



NOTICE OF PUBLIC MEETING  
CITY OF ALBANY  
CITY COUNCIL WORK SESSION  
Municipal Court Room  
333 Broadalbin Street SW  
Monday, May 9, 2016  
4:00 p.m.

AGENDA

OUR MISSION IS

"Providing quality public services  
for a better Albany community."

OUR VISION IS

"A vital and diversified community  
that promotes a high quality of life,  
great neighborhoods, balanced  
economic growth, and quality public  
services."

Rules of Conduct for Public Meetings

1. No person shall be disorderly, abusive, or disruptive of the orderly conduct of the meeting.
2. Persons shall not testify without first receiving recognition from the presiding officer and stating their full name and residence address.
3. No person shall present irrelevant, immaterial, or repetitious testimony or evidence.
4. There shall be no audience demonstrations such as applause, cheering, display of signs, or other conduct disruptive of the meeting.

- 4:00 p.m. CALL TO ORDER
- 4:00 p.m. ROLL CALL
- 4:05 p.m. BUSINESS FROM THE PUBLIC
- 4:10 p.m. REPUBLIC SERVICES CUSTOMER SERVICE DISCUSSION – Julie Jackson and Kevin Hines. [Verbal]  
*Action Requested: Information and discussion.*
- 4:30 p.m. CROCKER LANE/GIBSON HILL ROAD INTERSECTION DISCUSSION – Ron Irish. [Pages 2-38]  
*Action Requested: Information, discussion, and direction.*
- 5:30 p.m. BUSINESS FROM THE COUNCIL
- 5:40 p.m. CITY MANAGER REPORT
- 5:45 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 you have a disability that requires accommodation, advanced notice is requested by notifying the City Manager's Office at 541-917-7508, 541-704-2307, or 541-917-7519.



TO: Albany City Council

VIA: Wes Hare, City Manager  
Jeff Blaine, P.E., Public Works Engineering and Community Development Director *JB*

FROM: Staci Belcastro, P.E., City Engineer  
Ron Irish, Transportation Systems Analyst

DATE: May 5, 2016, for the May 9, 2016, City Council Work Session

SUBJECT: Gibson Hill Road/Crocker Lane Intersection

RELATES TO STRATEGIC PLAN THEME: ● Great Neighborhoods

Action Requested:

Staff requests direction from Council regarding the preferred intersection treatment option for the Gibson Hill Road/Crocker Lane intersection and the desired construction schedule.

Background:

At Council's direction, staff retained the firm of David Evans & Associates (DEA) to perform an intersection alternatives analysis for the Gibson Hill Road/Crocker Lane intersection. The report evaluated five different treatment options for the intersection and was presented to Council at a work session on March 21, 2016. A public outreach effort was then conducted to determine which options were preferred by residents. The DEA report was posted on the City's website, together with a poll that allowed residents to rank the various intersection options and provide comments. In addition to the website poll, residents also had the opportunity to submit comments to staff directly via email and to attend a neighborhood meeting held on April 26<sup>th</sup>. The intent of this memo is to provide Council with the results of the public outreach effort in order to inform a decision on selection of a treatment option and construction schedule.

Intersection Alternatives Report

The DEA intersection alternatives report analyzed the performance, safety, right-of-way impact, and cost of five different intersection improvement options for the Gibson Hill Road/Crocker Lane intersection. Performance results were based on year 2040 traffic volumes and were intended to approximate build out of the current UGB boundary in North Albany. Estimated construction costs are in today's dollars and do not include right-of-way acquisition. The improvement options evaluated by DEA were:

- *All-Way Stop Control (\$9,500)*. An all-way stop was found to be the least expensive treatment, but also the only option with insufficient capacity to accommodate anticipated future traffic volumes. No right of way acquisition would be necessary. If used in the short term as an interim measure, it would also have the potential to result in queue issues that conflict with the operation of the Gibson Hill Road/Crittenden Loop intersection to the east.
- *Single-Lane Traffic Signal (\$538,000)*. A single-lane traffic signal would perform well and operate at Level of Service (LOS) B through year 2040. It would also have minimal right-of-way impacts on adjoining property. Access control would eventually be needed at the Crittenden Loop intersection because of queuing conflicts.
- *Traffic Signal with Turn Lanes (\$1,870,000)*. A traffic signal with turn lanes would operate at LOS A through year 2040, but that slight improvement over a single-lane signal would come at significant additional cost and right-of-way impacts. In addition, the recently installed sidewalk improvements on the south side of the intersection would need to be modified and access control could still be needed at the Crittenden Loop intersection.

- *Modern Roundabout (\$1,463,000)*. A modern roundabout would perform well and operate at LOS B through year 2040. A roundabout would also be expected to have fewer crashes and a better safety record than would control by traffic signal. Those benefits would be offset by substantial right-of-way impacts and associated construction costs (When compared to the single-lane traffic signal).
- *Mini-Roundabout (\$282,000)*. A mini-roundabout would perform well through year 2040, operating at LOS C in the AM peak hour and LOS B in the PM peak hour. Safety benefits would be similar to a modern roundabout if installation included a reduction in the posted speed limit on Gibson Hill to 35 mph for the approaches to the intersection. Right-of-way impacts would be minor and similar to the impacts with a single-lane approach traffic signal. A mini-roundabout would cost less to construct than a traffic signal.

DEA's analysis included a summary of the intersection's existing performance. The current crash rate for the intersection is typical of similar intersections around the state and does not represent a high risk for users. Based on the City's performance standards, the intersection currently performs adequately with its current configuration. However, during peak conditions, vehicles stopped on Crocker may experience delays while waiting for appropriate gaps to turn onto Gibson Hill Road; as volumes increase with development, delays on Crocker are expected to increase. Based on current traffic volumes, the peak-hour and four-hour MUTCD warrants are met for installation of a traffic signal.

*Preferred Alternative/Public Input*

The online poll allowed residents to rank the five listed treatment options and received a total of 327 responses (Attachment A), some of which also included comments. The tally of first choice preferences were:

1. Modern Roundabout ..... 128
2. Traffic Signal with Turn Lanes.. 63
3. Mini-Roundabout..... 52
4. Single-Lane Traffic Signal ..... 46
5. All-Way Stop Control..... 38

Staff received four email comments (Attachment B) and one letter after the online website poll was closed. All four emails were generally supportive of the modern roundabout option.

Attendance at the neighborhood meeting was low (perhaps because of the large number of online responses) and numbered about six individuals. Two written comments were received (Attachment C) and both were supportive of a traffic signal with turn lanes. The informal verbal comments provided by the meetings' other attendees were supportive of the modern roundabout option.

Staff is seeking a decision from Council regarding their preferred intersection treatment.

*Construction Schedule*

Staff is also seeking direction from Council regarding the proposed construction schedule for the preferred intersection treatment. The following discussion points are provided for Council to consider:

**Available Funding Sources:** Funding for street projects is scarce. Revenues are typically saved for several years before the City can afford major improvement projects. Consequently, funding options for the more expensive intersection improvement options under consideration are limited.

Transportation System Plan (TSP) project I35 identifies construction of a traffic signal at this intersection and shows it as being funded 100 percent by TSDC dollars. The TSP cost estimate for the project is \$422,000 in today's dollars. There is approximately \$750,000 in available TSDCi reserves that Council could choose to direct to this project without impacting other commitments and planned projects (such as Hill Street from Queen Avenue to 34<sup>th</sup> Avenue). Use of that full amount would exhaust the TSDCi fund. If Council wants to continue with its previous policy of maintaining a \$300,000 minimum reserve (to respond to economic development opportunities) only \$450,000 of TSDCi funds would be available. Another \$100,000 could potentially be pieced together from other street funds. Assuming a maximum of \$550,000 in currently available funding, the impacts to each of the options (ordered by the public's first choice preferences) are provided below.

- Modern Roundabout – Council would need to identify additional funding sources for more than \$1 million dollars in project costs and right-of-way acquisition. Increasing the TSDCi funds directed to the project would require modification of the TSDC funded project list. Given the anticipated rate of TSDCi fund contributions, the project could be constructed in three years if improvements to Hill Street were deferred (resulting in the potential loss of committed MPO funding). Without deferring Hill Street, it could be more than five years before the project could be fully funded.
- Traffic Signal with Turn Lanes – Council would need to identify additional funding sources for more than \$1.4 million dollars in project costs and right of way acquisition. Increasing the TSDCi funds directed to the project would require modification of the TSDC funded project list. Given the anticipated rate of TSDCi fund contributions, the project could be constructed in four years if improvements to Hill Street were deferred (resulting in the potential loss of committed MPO funding). Without deferring Hill Street, it could be more than six years before the project could be fully funded.
- Mini-Roundabout – This improvement could be initiated now without relying on all currently available TSDCi funds.
- Single-Lane Traffic Signal – This improvement could be initiated now with available funds.
- All-Way Stop – This improvement could be initiated now with available funds. However, as discussed previously with Council, staff does not recommend further consideration of this option.

**Project Priority:** Construction of improvements at the Gibson Hill Road/Crocker Lane intersection would deplete TSDCi reserves, and reduce options for investments in other priority transportation improvements throughout the City. A list of TSDCi-funded projects is attached (Attachment D) for comparison purposes. Staff believes that the TSDCi funded projects identified below are among those most likely to be needed in the near term. Staff is seeking direction from Council about which project is Council's highest priority TSDCi-funded project. Is it the Gibson Hill Road/Crocker Lane intersection, one of the projects below, or a different project off of the funded list?

- I21 – Lyon Street/1<sup>st</sup> Avenue: The intersection is currently the most congested in the City, and its improvement cost will substantially exceed the current TSP cost estimate of \$11,000 because of a recently discovered need to incorporate traffic-signal modifications.

- I34 – Springhill Drive/Hickory Street: A traffic signal will likely be needed upon completion of a planned medical office complex and the eventual placement of a new tenant in the grocery store site previously occupied by Ray's.
- I43 – Clover Ridge Road/Knox Butte Road: A traffic impact analysis submitted with a recent subdivision application found that the intersection currently meets warrants for installation of a traffic signal, and that the southbound approach suffers from a potentially serious queuing problem.
- L3 – 1st/Calapooia/2<sup>nd</sup>: The recently approved Carousel project will remove one travel lane on 1<sup>st</sup> Avenue and add diagonal parking. A decision to build the same street improvement on Calapooia Street and 2<sup>nd</sup> Avenue would provide additional parking for Downtown and enhance safety and pedestrian crossing movements at the Washington Street/2<sup>nd</sup> Avenue intersection next to the Post Office.

**Gibson Hill Road Improvement/Jurisdiction Transfer:** Both Gibson Hill Road and Crocker Lane are currently under Benton County jurisdiction. The recently adopted intergovernmental agreement (IGA) between the City of Albany and Benton County calls for specific improvements on Gibson Hill Road to be completed by 2021. The improvements are required in support of a jurisdictional transfer. North Albany residents experienced significant disruption for construction activities during the summer of 2015. Those that drive the north end of Crocker Lane will experience further construction related disruption during the summer of 2017. Questions for Council to consider include whether improvements at the intersection should be coordinated with street improvements planned for Gibson Hill Road, and how to best minimize further disruptions for North Albany residents.

Budget Impact:

The financial impacts of each of the alternatives are reviewed above.

RGI:kw

Attachment

c: Chris Bailey, Public Works Operations Director  
Jon Goldman, Transportation Superintendent  
Staci Belcastro, P.E., City Engineer  
Josh Wheeler, Benton County  
Laurie Starha, Benton County

Entry Id	1. All-Way Stop	2. Single Lane Signal	3. Signal with Turn Lanes	4. Modern Roundabout	5. Mini Roundabout	Comments:	Date Created
2	4	2	1	3	5	The utility pole on the NW corner blocks the view of traffic coming from the west. This pole needs to be relocated not matter what version is chosen.	2016-03-23 09:24:34
3	5	4	3	1	2	Roundabouts keep traffic moving where traffic lights continually stop traffic. The roundabouts and Alternative 3 are somewhat building for the future rather than just building for current need.	2016-03-23 10:14:44
4	2	1	5	4	3		2016-03-23 11:42:48
5	2	3	5	4	1	Traffic signal seems like drastic overkill. Not sure why you would go with a 'modern' roundabout when you can get all the benefits of it with a much cheaper mini-round.	2016-03-23 11:44:03
6	1	2	5	4	3	Please keep the cost of this project to a minimum. That is why I prefer Alternative one. Thank you for your time & consideration.	2016-03-23 11:44:17
7	2	1	3	4	4	The pictures show Crocker as a flat road but in fact it isn't. Part of the difficulty it's being able to merge onto Gibson from a slight incline. So you have plans to remedy this issue? To me this would influence my feedback on your ideas.	2016-03-23 11:49:55
8	5	3	2	1	4		2016-03-23 11:51:03
9	2	5	4	3	1		2016-03-23 11:59:38
10	5	1	3	2	4		2016-03-23 12:26:28
11	2	3	4	1	5		2016-03-23 12:41:00
12	4	3	2	1	5		2016-03-23 13:17:21
13	4	3	1	2	5	I changed my preferences AFTER noticing the cost chart. Long term solutions need heavy weight due to growth of North Albany. All way stop will back alot of traffic up on Crocker over time and mess with the flow of traffic that a signal would ease on Gibson Hill during low traffic times. Modern roundabouts are wonderful but the cost is high, as is alternative 3. The neighborhood is used to roundabouts though so two in a row would be nice.	2016-03-23 13:49:49
14	1	4	5	2	3		2016-03-23 13:53:47
15	4	3	2	1	5		2016-03-23 14:02:47
16	5	4	3	1	2		2016-03-23 14:37:26
17	4	5	3	1	2		2016-03-23 14:40:44
18	4	3	2	1	5		2016-03-23 14:47:24
19	5	4	3	1	2		2016-03-23 14:49:22
20	3	2	1	5	5	Positively no mini roundabout. The one on Springhill was a major problem. I heard nothing but complaints from a big amount of people who used it.	2016-03-23 14:56:27

Entry Id	1. All-Way Stop	2. Single Lane Signal	3. Signal with Turn Lanes	4. Modern Roundabout	5. Mini Roundabout	Comments:	Date Created
21	2	5	4	1	3		2016-03-23 14:59:35
22	4	3	2	1	3		2016-03-23 15:07:24
23	1	3	2	5	4		2016-03-23 15:09:36
24	1	5	4	3	2		2016-03-23 15:11:36
25	2	1	3	5	4		2016-03-23 15:21:27
26	4	2	1	3	5	Cars go to fast on the road for a mini round about. Build the traffic signal with the future in mind!!!! This area is going to be impacted by more subdivisions meaning more traffic.	2016-03-23 15:42:22
27	3	1	2	5	4		2016-03-23 15:43:58
28	2	4	5	1	3		2016-03-23 15:56:19
29	1	2	3	3	3	Roundabouts suck. Not worth the money that will be spent. Go with an all way stop. This is the least expensive option.	2016-03-23 15:58:41
30	5	2	3	1	4		2016-03-23 16:17:10
31	4	3	2	5	1	I'm so happy to hear that you are going to do something about that intersection. I always have a hard time turning there especially during the morning and evening commute times.	2016-03-23 16:19:37
32	5	3	4	1	2		2016-03-23 16:26:09
33	5	1	2	3	4	If ROW were not a concern, my first choice would be a modern roundabout. The mini roundabout option looks good on paper, but in practice I'm not sure it would be safe due to high speeds and the ability to drive straight through it. The all-way stop causes a lot of needless stops and frustration. Reluctantly, the signal options therefore seem the best to me.	2016-03-23 16:33:14
34	4	3	2	1	5		2016-03-23 16:37:48
35	5	2	3	1	4		2016-03-23 16:42:40
36	5	2	1	3	4	I can't tell if any of the alternatives include a left turn lane for Crocker, with or without a traffic signal, so people don't have to queue on Crocker while waiting for pauses in traffic. (Right turns from Crocker onto Gibson Hill are usually straightforward.) Based on the flow of traffic, Gibson Hill should. continue to be the priority road, in terms of signal timing. Traffic flow study should also consider stop sign interactions with Gibson Hill and Scenic, since lots of us can access Scenic and Hwy 20 by either Valley View/Scenic or Crocker	2016-03-23 17:02:03
37	5	4	3	2	1		2016-03-23 17:03:22
38	5	4	1	2	3	Gibson also needs a center left turn lane from Crocker to Scenic This will help keep the flow of traffic going	2016-03-23 17:08:35

Entry Id	1. All-Way Stop	2. Single Lane Signal	3. Signal with Turn Lanes	4. Modern Roundabout	5. Mini Roundabout	Comments:	Date Created
39	5	4	2	1	3	What happens to the new ped crossing signal? Will it be Incorporated in the roundabout designs? Not stated is the population target each option will serve.	2016-03-23 17:21:42
40	5	4	1	3	2	Option 3 would be perfect, but there is NO NEED for lights there. I lived on Crocker for most of my life, and I still drive there regularly. Just the turn lanes would make a HUGE difference, and NOT impede traffic flow if you eliminate the lights, AND cut down the cost without having to install them.	2016-03-23 17:49:24
41	5	1	2	4	3		2016-03-23 17:52:34
42	5	4	1	2	3		2016-03-23 17:53:34
43	5	2	1	3	4		2016-03-23 18:02:28
44	2	5	3	1	4	Really like roundabouts. Many complain but they are most efficient at keeping traffic moving. The ones we have added recently seem to work fine. Other cities and countries seem happy with them	2016-03-23 18:05:35
45	5	3	4	1	2		2016-03-23 18:07:23
46	1	2	3	4	4		2016-03-23 18:18:21
47	1	3	2	5	5	Absolutely no roundabout. They are terrible and don't work. Still having nightmares about the temporary roundabout on Springhill. It was awful!	2016-03-23 18:22:43
48	4	1	2	3	4	Do not want another roundabout! I assume the all way stop would mean stop signs at Crocker and Gibson Hill. I think that would back up traffic on Gibson Hill.	2016-03-23 18:31:22
49	5	4	3	2	1		2016-03-23 18:32:55
50	4	4	3	1	2		2016-03-23 18:33:58
51	4	3	2	1	5		2016-03-23 18:42:52
52	3	1	2	5	4		2016-03-23 18:50:53
53	4	4	3	2	1		2016-03-23 18:52:18
54	5	5	1	2	5	Mini roundabouts do not permit some to enter safely. In the AM, Gibson east bound, then south traffic dominate the circle in a train like fashion and not allowing north to south in...it reverses in PM. The full size roundabouts in the City give everyone an equal chance. Speed on Gibson needs to be reduced to 35 with speed monitoring electronic signs commonly found in other states. I think the roundabouts will be best to keep traffic flowing. The modern option is a lot more expensive than the mini, but I think it would be better for visibility. If we're hurting for cash, I'd probably vote for mini. Thanks for taking our feedback!	2016-03-23 18:57:28
55	5	4	3	1	2		2016-03-23 18:59:08
56	2	4	3	1	5		2016-03-23 18:59:13

Entry Id	1. All-Way Stop	2. Single Lane Signal	3. Signal with Turn Lanes	4. Modern Roundabout	5. Mini Roundabout	Comments:	Date Created
57	5	2	1	3	4		2016-03-23 18:59:37
58	3	4	2	1	4		2016-03-23 19:00:13
59	3	4	2	1	5		2016-03-23 19:04:25
60	5	3	2	1	4		2016-03-23 19:05:40
61	5	2	3	4	1		2016-03-23 19:12:30
62	5	4	3	1	2		2016-03-23 19:16:59
63	4	4	3	1	2		2016-03-23 19:19:48
64	4	3	5	1	2	Thank you for asking for the public's opinion. I appreciate it. A roundabout would be the best way to keep the traffic flowing. Gibson Hill is not designed to handle stand-still traffic, which would happen with a light.	2016-03-23 19:27:56
65	5	2	1	3	4	Getting much worse to turn left onto GH from Crocker. Visibility an issue without advancing quite a ways past limit line. Speed is also becoming a problem on Gobson Hill.	2016-03-23 19:28:16
66	2	4	3	1	5		2016-03-23 19:29:57
67	3	5	4	2	1	In the short term, Pull back any visual impedence when on Crocker. Cars always pull out way to far (bike lane and even car lane) on Gibson Hill.The majority of the time when driving by this intersection, we need to tap our brakes because it appears that a car from Crocker is going to pull out into traffic.	2016-03-23 19:31:28
68	3	5	4	1	2		2016-03-23 19:33:03
69	5	4	1	3	2		2016-03-23 19:34:56
70	4	3	2	1	4		2016-03-23 19:35:23
71	4	3	2	1	4		2016-03-23 19:37:45
72	1	4	5	2	3		2016-03-23 19:38:23
73	4	4	4	2	1		2016-03-23 19:39:56
74	2	1	3	4	4		2016-03-23 19:41:26
75	4	3	5	2	1		2016-03-23 19:43:19
76	5	4	3	2	1		2016-03-23 19:43:24

Entry Id	1. All-Way Stop	2. Single Lane Signal	3. Signal with Turn Lanes	4. Modern Roundabout	5. Mini Roundabout	Comments:	Date Created
77	3	1	1	5	4	The single lane signal seems to be the best solution for the monies need to incorporate it. Stops signs would just create another source of frustration and congestion. The traffic light would be the safest for all traffic involved including bike and foot. Roundabouts are horrible!	2016-03-23 19:48:05
78	3	1	2	4	5	It's becoming increasing difficult to turn left or right from Crocker onto North Albany Road. The speed on North Albany road continues to increase making it unsafe.	2016-03-23 19:49:11
79	4	4	4	4	4	We do not need anything at these cross streets. How about you spend our city's money on something useful. If this intersection needs something then all the stupid intersections along Gibson Hill need something.	2016-03-23 19:49:36
80	5	3	4	1	2		2016-03-23 19:55:23
81	5	2	3	1	4		2016-03-23 19:57:39
82	1	2	3	4	4	Please no roundabouts!!!! No one knows how to use them! Stop signs would be best because of all the pedestrians out here.	2016-03-23 20:02:05
83	5	3	4	1	2	A roundabout works the best for everyone UNLESS it is going to take property owned by a private citizen that doesn't want to give it up. It cannot be the "mini roundabout" if that means it is at an angle like the one on Springhill and Nebergall/Quarry. That was a nightmare and I live on Nebergall so I should know. I have to drive Gibson every school morning towards scenic to drop off my daughter at Oak Grove for CAP and then again back towards NAMS to drop my son off. An all way stop would prove to be a significant inconvenience in the early morning traffic and I have to be at work (WAHS) by 7:15 am. We already have to leave at 6:45 for me to get there on time with traffic busses delaying what would normally be a short trip. I hope this proves to be helpful.	2016-03-23 20:11:43
84	1	3	2	4	5		2016-03-23 20:15:36
85	4	5	2	3	1		2016-03-23 20:18:58
86	5	3	1	4	2		2016-03-23 20:20:42
87	5	4	1	2	3	Even though I like the round about I am concerned whether I could get my 34 ft trailer around it if it is too small.	2016-03-23 20:22:09
88	3	2	1	4	5		2016-03-23 20:25:57
89	5	3	1	4	2		2016-03-23 20:31:23
90	2	1	3	4	5	Who is paying for this addition? What is the reasoning behind the expansion? The mini round about doesn't work well and should be removed as an option. Corvallis use to have a mini round about on 11th and Grant, it was awful!	2016-03-23 20:33:33
91	3	2	1	4	5		2016-03-23 20:41:28
92	2	3	5	4	1		2016-03-23 20:42:26

Entry Id	1. All-Way Stop	2. Single Lane Signal	3. Signal with Turn Lanes	4. Modern Roundabout	5. Mini Roundabout	Comments:	Date Created
93	2	1	3	4	5		2016-03-23 20:43:48
94	5	4	2	1	3		2016-03-23 20:47:30
95	5	2	4	3	1		2016-03-23 20:47:48
96	4	4	3	1	2		2016-03-23 20:51:24
97	3	5	4	1	2	Modern roundabout to keep traffic flowing, please! We do not need more stop lights in North Albany. We already have too many. The Thornton Lake signal should be turned off during non-school hours.	2016-03-23 20:54:04
98	3	4	4	1	2		2016-03-23 20:58:53
99	5	2	1	3	4		2016-03-23 20:59:56
100	1	3	5	4	2		2016-03-23 21:07:18
101	5	3	4	2	1	A roundabout would be a wonderful way to ease traffic from Crocker onto Gibson Hill without totally disrupting the flow of traffic! I think the existing roundabout on Gibson Hill is great, another one would be fine with me.	2016-03-23 21:07:48
102	5	2	1	4	3	I think the all way stop could be dangerous especially in the morning commute time and may make commuting time longer, a little worried about the roundabout option as well. I have one near my home and people use it incorrectly daily.	2016-03-23 21:08:21
103	3	2	1	4	5		2016-03-23 21:15:58
104	5	1	3	4	2		2016-03-23 21:17:31
105	5	3	2	1	4	4-way stops slow people down even when nobody is around. A roundabout adjusts to the amount of traffic that is present.	2016-03-23 21:17:55
106	4	2	1	3	4	Having turn lanes seems like a good idea. Im tired of having people go around me while im sitting in traffic waiting for a chance to turn onto crocker from gibson hill.	2016-03-23 21:24:41
107	3	2	1	4	5	I think we could get away easily with just a single lane stop light for now. Eventually the city/county will need to redo Crocker lane and maybe the turn lane signal could be added then, when there is a higher volume of traffic. This is only going to get more congested. NO ROUNDABOUTS, PLEASE!!	2016-03-23 21:27:23
108	2	5	4	1	3		2016-03-23 21:30:45
109	5	3	2	1	4		2016-03-23 21:35:04
110	2	3	1	4	5		2016-03-23 21:43:59

Entry Id	1. All-Way Stop	2. Single Lane Signal	3. Signal with Turn Lanes	4. Modern Roundabout	5. Mini Roundabout	Comments:	Date Created
111	3	2	1	5	4	Having lived on Crocker Lane for over 20 years now, Alternative 3 will be the best long-term investment for addressing both the current situation and future growth. It's also one that many of us have discussed over the years and would like to see implemented. Not in favor of any form of roundabout, as I believe it would horribly impede traffic from Crocker to Gibson during busy times of day (no improvement over the current situation, essentially).	2016-03-23 21:46:01
112	3	5	5	1	2		2016-03-23 21:49:19
113	3	5	4	1	2		2016-03-23 21:55:52
114	2	3	1	4	5	I hope the city will be mindful of future growth in the area and make the choice that will not require re-engineering just a few years down the road. The signal with turn lanes would offer this; though more money up front, it is money that won't have to be spent later to fix growing congestion.	2016-03-23 22:02:31
115	5	2	3	1	4		2016-03-23 22:22:59
116	3	1	2	4	4		2016-03-23 22:42:47
117	1	2	3	5	4	I live on Crocker and would love any of these options. I just don't like the idea of using someone's land for this. So the roundabouts seem to be the least preferred. Stop signs would be the best so in the early mornings people would not need to wait for the light to change to proceed.	2016-03-23 23:08:29
118	2	3	4	1	2		2016-03-24 05:25:53
119	4	3	2	1	3		2016-03-24 07:31:12
120	5	4	3	1	2		2016-03-24 07:33:00
121	4	3	2	1	1		2016-03-24 07:39:18
122	2	3	1	4	5		2016-03-24 08:05:14
123	3	2	1	4	5	A mini-roundabout would be the least desirable, because it is hazardous to bicycles making an obstacle that cannot be reasonably gone around.	2016-03-24 08:28:25
124	5	3	4	1	2		2016-03-24 08:59:49
125	3	2	1	5	5	A bridge from I-5 - Millersburg to North Albany would reduce traffic. Roundabouts in North Albany are a hazard.	2016-03-24 09:20:26
126	3	4	5	2	1		2016-03-24 09:39:35
127	2	4	5	3	1		2016-03-24 10:11:50

Entry Id	1. All-Way Stop	2. Single Lane Signal	3. Signal with Turn Lanes	4. Modern Roundabout	5. Mini Roundabout	Comments:	Date Created
128	5	4	2	1	3		2016-03-24 10:48:12
129	5	4	1	3	2	No one will stop at stop signs, I don't think people will pay attention to them and drive right through it. I think a standard stop light that stays green on Gibson hill most of the time until there's cars on Crocker.	2016-03-24 12:49:43
130	5	2	4	3	1		2016-03-24 12:51:26
131	5	4	3	2	1		2016-03-24 13:07:41
132	3	5	4	1	2		2016-03-24 13:23:10
133	3	2	4	5	1	Spending \$ 1.8 or \$1.4 million to accomplish what \$538,000 will do adequately for the next 20+ years makes no sense.	2016-03-24 13:31:11
134	5	4	3	1	2		2016-03-24 15:02:16
135	5	4	2	1	3	I don't pay taxes so go ahead and spend that money! Why not just make a bridge and bypass crocker all together. how is this going to solve the queen street train crossing anyways?	2016-03-24 16:09:02
136	5	4	3	2	1		2016-03-24 17:03:49
137	2	3	5	4	1		2016-03-24 18:41:28
138	5	2	4	3	1		2016-03-24 19:01:46
139	5	3	4	1	2		2016-03-24 20:02:15
140	4	3	4	1	2		2016-03-24 21:38:27
141	1	5	5	5	5	For the price stop signs are the best. If the city wants to waste money on this why not use it to FIX THE ROADS?? If the feds have money for this then there must be money for the roads..	2016-03-24 21:42:46
142	4	3	3	2	1		2016-03-24 22:20:51
143	1	2	3	5	4		2016-03-24 22:24:40
144	5	4	3	2	1	I Prefer the modern roundabout but it looks to expensive. Stop signs would slow traffic way too much, that would be my last choice.	2016-03-24 22:37:09
145	2	4	5	3	1	I live off Valley View area and sometimes take Crocker to Gibson in the morning. I've not had a problem with waiting a minute or two to make a left turn. If I'm in a hurry I choose to take Scenic instead. I don't think the intersection needs to be changed but I understand there will be an increase in usage over the next couple of years.	2016-03-24 22:52:11
146	5	1	2	3	4		2016-03-24 23:11:21

Entry Id	1. All-Way Stop	2. Single Lane Signal	3. Signal with Turn Lanes	4. Modern Roundabout	5. Mini Roundabout	Comments:	Date Created
147	1	3	2	4	5		2016-03-25 05:40:22
148	5	3	2	1	4		2016-03-25 06:43:09
149	4	5	3	1	2		2016-03-25 07:04:32
150	3	4	1	2	5		2016-03-25 07:11:45
151	5	1	3	2	4	The all way stop seems to be the least effective and annoying impact for drivers. I am open to any other solution.	2016-03-25 07:32:08
152	2	4	3	5	1	Do not do the modern roundabout. Traffic signal is ok. I worry a stop sign would get run too often, especially with a pedestrian. Honestly, anything but leaving it as is is a danger to through traffic. Maybe add a turn lane to turn right onto crocker headed westbound and leave through traffic as is. Then through traffic would pass more easily and offer more openings for people to turn from crocker onto Gibson hill.	2016-03-25 07:51:18
153	3	1	2	4	4		2016-03-25 08:02:14
154	4	2	1	4	3		2016-03-25 08:12:38
155	3	2	5	1	4	I think long term the modern roundabout is best. Lower maintenance costs and no power required. It allows traffic to keep moving which saves fuel. The crocker ROW needs to allow better visibility to Gibson Hill, right now it is very difficult to see traffic on Gibson Hill. Better pedestrian and bike safety. I live very near this intersection and ride my bike through there a lot.	2016-03-25 08:25:12
156	2	1	3	4	4		2016-03-25 08:46:09
157	5	4	3	1	2		2016-03-25 11:17:20
158	1	3	2	4	5		2016-03-25 11:30:42
159	5	2	3	1	4		2016-03-25 11:35:25
160	4	1	2	5	3		2016-03-25 13:06:33
161	4	1	3	2	5		2016-03-25 13:40:07
162	3	1	2	4	5	I live on Woodcrest Ave and navigate this intersection daily. I'm so glad you are investigating options to make it more safe, esp with the additional traffic that will be coming when the Albany Heights neighborhood is complete. Thank you!	2016-03-25 13:56:02
163	1	2	4	3	5		2016-03-25 15:25:50
164	4	5	3	2	1		2016-03-25 19:06:24

Entry Id	1. All-Way Stop	2. Single Lane Signal	3. Signal with Turn Lanes	4. Modern Roundabout	5. Mini Roundabout	Comments:	Date Created
165	4	5	2	1	3	The modern roundabout is the only solution that makes sense. The "mini" looks dangerous and is just a "poor-boy", temporary solution. The traffic signal may work if there are signs several hundred feet from the intersection in all directions, that flash when the signal is about to change to give the drivers warning..	2016-03-25 19:50:07
166	3	2	1	5	5	Please, no more idiotic traffic circles. Folks really don't know how to use them. You have one set of timid drivers that stop if they see another car and another set of careless drivers that zoom on through without looking. Also folks traveling on down Gibson will believe they have the right of way since they are going straight and will blast right on through. This is how drivers from Cascade Hights act at the North Albany road circle. In general, a circle on Gibson is an absolutely terrible idea. I twirls not vote for those at all if it were an option.. I prefer None of the Above. I travel (car and bike) through this intersection several time a week and don't see a problem. I think it is a waste of taxes. I think the money would be better used to connect Valley View to Springhill on the North end. This would reduce traffic through Crocker - Gibson. Then reopen the double left turn lane at Springhill coming into downtown. This would help traffic flow greatly. Anything done at Crocker - Gibson would impede traffic horribly. Icing on the cake would be to add bike lanes on Springhill clear out to Independence highway. These steps are more forward thinking in my mind.	2016-03-25 21:34:24
167	5	1	5	5	5		2016-03-26 07:24:01
168	5	4	3	1	2		2016-03-28 07:21:28
169	5	4	3	2	1		2016-03-28 12:22:39
170	3	5	5	1	2	Roundabouts are proven to be safer for cars and pedestrians than 4-way stop/light intersections. I think a roundabout would work nicely with the traffic flows in this neighborhood.	2016-03-29 08:09:29
171	5	4	3	1	2	I live in North Albany and make this turn several times a day. The right turn lane is dangerous because of the narrow lane on Crocker, due to ditch I assume. I really am hoping for round about because I think it will be safer for drivers and pedestrians.	2016-03-29 08:12:25
172	5	3	4	1	2	I live in the area and drive through the North Albany and Gibson roundabout every day. I think that people that live in the area are use to driving a roundabout, which appears to be the best overall solution.	2016-03-29 08:34:56
173	5	4	3	1	2		2016-03-29 13:06:46
174	2	1	4	3	5		2016-03-29 14:13:35
175	5	4	2	1	3		2016-03-29 14:15:01

Entry Id	1. All-Way Stop	2. Single Lane Signal	3. Signal with Turn Lanes	4. Modern Roundabout	5. Mini Roundabout	Comments:	Date Created
176	4	3	1	2	5	A mini roundabout is the worst option! It won't be any better than the current situation. ANYTHING (even removing the current stop sign on Crocker and just creating a yield!) would be better than a mini roundabout. An all-way stop isn't a great option because west-bound traffic on Gibson Hill will back up and block Crittenden Lane traffic as well, thereby creating another problem. A traffic signal without turn lanes might be cheaper now, but it makes sense to just spend a little extra and fix the problem long-term. One and done. This option is also the most truck-friendly as some longer vehicles have issues with roundabouts. I don't want my freight deliveries delayed due to poor road design, especially when there are no alternatives into that area of North Albany. While we're at it, can someone PLEASE repave Crocker Lane? Holy new suspension, Batman! The pot holes patches are just not cutting it. I go the long way to Scenic or Laura Vista just to avoid the wear on my car from Crocker.	2016-03-29 14:18:21
177	5	4	3	1	2		2016-03-29 14:18:49
178	5	4	2	1	3		2016-03-29 14:22:30
179	3	2	1	4	5		2016-03-29 14:31:53
180	2	1	5	3	4		2016-03-29 14:35:13
181	4	3	5	1	2		2016-03-29 14:39:58
182	3	1	2	5	4	We don't need another roundabout in North Albany or any other means to slow traffic down when no one is trying to turn off Crocker. Alternative 2 meets all the needs of this proposed change and is about in the middle cost-wise.	2016-03-29 14:58:28
183	3	5	4	1	2		2016-03-29 15:02:13
184	3	2	1	4	5	What does "ROW" mean in the chart ? Will turns to and from Critterton Loop be altered/restricted/changed? Will adjacent property owners have some land taken by the projects ? Thanks.	2016-03-29 15:10:17
185	2	1	3	5	4		2016-03-29 15:19:47
186	5	3	2	1	4		2016-03-29 15:28:49
187	2	1	3	4	5		2016-03-29 15:31:44
188	4	3	2	1	5		2016-03-29 15:34:24
189	1	2	4	3	5		2016-03-29 15:38:13
190	5	4	3	1	2		2016-03-29 15:39:33
191	4	4	4	4	4	How about Spring Hill drive getting some attention and money instead of N Albany rd? At least a sidewalk along Springhill to Hickory!	2016-03-29 15:40:29

Entry Id	1. All-Way Stop	2. Single Lane Signal	3. Signal with Turn Lanes	4. Modern Roundabout	5. Mini Roundabout	Comments:	Date Created
192	5	4	3	1	2	Please what ever you do take the mini roundabout off the table. They are dangerous. For years I use to have to travel thru one on almost a daily basis for a 4 way traffic control on Grant Ave in Corvallis. People ignored it and flew through it not even slowing down. They pay no mind to pedestrians and bicyclists. Bicyclists are equally at fault as they breeze thru not heeding traffic. It was so bad, finally after years, they took it out letting it go back to a four way stop. Mini roundabouts people pay no heed to because they do not divert the traffic flow extreme enough. People flirt with danger as it does not slow them down enough to give caution. People still use them as a straight line road where each thinks they have the right-a-way. I am in personal terror of a mini round on that road. I have seen in, I have lived it for years. Looks good on paper but a nightmare in reality. If it comes to a roundabout design it should be a full large roundabout and never.....ever.....a miniature version. I am seriously begging you here. I don't wish to live through that again. Cannot tell you how many times I have seen others or I myself come within inches of our lives due to that mini round. They way people run to and from work and school on Gibson it would be a disaster and a total waste of funds. Do it proper the first time for lasting years and not half baked. I actually like large (notice I said LARGE) roundabouts better than waiting for lights. If you think a mini round is safe.....I got news for you.....I truly dispute the safety performance of a mini round.	2016-03-29 15:55:41
193	4	3	2	1	5		2016-03-29 15:57:28
194	4	5	3	1	2		2016-03-29 15:59:54
195	4	4	3	2	1	Alternative 4 preferred but ROW acquisition overrides. Good judgment dictates Alternative 5. The other three choices would probably do nothing to reduce accidents. Alternative 3 better than Alternatives 1 o 2./	2016-03-29 16:03:03
196	4	4	1	2	3	Very busy road. 3 way stop would back traffic up too much. Roundabouts are usually used incorrectly causing more trouble. Light would be safest for all.	2016-03-29 16:03:24
197	1	4	2	3	4		2016-03-29 16:04:51
198	5	4	3	1	2	A round about make the most sence. Traffic flow is greatly improved where they are used. They are also more pleasing to look at.	2016-03-29 16:05:38
199	5	3	4	1	2		2016-03-29 16:12:38
200	5	4	3	1	2		2016-03-29 16:18:38
201	3	4	5	1	2		2016-03-29 16:28:23
202	5	1	3	2	4		2016-03-29 16:36:59
203	3	1	2	5	4		2016-03-29 16:41:58
204	4	3	2	1	5		2016-03-29 16:43:46

Entry Id	1. All-Way Stop	2. Single Lane Signal	3. Signal with Turn Lanes	4. Modern Roundabout	5. Mini Roundabout	Comments:	Date Created
205	5	4	3	2	1		2016-03-29 16:49:57
206	2	3	1	5	4	The alternative #4 will end up in court for 10 years and we need something done as soon as possible.	2016-03-29 17:07:04
207	3	1	2	5	4	A roundabout would take up to much of the surrounding land. The cost for a roundabout would be more than an "all way" stop.	2016-03-29 17:56:23
208	5	4	3	1	2		2016-03-29 17:57:05
209	3	4	5	2	1		2016-03-29 18:03:15
210	4	4	3	1	2		2016-03-29 18:09:38
211	5	4	3	1	2		2016-03-29 18:17:16
212	1	2	3	5	4	I believe any kind of roundabout would be a terrible idea. Right now the roundabout at North Albany road barely works for Covey Run residents at certain times of the day, when drivers coming north refuse to leave enough room for drivers coming south to get onto the roundabout. I believe the same thing would happen on Gibson Hill, where drivers trying to enter a roundabout from Crocker would be barred from doing so by drivers refusing to allow them. We own a home off of Crocker and understand the need for a change. The Roundabout is the best idea, in our opinion. We would suggest some type of communication with drivers on how to use a roundabout. It works best when traffic is flowing in a constant motion through the roundabout. If traffic stops at the roundabout to wait for all the traffic to go through, then it defaults to a four way stop. We find this is how 80% of the drivers use the current roundabout in North Albany. It would be great if it was used efficiently but that cannot be done if drivers are not taught how to drive through them. Thanks for listening (or reading)!	2016-03-29 18:17:29
213	4	4	3	1	2		2016-03-29 18:33:15
214	5	4	3	1	2		2016-03-29 18:59:59
215	5	4	3	1	2	Thanks for asking. I think it is important to try and keep traffic moving as much as possible. Think hard.	2016-03-29 19:12:02
216	5	3	1	4	2		2016-03-29 19:13:26
217	5	3	4	1	2		2016-03-29 19:27:42
218	5	2	3	4	1		2016-03-29 19:27:54
219	1	2	3	4	5		2016-03-29 19:31:12
220	5	4	3	1	2	I prefer roundabouts but am concerned about how much private property might have to be used and confiscated. If you can do the modern roundabout without taking lots of property...if not the mini. I have no idea what ROW impacts mean.	2016-03-29 20:06:36



Entry Id	1. All-Way Stop	2. Single Lane Signal	3. Signal with Turn Lanes	4. Modern Roundabout	5. Mini Roundabout	Comments:	Date Created
234	3	2	1	4	5	the roundabouts we now have are severely undersized and with anybulb-outs for peds are very difficult to maneuver with any mid sized vehicle or larger. since this is a [ T ] intersection the roundabouts should NOT even be considered. thank you.	2016-03-29 22:48:15
235	5	2	1	3	4	If doing a signal, please have dedicated turn lanes so people turning left won't hold up through or right hand traffic depending on which road you are traveling on.	2016-03-29 23:10:02
236	4	3	1	2	5		2016-03-29 23:15:11
237	3	1	5	4	2		2016-03-30 00:01:02
238	5	3	1	2	4	Something needs to be done here, obviously. Any of these options would help. In dealing with the few roundabouts we already have in Albany. I believe there needs to be more public knowledge on how to use them because many drivers don't understand the rules in regards to using the roundabouts. Thank you.	2016-03-30 00:11:25
239	5	4	2	1	3		2016-03-30 00:40:01
240	1	3	5	4	2	Please keep it inexpensive; therefore my first choice is an all-way stop. My second choice is a mini roundabout because I hate stopping.	2016-03-30 01:07:05
241	5	5	5	1	2	ROUNDABOUT, ROUNDABOUT, ROUNDABOUT -- Let's keep things MOVING. Absolutely don't want a light. Thank you for asking about this -- I know a change will be coming! I think a traffic light would be the best option for increased traffic control and safety. A stop sign intersection would create a bottleneck. I don't consider roundabouts to be safe alternatives for traffic control. Every time I go through one I have a near miss with another driver that doesn't know what to do at a roundabout so they go through it without looking first. I'm also a CDL driver that frequents the north Albany area. Most roundabouts are not designed with trucks in mind so I either have to avoid the area or run over the curb of a roundabout. It is my opinion that roundabouts are not viable solutions.	2016-03-30 04:22:03
242	3	2	1	4	5		2016-03-30 05:38:18
243	5	4	3	1	2		2016-03-30 06:14:10
244	5	3	4	2	1		2016-03-30 07:19:26
245	5	4	3	1	2		2016-03-30 07:29:38
246	4	2	5	3	1		2016-03-30 08:09:28
247	1	2	4	3	5	I live a block from there and observe that there are only certain times of day when traffic control is sorely needed. Most of the time there isn't a problem with that intersection, but during morning and evening commute time it would greatly help. There isn't enough room to do a safe roundabout of any type, even by taking some private property. It would be similar to the problems the temporary roundabout at Quarry and Springhill caused. #1 choice is the fastest cheapest way to get this done - and we need it done sooner rather than later. Putting in a traffic light would be overkill. What the city really needs to do is improve turning ability all along Gibson Hill by putting in a center turn lane.	2016-03-30 08:18:47

Entry Id	1. All-Way Stop	2. Single Lane Signal	3. Signal with Turn Lanes	4. Modern Roundabout	5. Mini Roundabout	Comments:	Date Created
248	4	3	2	2	1		2016-03-30 08:21:48
249	5	4	3	1	2		2016-03-30 08:22:47
250	1	3	2	4	4	The roundabout is a traffic nightmare. They are marginally acceptable during the day but confusing and dangerous at night. Albany tried a roundabout on Springhill Drive and caused several accidents as a direct result of this irresponsible choice. The telephone pole will never be the same. Anybody that thinks the "Modern Roundabout" is an intelligent choice should be redirected to trash collection instead of traffic engineering. Your survey doesn't allow access to the fifth column or the roundabout would have been my fifth choice. To mark the two roundabout options as preferred for safety is to ignore our experience in North Albany. In Europe, these have been used successfully. They are confusing to come upon in the United States. Please don't make this stupid mistake again in Albany.	2016-03-30 08:25:06
251	5	1	4	2	3		2016-03-30 08:25:23
252	3	4	4	2	1	Anything but another stop light. The new ones they already installed do not work correctly. They turn red on the most used road when there is no traffic.	2016-03-30 10:35:59
253	5	2	1	4	3		2016-03-30 11:25:38
254	4	1	2	3	5		2016-03-30 11:29:20
255	1	2	3	4	5		2016-03-30 15:20:57
256	1	2	3	4	5		2016-03-30 16:20:36
257	5	3	4	2	1		2016-03-30 17:12:29
258	3	2	4	1	5	Need to prioritize ped & bike safety for this very active community. Very dangerous to cross street or ride along street currently. Thank you for seeking input.	2016-03-30 19:32:35
259	5	3	2	1	4		2016-03-30 20:46:03
260	4	2	1	5	3		2016-03-30 20:48:53
261	2	1	4	3	5		2016-03-30 20:49:45
262	1	3	5	4	2	Both options above will slow traffic, which will be great. I would like to see NA Road, Gibson, Crocker and Scenic all dropped to 30 mph.	2016-03-30 21:47:58
263	5	3	2	1	4	As the population in North Albany grows, the traffic congestion will increase two-fold. A long term fix will be needed to solve the present and future problems.	2016-03-30 22:59:38

Entry Id	1. All-Way Stop	2. Single Lane Signal	3. Signal with Turn Lanes	4. Modern Roundabout	5. Mini Roundabout	Comments:	Date Created
264	2	4	5	3	1	This should have been considered sooner, and construction implemented during the installation of the new sidewalk. Now we are facing another round of construction and traffic flow disruption. Please try to plan further ahead in the future.	2016-03-30 23:19:00
265	4	3	4	2	1	I live off Crocker, so I travel this road several times daily. Thank you for being pro-active in helping traffic in our neighborhood. All way stop is my last choice but the survey won't move over to 5 for me to click on it	2016-03-31 01:29:13
266	5	5	5	1	1	We have lived on Crocker Lane for over 40 years and have seen the increase of traffic on Crocker and Gibson Hill. It is very difficult to get onto Gibson. We really appreciate the roundabout at Gibson Hill and North Albany road. It works so effectively. We think the best choice is the Modern Roundabout.	2016-03-31 08:13:24
267	5	4	3	2	1		2016-03-31 10:17:36
268	3	5	4	2	1		2016-03-31 10:18:42
269	3	1	5	2	4	We just got sidewalks, more folks are using Gibson Hill Road now. Safety for bikers, folks with strollers, and walkers is paramount. Significant impact to people not protected by cars is unacceptable.	2016-03-31 13:53:00
270	4	2	1	3	5	I hope whatever is chosen is better planned than the fiasco last summer at Springhill and Quarry Road. I feel stop lights with turn lanes are the safest; many Albany residents are inept using the roundabouts; a man all but creamed me on Main when I had the right away recently.	2016-03-31 14:28:54
271	3	4	5	2	1		2016-03-31 15:48:32
272	1	5	4	3	2	The simpler, the better, BUT, the speed limit on Gibson Hill should be 35 - all the way from Scenic down North Albany to Hwy 20 (except for the school zone, of course)	2016-03-31 22:15:46
273	5	4	3	2	1		2016-03-31 22:45:11
274	3	2	1	4	5	I do not recommend a roundabout because most people do not know the proper way to use a roundabout. The residents who use the North Albany/Gibson Hill roundabout think that when they reach the roundabout they have the right away and forget about other people at the intersection.	2016-04-01 07:25:08
275	5	4	3	1	2	Roundabouts are simply the future of intersections. Flow of traffic is not impeded, and the more of these built in Albany, the more citizens will adapt. Also, with the amount of traffic expected to increase due to new home construction (unlike, say, the W Thornton Lk Dr/N Albany Rd intersection), I would guess that the citizenry would prefer to "keep it moving" rather than sit through lengthy light changes (much like the W Thornton Lk Dr/N Albany Rd intersection). If the city has had positive response regarding the new Gibson Hill/N Albany Rd mini roundabout, then seemingly, continuing with these types of intersections would garner additional approval.	2016-04-01 09:35:15
276	2	3	2	1	3		2016-04-01 15:07:03
277	3	2	1	4	5		2016-04-01 17:57:54

Entry Id	1. All-Way Stop	2. Single Lane Signal	3. Signal with Turn Lanes	4. Modern Roundabout	5. Mini Roundabout	Comments:	Date Created
278	4	2	3	1	5		2016-04-01 18:41:27
279	4	3	2	1	5		2016-04-01 18:43:29
280	3	4	5	2	1		2016-04-01 21:09:03
281	2	1	4	3	5	It is very important that biking and walking be facilitated. Any plan which does not include these is unacceptable. Thank you.	2016-04-01 22:31:30
282	3	4	4	1	2	please explain ROW means Right of Way, ASAP. Is #4 even feasible with ROW needs? Does ROW mean the city would have to buy the houses in red highlight?	2016-04-02 07:15:12
283	3	4	3	1	2	this presentation is FANTASTIC! It is very exciting to see the options and have input on upcoming projects. thank you	2016-04-02 07:18:31
284	5	4	3	1	2		2016-04-03 10:45:51
285	3	2	1	4	5	It seems in driving this section often as well as looking forward, this area would benefit the most from Alternative 3. As traffic continues to increase in the area, it may be best to implement the turn lanes so as not to have to come back and make changes in the near future. The roundabout seems as though it should be the last option analyzed as it would not, in my opinion, fix the traffic issues rather just slow everything down. Furthermore, those turning off Crocker would still be forced to pause for traffic headed west on Gibson which can be heavy at times.	2016-04-03 12:46:14
286	3	1	5	4	2		2016-04-03 13:40:28
287	2	5	3	1	4		2016-04-03 14:18:34
288	5	3	2	1	4		2016-04-03 14:50:55
289	2	1	3	4	5	I live off Crocker Lane and favor a plan that would force the cross-traffic on Gibson Hill to stop; cars travel way too fast on that long stretch of road.	2016-04-03 17:12:22
290	2	2	2	2	1		2016-04-03 21:26:13
291	3	4	5	2	1		2016-04-04 12:26:58
292	5	4	1	2	3		2016-04-04 14:56:17
293	1	4	5	2	3		2016-04-04 16:33:41
294	4	4	3	1	2		2016-04-04 19:24:55
295	5	3	1	2	4		2016-04-05 12:24:42

Entry Id	1. All-Way Stop	2. Single Lane Signal	3. Signal with Turn Lanes	4. Modern Roundabout	5. Mini Roundabout	Comments:	Date Created
296	1	2	3	5	4		2016-04-05 21:18:52
297	1	2	3	4	4		2016-04-05 21:20:35
298	1	4	2	5	3	Would there be a way for numbers 1 and/or 3 to have a 'right turn without stopping' option for heading west on Gibson Hill?	2016-04-05 21:21:23
299	5	1	2	4	3		2016-04-05 21:31:02
300	5	4	3	1	2	Charge an additional tax to all the new construction in order to help pay for these traffic changes or the city could STOP ALLOWING NEW CONSTRUCTION TO BE BUILT until solutions are already in place to help with all the additional traffic!!!	2016-04-05 21:37:32
301	3	2	1	5	4		2016-04-05 22:15:46
302	1	2	3	4	5		2016-04-05 22:20:08
303	1	2	4	5	3		2016-04-05 23:27:03
304	5	5	5	1	2	Roundabout! Roundabout! Roundabout! Please and thank you. Roundabout! Roundabout! Roundabout! Please and thank you. Roundabout! Roundabout! Roundabout! Please and thank you.	2016-04-06 07:46:42
305	5	4	3	1	2	Roundabouts keep traffic flowing, which is what should be the overall goal. The current roundabout on Gibson hill has already proven safe and effective.	2016-04-06 09:14:26
306	5	2	1	3	4		2016-04-06 10:19:07
307	5	4	3	1	2		2016-04-06 10:29:25
308	5	2	1	3	4		2016-04-06 10:39:51
309	2	1	3	4	5	The mini probably won't control traffic well. The modern significantly impacts useability of the NW property. The all-way and single signal are tossup. Speed limit control in what is really a residential area is crucial to a sound outcome	2016-04-06 11:29:38
310	5	4	3	2	1		2016-04-06 12:37:37
311	4	3	2	1	5	I would rate the signal options lower if I could, and I would rather leave the intersection untouched than go with a mini roundabout. Please don't go with one of these, they suck! Go big roundabout, or go home!	2016-04-06 13:29:11
312	5	4	2	1	3		2016-04-06 16:26:05

Entry Id	1. All-Way Stop	2. Single Lane Signal	3. Signal with Turn Lanes	4. Modern Roundabout	5. Mini Roundabout	Comments:	Date Created
313	4	1	3	5	2	As one of the primary homeowners on the corner directly effected by these alternative traffic changes I feel that my input should be considered more then people that use these main roads but have nothing to lose. I feel that the modern roundabout will increase safety issues due to the current speed limit. Also, during peak traffic travel times this would not expedite traffic due to people's impatience. Additionally, since this option will steal half of my yard I am unequivocally opposed to this option! Secondly, I feel that the all-way stop will cause more problems than it fixes, congestion will multiply and impatience will increase raising the risk for road rage. I do feel that the signal with turn lanes will help; however, you are considering taking my property once again. In this option I am the only one who loses property and you will be removing numerous plants and trees that have been there for years. The mini roundabout is less invasive to my property and will still provide a decrease to congestion as long as traffic speeds are decreased. My primary choice would be the single lane signal because it will help the most with the least impact to my property and still aid in traffic flow from all directions. All of these options remove Crittenden Loop access to Gibson Hill which will cause a lot of new additional traffic through housing developments toward either Broadway or North Albany Road (something to consider). I request that when you are about to make the decision you come directly to me as a homeowner primarily involved and make your case in person.	2016-04-06 17:45:02
314	1	4	5	2	3	Please no lights. The one on North Albany Road near the school is annoying and doesn't always seem to work properly. I think an All-Way Stop would be best. If not that then a modern roundabout. Also, the speed limit on Gibson Hill should probably be lowered. Thanks for listening.	2016-04-06 20:13:18
315	3	1	2	4	5	As an insurance agent for over 30 years, I see the effects of roundabouts and accidents and driver confusion. With the level of aggressive driving I see, roundabouts are an aggravation to drivers as the car to the left tries to beat the next one in. I much prefer the signal as a "Politeness" enforcer.	2016-04-07 05:54:42
316	4	4	3	1	2	I travel this route daily. Roundabout works the best. I like roundabouts. Like the one to the east about va mile away.	2016-04-07 07:01:26
317	5	2	1	3	4	Experienced mini roundabout in Corvallis which wasvery dangerous in residential area & it was eventually removed--what a waste. What a nightmare it would be at this higher speed intersection. NO!	2016-04-07 07:31:08
318	4	4	3	1	2	Spend the money now instead of twice later. A stop sign or traffic light is just a temporary fix. Eventually s Roundabout will be needed. Do it now for less.	2016-04-07 08:13:10
319	5	3	2	1	4	Roundabout keeps traffic working and works just down the road at Gibson and north Albany road. Just want to make sure there is enough area for visibility to ensure it will work. Something is needed sooner than later as this is a big concern. As a parent of new teen drivers it becomes even more scary as it is now. Would like this to occur faster than planned -hopefully.	2016-04-07 11:04:08

Entry Id	1. All-Way Stop	2. Single Lane Signal	3. Signal with Turn Lanes	4. Modern Roundabout	5. Mini Roundabout	Comments:	Date Created
320	4	2	1	3	5	I have been driving thru this intersection every day for 39 years. I agree it needs improved. The problem with round a bouts is the city doesn't know how to design them. Even though the one at N. Albany roads works rather well, the design is poor. It is too small and you cannot tell what a drivers intentions are until the last minute. The yield for traffic going East thru the intersection is a problem because it happens so seldom that drivers going north stop looking. A good design would be a third choice but since I have little expectation of a good design it is a no choice. thanks, Gary	2016-04-07 11:14:17
321	3	1	2	4	5	Goal of the project? If it is to move traffic along on Crocker AND slow traffic on Gibson Hill, then I believe traffic signals are the best approach. The amount of traffic is growing in N Albany with more housing development. Speed on Gibson Hill makes it difficult to get out of Crocker onto Giblson Hill. When there is an accident on HWY 20 and traffic is diverted we have very little chance to get onto Gibson Hill from Crocker to go into town.	2016-04-07 12:23:12
322	3	2	1	5	4	With the amount of traffic growing in N Albany a light would be the safest. If you put in a roundabout then the traffic coming down Crocker would be sitting and waiting for an entrance into the roundabout because those on Gibson Hill will not slow down and yield to the cars wanting to enter from Crocker. NO ROUNDABOUT PLEASE!!!	2016-04-07 13:29:02
323	3	2	1	5	4	NO ROUNDABOUTS - PLEASE!!!! When driving from Crocker onto Gibson Hill road, the visibility is very poor. You have to be INTO the roundabout before being able to see ANY oncoming traffic. You would still have to look in two directions before entering Gibson Hill road. If anything, why not try the least costly of having stop signs to see how that works. Otherwise, use traffic signals that are motion sensored and timely.	2016-04-07 16:09:35
324	3	1	2	4	5	Thank you for looking at this, Albany is growing up and Gibson is now right down the middle of a major residential area. I see cars doing 60 mph right next to kids walking 8 ft.to the side of them. You can actually see vegetation debris kicked up from the cars tires hitting the kids, it's only a matter of time.... I would say at this point lowering the speeds is a priority, In addition to this intersection, you take your life in your hands trying to get on to Gibson from Broadway, the rise off the round-about blocks any vision of the cars coming, it's a white knuckle experience.	2016-04-07 17:41:25
325	4	3	5	1	2	First of all the city should really think about lowering the speed limit out here on Gibson Hill rd. We live out here and I can't tell you how many times people don't pay attention to the people in the crosswalks they put out here. People go way to fast this is a neighbor hood we need more police patrol out here I bet you would get lots of people for speeding. Maybe the city should plan a day or two and see what it would be like with a four way stop at all times of the day and take notes and see how far traffic would back up at peak times.	2016-04-07 20:45:45
326	3	4	5	1	2		2016-04-07 20:50:44

Entry Id	1. All-Way Stop	2. Single Lane Signal	3. Signal with Turn Lanes	4. Modern Roundabout	5. Mini Roundabout	Comments:	Date Created
327	4	3	2	1	5	<p>OK I read the article in the newspaper and all it sounded to me is that once again our elected officials have no balls to make the hard decisions. Be bold, grow a few and make a move to do a project that will last 50 years. I also feel that not a one of you drive this road multiple times a day. A traffic light is not the most efficient way to keep traffic flowing at that intersection and the whining you are doing about a solid decent modern roundabout taking property.....that corner has an empty house almost in ruins and this scares you? Move the road a tad and take down a house no one is living in. Don't waste electricity and future maintenance on a traffic light. Here will be an intersection that causes no problems if the power goes out and minimal maintenance. Skip the cheap ass band aids. Do it right the first time and you will never have to worry about it again. Do the Oregon thing....go green, use no power from the grid and plant a tree.</p>	2016-04-07 22:12:28

**Irish, Ron**

---

**From:** Scott Williams [REDACTED]  
**Sent:** Wednesday, April 13, 2016 11:35 AM  
**To:** Irish, Ron  
**Subject:** Gibson Hill road/Crocker Lane Intersection

Hello Ron,

It may be too late to provide a comment.

I am in favor of the (modern) complete roundabout, with interest in the future of the area. I presently gain access onto Gibson Hill Road from Crittenden Loop and it appears, after the installation of the (modern) complete roundabout, I will (then) (in the future) turn right (east) onto Gibson Hill Road, proceed through & around the roundabout, and then proceed west towards North Albany Road. Whereas any other form of installation will eventually result in severely compromising our continued (future) access onto Gibson Hill, in any form.

Thanks

*Scott L. Williams,*  
State Licensed Appraiser  
**WILLAMETTE VALLEY APPRAISAL SERVICES**  
PO Box 1247, Albany, OR 97321  
Email: [REDACTED]  
Phone/Fax: [REDACTED]

## Irish, Ron

---

**From:** Leo Clarke [REDACTED]  
**Sent:** Friday, April 8, 2016 9:15 PM  
**To:** Irish, Ron  
**Cc:** [REDACTED]  
**Subject:** Hello , Input on the Round about at Crocker.

Hello Ron, We have lived in North Albany for 18 + years.

I have traveled overseas and experienced the various round-about they use. I have traveled in the Boston area and have seen and experienced their round-about.

Round-about work if , and only if they are large enough. Trying to squeak "one in" makes it harder for the round-about to be successful.

The current one in North Albany works quite well except for the people coming out of the Cascade Heights area....they shoot thru the traffic circle like they own it ...and basically need to be ticketed for failure to hardly ever follow the rules.

Just sit out there sometime, watch and you will see for yourself. This round is almost too small for the large delivery trucks or firetrucks to make with riding onto the sidewalk – which could hold pedestrians.

The small oval put in for road repairs on Springhill road was pain because it was too small. A valiant attempt but doomed to failure as the curve radius require astute driving skills. ☺

If you do the round-about, just do it!! Don't skimp!

Corvallis tried to put one in that was tiny and every one complained and complained for years – with the city finally removing it.

The road engineers should just insist on the proper size or the project is doomed to failure.

In my sincere opinion round-about can work very effectively if designed properly. They save time and energy since a more cars don't have to stop and start for no reason. They are the "Green " option!

Thanks for listening.

Leo Clarke  
1750 NW

**Irish, Ron**

---

**From:** Smith, Marilyn  
**Sent:** Friday, April 8, 2016 3:28 PM  
**To:** Blaine, Jeff; Irish, Ron  
**Subject:** FW: roundabout

---

**From:** City of Albany [mailto:[no-reply@wufoo.com](mailto:no-reply@wufoo.com)]  
**Sent:** Friday, April 8, 2016 3:24 PM  
**To:** Webmaster  
**Subject:** From the website: Contact the City of Albany [#1124]

Name \* Shaun Hearn

Email \* [REDACTED]

Phone \* [REDACTED]

Your Comments \* I live in North Albany on Laura Vista. I just wanted to voice my support for the roundabout. It looks like most of us want one and I agree.

Shaun Hearn

I am providing my email address to the City in confidence, based upon an understanding that it will only be used for City business and NOT shared with third parties. \* Yes

---

DISCLAIMER: This e-mail may be a public record of the City of Albany and may be subject to the State of Oregon Retention Schedule and may be subject to public disclosure under the Oregon Public Records Law. This e-mail, including any attachments, is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized review, use, disclosure, or distribution is prohibited. If you are not the intended recipient, please send a reply e-mail to let the sender know of the error and destroy all copies of the original message.

## Irish, Ron

---

**From:** Smith, Marilyn  
**Sent:** Monday, April 11, 2016 9:33 AM  
**To:** Irish, Ron  
**Subject:** FW: Gibson Crocker comments

Another message for your file.

---

**From:** City of Albany [mailto:no-reply@wufoo.com]  
**Sent:** Sunday, April 10, 2016 1:54 PM  
**To:** Webmaster  
**Subject:** From the website: Contact the City of Albany [#1127]

Name \* Faye Daellenbach

Email \* [REDACTED]

Phone \* [REDACTED]

### Your Comments \*

To Wes Hare, City Manager, and Council members, particularly those dealing with roads

We read that feedback is requested about the Gibson Hill/Crocker Lane intersection

April 9, 2016

We have given much thought to the recent discussion about the traffic situation at the Gibson Hill/Crocker Lane traffic area in North Albany and would like to give comment. We submitted something online but we are unsure if you received our letter. We have added more thoughts in this letter.

We are longtime--41 years--residents of NW Meadow Wood Drive and must go through the intersection of Gibson Hill/Road/Crocker Lane every time we come into Albany so we feel compelled to add our perspective. One of the truly dangerous aspects of this area as our City planners wrestle with the best/most economical way to deal with this issue is something we are NOT HEARING OR SEEING ADDRESSED. As we approach Gibson Hill driving on Crocker Lane and wanting to turn left to go into Albany, we must look both right and left at the stop sign. Please travel this route personally with city staff and you will see a power pole and a huge apple tree with over-hanging limbs to the right of the stop sign on Crocker Lane. On the left there is a hedge impeding vision of oncoming Gibson Hill traffic also. We must pull partly into the intersection, sometimes on to Gibson Hill Road even, to see around this power pole, tree limbs and hedge in addition to observing all traffic coming both from our left and right. To complicate matters, we note the speed limit on Gibson Hill is

45 MPH from Scenic Drive to just past the turn off of Crocker Lane, when it reduces to 40 MPH. Many drivers are traveling at 40 MPH or faster as they pass by Crocker Lane on Gibson Hill.

Please do your math and you will see that there is VERY LITTLE TIME TO OBSERVE TRAFFIC AND TURN LEFT FROM CROCKER LANE ON TO GIBSON HILL given the complications of the site. For starters, we feel at the very least, the power pole must be removed from its location in the intersection, the apple tree needs to either be removed or trimmed up and traffic must be slowed significantly. Please address this safety issue as you proceed on decision-making for this intersection. Thanks for giving affected residents of our area a chance to comment on this situation.

Our recommendations for the short term: Reduce the speed limit, move the power pole, trim or remove the apple tree or tree limbs and hedge. It seems the worst traffic change solution is to have all drivers stop at this intersection. The small roundabout worked well on Quarry/Springhill last summer. Look at how successful the North Albany-Gibson Hill roundabout functions. We remember the vocal opposition to that also. Just because some drivers say "Throw out the roundabout" idea, does not mean that should completely sway the final decision away from considering a roundabout. As traffic increases as it surely has especially in the last 5 years and will in the future, please don't be short-sighted or say "A roundabout will be too expensive or take too long to implement.". The problem is definitely going to only worsen in the coming years and then may possibly have to be readdressed in the future.

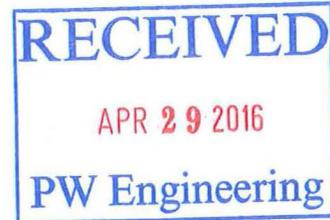
As a parting thought, Albany city staff needs to get into a pickup and go through the Gibson Hill Road/Crocker Lane intersection personally; we suggest you bring at least 2 people—one to look for traffic and one to drive! They will see it is even more complicated because of the added height of the pickup over the cars.

We look forward to hearing back from City staff and welcome the invitation of a public meeting very soon as a solution to this traffic situation is sorted out, affirmed and comes to fruition.

Sincerely and with concerns,

Chuck and Faye Daellenbach  
1870 NW Meadow Wood Drive  
Albany OR 97321

City of Albany  
Traffic Engineering, Ron Irish  
333 Broadalbin St SW  
Albany, OR 97321



Dear Mr. Irish,

I have written to you several times with suggestions over the last few years. One was adding an on ramp to I5 Southbound at Airport Rd by the Standard Station. Secondly was trying to get cars to slow down on North Albany Rd.

I cannot make it to the meeting April 26<sup>th</sup> regarding Gibson Hill and Crocker, but I do have some suggestions.

Widen the whole intersection, needless to say, and then as you are going South on Crocker Lane and come up to Gibson Hill, put in two turn lanes, one Eastbound and one Westbound.

Traveling West on Gibson Hill, place a right hand turn lane onto Crocker.  
And leave the West bound lane as is.

Traveling East on Gibson Hill, place a left hand turn lane, and retain the eastbound lane as is.

All controlled by traffic lights. I believe this would reduce some of the congestion here and no one would be left guessing when it is safe to go, etc.

I suppose someone is going to suggest another round-about, it is true the one on Main at Salem Ave helped out quite a bit. I would rather see the turn lanes and traffic lights.

And after all this is done, whichever way they decide to go, how about slurry seal on the whole Gibson Hill road? After the sidewalks went in and all other construction, it sort of left Gibson Hill messy with patch here, patches there, pot holes here and there, etc.

Thanks much for taking the time to read this

A handwritten signature in blue ink, appearing to read "Mark Lee".

Mark Lee  
[REDACTED]

April 26, 2016 Neighborhood Meeting

Gibson Hill Road and Crocker Lane Intersection Alternatives

Comments:

#3 - LESS BUILDUP OF CARS WAITING TO ENTER GIBSON HILL Rd.  
(SOME COME OUT WITHOUT ENOUGH CLEARANCE FOR THE 40 MPH)  
IMMEDIATE IMPROVEMENT IN THE MEANTIME  
WOULD BE TO TAKE OUT OR TRIM THE SHRUBS ON THE  
N.E. CORNER SO TRAFFIC APPROACHING GIBSON HILL Rd.  
ON CROCKER CAN SEE TRAFFIC ON GIBSON HILL BEFORE  
THEY ARE INTO THE BIKE LANE ON GIBSON HILL.

April 26, 2016 Neighborhood Meeting

Gibson Hill Road and Crocker Lane Intersection Alternatives

Comments:

I like alt. 3 because I believe it will work for big rigs also for the most years.

**SDCi Eligible Projects**

Costs are based on the *Engineering News Record* (ENR) Construction Cost Index (Seattle) in February 2010 of 8647.  
 Year 1-10 funded projects are in column 7. All short- and mid-term projects are funded.  
 Year 11-20 funded projects are in column 8.

1	2	3	4	5	6	7	8
Project #	Project	TSP Priority	Growth Percentage	Total Project Cost (2010 \$)	TSDCi Eligible	TSDCi Eligible & Funded Years 1-10	TSDCi Eligible & Funded Years 11-20
B1	14th Avenue	short	100%	\$2,000	\$2,000	\$2,000	
B2	Waverly Drive	short	100%	\$5,000	\$5,000	\$5,000	
B3	Hill Street	long/dev	100%	\$743,000	\$743,000		\$743,000
B4	24th Avenue	short	100%	\$5,000	\$5,000	\$5,000	
B5	Jackson Street	short	100%	\$674,000	\$674,000	\$110,000	
B6	Center Street	short	100%	\$6,000	\$6,000	\$6,000	
B12	Takena	long/dev	100%	\$53,000	\$53,000		\$53,000
B14	12th Avenue (West)	mid	100%	\$32,000	\$32,000	\$32,000	
B18	24th Avenue	long/dev	100%	\$44,000	\$44,000		\$44,000
B19	38th Avenue and 39th Avenue	mid	100%	\$106,000	\$106,000	\$106,000	
B20	Lyon Street	short	100%	\$2,000	\$2,000	\$2,000	
B21	Ellsworth Street	short	100%	\$4,000	\$4,000	\$4,000	
I1	Main Street/Salem Avenue/3rd Avenue	short	100%	\$1,088,000	\$1,088,000	\$1,088,000	
I2	Main Street/Santiam Avenue/4th Avenue	short	69%	\$255,000	\$175,950	\$175,950	
I3	14th Avenue/Heritage Mall Access	short	100%	\$41,000	\$41,000	\$23,000	
I4	14th Avenue/Clay Street	short	100%	\$10,000	\$10,000	\$7,000	
I5	Waverly Avenue/14th Avenue	short	100%	\$41,000	\$41,000	\$23,000	
I8	US 20/North Albany Road	short	13%	\$40,000	\$5,200	\$5,200	
I9	US 20/Springhill Drive	short	23%	\$14,000	\$3,220	\$3,220	
I11	34th Avenue/Marion Street	mid	100%	\$345,000	\$345,000	\$345,000	
I12	US 20 (Lyon Street)/2nd Avenue	mid	16%	\$23,000	\$3,680	\$3,680	
I13	US 20/Clay Street	mid	20%	\$185,000	\$37,000	\$37,000	
I14	OR 99E/34th Avenue	long/dev	32%	\$192,000	\$61,440		\$61,440
I15	34th Avenue/Hill Street	long/dev	100%	\$350,000	\$350,000		\$350,000
I16	Ellingson Road/Columbus Street	long/dev	100%	\$500,000	\$500,000		\$250,000
I17	Waverly Avenue/14th Avenue	long/dev	100%	\$77,000	\$77,000		\$77,000
I18	Queen Avenue/Geary Street	long/dev	100%	\$1,901,000	\$1,901,000		\$950,500
I20	US 20 (Ellsworth Street)/1st Avenue	mid	22%	\$18,000	\$3,960	\$3,960	
I21	US 20 (Lyon Street)/1st Avenue	mid	23%	\$11,000	\$2,530	\$2,530	
I22	US 20 (Lyon Street)/1st Avenue	mid	23%	\$10,000	\$2,300	\$2,300	
I23	US 20 (Ellsworth Street)/2nd Avenue	mid	23%	\$17,000	\$3,910	\$3,910	
I24	OR 99E/Waverly Avenue	long/dev	27%	\$959,000	\$258,930		\$258,930
I25	US 20/Waverly Drive	long/dev	29%	\$853,000	\$247,370		\$247,370
I26	US 20/Waverly Drive	long/dev	29%	\$240,000	\$69,600		\$69,600
I27	OR 99E/Queen Avenue	long/dev	26%	\$894,000	\$232,440		\$232,440
I30	US 20/Timber Street	long/dev	44%	\$571,000	\$251,240		\$251,240
I34	Springhill Dr./Hickory St.	long/dev	100%	\$345,000	\$345,000		\$172,500
I35	Gibson Hill Rd/Crocker Ln	mid	100%	\$345,000	\$345,000	\$345,000	
I36	Timber St Extension/18th Ave/Spicer Dr ROW	short	100%	\$650,000	\$650,000		\$325,000
I36	Timber Str. Extension/18th Ave/Spicer Dr	long/dev	100%	\$863,000	\$863,000		\$441,000
I38	Salem Avenue/Geary Street	long/dev	28%	\$845,000	\$236,600		\$236,600
I41	Ellingson Road / Lochner Road	long/dev	100%	\$500,000	\$500,000		\$250,000

1	2	3	4	5	6	7	8
Project #	Project	TSP Priority	Growth Percentage	Total Project Cost (2010 \$)	TSDCi Eligible	TSDCi Eligible & Funded Years 1-10	TSDCi Eligible & Funded Years 11-20
L3	Washington/Calapooia/1st/2nd	short	42%	\$100,000	\$42,000	\$42,000	
L4	Timber Street Extension ROW	short	100%	\$966,000	\$966,000		\$483,000
L4	Timber Street Extension	long/dev	100%	\$2,708,000	\$2,708,000		\$677,000
L5	Main Street - 7th Avenue - Hill Street	mid	64%	\$1,292,000	\$826,880	\$826,880	
L6	North Albany Road	mid	29%	\$5,847,000	\$1,695,630	\$1,695,630	
L6	North Albany Road ROW	short	100%	\$19,000	\$19,000		\$19,000
L10	New North Albany Connector <i>Funding is for 15% construction west of Crocker (\$145/lf) and 40% construction east of Crocker</i>	long/dev	100%	\$5,818,000	\$5,818,000		\$1,154,053
L11	Spicer Drive Extension (West of Timber St.)	long/dev	100%	\$982,000	\$982,000		\$245,000
L13	Goldfish Farm Road Extension	long/dev	100%	\$1,013,000	\$1,013,000		\$253,350
L15	New North/South Collector – Knox Butte to US 20 (Santiam)	long/dev	100%	\$3,662,000	\$3,662,000		\$549,300
L16	New East/West Collector	long/dev	100%	\$3,723,000	\$3,723,000		\$558,450
L17	Expo Parkway Extension (south of Dunlap)	long/dev	100%	\$996,000	\$996,000		\$149,400
L18	Timber St Extension to Somerset Avenue	long/dev	100%	\$1,720,000	\$1,720,000		\$258,000
L19	Somerset Avenue Extension – wetlands to Charlotte	long/dev	100%	\$483,000	\$483,000		\$332,270
L20	Santa Maria Avenue Extension	long/dev	100%	\$1,872,000	\$1,872,000		\$280,800
L21	Knox Butte Road Widening ROW	short	100%	\$1,478,000	\$1,478,000		\$1,478,000
L21	Knox Butte Road Widening	long/dev	60%	\$3,169,000	\$1,901,400		\$1,901,400
L25	Dunlap Avenue Extension	long/dev	100%	\$1,045,000	\$1,045,000		\$156,750
L30	Oak Street	short	100%	\$2,130,000	\$2,130,000	\$2,130,000	
L31	Fescue Street to Three Lakes Road Connector	long/dev	100%	\$886,000	\$886,000		\$132,900
L34	Looney Lane Extension	long/dev	100%	\$914,000	\$914,000		\$137,100
L35	Albany Avenue Widening	long/dev	26%	\$1,177,000	\$306,020	\$306,020	
L36	W Thornton Lk Dr, N Albany Rd & N Alb Middle School	long/dev	11%	\$565,000	\$62,150	\$62,150	
L40	Gibson Hill Road	long/dev	6%	\$3,816,000	\$228,960		\$228,960
L42-a	Crocker Lane North (LID)	short	30%	\$1,721,000	\$516,300	\$417,000	
L46	Columbus Street	long/dev	49%	\$4,549,000	\$2,229,010		\$1,137,250
L53	Ellingson Road <i>Funding is for 24ft of right-of-way (3 to 5 lanes) at \$6/s.f. and 25% construction</i>	long/dev	49%	\$5,847,000	\$2,865,030		\$1,979,250
L54-a	Lochner Road – North	short	44%	\$3,722,000	\$1,637,680	\$1,007,475	
L54-b	Lochner Road - South	long/dev	44%	\$4,548,000	\$2,001,120		\$1,137,125
L55	Three Lakes Road ROW	short	42%	\$287,000	\$120,540		\$120,540
L58	Oak Street	short	65%	\$2,187,000	\$1,421,550	\$1,421,550	
L62	Oak Creek Parkway <i>Funding is for 25% construction west of Columbus</i>	long/dev	100%	\$16,456,000	\$16,456,000		\$1,812,719
M1	Queen/Geary Periwinkle Path	short	70%	\$46,000	\$32,200	\$32,200	
M2-a	Oak Creek Loop Trail (south of Oak Creek)	long/dev	70%	\$2,680,000	\$1,876,000	\$200,000	
M3	West Timber-Linn Trail	mid	70%	\$161,000	\$112,700	\$112,700	
M4	South Waterfront Trail	mid	70%	\$76,000	\$53,200	\$53,200	
M5	Albany-Corvallis Multiuse Path	mid	70%	\$1,477,000	\$1,033,900	\$304,500	
M7	East Timber-Linn Trail	long/dev	70%	\$277,000	\$193,900		\$193,900
M8	Bain Street/Waverly Lake Trail	long/dev	70%	\$153,000	\$107,100		\$107,100
P1	Springhill Drive	mid	70%	\$542,000	\$379,400	\$379,400	

1	2	3	4	5	6	7	8
Project #	Project	TSP Priority	Growth Percentage	Total Project Cost (2010 \$)	TSDCi Eligible	TSDCi Eligible & Funded Years 1-10	TSDCi Eligible & Funded Years 11-20
P6	Geary Street	long/dev	70%	\$791,000	\$553,700	\$553,700	
P12	Gibson Hill Road	short	70%	\$1,034,000	\$723,800	\$723,800	
S2	Hwy 20 Corridor & Downtown Refinement Plan	short	100%	\$250,000	\$250,000	\$250,000	
S6	Albany TSP MPO Update	mid	32%	\$350,000	\$112,000	\$112,000	
S9	Interstate 5 / OR 99E / Knox Butte	long/dev	100%	\$100,000	\$100,000	\$100,000	
S10	Interstate 5 / US 20 (Santiam)	long/dev	100%	\$100,000	\$100,000	\$100,000	
T1	ADA Accessibility Projects	mid	70%	\$430,000	\$301,000	\$301,000	