

CHAPTER 5: TRANSPORTATION

GOAL 12: TRANSPORTATION

BACKGROUND SUMMARY

INTRODUCTION

Albany's location and transportation facilities provide excellent advantages for commerce and economic development. Albany's central location on Interstate 5, Oregon's major north-south freeway, places it in the midst of a large market area. There is a population of 2.2 million people within a 100-mile drive. Very few communities in the Northwest have the potential to provide goods and services to this large of a market. US Highway 20 and State Route 99E also run through Albany. These highway facilities provide Albany with direct connections to the Oregon Coast, the Cascade Mountains, and to other parts of the Willamette Valley.

There are also excellent commercial transportation facilities providing service to and from Albany. The city is located along major railroad lines that link the city with east/west and north/south freight destinations. Passenger rail service operates through Albany along the north/south corridor. Eight truck freight lines provide regular service to the Albany area. Eastbound freight connects to Interstate 84 at Portland where expanded rail service allows linkage with national markets.

The ports of Portland and Newport and the Portland International Airport are within a two-hour drive. The Eugene airport, which handles national air traffic, also provides additional passenger service opportunities. These additional transportation resources give the Albany area an opportunity to sell goods and services to the international market.

In 2010, the City of Albany and consultants Kittelson and Associates, Inc. completed a Transportation System Plan (TSP) that addresses Albany's anticipated transportation needs through 2030. Field data collection for the TSP and conversations with the community began in 2006. The TSP describes Albany's existing transportation system and identifies projects needed now and, in the future, to improve the system.

In 1997, the City of Albany and consultants Kimley-Horn and Associates, Inc completed a North Albany Local Street Plan that addresses North Albany's anticipated local street needs through buildout. The Plan describes a street alignment plan to provide access to local neighborhood residential, shopping, schools, and other activity centers.

The 2010 Transportation System Plan (TSP) and the 1997 North Albany Local Street Plan have been adopted as supporting documents to the Comprehensive Plan. The TSP should be used in planning all future transportation facilities within Albany's Urban Growth Boundary and within adjacent areas included in the TSP study area. The North Albany Local Street System Plan should be used in planning local streets in North Albany. The 2010 TSP should be updated, as necessary, to remain consistent with other Albany, regional, and statewide plans.

TRANSPORTATION ELEMENTS

The Albany transportation system includes city streets, state highways, transit systems, bikeways, pedestrian ways, a municipal airport, and railroads. The following summarizes some of the information found in the TSP and other supporting documents.

STREETS

The 2010 Transportation System Plan describes the anticipated arterial and collector street system through 2030. Background information includes data collection, public involvement, forecast modeling, alternative analysis, and recommendations for roadway link and intersection improvements. The Transportation System

Plan also includes a functional class map and a project list for planned auto improvements. Refinement studies are recommended for the Highway 20/Downtown corridor and the Interstate-5 corridor.

The 1997 North Albany Local Street Plan describes the anticipated local street system in North Albany. Background information includes data collection, public involvement, growth projections, analysis and recommendations for a new street alignment plan designed to provide access to local neighborhood residential, shopping, schools, and other activity centers. The North Albany Local Street Plan also includes local street design standards and street connectivity policies intended to guide new development. Street connectivity policies are included in the Comprehensive Plan under the North Albany Site of Special Interest in the Comprehensive Plan.

TRANSIT

Several transit services operate within the City of Albany, however only the Albany Transit System, the Linn-Benton Loop, and Call-A-Ride are operated by the City. The other transit services have routes that pass through the Albany area but are operated by other jurisdictions. The Albany Public Transit Plan was adopted in 2011. [Ord. 5753, 05/11/11]

BIKEWAYS

The City of Albany has developed and maintained several miles of bicycle facilities within the city limits since the early 1970's. Most of Albany's existing bikeways are on-street, either through the use of striped lanes on streets with curb and gutters or through wide shoulders on streets without curb and gutters. The multi-use path system in Albany is generally located along the Willamette River and local creeks and is not yet fully interconnected with the rest of the transportation system and bicycle network. The 2010 Transportation System Plan describes the anticipated bikeway system for 2030 and includes a project list for planned bicycle and multi-use trail improvements.

PEDESTRIAN WAYS

There are sidewalks along most major arterial streets in the central areas of Albany, with a few exceptions. The 2010 Transportation System Plan describes the anticipated sidewalk system for 2030 and includes a project list for planned sidewalks and multi-use trail improvements.

MUNICIPAL AIRPORT

The Albany Municipal Airport has been in its present location in the northeast part of the city between Knox Butte Road and Santiam Highway, directly east of Interstate 5 since 1930. The airport provides aircraft parking aprons and limited hangar and terminal facilities. The 2002 Airport Master Plan (Century West Engineering, Inc.) describes the anticipated airport layout plan through 2030. Background information includes aviation forecasts, facility requirements, and recommendations for airport improvements. The Airport Master Plan also includes a discussion of noise compatibility and a project list for planned airport improvements.

RAILROADS

The City of Albany is located along major railroad lines that link the city with east/west and north/south freight destinations. Passenger service also operates through Albany along the north/south corridor. Albany is served by four rail freight carriers: Union Pacific/Southern Pacific (UPSP), Burlington Northern Santa Fe (BNSF), Willamette and Pacific (W&P), and Willamette Valley. Amtrak passenger service also serves the Albany area.

Currently, there are deficiencies at several railroad-road crossings that create safety and delay hazards for autos and pedestrians. The city of Albany continues to work with the rail companies to improve the system within the urban growth boundary.

WATER AND PIPELINE TRANSPORTATION

Public Water and Wastewater Systems

The City's current water system and wastewater system master plans include information about these public systems and include recommendations for system improvements. These public services are covered under Goal 11 in Comprehensive Plan, Chapter 6.

Other Piped Systems

Kinder Morgan Energy Partners LP owns and operates an 8-inch pressurized pipeline that runs north/south on the east side of Interstate 5. This pipeline carries petroleum products such as gasoline, diesel, and aviation fuel. The design, construction, operation, and maintenance of interstate liquid petroleum transmission pipelines is regulated by the U.S. Department of Transportation, Office of Pipeline Safety (OPS) under the Pipeline Safety Act (49 USC Chapter 601).

GOAL 12: TRANSPORTATION

GOALS, POLICIES, AND IMPLEMENTATION METHODS

VISION

A safe, diversified, and efficient transportation system that serves the needs of anticipated growth while protecting and enhancing Albany's economy, neighborhood quality, and natural and built environments.

GOALS

1. Provide an efficient transportation system that provides for the local and regional movement of people and goods.
2. Provide a safe transportation system.
3. Provide a diversified transportation system that ensures mobility for all members of the community and provides alternatives to automobile travel.
4. Provide a transportation system that balances financial resources with community livability and economic vitality.

POLICIES

1. Develop a transportation system with improved connectivity where "barriers" such as I-5, railroad, waterways, or neighborhoods reduce transportation system efficiency in terms of travel time and travel distance.
2. Maintain acceptable roadway and intersection operations where feasible considering environmental, land use, and topographical factors.
3. Identify and remedy unsafe intersection and roadway locations with known safety issues and ensure the multi-modal transportation system is structurally and operationally safe.
4. Minimize conflicts along high volume and/or high-speed corridors.
5. Encourage development design that emphasizes safety and does not create unnecessary conflicts.
6. Improve the quality of available transit service as measured by coverage, hours of service and frequency.
7. Develop bicycle and pedestrian facilities that encourage non-vehicular travel to/from home, school, work, and other activity centers.
8. Provide direct off-roadway pedestrian and bicycle routes and connections.
9. Maintain and support the Albany airport as a regional facility.
10. Maintain and support the Albany Station as a regional facility.
11. Preserve and protect corridors of local and regional significance that are identified for vehicular and non-vehicular routes.
12. Establish priorities and define the incremental steps needed for investment of ODOT and Federal revenues to address safety and major capacity problems on the State and Interstate transportation system.
13. Eliminate parking minimums to encourage alternative modes of travel. [Ord. 6018, 6/30/23]

14. Encourage parking to foster more efficient use of land within the city. [Ord. 6018, 6/30/23]
15. Require electric vehicle charging capacity and installation of conduit in new developments. [Ord. 6018, 6/30/23]

SUPPORTING DOCUMENTS

1. The City of Albany Transportation System Plan prepared by the City of Albany and consultants Kittelson and Associates, Inc., dated February 2010, is adopted in its entirety as a supporting document to the Comprehensive Plan (Ordinance 5729 and as amended by Ordinance 5753).
2. The North Albany Local Street System Plan prepared by the City of Albany and consultants Kimley-Horn and Associates, dated June 30, 1995, was adopted in its entirety as a supporting document to the Comprehensive Plan August 13, 1997 (Ordinance 5307).

[The entire Goal 12, Chapter 5, was replaced with the current language per Ordinance 5729, effective February 24, 2010.]