



Community and Economic Development

Avenue SE, Suite 205 • Albany, Oregon 97322
(541) 967-8551 • FAX (541) 967-4651 • TTY/TDD 711

Joint CAMPO/AAMPO Policy Board Agenda

Date: Wednesday, March 10, 2021
Time: 3:30 to 5:30 pm
Location: Join Zoom Meeting: <https://us02web.zoom.us/j/83376574814>
 Phone: 1-669-900-6833
 Meeting ID: 833 7657 4814
 Password: 2020
Contact: Steve Dobrinich, CAMPO or Catherine Rohan, AAMPO

- | | | |
|----------------|--|---|
| 1. 3:30 | Welcome, Agenda Review, and Introduction | CAMPO Chair,
Councilor Alan Rowe |
| 2. 3:35 | Public Comment | Chair |
| 3. 3:45 | AAMPO Bicycle and Pedestrian Plan Update (Attachment A)
<i>Staff will provide an overview of the Bicycle and Pedestrian Plan including completed and future work products.</i> | C. Rohan |
| | Action: Information only | |
| 4. 4:00 | CAMPO Bicycle and Pedestrian Counters Update
<i>Staff will discuss next steps of the count program.</i> | S. Dobrinich |
| | Action: Information only | |
| 5. 4:10 | Regional Projects of Significance
<i>An overview of regionally significant projects including, but not limited to, the following</i> | N. Meltzer & Staff |
| | <ul style="list-style-type: none"> - Corvallis to Albany Bike Path - CAMPO Regional Transportation Plan (RTP) update - Salem to Albany Corridor Feasibility Study Project | |
| | Action: Information only | |
| 6. 4:40 | ODOT Regional Project Updates
<i>Updates on construction and planning projects in the CAMPO and AAMPO regions and related areas.</i> | ODOT |
| | Action: Information only | |

7. 4:50 **Highway 20 Collaboration (Attachment B)** **N. Meltzer**
Discussion of projects to date, and opportunities for AAMPO and CAMPO to collaborate on a project. Attachment B provides background from the last Joint Policy Board meeting in January 2020.
Action: Discussion on Highway 20 study plan
8. 5:20 **Future Joint Meeting Agenda Topics** **All**
Staff seek input from Policy Board members on agenda topics for next joint meeting.
Action: Discussion
9. 5:30 **Adjourn**
Next meeting to be scheduled for fall

MEMORANDUM

Attachment A



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: March 3, 2021
To: CAMPO and AAMPO Policy Boards
From: Catherine Rohan, AAMPO Staff
Re: **AAMPO Bicycle and Pedestrian Plan Update**

Background

In the second half of 2019, the Albany Area Metropolitan Planning Organization (AAMPO) decided to devote existing carry forward funds to develop a Bicycle and Pedestrian Plan (BPP). The BPP is intended to improve opportunities for bicycle and pedestrian travel in the AAMPO area through project identification and policy and programing recommendations. While AAMPO's Regional Transportation Plan (RTP) includes a basic overview of the existing and planned needs for future bicycle and pedestrian travel, it does not ground-truth any of this information, nor does it describe a project prioritization methodology. The BPP is expected to bolster and expand bicycle and pedestrian transportation planning beyond what is included in the RTP.

This memo provides an update on the BPP. The memo summarizes work completed between September 2020 and March 2021 as well as work to be completed over the coming few months. The BPP is expected to be completed by December 2021. An updated plan timeline is included at the end of the memo.

Previous Work (September – present)

Development of plan vision and goals: AAMPO staff led a discussion about BPP vision and goals with Technical Advisory Committee (TAC) and Policy Board members at their joint November 2020 meeting. Staff edited draft vision and goals to incorporate feedback from the November meeting, vision and goals were approved by the Policy Board in their December 2020 meeting.

Existing conditions mapping: Staff created a series of maps that will be used to identify gaps in bicycle and pedestrian infrastructure, destinations within the AAMPO area, and areas where additional bicycle and pedestrian infrastructure may be the most impactful.

Engagement: AAMPO, with the help of consultants from The Institute of Policy Research and Engagement (IPRE), developed a community specific engagement strategy to solicit input and feedback on the BPP. The strategy relies heavily on virtual engagement to minimize health risks related to COVID-19. Key pieces of the engagement strategy include community partner interviews, a project website, an online survey, and an online interactive mapping exercise.

MEMORANDUM

Attachment A



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

Online engagement materials are also being promoted with physical materials in community gathering places and supplemented by call in options.

Upcoming Work (March, April, May)

Continued engagement: Community and stakeholder engagement will continue as we promote the project website, survey, and mapping exercise. A second round of community engagement to confirm priority project selection is planned for summer of 2021.

Project identification: Staff will generate a list of preferred pedestrian and bicycle projects in the AAMPO planning area using input gathered from stakeholders, community members, and existing conditions mapping.

Development of project prioritization criteria: Staff will engage with AAMPO TAC and Policy Board to continue development of project prioritization criteria. Conversations will build upon previous TAC meeting where potential criteria were first introduced.

Development of preferred design treatment resource: Staff will begin working on a preferred design treatment resource that can be used by member jurisdictions when deciding how to allocate right of way space to make walking and bicycling safer and more comfortable easier. Resource development will include a review of member jurisdictions' TSPs for current design treatments and creating suggested design treatments. Best practices from existing resources such as NACTO's [Urban Bikeway Design Guide](#) will be incorporated when appropriate.

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



March 2021: AAMPO Bicycle and Pedestrian Plan Timeline		2020				2021											
		SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC
Stakeholder and Public Engagement	Stakeholder interviews (vision and goals + other)	✓	✓	✓	✓						X						
	Develop community engagement strategy				✓	✓											
	Website launch (ongoing updates)							X									
	Public engagement (survey, Wikimap, online community event)							X	X			X					
Existing Conditions Analysis	Review of current plans	✓	✓														
	Mapping existing conditions			✓	✓	✓	✓	X	X								
Network Recommendations	Identify projects (stakeholder input + existing conditions + public input)							X	X								
	Develop project prioritization criteria							X	X								
	Rank projects									X							
	Create priority project cut-sheets (utilize preferred design treatments)										X	X					
Policy and Program Suggestions	Identify suggestions beyond infrastructure (stakeholder input + existing conditions + public input)											X	X				
Implementation Recommendations	Develop implementation strategies list												X				
	Develop funding sources list													X			
	Pilot project demonstrations													X	X		
Preferred Design Treatment Resource	Develop preferred design resource							X	X	X							
Report Writing	Outline plan	✓															
	Draft to TAC for feedback/approval														X	X	
	Draft for public feedback														X		
	Draft to PB for approval																X



1400 Queen Ave SE • Suite 201 • Albany, OR 97322
 (541) 967-8720 • FAX (541) 967-6123

MEMORANDUM

DATE: March 3, 2021
TO: AAMPO and CAMPO Policy Boards
FROM: Nick Meltzer, Transportation Manager
RE: **Highway 20 Background**

This memorandum was originally written for the Joint Policy Board meeting in January 2020. It is provided as background information for the discussion next week and remains largely unchanged. The Moving Forward/Next Steps section is revised to be current.

Background

The Albany Area Metropolitan Planning Organization (AAMPO) and the Corvallis Area Metropolitan Planning Organization (CAMPO) received a letter on March 26th, 2019 from Managers and Administrators at Adair Village, Albany, Millersburg, Benton County, and Linn-Benton Community College. The letter focused on the need to begin addressing issues along the Highway 20 corridor between Albany and Corvallis.

Historical Context

This issue is not new to the region, and, in addition to being mentioned in many transportation system plan (TSP) and regional transportation plan (RTP) processes over the last ten years, the Corvallis Area MPO, in collaboration with the Cascades West Area Commission on Transportation (CWACTION), submitted a Transportation and Growth Management (TGM) grant application in 2008 to study the same issues. The grant was not funded for reasons undocumented. Brought up again at the most recent joint Policy Board meeting in 2016, the discussion inspired what is currently the Highway 20 safety project. At that time there was conversation the issue should be looked at more broadly, pushback from ODOT likely narrowed the project scope.

Councilor Collins questioned how we are ensuring that recommendations here and investment of money is not being shortsighted and inconsistent with the solutions of bottlenecks and high capacity which are a high priority to the Governor's Transportation Vision Panel (GTVF). Scott advised that bottleneck and capacity issues will be identified during the study and noted in the plan. However; at this time ODOT is trying to look at things more realistically and identify what can be done as soon as possible to improve safety along the corridor. This is the reason why the focus is on low cost/high benefit

improvements while identifying the full needs of the corridor and being consistent with local TSP's.

This brings us to addressing the issue today.

Identified Next Steps

Through a follow up conversation with the CAMPO Policy Board, Staff were directed to further define the issues and develop a draft scope of work at a joint Technical Advisory Committee (TAC) meeting. Held in September and attended by members of the CAMPO, AAMPO, CWACTION TACs, as well as some of the letter writers, this memorandum serves as a progress update for the Policy Boards. Here are the next steps identified at previous meetings:

1. Develop a mailing list of interested parties/stakeholders. *This is complete.*
2. At the next MPO Joint TAC meeting (September 2019), we will discuss a unified letter to submit to ODOT with a more defined scope. *Completed, see discussion below.*
3. Assess the need of a Highway 20 regional analysis as compared with other priorities. *To be discussed at a later date.*
4. Explore other opportunities to move the conversation forward while providing regular updates. *Ongoing.*

In an attempt to further refine the issues, Staff solicited “concerns” from those present at the Joint TAC meeting on Highway 20, in regards to regional travel between the two metropolitan planning areas. The following is a summary of those concerns:

- Safety and crash history along the corridor, as well as the impacts on regional capacity of delays due to crashes.
- Ensuring solutions are phased for short medium and long term.
- Are the projected volumes from 10 years ago correct? And, how does this influence projections for the next 10 years?
- How much impact can non-automobile travel modes have in reducing regional congestion? How can dedicated transit routes/lanes help this?
- Are there ways to disincentive peak travel through travel demand management?
- Understanding the future cost of improvements is vital so the full funding (i.e. accounting for inflation) can be identified now
- How will regional growth impact travel along Highway 20?
- Oregon DOT is focusing on Interstate-5 alternate seismic routes and this could exacerbate issues on the local system even more
- Part of the analysis should include looking at current, historical and future traffic volumes

As the group further discussed the timeline and geographic scope of the issue, other questions arose:

- a) What immediate improvements can be made to the corridor to improve existing traffic flows? For example, signal timing, adaptive signals, etc. This geographic scope would be limited to downtown Albany and North Albany.
- b) What can be done from a non-infrastructure and infrastructure perspective to accommodate future growth within the region and along the corridor? For example, encouraging alternative work schedules, implementing dedicated transit lanes, constructing an Albany to Corvallis multi-use path, etc. This geographic scope would include Philomath to Lebanon, along Highway 20 to I-5, and including Highway 34.
- c) Is there a point where growth will exceed the capacity created by interim improvements and require a more expensive investment? I.e. a new bridge across the Willamette. This geographic scope would follow the Philomath to Lebanon area outlined above.

One potential avenue for funding a regional project, in addition to planning dollars from ODOT Region 2, is through the Transportation and Growth Management program. Applications are accepted annually. Both Benton County and the City of Albany discussed contributing local funding as well.

Next Steps

Staff hope to guide a discussion with both Policy Boards on what some next steps could be and come to a consensus during the meeting.