Table 4.14-1. Study Area Roadway Classification

Roadway	Jurisdictions	Springfield Functional Classification	Springfield Freight Designation	ODOT Classification	ODOT Freight Designation
Main Street	ODOT	Minor Arterial	City Truck Route	Statewide NHS	N/A
McVay Hwy	ODOT	Minor Arterial	City Truck Route	Statewide NHS	N/A

Source: Transportation System Plan, City of Springfield. 2013.
Highway Plan, Oregon Department of Transportation. 1999, revised August 22, 2013.

Since both roadways are under ODOT's jurisdiction, the following performance standards apply:

- ODOT standards for signalized intersections:
    - OR 126 Expressway, v/c of 0.80, given Statewide Expressway within a MPO
    - OR 126 Business (McKenzie Highway, ODOT Highway No. 15, Main Street), v/c ratio of 0.85
    - OR 225 (McVay Highway), v/c ratio of 0.90, given District Highway within a MPO classification
- ODOT standards for stop-controlled intersections:
    - Appropriate mobility standard is based on the classification of the intersecting roadway

4.14.2 Identified Congestion Issues

4.14.2.1 Main Street Segment

Nine intersections along the proposed segment were evaluated in the Springfield Transportation System Plan, as shown in Table 4.14-2. Of the nine, two are currently approaching the performance standard (Main Street/42nd Street and Main Street/OR 126), and three are not expected to meet the standard in 2035 (the two intersections approaching the performance standard today plus McVay Highway/Franklin Boulevard). The Main Street/OR 126 intersection is the most problematic since its traffic volume is expected to exceed the intersection capacity by 2035. Existing and future intersection and link volume-to-capacity ratios on the Main Street Segment are shown in Figures 4.14-1 and 4.14-2.

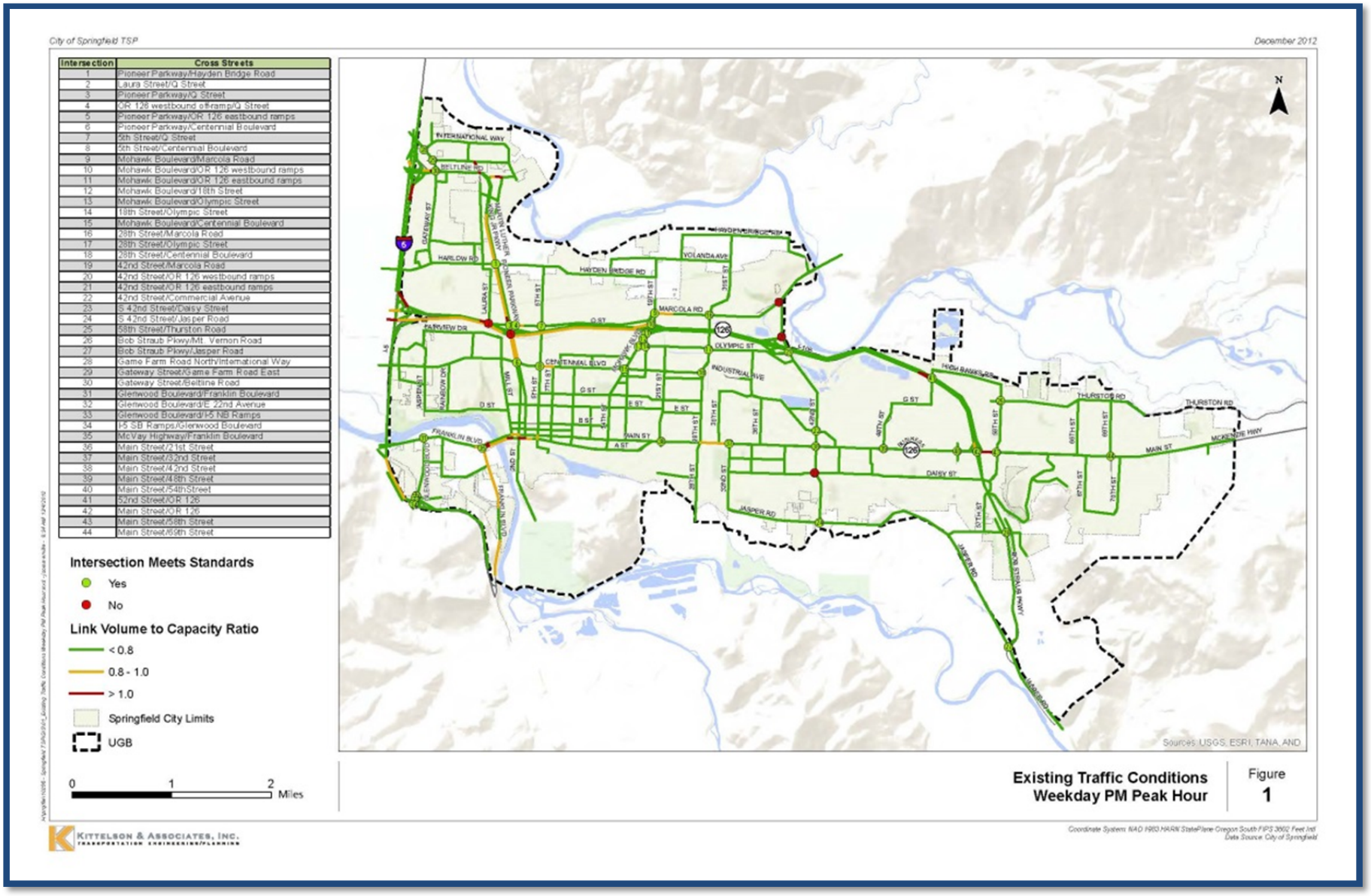
Table 4.14-2. Springfield TSP Study Intersections – Main Street Corridor

Intersection	Control	Jurisdiction	Performance Standard	Existing V/C Ratio	Meets Standard Existing?	Future V/C Ratio	Meets Standard Future (2035) No Build?	Crash Rate/MEV*
McVay Hwy/ Franklin Blvd	Signal	ODOT	v/c of 0.85	0.72	Yes	0.93	No	0.47
Main St/ 21st St	Signal	ODOT	v/c of 0.85	0.53	Yes	0.73	Yes	0.16
Main St/ 32nd St	Signal	ODOT	v/c of 0.85	0.60	Yes	0.80	Yes	0.06
Main St/ 42nd St	Signal	ODOT	v/c of 0.85	0.81	Yes	0.96	No	0.57
Main St/ 48th St	Stop Controlled	ODOT	v/c of 0.85	0.39	Yes	0.46	Yes	0.21
Main St/ 54th St	Signal	ODOT	v/c of 0.85	0.46	Yes	0.72	Yes	0.38
Main St/ OR 126	Signal	ODOT	v/c of 0.80	0.79	Yes	>1.0	No	0.29
Main St/58th St	Signal	ODOT	v/c of 0.85	0.77	Yes	>1.0	No	0.30
Main St/69th St	Signal	ODOT	v/c of 0.85	0.32	Yes	0.55	Yes	0.24

* MEV = Million Entering Vehicles

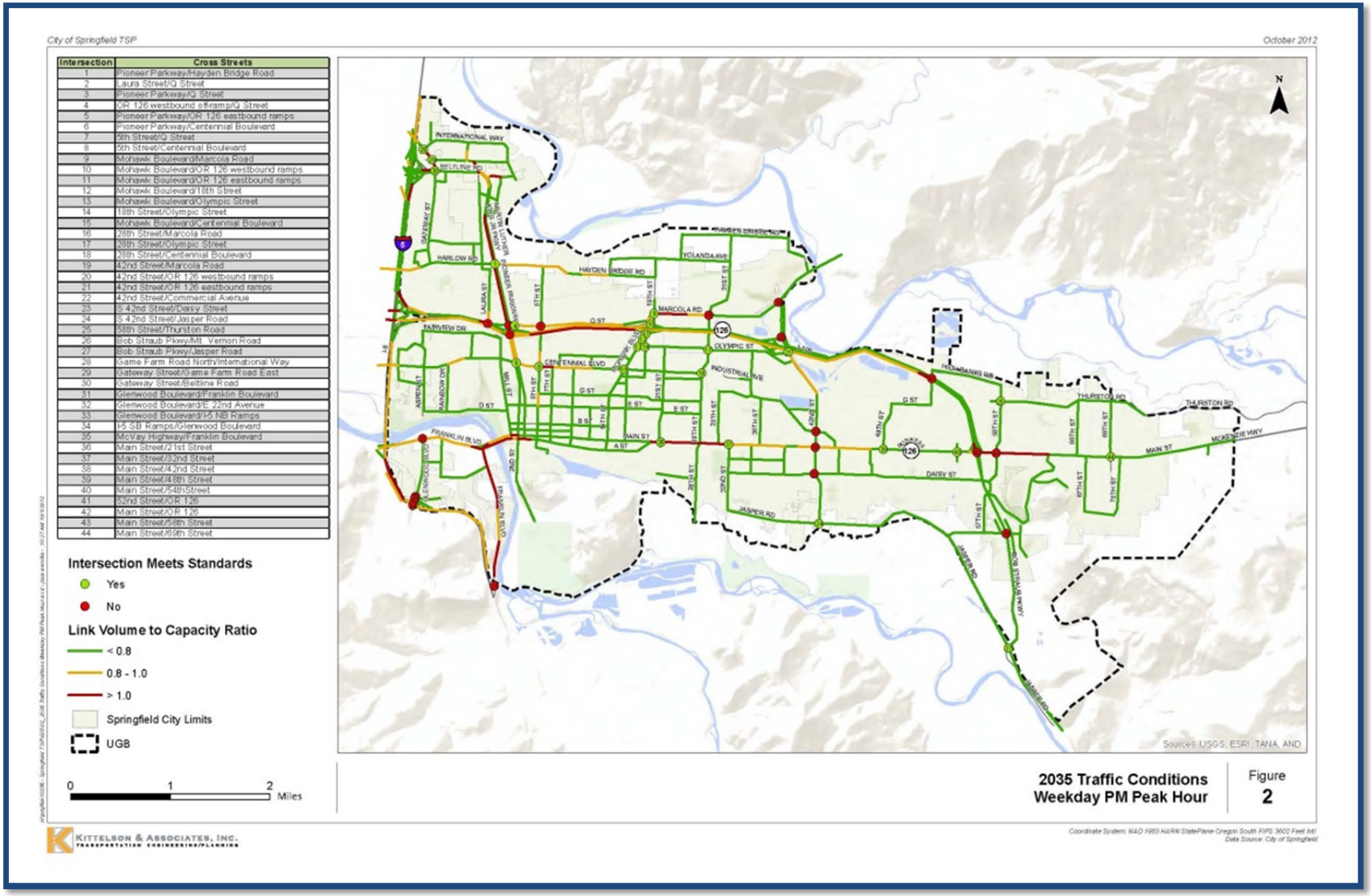
Source: Transportation System Plan, City of Springfield. 2013.

Figure 4.14-1. Existing Traffic Conditions Weekday PM Peak Hour



Source: Transportation System Plan, City of Springfield– Figure 1. 2013.

Figure 4.14-2. 2035 Traffic Conditions Weekday PM Peak Hour



Source: Transportation System Plan, City of Springfield– Figure 2. 2013.

4.14.2.2 McVay Highway Segment

Only one intersection along the proposed segment was evaluated in the Springfield Transportation System Plan, as shown in Table 4.14-3. The McVay Highway/Franklin Boulevard intersection meets the mobility standard under existing conditions, but is not expected to meet the standard in 2035. Existing and future intersection and link volume-to-capacity ratios on the McVay Highway Segment are shown in the Figures 4.14-1 and 4.14-2.

Table 4.14-3. Springfield TSP Study Intersections – McVay Highway Segment

Intersection	Control	Jurisdiction	Performance Standard	Existing V/C Ratio	Meets Standard Existing?	Future V/C Ratio	Meets Standard Future (2035) No Build?	Crash Rate/MEV*
McVay Hwy/ Franklin Blvd	Signal	ODOT	v/c of 0.85	0.72	Yes	0.93	No	0.47

Source: Transportation System Plan, City of Springfield. 2013.

4.14.3 Identified Safety Issues

As part of the Springfield TSP, crash rates per million entering vehicles (MEV) were calculated for each of the study intersections. Typically further investigation is warranted when crash rates are greater than 1.0. None of the study intersections has a crash rate approaching 1.0.

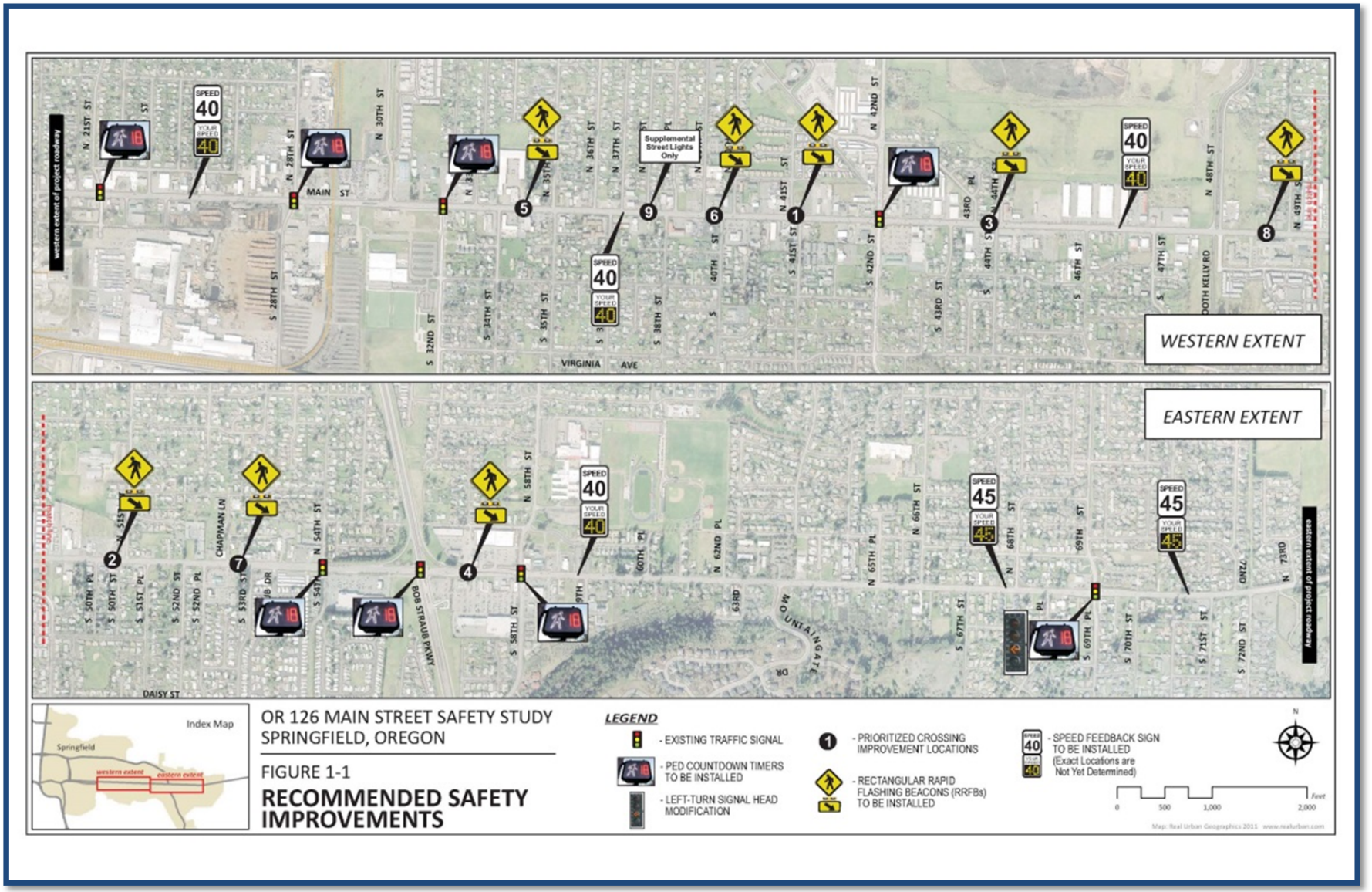
While the intersections studied in the TSP did not show remarkably high crash rates, there has been a concern about pedestrian collisions between 20th Street and 73rd Street (including nine pedestrian fatalities in 10 years). In addition, due in part to the high number of accesses in the corridor, collisions between intersections appear to be high. The OR 126 Main Street Safety Study was conducted due to these continued occurrences. The primary emphasis of the study was on providing safe pedestrian crossings at unsignalized locations. The study recommended a number of safety improvements specifically aimed at improving pedestrian safety in the corridor, with nine prioritized crossing improvement locations identified. The recommended safety improvements are shown in Figure 4.14-3.

4.14.4 Identified Roadway Projects

A number of projects were identified in the Springfield TSP. The 2035 TSP includes a recommended set of transportation improvements for the next 20 years and beyond. The 20-year projects are grouped as Priority projects (higher-cost and scale projects that would generally require additional right-of-way), Opportunity Projects (projects the City could implement as opportunities arise) and as Development Occurs Projects (projects the City would generally implement in conjunction with other parties to support new development or redevelopment. This document focuses on Priority Projects identified in the TSP.

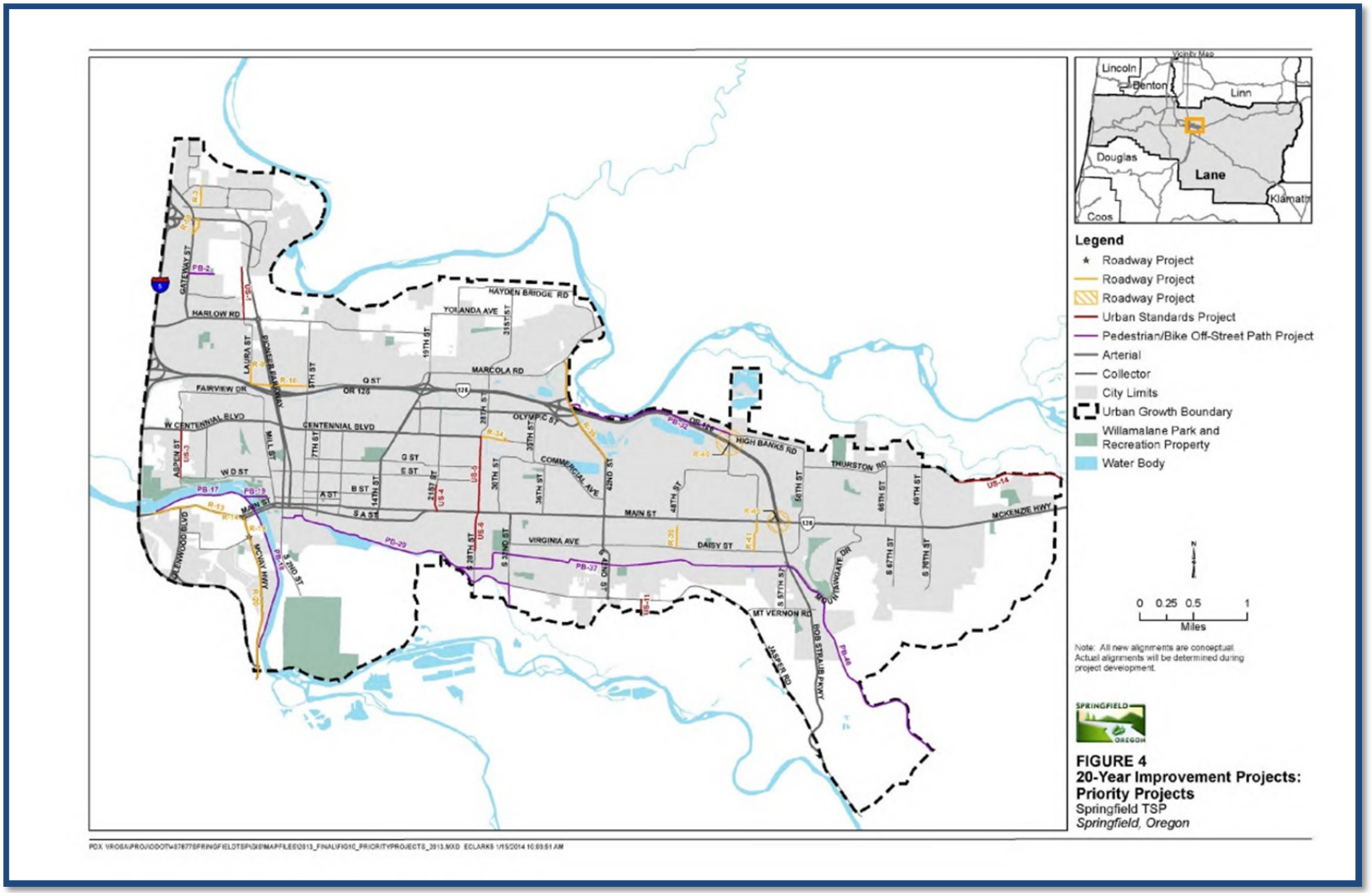
Projects identified as Priority Projects in the 20-year Project List are shown in Figure 4.14-4 and summarized for each corridor in Tables 4.14-4 and 4-14.5.

Figure 4.14-3. Recommended Safety Improvements, OR 126 Main Street Safety Study



Source: DKS Associates, OR 126 Main Street Safety Study, Figure 1-1. 2010.

Figure 4.14-4. 20 Year Improvement Projects: Priority Projects, Springfield Transportation System Plan



Source: Transportation System Plan, City of Springfield– Figure 4. 2013.

4.14.4.1 Main Street Segment

Two of the Priority Projects identified are on the Main Street Segment. They are described in Table 4.14-4.

Table 4.14-4. Springfield TSP Priority Projects in the 20-year Project List (Main Street Corridor)

Project Number	Roadway Project	Description	Cost
R-13	Franklin Boulevard Multi-modal Improvements	Construct multi-modal improvements on Franklin Blvd, from I-5 to the railroad tracks south of the Franklin Blvd/McVay Hwy intersection, and construct a roundabout at the Franklin Blvd/Glenwood Blvd intersection	$35 million
R-14	Franklin Blvd/McVay Hwy Multi-Lane Roundabout	Construct a multi-lane roundabout	$7 million
R-43	OR 126/Main Street Interchange Improvements	Construct a grade-separated interchange with ramps and traffic control at ramp terminals on Main Street consistent with the Interchange Area Management Plan; needs further study	$50 million

Source: Transportation System Plan, City of Springfield. 2013.

4.14.4.2 McVay Highway Segment

Several of the Priority Projects identified are on the McVay Highway Segment. They are described in Table 4.14-5.

Table 4.14-5. Springfield TSP Priority Projects in the 20-year Project List (McVay Highway Corridor)

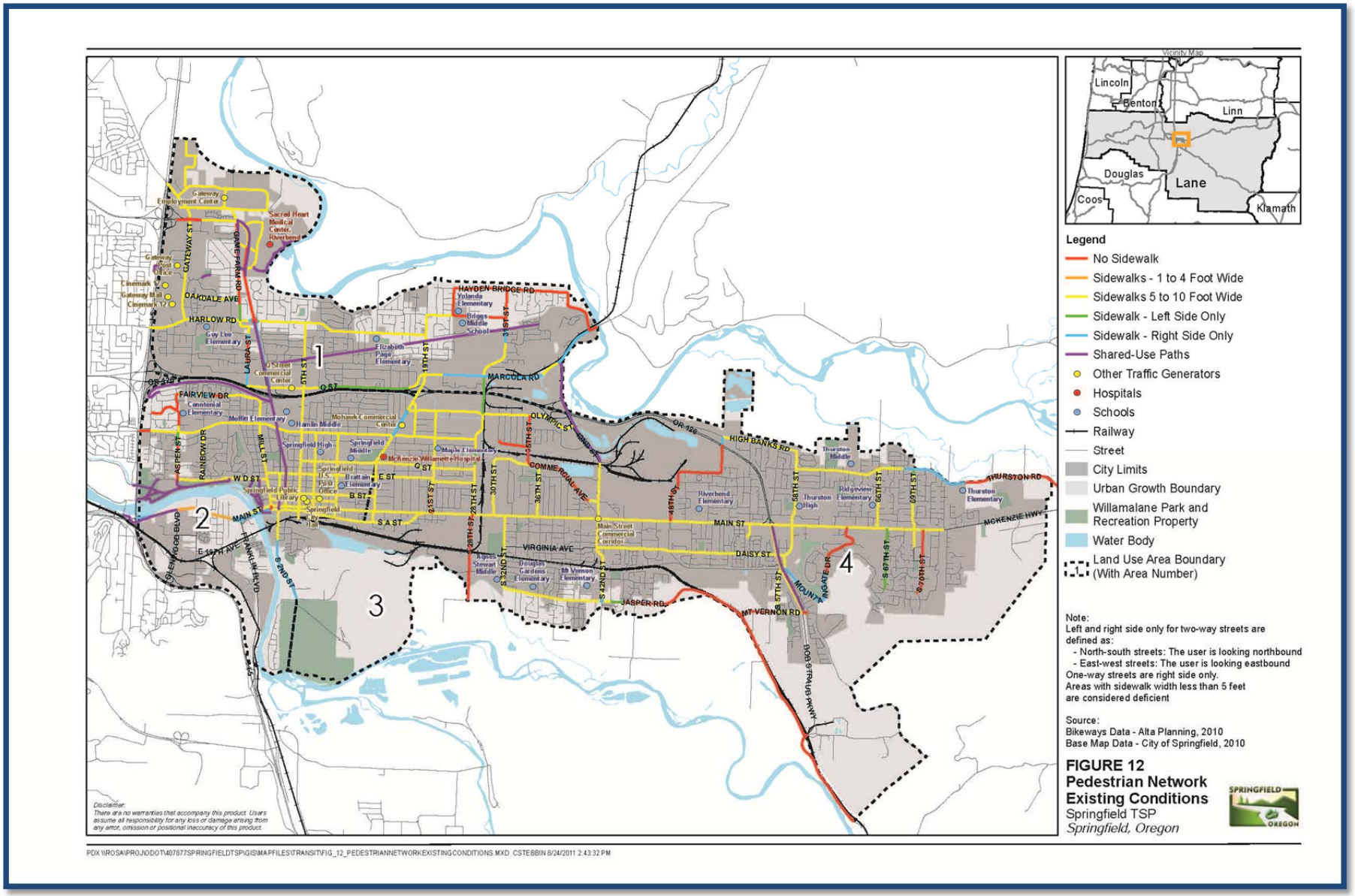
Project Number	Roadway Project	Description	Cost
R-13	Franklin Boulevard Multi-modal Improvements	Construct multi-modal improvements on Franklin Blvd, from I-5 to the railroad tracks south of the Franklin Blvd/McVay Hwy intersection, and construct a roundabout at the Franklin Blvd/Glenwood Blvd intersection	$35 million
R-14	Franklin Blvd/McVay Hwy Multi-Lane Roundabout	Construct a multi-lane roundabout	$7 million
R-19	McVay Hwy and East 19th Ave	Construct a two-lane roundabout	$2.5 million
R-20	McVay Hwy – East 19th Ave to I-5	Construct a two- or three-lane cross-section as needed with sidewalks, bicycle facilities, and transit facilities consistent with the Main Street/McVay Highway Transit Feasibility study and project T-3	$47 million

Source: Transportation System Plan, City of Springfield. 2013.

4.14.5 Bicycle and Pedestrian Facilities

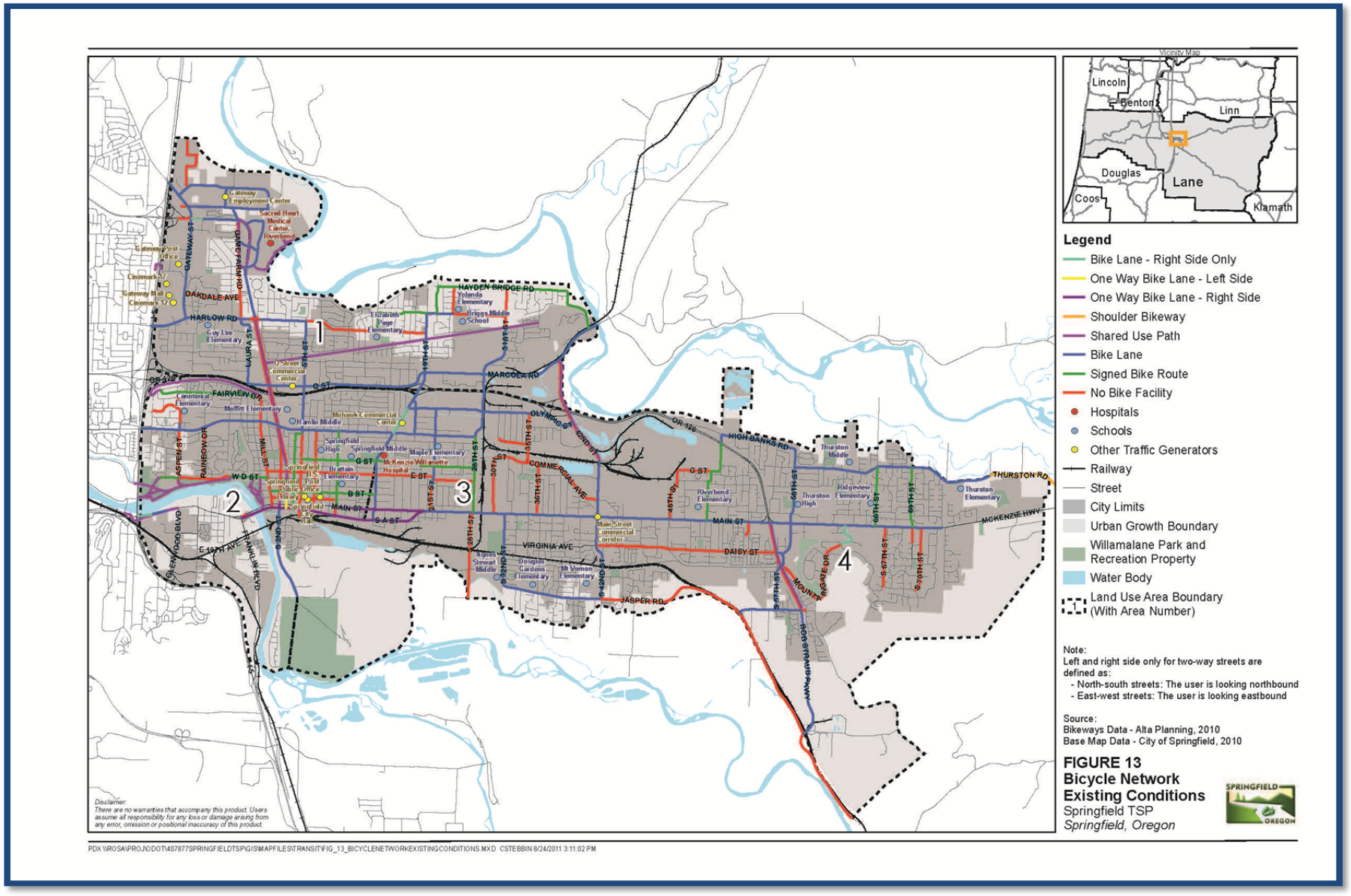
Existing bicycle and pedestrian facilities in each corridor are illustrated in Figures 4.14-5 and 4.14-6.

Figure 4.14-5. Existing Pedestrian Network, Springfield Transportation System Plan



Source: Transportation System Plan, City of Springfield– Figure 12. 2013.

Figure 4.14-6. Existing Bicycle Network, Springfield Transportation System Plan



Source: Transportation System Plan, City of Springfield– Figure 13. 2013.

4.14.5.1 Existing Pedestrian Facilities

Main Street /South A Street

- A 5 to 10 foot wide sidewalk exists on both sides of Main Street and South A Street between Franklin Boulevard and OR 126, except:
    - Sidewalks are limited to one side in some locations near the Willamette River bridges
    - There are no sidewalks on a very short segment at the west end of the westbound bridge

McVay Highway

- Sidewalks exist in only a few locations on either side from Franklin Boulevard to E. 30th Avenue (mostly adjacent to more recently developed properties). Some areas have shoulders, but width varies

4.14.5.2 Pedestrian Related Identified Improvements

In general, pedestrian facilities on the Main Street corridor are generally complete and those on McVay Highway are generally lacking. While sidewalks are available on much of Main Street, the facilities could be improved in many areas (wider sidewalks, better buffers, etc.). The Springfield TSP has a "Recommended Pedestrian and Bicycle Network" (Figure 4.14-7). Only one of the proposed projects is included as a Priority Project in the 20-year Project List (Table 4.14-6).

Table 4.14-6. Springfield TSP Priority Pedestrian/Bicycle Project in the 20-year Project List (McVay Highway Corridor)

Project Number	Pedestrian/Bicycle Project	Description	Cost
PB-18	Glenwood Area Willamette River Path – Willamette River Bridges to UGB	Construct a new multi-use 12-foot wide path from the Willamette River bridges to the UGB	$2.9 million

Source: Transportation System Plan, City of Springfield. 2013.

The Springfield Main Street Safety Study recommended a number of safety improvements specifically aimed at improving pedestrian safety in the corridor, with nine prioritized crossing improvement locations identified (Figure 4.14-8, same as Figure 4.14-3). In general, the following types of improvements were recommended:

- Pedestrian countdown timers
- Left-turn signal head modifications
- Rectangular rapid flashing beacons (RRFBs)
- Speed feedback sign (specific locations not determined)