



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

Policy Board & Technical Advisory Committee Meeting Agenda

Date: Thursday, November 18, 2021
Time: 9:00am to 11:00am
Location: Join via Zoom by clicking [HERE](#)
Phone: 1-669-900-6833
Meeting ID: 876 5157 5084, Passcode: 2020
Contact: Catherine Rohan, Transportation Planner

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| 1) 9:00 | Call to Order, Agenda Review, and Roll Call | Board Vice Chair,
Darrin Lane |
| 2) 9:05 | Public Comments | Vice Chair |
| 3) 9:15 | Approval of Meeting Minutes (Attachments A and B) <ul style="list-style-type: none">• October 21, 2021 TAC Meeting (Attachment A)• October 27, 2021, Policy Board Meeting (Attachment B) | Vice Chair |

ACTION: Approve minutes

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| 4) 9:20 | AAMPO Housekeeping <ul style="list-style-type: none">• Welcome Chris Cerklewski, Albany• Welcome Daineal Malone, Linn County• Add Mark Bernard as TAC ex-officio following ODOT's recommendation to increase public transportation division engagement in MPO planning process (recommended by TAC)• AAMPO representation on Oregon MPO Consortium (OMPOC) – AAMPO's turn to chair | Catherine Rohan |
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ACTION: Welcomes, decision on Bernard's ex-officio appointment (Policy Board), decision on OMPOC representation

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| 5) 9:30 | Bicycle and Pedestrian Plan update (Attachment C) <p>Staff will provide an update on plan progress, present summary information from the project survey, and report on next steps for the Bicycle and Pedestrian Plan.</p> | Rohan |
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ACTION: Information

- 6) 9:45 **Regional Transportation Plan (RTP)** Nick Meltzer
Staff will provide an introduction to the RTP update process and lead a discussion about RTP needs.
***ACTION:** Information and discussion*
- 7) 10:15 **Unified Planning Work Program (UPWP) (Attachment D)** Meltzer/Rohan
Staff have drafted ideas for projects to be included in the SFY23 UPWP. Staff are soliciting feedback and suggestions from TAC and Policy Board members.
***ACTION:** General discussion*
- 8) 10:40 **Jurisdictional Updates/Other Business** All
- 9) 11:00 **Adjournment** All
- Next Policy Board meeting: 12/8, with CAMPO Policy Board (9:00am-11:00am). To replace normally scheduled 12/22 meeting date.
 - Next TAC meeting: 12/16 (9:00am-11:00am)

**ALBANY METROPOLITAN PLANNING ORGANIZATION
TAC REMOTE MEETING
Thursday, October 21, 2021
9:00 – 11:00 am**

DRAFT MINUTES

Members:

Chuck Knoll & Daineal Malone
Gary Stockhoff
Joe Samaniego
Walt Perry
Janelle Booth
Chris Cerklewski
James Feldmann

Representing:

Linn County
Benton County
Tangent
Jefferson
Millersburg
Albany
ODOT

Guests:

Barry Hoffman
Mark Bernard
Candy Bliss

Albany Transit
ODOT
Albany Transit

Staff: Catherine Rohan, Nick Meltzer, and Emma Chavez

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order, Agenda Review, and Roll Call		Meeting called to order at 9:02 am by Chair Gary Stockhoff. There were no changes to the agenda.
2. Public Comment		There were no public comments.
3. Board Approval of July 15, 2021 TAC Meeting Minutes		Consensus to approve the July 15, 2021 TAC meeting minutes with correction.

4. AAMPO House Keeping	<ul style="list-style-type: none"> - Welcome Chris Cerklewski, Albany Chris Bailey has been promoted and with her promotion she will no longer sit on the AAMPO TAC. Chris Cerklewski is the new city of Albany TAC representative. Cerklewski introduced himself. - Welcome Daineal Malone, Linn County With Chuck Knoll's retirement, Daineal Malone will be the new Linn County representative upon final county approval. - CAMPO TAC Ex-Officio Following ODOT's recommendation to increase public transportation division engagement in the MPO planning processes; staff is requesting recommendation from the TAC to the Board for Mark Bernard to serve as a TAC Ex-Officio. 	Consensus from the AAMPO TAC to recommend to the Policy Board that Mark Bernard be added to the AAMPO TAC as an Ex-Officio.
5. AAMPO COVID Stimulus Funds Update	<p>Staff Nick Meltzer provided an update on COVID stimulus funds memorandum of understanding (MOU). Meltzer advised that the MOU went to the TAC for review and is on the November Board agenda for final approval. Once the MOU is signed, funding will be distributed to member jurisdictions.</p> <p>Chuck Knoll with Linn County advised that he emailed feedback on the MOU. He stated that he saw a large reduction to member jurisdictions which was reallocated to the city of Albany. Knoll asked what the fund needs is for the Queen Street project. He went on to ask if the design has been completed and how short is the project. Cerklewski answered that ODOT and Union Pacific have a project to replace the crossing. They are looking for construction in 2024. Cerklewski then stated that the project that is getting stimulus funding is Queen Avenue, the associated road on either side of the ODOT and Union Pacific project.</p>	
6. Bicycle and Pedestrian Plan (BPP) Update	Rohan provided an update on the BPP. She advised that recent activity includes a second community survey and policy improvement recommendations. A total of 256 community members responded to the survey which was made available to the community for three	

	<p>weeks. The survey will help priorities BPP projects. The five projects that received the most public input from across the AAMPO are were:</p> <ol style="list-style-type: none"> 1. Waverly Dr: Upgrade bicycle facilities (mix of separated bike lanes, 8 foot shoulders, and buffered bike lanes preferred). <ul style="list-style-type: none"> • 121 respondents selected this project 2. Old Salem Rd & Salem Ave: Upgrade bicycle facilities (separated bike lanes preferred) <ul style="list-style-type: none"> • 110 respondents selected this project 3. Jefferson and Millersburg: Multiuse path between Jefferson and Millersburg <ul style="list-style-type: none"> • 103 respondents selected this project 4. Queen Ave: Upgrade bicycle facilities (separated bike lanes preferred) <ul style="list-style-type: none"> • 102 respondents selected this project 5. Geary St: Upgrade bicycle facilities (separated bike lanes and buffered bike lanes preferred) <ul style="list-style-type: none"> • 100 respondents selected this project <p>Rohan then shared that the Institute for Policy Research and Engagement (IPRE) helped staff draft the policy and program recommendations. Not every policy and program recommendation will be appropriate for each community, therefor communities may adopt and try out those that resonate best with them.</p> <p>BPP Next Steps:</p> <ul style="list-style-type: none"> • Continuing work on the project prioritization, which will incorporate Albany Transit System's new stop locations • Completion of policy and program recommendations • Writing project implementation and evaluation chapter • Formatting the document for readability and aesthetics • Presenting the draft document to the public and AAMPO committees for review (expected this winter) <p>Mark Bernard asked if the Queen Avenue project includes bike facility</p>	
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	<p>improvements. Cerklewski stated that the project does include bicycle and pedestrian facility improvements. James Feldman asked if the city supports buffer bike lanes if there is right of way. Cerklewski provided details on Queen Avenue and stated that the city does support buffer bike lanes if there is enough right of way and funding.</p> <p>Knoll stated that the survey focuses on already developed roads but there is no vision on what the needs are outside of those busy roads and the future growth of Albany. He gave some examples of roads in the city of Albany that will see future growth and the need for bicycle and pedestrian facilities. He then asked if there were any comments in the survey about downtown Albany. Rohan responded that there weren't a lot of comments of downtown Albany. There were only a few comments on the Fifth and Lyons intersection.</p>	
<p>7. STIP Revisions</p>	<p>Rohan advised that this is a full STIP amendment which requires a recommendation from the TAC to the Policy Board to approve or not approve the revision. Rohan reviewed the project revision for members and noted that no public comments were received between September 15th and 29th:</p> <p>Project Key #20428: US20: Ellsworth Street (Willamette River) Bridge</p> <p>In May 2018 the Oregon Transportation Committee approved canceling the construction phase of this project due to a greater need on another project with the intent of adding the construction phase back in the 21-24 STIP. ODOT's Bridge program now has the funds available to add the construction phase back.</p> <p>Add construction phase for FFY23 funded at \$5,097,300. Update project description to "Increase bridge clearance, lessen collision risk allowing more efficient movement of freight."</p> <p>Member Feedback:</p> <ul style="list-style-type: none"> • Cerklewski stated that he would like to see the amendment move forward. He noted that the bridge has been hit many 	<p>Consensus to recommend the STIP amendment to the Board with ODOT to provide refresher information on the project and answer questions the TAC has brought up.</p>

	<p>times in the past and recent months.</p> <ul style="list-style-type: none"> • Walt Perry asked if the increased clearance will be seen as an invitation for heavy truck traffic into downtown. • Knoll stated that the bridge has very little room for bike lanes and that may be a good future project. • Barry Hoffman stated that he would be curious to know if the project is worth the time and redirection travel for trucks. He went on to note that it would be good to know how many over height trucks are attempting to use that bridge and need to turn away. Feldmann stated that ODOT does keep permits for oversized loads therefore that information may be available. <p>Chair Stockhoff asked if the TAC would be willing to recommend the amendment to the Board with a request to have ODOT share additional information on the project and answer questions that have been brought up at today's TAC meeting.</p>	
<p>8. Jurisdictional Updates/Other Business</p>	<ul style="list-style-type: none"> • Future plans for in-person/hybrid meetings Meltzer asked what the TAC desire is to start planning for in person meetings and if February seems like a good plan. Feldmann voiced that his preference is remote meetings. Chair Stockhoff noted that remote meetings have seemed to work well for what is needed but finding some in person opportunities would also be welcomed. Meltzer noted that the meetings will remain remote and staff will look for in person opportunities for the coming year. • Future plans for joint meetings Staff is anticipating having a joint Board meeting in December to continue Hwy 20 discussions and prepare for the upcoming work plans. Staff is also considering a joint Board and TAC meeting in November to provide a BPP and UPWP update. Members agreed to staff recommendations. Staff will update calendar invites. 	

	<p>Jurisdictional Updates</p> <ul style="list-style-type: none"> • Jefferson – just opened up 5th Street between Columbia and Hazel. The street is planned to go through Cemetery Road, making it accessible to the Jefferson/Marion connection headed towards Stayton. This will alleviate congestion at the one and only stop light on Main and Hwy 164. • Tangent – doesn't have much new going on since the last meeting. Joe Samaniego did remind members that today is the great shake out day. • Linn County – the county is on the home stretch of completing the Mill City TIGER project. They are in the process of extending the completion date because the contractors have had trouble staffing their work. Also working on the Gold Fish Farm Road bridge project and doing traffic counts on Old Salem Road. <p>Chuck Knoll stated that he has always enjoyed being a part of the AAMPO TAC.</p> <ul style="list-style-type: none"> • Millersburg – the fire station project is going well and should be wrapped up by the end of May of 2022. It includes a new section of road. The city has a new Community Development Director and has put in an application to DLCDC for a minor TSP update. • Albany – working on an extensive project at 24th Avenue in south Albany. Cerklewski asked what the timeframe for ODOT to make a decision on the Enhanced projects is. Meltzer noted that the project did not move to the next level up in the STIP process. Meltzer said that within the next months there will be grant funding available that the city can apply for and may reach out to staff for assistance. Cerklewski then asked about the need for another bridge over the Willamette River and how the conversation has been brought up many times but doesn't seem to go anywhere. 	
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	<p>Meltzer responded that the MPOs have been discussing this as a corridor issue from Philomath to I5. Staff submitted for a TGM grant to look at what the combined regional growth will be and what short, medium, and long term needs could be addressed. Unfortunately, that grant application was not successful. The discussion will continue at the joint MPO Board meeting in December. Knoll added that there have also been discussions about another bridge from Millersburg to North Albany.</p> <ul style="list-style-type: none"> • ODOT (Mark Bernard) – there are a handful of transportation and transit planning initiatives getting ready to launch. ODOT is implementing the agreements with various sub-recipients for the 21-23 biennium. ODOT just completed reporting for the national transit database. (James Feldmann) ODOT is holding an open house for the bike/ped strategic plan. There are no projects in the AAMPO area. Also, Connect Oregon has an open period for their funding cycle. • ATS – Barry Hoffman was invited to participate on the Salem-Keizer RTP update. AAMPO staff may want to be a representative on their update. The Linn-Benton Loop has started some of the STIF funded expansion. More STIF expansion is coming soon. There is an issue with finding bus drivers. The ATS expansion will come after the Loop expansion. That will also require hiring. There will be a presentation to the Albany Council on what the ATS will look like in the near future. • Benton County – the county is well underway to have plans for Gibson Hill ready to go and ready to bid in the spring. Will also be doing an overlay on Springhill from Scenic to Buena Vista next summer. Received STIF funding for a pilot project from McMinnville to Junction City for transit service. This is in conjunction with Yamhill County. Hope to start the pilot next year in the fall or sooner. Ridership is up to 50% of what it was prior to the pandemic. The Delta variant did impact a bit but with OSU back in session; there is a lot more traffic in Corvallis now. The BAT 	
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	rebranding is moving forward. Hiring of bus drivers has also been an issue.	
9. Adjournment	Next meeting: November 18 th , 2021 at 9:00am	Meeting adjourned at 10:21 am.

**ALBANY METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD REMOTE MEETING
Wednesday, October 27, 2021
2:30 – 4:30 pm
Zoom Conference Call**

DRAFT MINUTES

Members David Beyerl, Ray Kopczynski, Savannah Crawford, Pat Malone, Roger Nyquist, and Darrin Lane

Alternates: Wayne Mink, Walt Perry, Joe Samaniego,

Guests Present: Brian Hurley, Cody Meyer, Chris Bailey, and Ken Bronson

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

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order, Agenda Review, and Roll Call		<p>Meeting called to order at 2:32 pm by Chair Pat Malone</p> <p>There were no changes to the agenda.</p> <p>Roll call was conducted by Staff Catherine Rohan.</p>
2. Public Comment	Ken Bronson; would like to be involved in the planning of the Albany to Salem transit expansion.	
3. Approval of August 25, 2021 Meeting Minutes		Consensus to approve the August 25, 2021 meeting minutes with correction.
4. Strategic Assessment	Staff Catherine Rohan reported that AAMPO agreed to go through a voluntary process of a strategic assessment. She advised that Cody Meyer with DLCDC and Brian Hurly with ODOT are attending the meeting to provide an update on the assessment. Staff Nick Meltzer added that the information that will be presented today has been reviewed by the AAMPO TAC and their feedback has been incorporation	

	<p>Meyer and Hurley introduced themselves. Meyer advised that a strategic assessment is an evaluation tool to estimate how adopted plans and policies achieve desired outcomes. The process includes testing policy choices to inform decision-making, demonstrates how different choices can lead to different outcomes, scenarios help think through future uncertainties, and it informs other planning efforts.</p> <p>A modeling tool is used to look at range of factors that affect household travel. Key findings include:</p> <ul style="list-style-type: none"> • slight decrease in VMT per capita with state led actions, • transit ridership increases with investments in transit, • vehicle delay is expected to increase, • reaching the GHG target requires a combination of actions, and • landuse and active transportation, transit, and pricing are key to meeting the goals <p>Meyer noted that the four goal areas the Board asked the team to look at include increased transit ridership, reduced VMT, reduced vehicle delay, and pollution reduction.</p> <p>Hurley then reviewed the relative impacts of the individual policies and the impacts of the policies in combination when compared to the adoptive plans or trend scenarios. Key findings included:</p> <ul style="list-style-type: none"> • landuse increased and higher levels of active transportation are very effective, • Higher levels of active transportation and transit would have higher impacts, • Increasing pricing has a negative impact in reducing household costs, and • Increasing landuse density and providing alternative modes show a positive impacts on household costs. <p>Hurley noted that having more ambitious policies gets the MPO closer to the goals they aim to reach and that coordination and collaboration are also very important in reaching the desired goals.</p>	
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	<p>Meyer and Hurley moved on to give examples of policy choices to help address mobility, livability, and environmental goals.</p> <p>Member Feedback:</p> <ul style="list-style-type: none"> • Dave Beyerl asked how infrastructure would be paid for if there would be reduction in gas taxes. Hurley responded that a reduction in gas taxes is an example of what could be done. He shared that OREGO is a program where people pay for the miles traveled. • Walt Perry stated that assessment does not show the interface of commercial traffic. Perry then questioned how the policies would affect regional freight including in the rural areas. Meyer responded that the analysis is limited to the household sectors and the assessment looks at the AAMPO area. Hurley added that the assessment looks at local commercial. He added that DEQ is engaged in a number of clean fuel and clean trucks rule making. <p>Chair Malone requested for staff to share today's presentation. He then advised that Benton County is working on a program to subsidize electric bike purchases for low income people. The program was developed between Pacific Power and Benton County Economic Development. It is a \$60 thousand program with a \$1200 per bike subsidy.</p> <p>Rohan asked how the final information has been used in other areas. Meyer responded that the transit agencies have utilized it the most, specifically relying on the numbers. Additionally, the information is being tied to local climate action plans. He noted that the team is also available to pull out additional information that was utilized during the assessment.</p>	
<p>5. Cherriots' Salem to Albany Transit Feasibility Study</p>	<p>Ted Stonecliffe planner for Salem-Keizer Cherriots transit provided an update on the Salem to Albany Transit Feasibility study.</p> <p>Stonecliffe advised that the project is a collaboration with Salem-Keizer Cherriots, the city of Albany, and AAMPO through STIF funds. The service was identified as a need in 2016. In 2017 STIF funds were</p>	

	<p>authorized by the legislation and funding was made available for this project in 2019. The project is an opportunity to think beyond the current transit boundaries. The project looks at different transit possibilities between Salem and Albany.</p> <p>Two distinctive service types were looked at; an express service (point to point), and an intercity route with more coverage and local stops. There were two phases of public outreach. The first phase looked at existing conditions and route design choices. Phase two looked at alternatives and key choices. Key takeaways from public phases showed that an intercity route is preferred, but both alternatives would provide benefits. Weekday rush hour and midday service is preferred, and weekday evening and Saturday service also ranked high. Stonecliffe moved on to share the route options that have been taken into consideration. He also shared the potential cost based on route options.</p> <p>Stonecliffe noted that the team is looking at potential funding sources and collaboration of entities. He went on to note that the next steps include developing a plan to apply for grant funds in FY22 for a FY23 potential start.</p> <p>Staff Nick Meltzer asked if the team had considered a hybrid of intercity/express service. Stonecliffe responded that it's doable but it would require an additional vehicle and with the recommendation leaning towards intercity; that would be the direction they would take.</p> <p>Chair Malone asked Barry Hoffman how the Albany Transit service expansion is coming along. Hoffman advised that he gave a presentation to the Albany Council work session and it provides good details on where the ATS expansion is at (Council session is recorded and posted online, HERE). In regards to the Salem to Albany transit; Hoffman advised that he was approached to be part of the planning team and he sees this as a needed connection.</p> <p>Stonecliffe added that the level of ridership that was modeled was</p>	
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	similar to that of the Salem to Woodburn which is at eighteen thousand riders per year. The Salem to Albany transit system is expected to be higher than that.	
6. COVID Funds Memorandum of Understanding	Meltzer advised that the Board approved the list of COVID funded projects. The Board did request that MOUs be developed between the COG/AAMPO and member jurisdictions who would receive funding. Meltzer advised that the TAC has reviewed the MOU and staff has incorporated the feedback. Meltzer reviewed the MOU with members and requested decision on approval.	Consensus to approve the MOU as presented.
7. STIP Revisions	<p>Rohan advised that this is a full revision for project #20428: US20: Ellsworth Street (Willamette River) Bridge. The revision did go to the TAC for review and they recommended that the project revision to the Board with a caveat that additional project background and details be shared by ODOT.</p> <p>Rohan went on to share details on the project. The project would develop plans to increase truss span vertical clearance for a future construction project.</p> <p>In May 2018 the Oregon Transportation Committee approved canceling the construction phase of this project due to a greater need on another project with the intent of adding the construction phase back in the 21-24 STIP. ODOT's Bridge program now has the funds available to add the construction phase back.</p> <p>Add construction phase for FFY23 funded at \$5,097,300. Update project description to "Increase bridge clearance, lessen collision risk allowing more efficient movement of freight."</p> <p>Rohan advised that the project revision went out for public review from September 15th through the 29th with no comments received. She noted that the TAC's concern was that increasing the clearance of the bridge may invite more freight traffic. Meltzer noted that there was a question on the cost being spent and if it will attract more traffic to downtown Albany.</p>	Consensus to approve the STIP revision as presented.

	<p>Savannah Crawford with ODOT reported that the bridge has been getting hit on a regular basis. Over time, every time the bridge gets hit, repairs are being made but it is affecting the structural integrity of the bridge. Right now, the bridge allows regular truck traffic to go through. The issue with the vehicles hitting the bridge is that they are not permitted and not taking the detour routes. The hits and repairs are causing stress at the base of the bridge. The project will include elevation of the structure by 1-2 feet. Crawford went on to note that it's not anticipate that the project will increase truck traffic.</p> <p>Darrin Lane asked if more proactive advanced warning has been looked at. Crawford will review that and she noted that the Harrisburg bridge was recently raised also.</p>	
<p>8. Jurisdictional Updates/Other Business</p>	<ul style="list-style-type: none"> • Future plans for in-person/hybrid meetings Meltzer noted that COVID is expected to wind down in December and there have been discussions of in-person meetings in February. Staff has also heard that it's easier to meet remotely. He asked members if there was interest in meeting in person on a quarterly basis. Members discussed and many agreed that remote meetings are helpful and with winter approaching, remote meetings may be best at this time and can re-asses in February. • Joint CAMPO/AAMPO Policy Board meeting on 12/08/21 (normally scheduled AAMPO meeting on 12/22) Staff proposed a joint AAMPO TAC and Board meeting in November and a joint AAMPO/CAMPO Board meeting in December during the regular CAMPO Board meeting on December 8th. Members agreed on a 1.5 hour meeting. • November (11/24) meeting fall on a holiday week, discuss rescheduling. Potential joint with TAC on 11/18. After discussion, it was agreed to reschedule the AAMPO Board November meeting and hold a joint AAMPO TAC/Board meeting during the regular TAC meeting on November 18th. <p>Jurisdictional Updates</p>	

	<p>ODOT – the bid has been awarded for the US20 Safety project for the Independence and Granger section. Will be breaking ground in February/March of 2022. When Chair Malone asked about the Van Buren bridge timeline; Crawford responded that construction is scheduled for 2023. A second round of public engagement is scheduled for January 2022.</p> <p>Linn County – with the retirement of Mark Volmert, the county has hired Ken Bronson to take over the Linn County Special Transportation program until a long term solution is decided. Bronson stated that he is looking forward to working with AAMPO.</p> <p>Jefferson – the city has a couple of new apartment complexes going up that will affect traffic and bus planning. The 5th Street project has been completed. The TSP update is close to completion.</p> <p>Albany – has a lot of design scheduled for next year. The big project is the ADA transition Plan for right-of-way.</p> <p>ATS – the Linn-Benton Loop expansion has begun. Service on Hwy 34 has been added and reinstated the old express bus to help with load issues in Corvallis. The Loop expansions have been well accepted. Hoffman reminded members to view his presentation to the Albany city council earlier this week. For ATS, the routes are finalized but there is still work to be done on the timing of routes. Bus stops need to be brought up to ADA codes if stops will be added. The train station is not being abandoned as the hub, however; the four transit services will meet at a timed fashion at the Heritage Mall as well. There are issues with driver availability. At times there has been need to borrow Greater Albany Public School (GAPS) drivers but GAPS is currently having the same issue with hiring drivers.</p> <p>Benton County – The city of Albany has agreed to take over the Gibson Hill project once it's brought up to their standards. The county is also having bus driver issues, including volunteers. The coast to</p>	
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	valley expansion is on hold until more drivers come on board. Have just put orders for cameras for BAT vehicles. Working with OCWCOG to do a software purchase upgrade. Gary Stockhoff thanked Chris Bailey, Albany staff, and Albany Council for getting the water system district transferred over to the city of Albany.	
9. Adjournment	Next meeting November 18 th joint TAC and Board meeting.	Meeting adjourned at 4:17 pm.

MEMORANDUM

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



Date: November 8, 2021
To: AAMPO TAC and Policy Board
From: Catherine Rohan, AAMPO Staff
Re: **Bicycle and Pedestrian Plan Update**

Overview

The memo summarizes work completed on the Bicycle and Pedestrian Plan over the last few months, including a second community survey, policy and program recommendations, and writing of the implementation and evaluation chapter. The memo concludes with a list of next steps.

Community Survey

With the help of University of Oregon's Institute of Policy Research and Engagement (IPRE), AAMPO developed a second community survey asking community members to select their favorite bicycle and pedestrian projects from a master list of projects. The online survey was open from September 7th to 29th and promoted via social media, community partners, and the AAMPO interested parties email list. A total of 256 community members responded to the survey, members could provide input on projects across the entire AAMPO planning area, as seen in Table 1. Trends from the survey include a focus on projects along larger roads and multiuse path projects.

Table 1: Input by Jurisdiction

Jurisdiction you would like to provide input on (select as many as you wish)	Count	Percent
Albany	204	62.39%
Tangent	55	16.82%
Millersburg	38	11.62%
Jefferson	30	9.17%
Total	327	100%

Input from the survey will be used to help prioritize projects. The top 50% of all projects will receive a point under the "public priority" criterion. The top 50% of projects for each individual jurisdiction will also receive a point for jurisdiction specific prioritized lists. The five projects that received the most public input from across the entire AAMPO planning area are listed below.

1. Waverly Dr: Upgrade bicycle facilities (mix of separated bike lanes, 8 foot shoulders, and buffered bike lanes preferred).
 - 121 respondents selected this project
2. Old Salem Rd & Salem Ave: Upgrade bicycle facilities (separated bike lanes preferred)
 - 110 respondents selected this project
3. Jefferson and Millersburg: Multiuse path between Jefferson and Millersburg
 - 103 respondents selected this project
4. Queen Ave: Upgrade bicycle facilities (separated bike lanes preferred)
 - 102 respondents selected this project
5. Geary St: Upgrade bicycle facilities (separated bike lanes and buffered bike lanes preferred)
 - 100 respondents selected this project

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Policy and Program Recommendations

In addition to helping create the second community survey, IPRE also drafted policy and program recommendations for the Bicycle and Pedestrian Plan. Recommendations range from broad topics, like allowing a mix of land uses, to smaller scale ideas, such as instituting neighborhood walking school buses. Benefits of adoption, draft code language, potential partners, and links to more information are provided for each individual policy and program recommendation. It's not expected that every policy and program recommendation will be appropriate for each community in the AAMPO planning area, instead communities can elect to adopt and try out the policy and program recommendations that most resonate with them.

Implementation and Evaluation

The Implementation and Evaluation chapter outlines strategies to leverage limited dollars and identifies funding sources and opportunities for bicycle and pedestrian projects. The chapter also includes suggestions for monitoring and evaluating progress towards the Bicycle and Pedestrian Plan goals, such as percent of students receiving safe routes to school curricula and miles of sidewalk added or significantly improved.

Next Steps

Next steps for the Bicycle and Pedestrian Plan include the following

- Continuing work on the project prioritization, will incorporate Albany Transit System's new stop locations which are currently being finalized
- Formatting the document for readability and aesthetics
- Presenting the draft document to the public and AAMPO committees for review (expected this winter)

MEMORANDUM

Albany Area Metropolitan Planning Organization

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Date: November 8, 2021
To: AAMPO TAC and Policy Board
From: Catherine Rohan, AAMPO Staff
Re: **Unified Planning Work Program (UPWP)**

Request

Staff have drafted ideas for Tasks 200 and 300 in the SFY 2023 Unified Planning Work Program (UPWP) and are looking for feedback as well as additional input on what kinds of planning projects the MPO is interested in pursuing.

Overview

Staff have begun outlining AAMPO's SFY 2023 UPWP in preparation for adoption in April 2022. Many of the tasks in the UPWP stay the same year over year, however activities under Task 200 and Task 300 change with each UPWP depending on the MPO's needs and areas of interest.

*State Fiscal Year (SFY) 2023
July 1, 2022 – June 30, 2023*

Task Descriptions

<u>Task 100</u>	<u>Program Management:</u> Provide management and administrative support for the MPO's planning and programming activities
<u>Task 200</u>	<u>Long Range Transportation Planning:</u> Provide for the long range transportation planning needs within the Albany Metropolitan Planning Area
<u>Task 300</u>	<u>Inter-Regional Transportation Planning:</u> Focus on the inter-regional needs and opportunities of the Albany Area Metropolitan Planning Area
<u>Task 400</u>	<u>Transportation Programming:</u> Perform transportation programming for MPO through the development of new Metropolitan Transportation Improvement Programs (MTIP) and the upkeep of the existing MTIP for inclusion in the Statewide Transportation Improvement Program (STIP)

Task 200: Long Range Transportation Planning

The purpose of this task is to provide for the long range transportation planning needs within the AAMPO area. While some tasks could be perceived as “short range,” they generally contribute to the long term needs and knowledge of the region, and intentionally help to build technical capacity of member jurisdictions. Below is breakdown of Task 200 components from AAMPO’s 2022 UPWP as well as a draft list of Task 200 components from AAMPO to consider for 2023. New draft components are highlighted.

SFY 2022

- AAMPO Bicycle/Pedestrian Plan
- Jefferson Transportation System Plan
- Technical Assistance to Communities
- Data Collection and Mapping

SFY 2023

- **AAMPO Regional Transportation Plan (RTP)**
 - AAMPO’s RTP is required to be updated every 5 years, next update is due in May 2023
- Technical Assistance to Communities
 - Continue providing up to 32 hours of staff time to communities as needed for transportation projects (grant writing, scoping study, assistance on an existing project, conceptual design work, etc.)
 - **Albany: Groundwork/feasibility for Albany Open Streets event**

Task 300: Inter-Regional Transportation Planning

The purpose of this task is to focus on the inter-regional needs and opportunities of the Albany Area Metropolitan Planning Area. This task recognizes that people travel outside the MPO boundary, both coming to and leaving the AAMPO planning area. Below is breakdown of Task 300 components from AAMPO’s 2022 UPWP as well as a draft list of Task 300 components for AAMPO to consider for 2023. New draft components are highlighted.

SFY 2022

- CAMPO Coordination
- Transit Planning Coordination & Assistance
- Corvallis Albany Lebanon Model (CALM) update for CAMPO and AAMPO RTPs

SFY 2023

- CAMPO Coordination
 - Continue general coordination efforts with CAMPO, including hosting joint meetings and exploring funding opportunities
- Transit Planning Coordination & Assistance
 - Continue providing support to both Albany Transit System and The Linn-Benton Loop
- **Bus Driver Pipeline Study**
 - Study to identify strategies for retaining and hiring bus drivers. May include interviews, focus groups, case studies, educational partnerships, and CAMPO/Corvallis Transit System coordination
- **Highway 20/34 Corridor Investment Strategy (Philomath - Albany)**
 - Project to investigate the range of multi-modal investments that can decrease single occupancy vehicles along the corridor, reducing the need for roadway expansion
 - Will be conducted in coordination with CAMPO and consultants

Additional projects

Additional planning studies, to be considered for SFY 23 or later years, are listed below.

- Albany Bikeshare Feasibility Study
- Bicycle and Pedestrian Count Program
- EV charging station location study
- Creation of CTS/ATS Transit District Study
- School Transportation Alternatives Study
- Regional travel preferences survey
- RTP Implementation (2024)
 - Support strategies, projects, and programs to advance RTP goals