 99E	Restripe roadway, stripe bike lanes	$1,400			$98		$1,120	$182				$1,400	$0
87	F	20th Ave, 21st Ave to Waverly Drive	Remove parking from one side, stripe bike lanes	$4,500			$315		$3,600	$585				$4,500	$0
88	F	21st Ave, Geary St to 20th Ave	Remove parking from one side, stripe bike lanes	$4,300			$301		$3,400	$559				$4,300	$0
89	F	24th Ave, Liberty St to Pacific Blvd/SR 99#	Remove parking from one side, stripe bike lanes	$5,000			$530		$4,000	$650				$5,000	$0
90		*Project Deleted*		$0										$0	$0
91	F	Belmont Ave, Looney Lane to Lanier St	Stripe bike lanes	$6,300			$441		$5,040	$819				$6,300	$0
92	F	Bryant Way, Vine Street to Albany UGB	Widen pavement, construct bike lanes	$126,000			$8,820		$100,800	$16,380				$126,000	$0
93		*Project Deleted*		$0			$0		$0	$0				$0	$0
94	F	Elm St, 5th Ave to 9th Ave	Remove parking from one side, stripe bike lanes	$3,500			$245		$2,800	$455				$3,500	$0
95	F	Ferry St, Queen Ave to 34th Ave	Remove parking from one side, stripe bike lanes	$16,000			$1,120		$12,800	$2,080				$16,000	$0
96	F	Fescue St, south of Spicer Dr	Remove parking from one side, stripe bike lanes	$7,200			$504		$4,760	$936				$7,200	$0

TRANSIT – CURRENT NEEDS AND CAPACITY FOR GROWTH				Total	Funding Categories								Total	Total
#	F/U	Project Location	Project Description	Cost	ODOT	Developer	SDC	GO Bond	Grant	Street funds	Maint. Bond	Transit Levy	Funded	Unfunded
97		*Project Deleted*		$0									$0	$0
98		*Project Deleted*		$0									$0	$0
100		*Project Deleted*		$0									$0	$0
101	F	Lanier St, Belmont St to Pacific Boulevard/SR 99#	Remove parking from one side, stripe bike lanes	$1,500				$105	$1,200	$1,200			$1,500	$0
102	F	Liberty St, 24th Ave to Queen Ave	Restripe roadway, stripe bike lanes	$5,600				$392	$4,480	$,480			$5,600	$0
103	F	Looney Sane, south of Belmont Ave	Restripe roadway, stripe bike lanes	$1,400				$98	$1,120	$1,120			$1,400	$0
104		*Project Deleted*		$0									$0	$0
105		*Project Deleted*		$0									$0	$0
106		*Project Deleted*		$0									$0	$0
107		*Project Deleted*		$0									$0	$0
108		*Project Deleted*		$0									$0	$0
109		*Project Deleted*		$0									$0	$0
110		*Project Deleted*		$0									$0	$0
111		*Project Deleted*		$0									$0	$0
112		*Project Deleted*		$0									$0	$0
113	F	US 20/Ellsworth St, NW Spring Hill Rd to 1st Ave	Construct ramps to sidewalk on bridge, install guide signage	$5,000		$4,500		$500					$5,000	$0
114	F	US 20/Ellsworth St, 1st Ave to 9th Ave	North of 4th Ave: remove parking from one side, stripe bike lane. South of 4th Ave: restripe roadway, stripe bike lane	$7,000		$6,300		$700					$7,000	$0
115	F	US 20/Lyon St, 9th Ave to 1st Ave	North of 4th Ave: remove parking from one side, stripe bike lane. South of 4th Ave: restripe roadway, stripe bike lane	$7,000		$6,300		$700					$7,000	$0
116	F	Washington St, 9th Ave to 14th Ave	Remove parking from one side, stripe bike lanes	$6,200				$434	$4,960	$806			$6,200	$0
117		*Project Deleted*		$0									$0	$0
Total				$218,100		$17,100	$0	$15,837	$0				$218,100	$0

PEDESTRIAN – CURRENT NEEDS AND CAPACITY FOR GROWTH				Total	Funding Categories								Total	Total
#	F/U	Project Location	Project Description	Cost	ODOT	Developer	SDC	GO Bond	Grant	Street funds	Maint. Bond	Transit Levy	Funded	Unfunded
118	F	24th Ave, Liberty ST to Pacific Blvd/SR 99#	Construct sidewalk on south side	$59,000			$4,130-		$47,200	$7,570			$59,000	$0
119	F	34th Ave, various locations from Pacific Blvd/SR 99E to Waverly Dr	Construct sidewalks where needed	$186,0001			$13,020		$148,800	$24,180			$186,000	$0
120		Project deleted		$0									$0	$0
121	F	Bryant Way, Albany UGB to Calapooia River bridge	Construct sidewalks on both sides	$120,000			$8,400		$96,0000	$15,600			$120,000	$0
122	F	Columbus ST, Del Rio Ave to Wavelry Drive	Construct sidewalks on both sides	$53,000			$3,710		$42,400	$6,890			$53,000	$0
123	F	Connection between commercial areas on Waverly Dr and 16th Ave	Construct paved pedestrian/bicycle path	$118,000			$8,260		$94,400	$15,340			$118,000	$0
124	F	Connection between Linn Ave and Knox Butte Rd, east of Timber St	Construct paved pedestrian/bicycle path	$14,000			$980		$11,200	$1,820			$14,000	$0
125	F	Connection between Linn-Benton Community College and Looney Ln	Construct paved pedestrian/bicycle path	$97,000			$6,790		$77,500	$12,610			$97,000	$0
126	F	Connection between North Albany Schools and NW Quarry Rd	Construct paved pedestrian/bicycle path, improve crossing of NW Quarry Rd, install crosswalk and warning signage.	$51,000			$3,570		$40,800	$6,630			$51,000	$0
127	F	Connection between North Albany Schools and NW Shady Lane	Construct paved pedestrian/bicycle path	$246,000			$17,220		$196,800	$31,980			$246,000	$0
128	F	Del Rio Ave, Columbus St to Shortridge	Construct sidewalks where needed	$47,000			$3,290		$37,600	$6,110			$47,000	$0
129	F	Ferry Street, Queen Ave to 34th Ave	Construct sidewalks on both sides	$192,000			$13,440		$153,600	$24,960			$192,000	$0
130	F	Geary St, 21st Ave to Geary Place	Construct sidewalks on both sides	$77,000			$5,390		$61,600	$10,010			$77,000	$0
131	F	Geary St, Grand Prairie Rd to 34th Ave	Construct sidewalks on both sides	$108,000			$7,560		$86,400	$14,040			$108,000	$0
132	F	Hill Street, Queen Ave to 14th Ave	Repair existing sidewalks	$29,000			$2,080		$23,200	$3,770			$29,000	$0
133	F	Liberty St, Queen Ave to 24th Ave	Construct sidewalks on west side	$33,000			$2,310		$26,400	$4,290			$33,000	$0
134	F	Main St, 2nd Ave to Santiam Ave	Repair existing sidewalks	$36,000			$2,520		$28,800	$4680			$36,000	$0

PEDESTRIAN – CURRENT NEEDS AND CAPACITY FOR GROWTH				Total	Funding Categories									Total	Total
#	F/U	Project Location	Project Description	Cost	ODOT	Developer	SDC	GO Bond	Grant	Street funds	Maint. Bond	Transit Levy		Funded	Unfunded
135	F	NW Edgewood Dr, NW Skyline Dr to W Thornton Lake Dr.	Construct sidewalks on both sides	$257,000			$17,990		$205,600	$33,410				$257,000	$0
136	F	NW Gibson Hill Rd at NW Sunny Ln and NW Pulver Ln	Improve crossing: Install crosswalk and warning signage	$5,000			$350		$4,000	$650				$5,000	$0
137	F	NW Scenic Dr at NW Gibson Hill Rd	Improve crossing: Install crosswalk and warning signage	$5,000			$350		$4,000	$650				$5,000	$0
138	F	NW Spring Hill Rd, US 20 to NW Hickory Rd	Repair existing sidewalks	$21,000			$1,470		$16,800	$2,730				$21,000	$0
139	F	Pacific Blvd/SR 99E, Albany Ave/Airport Rd to Knox Butte Rd	Construct sidewalks on WB direction	$27,000	$24,300		$2,700							$27,000	$0
140	F	Salem Ave, Albany Ave to City Limits	Construct sidewalks on both sides	$22,000			$1,540		$17,600	$2,860				$22,000	$0
141	F	Project Deleted		$0										$0	$0
142	F	US 20, North Albany Road to NW Spring Hill Dr	Construct sidewalks on both sides	$234,900		$26,100								$261,000	$0
143	F	Waverly Dr at South Shore Dr	Improve crossing: Install crosswalk and warning signage	$5,000			$350		$4,000	$650				$5,000	$0
144	F	Waverly Dr, 14th to Queen	Construct sidewalks on east side	$22,000			$1,540		$17,600	$2,860				$22,000	$0
Total				$2,091,000	$250,200	$0	$155,010	$0	$1,442,400	$234,390	$0	$0		$2,091,000	$0

RAIL PROJECTS – CURRENT NEEDS AND CAPACITY FOR GROWTH				Total	Funding Categories									Total	Total
#	F/U	Project Location	Project Description	Cost	ODOT	Developer	SDC	GO Bond	Grant	Street funds	Maint. Bond	Transit Levy		Funded	Unfunded
222	F	Train Depot at 9th Ave & Pacific Blvd/SR 99E	Construct a regional multimodal transportation center to improve the quality of train, bus, transit, pedestrian, and bicycle transportation at the existing historic train depot.	$3,500,000	$3,150,000			$350,000	$47,200	$7,570				$3,500,000	$0
Total				$3,500,000	$3,150,000	$0	$0	$350,000	$47,200	$7,570	$0	$0		$3,500,000	$0

NEW ROADWAY – DEVELOPMENT DRIVEN NEEDS				Total	Funding Categories									Total	Total
#	F/U	Project Location	Project Description	Cost	ODOT	Developer	SDC	GO Bond	Grant	Street funds	Maint. Bond	Transit Levy		Funded	Unfunded
145	F	Major collector in North Albany, NW North Albany Rd/NW Gibson Hill Rd to NW Scenic Dr	Construct new 3 lane roadway with bike lanes and sidewalks.	$11,467,000		$11,467,000								$11,467,000	$0
146	F	Major and minor collectors in East Albany	Construct new 2 and 3 lane roadways with bake lanes and sidewalks	$45,356,000		$45,34a6,000								$45,346,000	$0
147	F	Fescue St extension, Spicer to Rescue & south of Fescue to Three Lakes Road	Construct new 3 lane roadway with bike lanes and sidewalks	$6,300,000		$6,300,000								$6,300,000	$0
148	F	Timber St extension, south to Spicer Dr	Construct new 3 lane roadway with bike lanes and sidewalks	$2,498,000		$2,498,000								$2,498,000	$0
149	F	Goldfish Farm Rd extension, south to Spicer Dr	Construct new 3 lane roadway with bike lanes and sidewalks	$3,968,000		$3,968,000								$3,968,000	$0
150	F	Major collector, Spicer Dr to Goldfish Farm Rd	Construct new 3 lane roadway with bike lanes and sidewalks	$3,079,000		$3,079,000								$3,079,000	$0
151	F	Dunlap Ave, Centruy Dr to new major collector	Construct new 3 lane roadway with bike lanes and sidewalks	$1,904,000	$634,667	$1,269,333								$1,904,000	$0
152	F	Major collector, Dunlap Ave to Knox Butte Rd	Construct new 3 lane roadway with bike lanes and sidewalks	$1,679,000	$559,667	$1,119,333								$1,679,000	$0
153	F	Center St extension, south to 21st Ave and Grand Prairie Rd	Construct new 2 lane roadway with bike lanes and sidewalks	$5,320,000		$5,320,000								$5,320,000	$0
154		*Project Deleted*		$0										$0	$0
155	F	Principal arterial in South Albany, Pacific Blvd/SR 99E to Lochner Road	Construct new principal arterial with bike lanes and sidewalks. *Funded Portion: Purchase ROW only. Additional $1,177,765 unfunded for ROW. $5,376,000 unfunded for construction*	$10,415,527		$2,317,262	$1,542,501							3,859,763	$6,533,764
156	F	Minor collector in Southwest Albany, north from 53rd Ave	Construct new 2 lane roadway with bike lanes and sidewalks	$3,990,000		$3,990,000								$3,990,000	$0
157	F	Lochner Rd extension, south to UGB (for eventual connection to Beta Dr outside UGB)	Construct new 2 lane roadway with bike lanes and sidewalks	$1,250,000		$1,250,000								$1,250,000	$0

NEW ROADWAY – DEVELOPMENT DRIVEN NEEDS				Total	Funding Categories								Total	Total
#	F/U	Project Location	Project Description	Cost	ODOT	Developer	SDC	GO Bond	Grant	Street funds	Maint. Bond	Transit Levy	Funded	Unfunded
158	F	Major collector in South Albany, Lochner Rd to Columbus St	Construct new 3 lane roadway with bike lanes and sidewalks	$5,600,000		$5,600,000							$5,600,000	$0
159	F	Looney Ln extension, south to Allen Ln	Construct new 2 lane roadway with bike lanes and sidewalks	$1,730,000		$1,730,000							$1,730,000	$0
160	F	Beta Dr, Pacific Blvd/SR 99E to UGB (For eventual connection to Lochner Rd extension, outside UGB)	Construct new 2 lane roadway with bike lanes and sidewalks	$3,360,000		$3,360,000							$3,360,000	$0
213	F	Tree Lakes Road realignment	Realign segment roadway to improve horizontal alignment. Construct 3 land roadway with abike lanes and sidewalks.	$1,838,000		$1,838,000							$1,838,000	$0
214	U	Oak Grove Realignment	Realign segment to align with NW Gibson Hill Road. Construct 2 lane roadway with bike lanes and sidewalks. Portion of realignment in Benton County Plan	$327,000									$0	$327,000
217	U	Scravel Hill Realignment	Realign segment roadway to improve horizontal alignment with Kennel Road	$2,647,000									$0	$2,647,000
221	F	Elingson Rd, Columbus to I-5 future alignment	Acquire ROW for future roadway/interchange	$2,000,000			$2,000,000						$2,000,000	F$0
224	F	Collector between Pacific Blvd and Airport Rd	Construct new 2 lane roadway with bike lanes and sidewalks.	$41,609,300		$1,224,050	$385,250						$1,609,300	$0
225		*Project Deleted*												$0
228	F	Collector between 14th Avenue and 16th Avenue/Shortridge	Construct new 2 lane roadway with bike lanes and sidewalks	$846,000		$846,000							$846,000	$0
229	F	Minor collector between Fescue and Three Lakes Road	Construct new 2 land roadwaywith bike lanes and sidewalks	$1,386,000		$1,386,000							$1,386,000	$0
Total				$118,557,827	$1,194,3331	$103,907,979	$3,927,751	$0	$0	$0	$0	$0	$109,030,063	$9,527,764

INTERSECTION – DEVELOPMENT DRIVEN NEEDS				Total	Funding Categories								Total	Total
#	F/U	Project Location	Project Description	Cost	ODOT	Developer	SDC	GO Bond	Grant	Street funds	Maint. Bond	Transit Levy	Funded	Unfunded
161	F	Pacific Blvd/SR 99E and Waverly Dr	Construct additional SB through lane	$650,000			$650,000						$650,000	$0
162	F	Queen Ave and Hill St	Construct EB right turn lane	$170,000			$170,000						$170,000	$0
163	F	US 20 and NW Spring Hill Rd	Reconfigure existing lanes	$25,000			$25,000						$25,000	$0
164	F	US 20 and NW North Albany Rd	Construct SB left turn lane, signal modifications	$445,000			$445,000						$445,000	$0
165	F	US 20 intersections with NW North Albany Rd, NW Spring Hill Rd, downtown intersections on Lyon/Ellsworth St couplet	Time-based signal coordination	$100,000	$90,000		$10,000						$100,000	$0
166		*Project Deleted*		$0									$0	$0
167	F	US 20/Lyon St and 1st Ave	Reconfigure existing lanes, update signal timing plans on downtown couplet	$20,000	$10,000		$10,000						$20,000	$0
168	F	34th Ave and Ferry ST	Stripe SB right turn lane	$15,000			$15,000						$15,000	$0
169		*Project Deleted*		$0									$0	$0
1740	F	US 20/Ellsworth St and 4th Ave	Remove parking of 4th, stripe WB through lane	$10,000	$5,000		$5,000						$10,000	$0
171	F	US 20/Lyon St and 4th Ave	Remove parking on 4th, stripe EB through lane	$10,000	$5,000		$5,000						$10,000	$0
172	F	Pacific Blvd/SR 99E and Aiprot Rd/Albany Ave	Construct additional left turn land on WB/SB Pacific. Make NB Airport Rd approach right turn only. Verify need for additional lane on Pacific prior to constructing.	$500,000	$450,000		$50,000						$500,000	$0
173	F	US 20/Santiam Highway and Spicer Dr/I-5 NB Ramps	Make Spicer Drive one-way SB after new Timber St connection is completed.	$50,000	$45,000		$5,000						$50,000	$0
174	F	34th Ave and Geary St	Install traffic signal when warranted by traffic volumes or accidents	$170,000			$170,000						$170,000	$0
175	F	NW Gibson Hill Rd and NW Crocker Ln	Install traffic signal when warranted	$170,000			$170,000						$170,000	$0
176	F	Knox Butte Rd and Century Dr/I-5 NB Off-Ramp	Disconnect Century Dr from Knox Butte Rd after alternate connection is completed.	$115,000	$57,500		$57,500						$115,000	$0
177	F	Knox Butte Rd and I-5 NB Off-Ramp	Install traffic signal when warranted after ramps are realigned with project #187	$240,000	$216,000	$24,000							$240,000	$0
178	F	NW North Albany Rd and NW Hickory Rd	Install traffic signal when warranted	$170,000			$170,000						$170,000	$0

INTERSECTION – DEVELOPMENT DRIVEN NEEDS				Total	Funding Categories								Total	Total
#	F/U	Project Location	Project Description	Cost	ODOT	Developer	SDC	GO Bond	Grant	Street funds	Maint. Bond	Transit Levy	Funded	Unfunded
179	F	NW North Albany Rd and West Thornton Lake Dr	Install traffic signal when warranted, realign intersection	$1,199,000			$1,199,000						$1,199,000	$0
180	F	Pacific Blvd/SR 99E and 53rd Ave/New Principal Arterial	Install traffic signal when warranted	$240,000	$120,000		$120,000						$240,000	$0
181	F	NW Spring Hill Dr and NW Hickory Rd	Install traffic signal when warranted	$170,000			$170,000						$170,000	$0
182	F	US 20/Santiam Highway and Goldfish Farm Rd	Install traffic signal when warranted	$240,000		$120,000	$120,000						$240,000	$0
215	F	NW North Albany Road/New Major Collector and NW Gibson Hill Road	Improve intersection, install traffic signal when new major collector is completed.	$570,000			$570,000						$570,000	$0
216	F	US 20/Santiam Highway and Timber Street	Install traffic signal when Timber St connection is completed	$220,000		$110,000	$110,000						$220,000	$0
220	F	*Project Deleted*		$0									$0	$0
226	F	Pacific/SR99 and New Collector	Install traffic signal after new roadway is completed	$240,000			$240,000						$240,000	$0
Total				$5,739,000	$998,500	$230,000	$4,510,500	$0	$0	$0	$0	$0	$5,739,000	$0

I-5 INTERCHANGE – DEVELOPMENT DRIVEN NEEDS				Total	Funding Categories								Total	Total
#	F/U	Project Location	Project Description	Cost	ODOT	Developer	SDC	GO Bond	Grant	Street funds	Maint. Bond	Transit Levy	Funded	Unfunded
187	F	Knox Butte Interchange (aka North Albany Interchange)	Improve existing interchange: Construct SB on-ramp, close second SB off-ramp, cul-de-sac Airport Rd approx 700' east of Pacific Blvd, signalize SB ramp intersections, align NB ramps.	$3,500,000	$3,500,000								$3,500,000	$0
188	F	Santiam Interchange	Redesign interchange to improve safety, operation, ped and bike access and widen Santiam Highway to 7 lanes.	$25,000,000	$25,000,000								$25,000,000	$0
233	F	Interstate 5 mainline, Albany North City Limits to Santiam Interchange	Widen to 6 lanes, Replace Knox Butte Bridges.	$12,580,000	$12,580,000								$12,580,000	$0
Total				$41,080,000	$41,080,000	$0	$0	$0	$0	$0	$0	$0	$41,080,000	$0

TRANSIT – DEVELOPMENT DRIVEN NEEDS				Total	Funding Categories								Total	Total
#	F/U	Project Location	Project Description	Cost	ODOT	Developer	SDC	GO Bond	Grant	Street funds	Maint. Bond	Transit Levy	Funded	Unfunded
189	F	System wide	Restructure routes	$35,000					$28,000			$7,000	$35,000	$0
190	F	Linn-Benton Loop	Expand service hours and frequency	$393,000					$200,000			$193,000	$393,000	$0
191	F	Hewlett-Packard, Corvallis	Investigate H-P van pool program	$0								$0	$0	$0
192	F	System wide	Increase system frequency	$729,000					$400,000			$329,000	$729,000	$0
193	F	Downtown Transit Station	Relocate station	$50,000					$40,000			$10,000	$50,000	$0
194	F	Pacific Blvd/SR 99E-9th Ave Couplet, west of Madison St	$2,500,000						$2,000,000			$500,000		$0
195	F	Ferry St, 53rd Avenue	New route	$374,500					$208,000			$166,500	$374,500	$0
196	F	Millersburg	New route	$374,500					$208,000			$166,500	$374,500	$0
197	F	North Albany	Reinstate service	$5,000					$4,000			$1,000	$5,000	$0
198	F	System wide	Create bus pass program	$0									$0	$0
199	F	System wide	Institute weekend/holiday service	$84,000								$84,000	$84,000	$0
200	F	Albany, Millersburg, Corvallis, Lebanon, Sweet Home	Create regional transit agency	$0									$0	$0
201	F	System wide	Implement transit design guidelines	$0									$0	$0
202	F	System wide	Evaluate existing and potential park and ride locations	$0									$0	$0
203	F	System wide	Install shelters in high use areas	$0									$0	$0
204	F	Paratransit service (2000)	Expand service hours, replace vehicle	$53,000					$40,000			$13,000	$53,000	$0
205	F	Paratransit service (2015)	Expand service in North Albany and Millersburg, replace vehicle	$140,000					$80,000			$60,000	$140,000	$0
206	F	Paratransit service	Add weekend and holiday service	$40,000								$40,000	$40,000	$0
				$4,778,000	$0	$0	$0	$0	$3,208,000	$0	$0	$1,570,000	$4,778,000	$0

BIKEWAY – DEVELOPMENT DRIVEN NEEDS				Total	Funding Categories									Total	Total
#	F/U	Project Location	Project Description	Cost	ODOT	Developer	SDC	GO Bond	Grant	Street funds	Maint. Bond	Transit Levy		Funded	Unfunded
207	F	9th Ave, Broadway St to US 20/Ellsworth St if traffic exceeds 3000 ADT	Remove parking from one side, stripe bike lanes	$14,000			$14,000							$14,000	$0
208	F	Del Rio Ave, Columbus St to Chestnut Ct if traffic exceeds 3000 ADT	Remove parking from one side, stripe bike lanes	$9,000			$9,000							$9,000	$0
Total				$23,000	$0	$0	$23,000	$0	$0	$0	$0	$0		$23,000	$0

PEDESTRIAN – DEVELOPMENT DRIVEN NEEDS				Total	Funding Categories									Total	Total
#	F/U	Project Location	Project Description	Cost	ODOT	Developer	SDC	GO Bond	Grant	Street funds	Maint. Bond	Transit Levy		Funded	Unfunded
209	F	Connection between NW Briarwood Pl and NW Scenic Dr neighborhood	Construct paved pedestrian/bicycle path	$140,000			$140,000							$140,000	$0
210	F	Connection between NW Jones Ave and residential areas to the west	Construct paved pedestrian/bicycle path	$27,000	$0	$0	$27,000	$0	$0	$0	$0	$0		$27,000	$0
				$167,000	$0	$0	$167,000	$0	$0	$0	$0	$0		$167,000	$0

CURRENT NEEDS AND CAPACITY FOR GROWTH										
	ODOT	Developer	SDC	GO Bond	Maintenance Bonds	Grant	Street Funds	Transit Serial Levy	Total Funded	Total Needs
Intersection	$2,235,000	$0	$2,278,300	$3,924,700	$0	$0	$0	$0	$8,438,000	$8,438,000
Urban Upgrade	$1,955,860	$11,388,570	$0	$32,728,270	$0	$0	$0	$0	$46,072,700	$78,714,700
Pavement Preserv.	$630,000	$0	$0	$0	$15,710,500	$0	$0	$0	$16,340,500	$16,340,500
Safety	$0	$0	$0	$0	$0	$33,570	$2,454,230	$0	$2,487,800	$2,487,800
Bridge	$0	$0	$0	$0	$0	$1,080,000	$255,000	$0	$1,335,000	$1,755,000
Flooding	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,750,000
Transit	$0	$0	$0	$0	$0	$40,000	$0	$63,500	$103,500	$103,500
Bikeway	$17,100	$0	$15,837	$0	$0	$149,280	$25,883	$0	$218,100	$218,100
Pedestrian	$259,200	$0	$155,010	$0	$0	$1,442,400	$234,390	$0	$2,091,000	$2,091,000
Rail	$3,150,000	$0	$0	$350,000	$0	$0	$0	$0	$3,500,000	$3,500,000
Total	$8,247,160	$11,388,570	$2,449,147	$37,002,970	$15,710,500	$2,755,250	$2,969,503	$63,500	$80,586,600	$117,398,600
Percent of Total	10%	14%	3%	65%		3%	4%	0%	100%	

GROWTH DRIVEN NEEDS										
	ODOT	Developer	SDC	GO Bond	Possible Utility Fee	Grant	Street Funds	Transit Serial Levy	Total Funded	Total Needs
New Roadway	$1,194,333	$103,907,979	$3,927,751	$0	$0	$0	$0	$0	$109,030,063	$118,557,827
Pavement Preserv.	$0	$0	$0	$0	Unknown amount	$0	$0	$0	$0	$0
Intersection	$998,500	$230,000	$4,510,500	$0	$0	$0	$0	$0	$5,739,000	$5,739,000
Street Widening	$8,058,600	$0	$4,4843,400	$0	$0	$0	$0	$0	$12,902,000	$12,902,000
I-5 Interchange	$41,080,000	$0	$0	$0	$0	$0	$0	$0	$41,080,000	$41,080,000
Transit	$0	$0	$0	$0	$0	$3,208,000	$0	$1,570,000	$4,778,000	$4,778,000
Bikeway	$0	$0	$23,000	$0	$0	$0	$0	$0	$23,000	$23,000
Pedestrian	$0	$0	$167,000	$0	$0	$0	$0	$0	$167,000	$167,000
Total	$51,331,433	$104,137,979	$13,471,651	$0	$0	$3,208,000	$0	$1,570,000	$173,719,063	$183,246,827
Percent of Total	30%	60%	8%	0%		2%	0%	1%	100%	

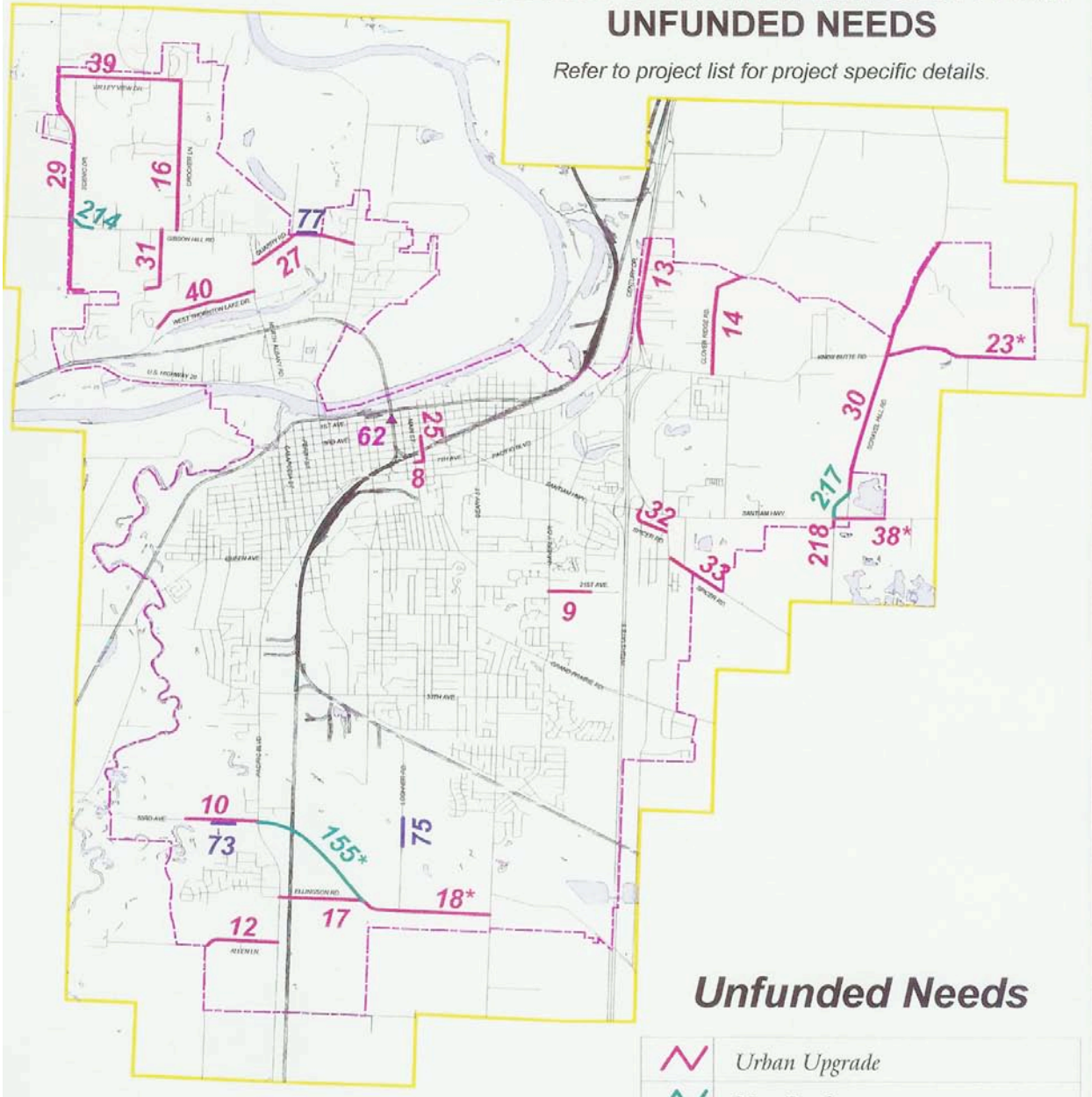
FUNDABLE TOTAL	NEEDS TOTAL
$254,305,663	$300,645,427

Figure 6.3-1

City of Albany, Oregon Public Works Department

TRANSPORTATION MASTER PLAN
UNFUNDED NEEDS

Refer to project list for project specific details.



Unfunded Needs

	Urban Upgrade
	New Roadway
▲	*Bridge*
	Flooding
*	*Only a portion of project is unfunded.*

Geographic Information Services

Created: 1/2/97
Last Update: 9/8/97

2000 0 2000 4000 6000 8000 10000 Feet

7.0 Implementation

This section describes how the TSP projects should be implemented as funding becomes available. Each funded project was prioritized based on several factors, including the type of project and whether it addresses existing or future needs. The Citizen Advisory and Technical Advisory Committee made use of public input and worked to prioritize the projects. The CAC and TAC also considered the Mayor's Maintenance Task Force recommendations that pavement preservation should have the highest priority. Thus, high priority was applied to existing bridge, safety, pavement preservation, transit, intersection, bicycle and key pedestrian projects. Lower priority was generally applied to urban upgrade, several pedestrian projects, and project$ to meet growth-driven needs; however, some specific projects in these categories where moved by the CAC to high priority status, such as the urban upgrade projects 28 and 219, and growth driven intersection project 164.

Funded projects were divided into two categories: Short-Term Priority Needs and Long-Term Needs.

7.1 Short Term Priority Needs

The Short Term Priority Needs should be addressed within the first half of the planning period. These projects should be completed by the year 2005. These projects are listed in **Table 7.1-1** and illustrated in Figure 7.1-1. In addition, the CAC identified in **Table 7.1-1**, which projects should be included in the first two $10 million dollar bond sales. The bond projects include all the existing intersection, pavement preservation, and safety projects, as well as two urban upgrades and one growth driven intersection project.

7.2 Long Term Needs

All of the remaining funded projects not included in **Table 7.1-1** are considered long term needs. These projects are expected to be completed between the year 2005 and 2015. Development/growth related projects such as new roadways, were also placed in the low priority category; however, these projects should be constructed as needed to serve specific developments. As a result, some of the projects may be required sooner or later than described in this plan.

7.3 Beyond 2015

Prior to the expiration of the 20-year Plan, the City should work with ODOT and encourage them to help us examine the feasibility of a new bridge and, bypass road system around Albany. The Albany Transportation System Plan identifies projects to mitigate transportation needs through year 2015. In addition to the projects identified in the TSP, other transportation system needs will occur sometime after 2015. Since the TSP did not evaluate alternatives to these beyond 2015 needs, further study and analysis will be required. Much of the additional study can occur during future updates of the TSP. Following is a description of needs.

Bridge Crossings Over the Willamette River

Prior to the expiration of the 20-year Plan, the City should work with ODOT and encourage them to help examine the feasibility of a new bridge and bypass road system around Albany. By 2015, the Lyon and

Ellsworth bridges over the Willamette River will be operating at their capacity and will need to be expanded or replaced. As an alternative or in conjunction with improvements to the existing bridges, a new bridge connection should be evaluated that joins North Albany with Millersburg. Solutions to the bridge crossings should timed such that the projects can be in place shortly after 2015. Bridge crossing improvements will need to be coordinated with ODOT, Benton and Linn Counties.

New Freeway Interchange at Interstate 5 and Seven Mile Lane

Although not recommended as a project during the TSP planning period, as the south Albany area fully develops, an interchange at Seven Mile Lane would serve the growing needs of south Albany and provide convenient access to Interstate 5. Construction of an interchange at Seven Mile Lane would require the endorsement of ODOT, FHWA, as well as coordination with Linn County. Given the possibility for the need of the freeway connection, further study is recommended.

Expansion of the Knox Butte Interchange

Projects in the TSP will partially reconstruct the Knox Butte interchange to allow for acceptable operation throughout the planning period; however, as the city builds out within the UGB, additional expansion of the interchange will be needed. Primarily, this ultimate design would provide two eastbound and two westbound travel lanes between Pacific and Knox Butte. All TSP projects should be constructed in harmony with the ultimate interchange design, thus reducing overall construction costs.

Creation of a New 2nd/3rd Street Couplet

Although this alternative was discussed in the TSP, this option was opposed by the neighborhood because it would route traffic next to a private school and negatively impact the livability of the area. Implementing the new couplet would also impact the operation of Lyon and Ellsworth. Changes to the Albany Comprehensive Plan and further study of the impacts along and at both ends of the couplet is necessary before this alternative should be implemented. The need for the couplet is not expected for about 20 years. During that time additional study, analysis, and a full cost estimate should be prepared.

Expansion or Replacement of the 9th/Pacific Overpass

The TSP identified that shortly after 2015, the 9th/Pacific overpass near the rail station will need to be reconstructed to provide additional capacity as well as mobility improvements for transit, bikes and pedestrians. Solutions to the overpass should be timed such that the projects can be in place shortly after 2015.

Increased Street Capacity

Even with improvements identified in the TSP, city growth beyond 2105 may require the widening or capacity increase of some roadways. **Table 5.1.4-2** identifies street segments that are most likely to need improvements; however, additional monitoring of traffic conditions and analysis is needed to determine the appropriate solutions which may include TDM and TSM measures.

Table 7.1-1. Short Term Priority Needs (1998-2005)

#	Project Location	Project Description	Funding Categories								Total
			ODOT	Developer	SDC	GO Bond	Grant	Street funds	Maint. Bond	Transit Levy	
1*	Pac Blvd/SR99E EB Ramps & 9th Ave Underpass	Reconfigure existing lanes, construct bake lane and new lane on ramp and bridge to Pacific/9th Couplet, increase cycle length.	$1,485,000		$165,000						$1,650,000
2*	Pac Blvd & Queen Ave	Construct additional EB left turn lane, NB right turn lane, SB left turn lane, WB through lane, reconfigure existing lanes	$750,000		$262,500	$487,500					$1,500,000
3*	Pac Blvd & Airport Rd/Alb Ave, Salem & Albany	Reconfigure lanes on Albany and Airport approaches to Pacific, signalize Salem and Albany intersection, widen Albany Ave to 4 lanes, construct sidewalks in Albany Ave.			$246,040	$456,950					$703,000
4*	US20/Santiam & Waverly	Construct EB right turn lane, additional NB and SB through lanes, WB left turn lane			$707,000	$1,313,000					$2,20,000
5*	34th & Waverly	Install traffic signal			$59,500	$110,500					$170,000
6*	Main with 1st, 2nd, Salem, Santiam	Widen Main to 4 lanes from 2nd Ave to 3rd Ave. Realign Salem to alight with 3rd Ave. Realign Santiam Rd intersection with Main St. Install traffic signal @ intersection of Main & 3rd. Cul-de-sac 2nd Ave pavement.			$824,250	$1,530,750					$2,355,000
7*	US20 & Scenic	Construct SB right turn lane			$14,000	$26,000					$40,000
28*	Salem, 200' east of Lake ST to Albany Ave	Construct curb, gutter, storm drain, bike lanes, sidewalks, rehabilitate pavement		$306,020		$870,980					$1,177,000
219*	North Albany Rd, US 20 to Quarry Rd	Widen to 3 lane section with bike lanes and sidewalks, construct curb, gutter, storm drain.		$233,480		$667,520					$898,000
227	`Marion St, 24th Ave to 30th Ave	Construct curb, gutter, stormdrain, bike lanes and sidewalks		$131,870f		$643,830					$775,700
41*	34th Ave, Lyon to Waverly	Rehabilitate pavement, remove parking from one side, stripe bike lanes							$5,583,400		$5,583,400
42*	Elm St, 9th to 24th (Queen-wrth in 97-98 budget)	Rehabilitate pavement, remove parking from one side, strip bike lanes							$1,335,800		$1,335,800
43*	Geary St, Front Ave to 14th Ave	Rehabilitate pavement							$1,233,000		$1,233,000
46*	Hill St, 7th to 19th	Rehabilitate pavement, remove parking from one side, stripe bike lanes							$1,312,900		$1,312,900
47*	Jackson St, 7th to Marion	Rehabilitate pavement, remove parking from one side, stripe bike lanes							$1,275,100		$1,275,100
48*	Marion St, 30th to 34th	Rehabilitate pavement. North of 34th Ave: remove parking from both sides, stripe bike lanes. South of 34th Ave: remove parking from one side, stripe bike lanes							$509,300		$509,300
50*	Queen Ave, Marion St to Sherman ST	Rehabilitate pavement							$858,000		$858,000
51*	Salem Ave, Sherman ST to 200' east of Lake St	Rehabilitate pavement, stripe bike lanes Sherman to Burkhart. West of Geary: remove parking both sides. Geary to Burkhart.: remove parking from one side. East of Waverly: remove parking both sides, stripe center turn lanes.							$655,000		$655,000
52*	Salem Ave, Albany Ave to Albany City Limits	Rehabilitate pavement							$95,000		$95,000
53*	Santiam Rd, railroad tracks to 7th	Rehabilitate pavement, widen pavement, stripe bike lanes							$813,000		$813,000
54	US 20, Juniper to Blossom Ln	Rehabilitate pavement	$630,000								$630,000
55*	Waverly Dr, Grand Prairie Rd to 36th Ave	Rehabilitate pavement, stripe bike lanes							$1,814,000		$1,814,000
212*	9th Ave, Jackson to Pacific/9th Couplet	Rehabilitate pavement stripe bike lanes							$226,000		$226,000
58*	Calapooia St and 12th	Improve visibility, install MUTCD @-31 "Stop Ahead" signs and flashing beacon					$14,400	$1,600			$16,000
59*	Salem Ave and Gear St	Remove parking on north side of Salem Ave, remove fence					$4,500	$500			$5,000
60*	Washington St, 2nd to 9th	Improve visibility, remove parking from one side, stripe bike lanes					$14,670	$1,630			$16,300
61*	US 20 and North Albany RD	Install MUTCD R10-23 "Left Turn Yield on Green" sign fro SB approach						$500			$500
64	5th Ave at Albany Canal	Replace bridge, reconstruct approaches					$540,000	$60,000			$600,000
65	7th Ave at Albany Canal	Reconstruct approaches to sidewalks, replace bridge paving, minor repairs						$22,000			$22,000
66	9th Ave at Albany Canal	Remove and replace asphalt, seal cracks, minor repairs						$20,000			$20,000
68	10th Ave at Albany Canal	Replace approaches and sidewalks, erosion control, crack repair						$14,000			$14,000

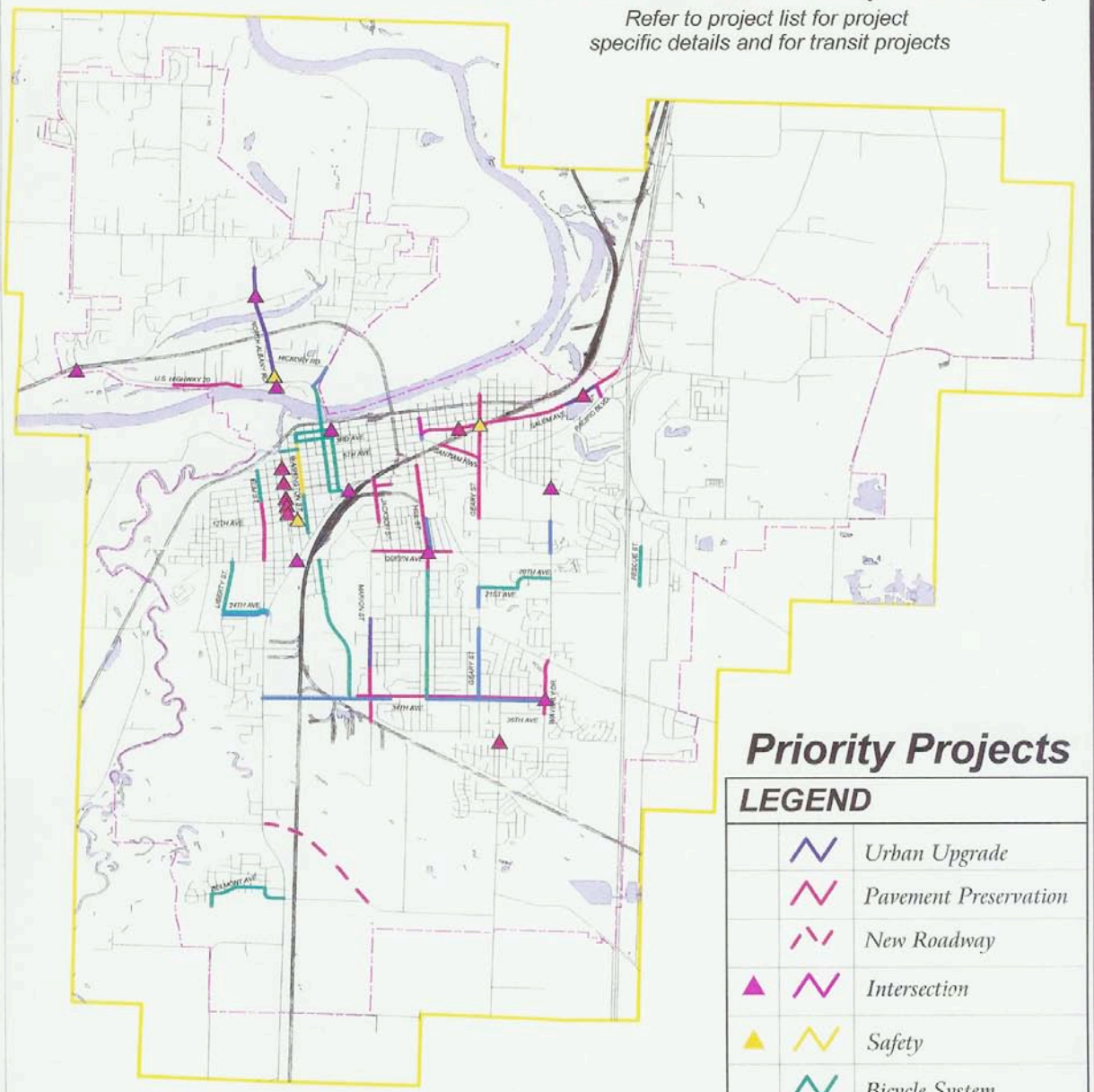
#	Project Location	Project Description	Funding Categories								Total
			ODOT	Developer	SDC	GO Bond	Grant	Street funds	Maint. Bond	Transit Levy	
69	11th Ave at Albany Canal	Chip-seal deck, erosion control						$12,000			$12,000
70	Columbus St at Albany Canal	Replace sidewalks and approaches, repair erosion, monitor cracks						$17,000			$17,000
71	Salem Ave at Waverly Lake	Replace bridge					$540,000	$60,000			$600,000
72	Salem Ave at Periwinkle Creek	Remove and replace sidewalk on approach at west end of bridge, seal cracks in asphalt, remove tree from stream						$16,000			$16,000
78	ATS Route 2 – Extend operating hours	Extend operating hours from 7:00 AM to 5:45 PM								$47,500	$47,500
79	All ATS routes – Coordinate arrivals to downtown	Coordinate arrivals to downtown station								$0	$0
81	ATS Route 1 – Eliminate McFarland School service	Eliminate McFarland School service								$0	$0
82	Paratransit service – Expand service hours, capacity	Expand service hours, capacity					$40,000			$16,000	$56,000
83	1st Ave, Washington to Lyon	Restripe roadway to provide 14' wide outside lane			$287		$3,280	$533			$4,100
84	2nd Ave, Washington to Lyon	Restripe roadway to provide 14' wide outside lane			$287		$3,280	$533			$4,100
85	3rd Ave, Vine to Washington	Remove parking from one side, stripe bike lanes			$140		$1,600	$260			$2,000
86	9th Ave,US20/Ellsworth to Pacific Blvd	Restripe roadway, stripe bike lanes			$98		$1,120	$182			$1,400
87	20th Ave, 21st to Waverly	Remove parking from one side, stripe bike lanes			$315		$3,600	$585			$4,500
88	21st Ave, Geary to 20th	Remove parking from one side, stripe bike lanes			$301		$3,440	$559			$4,300
89	24th Ave, Liberty to Pacific Blvd	Remove parking from one side, stripe bike lanes			$350		$5,040	$650			$5,000
91	Belmont Ave, Looney to Lanier	Stripe bike lanes			$441		$5,040	$819			$6,300
94	Elm St, 5th to 9th	Remove parking from one side, stripe bike lanes			$245		$2,800	$455			$3,500
95	Ferry St, Queen to 34th	Remove parking from one side, stripe bike lanes			$1,120		$12,800	$2,080			$16,000
96	Fescue St, south of Spicer	Remove parking from one side, stripe bike lanes			$504		$5,760	$936			$7,200
101	Lanier St, Belmont to Pacific Blvd	Remove parking from both sides, stripe bike lanes			$105		$1,200	$195			$1,500
102	Liberty St, 24th to Queen	Restripe roadway, stripe bike lanes			$392		$4,480	$728			$5,600
103	Looney Lane, south of Belmont	Restripe roadway, stripe bike lanes			$98		$1,120	$182			$1,400
113	US10, Spring Hill to 1st	Construct ramps to sidewalk on bridge, install guide signage	$4,500		$500						$5,000
114	US20/Ellsworth St, 1st to 9th	North of 4th Ave: remove parking from one side, stripe bike lane. South of 4th Ave: restripe roadway, stripe bike lane	$6,300		$700						$7,000
115F	US20/Lyon St, 9th to 1st	North of 4th Ave: remove parking from one side, stripe bike lane. South of 4th Ave: restripe roadway, stripe bike lane	$6,300		$700						$7,000
116	Washington ST, 9th to 14th	Remove parking from one side, stripe bike lanes			$434			$5,766			$6,200
118	24th Ave, Libert to Pacific Blvd	Construct sidewalk on south side			$4,130		$47,200	$7,670			$59,000
119	34th Ave, various loc from Pacific Blvd to Waverly	Construct sidewalks where needed			$13,020		$148,800	$24,180			$186,000
130	Geary sT, 21st to Geary Place	Construct sidewalks on both sides			$5,390		$61,600	$10,010			$77,000
131	Geary St, Grand Prairie to 34th	Construct sidewalks on both sides			$7,560		$86,400	$14,040			$108,000
132	Hill St, Queen to 14th	Repair existing sidewalks			$2,080		$23,200	$3,770			$29,000
134	Main St, 2nd to Santiam	Repair existing sidewalks			$2,520		$28,800	$4,680			$36,000
138	Spring Hill Rd, US20 to Hickory (County Road)	Repair existing sidewalks			$1,470		$16,800	$2,730			$21,000
144	Waverly Dr, 14th to Queen	Construct sidewalks on east side			$1,540		$17,600	$2,860			$22,000
155	New Principal Arterial, Pacific – Lochner – reserve for part of ROW	Construct new principal arterial with bike lanes and sidewalks. Funded Portion: Purchase ROW only. $1,177,764 unfunded for ROW. $5,376,000 unfunded for construction			$250,000						$250,000
162	Queen an dHIll	Consruct EB right tum lane			$170,000						$170,000
164*	US20 and North Albany Rd	Construct SB left turn lane			$445,000						$445,000
167	US20/Lyon and 1st Ave	Reconfigure existing lanes, update signal timing plans on downtown	$10,000		$10,000						$20,000
189	Restructure routes system wide	Restructure routes					$28,000			$7,000	$35,000
190	Expand service hours/frequency of Loop Bus	Expand service hours and frequency					$200,000			$193,000	$393,000
203	Install shelters in high use areas system wide	Install shelters in high use areas					$0			$0	$0
204	Expand service hours, replace vehicle – paratransit	Expand service hours, replace vehicle					F$40,000			$13,000	$53,000
	TOTALS		$2,892,100	$671,370	$3,197,977	$6,104,030	$1,905,490	$309,633	$15,710,500	$276,500	$31,067,600

Figure 7.1-1

City of Albany, Oregon Public Works Department

TRANSPORTATION MASTER PLAN PRIORITY PROJECTS (1998-2005)

Refer to project list for project specific details and for transit projects



8.0 Transportation Planning Rule Compliance

In April 1991, the Land Conservation and Development Commission (LCDC), with the concurrence of the Oregon Department of transportation (ODOT), adopted the Transportation Planning Rule (TPR), OAR 660 Division 12. Outlined below is a list of recommendations and requirements (for a TSP for an Urban Area with a population over 25,000 but not within a Metropolitan Planning Organization area) and how each of those were addressed in the Albany TSP.

TPR RecommendationslRequirements	Albany TSP Compliance
Public and Interagency Involvement	
• Establish Advisory Committees.	In order to prepare the Transportation System Plan, two committees were formed: a Technical Advisory Committee (TAC) and a Citizen Advisory Committee (CAC). The TAC consisted of technical representatives from each jurisdiction including the City of Albany, Linn County, Benton County, ODOT, Millersburg, and a liaison from the previous North Albany Local Street Plan process. The CAC was comprised of members representing major business, home builders, education, railroad, airport, bicycling, and other representatives from various neighborhoods, agencies, and jurisdictions.
• Develop informational material.	The Albany-Democrat Herald was used as the primary communication tool throughout the planning process. Public Meeting announcements and information about the contents of the TSP appeared before all public meetings. Informational packets were also prepared and made available to the general public attending the meetings.
• Schedule informational meetings, review meetings and public hearings throughout the planning process. Involve the community.	A public kickoff meeting was held at the beginning of the TSP process. Additional public meetings were held to discuss transportation deficiencies, alternatives and contents of the TSP. T AC and CAC meetings were also open to the public. Aside from the local newspaper, a list of interested citizens was developed. Citizens on the list were notified of TSP events.
• Coordinate Plan with other agencies	Representatives from ODOT, Linn County, Benton County, and Millersburg were involved in the TSP process to ensure coordination with other agencies.

Review Existing Plans, Policies, Standards, and Laws

• Review and evaluate existing comprehensive plan	The following plans were reviewed as part of the development of the TSP: 1991 *Oregon Highway Plan*, (June, 1991); *City of Albany Comprehensive Plan*, (January, 1989); *Statewide Transportation Improvement Program* (1993 - 1996); *City of Albany Capital Improvement Plan* (1994 - 1999); *Albany Parks and Recreation Master Plan* (1993)
• Land use analysis - existing land use/ vacant lands inventory.	Existing land use inventory and vacant lands inventory were obtained from Chapter 4 of *City of Albany Comprehensive Plan*, (January, 1989) and updated by City of Albany staff to reflect existing conditions.
• Review existing ordinances - zoning, subdivision, engineering standards.	The *City of Albany Development Code* (October 1994), includes zoning, subdivision, and engineering standards and were reviewed in the development of the Albany TSP.
• Review existing significant transportation studies.	Significant transportation studies reviewed as part of Albany TSP include the above mentioned comprehensive plans and their associated transportation elements, the *Oregon Transportation Plan* (September, 1992), *Oregon Bicycle and Pedestrian Plan* (June, 1995), *Oregon Rail Passenger Policy and Plan* (1993), and *Oregon Rail Freight Plan* (1994) as well as those documents previously listed. *The Central Area Land Use and Transportation Study* (1995) and the *North Albany Transportation Corridor Plan* (1983), and *North Albany Local Street Plan* (1995) were also reviewed.
• Review existing capital improvements programs/public facilities plans.	The City of Albany CIP and the ODOT STIP were reviewed as part of Albany TSP development.
• Americans with Disabilities Act requirements.	The ADA requirements were reviewed and acknowledged as part of the Albany TSP development.

Inventory Existing Transportation System

• Street system (number of lanes, lane widths, traffic volumes, level of service, traffic signal location and jurisdiction, pavement conditions, structure locations and conditions, functional classification and jurisdiction, truck routes, number and location of accesses, safety, substandard geometry).	An inventory of the existing street network, traffic volumes, levels of service, traffic control devices, accident history, structure locations and conditions, functional classification, is provided in the Existing Conditions Technical Report of the TSP.
• Bicycle ways (type, location, width, condition, ownership/jurisdiction).	An inventory of existing bicycle facilities is provided in the Existing Conditions Technical Report of the TSP.
• Pedestrian ways (location, width, condition, ownership/jurisdiction).	An inventory of existing sidewalks along Collector and Arterial streets in Albany is provided in the Existing Conditions Technical Report of the TSP.
• Public Transportation Services (transit ridership, routes, frequency, stops, fleet, intercity bus, special transit services).	A summary of the existing public transportation services is provided in the Existing Conditions Technical Report of the TSP.
• Intermodal and private connections.	A summary of applicable intermodal and private connections is provided in the Existing Conditions Technical Report ofthe TSP.
• Air transportation.	A summary of existing air transportation is provided in the Existing Conditions Technical Report of the TSP.
• Freight rail transportation.	A summary of freight rail transportation services is provided in the Existing Conditions Technical Report of the TSP.
• Water transportation.	A summary of water transportation services is provided in the Existing Conditions Technical Report of the TSP.
• Pipeline transportation.	A summary of pipeline transportation services is provided in the Existing Conditions Technical Report of the TSP.
• Environmental constraints.	Floodways and within the Albany UGB are identified in the Existing Conditions Technical Report of the TSP.

• Existing population and employment	In order to develop greater Albany area travel demand model, the Albany-Millersburg area was divided into 129 transportation analysis zones (TAZ's). An EMME/2 model was developed to forecast future vehicle trips. Population and employment allocations in each TAZ was included in the Travel Demand Model Technical Report of the TSP.

Determine Transportation Needs

• Forecast population and employment	Forecasts for population and employment in each T AZ was included in the Travel Demand Model Technical Report of the TSP. The forecasts were developed by City of Albany staff based on the Comprehensive Plan.
• Determination of transportation capacity needs	The greater Albany area travel demand model was developed to obtain future daily traffic assignments. Operational analyses were conducted on roadway segments and major intersections to determine the levels of service, deficiencies and improvements needs under future conditions. This analysis is documented in the Transportation Deficiencies Technical Report of the TSP.
• Other roadway needs (safety, bridges, reconstruction, operation/maintenance).	Other roadway needs, including incorrectly classified streets, safety, connectivity, pavement maintenance, bridges, flooding, access management, and truck routes are included in the Transportation Deficiencies Technical Report of the TSP.
• Freight transportation needs.	The recommended TSP will provide for adequate freight movement by rail and highway.
• Public transportation needs (special transportation needs, general public transit needs).	Transit system needs and deficiencies were included in the Transportation Deficiencies Technical Report of the TSP.
• Bikeway needs.	Bikeway system needs were included in the Transportation Deficiencies Technical Report of the TSP.
• Pedestrian needs.	Pedestrian system needs were included in the Transportation Deficiencies Technical Report of the TSP.

Develop and Evaluate Alternatives

• Update community goals and objectives.	Community transportation goals and policies were updated and included in the Transportation Deficiencies Technical Report. They were further refined and updated in the TSP document.
• Establish evaluation criteria.	Evaluation criteria were established and included in the Alternatives Analysis and Cost Estimate Technical Report of the TSP.
• Develop and evaluate alternatives	The Alternatives Analysis and Cost Estimate Technical Report of the TSP presents and evaluates alternatives for each of the transportation needs identified in the Transportation Deficiencies Technical Report of the TSP.
• No-build system	A no-build alternative was considered for each transportation need.
• Transportation System Management	Transportation System Management (TSM) strategies are included in the Alternatives Analysis and Cost Estimate Technical Report of the TSP.
• Transportation Demand Management.	Transportation Demand Management (TDM) strategies are included in the Alternatives Analysis and Cost Estimate Technical Report of the TSP.
• Transit Alternative Feasibility	Transit alternatives and presented and evaluated in the Alternatives Analysis and Cost Estimate Technical Report ofthe TSP.
• Improvements/additions to roadway system	Roadway improvements and additions are included in the Alternatives Analysis and Cost Estimate Technical Report of the TSP.
• Land use plan alternatives	The interaction of land use planning and transportation was considered throughout the TSP development process.
• Combination Alternatives	Combination alternatives were considered.
• Select recommended alternative.	The recommended system alternative presented in this report consists of the recommended alternatives for each need. Alternatives were selected by the T AC and CAC.

Produce a Transportation System Plan

• Transportation goals, objectives and policies.	Transportation goals and policies are presented in Section 1 of this document.
• Streets plan element (functional street classification and design standards, proposed facility improvements, access management plan, truck plan, safety improvements).	The street plan element is presented in Section 5 of this document.
• Public transportation element (transit route services, transit facilities, special transit services, intercity bus and passenger rail).	The public transportation element is presented in Section 5 of this document.
• Bikeway system element.	The bikeway system element is presented in Section 5 of this document.
• Pedestrian system element.	The pedestrian system element is presented in Section 5 of this document.
• Airport element (land use compatibility, future improvements, accessibility/connections/conflicts with other modes).	The airport element is presented in Section 5 of this document.
• Freight rail element (terminals, safety).	The freight rail element is presented in Section 5 of this document.
• Water transportation element (terminals)	A water transportation element is not applicable to the City of Albany.
• Pipeline transportation element	A pipeline element is not applicable to the City of Albany.
• The TSM element is presented in **Section 5** of this document.	Transportation System Management element (TSM).
• The TSM element is presented in **Section 5** of this document.	Transportation Demand Management element (TDM).

IMPLEMENTATION OF A TRANSPORTATION SYSTEM PLAN

Plan Review and Coordination

• Consistent with ODOT and other applicable plans.	Representatives from ODOT, Linn County, and Benton County were members of the Technical Advisory Committee to ensure compatibility with other plans throughout the planning process.

Adoption

• Is it adopted?	To follow.

Implementation

• Ordinances (facilities, services and improvements; land use or subdivision regulations).	To follow.
• Transportation financing/capital improvements program.	The transportation funding plan is described in **Section 6** of this document.

APPENDICES

Appendix A

Citizen Advisory Committee Members
Technical Advisory Committee Members

CITIZEN ADVISORY COMMITTEE MEMBER STATUS (March 13, 1997)		
TARGET GROUP	ORIGINAL MEMBER & AL T	CURRENT REPRESENTATIVE
Planning Commission	Glenn Koehrsen	Dale Goin
Major Business	Brad Kirkbride, American Cemwood	Brad Kirkbride Ed Johnson
Building Community	Bob Mitchell, West Coast Homes Helen Ramsdell, Will Val Homebuilders A	Paul Davis
GAPS	Ron Albers, GAPS Transp Suprev Marcia Swanson, W Albany	Ron Albers
LBCC	Mick Cook, LB Security David Bazyiff, Dean at LB	Brian Brown Diane Watson
Railroad	Bob Melbo, W&P Tony Mogytych, W &P	Chuck Gilbert Bob Melbo Tony Mogytych
Airport	Tom Kopezynski, Reliant Aviation Vicki Kopezynski, Reliant Aviation	Tom Kopezynski Vicki Kopezynski
Bicycle	Steve Gerdemann, B Advisory Com	Steve Gerdemann
Traffic Safety	Irene Coburn, T Safety Com Jack Tress, T Safety Com	Irene Coburn Jack Tress
Downtown	Jill Henderson, ADA Marsa Barry, D Parking Manager	Jeff Harley
AMEDC	Mel Joy, AMEDC	Mel Joy
Citizens of Ward I, downtown	Paul Hightower	Paul Hightower
Citizens of Ward II	Harold Morse	Harold Morse
Citizens of Ward III	Dala Rouse	Dala Rouse
NAlb Local Street Plan and Citizens of Ward I, NAlb	Theresa Petty, Liaison from CAC	Theresa Petty
TECHNICAL ADVISORY COMMITTEE MEMBER STATUS (March 13, 1997)		
Public Works	M.ark Yeager Dean Nebergall Ron Irish	Mark Yeager Dean Nebergall Eric Teitelman
Community Development	Don Donovan Helen Burns Sharp	Don Donovan Helen Burns Sharp
Linn County	Steve Schema, Asst Planner Dave Warren, Roads Dept	Dave Carter Steve Michaels Marv Gloege
Benton County	Scott Olson, Asst. PW Director Roger Irvin, Dev Director	Scott Olson Roger Irvin
ODOT	Peter Idema, Region 2 Planner lohn deTar, Region Planner	Peter Idema John deTar
Millersburg	Don Driscoll, Planner Bill Neel, Planner	Don Driscoll Bill Neel
NAlb Local Street Liaison	Jim Lawrence	Jim Lawrence

Appendix B

Population and Employment Allocations
Traffic Forecasts

TAZ	Area (acres)	1994 Population	1994Employment	2000 Population	2000 Employment	2015 Population	2015 Employment
1	969.4						
2	2298.5	214		214		214	
3	486.3	192		192		192	
4	178.6	237		237		237	
5	537.8	219		219		219	
6	408.5	59		59		59	
7	1068.6	421		673		5186	
8	358.8	89	338	89	1291	89	1291
9	771.4	120		120		120	
10	734.3	120		120		120	
11	1084.8	611	8	675	9	916	13
12	1166.6	66		66		66	
13	470.4	67	588	67	1788	67	1788
14	188.6	45	330	45	691	45	811
15	975.3	169		169		169	
16	803.6	66		66		66	
17	464.2	508	14	599	16	1013	23
18	58.3	107	2	157	2	357	3
19	585.5	205	2	205	2	205	3
20	415.2	19		19		19	
21	313.4	171	9	347	10	810	14
22	128.2	377	5	469	6	838	8
23	164.4	127	3	242	4	675	6
24	430.2	860	8	860	9	890	13
25	301.8		1		1		2
26	129.0	148	180	298	199	548	281
27	422.2	237	9	290	10	435	14
28	834.0						
29	281.9	134	1125	134	1844	134	1844
30	191.6	45	239	45	729	45	729
31	308.0	661	237	1453	248	1598	318
32	149.6	68	7	582	8	722	11
33	104.9	66	10	66	12	126	17
34	1121.5	393		393		393	
35	20.3	51	84	51	90	51	123
36	33.0	405	11	405	12	405	15
37	25.7	336	23	336	25	336	35
38	168.5	762	265	762	277	762	340
39	240.9	533	95	533	105	533	149
40	68.9	454	635	454	644	454	683
41	103.4	1009	44	1009	48	1009	68
42	172.8	1665	170	1665	185	1665	256
43	73.8	350	204	350	217	350	293
44	156.5	679	213	679	228	679	313
45	67.9	269	237	269	255	269	356
46	197.5		302		479		834

TAZ	Area (acres)	1994 Population	1994Employment	2000 Population	2000 Employment	2015 Population	2015 Employment
47	133.4	29	520	29	752	29	948
48	636.3	85	354	235	378	1069	515
49	356.8	66		66		66	
50	192.5	1705	162	1705	176	1705	403
51	122.5	188	1363	188	1442	188	1614
52	154.2	'881	20	960	22	960	31
53	155.5	146	'248	314	329	499	948
54	132.5	121	185	121	192	121	220
55	87.5	303	369	303	404	303	566
56	141.7		1858		2149		2259
57	146.1	213	630	213	630	213	694
58	161.0	441	559	693	559	693	652
59	217.5	3065	140	3168	284	3168	348
60	207.2	1576	24	1981	26	1981	37
61	202.9	246	7	527	8	1651	11
62	1618.4	124		124		124	
63	138.4	83	27	83	30	83	43
64	256.7	907	45	907	54	907	94
65	122.9	1439	112	1439	123	1439	174
66	153.4	1629	66	1629	73	1629	103
67	118.7	822	32	822	35	822	49
68	94.0	400	227	400	250	400	353
69	164.1	656	2	719	2	1096	3
70	133.9	1438	57	1438	68	1438	125
71	208.4	673	7	673	8	1203	11
72	1805.5	110		110		110	
73	166.9	611	7	727	8	727	11
74	1102.1	389		389		389	
75	309.3	48	13	348	15	1848	21
76	187.4	318	193	493	212	493	375
77	382.7	48	14	48	16	120	67
78	281.6	42	12	42	14	129	20
79	301.8		12		14	35	20
80	58.9	461	150	461	160	461	220
81	560.1	89		89		89	
82	1691.7	59		59		59	
83	1304.2	59		59		59	
84	151.7	55	113	157	196	1277	292
85	3545.7	171		171		171	
86	208.2	164	8	264	9	703	13
87	228.8	191	9	334	10	861	14
88	245.1	262	9	289	10	289	15
89	89.8	131	2	131	2	131	3
90	117.0	344	4	344	5	344	7
91	114.4	209	296	217	481	217	481

TAZ	Area (acres)	1994 Population	1994Employment	2000 Population	2000 Employment	2015 Population	2015 Employment
92	359.3	1001	14	1075	16	1320	23
93	161.4	225	976	225	989	225	1298
94	46.0	281	52	281	55	281	75
95	50.0	395	34	395	36	395	49
96	63.3	38	352	38	418	38	513
97	106.3	588	90	588	96	588	131
98	82.5	217	1	317	1	317	1
99	62.2	28	161	28	177	28	251
100	74.7	66	134	66	155	66	187
101	95.2	133	195	133	217	133	377
102	299.5	13	573	106	575	477	684
103	124.9	1166	2	1166	5	1166	18
104	1918.0	59		59		59	
105	363.4	1204	48	1228	53	1716	76
106	102.0	20	1068	20	1070	20	1083
107	179.7	57	607	57	1058	57	1486
108	312.4	30	4	30	5	30	188
109	242.0	518	7	707	8	1263	12
110	129.9	173	44	173	47	173	64
111	224.9	42	181	42	182	67	1760
112	42.7	8	567	8	610	8	740
113	52.6	120	738	120	788	120	946
114	33.3	99	133	99	133	99	140
115	20.8	109	202	109	218	109	270
116	20.6	2	408	2	564	2	659
117	27.0	148	661	148	710	148	856
118	30.9	375	31	375	33	375	46
119	76.2	531	80	531	85	531	116
		71977	20617	47278	26894	63196	34463

APPENDIX C

FINDINGS

Findings

The Albany Comprehensive Plan is the official and controlling land use document of the city. The Plan is intended to be a flexible document and may be changed or updated to meet the needs of the community. Section 2.220 of the Albany Development Code specifies the criteria that must be satisfied before a Plan amendment may be approved. The applicable criteria are below:

2.220 (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

1a. Goal 12 in the Albany Comprehensive Plan outlines a goal, policies, and implementation methods for the Albany transportation system. The TSP is intended to be a refinement of the transportation element of the Comprehensive Plan. The TSP is consistent and supportive of the Comprehensive Plan by considering existing and future transportation needs; future roadways, bicycle ways and pedestrian ways; improvement projects to meet growth; transit and air service; and, funding mechanisms and priorities for projects. Recommendations in the TSP are based on the current Comprehensive Plan Map. The TSP recommends replacing existing Comprehensive Plan goal and policies for transportation. The proposed goal is intended to provide a safe, diversified, economical, and efficient transportation system. Policies protect existing transportation corridors, facilities, and sites for their intended functions; protect future operation of roads; provides for coordinated review of future transportation facilities; supports local and area-wide public transit/paratransit; and implements a connected bicycle and pedestrian system. The TSP would also amend Plate 12 and Plate 13 of the Comprehensive Plan.

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

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

1d. The Albany Parks and Recreation Master Plan indicates numerous pedestrian and bicycle corridors.

Generally the corridors correspond with existing or future streets contained in the TSP. However, it is recommended that the proposed trail (T2) that runs from US 20 through North Albany be removed from the Master Plan. No such recreational corridor is recognized in the TSP because topography of the area makes it nearly impossible to construct a pedestrian/bicycle way.

Conclusion

The Albany Transportation System Plan is a refinement of the transportation element of the Comprehensive Plan and fulfills the requirements of the Transportation Planning Rule. Amendments to existing plans are recommended to ensure consistency between adopted plans.

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

Findings of Fact

2a. Between 1994 and 2015, population is expected to increase 43% and employment is expected to grow by nearly 55%. Based on this growth, year 2015 population and employment are expected to reach 50,300 and 27,400 respectively. With the growth in residents and jobs, traffic will also grow significantly. New demands will be placed on the transportation systems. Since the city has never had a comprehensive transportation plan for all modes of transportation, there was a need to prepare a TSP.

2b. The Transportation Planning Rule requires that Albany prepare a Transportation System Plan. The TSP must be consistent with the requirements applicable to a city with a population over 25,000 but not within a Metropolitan Planning Organization area.

Conclusion

In addition to the existing needs and traffic impacts from future growth, there is a need for the development of a TSP to satisfy the requirements of the TPR.

2.220 (3) The requested designation for a quasi-judicial map amendment meets all of the following tests:

(a) The requested designation for the site has been evaluated against relevant Comprehensive Plan policies and on balance has been found to be more supportive of the Comprehensive Plan as a whole than the old designation.

(b) The requested designation is consistent with any relevant area plans adopted by the city.

(c) The requested designation is consistent with the Comprehensive Plan map pattern.

(d) The requested designation is consistent with the Statewide Planning Goals.

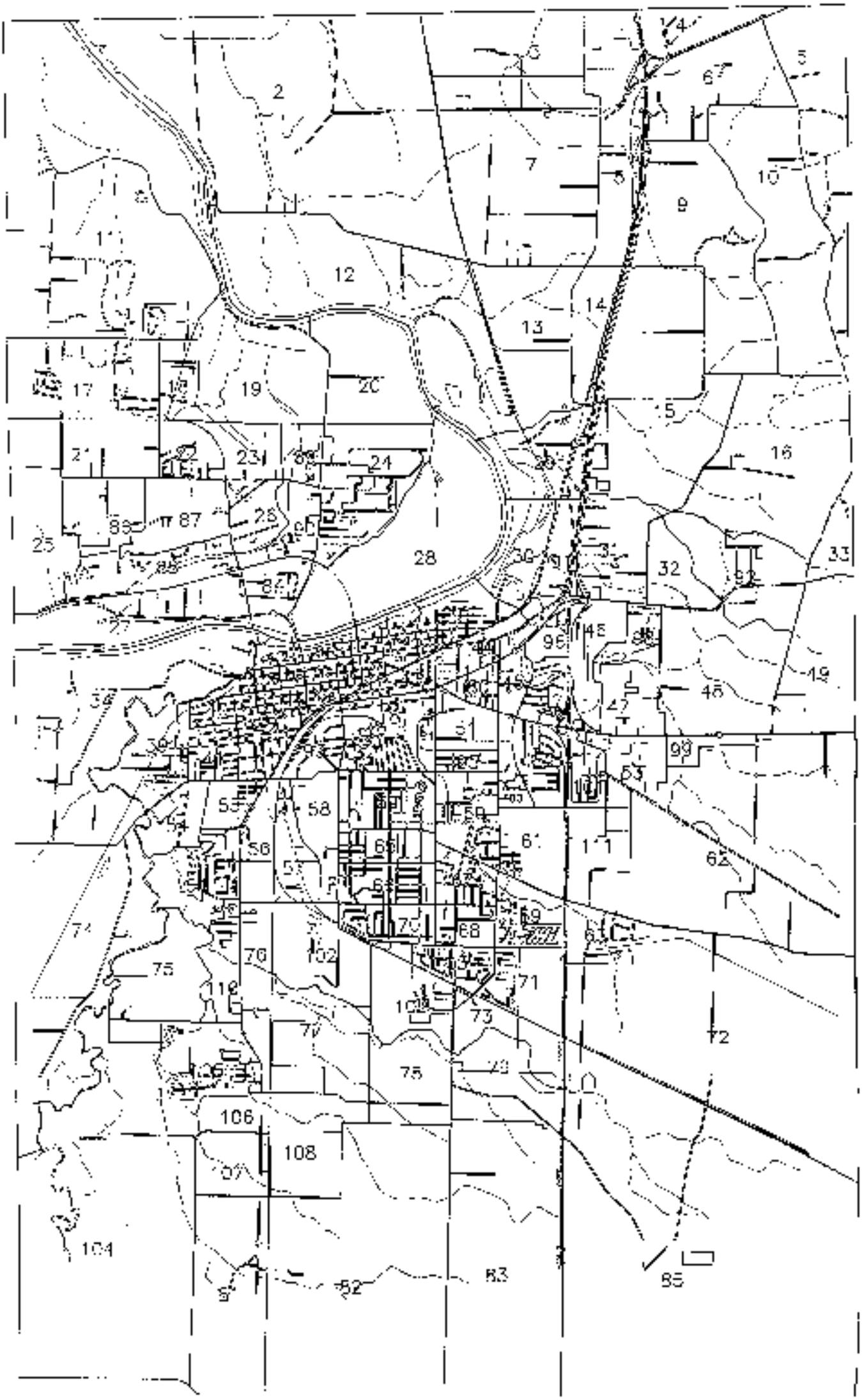
Conclusion

The criterion does not apply because the proposed TSP revises the Plan text, not the Plan Map.

2.220 (4) The Director may initiate a review through the Type 1 procedure for corrections to the Comprehensive Plan Map.

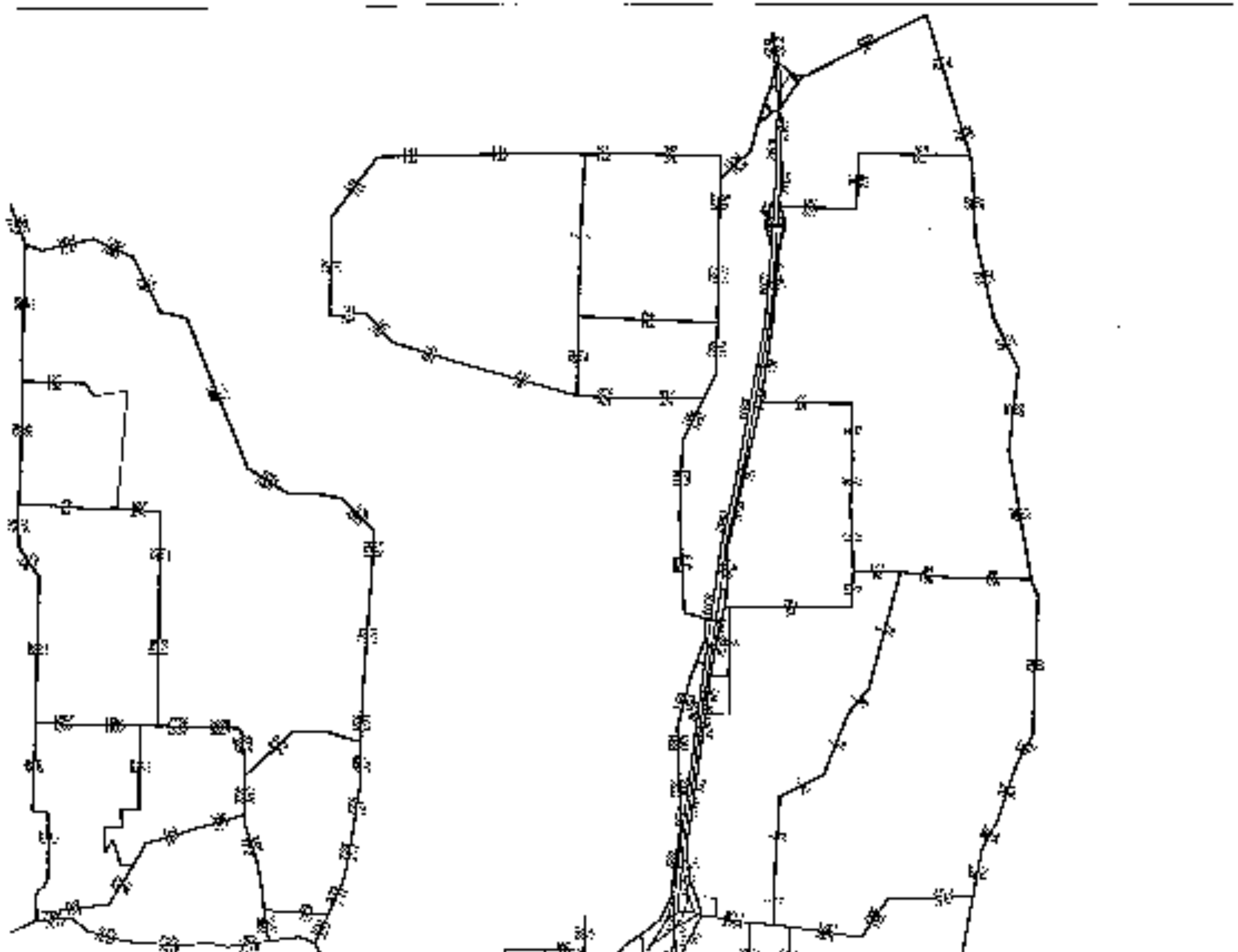
Conclusion

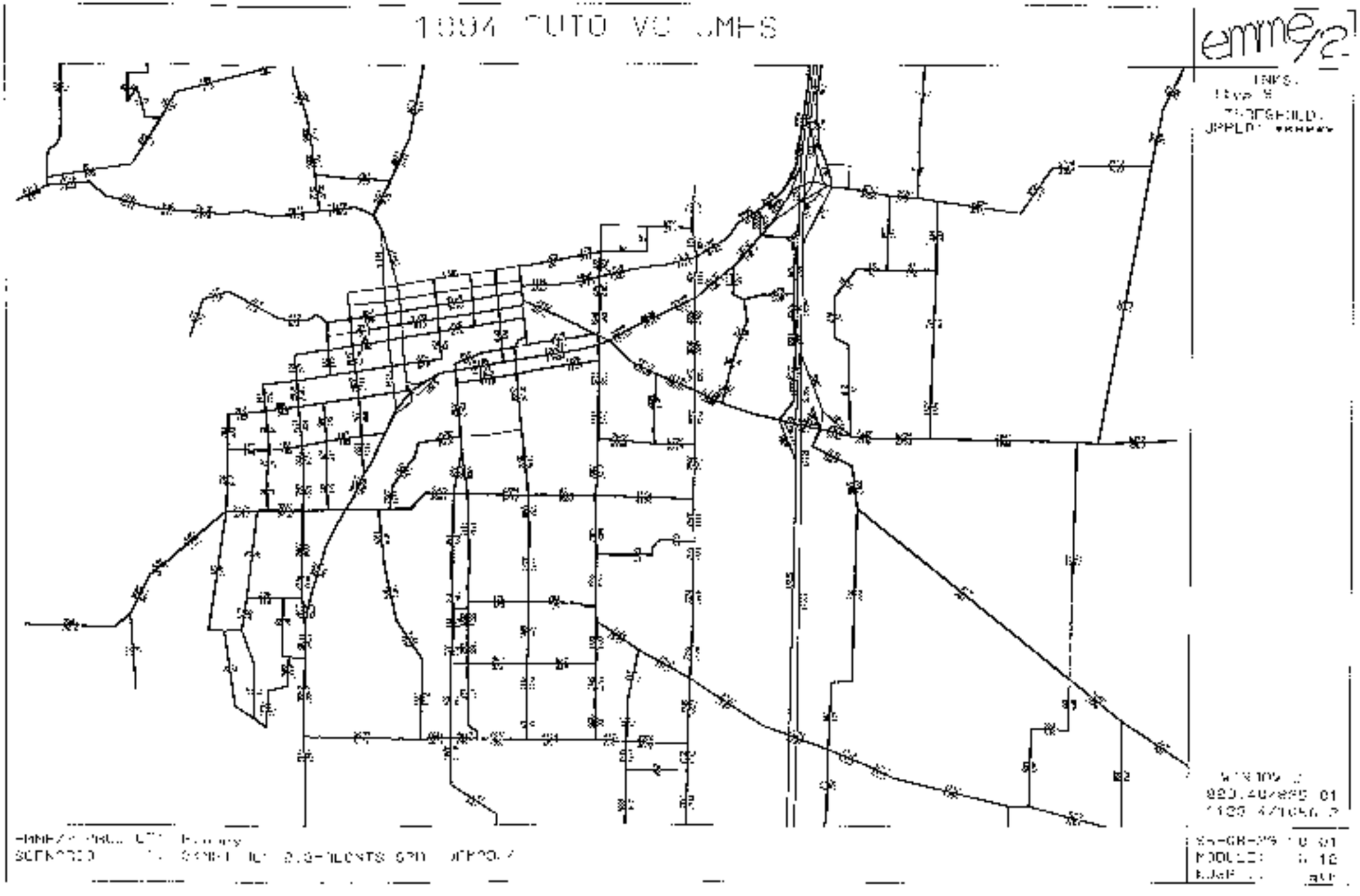
The criterion does not apply because the proposed TSP revises the Plan text, not the Plan Map.



Greater Albany Area Transportation Analysis Zones (TAZ)

1997 AUTO VOLUMES

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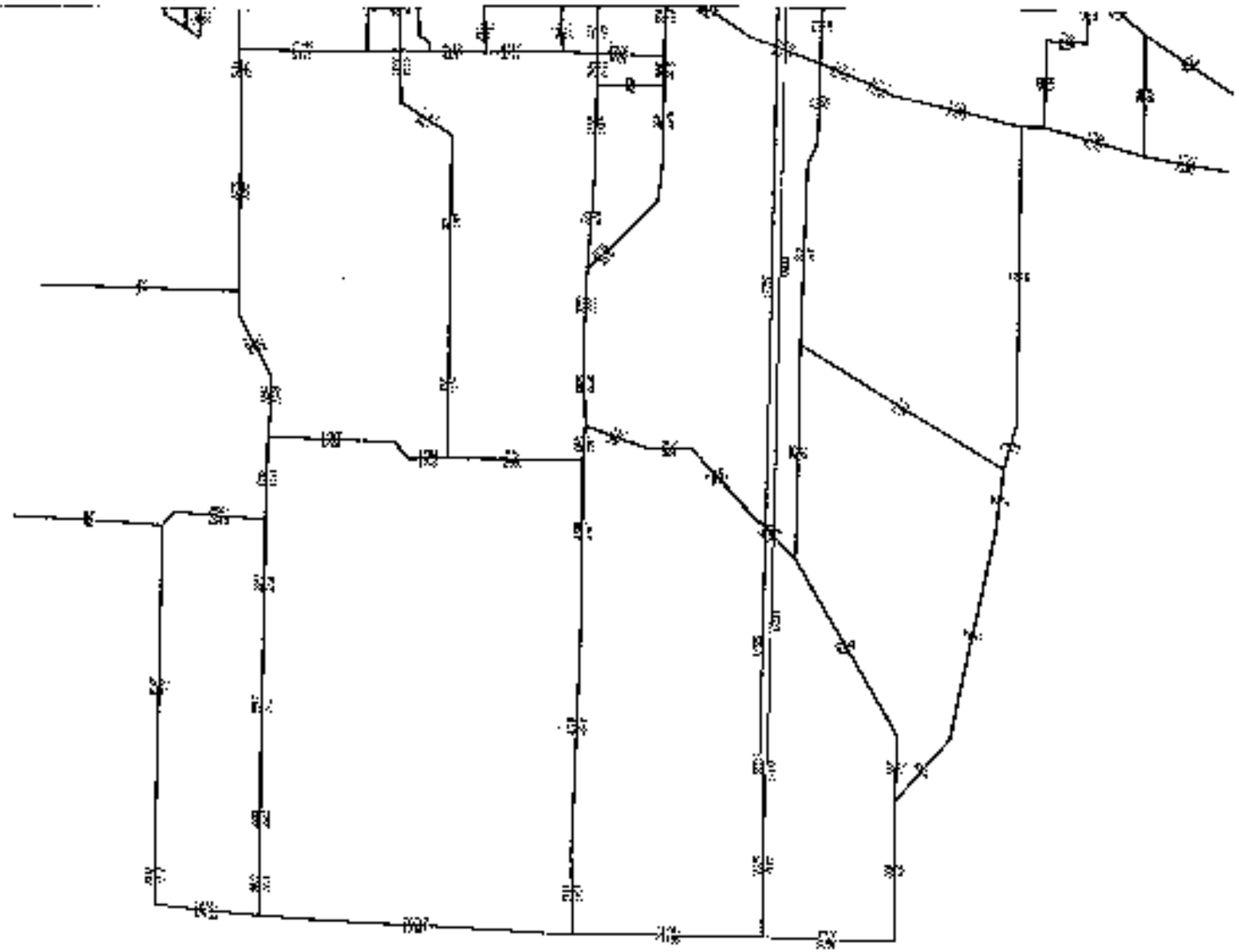
1994 AUTO VOLUMES



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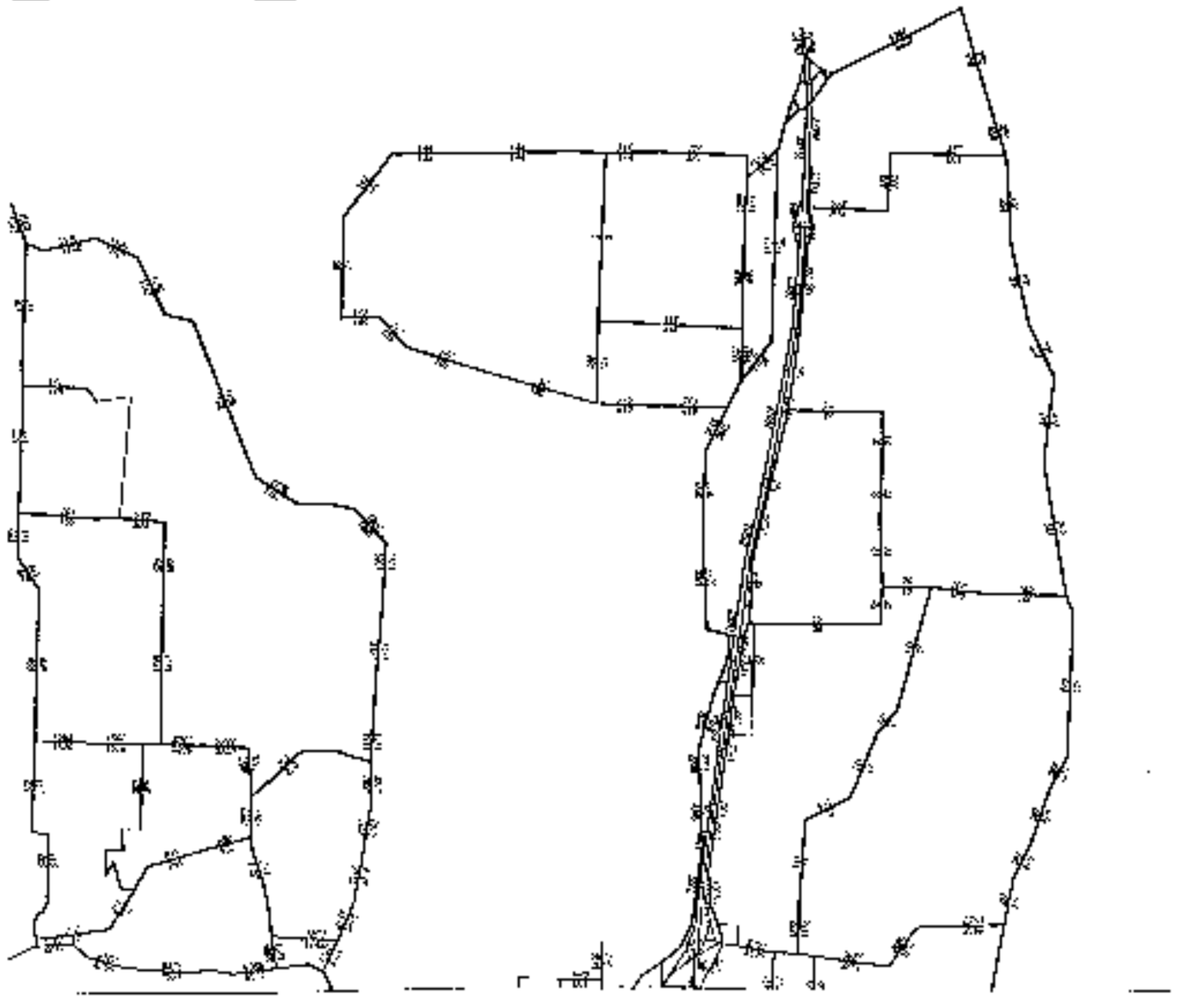
2000 HUTC VOLUMES



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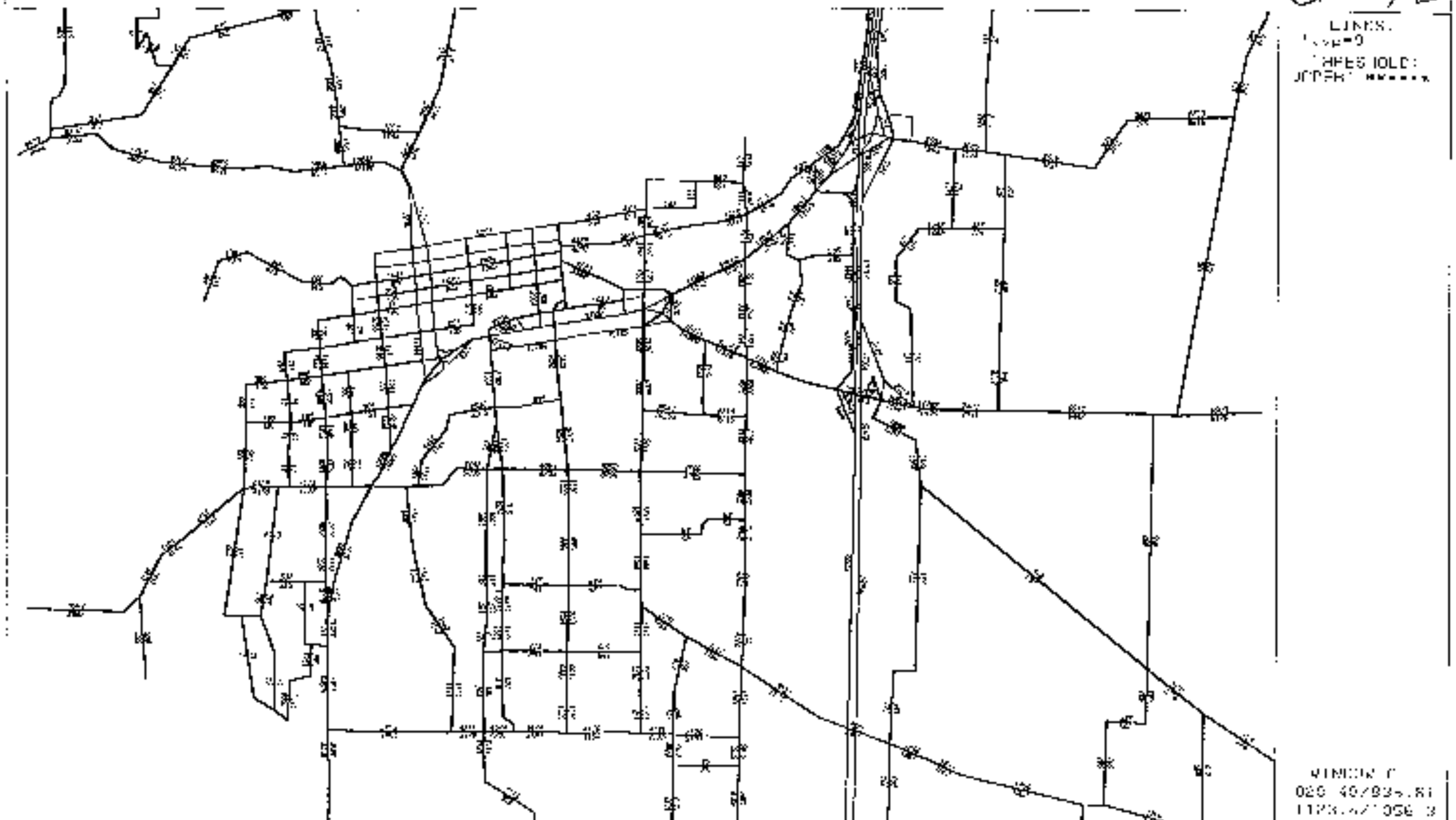
2000 AUTO VOLUMES

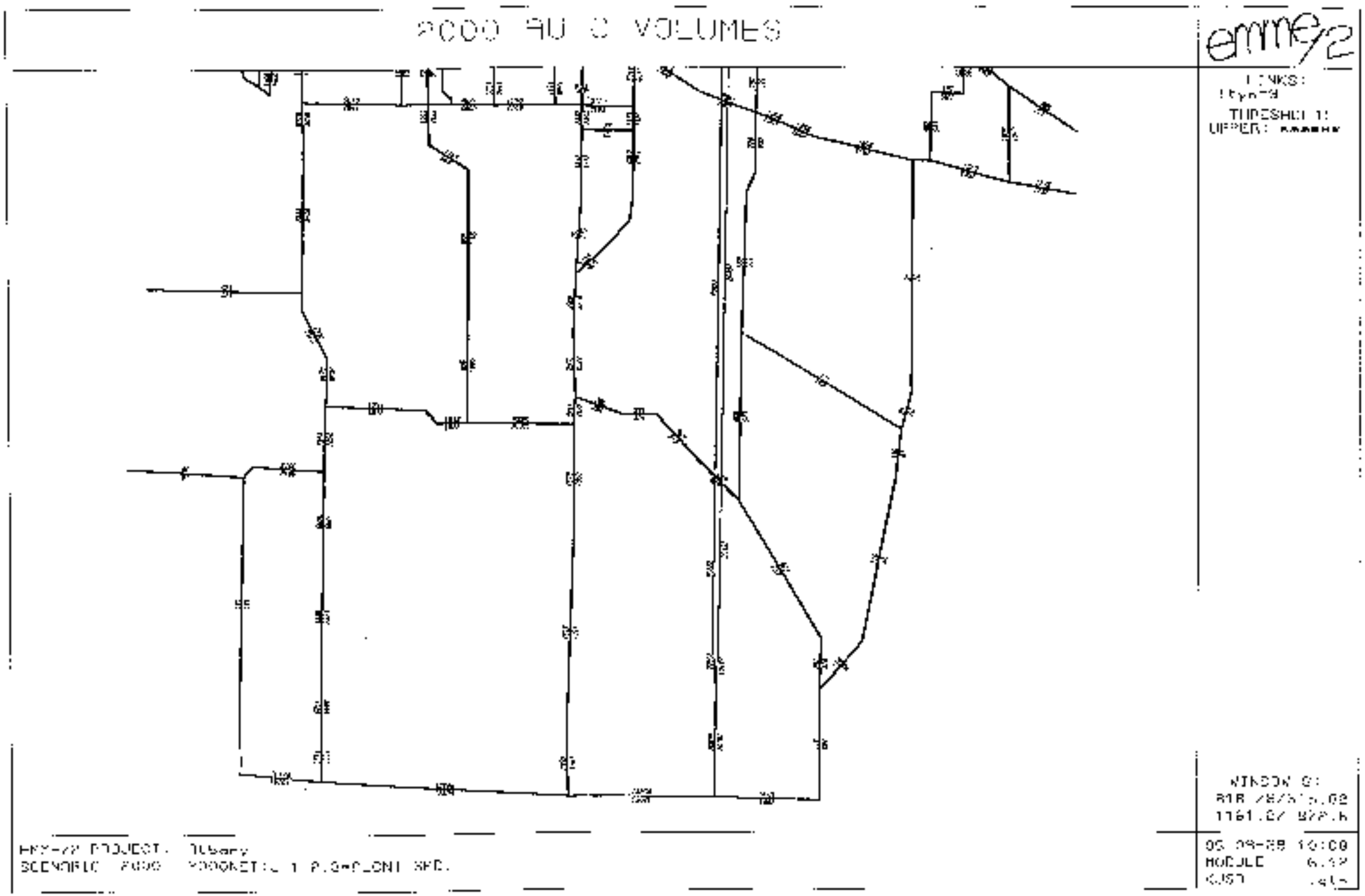


EMME/2 PROJECT:
SCENARIO 2000:

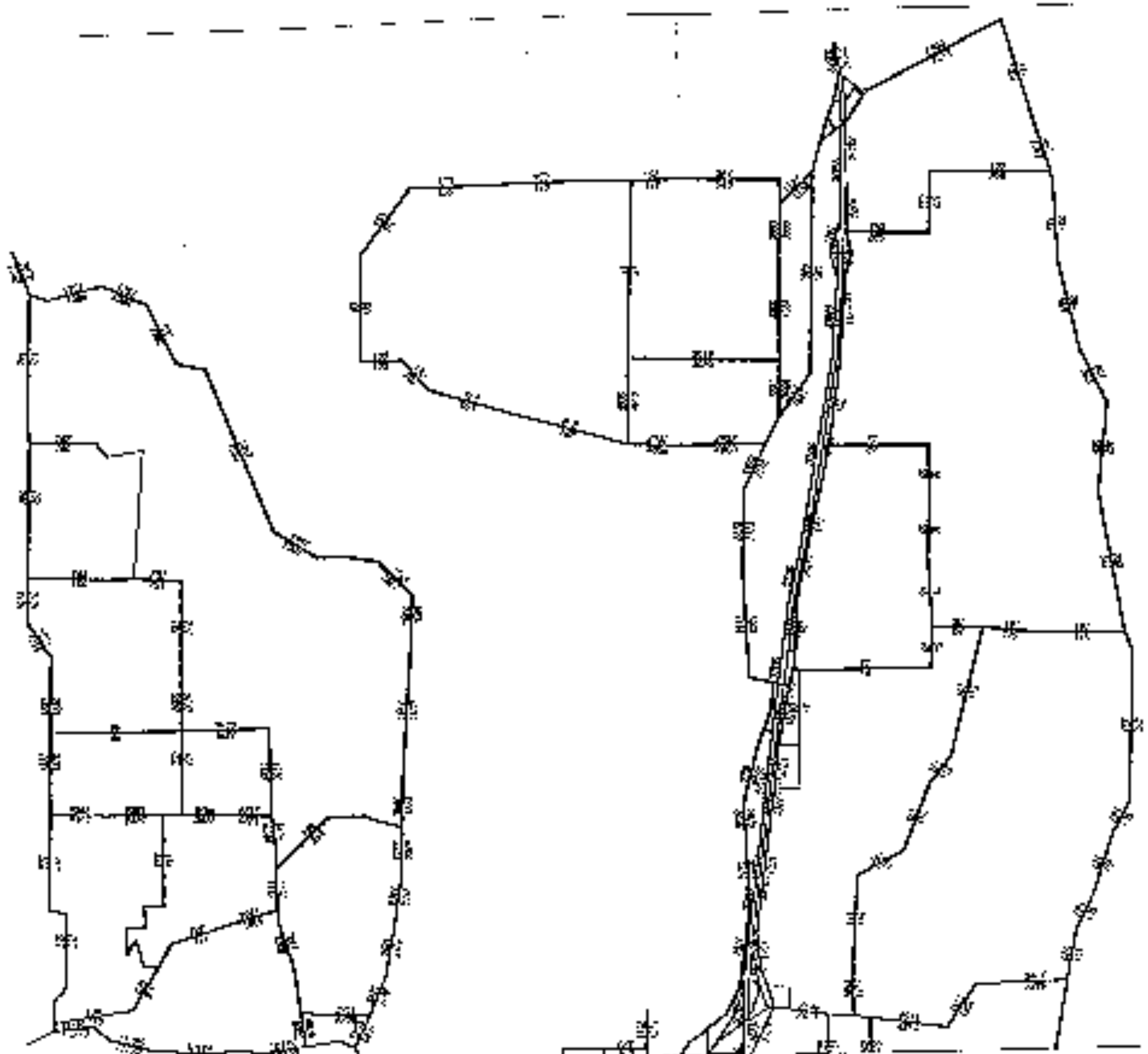
2000 AUTO VOLUMES

emme/2

LINKS:
THRESHOLD


2000 ... VOLUMES
emme/2
LINKS:
UPPER:
WINDOW:
1161.07
MODULE
PROJECT:
SCENARIO: 2000

2015 AUTO VOLUMES



emme/2

LINKS

THRESHOLD:
UPPER: ******

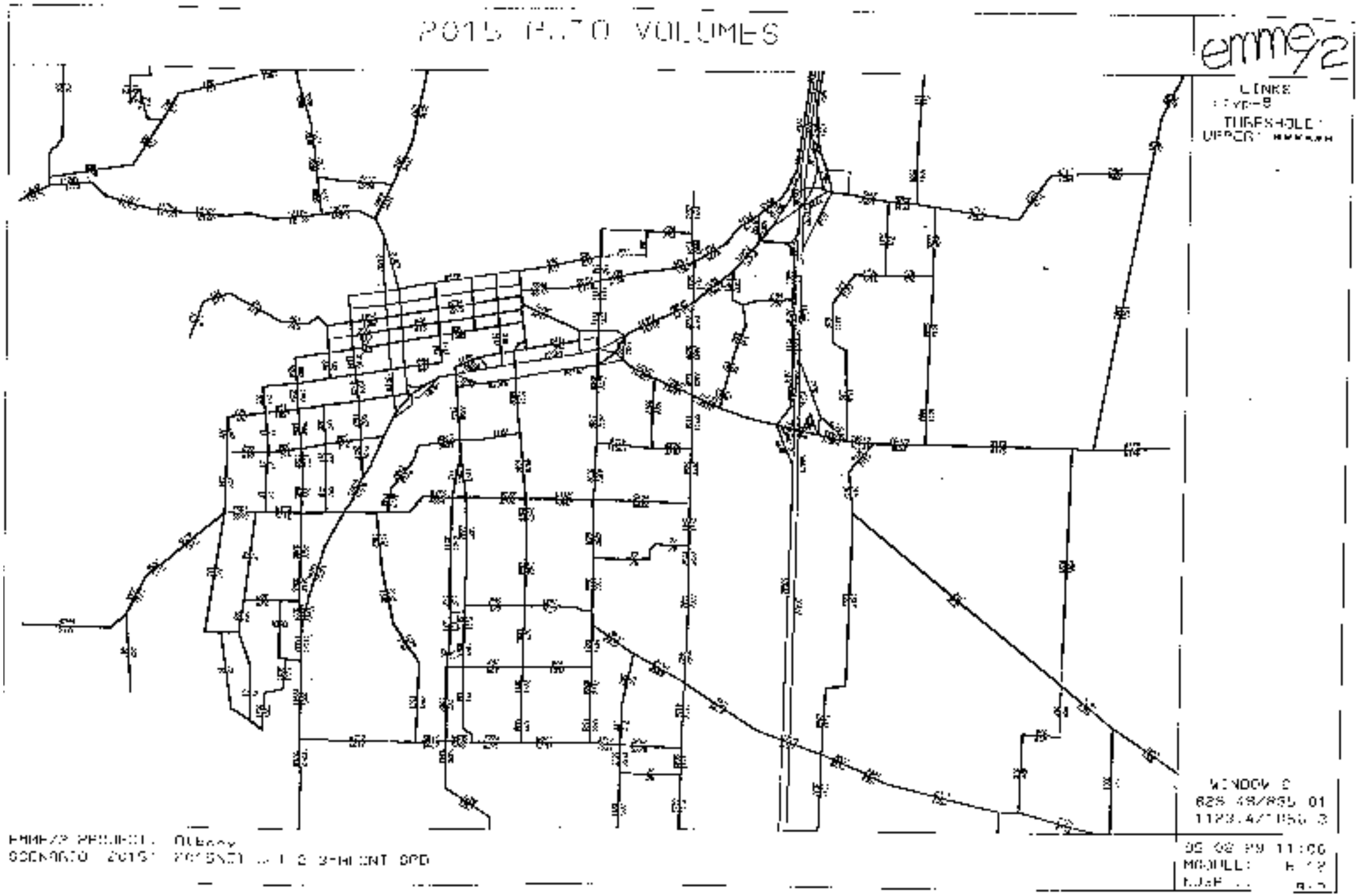
WINDOW:
763.07/1000.7
1198.4/1333.0

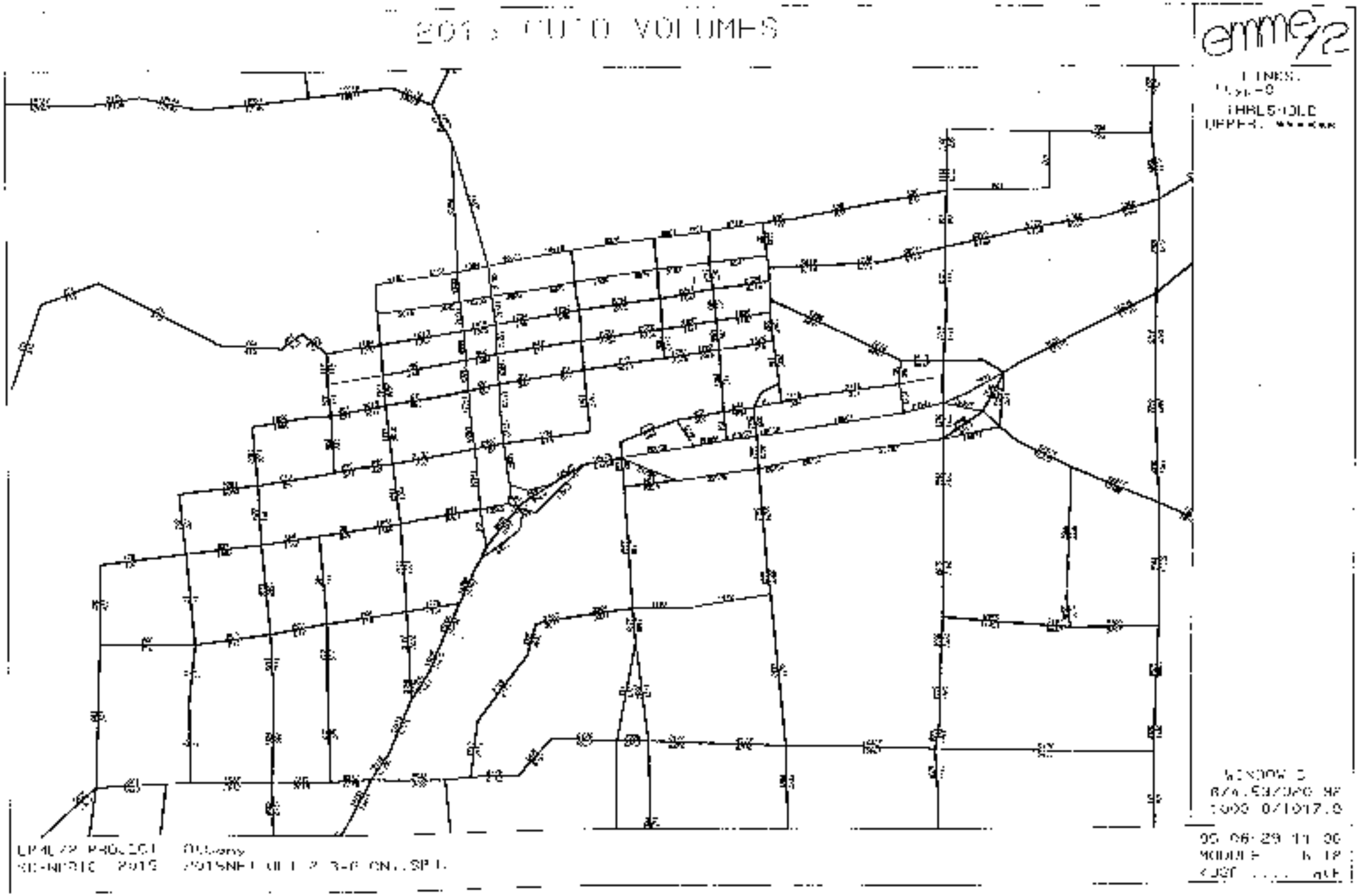
MODULE: 6.13

EMME/2 PROJECT: OLLUVY

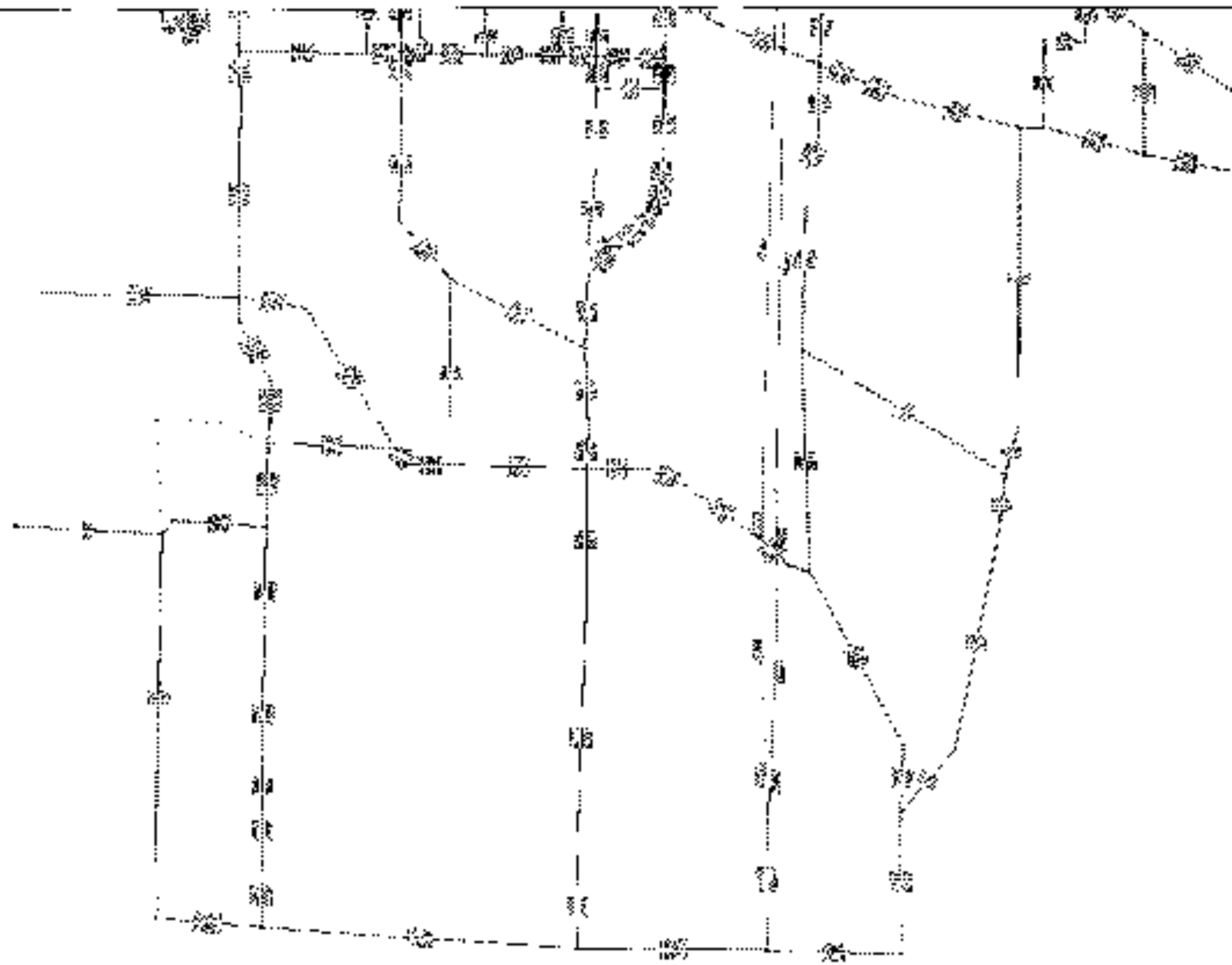
SCENARIO 2015

2015 AUTO VOLUMES




2015 AUTO VOLUMES
emme/2
LINKS:
THRESHOLD
UPPER: ******
WINDOW:
95-06-29 11:06
MODULE:
SCENARIO 2015

2015 ALBANY VOLUMES (A... NETWORK)

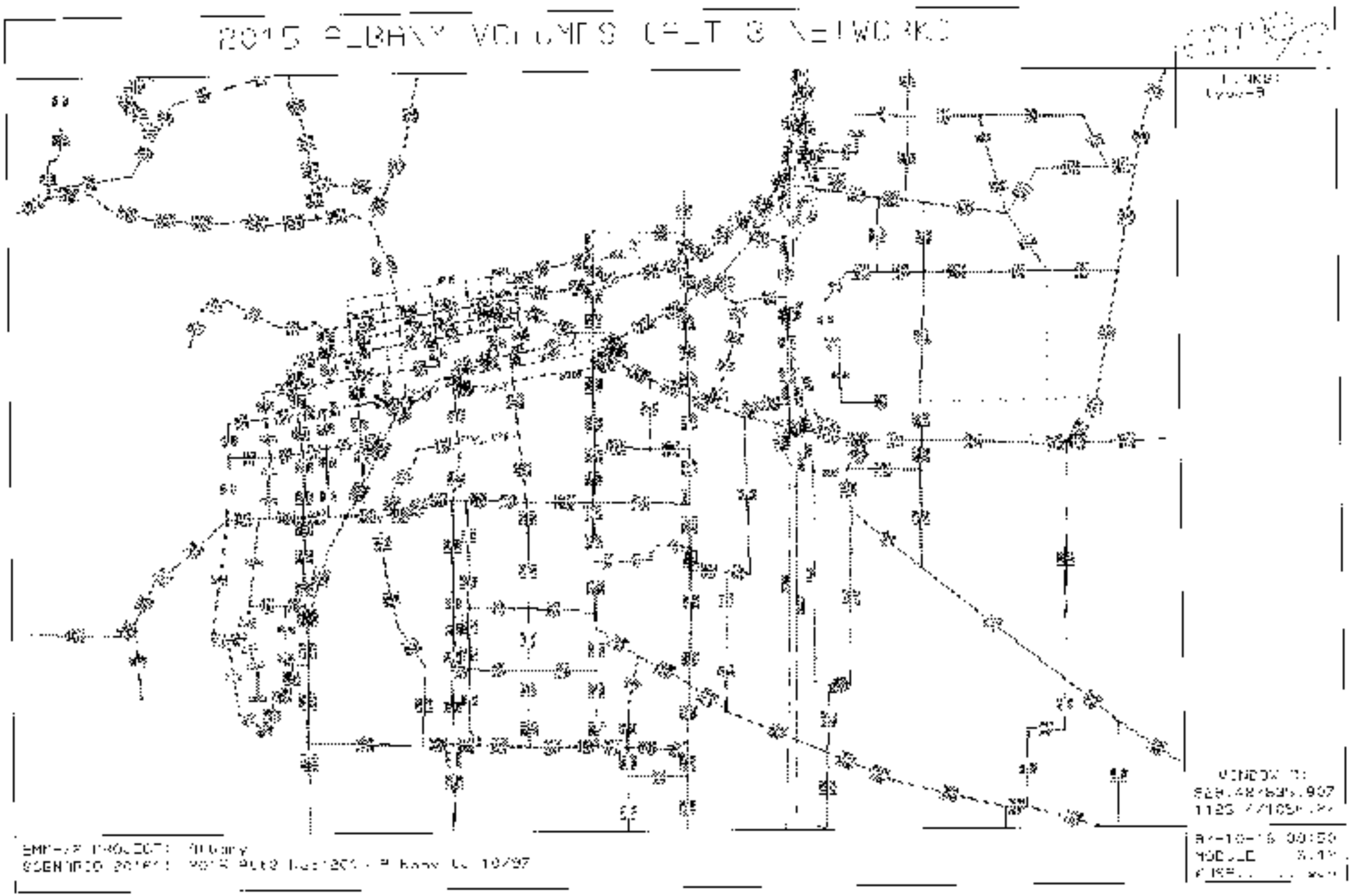


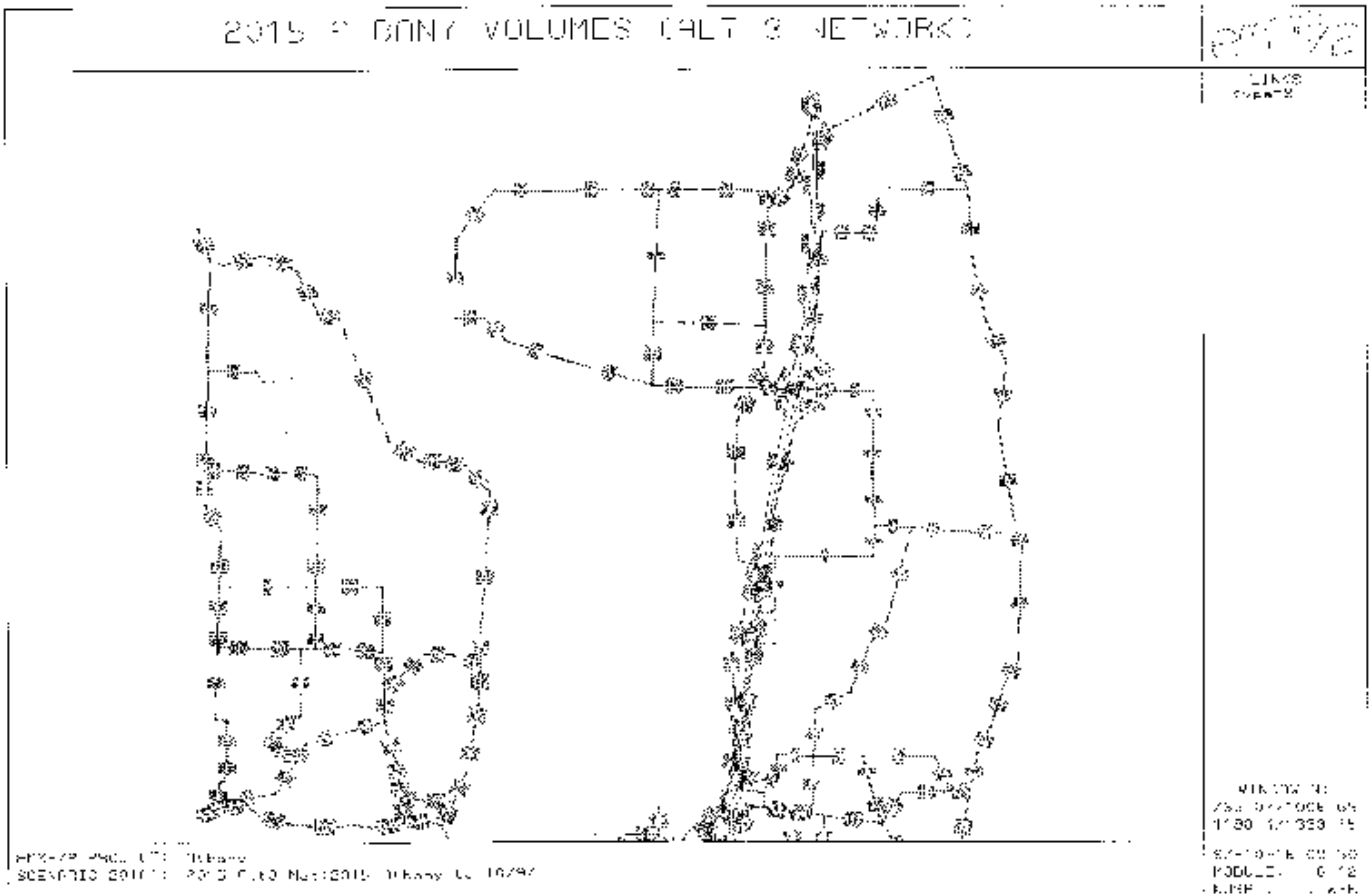
LINKS:

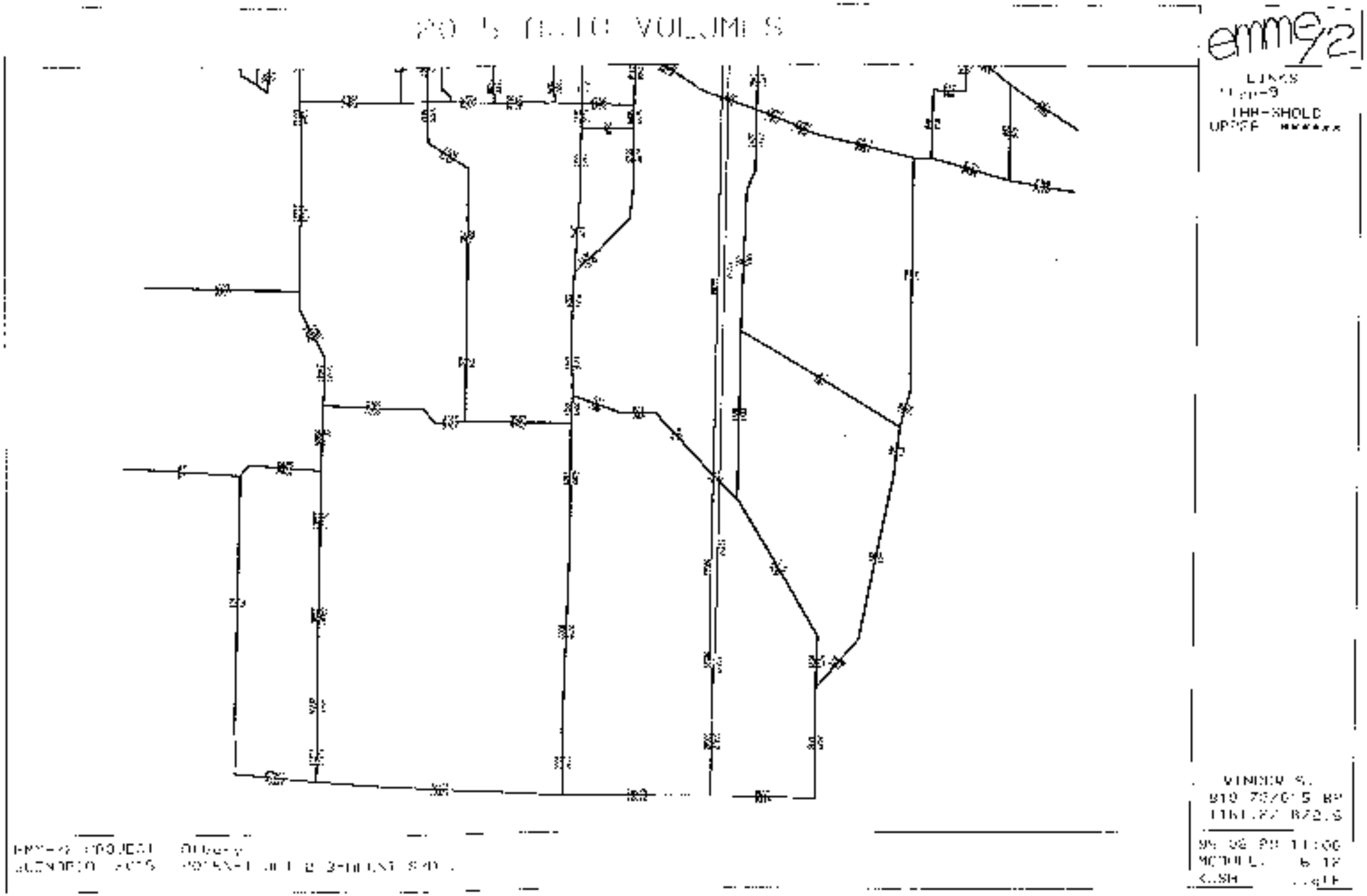
WINDOW:

EMME/2 PROJECT: Albany

MODULE: 6.12

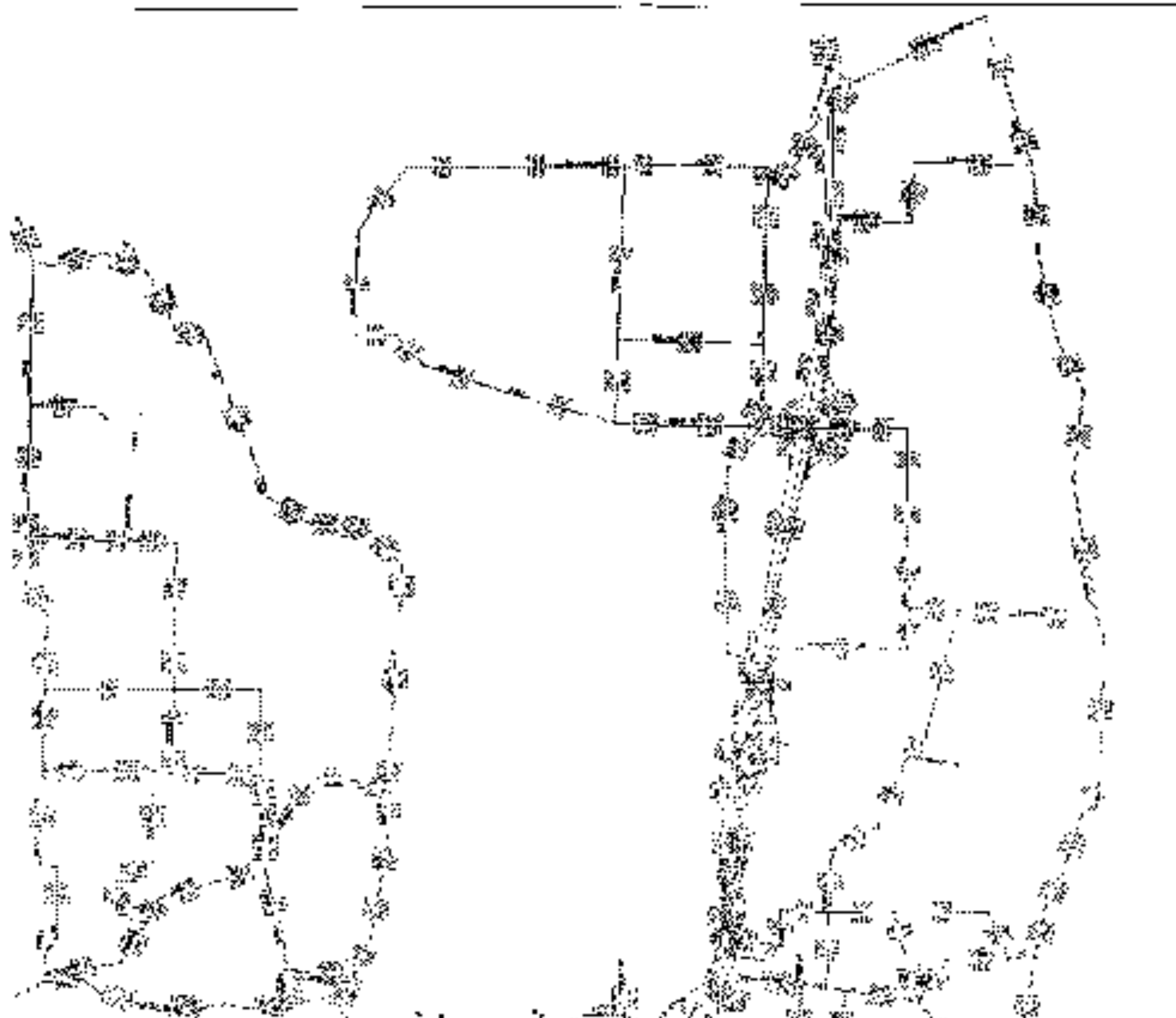

2015 ALBANY VOLUMES (ALT 3) NETWORK
EMME/2 PROJECT: Albany
WINDOW:
1125
MODULE


2015 P DANY VOLUMES (ALT 3 NETWORK)

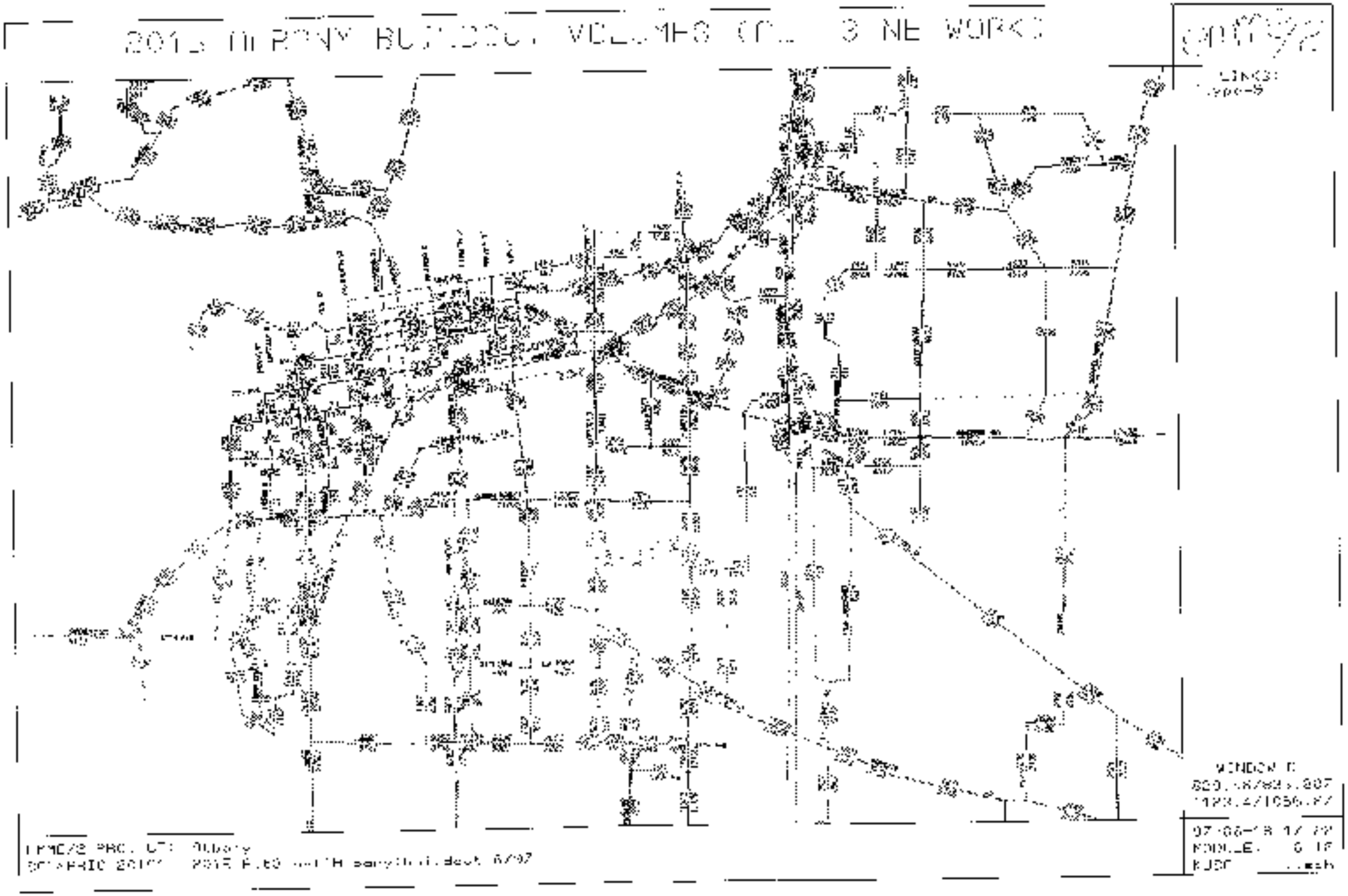


2015 AUTO VOLUMES
emme/2
LINKS
THRESHOLD
WINDOW
MODULE: 6.12

2015 ALBANY BUILDOUT VOLUMES (ALT 3 NETWORK)



EMME/2 PROJECT: Albany
SCENARIO ...: 2015 ... Albany ... 6/97


WINDOW:
MODULE: