



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 Thursday, November 17, 2022 9:00 am to 11:00 am

HYBRID MEETING: IN-PERSON WITH TEAMS VIDEO/CALL-IN AVIALABLE

OCWCOG, Albany ABC Conference Room

1400 Queen Avenue SE, Albany

Via Teams by clicking [HERE](#)

Meeting ID: 213 291 970 940

Passcode: iaL3tA

Mobile One Click Number

[+1 872 242 8088](tel:+18722428088)

Contact: Billy McGregor, bmcgregor@ocwcoq.org

AGENDA

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|---|------|--|---------------------------|
| 1 | 9:00 | Call to Order, Agenda Review, and Roll Call | Chair, Janelle Booth |
| 2 | 9:10 | Public Comments | Chair |
| 3 | 9:15 | Approve minutes of October 20, 2022, Meeting (Attachment A) | Chair |
| | | <i>Action: Decision on minutes</i> | |
| 4 | 9:20 | Bike Pedestrian Plan Review Stephanie Nappa from AAMPO/OCWCOG will present to the TAC changes to the Bicycle and Pedestrian Plan (BPP) recommended by this committee the last time the BPP was presented. | Staff, Stephanie Nappa |
| | | <i>Action: Review for Recommendation to Policy Board</i> | |
| 5 | 9:40 | Mobility Hubs Project (Attachment B) <i>Progress update on LBCC/OSU Mobility Hub Project.</i> | Staff, Stephanie Nappa |
| | | <i>Action: Discussion and Request for letter of support</i> | |
| 6 | 9:50 | RTP Scenarios – Memo (Attachment C) Reviewing potential Regional Transportation Plan scenarios first brought to the TAC by former AAMPO staff Catherine Rohan. | Staff |
| | | <i>Action: Discussion and Reaffirmation</i> | |

- 7 10:10 STBG Project Ranking (Attachment D+E)** **Staff**
 Applications, Attachment D, from participating organizations are included for scoring. Score sheet, Attachment E, to be used by TAC members, via print out in person, or Excel spreadsheet virtually.
- Action:** *Draft ranking of funded projects*
- 8 10:50 Jurisdictional Updates/Other Business** **All**
 • December Meeting Joint with Policy Board
- 9 11:00 Adjournment** **Chair**
 Next meeting: Thursday, December 15, 2022

ATTENDANCE (FOR QUORUM PURPOSES)

| TAC Members | Jurisdiction | Attendance |
|-------------------------------|-------------------------------------|------------|
| Walt Perry | City of Jefferson | |
| Janelle Booth (Chair) | City of Millersburg | |
| Chris Cerklewski (Vice Chair) | City of Albany | |
| Joe Samaniego | City of Tangent | |
| Daineal Malone | Linn County | |
| Gary Stockhoff | Benton County | |
| James Feldmann | Oregon Department of Transportation | |

Quorum Requirement: Official action may be taken by the committee when a quorum is present. A quorum shall exist when the majority of voting members of the Committee are present. If a member of the TAC is unable to participate in a TAC meeting, that member may designate an alternate to participate in his/her place. The alternate shall declare their status at the start of the meeting.

- AAMPO Technical Advisory Committee Bylaws, Section 6: Meetings, Subsection F: Quorum

Meeting facilities are accessible to persons with disabilities. If you will need any special accommodations, please contact Emma Chavez at least 72 hours prior to the meeting. Emma can be reached at 541-924-8405. TTY/TTD 711.

Albany Area Metropolitan Planning Organization (AAMPO)
AAMPO TAC Hybrid Meeting with Microsoft Teams Technology

Thursday October 20, 2022

9:00 am – 11:00 am

DRAFT MINUTES

| TAC Members | Jurisdiction | Attendance |
|-------------------------------|-------------------------------------|-------------------|
| Walt Perry | City of Jefferson | Yes |
| Janelle Booth (Chair) | City of Millersburg | No |
| Chris Cerklewski (Vice Chair) | City of Albany | Yes |
| Joe Samaniego | City of Tangent | Yes |
| Daineal Malone | Linn County | Yes |
| Barry Hoffman | City of Albany | Yes |
| Gary Stockhoff | Benton County | No |
| James Feldmann | Oregon Department of Transportation | Yes |
| Ex Officio | Jurisdiction | Attendance |
| Mark Bernard | ODOT | No |

Staff: Transportation Manager Nick Meltzer, AAMPO Assistant Planner Billy McGregor, CAMPO Planner Steve Dobrinich, and CED Administrative Assistant Ashlyn Muzechenko

| TOPIC | DISCUSSION | DECISION/CONCLUSION |
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| 1. Call to Order, Agenda Review, and Roll Call | <p>Chair Janelle Booth was absent so Vice- Chair Chris Cerklewski stepped in to be chair for this meeting.</p> <p>Staff Nick Meltzer conducted Role Call</p> <p>There were no changes to the agenda</p> | Vice-Chair Chris Cerklewski called meeting to order at 9:07a.m. |
| 2. Public Comments | There were no members of the public present, therefore no public comments were made. | There were no public comments were made. |
| <p>3. Approve Minutes of September 15th, 2022, Meeting (Attachment A)</p> <p>Action: Decision on Minutes</p> | There were no changes or comments on the minutes. | The September 15, 2022, minutes were approved by consensus. |
| <p>4. STBG Projects Solicitation</p> <p>Action: Draft ranking of funded projects</p> | <p>Staff Billy McGregor introduced this topic by stating the applications that were received.</p> <p>Staff Nick Meltzer opened the floor to introduce their projects, and then walk through the ranking for each.</p> <p>Staff Nick Meltzer added that first are the scoping projects, which are relatively new to the AAMPO however CAMPO has been doing them for some time.</p> <p>Chair Chris Cerklewski introduced the City of Albany's Project as shown in the packet. It would include adding a turn lane and bicycle lanes to all of the Queen Ave intersections as described. The idea is to rescope the needed turn lanes and add what pedestrian or bicycle improvements</p> | The AAMPO TAC members decided by consensus to finish the scoring and rating at the next meeting, when all of the members were present. |

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| | <p>could be made as well. The intent would be to figure out what improvements are needed and proceed to an early design footprint for what will be needed.</p> <p>Staff Nick Meltzer asked about the total cost of the project</p> <p>Vice Chair Chris Cerklewski noted that the asking price is \$110,000 and \$98,703 would be from AAMPO.</p> <p>Vice Chair Cerklewski noted that this intersection is over the critical crash rate threshold. There is a lot of traffic coming in along with trucks and agricultural vehicles.</p> <p>Staff Nick Meltzer introduced Millersburg's application where they are requesting \$35,000 to update their TSP due to the growth of Millersburg. The application discusses the development of intermodal center and the new industrial property that will change traffic patterns from 2016. The oversee of the project will be collaborated with a consultant.</p> <p>Staff Meltzer also added that between Albany and Millersburg there is \$133,000 in scoping studies from the STBG pot of around \$3.1 million.</p> <p>Daineal Malone noted that is sounds reasonable.</p> <p>Staff Nick Meltzer noted that today is just ranking the projects, then CAMPO will go through and rank their projects. From there the rankings will go to the public for comments and then they will continue to go to the Policy Board.</p> <p>Daineal Malone asked if they are going to individually score each project, or if it would be scored as a group.</p> <p>Staff Nick Meltzer added that it will be scored as a group.</p> <p>James Feldmann asked for confirmation regarding what the Policy's Boards involvement is in the cycle.</p> | |
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| | <p>Staff Nick Meltzer answered stating that the TAC would send a recommendation to send to the Policy Board for approval, and the policy board would approve, change, or disapprove of the rankings.</p> <p>Chris Cerklewski added that Albany's project would be a widening project between Pacific Boulevard and Salem Avenue. As of right now there are no pedestrian lanes, or bike lanes, or traditional curbs. The lanes will be widened two lanes with bike lanes and sidewalks. The project will cost around \$3.1 million, and they would request \$2.2 million of AAMPO funding which is a 29% match from the city. The project is all located on city property, and would add a right of way as shown in the City of Albany's TSP. This project would be on both the new and existing bus routes.</p> <p>Vice Chair Chris Cerklewski added for the safety element, the traffic gets very backed up, and according to ODOT there is an elevated crash rate. Most of the problem is caused by back up in the narrow section. The critical crash rate was 0.64 in 2022 and it was 0.61 in 2018.</p> <p>Vice Chair Cerklewski noted that this section will improve interconnectivity between Albany and Millersburg, which will benefit both vehicle and freight traffic that will be coming through.</p> <p>James Feldmann asked about the size of the bike lanes being put in.</p> <p>Vice Chair Chris Cerklewski noted that the 2010 TSP showed set back sidewalks with landscape buffer and six-foot sidewalks enter from recording dealing with technical issues.</p> <p>Vice Chair Cerklewski addressed the permitting issues with EDA would be non-extensive as it is just filling ditches.</p> <p>Staff Billy McGregor introduced the Project scoring sheet that is shared through Teams and Excel formats.</p> | |
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| | <p>Vice Chair Chris Cerklewski gave more insight regrading bike lanes and pedestrian crossing improvements that would happen with this project.</p> <p>Daineal Malone asked about the project being on an ODOT right of way.</p> <p>Vice Chair Chris Cerklewski indicated that it was on city property.</p> <p>Project Readiness:</p> <p>Members confirmed that the project is in the TSP.</p> <p>Staff Nick Meltzer noted that this project is ready to build on.</p> <p>James Feldmann asked about the extensive permits mentioned</p> <p>Vice Chair Chris Cerklewski added that they can dedicate the right of way, as it was on city property, also regarding permitting there would only be a couple permits through EDA.</p> <p>Staff Billy McGregor asked if the project was in an existing right of way.</p> <p>Vice Chair Chris Cerklewski indicated that it isn't currently in an existing right of way as the papers were never submitted, but it is on the city property and a right of way will be added.</p> <p>Scoping Study Completed:</p> <p>The AAMPO TAC members agreed that the scoping study has been done on the project per their definition of a scoping study.</p> <p>Project Within Existing TSP:</p> <p>Daineal Malone asked if this project is in the TSP and also the RTP.</p> <p>Staff Billy McGregor added that it was in the Albany TSP.</p> | |
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| | <p>Staff Nick Meltzer noted he will check if the project is in the RTP.</p> <p>James Feldman noted that the RTP references the TSP, but it is not required for the projects to be listed in the RTP</p> <p>Extensive Permitting Required:</p> <p>Vice Chair Chris Cerklewski noted that every project besides paving have required EDA permits.</p> <p>James Feldmann asked if transportation has allowed use in that zone as it was technically a park.</p> <p>Staff Nick Meltzer added that he doesn't know if it qualifies for the environmental permitting points section.</p> <p>Chris Cerklewski added that there will need to have environmental permitting, however it won't be anything that will derail the project.</p> <p>Match Funding Identified</p> <p>Chris noted that there is match funding is identified as 29% and is in the bank right now.</p> <p>Bicycle/Pedestrian/Transit</p> <p>Vice Chair Chris Cerklewski noted that it will add bicycle facilities, as there are currently none. It also improves pedestrian facilities, as there are no sidewalks currently, and there will be some added at signalized sections.</p> <p>James Feldmann noted that with widening the road, they would decrease comfortability for pedestrians, which could hinder pedestrian facilities rather than improving them.</p> | |
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| | <p>The TAC Members agreed to award the points for this scoring section after debate on the qualifications.</p> <p>Vice Chair Chris Cerklewski added that the project is along both existing and new transit routes.</p> <p>Vice Chair Chris Cerklewski noted it helps with traffic back up which reduced accidents at those intersections. There were 50 crashes over 10 years that were associated with Albany Ave. and Pacific Ave.</p> <p>The TAC Members agreed that it qualified for those points.</p> <p>Staff Nick Meltzer added if signals are being added then it would qualify, even if the intersection is getting widened.</p> <p>Vice Chair Chris Cerklewski noted they will be updating signals to allow for pedestrian signals that are in unison with the regular signals. Cerklewski also noted that creating the unison of the signals will be done working together with ODOT, as it can be tricky with it not being a one-way street.</p> <p>Staff Nick Meltzer stated that it does improve signals for traffic and for pedestrians, the group agreed.</p> <p>Intercommunity Impact:</p> <p>Vice Chair Chris Cerklewski agreed as it connected Millersburg, Albany, and Interstate 5.</p> <p>The group of TAC members agreed that there is benefit for multiple communities.</p> <p>Improves Freight:</p> <p>The group agreed that the Albany project improves freight.</p> | |
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| | <p>The Albany Avenue project scored a total of 86 points.</p> <p>Staff Billy McGregor introduced the next project as Knox Butte and Scrael Hill Roundabout.</p> <p>Scoping study completed: Daineal Malone noted that it is in the TSP and RTP, however there were no specific scoping studies done.</p> <p>The TAC members agreed</p> <p>Walt Perry asked if there was agricultural information included. As it is along four ways of the intersection that have heavy farm equipment that travel the route.</p> <p>Daineal Malone added that it will be designed for appropriate truck traffic, and other large vehicles such as farming equipment.</p> <p>James Feldmann noted that as it is in the TSP, it passes the scoping studies section.</p> <p>Project in existing right away:</p> <p>Daineal Malone noted it is not currently in a right of way and would cost an additional \$20,000 to gain the right of way.</p> <p>Extensive environmental permits required: Daineal Malone noted there are not environmental permits required.</p> <p>Vice Chair Chris Cerklewski asked about ditches and needing permits for them.</p> <p>James Feldmann noted that this one is approved.</p> <p>Match Funding:</p> | |
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| | <p>Daineal Malone noted that 10.27% match from the county road funds would be used for that project.</p> <p>All members agree that it qualifies.</p> <p>Bike Facilities and Ped Facilities:</p> <p>There are no bike lanes on either of the two roads. But there are the widened shoulders. The slower speeds would benefit peds and bikes.</p> <p>James Feldmann noted that it would benefit both Bike and Peds as the speed would be reduced from 45 mph to 15 mph.</p> <p>The majority of TAC members noted that it improves Bike Facilities.</p> <p>Daineal Malone added that it is adding pedestrian islands and the ditches could also be modified to create sidewalks.</p> <p>For pedestrian facilities: The TAC two votes were for no, and there were three yeses</p> <p>Bus Stop Improvements:</p> <p>The TAC members decided it didn't qualify for those points.</p> <p>Transit Improvements:</p> <p>The TAC members decided that it didn't qualify.</p> <p>Safety: The TAC noted yes it does qualify.</p> <p>Efficiency of Signal/Intersection System Upgrades:</p> <p>The majority voted in favor for supporting Efficiency system upgrades.</p> | |
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| | <p>Daineal Malone voted in favor, James Feldmann in favor, Chris Cerklewski against, Joe Samaniego in favor, Walt Perry in favor.</p> <p>Walt Perry asked about precursor warnings, and what mediums would be used.</p> <p>Daineal Malone noted that there would be signage leading up to the reduced speed and roundabout.</p> <p>Walt Perry added that there will be a knowledge of the project being there, and Bike and tourism is going to be increased.</p> <p>Perry also noted that 90% of the accidents around new traffic patterns are because there wasn't knowledge of the changes.</p> <p>Multiple Community Benefits:</p> <p>Daineal Malone noted that there are benefits to communities through the area, such as left turns, and truck traffic increasing, and Millersburg intermodal facility will be helped as well because of agricultural transport.</p> <p>Walt Perry asked about the project being an alternate route for when I5 is incapacitated</p> <p>Daineal Malone noted that Scrael Hill is a direct route from 164 which goes through Jefferson or to Millersburg.</p> <p>The majority of AAMPO TAC members voted in favor multiple community benefits for this project.</p> <p>Joe Samaniego added that when there are large crashes on i5, this is a commute option, but it bogs up. Samaniego doesn't feel that it would be a benefit to multiple communities, but in the future, it will be a benefit.</p> <p>Improves Freight:</p> | |
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| | <p>Daineal Malone voted that it would help with left turn queuing, as it would also help with the intermodal facility in Millersburg. There is also increased truck traffic, and increased speeds, will slow down traffic, and allow trucks to enter safely.</p> <p>Vice Chair Chris Cerklewski stated that the intersection doesn't have a large capacity problem, the benefit for freight is non-existent.</p> <p>James Feldmann voted in favor of the project benefiting freight.</p> <p>Vice Chair Chris Cerklewski voted against as it is more of a safety aspect rather than an improvement to freight operations.</p> <p>Walt Perry noted to look into the crash rate for this project, that is showing that the intersection at Knox Butte and Scrael hill has a high crash rate.</p> <p>Vice Chair Chris Cerklewski noted that there wasn't a lot of accidents there, only 2 in the recent past. According to Ron Irish.</p> <p>Daineal Malone noted in 2020 there was a fatality, however there were a few property damaging crashes. This section was also listed on ODOT's priority index.</p> <p>Vice Chair Chris Cerklewski added it is more for safety than freight.</p> <p>Staff Nick Meltzer noted that after the process we should change criteria for partial credit vs all or nothing.</p> <p>The TAC Members noted they were envisioning partial points, rather than all or nothing in regard to the scoring system.</p> <p>For Freight options, the majority of the TAC members were in favor.</p> <p>The total points for the Knox Butte and Scrael Hill Roundabout project was 63 points.</p> | |
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| | <p>James Feldmann asked about 3 construction projects dollar amount.</p> <p>Staff Nick Meltzer noted that there isn't enough funding for what was submitted, and this is a conversation to have when all representatives are present. (Missing Millersburg and Benton County.</p> <p>It was decided by consensus to finish the scoring and rating at the next meeting.</p> | |
| <p>5. RTP Process – Presentation (Attachment B)</p> <p>Action: Information and Discussion</p> | <p>Staff Billy McGregor introduced this presentation, and noted that due to time limits, they are going to cover timelines and goals section.</p> <p>Staff McGregor noted that the pace needs to be moved to heavier pace, the target completion is end of June early July.</p> <p>Staff Billy McGregor added that in October they are hoping to solidify goals and objectives with TAC and Board.</p> <p>In January and February, there will be information for ODOT's TPAL for running models for AAMPO.</p> <p>There will be three rounds planning for public engagement. The first in November, the second in February, and the third in April or May.</p> <p>James Feldmann noted that east Albany planning will have a draft towards the end of the year, and TPAL wanted to know what East Albany is doing for modeling. The timing is a bit off, but ODOT and TPAL are asking to incorporate what AAMPO can.</p> <p>Staff Billy McGregor noted that the Regionally significant corridors have been approved at the August AAMPO meeting.</p> <p>Staff Billy McGregor introduced the goals discussion for the RTP.</p> <p>The RTP will have to address 10 factors as either a goal or a different part of the RTP per federal regulations.</p> | |

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| | <p>Staff Billy McGregor reviewed the goals in the presentation from the TSP's that were examined from the local communities involved with AAMPO. The key language forms each goal statement from the TSP.</p> <p>Staff Billy McGregor noted that the previous RTP contained 11 generic goals, and it is recommended by the staff to have a smaller list that is more reasonable.</p> | |
| <p>6. AAMPO RTP Goals and Objectives (Attachment B)</p> <p>Action: Information and Discussion</p> | <p>Staff Billy McGregor noted that the following 8 are the most popular for the AAMPO Region: Connectivity/Multimodal, Environmental Protection, Accessibility, Efficiently, Safety, Security, Economic Vitality, and Perseveration.</p> <p>Staff Nick noted that the hope is for the TAC to look into goals that are based off of the most popular goal words from the AAMPO Region.</p> <p>Staff Billy McGregor read through draft Goal statements for AAMPO to produce to the Public.</p> <p>Nick Meltzer added that the examples provided in the presentation are three examples of goal statements that could be used.</p> <p>Daineal Malone noted that option number 2 is the best in her opinion.</p> <p>Walt Perry asked about the meaning of multimodal and felt that option #3 would tie into the future needs as well, so that one has his vote.</p> <p>Vice Chair Chris Cerklewski noted that he is in favor of the third option.</p> <p>Staff Billy McGregor noted that they won't necessarily copy these directly, but the language and ideas are what's important.</p> <p>For Environmental protection options:</p> | |

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| | <p>TAC members Daineal Malone and Chris Cerklewski were in favor of Number 1; however, Walt Perry and James Feldmann preferred the third option.</p> <p>For accessibility:</p> <p>Walt Perry preferred option 2, Chris Cerklewski and Daineal Malone Preferred option 3. James Feldmann had no preference.</p> <p>Staff Nick Meltzer noted that there are requirements of goals and objectives that will guide the work they do and the projects they select.</p> <p>For efficiency:</p> <p>Walt Perry preferred the first option, as every project is multi-level.</p> <p>All members of the TAC agreed that is the best option.</p> <p>For Safety:</p> <p>All members were in favor of the third option.</p> <p>The members thought that security could mean comfort rather than violence.</p> <p>All AAMPO TAC members agreed that Safety and Security should be put together as one section.</p> <p>For Economic Vitality:</p> <p>Walt Perry noted that these are too Generic and are repeated from previous options. Perry also noted that most cities are going to be looking at growth potential rather than freight and other aspects.</p> <p>Most TAC members noted that the third option is the best option.</p> | |
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| | <p>James Feldmann added that the amenities such as stores and not just freight would be improving economic vitality.</p> <p>Walt Perry shared from personal experience, reducing traffic, and getting people walking again is going to improve economic vitality. Perry stated that promenades would also create this in rural cities.</p> <p>For Preservation:</p> <p>The TAC members didn't like the options presented.</p> <p>Staff Nick Meltzer noted that there doesn't have to be a preservation goal, as they were trying to reduce the number of goals they had.</p> <p>Walt Perry suggested that Preservation should be changed to Enhancement.</p> <p>The TAC members wanted to add a maintaining aspect to the preservation section, as well as contemplating growth.</p> <p>Staff Nick Meltzer noted that goals are planning to be brought to the Policy Board for approval and revisions.</p> <p>The TAC members agreed that these goals should be brought to the Policy Board.</p> <p>Staff Nick Meltzer noted that the liked phrases will go to Policy Board in October, and then from there the language would be brought to the public for approval.</p> <p>Staff Meltzer added that also in November objectives will be brought to the TAC in order to keep up the process</p> | |
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| <p>7. Jurisdictional Updates/Other Business</p> <ul style="list-style-type: none"> • Next meeting, In-person or Virtual? | <p>Other Business: Staff Billy McGregor noted that the RTP is a top project right now for AAMPO.</p> <p>Staff Nick Meltzer added that Steph is making updates to the Bike Ped Plan, which will hopefully be ready within a month.</p> <p>Staff Updates: No further staff updates</p> <p>Jurisdictional Updates:</p> <p>No updates for the city of Albany.</p> <p>Linn County is wrapping up a covered bridge project. They also received a grant letter for another bridge project. Additionally, there was another letter for the Waverly drive project. Both projects were local HBR certified projects, that is federal funding that is distributed via the state.</p> <p>Walt Perry noted that Jefferson is focusing on elections, as the changing of commissioners is getting unsettling as they are in the middle of getting things done when it is looking like positions will be changing.</p> <p>For Tangent there is a TGM grant for their TSP. Also, the quick build sidewalks got scrapped by the commissioners. However, overall, the quick build projects were a great project, that Joe Samaniego can answer questions about in a future meeting.</p> <p>For ODOT James Feldmann noted that the ACT meeting is next week. Additionally, Feldmann is working on Jefferson’s great streets grant that is very competitive statewide with \$30million available across the state.</p> <p>Walt Perry added on that topic that Main Street and Second Avenue are the main choices for the grant. Jefferson is working on appealing to everyone, and not just the local residents.</p> | |
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| | ODOT continued their update regarding different grant options available in the AAMPO area. Feldmann stated that currently there is no new opportunities for Safe Routes for School grants in the AAMPO region | |
| 8. Adjournment | <p>The next AAMPO Board Meeting is scheduled for Wednesday, October 26, 2022, and it will be hybrid.</p> <p>The next AAMPO TAC Meeting is scheduled for Thursday, November 17th, 2022.</p> | Meeting was adjourned at: 11:03 a.m. by Vice-Chair Chris Cerklewski |



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

November 11, 2022

Dear STIF Review Committee,

The Albany Area Metropolitan Planning Organization (AAMPO) is writing in support of Oregon Cascade West Council of Government's (OCWCOG) application for the 23-25 STIF Discretionary grant to complete design and construct two mobility hubs, one at Oregon State University (OSU) and one at Linn-Benton Community College (LBCC). This grant will continue the work of a current STIF-funded project which has completed preliminary design and cost estimates for the mobility hubs.

The mobility hubs will share many of the same improvements, including covered shelters, electronic reader boards, space for future micromobility parking, and prepared conduit for future electric bus charging. The OSU site will relocate multiple existing transit stops in to one centralized location and improve the streetscape for cyclists and pedestrians. The LBCC site will create dedicated bus bays and provide a public restroom facility. Each of these amenities will support future growth for the multitude of transit providers that serve the AAMPO region and our surrounding communities.

The AAMPO region is both a trip generator and a trip destination. Albany is a major job center within Linn County, as well as a key destination for shopping, education, and medical services. Simultaneously, many residents of the AAMPO region travel to Corvallis for employment and educational opportunities, as well as shopping and services that aren't available in Albany. For this reason, our regional transit services provide vital connections for anyone who cannot, or chooses not to, drive. While the OSU hub is not within the AAMPO region, we view it as an equally important investment to the LBCC hub, due to the pattern of travel between the two locations.

We look forward to the construction of these important transit facilities, and strongly support OCWCOG's application for STIF Discretionary funding. This project will facilitate future transit expansion and electrification, and will improve the experience of accessing existing transit services. We feel the mobility hubs meet the criteria of the STIF Discretionary program and will be a long-term benefit to the statewide transit network.

Sincerely,

Dave Beyerl
Policy Board Chair
Corvallis Area MPO

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 10, 2022
To: AAMPO Technical Advisory Committee
From: Billy McGregor, AAMPO Transportation Planner
Re: **Regional Transportation Plan: Future model scenarios**

Request

Feedback on selected future model scenarios for use in AAMPO's regional transportation plan (RTP), previously reviewed by TAC and Policy Board in February 2022.

Background

Project selection in the RTP will be guided in part by the MPO's preferred future scenario for 2043. The MPO will select a preferred future scenario after comparing model output metrics (such as vehicle miles traveled and hours of peak traffic congestions) across multiple future model scenarios.

The AAMPO TAC and Policy Board had a preliminary discussion about future model scenarios at their January/February 2022 meetings. Feedback from the meetings included the following:

- Difficulty in modeling neighborhood commercial scenario due to political nature of model inputs
- Interest in a scenario that increases transit
- Interest in a scenario that increases walking and bicycling
- Potential to combine increased transit and walk/bike scenarios
- Interest in a scenario that reflects Climate Friendly and Equitable Community Rulemaking efforts
- Interest in a scenario that completed all road expansions identified in TSPs, to be used as a measure against other scenarios

Suggested Future Model Scenarios

The following are the three suggested future model scenarios staff suggest the MPO pursue in the RTP. Note that assumptions in the Trend Scenario, as the baseline scenario, are also included in the Increased Transit + Increased Walking and Bicycling Scenario and the State and Federal Policies Scenario.

Final assumptions for each scenario may vary slightly depending on modeling capabilities.

1. *Trend Scenario:* This scenario serves as the baseline to measure outcomes against and assumes nominal transit investment over 20 years
 - *Assumptions:*
 - i. No significant capacity projects (i.e. highway widening)
 - ii. Projects currently funded on the MPO's MTIP are included
 - iii. Conditions based on adopted land use plans are included

2. *Increased Transit + Increased Walking and Biking Scenario:* This scenario would increase transit and the attractiveness of walking and bicycling
 - Assumptions
 - i. Transit will expand geographically, at a minimum, to the long term scenario identified in [Albany Transit System's Transit Development Plan](#)
 - ii. Transit headways will be comparable to the bus rapid transit currently running in [Eugene](#) (bus arrives ~ 15 minutes along key routes)
 - iii. Walking and bicycling will become more attractive by provision of safer and more comfortable infrastructure

3. *State and Federal Policies Scenario:* This scenario focuses on changes that align with trends in state and federal policies, including DLCD's [Climate Friendly and Equitable Community Rulemaking](#) effort which focuses on meeting our State's climate pollution reduction goals. This scenario will model increased barriers to single occupancy vehicle use, such as road usage fees/taxes and parking fees.
 - Assumptions
 - i. Assumptions will be finalized with TPAU and Tara Weidner, ODOT's Integrated Transportation Analysis Engineer



Administration

Office: (541) 766-6821

Fax: (541) 766-6891

360 SW Avery Avenue.

Corvallis, OR 97333

co.benton.or.us

October 14, 2022

Billy McGregor, Transportation Planner
Albany Area MPO
1400 SE Queen Ave, Suite 205
Albany OR 97322

Subject: FFY2024-2027 Surface Transportation Block Grant

Mr. McGregor,

Please find enclosed information for a proposed Surface Transportation Block Grant Project from Benton County. The proposed project is considered preservation as it includes a grind and inlay on Scenic Drive which is under County jurisdiction and located within the AAMPO boundary.

Should you have any questions about the application material presented, please contact Laurel Byer, County Engineer at 541-766-6013 or Laurel.Byer@co.benton.or.us.

Sincerely,

A handwritten signature in blue ink that reads "Gary".

Gary Stockhoff, PE
Public Works Director

C: file



SCENIC DRIVE GRIND & INLAY - PRESERVATION

Description: Grind and inlay Scenic Drive from Gibson Hill Road to Valley View Drive in North Albany for a total of approximately 1.1 miles. This project is vital to keeping Scenic Drive in good condition for the traveling public. The proposed project includes grinding the existing asphalt and providing a two-inch deep inlay. Sidewalk ADA ramps and crosswalks will be upgraded as needed as part of the project. Pavement preservation projects are not outlined in Benton County's Transportation System Plan; however, they are priority ranked according to our road maintenance procedures. Pavement preservation is also a key component to ensure the MPO can achieve the goals and objectives outlined in the Regional Transportation Plan.

Criteria: Pavement Condition – Fair (PCI = 66)

Bicycle/Pedestrian/Transit Improvement – Scenic Drive NW is a mixture of curb and gutter and rural paved shoulders; however, there are designated bike lanes in both directions. Scenic Drive is on the edge of City Limits and there is potential for additional development along the corridor. A grind and inlay will improve the rideability and provide fresh legends. As mentioned above, any ramps that currently don't meet ADA standards will be replaced. There currently is no transit service on Scenic Drive in Albany.

Safety Improvement –Improving the surface on Scenic Drive will improve rideability and therefore improve safety. There are no high frequency safety issues or crash locations along this segment of Scenic Drive, although there are a high number of speed complaints.

Project Leverage – The County recently widened and chip sealed Scenic Drive between Valley View and Springhill Road, so this would be a natural progression of that project. The County also improved sidewalk connections, ADA ramps, and constructed a pavement overlay on Gibson Hill Road which included the intersection at Scenic Drive. There is potential for additional development as the City continues to expand into the urban growth area. Scenic Drive is a major north-south connector between Highway 20 and the North Albany area.

Feasibility: As the proposed project is a grind and inlay on an existing paved road, federal oversight will be minimized; however, the County is not a certified agency and we would be requesting a third party agency to deliver the project on our behalf.

Cost: Please see the attached cost estimate sheets for the Scenic Drive Grind and Inlay Project.

The total proposed project cost in 2024 dollars= \$1,090,000; STGB request= \$988,483
All local match and remaining balance would be derived from the County Road Fund.



SCENIC DRIVE GRIND & INLAY - PRESERVATION



Scenic Drive NW looking northbound (intersection of Oak Grove Road)



Scenic Drive NW looking northbound (south of Valley View Drive)

ODOT SCOPING ESTIMATE

(updated March 2022)

| PROJECT NAME | Scenic Drive Grind & Inlay (Gibson Hill Rd to Valley View Dr) | | | BENTON COUNTY | |
|---|---|--------|----------|-------------------|---------------|
| KIND OF WORK | 2-inch grind and inlay, reconstruct concrete island, and striping | LENGTH | DATE | ESTIMATE PREPARER | |
| | | 1.1 mi | 10/14/22 | Owen Millehrer | |
| Section # | ITEM TITLE | UNIT | QTY | UNIT COST | EXTENDED COST |
| TEMPORARY FEATURES AND APPURTENANCES | | | | | |
| 210 | MOBILIZATION | LS | x | 10.00% | \$44,900 |
| 221 | TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC | LS | x | 10.00% | \$44,900 |
| 280 | EROSION CONTROL | LS | x | 2.00% | \$8,980 |
| ROADWORK | | | | | |
| 305 | CONSTRUCTION SURVEY WORK | LS | x | 2.00% | \$8,552 |
| 310 | REMOVAL OF STRUCTURES AND OBSTRUCTIONS | LS | x | 3.00% | \$12,829 |
| 310 | REMOVAL OF CURBS | FOOT | | \$ 5.00 | \$0 |
| 310 | REMOVAL OF GUARDRAIL | FOOT | | \$ 5.00 | \$0 |
| 310 | REMOVAL OF PIPES | FOOT | | \$ 30.00 | \$0 |
| 310 | REMOVAL OF SURFACINGS | SQYD | 20 | \$ 25.00 | \$500 |
| 310 | REMOVAL OF WALKS AND DRIVEWAYS | SQYD | 35 | \$ 30.00 | \$1,050 |
| 320 | CLEARING AND GRUBBING | ACRE | | \$ 4,500.00 | \$0 |
| 330 | GENERAL EXCAVATION | CUYD | 4 | \$ 30.00 | \$120 |
| 330 | EMBANKMENT IN PLACE | CUYD | | \$ 30.00 | \$0 |
| 331 | 12 INCH SUBGRADE STABILIZATION | SQYD | | \$ 20.00 | \$0 |
| 331 | 24 INCH SUBGRADE STABILIZATION | SQYD | | \$ 40.00 | \$0 |
| 340 | WATERING | MGAL | | \$ 25.00 | \$0 |
| 350 | SUBGRADE GEOTEXTILE | SQYD | | \$ 1.00 | \$0 |
| 390 | LOOSE RIPRAP, CLASS 50 | CUYD | | \$ 75.00 | \$0 |
| 390 | LOOSE RIPRAP, CLASS 100 | CUYD | | \$ 100.00 | \$0 |
| DRAINAGE AND SEWERS | | | | | |
| 445 | 18 INCH CULVERT PIPE, 5 FT DEPTH | FOOT | | \$ 70.00 | \$0 |
| 445 | 24 INCH CULV PIPE, 5 FT DEPTH | FOOT | | \$ 100.00 | \$0 |
| 445 | 36 INCH CULV PIPE, 5 FT DEPTH | FOOT | | \$ 150.00 | \$0 |
| 445 | 48 INCH CULV PIPE, 5 FT DEPTH | FOOT | | \$ 250.00 | \$0 |
| 445 | 12 INCH STORM SEWER PIPE, 5 FT DEPTH | FOOT | | \$ 60.00 | \$0 |
| 445 | 15 INCH STORM SEW PIPE, 5 FT | FOOT | | \$ 75.00 | \$0 |
| 445 | 18 INCH STORM SEWER PIPE, 5 FT DEPTH | FOOT | | \$ 90.00 | \$0 |
| 445 | 24 INCH STORM SEWER PIPE, 10 FT DEPTH | FOOT | | \$ 125.00 | \$0 |
| 445 | 36 INCH STORM SEWER PIPE, 10 FT DEPTH | FOOT | | \$ 175.00 | \$0 |
| 445 | 48 INCH STORM SEWER PIPE, 10 FT DEPTH | FOOT | | \$ 275.00 | \$0 |
| 470 | CONCRETE STORM SEWER MANHOLES | EACH | | \$ 5,000.00 | \$0 |
| 470 | CONCRETE INLETS, TYPE CG-2 | EACH | | \$ 2,400.00 | \$0 |
| 480 | DRAINAGE CURBS | FOOT | | \$ 10.00 | \$0 |
| 490 | ADJUSTING BOXES | EACH | | \$ 500.00 | \$0 |
| 490 | ADJUSTING INLETS | EACH | | \$ 1,000.00 | \$0 |
| 490 | MAJOR ADJUSTMENT OF MANHOLES | EACH | | \$ 2,500.00 | \$0 |
| BRIDGES/STRUCTURES | | | | | |
| | BRIDGES | LS | | | \$0 |
| | TEMP BRIDGE | LS | | | \$0 |
| | BRIDGE REMOVAL | LS | | | \$0 |
| | RETAINING WALL | LIN FT | | \$492.00 | \$0 |
| BASES | | | | | |
| 620 | COLD PLANE PAVEMENT REMOVAL, 0 - 2 INCH DEEP | SQYD | 22800 | \$ 5.00 | \$114,000 |
| 620 | COLD PLANE PAVEMENT REMOVAL, 2 INCH DEEP | SQYD | | \$ 2.00 | \$0 |
| 640 | AGGREGATE BASE | TON | 8 | \$ 35.00 | \$280 |
| 640 | AGGREGATE SHOULDERS | TON | | \$ 20.00 | \$0 |
| WEARING SURFACES | | | | | |
| 730 | ASPHALT IN TACK COAT | TON | 8.5 | \$ 600.00 | \$5,100 |
| 744 | LEVEL 2, 1/2 INCH DENSE MHMAC | TON | 2900 | \$ 100.00 | \$290,000 |
| 744 | LEVEL 3, 1/2 INCH DENSE MHMAC | TON | | \$ 100.00 | \$0 |
| 746 | CRACK SEALING | FOOT | | \$ 5.00 | \$0 |
| 749 | EXTRA FOR ASPHALT APPROACHES | EACH | | \$ 575.00 | \$0 |
| 755 | REINFORCED CONCRETE PAVEMENT | SQYD | | \$ 125.00 | \$0 |

ODOT SCOPING ESTIMATE

(updated March 2022)

| PROJECT NAME | Scenic Drive Grind & Inlay (Gibson Hill Rd to Valley View Dr) | | | BENTON COUNTY | |
|---|---|--------|----------|-------------------|------------------|
| KIND OF WORK | 2-inch grind and inlay, reconstruct concrete island, and striping | LENGTH | DATE | ESTIMATE PREPARER | |
| | | 1.1 mi | 10/14/22 | Owen Millehrer | |
| Section # | ITEM TITLE | UNIT | QTY | UNIT COST | EXTENDED COST |
| 759 | REINFORCED CONCRETE DRIVEWAYS | SQFT | | \$ 15.00 | \$0 |
| 759 | CONCRETE CURBS | FOOT | 90 | \$ 25.00 | \$2,250 |
| 759 | CURB AND GUTTER CONCRETE CURBS | FOOT | | \$ 40.00 | \$0 |
| 759 | CONCRETE WALKS | SQFT | 300 | \$ 15.00 | \$4,500 |
| 759 | CONCRETE DRIVEWAYS | SQFT | | \$ 15.00 | \$0 |
| PERMANENT TRAFFIC CONTROL AND GUIDANCE DEVICES | | | | | |
| 810 | GUARDRAIL, TYPE 2A | FOOT | | \$ 35.00 | \$0 |
| 810 | GUARDRAIL, TYPE 3 | FOOT | | \$ 60.00 | \$0 |
| 810 | GUARDRAIL, TYPE 4 | FOOT | | \$ 85.00 | \$0 |
| 810 | GUARDRAIL ANCHORS, TYPE 1 | EACH | | \$ 780.00 | \$0 |
| 810 | GUARDRAIL END PIECES, TYPE B | EACH | | \$ 100.00 | \$0 |
| 810 | GUARDRAIL TRANSITION | EACH | | \$ 3,000.00 | \$0 |
| 810 | GUARDRAIL TERMINALS, NON-FLARED | EACH | | \$ 3,500.00 | \$0 |
| 810 | GUARDRAIL TERMINALS, FLARED | EACH | | \$ 3,500.00 | \$0 |
| 812 | ADJUSTING GUARDRAIL | FOOT | | \$ 3.50 | \$0 |
| 820 | CONCRETE BARRIER | FOOT | | \$ 61.00 | \$0 |
| 820 | CONCRETE BARRIER, TALL | FOOT | | \$ 85.00 | \$0 |
| 840 | DELINEATORS, TYPE 2 | EACH | 9 | \$ 38.00 | \$342 |
| 840 | MILEPOST MARKER POSTS | EACH | | \$ 100.00 | \$0 |
| 867 | PAVEMENT LEGEND, TYPE B: ARROWS | EACH | 1 | \$ 270.00 | \$270 |
| 867 | PAVEMENT LEGEND, TYPE B: "SCHOOL" | EACH | | \$ 495.00 | \$0 |
| 867 | PAVEMENT LEGEND, TYPE B: RAILROAD CROSSING MARKINGS | EACH | | \$ 975.00 | \$0 |
| 867 | PAVEMENT LEGEND, TYPE B-HS: BICYCLE LANE SYMBOLS | EACH | 16 | \$ 280.00 | \$4,480 |
| 867 | PAVEMENT BAR, TYPE B | SQFT | 150 | \$ 8.50 | \$1,275 |
| 867 | PAVEMENT LEGEND, TYPE B: DISABLED PARKING | EACH | | \$ 287.00 | \$0 |
| 855 | BI-DIRECTIONAL YELLOW TYPE I MARKERS | EACH | | \$ 4.75 | \$0 |
| 855 | BI-DIRECTIONAL YELLOW TYPE I MARKERS, RECESSED | EACH | | \$ 6.00 | \$0 |
| 860 | LONGITUDINAL PAVEMENT MARKINGS - PAINT | FOOT | 23000 | \$ 0.15 | \$3,450 |
| 865 | THERMOPLASTIC, EXTRUDED, SURFACE, PROFILED | FOOT | | \$ 1.00 | \$0 |
| 857 | CONTINUOUS RUMBLE STRIPS | MILE | | \$ 1,500.00 | \$0 |
| PERMANENT TRAFFIC CONTROL AND ILLUMINATION SYSTEMS | | | | | |
| 940 | PERMANENT SIGNS | LS | | | \$0 |
| | INTERPRETIVE PANELS AND DÉCORATIVE HARDSCAPE FEATURES | LS | | | \$0 |
| 990 | DETECTOR INSTALLATION, _____ | EACH | | \$ 2,600.00 | \$0 |
| 990 | TRAFFIC SIGNAL INSTALLATION, _____ | EACH | | \$ 178,000.00 | \$0 |
| 990 | INTERCONNECT SYSTEM | LS | | \$ 30,000.00 | \$0 |
| 990 | STREET LIGHTS SINGLE - INCLUDING CONECTIONS, WIRING, CONDUIT | EACH | | | \$0 |
| | STREET LIGHTS MULTIPLE - INCLUDING CONECTIONS, WIRING, CONDUIT | EACH | | | \$0 |
| | ILLUMINATION | | | | \$0 |
| RIGHT-OF-WAY DEVELOPMENT AND CONTROL | | | | | |
| 1030 | PERMANENT SEEDING, MIX NO. 1 | ACRE | | \$ 4,500.00 | \$0 |
| 1050 | _____ CHAIN LINK FENCE | LIN FT | | \$ 18.00 | \$0 |
| 1070 | SINGLE MAILBOX SUPPORTS | EACH | | \$ 150.00 | \$0 |
| 1070 | MULTIPLE MAILBOX SUPPORTS | EACH | | \$ 350.00 | \$0 |
| | ENVIRONMENTAL MITIGATION SITES | LS | | | \$0 |
| | LANDSCAPING | LS | | | \$0 |
| UNUSUAL ELEMENTS | | | | | |
| 1095 | LITTER RECEPTACLES | EACH | | \$1,600.00 | \$0 |
| 1095 | BENCHES, TYPE _____ | EACH | | \$1,700.00 | \$0 |
| 1040 | TREE GRATES | EACH | | \$1,300.00 | \$0 |
| 1095 | BIKE RACKS | EACH | | \$600.00 | \$0 |
| 759 | METAL HANDRAIL, 2 RAILS | LIN FT | | \$72.00 | \$0 |
| | | | | | \$0 |
| CONSTRUCTION SUBTOTAL | | | | | \$547,777 |

ODOT SCOPING ESTIMATE

(updated March 2022)

| | | | | | |
|--------------|---|--------|----------|-------------------|---------------|
| PROJECT NAME | Scenic Drive Grind & Inlay (Gibson Hill Rd to Valley View Dr) | | | BENTON COUNTY | |
| KIND OF WORK | 2-inch grind and inlay, reconstruct concrete island, and striping | LENGTH | DATE | ESTIMATE PREPARER | |
| | | 1.1 mi | 10/14/22 | Owen Millehrer | |
| Section # | ITEM TITLE | UNIT | QTY | UNIT COST | EXTENDED COST |

| PROJECT PHASES/SUMMARY OF COSTS | | | | | |
|--|---|------|-----|--------------|------------------------|
| ROW | | | | | |
| | LAND, IMPROVEMENTS, DAMAGES | LS | | | |
| | ROW PROCESS (APPR, REV APPR, ACQ, ODOT REV, etc.) | File | | \$ 15,000.00 | \$ - |
| | ROW SUBTOTAL | | | | \$ - |
| UTILITY RELOCATION | | | | | |
| | INSERT APPROPRIATE LINE ITEMS/COSTS FOR ANY REIMBURSABLE UTILITIES | | | | |
| | UTILITY RELOCATION SUBTOTAL | | | | \$ - |
| PRELIMINARY ENGINEERING | | | | | |
| | PE - ODOT OVERSIGHT | LS | 1 | \$ 50,000.00 | \$ 50,000.00 |
| | *PE - ENVIRONMENTAL | LS | 1 | | \$ - |
| | PE - SURVEYING | LS | 1 | \$ 1,500.00 | \$ 1,500.00 |
| | PE - GEO-TECH | LS | 1 | | \$ - |
| | **PE - DESIGN & PROJECT MANAGEMENT | LS | 30% | of CON cost | \$ 164,333.21 |
| | PRELIMINARY ENGINEERING SUBTOTAL | | | | \$ 215,833.21 |
| CONSTRUCTION | | | | | |
| | TOTAL BID ITEM COST (from estimate above) | | | | \$547,777 |
| | CE- ODOT OVERSIGHT | LS | 1 | \$ 25,000.00 | \$ 25,000.00 |
| | ***CONSTRUCTION ENGINEERING ADMIN & INSPECTION | LS | 25% | of CON cost | \$ 136,944.34 |
| | CONSTRUCTION CONTINGENCY | LS | 30% | of CON cost | \$ 164,333.21 |
| | CONSTRUCTION SUBTOTAL | | | | \$ 874,054.93 |
| TOTAL PROJECT COST | | | | | \$ 1,089,888.15 |

* Environmental costs should account for the typical clearances needed for each environmental area (historic-archaeological & built, hazmat, biology, wetland, noise, etc.), any necessary permits and land use requirements. Contact ODOT LAL for assistance, if needed.

** Typical percentages for federally funded LPA projects range from 20% to 30%. Projects with lower construction costs (under \$1M) typically have higher design percentages.

*** Typical percentages for federally funded LPA projects range from 17% to 25%. Projects with lower construction costs (under \$1M) typically have higher CE percentages.

AAMPO APPLICATION 2022: Albany Avenue Widening Project**Contact Information**

Chris Cerklewski
 City of Albany
 PO Box 490
 Albany, OR 97321
 (541) 917-7646
chris.cerklewski@cityofalbany.net

Project Description

This project includes widening Albany Avenue between Pacific Boulevard (Oregon Highway 99E) and Salem Avenue to accommodate two additional vehicle lanes, bicycle facilities and sidewalks. Project scoping and costs estimates are provided in the 2010 Albany Transportation System Plan. Projects costs have been adjusted for inflation and the use of federal funds as shown below:

| | |
|---------------------------------|-------------|
| Total Updated Project Estimate: | \$3,100,000 |
| Proposed AAMPO Funding | \$2,200,000 |
| Proposed City Matching Funds | \$900,000 |
| Proposed City Match | 29.0% |

Project Feasibility

The City believes this project is feasible. It is located on an existing City street and on City-owned property. Since the state fund exchange program is not available this project will need to be delivered as a federal project. The City of Albany is not an ODOT certified agency and we don't anticipate that certification will be feasible within the funding timeline. Therefore the City will need to deliver the project through another certified local agency within AAMPO or have the project delivered by ODOT directly on our behalf.

Project Readiness

This project is identified in the Albany Transportation System Plan (project L35)

The existing street is not located in an existing right-of-way but is located on City-owned property. The City will dedicate right-of-way as part of the project.

No major wetlands or other natural features will be impacted by the project so no extensive environmental permitting is anticipated

The City is proposing to provide matching funds from currently available Transportation System Development Charges. In addition, the City is proposing to provide matching funds above the 10.27% minimum.

Bicycle/Pedestrian/Transit

This project will add bicycle facilities. Currently there is no accommodation for bicycles on this narrow section of roadway.

This project will add pedestrian facilities. Currently there is no accommodation for pedestrians on this narrow section of roadway.

There are no bus stops within the scope of the project

This project is along existing and proposed future bus routes.

Safety


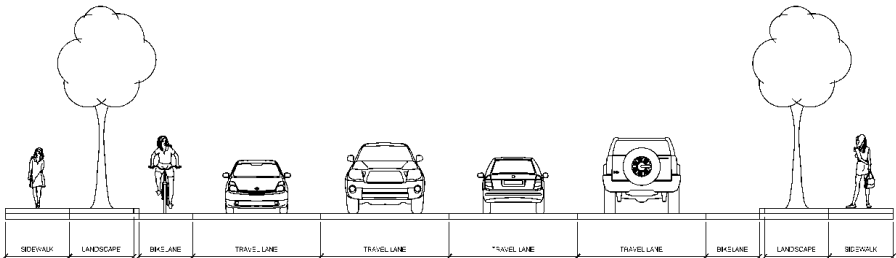
According to the ODOT crash data system, there have been 50 crashes associated with Albany Avenue over the past ten years. Of these two involved major injuries, 11 moderate injuries and 14 minor injuries. The 2018 AAMPO Regional Transportation Plan identifies the intersection of Albany Avenue and Pacific Boulevard as close to the Critical Crash Rate (0.61 crashes per million entering vehicles observed versus 0.64 critical crash rate). In addition, Albany Avenue does not currently have pedestrian and bicycle facilities which requires that bikes and pedestrians use the travel lanes which puts those road users at much greater risk.

The proposed improvements will improve the function of the traffic signals at Salem Avenue and Pacific Boulevard by reducing the amount of traffic that backs up into the intersections due to insufficient vehicle capacity on Albany Avenue.

Intercommunity Impact

This project will improve connectivity between Albany and Millersburg, and from southbound I-5 to Millersburg.

This project will improve freight operations from I-5 to Millersburg, especially in the period before the new Millersburg Interchange is constructed on I-5 by ODOT.

| | | | | | |
|--|---|---|-------------------------------------|--------------------------------------|--|
| Project #: L35 | | Albany Avenue Widening | | | |
| Description: Widen Albany Avenue to four lanes. Includes widening bridge structure. Project cost assumes ROW will be dedicated. | | | | | |
| Category: Add Lane(s) | | Classification: Major Collector | | Agency Coordination: ODOT | Time Frame: Long-term |
| Project Costs: | Const./Eng. | ROW | Other | Total Cost | <i>SDC Eligible:</i> |
| | \$1,177,000 | \$0 | \$0 | \$1,177,000 | 26% |
| Project Goals Met: | | | | | |
| Efficiency <input type="checkbox"/> | Capacity <input checked="" type="checkbox"/> | Safety <input type="checkbox"/> | Transit <input type="checkbox"/> | Ped/Bike <input type="checkbox"/> | Livability <input type="checkbox"/> |
| Project Location: | | | Related Projects: P7, S9 | | |
|  | | | | | |
| Illustrative Section: | | | | | |
|  | | | | | |

The individual crash types at study intersections were examined to see if any patterns would emerge and to identify problem areas in need of mitigation. Table 4-1 breaks down the crash types and severities experienced at the study intersections, along with critical crash rates and observed crash rates.

To evaluate the intersection, the observed crash rate, which describes the frequency of crashes per million entering vehicles (MEV), is compared with the critical crash rate, which is unique to each intersection and is a factor of crash rates at similar sites within the study area, traffic volume, and a 95th percentile confidence level⁶. Intersections with an observed crash rate greater than the critical crash rate warrant further review. Four study intersections, highlighted in Table 4-1 and described below, were found to have crash rates higher than their critical crash rate.

Table 4-1: Albany Area MPO Crash Rates at the Study Intersection (2009-2013)

| Study Intersection | Crash Type | | | | Crash Severity | | | Total | Critical Crash Rate ^A (per MEV ^B) | Observed Crash Rate (per MEV*) |
|---|------------|-------|------|-------|----------------|--------|-------|-------|--|--------------------------------|
| | Rear | Angle | Turn | Other | PDO | Injury | Fatal | | | |
| Jefferson Hwy (OR 164)/North Avenue | 4 | 0 | 1 | 1 | 2 | 4 | 0 | 6 | 0.64 | 0.39 |
| Jefferson Hwy (OR 164)/Main Street | 6 | 1 | 6 | 1 | 3 | 11 | 0 | 14 | 0.76 | 0.66 |
| Jefferson Hwy (OR 164)/Scrael Hill Road | 1 | 3 | 2 | 2 | 5 | 3 | 0 | 8 | 0.63 | 0.48 |
| Jefferson Hwy (OR 164)/I-5 NB Ramps | 2 | 0 | 4 | 1 | 2 | 5 | 0 | 7 | 0.65 | 0.47 |
| Jefferson Hwy (OR 164)/I-5 SB Ramps | 1 | 0 | 2 | 3 | 3 | 3 | 0 | 6 | 0.71 | 0.58 |
| Century Drive/I-5 NB Ramps | 0 | 0 | 2 | 3 | 3 | 2 | 0 | 5 | 0.90 | 1.00 |
| Old Salem Road/I-5 SB Ramps | 1 | 0 | 1 | 5 | 5 | 2 | 0 | 7 | 0.65 | 0.47 |
| Pacific Highway (OR 99E)/Albany | 16 | 2 | 12 | 8 | 22 | 16 | 0 | 38 | 0.64 | 0.61 |

⁶Analysis Procedures Manual Version 2, Oregon Department of Transportation, June 2015.

Figure 1: Existing Transit Route Statistics

| Route | Run Time | Layover Time | Percent Layover | Cycle Time | Headway | Buses | Span |
|-------|----------|--------------|-----------------|------------|---------|-------|-------------------|
| 1 | 60 | 15 | 20% | 75 | 75 | 1 | 6:30 am – 8:45 am |
| 2 | 55 | 5 | 8% | 60 | 60 | 1 | 9:00 am – 6:15 pm |
| 3 | 58 | 2 | 3% | 60 | 60 | 1 | 9:00 am – 6:15 pm |

Figure 2: Existing Transit Map

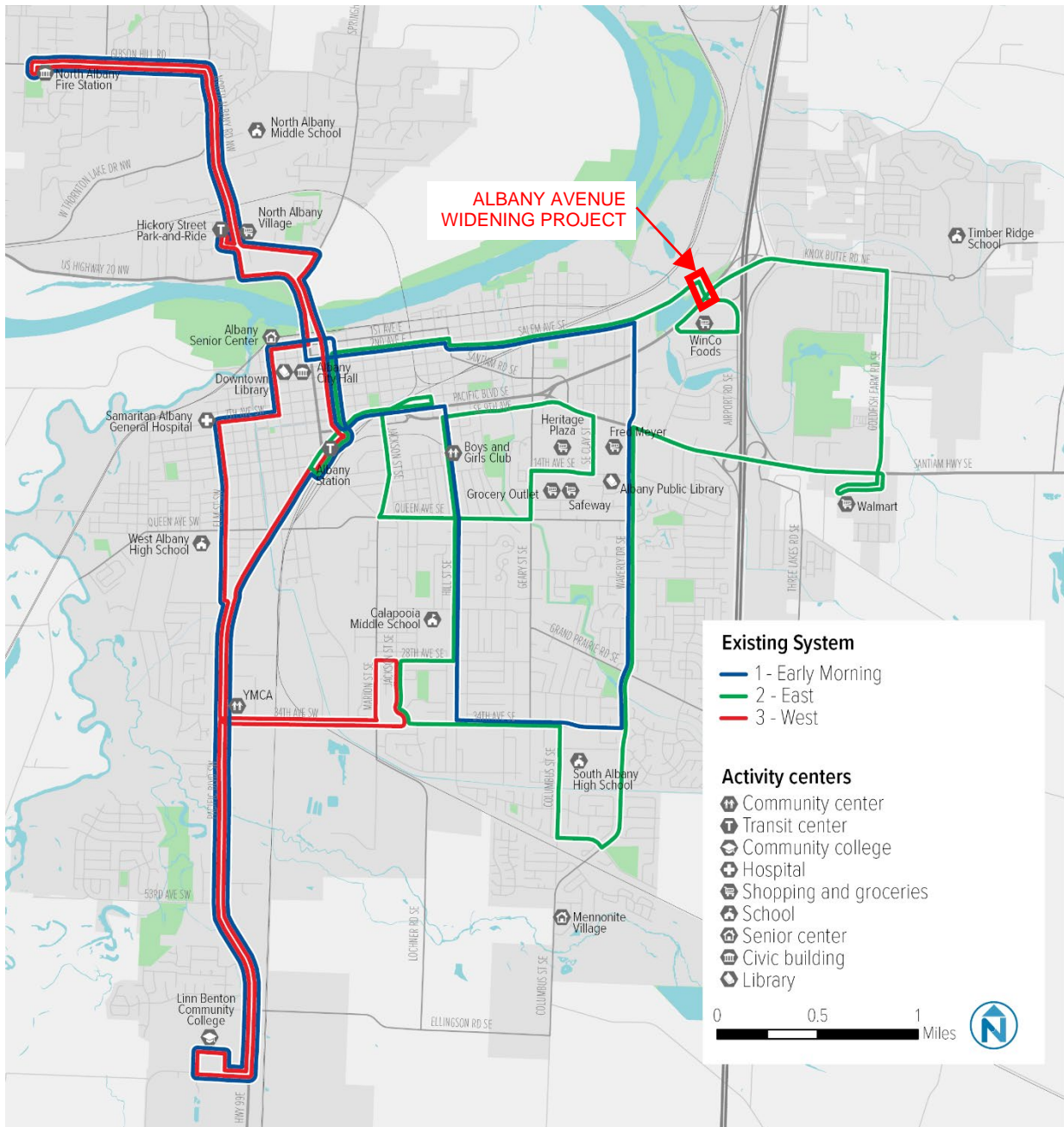
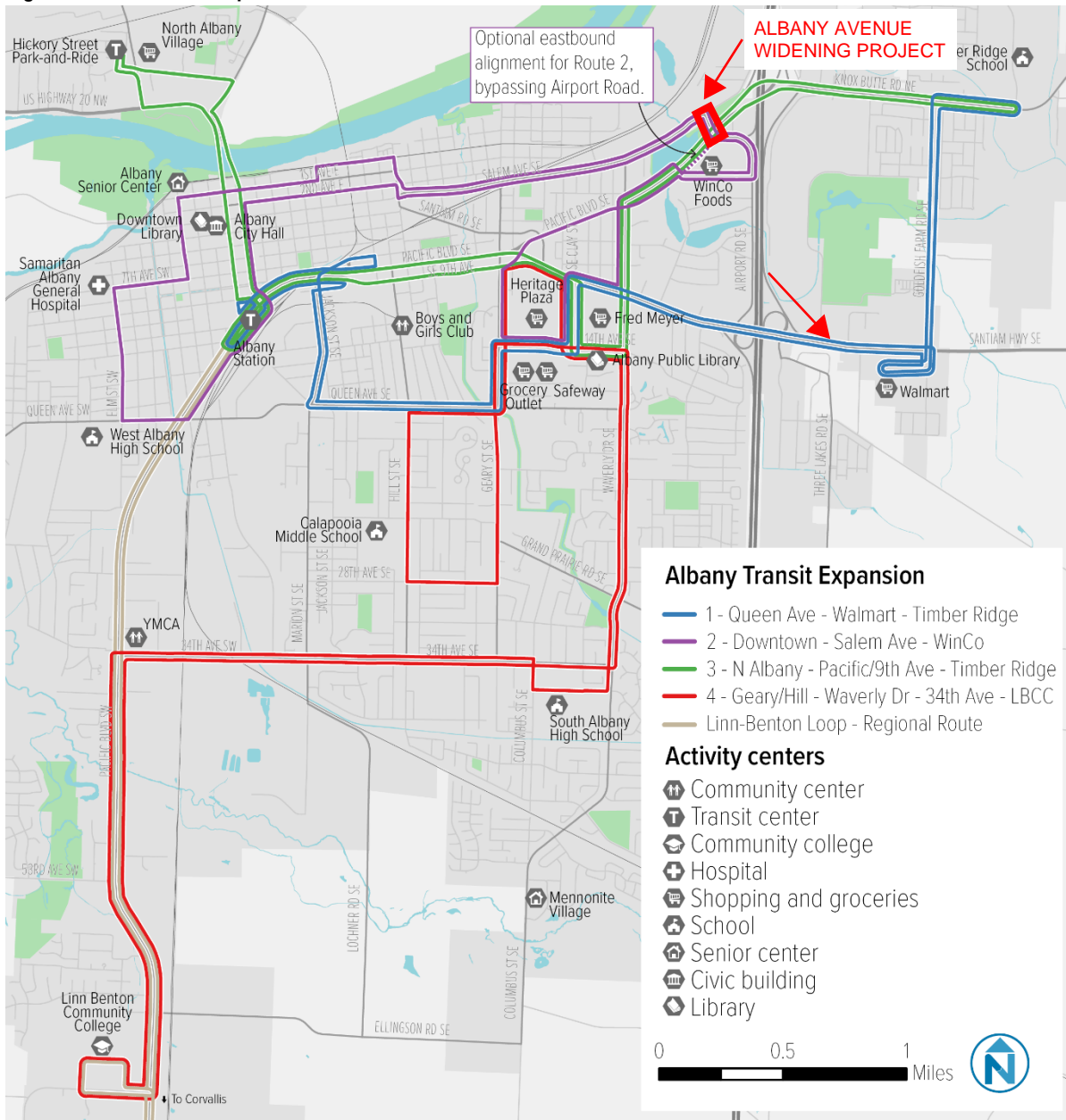


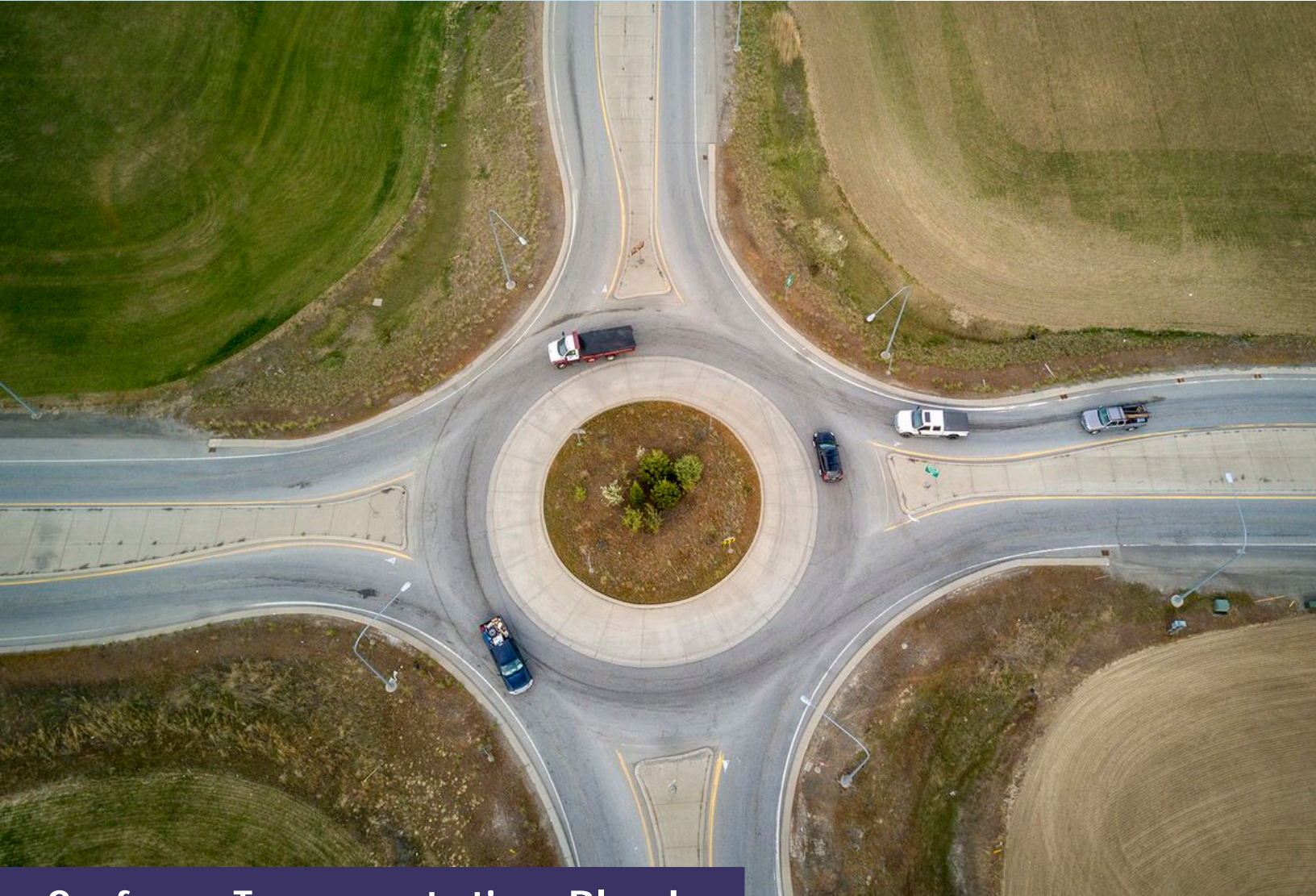
Figure 3: New Transit Route Statistics

| Route | Run Time | Layover Time | Percent Layover | Cycle Time | Headway | Buses | Span |
|-------|----------|--------------|-----------------|------------|---------|-------|-------------------|
| 1 | 51 | 9 | 15% | 60 | 60 | 1 | 6:43 am – 6:43 pm |
| 2 | 50 | 10 | 17% | 60 | 60 | 1 | 6:30 am – 6:30 pm |
| 3 | 51 | 9 | 15% | 60 | 60 | 1 | 6:30 am – 6:30 pm |
| 4 | 51 | 9 | 15% | 60 | 60 | 1 | 6:30 am – 6:30 pm |

Figure 4: New Transit Map



Knox Butte / Scrael Hill Roundabout



Surface Transportation Block
Grant (STBG)
MPO Discretionary Funds

Linn County Road Department

3010 Ferry St SW
Albany, OR 97322

Tel: 541-967-3919



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FIGURES

Figure 1. Project Vicinity

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Table 1. Traffic Data

Table 2. Crash Data

APPENDIX

Appendix A. Cost Estimate

Appendix B. Design Layout

MODERNIZATION PROJECT EVALUATION CRITERIA

PROJECT DESCRIPTION

Linn County, Oregon requests a STBG grant of \$1,757,565.52 to provide transportation system improvements to alleviate the safety concerns at the intersection of Knox Butte Road and Scrael Hill Road. The Engineer's cost estimate is included in Appendix B.

This intersection is a 2-way stop controlled intersection. The through traffic is traveling east/west on Knox Butte Road and the stop-controlled traffic is traveling north/south on Scrael Hill Road. The posted speed on westbound Knox Butte Road is 55 mph and reduces to 45 mph approximately 125 feet past the intersection. The posted speed on eastbound Knox Butte Road is 45 mph. The posted speed on Scrael Hill Road (stop-controlled) is 55 mph. The west and south legs of the intersection are flat and level, the north leg consists of a vertical and horizontal curve and has limit sight distance, and the east leg of the intersection is on a skew.

Due to the sight distance and skewed geometry of this intersection, and the need to reduce speeds through the intersection, a roundabout would be the most appropriate safety improvement for this location. This proposal would accommodate a rural roundabout design for this location. The design would consider and accommodate appropriate truck traffic. No curb, gutter, or sidewalk on the outside edge of roadway was included with this design. A schematic drawing of this intersection is included in Appendix A.

ELIGIBILITY

Project Eligibility

The federal functional classification for Scrael Hill Road and the east leg of Knox Butte Road is a Rural Minor Collector. The federal functional classification for the west leg of Knox Butte Road is a Rural Minor Arterial. This project considered eligible per 23 U.S.C. 133(b).

The Albany area MPO boundary is shown as the green shaded area in Figure 1. The north half of the east leg of Knox Butte Road and the west half of the south leg of Scrael Hill Road are the boundary of the Albany area MPO. The red lines shown in the figure below represent the project limits.

The south side of the east leg of Knox Butte Road and the east side of the south leg of Scrael Hill Road are not within the Albany area MPO boundary. Construction of portions of the east and south legs of the roundabout would be outside of the MPO boundary. We are suggesting that this be taken into consideration when evaluating this project, but anticipate this will not render the project ineligible.



Figure 1. Project Vicinity

The Knox Butte Road/Scrael Hill Road intersection is identified in the 2018-2040 Albany Area MPO Regional Transportation Plan (RTP) as having several safety concerns. Within the RTP, this intersection

is identified as having a higher observed crash rate, 0.99, than the intersection's critical crash rate, 0.74. This intersection is also listed in the 2018 Linn County Transportation System Plan (TSP) as a Financially Constrained and Aspirational Safety Improvement Project.

County Eligibility Status

The Linn County Road Department is certified through the Oregon Department of Transportation (ODOT) to administer federally funded projects. Since 2005, the County has been awarded over \$43 million in federal projects for a total of 20 projects.

PROJECT READINESS

Scoping Study

No formal scoping study has been completed for this project. However, both the Albany Area MPO Regional Transportation Plan and the Linn County Transportation System Plan have included this project location on each of their project lists. The RTP addresses that some measure needs to be implemented to improve safety at this intersection, but does not specifically identify any design parameters. The Linn County TSP specifically identifies a roundabout design for this location.

Existing Land Ownership

Acquisition of right of way would be necessary for this project. Linn County will obtain right of way (appraisal) services from Lane County, or another ODOT certified appraiser, to perform the right of way acquisition.

Land acquisition of four properties would be necessary. The estimated cost to acquire the additional land is \$10,000 and the consultant costs are estimated to be \$10,000. This project would not require any temporary or permanent displacements.

Environmental Permitting Concerns

At this time, there are no environmental permitting concerns. Based on a site review and background knowledge of the area, there does not appear to have any significant historical or archaeological elements, there will not be any in-water work and no wetlands are anticipated within the project limits. This project will need to address stormwater and any associated required permits. The County will obtain consultant services to comply with all NEPA requirements.

Funding Match

County road funds will be used for the funding match requirements.

BIKE, PEDESTRIAN, AND TRANSIT FACILITIES

Bicycle Facility Improvements

Bicycle facility improvements will incorporate the existing and new roadway surface and paved shoulders of the approaches and throughout the roundabout. The roundabout will create a safer, more

comfortable means of maneuvering through the intersection by decreasing the speed differential between bicyclists and motorist.

Pedestrian Facility Improvements

Pedestrian facility improvements will incorporate the existing and new roadway surface and paved shoulders and the pedestrian splitter islands at each leg of the roundabout. The splitter islands provide a protected refuge for pedestrians by providing the ability to cross only one direction of traffic at a time and are able to wait in the splitter island.

Bus Stop Improvements

This project did not consider any bus stop improvements.

Public Transit Stop Improvements

This project did not consider any transit stop improvements.

SAFETY

Traffic and Crash Data

Scravel Hill Road and the east leg of Knox Butte Road are Rural Minor Collectors and the west leg of Knox Butte Road is a Rural Minor Arterial. The average daily traffic (ADT), the percentage of truck traffic and the 85th percentile speeds were collected in 2011 and in 2022 and are shown in Table 1. In the last 11 years, there has been increase in daily traffic, in truck traffic and in speeds through each leg of this intersection.

Table 1. Traffic Data

| Scravel N | | | | 2011 | 2022 | Change | | | | |
|------------------------------|-------------|-------------|---------------|-------------|-------------|---------------|------------------------------|-------------|-------------|---------------|
| ADT | | | | 1347 | 2184 | 38% | | | | |
| % Trucks | | | | 8.9 | 13.5 | 34% | | | | |
| 85th Speed | | | | 59.6 | 60.4 | 13% | | | | |
| Knox W | 2011 | 2022 | Change | | | | Knox E | 2011 | 2022 | Change |
| ADT | 3519 | 4175 | 16% | | | | ADT | 2767 | 3441 | 20% |
| % Trucks | 6.3 | 11.5 | 45% | | | | % Trucks | 7.0 | 12.3 | 43% |
| 85th Speed | 50.4 | 57.6 | 13% | | | | 85th Speed | 52.6 | 58.5 | 0% |
| Scravel S | | | | 2011 | 2022 | Change | | | | |
| ADT | | | | No Data | 1419 | - | | | | |
| % Trucks | | | | No Data | 14.8 | - | | | | |
| 85th Speed | | | | No Data | 61.3 | - | | | | |

Since 2016, there have been twenty-four traffic accidents reported at, or within, 1,000 of the intersection of Knox Butte Road and Scravel Hill Road. There was one fatality in 2020, there were nine injury crashes and there were 11 property damage only crashes. No crashes involving bicycle or pedestrian have been reported at this intersection. A tabulation of the crash data is shown in Table 2.

The Scrael Hill Road/Knox Butte Road intersection is included in the Oregon Department of Transportation (ODOT) Safety Priority Index System (SPIS). The SPIS is a systemic scoring method that identifies potential safety problems on roadways. The SPIS score is based on three years of crash data and considers crash frequency, crash rate, and crash severity. A highway segment becomes a SPIS site if a location has three or more crashes, or has one or more fatal crashes over the three-year period. Constructing a roundabout at this intersection will increase the sight distance, eliminate the skewed intersection and will reduce speeds which would decrease the number and severity of crashes at this location.

Table 2. Crash Data

| Year | Property Damage Only | Injury Crash | Fatality |
|------|----------------------|--------------|----------|
| 2016 | 2 | 1 | 0 |
| 2017 | 2 | 1 | 0 |
| 2018 | 1 | 1 | 0 |
| 2019 | 1 | 1 | 0 |
| 2020 | 0 | 2 | 1 |
| 2021 | 3 | 3 | 0 |
| 2022 | 2 | 0 | 0 |

The roundabout will eliminate the queuing, and potential rear-end collisions, for left hand turns from Knox Butte Road, onto Scrael Hill Road. The existing speeds on Knox Butte are 45 mph eastbound and 55 mph westbound. New signage would be installed to decrease these speeds prior to entering the roundabout intersection on all legs of the intersection.

Scrael Hill Road is currently a 2-way, stop-controlled intersection. The roundabout will eliminate the crashes that occur from motorists failing to stop at the stop signs.

Signal Upgrades

This project did not consider any signal upgrades.

INTERCOMMUNITY IMPACT

Community Benefits

There are many benefits to the community surrounding the implementation of this roundabout; decreased speeds, elimination failure of stopping at stop signs, efficient movement through the intersection, increased site distance, eliminate left hand turn queuing, safer pedestrian crossing, fewer and less severe crashes, less vehicle pollution, and ultimately, a safer facility.

Freight Operation Improvements

Safe and efficient movement of freight on our roads is vital to the Linn County economy. From the data provided in Table 1, the volume of truck traffic has, and will continue to increase. Improving the efficiency at this rural intersection will optimized goods movement as well as alleviate delays, congestion, and emissions, thus enhancing the air quality in for the east Albany community.

Linn County has recently purchased and is the development of the Mid-Willamette Valley Intermodal Center located in Millersburg. This facility will primarily serve the agricultural community. Scrael Hill Road and Knox Butte Road are two major access routes between Highway 20, Highway 99 and Interstate 5, all of which provide access to the Intermodal facility located on Old Salem Road.

APPENDIX A

COST ESTIMATE

KNOX BUTTE / SCRAVEL HILL ROUNDABOUT

Linn County

Engineer's Cost Estimate

PRELIMINARY ENGINEERING

| | | |
|------------------------------------|----|------------|
| Engineering Design | \$ | 350,000.00 |
| Surveying | \$ | 50,000.00 |
| Archeological & Cultural Resources | \$ | 8,000.00 |
| Wetland & Waterways | \$ | 12,000.00 |
| Hazardous Materials | \$ | 10,000.00 |
| ODOT Oversight | \$ | 15,000.00 |
| APHIS | \$ | 500.00 |
| Ad, Bid Award | \$ | 5,000.00 |
| Preliminary Engineering Subtotal | \$ | 450,500.00 |

Right of Way

| | | |
|-----------------------|----|-----------|
| Property Acquisition | \$ | 10,000.00 |
| Appraisal Services | \$ | 10,000.00 |
| Right of Way Subtotal | \$ | 20,000.00 |

TOTAL PRELIMINARY ENGINEERING \$ 470,500.00

CONSTRUCTION AND CONTRACT ADMINISTRATION

| Item | Unit | Quantity | Unit Price | Total Price |
|---|---------|----------|--------------|-----------------|
| Mobilization | LS | 1 | \$ 91,460.00 | \$ 91,460.00 |
| Temporary Work Zone Traffic Control, Complete | LS | 1 | \$ 43,550.00 | \$ 43,550.00 |
| Erosion Control | LS | 1 | \$ 5,000.00 | \$ 5,000.00 |
| Sediment Barrier, Type 8 | Ft. | 48.0 | \$ 10.00 | \$ 480.00 |
| Pollution Control Plan | LS | 1 | \$ 1,000.00 | \$ 1,000.00 |
| Construction Survey Work | LS | 1 | \$ 25,371.00 | \$ 25,371.00 |
| Removal of Structures and Obstructions | LS | 1 | \$ 5,000.00 | \$ 5,000.00 |
| Asphalt Pavement Saw Cutting | Ft. | 297.0 | \$ 2.50 | \$ 742.50 |
| Clearing and Grubbing | LS | 1 | \$ 8,373.00 | \$ 8,373.00 |
| General Excavation | Cu.Yd. | 3,678.3 | \$ 42.00 | \$ 154,488.83 |
| Subgrade Geotextile | Sq.Yd. | 3,533.9 | \$ 3.00 | \$ 10,601.67 |
| Aggregate Base and Shoulders | Ton | 3,535.39 | \$ 42.00 | \$ 148,486.33 |
| Aggregate Subbase | Ton | 2,355.93 | \$ 45.00 | \$ 106,016.67 |
| Level 3, 1/2" ACP Mixture | Ton | 1,442.49 | \$ 150.00 | \$ 216,372.78 |
| Concrete Curb | Ft. | 185.00 | \$ 25.00 | \$ 4,625.00 |
| Concrete Truck Apron | Sq. Ft. | 2,942.00 | \$ 35.00 | \$ 102,970.00 |
| Concrete Islands | Sq. Ft. | 700.00 | \$ 40.00 | \$ 28,000.00 |
| Longitudinal Pavement Marking, Paint | Ft. | 3,749.0 | \$ 2.00 | \$ 7,498.00 |
| Signs | Sq. Ft. | 94 | \$ 75.00 | \$ 7,050.00 |
| Stormwater Facilities | LS | 1 | \$ 25,000.00 | \$ 25,000.00 |
| Plantings | LS | 1 | \$ 10,000.00 | \$ 10,000.00 |
| Permanent Seeding | Acre | 0.2 | \$ 25,000.00 | \$ 3,969.24 |
| Construction Subtotal: | | | | \$ 1,006,055.02 |
| Construction Contingencies @ 10%: | | | | \$ 100,605.50 |
| *Contract Administration Items: | | | | \$ 180,405.00 |

TOTAL CONSTRUCTION AND CONTRACT ADMINISTRATION: \$ 1,287,065.52

*Contract Administration Items

| | | | |
|-------------------------------|--|----|------------|
| BOLI PW Fee | 0.001 of project amount, \$250 min | \$ | 1,006.00 |
| Construction Admin Work | 3.5% of Construction Items and Contingencies | \$ | 38,733.00 |
| ODOT Oversight | | \$ | 15,000.00 |
| QA Testing | | \$ | 15,000.00 |
| Construction Inspection | 10% of Construction Items and Contingencies | \$ | 110,666.00 |
| Subtotal Administration Items | | \$ | 180,405.00 |

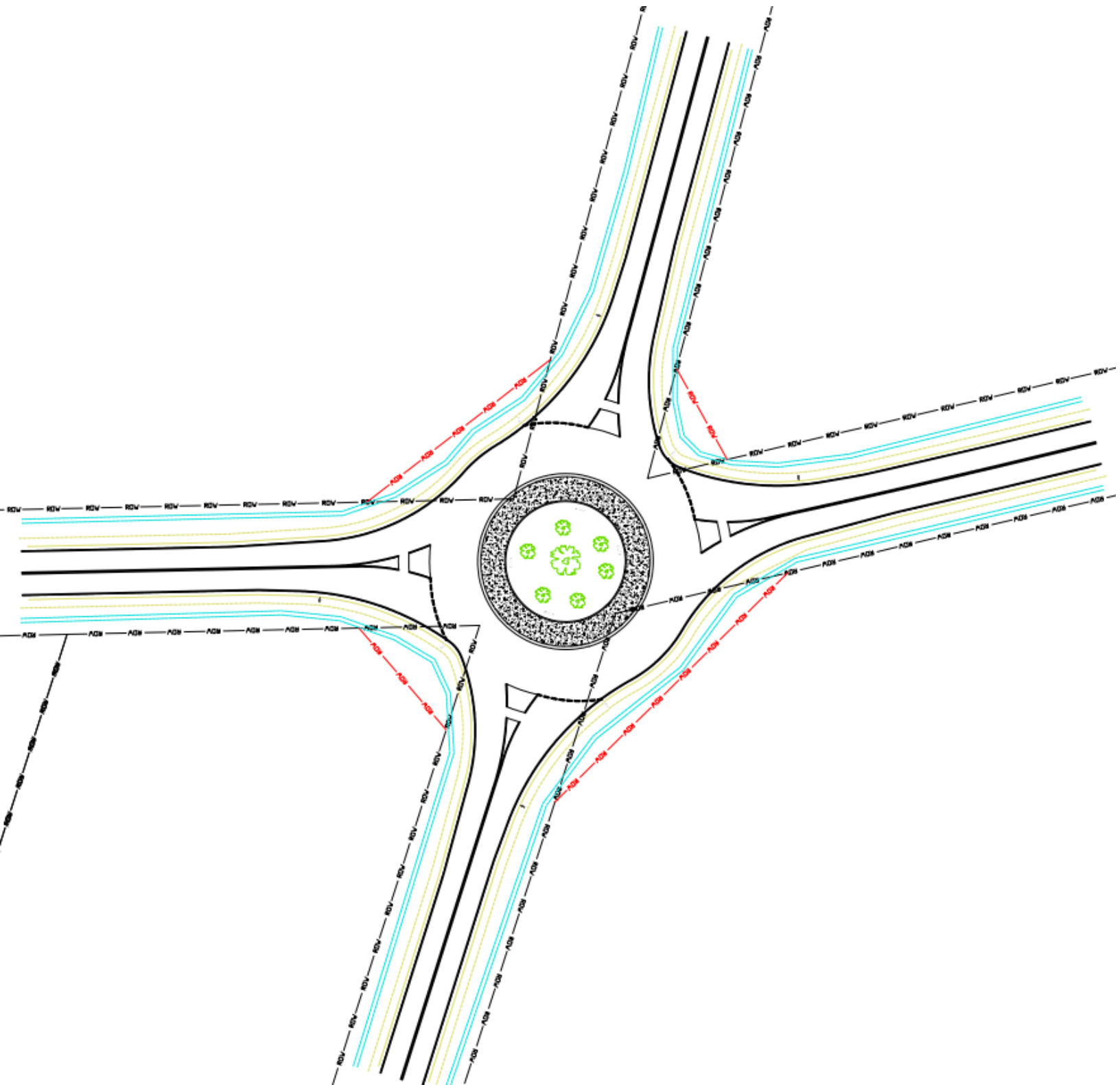
TOTAL PROJECT COST : \$ 1,757,565.52

PROJECT FUNDING

| | | |
|--------------------------------|-----------|---------------------|
| County Matching Funds (10.27%) | \$ | 180,501.98 |
| STBG Funds | \$ | 1,577,063.54 |
| TOTAL FUNDING REQUEST | \$ | 1,757,565.52 |

APPENDIX B

DESIGN LAYOUT



CITY OF ALBANY AAMPO APPLICATION 2022: Pacific Boulevard/Queen Avenue Scoping Study**Contact Information**

Chris Cerklewski
 City of Albany
 PO Box 490
 Albany, OR 97321
 (541) 917-7646
chris.cerklewski@cityofalbany.net

Project Description

The 2010 Albany Transportation System Plan identifies a project at the intersection of Pacific Boulevard and Queen Avenue (Project I27). The project was originally scoped to older criteria that predates the formation of AAMPO, and includes adding northbound and southbound right turn lanes and eastbound and westbound left turn lanes. This proposed scoping study would re-evaluate the intersection using current standards and identify which of the above improvements are still required. The study will also develop a preliminary design to identify the project footprint, any right-of-way requirements, and an updated estimated project cost. The study will be used to help program funding for design and construction of the project in the future.

| | |
|------------------------------|-----------|
| Total Project Estimate: | \$110,000 |
| Proposed AAMPO Funding | \$98,703 |
| Proposed City Matching Funds | \$11,297 |
| Proposed City Match | 10.27% |

Project Feasibility

The City believes this scoping study is feasible. While the project will identify construction elements and right-of-way acquisition needed for the final design, they will be used to develop a future project and not carry those items through at this time. Since the state fund exchange program is not available this project will need to be delivered as a federal project. The City of Albany is not an ODOT certified agency and we don't anticipate that certification will be feasible within the funding timeline. Therefore the City will need to deliver the project through another certified local agency within AAMPO or have the project delivered by ODOT directly on our behalf.

Project Readiness

This project is identified in the Albany Transportation System Plan (project L27)

Since this is a scoping study, no right-of-way will be needed at this time. Future right-of-way requirements will be identified as part of the study.

Since this is a scoping study, no environmental permitting will be required.

The City is proposing to provide matching funds from currently available Transportation System Development Charges.

Bicycle/Pedestrian/Transit

This project will investigate options for improved bicycle facilities at this intersection.

This project will investigate options for improved pedestrian facilities at this intersection

There are no bus stops within the scope of the project

This project is along existing and proposed future bus routes.

Safety

According to the ODOT crash data system, there have been 54 crashes associated with this intersection over the past ten years. Of these, seven involved moderate injuries and 27 minor injuries. The 2018 AAMPO Regional Transportation Plan identifies the intersection as over the Critical Crash Rate (0.70 crashes per million entering vehicles observed versus 0.64 critical crash rate). In addition, this intersection is near a busy railroad crossing east of the intersection and reduced congestion will reduce the amount of traffic backing up across the railroad tracks.

The study will identify traffic signals improvements required at the intersection.

Intercommunity Impact

The intersection is a crossroads of traffic traveling through Albany from Tangent to the south and traffic to and from Corvallis to the west (via Riverside Drive and Oakville Road)

This project will improve freight operations in the area. Queen Avenue east of the intersection provides access to major industrial areas. Queen Avenue to the west provides access to agricultural freight traffic to areas along Riverside Drive and Oakville Road. Pacific Boulevard through the intersection provides freight connectivity to Interstate 5 and Highway 34.

| | | | | | |
|--|---|---|-------------------------------------|--------------------------------------|--|
| Project #: I27 | | OR 99E/Queen Avenue | | | |
| Description: Install northbound and southbound right-turn lanes on OR 99E. On Queen Avenue, add second westbound and eastbound left-turn lanes, and extend eastbound right-turn lane to 200-feet. Review pavement and drainage quality to ensure sufficiency. | | | | | |
| Category: Intersection Add Lane(s) | | Classification: Principal Arterial / Minor Arterial | | Agency Coordination: ODOT | Time Frame: Long-term |
| Project Costs: | Const./Eng. | ROW | Other | Total Cost | <i>SDC Eligible:</i> |
| | \$350,000 | \$445,000 | \$100,000 | \$894,000 | 26% |
| Project Goals Met: | | | | | |
| Efficiency <input type="checkbox"/> | Capacity <input checked="" type="checkbox"/> | Safety <input checked="" type="checkbox"/> | Transit <input type="checkbox"/> | Ped/Bike <input type="checkbox"/> | Livability <input type="checkbox"/> |
| Project Location: | | | Related Projects: P10, S2 | | |
| | | | | | |
| Illustrative Section: | | | | | |
| | | | | | |

| Study Intersection | Crash Type | | | | Crash Severity | | | Total | Critical Crash Rate ^A (per MEV ^B) | Observed Crash Rate (per MEV*) |
|--|------------|-------|------|-------|----------------|--------|-------|-------|--|--------------------------------|
| | Rear | Angle | Turn | Other | PDO | Injury | Fatal | | | |
| Avenue & Airport Road | | | | | | | | | | |
| Century Drive&-5 NB Off Ramp/Knox Butte Road | 3 | 3 | 4 | 2 | 5 | 7 | 0 | 12 | 0.55 | 0.37 |
| Clover Ridge Road/Knox Butte Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.59 | 0.00 |
| Scravel Hill Road/Knox Butte Road | 1 | 6 | 1 | 1 | 1 | 8 | 0 | 9 | 0.74 | 0.99 |
| Scravel Hill Road/Santiam Highway (US 20) | 3 | 1 | 0 | 4 | 4 | 4 | 0 | 8 | 0.61 | 0.42 |
| Fescue Street/Santiam Highway (US 20) | 18 | 0 | 5 | 2 | 15 | 10 | 0 | 25 | 0.66 | 0.48 |
| Airport Road/Santiam Highway (US 20) | 16 | 4 | 5 | 0 | 11 | 14 | 0 | 25 | 0.65 | 0.43 |
| Waverly Drive/Santiam Highway (US 20) | 36 | 5 | 15 | 5 | 31 | 29 | 1 | 61 | 0.64 | 0.96 |
| Waverly Drive/Pacific Highway (OR 99E) | 23 | 5 | 3 | 3 | 16 | 18 | 0 | 34 | 0.65 | 0.61 |
| Queen Avenue/Pacific Highway (OR 99E) | 33 | 4 | 8 | 1 | 25 | 21 | 0 | 46 | 0.64 | 0.70 |
| Waverly Drive/34th Avenue | 7 | 0 | 4 | 0 | 6 | 5 | 0 | 11 | 0.71 | 0.35 |
| Pacific Highway (OR 99E)/53rd Avenue | 3 | 0 | 1 | 1 | 3 | 2 | 0 | 5 | 0.69 | 0.13 |

Figure 1: Existing Transit Route Statistics

| Route | Run Time | Layover Time | Percent Layover | Cycle Time | Headway | Buses | Span |
|-------|----------|--------------|-----------------|------------|---------|-------|-------------------|
| 1 | 60 | 15 | 20% | 75 | 75 | 1 | 6:30 am – 8:45 am |
| 2 | 55 | 5 | 8% | 60 | 60 | 1 | 9:00 am – 6:15 pm |
| 3 | 58 | 2 | 3% | 60 | 60 | 1 | 9:00 am – 6:15 pm |

Figure 2: Existing Transit Map

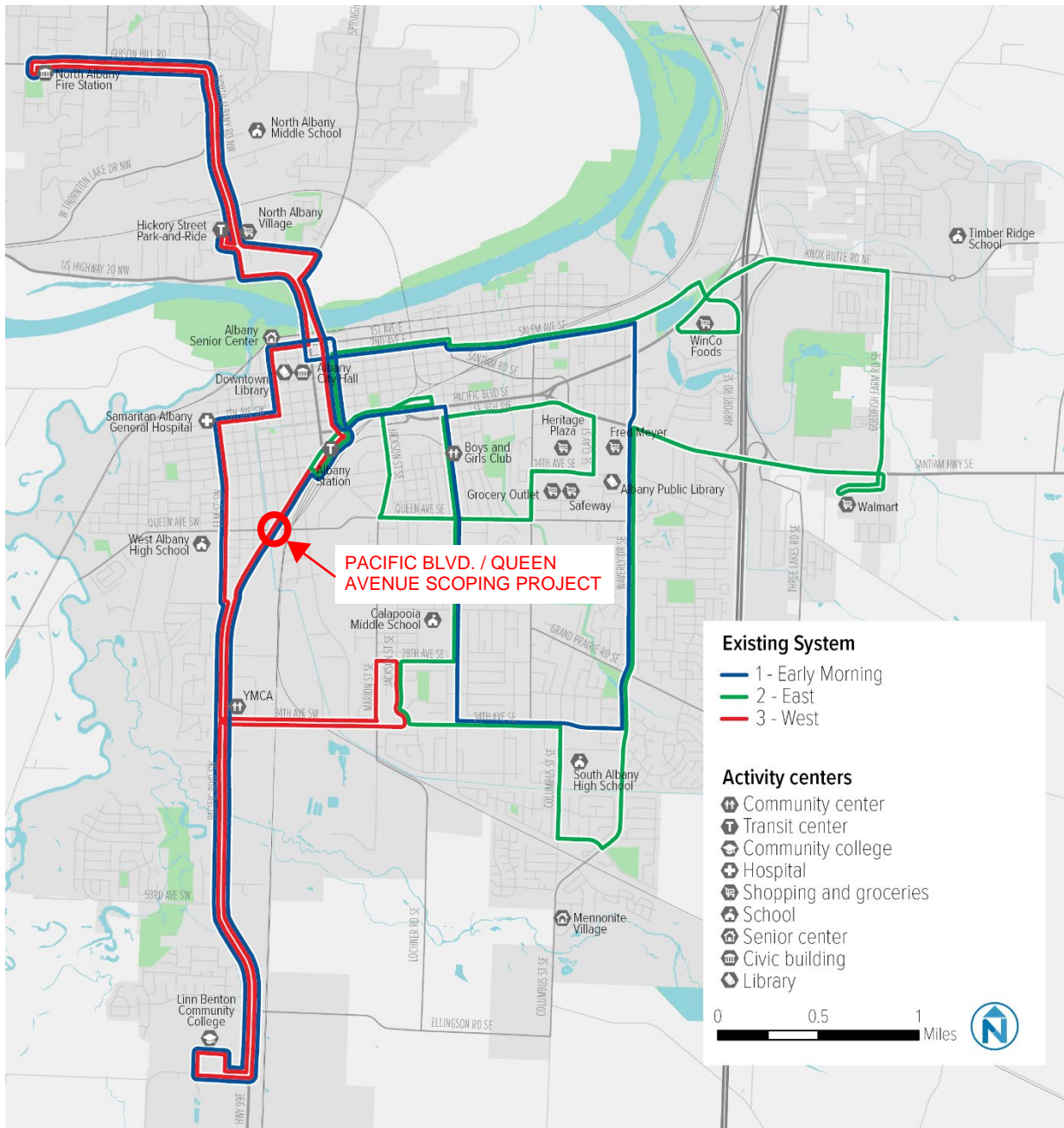
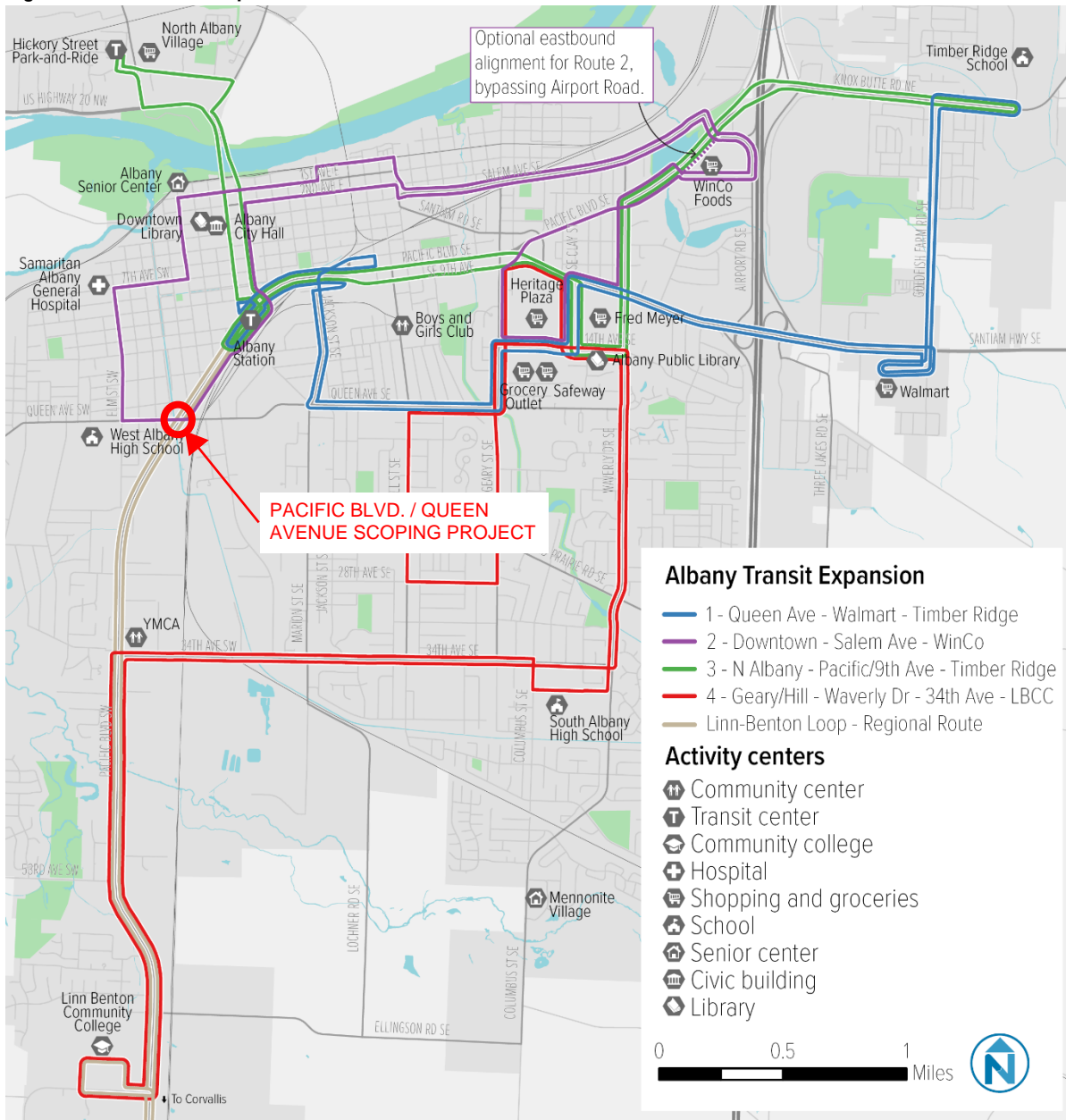


Figure 3: New Transit Route Statistics

| Route | Run Time | Layover Time | Percent Layover | Cycle Time | Headway | Buses | Span |
|-------|----------|--------------|-----------------|------------|---------|-------|-------------------|
| 1 | 51 | 9 | 15% | 60 | 60 | 1 | 6:43 am – 6:43 pm |
| 2 | 50 | 10 | 17% | 60 | 60 | 1 | 6:30 am – 6:30 pm |
| 3 | 51 | 9 | 15% | 60 | 60 | 1 | 6:30 am – 6:30 pm |
| 4 | 51 | 9 | 15% | 60 | 60 | 1 | 6:30 am – 6:30 pm |

Figure 4: New Transit Map



FFY 2024-2027 Albany and Corvallis Area MPO Discretionary Funds
Surface Transportation Block Grant (STBG) Application
Millersburg, Oregon

Contact Information

Applicant: City of Millersburg, Oregon
Contact: Janelle Booth – Assistant City Manager/City Engineer
Phone: 458-233-6302
Email: jbooth@cityofmillersburg.org

Project Name and Description

Millersburg TSP Update

This project will update Millersburg's Transportation System Plan. The update is generally intended to be a refresh of the TSP to reflect the City's rapid growth over the past several years and upcoming significant development. It will add some new roads, reflect the changed and expanded new City limits, add possible locations for additional traffic safety features, and include a pedestrian and bicycle gap analysis. The later is intended to identify areas where additional City infrastructure may be needed to assure adequate circulation for pedestrians and bicyclists.

Presence in RTP, TSP, and other Planning Documents

Millersburg's current TSP was completed in 2016. It is a part of our Comprehensive Plan and is consistent with the RTP.

Project Scoring Criteria & Other Project Benefits

This project cannot be scored in the same way as a design or construction project, although it will include bicycle, pedestrian, and safety elements. Although Millersburg's current TSP is only six years old, many elements are now out of date because of rapid growth the city has experienced. Additionally, development of the Intermodal Center along with planned development of industrial property and newly changed City Limits will significantly change the traffic patterns and volumes from what was projected in 2016, at the time the TSP was completed.

Statement on Project Feasibility

Millersburg has been planning to update our TSP as part of an overall Comprehensive Plan update over the next several years. It is anticipated that Millersburg staff will oversee completion of this work by a consultant.

Cost Estimate & Funding Requested

Total project cost estimate is \$40,000. The funding request is 35,000.

AAMPO Project Evaluation Criteria Worksheet

Fill in green boxes

| Project Name: Albany Avenue Widening Project - Albany TSP (project L35) | | | | | |
|---|--|--------------------------------|--|------------------------------------|------------------|
| Project Readiness | 8 pts | 8 pts | 7 pts | 7 pts | |
| | Scoping study is completed | Project within existing ROW | No extensive environmental permits required | Match funding identified | of 30 pts |
| Bicycle/ Pedestrian/ Transit | 8 pts | 8 pts | 7 pts | 7pts | |
| | Improves Bicycle Facilities | Improves Pedestrian Facilities | Improves Bus Stop | Project along public transit route | of 30 pts |
| Safety | 18 pts | | 7 pts | | |
| | Adresses documented safety issue and/or identified high crash location | | Upgrades signal system to improve efficiency | | of 25 pts |
| Inter-community Impact | 10 pts | | 5 pts | | |
| | Identifies benefits to multiple communities | | Improves freight operations | | of 15 pts |
| Total: | | | | | 0 |

| Project Name: Knox Butte / Scrael Hill Roundabout - AAMPO RTP/Linn County TSP | | | | | |
|---|--|--------------------------------|--|------------------------------------|------------------|
| Project Readiness | 8 pts | 8 pts | 7 pts | 7 pts | |
| | Scoping study is completed | Project within existing ROW | No extensive environmental permits required | Match funding identified | of 30 pts |
| Bicycle/ Pedestrian/ Transit | 8 pts | 8 pts | 7 pts | 7pts | |
| | Improves Bicycle Facilities | Improves Pedestrian Facilities | Improves Bus Stop | Project along public transit route | of 30 pts |
| Safety | 18 pts | | 7 pts | | |
| | Adresses documented safety issue and/or identified high crash location | | Upgrades signal system to improve efficiency | | of 25 pts |
| Inter-community Impact | 10 pts | | 5 pts | | |
| | Identifies benefits to multiple communities | | Improves freight operations | | of 15 pts |
| Total: | | | | | 0 |

AAMPO Project Evaluation Criteria Worksheet

Fill in green boxes

| Project Name: Pacific Blvd/Queen Ave Scoping Study - Albany TSP (project L27) | | | | | |
|---|--|--------------------------------|--|------------------------------------|------------------|
| Project Readiness | 8 pts | 8 pts | 7 pts | 7 pts | |
| | Scoping study is completed | Project within existing ROW | No extensive environmental permits required | Match funding identified | of 30 pts |
| Bicycle/ Pedestrian/ Transit | 8 pts | 8 pts | 7 pts | 7pts | |
| | Improves Bicycle Facilities | Improves Pedestrian Facilities | Improves Bus Stop | Project along public transit route | of 30 pts |
| Safety | 18 pts | 7 pts | | | |
| | Adresses documented safety issue and/or identified high crash location | | Upgrades signal system to improve efficiency | | of 25 pts |
| Inter-community Impact | 10 pts | 5 pts | | | |
| | Identifies benefits to multiple communities | | Improves freight operations | | of 15 pts |
| Total: | | | | | 0 |

| Project Name: Millersburg TSP | | | | | |
|---|--|--------------------------------|--|------------------------------------|------------------|
| Project Readiness | 8 pts | 8 pts | 7 pts | 7 pts | |
| | Scoping study is completed | Project within existing ROW | No extensive environmental permits required | Match funding identified | of 30 pts |
| Bicycle/ Pedestrian/ Transit | 8 pts | 8 pts | 7 pts | 7pts | |
| | Improves Bicycle Facilities | Improves Pedestrian Facilities | Improves Bus Stop | Project along public transit route | of 30 pts |
| Safety | 18 pts | 7 pts | | | |
| | Adresses documented safety issue and/or identified high crash location | | Upgrades signal system to improve efficiency | | of 25 pts |
| Inter-community Impact | 10 pts | 5 pts | | | |
| | Identifies benefits to multiple communities | | Improves freight operations | | of 15 pts |
| Total: | | | | | 0 |