



## Albany Area Metropolitan Planning Organization

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### Technical Advisory Committee Meeting Agenda

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**Date:** Thursday, August 13, 2020  
**Time:** 1:30 to 3:30 pm  
**Location:** Join Zoom Meeting: <https://us02web.zoom.us/j/87651575084>  
Phone: 1-669-900-6833  
Meeting ID: 876 5157 5084, Passcode: 122021  
**Contact:** Catherine Rohan, Transportation Planner

1. 1:30      **Call to Order, Agenda Review, and Introductions**      **Chair Stockhoff**
  
2. 1:35      **Public Comment**      **Chair**
  
3. 1:45      **Approval of Meeting Minutes (Attachment A)**      **Chair**  
June 11, 2020 TAC Minutes  
  
***ACTION: Approve Minutes***
  
4. 1:50      **Regional Transit Projects Update**      **All**  
*Discussion and updates on local and regional transit projects.*  
  
***ACTION: Discussion***
  
5. 2:00      **Regional Transportation Plan Update (Attachment B)**      **Nick Meltzer**  
Per last meeting minutes, staff was to develop a strategy on how to update  
the RTP  
  
***ACTION: Discussion***
  
6. 2:30      **Regional Active Transportation Plan Update (Attachment C)**      **Staff**  
*Update on scope of work and roles of involved parties*  
  
***ACTION: Discussion***
  
7. 3:00      **Discussion of Other Work Items**      **Staff**  
-MPO/OCWCOG IGA
  
8. 3:05      **Jurisdictional Updates**      **All**
  
9. 3:30      **Adjourn**  
Next Meeting: September 10<sup>th</sup>

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The meeting location is accessible to persons with disabilities. Sign language, interpreter services or other accommodations can also be provided by contacting Emma Chavez at least 48 hours prior to the meeting. Emma can be reached at 541-967-8551 (TTY/TTD 711) or [echavez@ocwcog.org](mailto:echavez@ocwcog.org).

**ALBANY METROPOLITAN PLANNING ORGANIZATION  
TECHNICAL ADVISORY COMMITTEE**

**Thursday, June 11, 2020**

**1:30 to 3:30 pm**

Zoom Remote Connection

**DRAFT MINUTES**

**Members:** Walt Perry, Greg Jones (Board Member), Georgia Edwards, Gary Stockhoff, Janelle Booth, James Feldmann, and Chuck Knoll

**Guests:** Barry Hoffman,

**Staff:** Dana Nichols, Nick Meltzer, and Emma Chavez

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order, Agenda Review, and Introductions		<b>Meeting called to order at 1:33 pm by Chair Gary Stockhoff.</b>
2. Public Comments		<b>There were no public comments.</b>
3. Approval of May 14, 2020 Meeting Minutes		<b>Consensus to approve the meeting minutes as presented.</b>
4. Public Participation Plan	<p>Staff Dana Nichols provided a presentation on AAMPO's Public Participation Plan (PPP).</p> <p>Member Feedback:</p> <ul style="list-style-type: none"> <li>• Incorporate changes from Title VI Plan and new technology</li> <li>• Each AAMPO County COG to review <ul style="list-style-type: none"> <li>○ Check who is on Interested Parties list to ensure Marion County is represented</li> </ul> </li> <li>• Goal settings may need to go to TAC and Board</li> <li>• Heavy on virtual meetings due to pandemic</li> <li>• More public participation on STBG process (including bilingual) <ul style="list-style-type: none"> <li>○ Have a better process</li> </ul> </li> </ul>	
5. RTP Update	Staff Nick Meltzer noted that the Regional Transportation Plan (RTP) is required to be updated every five years. AAMPO's first RTP was	<b>Staff to develop a strategy on how to update</b>

	<p>developed in 2018, the next one is due is 2023. He noted that it's important to begin planning at least eighteen months prior to its due date. Meaning, AAMPO would need to start the process mid-2021. CAMPO held a discussion with ODOT on what the modeling should look like. Meltzer questioned what member impressions are on the RTP, and how do they use the document.</p> <p>Nichols noted frustration from members with the CALM model, and that members should think of ways to use the RTP to AAMPOs advantage. She went on to note that the goals in the current RTP may no longer align with AAMPOs current interests.</p> <p>Member/Staff Feedback:</p> <ul style="list-style-type: none"> <li>• Calm model is out of date with the increased development in the last few years</li> <li>• Aim towards aligning CAMPO and AAMPOs RTP update</li> <li>• Needs to address rural areas more accurately</li> <li>• Staff recommendation is to update goals to make them meaningful to the AAMPO area</li> <li>• May need to streamline the goals (e.g. objectives should come before policies)</li> <li>• Have not met existing transportation system</li> <li>• Review other RTPs for reference</li> <li>• Ensure all local plans that need to be updated, are updated and implemented into RTP</li> </ul> <p>Meltzer summarized that it seems that there may need to be a more significant update than originally thought. Staff will develop a strategy on how the AAMPO RTP will be updated.</p>	<p><b>AAMPOs RTP.</b></p>
<p>6. Discussion of Other Work Items</p>	<p>MPO/OCWCOG IGA – The IGA is on a three month extension.</p> <p>AAMPO Staff – Dana's last day is on June 24<sup>th</sup>, and a new staff is scheduled to begin in July. Staff requests to take a month off of meetings in order to prepare the new staff. Consensus for the July</p>	<p><b>Consensus to cancel the July TAC meeting.</b></p>

	<p>AAMPO TAC meeting to be cancelled.</p> <p>Strategic Assessment – Staff touched base with Cody Meyer who will be presenting to the TAC in August.</p> <p>Bike Plan – will be finalized in July.</p> <p>2020 SRTS Construction Grant Program – Letters of intent must be submitted electronically. Nichols noted that there have been public comments received for funding to be looked for Oak Grove School. Stockhoff will check with his staff.</p>	
<p>7. Jurisdictional Updates</p>	<p>City of Jefferson –Marion County has applied for Phase 2 reopening.</p> <p>City of Albany – Placed orders for STIF funded buses, and expect delivery on first quarter of 2021. Expanded services for Linn-Benton Loop and ATS next year.</p> <p>City of Millersburg – They city is flooded with requested to reserve the Millersburg park and they may not be aware that Phase 2 comes with a lot of requirements. The Fire Station continues to move forward. Opened bids for Woods Road project. Bids are coming in significantly higher than estimate.</p> <p>Linn County – Is in the middle of sidewalk construction improvements from Albany City limits to ATI plant. Getting ready for bids on the widening of Seven Mile Lane to Selmet.. The County also submitted a Seismic Resilience Plan for ODOT bridges for detour routes. This was wrapped up about a month ago. This work may need to be incorporated into the AAMPO RTP. The county also has three bridge projects out to bid that got good prices on.</p> <p>Benton County – Ridership continues to be 14-16% of normal. The County opened up for Phase 2 and everything seems to be going well. The County and Dial-a-Bus are working on a month to month contract. The County is also working on their Seismic Resilience Plan. Legislators have been discussing merging the STF and STIF funds.</p>	

	OCWCOG – wrapping up the PTASP for ATS and it will go to council soon. Working on getting funds for Queen Avenue and 24 <sup>th</sup> of STBG funds from ODOT to Albany. In the consultant process for the City of Jefferson TSP.	
8. Adjourn		<b>Meeting adjourned at 2:41pm.</b>

# MEMORANDUM

## Albany Area Metropolitan Planning Organization

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**Date:** August 13, 2020  
**To:** AAMPO TAC  
**From:** Nick Meltzer, Transportation Programs Manager  
**Re:** AAMPO Regional Transportation Update

The purpose of this memo is to provide an overview of a proposed plan to update AAMPO's Regional Transportation Plan. While an update is not required until 2023, the Oregon Department of Transportation's Transportation Planning and Analysis Unit (ODOT TPAU) requested AAMPO assess their need for modeling needs concurrently with the Corvallis Area MPO. The CAMPO RTP update is required by 2022, and has received approval for the update plan from the CAMPO TAC and Policy Board.

As such, staff asked for input on the process at the last AAMPO TAC meeting in hopes of developing a draft update plan. Details on the plan are provided below.

### Existing RTP

Staff heard from the TAC at the last meeting a number of concerns with the existing RTP including:

- Calm model is out of date with the increased development in the last few years
- Aim towards aligning CAMPO and AAMPOs RTP update
- Needs to address rural areas more accurately
- Staff recommendation is to update goals to make them meaningful to the AAMPO area
- May need to streamline the goals (e.g. objectives should come before policies)
- Have not met existing transportation system
- Review other RTPs for reference
- Ensure all local plans that need to be updated, are updated and implemented into RTP

Based on this feedback and conversations with ODOT, staff developed the following update plan

### Proposed Update

Corvallis Area MPO TAC and Policy Board members expressed similar concerns about CALM, the travel demand model. To this end, staff are working with ODOT to do complete a "model validation," in which the same base year (2010) is used and an interim year (2019) is developed in order to determine the accuracy of model outputs. Using the same approach would let the AMAPO TAC and Policy Board assess how the model predicts what is happening in the region.

Based on the results of “validation,” ODOT would then update the model to estimate travel demand in 2040 and project those results to the future year the plan requires (2043 minimum). Staff feels this is an approach that better reflects community desires, as opposed to setting a new base year and future model year.

The update process is expected to take approximately 18 months. If approval is required by May 2023, then work should start in the summer of 2021. AAMPO recently updated their Title VI and public participation plans so a proposed schedule would look like:

- Summer 2021: Begin updating Goals and Objectives
- Fall 2021: Update data and completed projects; align with recent transportation planning efforts
- Winter 2021/2022: Validate model and asses any additional long term project needs
- Spring/Sumer 2022: Public Outreach
- Fall 2022: Draft document and publish for public comment
- Spring 2023: Approval by TAC and Policy Board

### Discussion

While this plan is subject to change, staff request a general approval of the outline and approach for adhering to ODOT’s request. Specifically:

1. Does the approach of model validation work for AAMPO?
2. Does this outline make sense?
3. Are we missing anything?

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**Date:** August 13, 2020

**To:** AAMPO TAC

**From:** Catherine Rohan + Nick Meltzer, AAMPO Staff

**Re:** **AAMPO Regional Active Transportation Plan: Draft Outline + Task Delegation**

### Background

In the second half of 2019, the TAC decided to devote existing carry forward funds to develop a Regional Active Transportation Plan (RATP). The RATP is intended to identify opportunities for enhancing bicycle and pedestrian travel in the AAMPO area. While the Regional Transportation Plan (RTP) covers a basic overview of the existing and planned needs for the future based on Level of Stress and Sidewalk Gap data, the Plan does not ground-truth any of this information, nor does it describe any sort of project prioritization methodology. The RATP is expected to bolster and expand the active transportation planning beyond what is included in the RTP.

Previous AAMPO Staff (Dana Nichols) developed a draft outline of the RATP and was in communication with Aniko Drlik-Muehleck and Michael Howard of the Institute of Policy Research and Engagement (IPRE) concerning IPRE's role in the RATP development. **This memo reintroduces the RATP draft outline and includes new information on task delegation, highlighting how IPRE's work will be incorporated. Broadly, IPRE will be assisting in community engagement and GIS mapping of existing conditions.** IPRE has also expressed interest in assisting with pilot and demonstration projects, however, Staff need to explore funding and interest from partner cities before pursuing working with IPRE on pilot projects.

This RATP proposes to accomplish the following tasks:

1. **Project Kick Off** – The project kick off will include an overview of the roles, responsibilities and opportunities for input by AAMPO members, staff and the general public. More detail on how exactly information gathered from the public will be important in framing the proposed engagement activities so all parties' expectations are met.

This document serves as a starting place for that conversation by outlining project tasks in more detail.

### Roles

#### AAMPO Staff:

- Meeting coordination with AAMPO and IPRE
- Task, schedule, and budget management

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- Review draft documents and provide comment
- Provide direction to IPRE based on TAC/Policy Board desires

### IPRE

- Develop community engagement strategy to guide data gathering efforts and how input will be used
- Lead all public engagement activities
- Develop and host AAMPO RATP website

2. **Goal and Vision Development** –A vision and policy framework is needed to ensure the plan addresses our region’s specific needs. This is developed through a public participation process that involves setting goals and objectives. Some of the goals and policies were developed during the RTP process and should be reaffirmed with current Technical Advisory Committee members, as well as a public advisory committee.

### Roles

#### AAMPO Staff:

- Review existing plans and discuss goal priorities with AAMPO members
- Review draft goals submitted by IPRE

#### IPRE

- Work with AAMPO TAC/Policy Board to develop a vision and goals through interviews and group discussion
- Verify vision and goals through community survey and focus groups

3. **Mapping of Existing Network and Travel Patterns.** While we already have access to the data collected during the RTP and Multimodal Network Connectivity Study, we still need to ground-truth this information and collect data from populations that may have been left out in the past. This task will develop a base inventory of the street network using existing data as well as public input. Through public engagement, the task will also identify areas of high pedestrian and bicycle activity.

### Roles

#### AAMPO Staff:

- Compile and collect existing network data from AAMPO and members

#### IPRE

- Develop GIS maps to show existing network, activity areas, and future development

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- Use online mapping tool in combination with survey outreach to confirm network with the public
4. **Develop Preferred Design Treatments**– This section will identify the type of facilities to be included in the plan for the future network. Building off the NACTO Urban Bikeway Design training held in October 2019, this task will work with the TAC and a design consultant to develop preferred sections of streets and paths to increase safety for people that walk and bike for transportation.

### Roles

#### AAMPO Staff:

- Work with AAMPO TAC to develop cross sections
- Hire consultant to provide technical advice

#### Design Consultant

- Meet with AAMPO TAC to discuss different facility types and the benefits and drawbacks of each

5. **Project Identification** – This section may be developed in a few different ways. We may wish to consider projects on a regional basis, or we may choose target areas to focus our investment, specifically, areas where walking and biking is popular (or would be popular), but is either inconvenient or uncomfortable. Our project lists might be split into two groups: pedestrian projects and bicycle projects.

### Roles

#### AAMPO Staff:

- Review mapping, public engagement, and design consultant data
- Review existing transportation plans for project alignment
- Review project costs on an order of magnitude basis

#### IPRE/Design Consultant

- Confirm all projects captured from public input are included or have been discussed
- Assess completeness of overall network
- Review project costs on an order of magnitude basis

6. **Prioritization and Implementation** – Once projects are identified, a list of total funding can be developed. Using criteria gathered from both the AAMPO TAC, Policy Board, and public engagement, these projects can be prioritized across the region. Many

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jurisdictions have developed criteria for projects selection, and we may look to others at this point for direction on how best to proceed with project prioritization. Implementation will focus on how to bundle improvements with other projects, the potential value of active transportation programming, and other best practices.

### Roles

#### AAMPO Staff:

- Work with AAMPO TAC/Policy Board and public engagement data to develop prioritization framework
- Apply framework to project list

#### IPRE/Design Consultant

- Gather input from the public on potential prioritization strategies during survey and focus group outreach

- 7. Pilot Projects (Optional)** – At the recent NACTO conference in Toronto, AAMPO Staff attended a session entitled: “Interim Strategies and Metrics to Support Long-Term Change.” This session covered temporary interventions that were effective and meaningful, without the full investment in permanent infrastructure. Because many of these street treatments might be new to the Albany area, a pilot run will allow us to collect data and feedback prior to the City or the MPO investing in a long-term solution. This session used the phrase, “seeing is believing” quite often because their research found that people are often skeptical of the infrastructure until they’re able to see it on their streets and experience it for themselves. These projects are often quick, cheap, and easy to install, while the benefit is often widespread and significant.