



Albany Area Metropolitan Planning Organization

City of Albany • City of Jefferson • City of Millersburg • City of Tangent • Linn County • Benton County • Oregon Department of Transportation

Technical Advisory Committee Meeting Agenda

Date: Thursday, April 15, 2021
Time: 9:00am to 11:00am
Location: Join Zoom Meeting: <https://us02web.zoom.us/j/87651575084>
Phone: 1-669-900-6833
Meeting ID: 876 5157 5084, Passcode: 2020
Contact: Catherine Rohan, Transportation Planner

- 1) **9:00 Call to Order, Agenda Review, and Roll Call** **Chair, Gary Stockhoff**
- 2) **9:05 Public Comments** **Chair**
- 3) **9:10 Approval of Meeting Minutes (Attachment A)** **Chair**
March 11, 2021 TAC Meeting

ACTION: Approve Minutes
- 4) **9:15 Strategic Assessment (Attachment B)** **Brian Hurley/Cody Meyers**
DLCD and ODOT will share strategic assessment findings and answer questions from the TAC.

ACTION: Discussion and questions on strategic assessment findings
- 5) **10:05 Bicycle and Pedestrian Plan (Attachment C)** **Rohan**
Staff will provide a brief update of outreach efforts and then lead TAC through a discussion of project prioritization criteria.

ACTION: Discussion and feedback on project prioritization criteria
- 6) **10:25 COVID Relief Funding (Virtual Handout)** **Meltzer**
AAMPO will receive extra dollars as part of COVID relief funding for planning, construction and maintenance projects. Staff will hold a discussion on options to pursue.

ACTION: Discussion
- 7) **10:45 Jurisdictional Updates/Other Business** **All**
- 8) **11:00 Adjournment** **All**

**ALBANY METROPOLITAN PLANNING ORGANIZATION
TAC REMOTE MEETING
Thursday, February 11, 2021
1:30 – 3:30 pm**

DRAFT MINUTES

Members:

Chris Bailey
Chuck Knoll
Gary Stockhoff
Georgia Edwards
James Feldmann
Janelle Booth
Walt Perry

Ex-Officio

Jasmine Harris

Guests

Barry Hoffmann
Robert Rossiter

Representing:

Albany
Linn County
Benton County
Tangent
ODOT
Millersburg
Jefferson

FHWA

City of Albany
City of Jefferson

Staff: Jenny Glass, Catherine Rohan, Nick Meltzer, Emma Chavez

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order, Agenda Review, and Roll Call		<p>Meeting called to order at 1:33 pm by Chair Gary Stockhoff.</p> <p>There were no changes to the agenda.</p> <p>Members introduced themselves.</p>
2. Public Comment		There were no public comments.

3. Board Approval of January 14, 2020 TAC Meeting Minutes		Consensus to approve the January 14, 2020 TAC meeting minutes as presented.
4. Salem to Albany Corridor Feasibility Study	<p>Staff Catherine Rohan reported that the Salem to Albany Corridor Feasibility Study will be hosting a live community meeting on Tuesday, February 16th from 12:00 pm to 2:00 pm. Staff will be answering questions for the last half hour of the meeting. On that same date, an online open house will be launched that will include a survey. The open house will be available for a month. A project website is now available and a PDF flyer was emailed out to member in the TAC meeting agenda packet. Members were advised that they may forward the flyer out as they see fit.</p> <p>Staff Nick Meltzer noted that OCWCOG will be emailing the flyer and information more broadly through its list serves.</p> <p>Chris Bailey advised that Albany City Council will hold a meeting during the same time and she asked if staff could provide a debrief to city staff that is not able to attend. Staff Meltzer stated that staff would be happy to provide a debrief via meeting.</p>	
5. Bicycle and Pedestrian Plan (BPP) Update	<p>Staff Rohan advised that staff is working to finalize three separate pieces; a project website, a survey, and an interactive map. Rohan shared her screen to review the interactive map with members.</p> <p>Staff Meltzer advised that a couple of years ago, when the Corvallis Area MPO was discussing its Transportation Improvement Program; Gary Stockhoff had the idea of holding an online open house as a way to get more feedback. The online open house was a great success. With staff working on ways to improve outreach in both AAMPO and CAMPO; staff decided to use wikimapping for the BPP.</p> <p>Rohan went on to do a live demo of the BPP wikimapping. The idea is to get feedback on barriers of walking and biking in the AAMPO area. In wikimapping, you can add points to a map with comments. Additionally, you may add route ideas directly on the map. Other users</p>	

	<p>will be able to see previous comments and provide feedback on those as well.</p> <p>Member Feedback:</p> <ul style="list-style-type: none"> • Jasmin Harris expressed that the BPP wikimapping is an amazing tool • Chris Bailey asked if there will be a Spanish version of the BPP wikimapping <ul style="list-style-type: none"> ○ Rohan advised that there are a couple of options that will be integrated although there is not one clear easy way to do this and discussions continue on the topic • Instructional videos would be helpful • Make it possible for people to leave their contact info • Find a way to combine the comments in a list form • There are a lot of people that won't or can't use the tool therefore, it would be helpful to collect non-electronic comments and insert those into the mapping tool • It would be useful to use this tool on a future TIP and place all projects in the map <ul style="list-style-type: none"> ○ Include past projects in maps <p>Meltzer advised that Rohan has been attending stakeholder meeting to advice of AAMPO and the BPP. He went on to note that the wikimapping is only one piece of the outreach, there will also be an electronic survey as well.</p>	
6. Bikeway Selection Workshop	<p>Staff Melzer reminded member that the MPOs held a NACTO Bikeway Design training two years ago. Through a webinar Staff recently attended, he found out that FHWA has a new bikeway selection guide that has been updated within the last year and they are offering free online training to anyone who is interested. With the MPO being in the middle of the BPP development and part of the process includes choosing design sections; Staff reached out to FHWA about hosting an online training for the MPO. The training is less geared for engineering folks, and more geared for planners and other stakeholders. The training walks through the different types of facilities and when to choose one over the other.</p>	

	<p>The plan is to hold the training in place of the next AAMPO TAC meeting in March. TAC members will receive the first invite, those interviewed for the BPP outreach will also be invited, and anyone else that members think Staff should reach out to. Staff Rohan asked members to email her any suggestions of invitees.</p> <p>Walt Perry wanted to know if the invitation will be extended to bike groups. Staff Rohan stated that a couple of people for the Albany Bike and Ped Committee as well as the Albany Safety Committee have been identified.</p>	
<p>7. State Transportation Block Grant (STBG) Update</p>	<p>Staff Meltzer reported that this is a follow up from the last meeting. Staff continues to gather information and will keep members informed at future meetings.</p> <p>Chuck Knoll stated that Linn County is asking for \$100 thousand to get started for the design of Gold Fish Farm Road expansion. This would include a survey, wetland delineation, and engineering design. There is a grant agreement for the Gold Fish Farm Road Cox Creek replacement project that will begin next week. This would allow for design work of both projects to align and result in cost efficiencies.</p>	
<p>8. Jurisdictional Updates/Other Business</p>	<p>Member Binders – Staff Rohan advised that Staff is putting together member binders for Board members. She asked if any TAC members would like to receive a binder. Georgia Edwards, Walt Perry, and Chuck Knoll would like a binder. The binder will also be posted on the AAMPO webpage.</p> <p>OCWCOG – Working with the City of Albany on a Transit Service Implementation Plan and will be doing public outreach for the project. The Jefferson TSP has a kick-off meeting scheduled. Have had early conversations with Georgia Edwards for supporting Tangent’s applications for a Transportation System Plan update.</p> <p>FHWA – the MPOs UPWP review meeting is coming up. Jasmine Harris will be contacting Catherine to discuss the activities taking place so she can share them with FHWA. Harris went on to note that there</p>	

	<p>was a recent Executive Order signed by President Biden on Climate Change and Equity that members may want to look into.</p> <p>City of Albany – Queen Avenue project from highway east to Marion Street is being coordinated with the rail project. Working with ODOT on the timelines so they can both be completed at the same time. Working on ADA Transition Plan. The Salem Avenue Bridge over Cox Creek will be reconstructed in two to three years. The signal control box at Crocker Lane and Gibson Hill is being programmed. In transit, continue under the COVID restrictions. The new buses will be received next month and will be working on the medium scenario for transit. That will start this summer, as well as the Linn-Benton Loop expansion.</p> <p>Linn County – There is a huge training facility going in a Kennel Road. There is a lot of new development coming in. Had three bid openings that have been coming in at 20-25% under engineer estimates. The First Avenue mill restoration project in Mill City will be completed in March. The pedestrian historic railroad project went out to bid and came back at half a million under. Construction will begin on the project at beginning of March. Linn County is also working to get the bridge added to the historic bridges of Oregon. Downtown Broadway street is being redesigned and will also begin construction in March. The city of Scio had an accident on First Street; as part of the Safe Routes to School has emergency funds available. The city qualified for those funds and the county is now working on improving the pedestrian facilities and street crossings. Construction will take place in one to two years from now.</p> <p>City of Tangent – Will be working on updating their TSP.</p> <p>City of Millersburg – The Fire Station project is out to bid.</p> <p>City of Jefferson – The city purchased a piece of property next to Conser Bridge that will be turned into a green space. Have also purchased the gas station area on 164 entering the city and that will</p>	
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	<p>also be a park area. Looking to dress up entrances into Jefferson. There is a potential project going in at south Main Street for another 25-30 unit apartment complex on the river side.</p> <p>Benton County – Resubmitted plans to the rail road for the North Albany portion of the Albany to Corvallis path. Submitted applications for STIF and discretionary grants. Everyone that applied for discretionary grants in the first round, received funds. In this cycle, there are more projects that available funding. Benton County is looking forward to the transit project from Hwy 99 from Junction City to McMinnville. The service would get to areas that are not currently served. The county will look to continue to coordinate with Salem-Keizer on the Salem to Albany transit service which fits well with other transit services.</p>	
9. Adjournment		Meeting adjourned at 2:33 pm.

MEMORANDUM

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Date: April 6, 2021

To: AAMPO TAC

From: Catherine Rohan (AAMPO), on behalf of Brian Hurley (ODOT) and Cody Meyer (DLCD)

Re: Progress on Strategic Assessment

Background

A Strategic Assessment is a voluntary planning process that evaluates a region's adopted plans and policies, assesses how far those plans help the region reach its goals over the next 20 years, and identifies alternative paths to achieving those goals. It also identifies the value of state-led actions such as newer clean vehicles and fuels. The assessment provides valuable information that can help inform decisions about the future, helping communities to understand where the current path will take us and what options exist for the region. This can inform plan updates and general decision-making. Additional work may be desired to help answer specific policy questions or to evaluate many scenarios to test policy resilience and/or formulate a vision for the region. The purpose of the Strategic Assessment is to estimate the transportation and land use outcomes likely to result if adopted plans are implemented and current trends continue.

ODOT and DLCD staff work with MPO and local government staff to gather and vet the necessary data. ODOT and DLCD staff then develop a report with regular check-in with local staff. The report includes outcomes of the adopted plan, as well as an analysis of potential alternative actions and possible next steps for the region.

AAMPO Policy Board Direction

In 2018, the AAMPO Policy Board sent DLCD and ODOT a letter of support for participating in this voluntary process to evaluate existing land use and transportation conditions in the AAMPO area, and develop potential policy options related to livability, congestion, and mobility. The specific outcomes to be addressed were identified as: household travel costs; transportation and energy costs; air quality; mixed-use development; health impacts; vehicle miles traveled; travel delay; fuel consumed; walk and bike trip miles; and greenhouse gas emissions.

Work Completed to Date

Since the last update to the TAC, ODOT and DLCD staff have worked with the consultant, DKS, to calibrate and run the VisionEval model for the AAMPO 2040 base conditions and sensitivity test results.

In 2019, MPO, DLCD, and ODOT staff engaged staff of the AAMPO member jurisdictions to gather and vet data on the region's adopted Regional Transportation Plan, Transit Development Plan, local comprehensive plans, and transportation system plans. Staff combined this adopted plan information with projections of demographic and other trends (e.g. fuel price, average miles per gallon) for input in the VisionEval planning model. Staff also engaged the TAC members in identifying policies to test in the analysis, referred to as sensitivity testing.

In 2019 and 2020 ODOT and DLCD staff worked with the consultant to calibrate and run the model for analysis.

In October of 2020, the AAMPO TAC identified the following indicators to help refine the AAMPO Policy Board's direction:

- Daily transit ridership
- Daily vehicle miles traveled per capita
- Annual all vehicle delay per capita (hours)
- Reduction in greenhouse gas emissions

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Related State Rulemaking

The Oregon Land Conservation and Development Commission (LCDC) launched a Climate Friendly and Equitable Communities rulemaking process in response to direction from Governor Brown's [Executive Order 20-04](#) on reducing greenhouse gas emissions. The Governor and LCDC want to see all metropolitan areas in Oregon make significant progress reducing transportation related greenhouse gas emissions. There are two parts to the rulemaking effort, listed below. So far, the rulemaking process has focused on part 2. Part 1 will be the focus of the Rules Advisory Committee (RAC) in 2021. The first hearing is scheduled to be held in January 2022 and the final hearing and decision is expected in March 2022.

Part 1: Climate Friendly and Equitable State Land Use Planning Amendments

This part of the rulemaking process will develop amendments to existing State land use planning rules, with a focus on transportation and housing. Per LCDC's charge for the Climate Friendly and Equitable Communities rulemaking process, the amendments will include:

- 1) Climate-friendly areas allowing high levels of mixed-use development with focused investments in walking, cycling, and transit infrastructure;
- 2) Planning for high-quality pedestrian, bicycle, and transit infrastructure;
- 3) Limit ability to require development of off-street parking except in particular cases;
- 4) Limit use of motor vehicle congestion standards and consider using different transportation system performance standards;
- 5) Prioritize and select transportation projects to meet climate and equity goals; and
- 6) Support electric vehicle charging facilities.

Part 2: Scenario Planning/ Interim Requirements

In the context of rulemaking for Climate-Friendly and Equitable Communities, regional scenario planning will be used to evaluate actions that may be taken to reduce greenhouse gas emissions that also produce equitable outcomes for community members. Scenario planning as proposed will be required for the Central Lane and Salem-Keizer metropolitan areas. Other smaller metropolitan areas will have "Interim Requirements" that they need to fulfill prior to resources being available for them to complete the regional scenario planning process in years to come. These interim requirements consist of collecting and reporting on a series of regional and local performance measures.

Next Steps

Staff will present the findings from the adopted plans and sensitivity test analysis to the AAMPO TAC in April and seek guidance on refinements on the analysis as we work towards a final report this summer. Answers from the TAC to the following three questions will help guide refinement.

- What from the findings surprises you most?
- What from the findings stands out to you?
- What from the findings do you want more detail on?

The final Strategic Assessment report will be presented to the AAMPO Policy Board in late summer. The report will be presented in conjunction with a conversation on the related State rulemaking and how AAMPO can best position ourselves to meet any new requirements moving forward.

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Date: April 5, 2021
To: AAMPO TAC
From: Catherine Rohan, Assistant Transportation Planner
Re: **Bicycle and Pedestrian Plan Project Prioritization Structure & Criteria**

This memorandum informs a conversation about project prioritization structure and criteria for AAMPO's Bicycle and Pedestrian Plan.

Background

In October 2020, TAC members were introduced to a draft project prioritization structure for AAMPO's Bicycle and Pedestrian Plan (BPP). This memo continues that conversation by reintroducing the proposed structure and suggesting project prioritization criteria. Project prioritization criteria will be used to rank bicycle and pedestrian projects based on how well they advance plan goals. Project ranking can help direct influxes of state or federal funding and help decisions makers choose which projects to pursue first. Ultimately, decisions about which projects will be implemented are up individual jurisdictions.

Proposed Project Prioritization Structure

Staff reviewed project prioritization structure from three other bicycle and pedestrian plans: Gresham, OR; Greenville MPO, NC; and Southeast MPO, MO. A summary of structure and criteria from the plans is located at the end of this memo. Building from example plans, staff proposed the following project prioritization structure to the TAC in October 2020. The TAC was generally accepting of the proposed structure shown below.

Proposed Project Prioritization Process

- Criteria are derived from plan goals
- Avoid excess criteria
- Process is easy to understand
 - a. Criteria receive equal weight
 - b. Criteria are well defined
 - c. Criteria have a Yes/No structure
 - i. Yes = 1 point
 - ii. No = 0 points

Proposed Project Prioritization Criteria

Drawing from plan goals and example plans, staff developed the proposed project prioritization criteria shown below. There is considerable overlap of project prioritization criteria among AAMPO's plan and the example plans, this is not unexpected given the similarity of plan goals. No local Transportation System Plans include detailed ranking criteria for bicycle and pedestrian projects.

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#	Criteria	Response	Goal Alignment
1	Safety – Is the project located along a segment or intersection at which a crash was reported in the last five years?	Yes/No	1
2	Accessibility & Comfort – Will the bicycle level of stress will be a 1 or 2 / will the sidewalk network quality be excellent or good?*	Yes/No	1
3	Connectedness – Does the project link existing pedestrian or low stress bicycle routes?	Yes/No	2, 3, 5
4	Key destinations – Does the project provide access to a community destination?*	Yes/No	3, 2
5	Equity – Is the project located within or directly adjacent to an underserved census block group as identified by the composite equity index map (4 th quartile)?	Yes/No	4
6	Population density – Is the project located within or directly adjacent to a census block group with high population density (4 th quartile)?	Yes/No	6
7	Employment density – Is the project located within or directly adjacent to a census block group with high employment density (4 th quartile)?	Yes/No	6
8	Adoption & Implementation – Is the project identified in a local Transportation System Plan?	Yes/No	7
9	Public priority – Has the project received significant comments from the public?	Yes/No	N/A

* **Bicycle level of Stress 1:** Strong separation of bicycles from all vehicle traffic except low speed, low volume traffic. Includes dedicated multi-use paths, simple crossings and is suitable for children. **Bicycle level of stress 2:** Except in low speed / low volume traffic situations, bicyclists have their own place to ride that keeps them from having to interact with traffic except at formal crossings. Physical separation from higher speed and multilane traffic. Crossings that are easy for an adult to negotiate. **Excellent sidewalk network quality:** Sidewalks with substantial separation between the sidewalk and roadway, or if the sidewalk in question is an off-street multi-use path. **Good sidewalk network quality:** Sidewalks on both sides of the roadway.

** Community destinations include but are not limited to libraries, schools, hospitals, grocery stores, parks and recreation centers, government and community services, points of interest, and transit stops.

AAMPO Bicycle and Pedestrian Plan Goals

- Goal 1: *Create a network that is safe, comfortable, and intuitive for all users*
- Goal 2: *Create a network that connects Jefferson, Millersburg, Albany, and Tangent*
- Goal 3: *Create a network that is locally connected and provides access to key destinations*
- Goal 4: *Create a network that prioritizes equity*
- Goal 5: *Create a network that builds on existing infrastructure and is expandable in the future*

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- Goal 6: *Support economic development by including recommendations that encourage walking and biking to businesses*
- Goal 7: *Support plan adoption and local implementation through feasible infrastructure, policy, and programing recommendations*

Request

Staff is looking to 1) confirm project prioritization structure and, 2) gather input and feedback on the proposed project prioritization criteria.

Reviewed Bicycle and Pedestrian Plans

Gresham, OR: Most complex prioritization structure. Six criteria, and each criterion receives a rank (high 10 points; medium 5 points; low 0 points). Very specific about the measurement for each rank. Projects with the most points get priority.

Gresham Criteria

- Serve key destination
- Transit access
- Promotes safety
- Level of comfort for pedestrian/ Promotes connectivity
- Promote health
- Equity

Greenville MPO, NC: Twelve prioritization criteria. Each criteria has their own weight, ranging from three to five. Lack of specificity in how criteria are measured. Projects with the most points get priority.

Greenville MPO Criteria

- Access to park or rec center
- Access to existing or funded trail
- Access to school
- Serves area with bike/ped accidents
- Serves area identified in public input/map comment form
- Access to medical center
- Serves area identified in equity analysis
- Improves access to higher density residential areas
- Improves access to major shopping centers
- Priority project from 2011 plan

Southeast MPO, MO: Thirteen criteria, each posed as a question. Eleven questions are yes/no (project gaining or losing a point) and two are poor/ok/good questions (projects gains a point, remains the same, or loses a point). Projects with the most points get priority.

Southeast MPO Criteria

- Does the route improve the Bike Level of Traffic Stress (BLTS)?

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- Does the route improve the Pedestrian Level of Service (PLOS)?
- Is the route on a roadway with a high speed limit (35mph+)?
- Is the route on a roadway with high average daily traffic (10,000+)?
- Does the route touch an area with high employment density?
- Does the route touch an area with high population density?
- Does the route touch an area with a high proportion of low-income housing?
- Does the route touch an area with high student populations?
- Does the route touch an area with a high proportion of zero-vehicle households?
- Does the route go near a school?
- Does the route go near another destination (identified by WikiMapping or public/SOT input)?
- What amount of additional population is served? (Population of census blocks within ¼ mile of a proposed trail or on-street bicycle facility that are not within ¼ mile of an existing trail or bicycle facility. Census blocks adjacent to a new sidewalk that are not adjacent to an existing sidewalk.)
 - a. 0 – 1,000 = Poor
 - b. 1,000 – 2,000 = Okay
 - c. 2,000 + = Good
- What amount of additional employment is served? (Employment in census blocks within ¼ mile of a proposed trail or on-street bicycle facility that are not within ¼ mile of an existing trail or bicycle facility. Census blocks adjacent to a new sidewalk that are not adjacent to an existing sidewalk.)
 - a. 0 – 1,000 = Poor
 - b. 1,000 – 2,000 = Okay
 - c. 2,000 + = Good