



## NOTICE OF PUBLIC MEETING

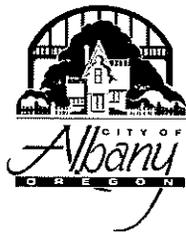
CITY OF ALBANY  
CITY COUNCIL WORK SESSION  
Municipal Court Room  
Monday, April 13, 2009  
4:00 p.m.

### AGENDA

- 4:00 p.m. **CALL TO ORDER**
- 4:00 p.m. **ROLL CALL**
- 4:00 p.m. **RECESS TO EXECUTIVE SESSION TO DISCUSS CURRENT LITIGATION OR LITIGATION LIKELY TO BE FILED IN ACCORDANCE WITH ORS 192.660 (2)(h)**
- 4:15 p.m. **RECONVENE**
- 4:15 p.m. **BUSINESS FROM THE PUBLIC**
- 4:20 p.m. **TRANSPORTATION SYSTEM PLAN PRIORITIES** – Jeni Richardson, Greg Byrne  
*Action Requested: Discussion, direction.*
- 5:45 p.m. **COUNCILOR COMMENTS**
- 5:55 p.m. **CITY MANAGER REPORT**
- 6:00 p.m. **ADJOURNMENT**

*City of Albany Web site: [www.cityofalbany.net](http://www.cityofalbany.net)*

*The location of the meeting/hearing is accessible to the disabled. If special accommodations to attend or participate in the meeting/hearing are needed, advance notice is requested by notifying the Human Resources Director at 917-7500.*



TO: Albany City Council  
VIA: Wes Hare, City Manager  
Diane Taniguchi-Dennis, P.E., Public Works Director  
FROM: Jeni Richardson, P.E., Civil Engineer III  
Ronald G. Irish, Transportation Systems Analyst  
DATE: April 8, 2009, for the April 13, 2009, Special Council Work Session  
SUBJECT: Transportation System Plan Priorities  
RELATES TO STRATEGIC PLAN THEME: Great Neighborhoods

Action Requested:

Council is requested to bring this packet to the meeting on April 13, 2009, to discuss TSP project priorities and to provide input on the items in Attachment A. Please bring your old orange notebook for recycling.

Discussion:

A draft final Transportation System Plan (TSP) will soon be ready for Council's review. The introductory chapters will document the policies and analysis previously described in Technical Memorandums 1 through 6. The next chapter will include the recommended transportation improvement projects needed to serve anticipated growth through 2030. The final chapter will briefly describe existing and potential new funding sources. As the TSP moves towards adoption, development of the Transportation Financial Plan will continue.

An orange book of TSP project data was distributed to Council at the January 13, 2009, work session. Following this meeting staff received Council's comments and revised the descriptions, maps, costs, and other data. These changes are summarized on a list tucked into the cover pocket of the revised orange binder that is part of this packet. Council's acceptance of this project data is a critical final step to completing and adopting the TSP.

At the February 4, 2009, work session, Council saw a sample 10-year financial plan that balanced existing revenues and new SDC revenues with staff and consultant's recommended priorities. The financial plan is not part of the TSP adoption that goes through ODOT and DLCD approval processes, but will be the next step and a useful tool to check fund balances as project priorities and SDC fee levels are adjusted. At the end of the February meeting, Council agreed to prioritize and submit their top project priorities.

The higher priority projects identified by Council have been summarized in Attachment A. These projects have been highlighted on the project maps and again in project tables. The last two columns of the project tables identifies staff and consultant's priorities and some projects are marked with an asterisk (\*) where further discussion or direction is needed. Staff is prepared to discuss each of these projects and to seek Council direction.

Councilor Olsen submitted a memo highlighting his comments about the TSP projects in the orange book. His memo and a brief response from staff are in Attachment B.

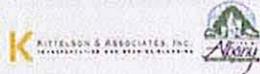
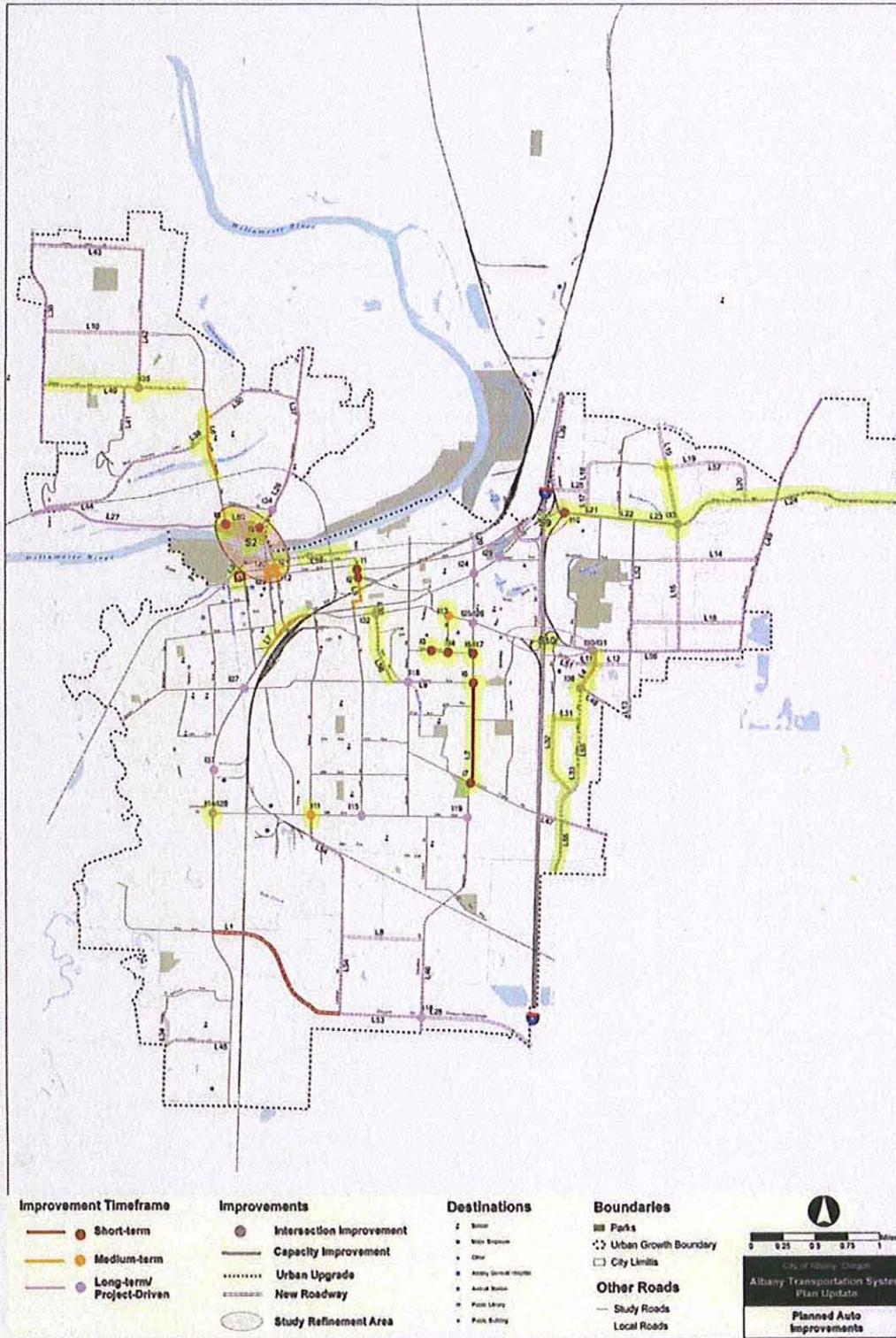
The next meeting dates have been tentatively scheduled pending your approval. They are Thursday, April 30, from 5:00 to 7:00 p.m. and Thursday, May 7, from 5:00 to 7:00 p.m. Dinner will be served at each meeting.

Budget Impact:

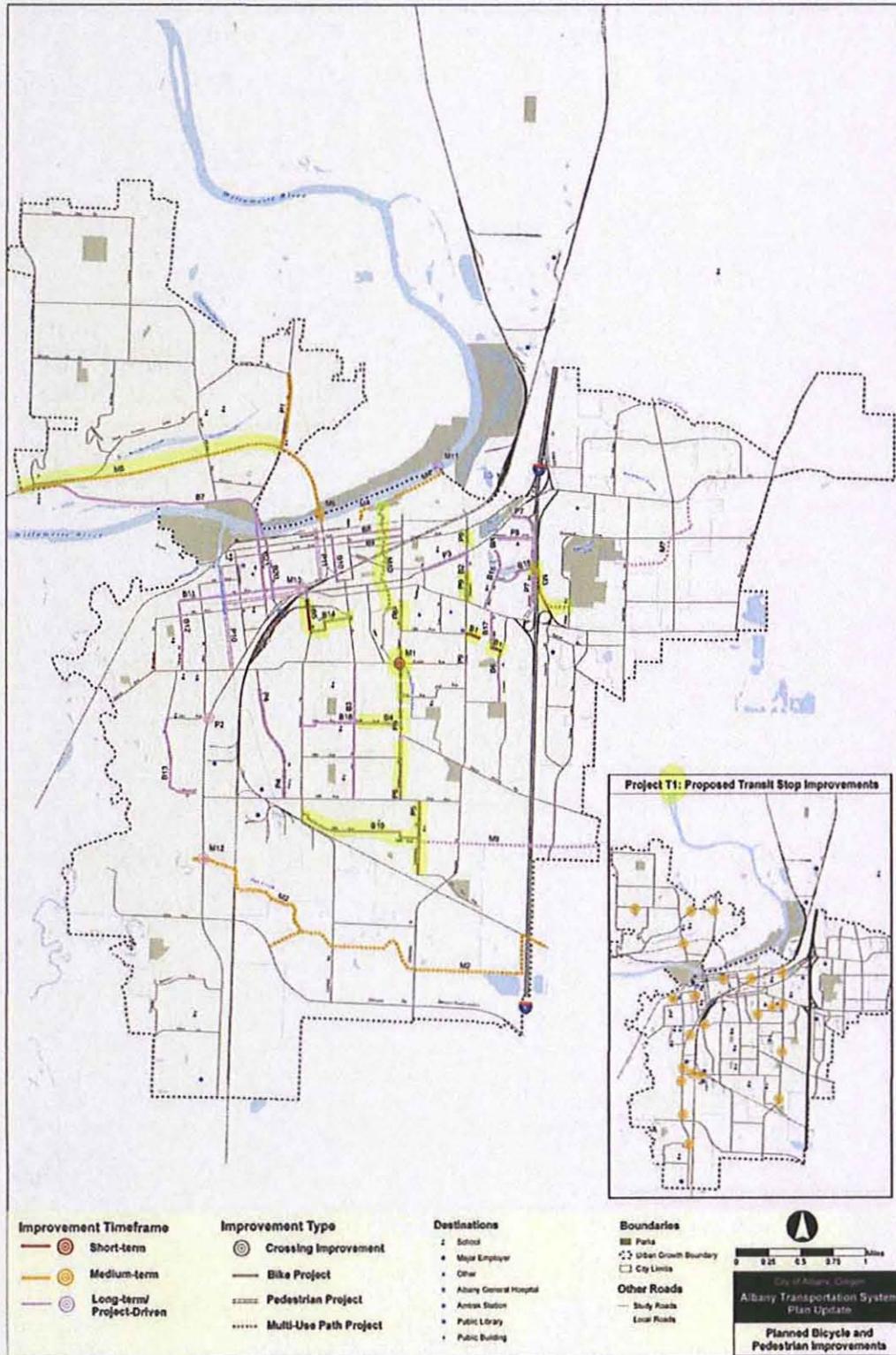
None.

Jen:kw  
Attachments

# Auto Priorities for 4/13/09 Discussion



# Bike & Pedestrian Priorities for 4/13/09 Discussion



## TSP Project Priorities

**Roadway & Intersection Priorities** (shaded project clusters will have linked construction windows)

ID#	Description	Council & Community						Staff & Consultant		
		SK	DO	FC	RR	BC	BJ	JC	X	*
I8	US20 / N Albany Road intersection modification				X	X	1	X	X	
I9	US20 / Springhill Road intersection modification					X	2		X	
I21	US20(Lyon) / 1 <sup>st</sup> Avenue intersection modification					X			X	
S2	Hwy 20 Corridor & Downtown Refinement Plan		X		X				X	
S5	Downtown STA status application				X				X	
L6	North Albany Road – 3 lanes			1	X		8	X	X	
L36	W Thornton Lake Rd realignment			1			3		X	
I35	Gibson Hill Rd / Crocker Lane signal					X				*
L40A	Gibson Hill Road Urban Upgrade (sidewalk only)					X				*
L3	Washington / Calapooia / 1 <sup>st</sup> / 2 <sup>nd</sup> – add parking				X				X	
L59	Water Avenue Streetscape – Baker to Main				X		9			*
I1	Main Street/Salem Avenue/3 <sup>rd</sup> Avenue								X	
I2	Main St / Santiam Ave / 4thAve realignment				X				X	
L7	OR 99E lanes / Ellsworth St free right / 11 <sup>th</sup> Ave access closure				X				X	*
I14	OR 99E / 34 <sup>th</sup> Ave intersection improvement				X					*
I11	34 <sup>th</sup> Ave / Marion St new signal	X					6			*
L58	Oak Street Urban Upgrade			3	X	1	7			*
I32	9 <sup>th</sup> Ave / Oak Street new Intersection			3						*
L30	Oak Street Extension			3		X				*
I3	14 <sup>th</sup> Ave /Heritage Mall signal mod					X		X	X	
I4	14 <sup>th</sup> Ave / Clay Street signal mod					X		X	X	
I5	Waverly Ave / 14 <sup>th</sup> Ave signal mod					X			X	
I13	US20 / Clay Street signal mod					X			X	
I6	Waverly Ave / Queen Ave intersection					X			X	*
I7	Waverly Ave / Grand Prairie intersection					X			X	*
L2	Waverly Drive								X	
S9	I-5 / OR 99E / Knox Butte design share				X					*
S10	I-5 / US20 (Santiam) design share				X					*
I10	Knox Butte / Century Drive interim signal	X							X	
L21	Knox Butte Road Widening – 5 lanes						11			*
L22	Knox Butte Road Widening – 4 lanes						12			*
L23	Knox Butte Road Widening – 3 lanes						13			*
L24	Knox Butte Road Widening – 2 lanes						14			*
I33	Knox Butte/New N-S Collector roundabout						15		X	
L15A	New N-S Collector (part associated with LID)						10		X	
L19A	Somerset Avenue Extension (part assoc with LID)								X	
L4	Timber Street Extension south of US 20	X		2					X	*
I36	Timber St Ext / 18 <sup>th</sup> Ave / Spicer Dr roundabout	X		2			16		X	*
L55	Three Lakes Road Urban Upgrade	?		?			20			*
L33	Three Lakes Road Realign 90° curves	X		2		X	19	X		*
L31	Fescue St –Three Lakes Rd E-W Connector						17			*
L32	Fescue Street Extension south to Three Lakes						18			*
S7	Major Corridors ROW needs				X				X	
L29	Waverly Drive Extension over Railroad tracks									*

**\*Roadway or intersection projects where further discussion or direction is needed\***

**Project I35: Gibson Hill Rd/Crocker Lane signal**

The project would construct a traffic signal at the Gibson Hill Road/Crocker Lane intersection. Warrants for installation of a traffic signal are not currently met, but are expected to be met with build-out of the Benton Woods and Albany Heights developments. The Albany Heights development was approved with the expectation that the traffic signal would be built by the City and funded by TSDC funds when warrants were eventually met. Given the current development climate, it's difficult to predict when build-out of those developments will occur.

Staff Recommendation: Identify the project as a midterm priority or leave it as development driven. Assign the project full TSDC fee funding. Monitor development and traffic volumes at the intersection and construct the traffic signal when warrants are met.

Council Direction:

**Project L40A: Gibson Hill Road Urban Upgrade (sidewalk only)**

The request to make this a priority project was for the sidewalk portion of the project and not the full urban improvement currently included in the project description. Staff previously provided Council with a report contrasting an urban upgrade on Gibson Hill Road versus a rural section with a set-back sidewalk, but Council did not identify which design option was preferred.

Staff Recommendation: Staff has identified two options:

- 1) Identify the project as a high priority, retain the urban upgrade description and project costs, and assign some level of TSDC fee funding.
- 2) Identify the project as a high priority with some level of TSDC funding, but revise the project description and cost estimates to reflect a rural design standard with setback sidewalks. Build in the short term if a funding source can be identified for any remaining project costs.

Council Direction:

**Project L59: Water Avenue Streetscape**

The project extends from Washington Street to Main Street. Most of the near-term redevelopment along Water Avenue is likely to occur at the easterly end of the project. The streetscape plan developed for Water Avenue calls for different street designs for the east and west portions of the street. The \$4,070,000 cost estimate is for only the east portion of the street, and assumes that construction of the east and west portion of the road will occur in two phases. Total project cost for the entire street is \$7.2 million. Neither estimate includes the cost of rail crossing improvements. Issues relative to rail crossing improvements and costs would need to be resolved in order to complete street improvements at either end of Water Avenue.

Staff Recommendation: Identify improvement of the east end of Water Avenue as a near-term priority project with some TSDC funding.

Council Direction:

**Project L7: OR 99E lanes / Ellsworth Street free right / 11<sup>th</sup> Ave Access Closure**

The project would require the closure of 11<sup>th</sup> Avenue at Highway 99E, a concept that did not receive support from Council during design discussions for ODOT's Highway 99E Safety Project.

Staff Recommendation: None. Analysis provided for information only.

Council Direction:

**Project I14: OR 99E / 34<sup>th</sup> Avenue intersection improvement**

This project is closely related to Project I28. Both would modify the 99E/34<sup>th</sup> Avenue intersection and are eligible for TSDC funding. The need for Project I28 will probably be driven by redevelopment of the YMCA property. The need for Project I14 is for additional long-term capacity to accommodate year 2030 volumes.

Staff Recommendation: Identify project I28 as a midterm priority project with some level of TSDC funding. A redevelopment project on the YMCA (or other site) that triggers the improvement would be able to construct the projects and receive a TSDC fee credit. Identify Project I14 as a non-priority project with some level of TSDC funding.

Council Direction:

**Project I11: 34<sup>th</sup> Avenue / Marion Street new signal**

The intersection does not currently meet warrants for installation of a traffic signal. The TSP does show that volumes will eventually be high enough to meet signal warrants, probably with development in the future along the 53<sup>rd</sup> avenue extension. The intersection is not on the State Highway system, so Council could choose to install a signal prior to warrants being met. Because a signal at this location was not identified in the current TSP, it is not possible to use existing TSDC funds for signal construction. The signal is eligible for new TSDC fee funding, but that fund will start with a balance of zero. As a result, assigning the project new TSDC funding and identifying it as a short-term priority could delay construction of other projects that meet warrants for construction.

Staff Recommendation: None. Analysis provided for information only.

Council Direction:

**Project L58, I32, & L30: Oak Street Urban Upgrade, 9<sup>th</sup> Ave / Oak Street new intersection and Oak Street extension**

Council is currently involved in discussions concerning formation of a local improvement district to construct these projects.

Staff Recommendation: Identify the projects as a short-term priority and assign some level of TSDC funding. Use of TSDC funds could help to reduce property owner assessments, and would also allow for use of a TSDC credit in the event a development constructed a portion of the improvements.

Council Direction:

**Projects I6, I7 and L2: Waverly Avenue / Queen Avenue, Waverly Avenue / Grand Prairie, & Waverly Drive**

These projects are intersection and striping improvements designed to increase the capacity of the Waverly Drive corridor between Queen Avenue and Grand Prairie Road. This 3-lane segment of Waverly is currently congested and the traffic model developed with the TSP update predicted increasing congestion as development occurs to the south of Oak Creek. In order for the intersection improvements to add the intended capacity, they would need to be constructed with or after Project L2. No Council member identified Project L2 as a high priority. Waverly Drive is, however, scheduled to receive an overlay in 2010. The striping improvements outlined in Project L2 could be constructed with the overlay project, although it would require removal of on-street parking along the west side of the street. If the overlay doesn't include the striping changes, the capacity of the roadway will be exceeded many years before the useful life of the new pavement surface.

Staff Recommendation: Staff has identified two options:

- 1) Identify Projects I6, I7, and L2 all as high priorities with some level of TSDC funding.
- 2) Identify Projects I6, I7, and L2 all as non-priority projects.

Council Direction:

**Project S9 and S10: Interstate 5/OR 99E/Knox Butte & Interstate 5/US 20 (Santiam)**

These projects are intended to provide a City contribution with TSDC funds to the future design and right-of-way work that will follow the current ODOT I-5 EIS project. The timing of that future work is not known.

Staff Recommendation: Because the timing of the studies is dependent upon ODOT, identify the studies as non-priority projects. Assign the projects some level of TSDC fee funding. Including TSDC funding will allow for future use of those funds as City participation and match with the larger ODOT projects.

Council Direction:

**Projects L21, L22, L23, and L24: Knox Butte Road Widening from I-5 to the UGB**

These projects would complete urban street improvements on Knox Butte Road between I-5 and the urban growth boundary. Construction of L21 and the west end of L22 would require acquisition of additional right-of-way along the north side of the road. While the project cost estimate does include right-of-way costs for land acquisition, it does not include the cost of acquiring any of the abutting homes along the north side of the road. Those homes won't be in the ultimate right-of-way, but some are close enough to make it unlikely they could continue to function as single family homes. If construction of the road projects was initiated by the City, it's likely that many of the existing homes would need to be purchased. Many of the fronting parcels have development potential and have the ability to re-develop in advance of construction of the ultimate street improvements.

Staff Recommendation: Identify the projects as non-priority projects. Assign the projects some level of TSDC fee funding. Including TSDC funding for construction will encourage developer-driven projects (through TSDC fee credits), and also allow for use of some TSDC funds to reduce property owner assessments if improvements are ultimately constructed with an LID.

Council Direction:

**Project L4: Timber Street Extension south of US 20**

Much of the project is currently outside the city limits in Linn County. The alignment plan adopted for the street calls for 5 lanes and a traffic signal at Highway 20. The intersection would have 3 northbound lanes approaching the Highway, and would not function without a traffic signal. Construction of a signal and intersection improvements will require ODOT approval. ODOT will not approve construction of a traffic signal at the intersection until anticipated volumes meet traffic signal installation warrants. In order to achieve the traffic volumes needed to meet signal warrants, one or more of the following would need to occur:

- Northbound movements from Fescue onto Highway 20 would need to be eliminated and diverted to Timber through construction of projects L11 and L4.
- The Kemph industrial site would need to be developed with an intense industrial use with site trips directed to Timber as opposed to Fescue.
- The SmartCentres site would need to be developed and then connected to Timber Street via completion of project L12.

There is some question whether the second option (development of the Kemph site with an intense use) could occur given current operations at the Hwy 20/I-5 interchange. The Airport Road/Hwy 20 intersection is currently operating past ODOT performance standards. SmartCentres will make improvements at the intersection to mitigate their impact, but it still won't meet ODOT performance standards. An application on the Kemph site for a user intense enough to require analysis of the I-5 interchange (50 or more peak hour trips added to the intersection) would find a problem for which there is no obvious fix short of reconstruction of the interchange. Funds spent on street improvements in the area to encourage industrial development could be wasted if it turns out that approval of that development application is dependent upon interchange improvements.

**Staff Recommendation:** Identify acquisition of needed right-of-way as a short-term project, and construction as a longer term project with some TSDC funding. Including TSDC funding for construction will encourage a developer-driven project (through TSDC fee credits), and also allow for use of some TSDC funds to reduce assessment if improvements are ultimately constructed with an LID.

**Council Direction:**

**Project I36: Timber Street Extension / 18<sup>th</sup> Avenue / Spicer Drive Roundabout**

This project has many of the same issues as listed for project L4 above.

**Staff Recommendation:** Identify acquisition of needed right-of-way as a short-term project, and construction as a longer-term project with some TSDC funding. Including TSDC funding for construction will encourage a developer-driven project (through TSDC fee credits), and also allow for use of some TSDC funds to reduce property owner assessments if the improvements are ultimately constructed with an LID.

**Council Direction:**

**Project L55: Three Lakes Road Urban Upgrade**

The project has many of the same issues as Projects L4, L33, and I36.

**Staff Recommendation:** Identify acquisition of needed right-of-way as a short-term project, and construction as a longer term project with some TSDC funding. Including TSDC funding for construction will encourage a developer-driven project (through TSDC fee credits), and also allow for use of some TSDC funds to reduce property owner assessments if the improvements are ultimately constructed with an LID.

**Council Direction:**

**Project L33: Three Lakes Road Realignment**

The project is currently outside the city limits in Linn County. Sewer and water facilities currently terminate about ½ mile north of the 90-degree curve in Three Lakes Road. In order to construct the ultimate street improvement, utilities would need to be extended south to the project then extended on to Grand Prairie Road. Construction of interim rural standard street improvements to “straighten out the curves” would not be eligible for use of TSDC funding.

**Staff Recommendation:** Identify construction as a long-term project, but assign some level of TSDC funding. Including TSDC funding for construction will encourage a developer-driven project (through TSDC fee credits), and also allow for use of some TSDC funds to reduce assessment if improvements are ultimately constructed with an LID.

**Council Direction:**

**Projects L31 and L32: Fescue Street to Three Lakes Road Connector & Fescue Street Extension**

These projects are closely linked to the development of the Kemph industrial site. Their only purpose is to provide access to and from the site. Project L32 will only be needed if the site develops as a multiple lot industrial subdivision; it will not be needed if the site develops with a single user with direct driveway access to Three Lakes Road and Project L31.

**Staff Recommendation:** Identify the projects non-priority projects. Assign the projects some level of TSDC fee funding. Including TSDC funding for construction will encourage developer-driven projects (through TSDC fee credits), and also allow for use of some TSDC funds to reduce property owner assessments if improvements are ultimately constructed with an LID.

**Council Direction:**

**Project L29: Waverly Drive extension over railroad tracks**

The project had an original cost estimate of \$33 million. Staff had OBEC Engineering perform a more detailed analysis of the project. The revised cost estimate is now \$8,000,000. The required alignment of the road, however, would force it to traverse the back half of a lot that was recently approved for a 91-unit senior assisted living facility. If the rail over-crossing project remains in the TSP, an immediate effort will need to be made to acquire the adjoining parcel before construction begins on the assisted living facility.

Staff Recommendation: Staff has identified two options:

- 1) Delete the project from the TSP.
- 2) Retain the project in the TSP, and identify right-of-way acquisition as a high priority. Because the acquisition of right-of-way would be a very high priority and the new TSDC fund does not have a balance, an alternate funding source would need to be identified.

Council Direction:

**Bike & Pedestrian Priorities**

ID#	Description	Council & Community						Staff & Consultant		
		SK	DO	FC	RR	BC	BJ	JC	X	*
M1	Queen/Geary intersection of Periwinkle Path				X				X	
M10	Periwinkle Trail Extension to Willamette River						5			*
B5	Jackson St row & bike lanes			4					X	
B1	14 <sup>th</sup> Avenue Sharrows								X	*
B4	24 <sup>th</sup> Ave sharrows				X				X	*
B14	12 <sup>th</sup> Ave (west) bike blvd				X				X	*
B19	38 <sup>th</sup> Ave bike blvd				X				X	*
P5	Columbus St sidewalk gaps					X			X	*
P9	Waverly Dr sidewalk gaps				X				X	*
P6	Geary Street sidewalk gaps				X	X		X		*
M3	West Timber-Linn Trail (under I-5 to Price Rd)				X		4			*
S1/T1	ADA Study & Ped improvements at Transit stops					X			X	

**Project M10: Periwinkle Trail Extension**

Substantial obstacles currently preclude the extension of the trail north to the Willamette River. Many of the existing bridge structures (including those at 9<sup>th</sup> Avenue and at Pacific Boulevard) do not have sufficient clearance to allow the path to be placed under the road along the creek bank. No practical method has been identified to provide safe and efficient at-grade crossings across the highway. The purpose of including the project in the TSP is to protect the corridor to the extent possible in the event a practical design is identified, and provide some level of funding to implement portions of the project as opportunity arises or as sites along the creek redevelop.

Staff Recommendation: Identify the project as a non-priority project. Assign the project some level of TSDC fee funding. Including TSDC funding for construction will allow for incremental construction of portions of the path with developer-driven projects (through TSDC fee credits), and also allow for use of some TSDC funds for construction or grant matching money if improvements are ultimately constructed by the City.

Council Direction:

**Project B1: 14<sup>th</sup> Avenue Sharrows**

The project was identified during public outreach meetings as a high community priority. The cost of the project is relatively low and it would not involve the removal of any on-street parking.

Staff Recommendation: Identify the project as a high priority project with TSDC funding.

Council Direction:

**Project B4: 24<sup>th</sup> Avenue Sharrows**

The project was identified during public outreach meetings as a high community priority. The cost of the project is relatively low and it would not involve the removal of any on-street parking.

Staff Recommendation: Identify the project as a high priority project with TSDC funding.

Council Direction:

**Project B12: 12<sup>th</sup> Avenue Bike Boulevard**

The project was identified during public outreach meetings as a high community priority. The project does not involve parking removal, but does involve construction of way finding (directional signs) and traffic calming improvements. As a result, the cost is moderate.

Staff Recommendation: Identify the project as a mid-term priority with TSDC funding.

Council Direction:

**Project B19: 38<sup>th</sup> Avenue Bike Boulevard**

The project was identified during public outreach meetings as a high community priority. The project does not involve parking removal, but does involve construction of way finding (directional signs) and traffic calming improvements. As a result, the cost is moderate.

Staff Recommendation: Identify the project as a mid-term priority with TSDC funding.

Council Direction:

**Project P5: Columbus Street Sidewalk**

The project will involve some right-of way acquisition and will involve sidewalk construction that disturbs landscaping currently being maintained by residents.

Staff Recommendation: None. Analysis provided for information only.

Council Direction:

**Project P6: Geary Street**

Construction of a significant portion of the sidewalk improvements along Geary Street will require right-of-way dedication and/or condemnation. A maximum of 70% of the project cost is eligible for TSDC funding, meaning that remaining project costs will need to be paid for by other City funding sources or an Assessment District. The project has wide support within Albany, but could encounter vocal opposition from adjoining property owners.

Staff Recommendation: Staff has identified two options:

- 1) Identify the project as a short-term priority, assign some level of TSDC funding, acquire the necessary right-of-way, and construct the sidewalk as a stand-alone project. An additional funding source for the non-TSDC eligible portion of the improvement would need to be identified.
- 2) Identify the project as a non-priority project, but assign some level of TSDC funding for sidewalk construction. Construction of the sidewalk improvements would then occur in the future along portions of the road that are either overlaid or reconstructed. Right-of-way acquisition and likely condemnation would still be necessary, but would be part of a larger street improvement project.

Council Direction:

**Project P9: Waverly Drive Sidewalk**

Construction of a significant portion of the sidewalk improvements along Waverly Drive will require right-of-way dedication and/or condemnation. A maximum of 70% of the project cost is eligible for TSDC funding, meaning that remaining project costs will need to be paid for by other City funding sources or an Assessment District. The project has wide support within Albany, but could encounter vocal opposition from adjoining property owners.

Staff Recommendation: Staff has identified two options:

- 1) Identify the project as a short-term priority, assign some level of TSDC funding, acquire the necessary right-of-way, and construct the sidewalk as a stand-alone project. An additional funding source for the non-TSDC eligible portion of the improvement would need to be identified.
- 3) Identify the project as a non-priority project, but assign some level of TSDC funding for sidewalk construction. Construction of the sidewalk improvements would then occur in the future along portions of the road that are either overlaid or reconstructed. Right-of-way acquisition and likely condemnation would still be necessary, but would be part of a larger street improvement project.

Council Direction:

**Project M3: West Timber-Linn Trail**

The current design and clearance of the creek crossing structure under I-5 precludes construction of the path. The intent of having this project included in the TSP is to ensure that if I-5 is reconstructed, the new bridge structure be designed to provide for the crossing.

Staff Recommendation: Identify the path as a non-priority project. Assign some level of TSDC funding (20% or more) to be used as a match with a grant application when the bridge structures on I-5 are eventually reconstructed.

Council Direction:

**Project M5: Albany/Corvallis Multi-Use Path**

The project received significant community support during public outreach meetings. Benton County has been awarded a TGM grant to finalize the project design and alignment.

Staff Recommendation: Identify the path as a mid-term priority project. Assign some level of TSDC funding (20% or more) to be used as a match for grant applications.

Council Direction:

Transportation System Plan - Comments

Dick Olsen  
2009

Bike Lanes

Bike lanes are needed to facilitate the alternative transportation needs of the future. However, we need to consider their effect on the city as a whole.

This council has spent considerable time, effort and dollars on code enforcement in an attempt to curtail the presence of junk and litter in our residential neighborhoods. It appears to me that most of the offensive junk and litter occurs in what might be called "low rent" areas. We decry the absentee land-lord who lets these conditions persist and site the tenant for his sloppy ways. In many cases the tenant has too many cars. The seeming excess ends up parked on sidewalks and in front yards.

Now, we are considering a transportation plan that in many cases will remove parking in residential areas from collector and arterial streets. This will aggravate an existing parking problem. Who wants to buy a house that has the double drawbacks of more traffic and also inadequate parking?

I would like to see regulations that will make our collector and arterial streets more attractive rather than promoting this low rent syndrome. Needed parking could be provided by either using more right of way, or by providing alleys behind the lots on arterial and collector streets. Alleys would provide the extra bonus of preventing driveways from emptying out onto arterial streets.

In existing neighborhoods, it is too late for alley development. However, if need be, planter strips could be sacrificed to provide space for both parking and bike lanes. In some cases, travel lanes might be narrowed to provide space.

In developing areas, I would recommend the use of alleys to provide more parking and keep cars off the street. Although our recent planners have been too timid to lay out an organized street plan in new area, alleys seem to work well elsewhere.

Specifically, I object to the removal of parking from:

B3 and B4,

B7 thru B17

B20 and B21 I would suggest that it would be safer to use 3rd and 4th streets as bike routs rather than 1st and 2nd because of the much lighter traffic on 3rd and 4th..

Intersections

II Do we expect that much more traffic in this well developed part of town? Does the high cost and large property requirement make this approach cost effective?

I 4, I6, I13, and I17 In this section I don't understand the idea of left turns with a "protect-permissive with a flashing yellow light". The idea of encouraging left turns against a yellow light seems unsafe to me.

I20 thru I23. I don't see how we can justify removing any parking downtown. We're spending millions on CARA to revitalize downtown. Should we now recommend parking removal?

We should be planning on a bypass route around N. Albany and a bridge to Millersburg rather than these modifications to Lyon and Ellsworth.

I30 & 31. Where on Timber St.? Timber and Hwy 20?

I36 Connecting the Spicer/ Three Lakes/ 18th St. intersection to Hwy. 20 via the existing Timber Ave. has several draw backs. Is there enough right of way on Timber at Hwy. 20? Is it appropriate to have Timber and Industrial way intersect Hwy.20 a few feet apart? I would like to see a "New Road" from Spicer/ Three Lakes/ 18th to Hwy 20 that would intersect directly across from Industrial Way. This would allow for a single signal to control the New Road/ Industrial Way/ Hwy. 20 intersection. This configuration should also be less disruptive of existing businesses.

I36 Don't close Spicer from this roundabout. We need more connectivity rather than less. I can see that no trucks will use the New Road parallel to Timber if there is no signal at the Hwy20 intersection. Put in the New Road/ Hwy20 signal light now when the road is put in.

L1 We shouldn't do this unless the railroad pays most of the cost and Ellingson crossing remains open.

L2 Parking needs to be provided in residential areas to prevent blighting conditions.

L4 No. Leave Timber St. alone and build "New Road"(see I36 above) to intersect at Industrial Way.

L8 Make this right of way wide enough to allow parking or provide alley parking.

L10 Same as L8

L11 Same as L8

L13 Same as L8

L14 Same as L8

L15 Same as L8. Why pedestrian only across Truax Creek?

L17, L18 and L25 I can't tell from the map where this is?

L28 Same as L8

L29 Again I can't see doing this unless the railroad wants to pay for it.

L30 Will this be straight across from the existing Oak St.? I can't tell from map.

L37 thru L44 Will any of these properties be subdivided such that parking on these arterials should be provided?

L45 thru L58 Will any of these sidewalk projects remove residential parking?

### Studies

S2 Planning for another bridge to rout Hwy 20 thru downtown is inappropriate. Another bridge thru downtown will totally blight whatever rout it takes. The Hwy 99 over pass /couplet is already over taxed to the point that ODOT is requiring that we close off too many streets that intersect Pacific Ave.

We should be planning for a bypass around N. Albany and a bridge to Millersburg.

*Dick Allen*  
*3/23/09*

## **Response to Councilor Olsen's memo dated 3/23/09**

**Projects B3 (Hill Street) and B5 (Jackson Street), parking removal concern:** Both projects involve the reconstruction of collector streets. In order to stripe the required bike lanes, parking will need to be removed from one side of the street or the roads will need to be widened by moving the curbs back. The project descriptions and cost estimates have been revised to reflect the widening design option. The cost of the widening will be eligible for TSDC funding. The final decision regarding street design and whether or not to widen the street to retain parking on both sides will be made by Council at the time of eventual project design and construction.

**Projects B7 thru B17, parking removal concern:** Project B7 is for the conversion of shoulders to bike lanes in North Albany along Highway 20. No on-street parking is currently allowed on this portion of the highway, and as a result none will be removed. Projects B8 through B17 are for the creation of bike boulevards; the removal of on-street parking is not required or planned.

**Project I1 (Main St/Salem Ave/3<sup>rd</sup> Ave roundabout), concern about project necessity, cost, and impacts:** The current TSP adopted in 1997 identified a short term priority need project (project #6) at this intersection. The 1997 project called for road widening and installation of a traffic signal and as a result had substantially greater right-of-way impacts and costs. The purpose of this project is to remove a bottleneck that restricts the capacity of movements between 1<sup>st</sup> and 2<sup>nd</sup> Avenues and Salem and Santiam Roads. The route is an important connection that provides local drivers with an alternative to Highway 99E.