



## DRAFT MEMORANDUM #3

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**TO:** Albany Area Metropolitan Planning Organization RTP Project Management Team

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**SUBJECT: Albany Area Metropolitan Planning Organization Regional Transportation Plan  
DRAFT Technical Memorandum #3: Plan Goals and Policies**

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## Introduction

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The Goals and Policies of the Albany Area Metropolitan Planning Organization (AAMPO) reflect the transportation priorities of the jurisdictions<sup>1</sup> within the MPO, the goals established by the state of Oregon, and the guidelines set by the Federal Government for metropolitan regions (including requirements for transportation funding set forth in MAP-21<sup>2</sup>). The goals provide a measuring stick to judge how well the Regional Transportation Plan alternatives and final plan reflect the values expressed and prioritized by the community.

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## Purpose

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The AAMPO Regional Transportation Plan (RTP) goals and policies provide a foundation for transportation plans, projects and programs completed within the MPO planning area. Each goal and policy was developed by the MPO in concert with local plans, especially Transportation System Plans for cities and counties within the MPO planning area. Continual coordination between local jurisdictions and the MPO is critical to achieving these regional goals, as the local and regional circulation patterns are intertwined.

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<sup>1</sup> AAMPO RTP Technical Memorandum #2: Existing Document and Regulatory Review includes a summary of the goals and policies for various plans of jurisdiction within the MPO.

<sup>2</sup> Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21), <http://www.fhwa.dot.gov/map21/>

# Organization

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This document contains a hierarchy of four planning elements:

- Goals
- Policies
- Potential Actions
- Objectives

Goals are broad overarching statements about the region’s desired outcomes. While not always appearing attainable, a goal describes a principal that will influence how decisions are made about transportation investments.

Policies describe the approach that the MPO will use to guide the region toward each goal.

Potential actions are projects or regulatory measures that may be implemented with the appropriate policies. The potential actions listed are examples of project level measures that could be taken. As the RTP is developed, these potential actions will be refined and amended, as appropriate.

An objective is a measureable outcome (sometimes referred to as a “performance indicator” in regional planning documents) that indicates if a policy is achieved. These objectives also address the performance-based planning requirements established in MAP-21.

## Goals and Policies

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This section outlines the RTP goals, policies, potential actions, and objectives.

### Goal I

*Provide for a balanced and multi-modal regional transportation system that meets existing and future needs.*

### Policies

- 1.1. Improve the accessibility, connectivity, efficiency and viability of the transportation system for all users
- 1.2. Maximize efficiency of existing regional roadway system
- 1.3. Maintain acceptable roadway and intersection operations
- 1.4. Protect the ability of major arterials to serve regional traffic while maintaining local connectivity to community activity centers
- 1.5. Preserve and protect transportation corridors essential to regional economic vitality
- 1.6. Ensure that the benefits and impacts of the transportation system are socially equitable
- 1.7. Support improvements to the passenger rail system which demonstrate positive community impacts

- 1.8. Define priorities and incremental steps needed for investment of ODOT and Federal revenues to address safety and major capacity problems on the State and Interstate transportation system serving the AAMPO planning area
- 1.9. Maintain the condition of the highway system infrastructure
- 1.10. Plan for transportation improvements that are needed to support future growth and transportation system needs
- 1.11. Provide a transportation system that serves a balance of transportation modes

### **Potential Action**

- Add roadways, as identified in adopted plans, to increase regional connectivity
- Upgrade intersection capacity to meet future demand
- Implement or promote transportation options to meet future demand
- Provide wayside information dissemination on key regional routes
- Add video surveillance to improve incident detection and verification
- As transportation facilities are developed, incorporate design standards, landscaping and other amenities to encourage walking and bicycling opportunities

### **Objectives**

- Reduce regional corridor travel times
- Reduce hours of congestion
- Reduce user travel costs
- Increase walking, bicycling and transit mode shares
- Increase travel reliability
- Increase transit frequency and reliability
- Reduce Vehicle Miles Traveled (VMT) per capita
- Maintain the transportation system in a state of good repair

## **Goal 2**

*Enhance regional and intermodal connectivity for all modes.*

### **Policies**

- 2.1. Employ access management strategies to maintain existing highway functionality
- 2.2. Increase transportation options to community activity centers such as schools, parks, employment and shopping areas, and major transit stops
- 2.3. Enhance freight connectivity to industrial centers and freight terminals
- 2.4. Improve regional and local transportation system connectivity for non-motorized travel.

### **Potential Action**

- Fill gaps in bicycling and pedestrian infrastructure on regional corridors
- Enhance pedestrian crossings near community activity centers
- Develop and apply spacing criteria for streets, bikeways and pedestrian access ways

## **Objectives**

- Increase the percentage of the population within a maximum travel time between work and home
- Encourage the location of future industrial job centers near the freight network
- Improve transit frequency and coverage in high employment and dense residential areas
- Increase the total length of regional multi-use paths and bike boulevards
- Increase sidewalk coverage on regional corridors
- Reduce out-of-direction travel

## **Goal 3**

*Increase the safety and security for all travel modes on the regional system*

### **Policies**

- 3.1. Improve safety on the regional system at locations with existing safety issues
- 3.2. Ensure that consistent security policies are practiced for all regional air, freight, pipeline, and roadway systems to reduce the risk of outside tampering
- 3.3. Coordinate with emergency-response agencies to design and operate a transportation system that supports timely and safe response
- 3.4. Reduce vulnerability of the public, goods movement, and critical transportation infrastructure to crime, emergencies and natural hazards

### **Potential Action**

- Select projects designed to improve safety at known accident prone locations
- Consider safety for all users when considering and developing transportation projects
- Work with other agencies to promote traffic safety education and awareness
- Place a higher priority on investments that address safety-related deficiencies at high crash locations

## **Objectives**

- Reduce total fatal and injury crashes
- Reduce total property damage only accidents
- Reduce emergency response times
- Minimize conflicts along high-volume and high-speed corridors

## **Goal 4**

*Protect the natural and built environment by judicious use of capacity enhancements and reduction in single-auto trip dependence*

### **Policies**

- 4.1 Maintain acceptable roadway and intersection operations where feasible considering environmental, land use, and topographical factors

- 4.2 Reduce regional roadway environmental impacts by promoting transportation options and/or transportation system management and operations (TSMO) strategies in place of capacity upgrades, wherever feasible
- 4.3 Reduce the regional carbon footprint by reducing stopped delay, trip lengths, and vehicle miles traveled
- 4.4 Increase multi-modal access to public parks and nature reserves to better expose the public to the benefits of environmental stewardship

#### **Potential Action**

- Implement transit system enhancements designed to shift trips from single-auto to transit

#### **Objectives**

- Reduce total air contaminants and toxins created by the regional transportation system
- Reduce total impacts on life cycle CO<sub>2</sub> caused by the transportation system
- Reduce transportation system related risks to the natural, built, and cultural resources

### **Goal 5**

*Preserve the mobility of existing freight routes to ensure the efficient movement of goods throughout the region*

#### **Policies**

- 5.1. Connect any existing system gaps between different freight modes
- 5.2. Promote efficient freight access to regional and state road, rail, airport and port infrastructure
- 5.3. Use judicious access management regulation to protect existing roadway freight routes

#### **Potential Action**

- Implement projects designed to enhance the safety of rail crossings
- Ensure projects on regional roadway freight corridors include geometric design considerations for large trucks

#### **Objectives**

- Increase total number of jobs by enhancing freight mobility
- Reduce transportation costs by industry (business travel and freight)
- Increase in productivity by increasing connectivity
- Increase total value of exports and imports

### **Goal 6**

*Demonstrate responsible stewardship of funds and resources.*

#### **Policies**

- 6.1. Prioritize preservation of the existing system
- 6.2. Confirm that all funded projects meet high priority regional system needs

- 6.3. Maximize the cost effectiveness of transportation improvements
- 6.4. Encourage public/private partnerships
- 6.5. Leverage access to federal funding for large-scale regional transportation projects.
- 6.6. Support interjurisdictional coordination to improve project delivery and leverage funding opportunities

### **Potential Action**

- Develop a fiscally constrained project list designed to meet the most critical transportation needs within the region
- Apply for federal grants for major regional projects
- Consider alternative methods to supplement road maintenance funding, such as local gas tax

### **Objectives**

- Minimize capital costs when possible
- Reduce system lifecycle costs through advance planning and
- Increase total transportation revenue
- Increase the share of lifecycle funds that are new or recycled
- Minimize the net impact on state and regional fiscal balance
- Retain funding allocations for maintaining the existing transportation system (such as pavement and bridge improvement projects)

## **Goal 7**

*Coordinate transportation and land use decision-making to foster development patterns which increase transportation options, encourage physical activity, and decrease reliance on the automobile.*

### **Policies**

- 7.1. Work towards consistency among local and regional transportation and land use policies
- 7.2. Use transportation investments to foster compact and mixed-use employment and residential land development within the region
- 7.3. Assess regional travel impacts of all major land use decisions
- 7.4. Encourage region wide jobs and population growth while protecting character and connectivity of local communities
- 7.5. Encourage integration of bicycle and pedestrian facilities into site designs for community activity centers such as schools, parks, employment and shopping areas, and major transit stops

### **Potential Action**

- Encourage incorporation of mixed employment and housing land use policies into Urban Growth Boundary updates

### **Objectives**

- Increase population and employment density
- Increase relative land values

## **Goal 8**

*Provide for a transportation system with positive health impacts.*

### **Policies**

- 8.1. Identify and support beneficial public health impacts when planning and funding transportation projects
- 8.2. Support physical activity by maintaining existing recreational corridors and increasing recreational connectivity through greenways
- 8.3. Support active transportation options
- 8.4. Ensure that the transportation system provides adequate access to health services and resources
- 8.5. Reduce conflicts between transportation modes to create a transportation system that is safe and comfortable to navigate

### **Potential Action**

- Increase multi-use path connections to parks
- Promote coordination among public transportation providers to improve efficiencies of service delivery

### **Objectives**

- Improve health and wellness of the general population by increasing active transportation choices and access to care facilities
- Increase the quality of the travel environment
- Reduce transportation related noise impacts

## **Goal 9**

*Provide for a diversified transportation system that ensures mobility for all.*

### **Policies**

- 9.1. Provide greater transportation options for those who are transportation disadvantaged
- 9.2. Ensure that those who are transportation disadvantaged have full access to the regional active transportation system
- 9.3. Maintain and improve accessibility of the public transportation system

- 9.4. Improve accessibility of transportation facilities servicing community activity centers such as schools, parks, health care services, employment and shopping areas

**Potential Action**

- Develop projects to increase transit service to low income neighborhoods
- Consider demand responsive transit service options

**Objectives**

- Distribute transportation system user benefits evenly across all population groups
- Reduce total particulate matter emissions evenly across all population groups
- Distribute health benefits of active transportation across all population groups

**Goal 10**

*Provide an open and balanced process for planning and developing the transportation system.*

**Policies**

- 10.1. Foster a dialog and coordination between city, county and state entities within the MPO
- 10.2. Ensure that all affected jurisdictions have a say in major regional transportation decisions
- 10.3. Conduct outreach consistent with the AAMPO Public Participation Plan to acquire input in the planning process
- 10.4. Decisions will be consistent with applicable state and federal regulations

**Potential Action**

- Include regional participation in local planning projects

**Objectives**

- Provide guidance to enable local jurisdictions to create adopt goals and projects in concert with the overall regional goals and policies