

**MEMORANDUM**

City of Springfield

**Date:** 4/23/2018**To:** Gino Grimaldi, City Manager**COMMUNICATION****From:** Molly Markarian, Senior Planner  
Tom Boyatt, Interim DPW Director**PACKET****Subject:** Main Street ARTS Funding**MEMORANDUM****INFORMATION SHARE:****Main Street Safety Project Background**

In 2011, Council directed staff to improve the safety of Main Street, the city's primary east-west transportation corridor. Since Main Street is a state highway (OR-126B), staff initiated discussions with ODOT about how to enhance traffic safety on the corridor. In 2011, ODOT completed a Main Street Safety Study that identified improvements to reduce pedestrian collisions. Since then, the City has worked with ODOT to build six crossing improvements at 35th, 41st, 44th, 48th, 51st, and Chapman Lane. The City and ODOT will install another crossing improvement between 66th and 67<sup>th</sup> in 2018. The City also worked with ODOT to reduce the speed limit to 35mph west of 62<sup>nd</sup> and has been actively creating and implementing traffic safety public education and enforcement activities.

In 2016, the ODOT All Roads Transportation Safety (ARTS) program allocated \$6.9 million for seven safety improvement projects throughout Springfield. Nearly \$3.9 million of these funds were designated to build raised center safety median treatments on nearly five miles of Main Street from 20<sup>th</sup> to 72<sup>nd</sup>. Separate from the Safety Program, ODOT also offered financial support to the City to engage property owners, businesses, and the Springfield Council in a planning process to answer the questions of "what type of median concept achieves the Council's safety goal?" and "how can it be done to minimize negative impacts to businesses and property owners?". ODOT recommended this process based on experience in communities where difficult and costly lessons were learned about how to successfully bring significant change to an existing urban corridor. State law also requires close interaction with abutting business and property owners, sometimes referred to as the Senate Bill 408 process. In fall 2016, Council supported moving forward with the study of safety medians on Main Street and directed staff to investigate a suitable application of a safety median, evaluate impacts to fronting business and property owners, and coordinate public engagement with the Main-McVay Transit Study. Staff has worked with ODOT to initiate the Planning Phase of the Main Street Safety Project and suspended action on the transit study pending coordination with the safety project.

A Main Street Facility Plan is the work product that will pull together analysis, public outreach and design concepts developed during the project's Planning Phase. The Facility Plan process is an opportunity to get to a decision about which major features the community and the Council support being included in a design for Main Street: medians, roundabouts, and high-capacity transit capital improvements. Council adoption of the Plan as an amendment to the Springfield Transportation System Plan (TSP) will then allow the City, LTD, and ODOT to proceed with detailed design, engineering, and construction of the Council-selected solutions.

**Main Street Facility Plan Status**

In May 2017, Council directed staff to continue coordination efforts for the transit and safety projects while acknowledging that this would result in a more in-depth planning and implementation process. Staff subsequently worked with ODOT to reach agreement on a scope of work for consultant services and an Intergovernmental Agreement (IGA) for City and State responsibilities for the Planning Phase. City staff also met regularly with LTD staff to ensure the

Main Street Safety Project is initiated in a coordinated manner with transit planning.

In November 2017, staff reviewed the activities and timelines identified in the ODOT scope of work with Council and sought feedback in advance of endorsing ODOT's final scope of work and finalizing the IGA with ODOT. On April 3, 2018, ODOT executed the consultant contract and formally issued a notice to proceed with the Facility Plan process. ODOT and City staff anticipate executing the intergovernmental agreement in May. A Council Work Session has been scheduled for May 21<sup>st</sup> to formally kick off the project, and a Partnering Session with the Main Street Governance Team is being scheduled for the first week of June. At these meetings, staff and consultants will engage decision-makers in a facilitated discussion to:

- Review project goals, schedule and key milestones;
- Clarify agency and consultant roles and responsibilities;
- Confirm decision-making framework, including roles for public input; and
- Discuss potential stakeholder groups, levels of engagement, and roles in the outreach.

### **ARTS Funding Status**

The ARTS funds ODOT allocated to the City in 2016 to build a raised center safety median on Main Street were made available through the 2019 –2021 Statewide Transportation Improvement Program (STIP). ODOT and the City may use these funds to cover the costs of preliminary engineering design, environmental assessment in conformance with the National Environmental Policy Act (NEPA), detailed construction design, and construction. In December 2017 it became apparent to ODOT and the City that, because developing the scope of work was taking longer than expected, and because of the extended amount of time that will be required to develop a facility plan and detailed design, ODOT will not be able to deliver the median project within the current STIP cycle. ODOT also determined that they cannot allow the funds to simply rollover to the next ARTS cycle. Thus, the City will have to re-apply for 2022-2024 ARTS funds to implement the Council-selected solution ultimately identified in the Facility Plan. However, ODOT staff anticipate Main Street median treatments will still be competitive for funding in the next cycle given the high safety benefit vs. project cost ratio (\$31.6 million fatality, injury, and property damage reduction vs. \$3.9 million project cost).

Recognizing the existing safety concerns along this corridor, ODOT is considering reprogramming the 2019-2021 ARTS funds (that were intended for median treatments) for other projects at identified high-crash locations along Main Street that would be implemented prior to completion of the Facility Plan. City staff have suggested ODOT consider implementing some of the less costly interventions identified in the TSP and 2011 Safety Study, such as a pedestrian crossing at 38<sup>th</sup>, speed feedback signs, and lighting improvements. More comprehensive solutions would be identified in the Facility Plan.

In summary, staff proposes proceeding with the Facility Plan process as directed by Council and apply for 2022-2024 ARTS funds to implement the Council-selected outcome of the Facility Plan.