



TECHNICAL ADVISORY COMMITTEE

MEETING #6 SUMMARY

DATE: Tuesday, August 6 2019, 1:00 p.m. – 3:00 p.m.

LOCATION: Springfield City Hall, Library Meeting Room

ATTENDANCE

City of Springfield

- Brian Barnett, City Traffic Engineer
- Greg Ferschweiler, Operations Maintenance Supervisor
- Ben Gibson, Operations Supervisor
- Courtney Griesel, Economic Development Manager
- Michael Liebler, Transportation Planning Engineer
- Amy Linder, AIC Deputy Chief/Fire Marshal
- Kristi Krueger, Principal Engineer
- Lt. Russ Boring, Police Department
- Officer Tom Speldrich, Police Department **[for Lt. Boring]**
- Meghan Murphy, Environmental Services Technician
- Emma Newman, Senior Transportation Planner
- Loralyn Spiro, DPW Communications Coordinator

ODOT

- Eric Alexander, Region 2 District 5 Assistant Manager
- Jenna Berman, Region 2 Active Transportation Liaison **[by phone]**
- Nicole Charlson, Region 2 Transportation Safety Coordinator
- Carl Deaton, Region 2 Roadway Engineer **[by phone]**
- Scott Nelson, Region 2 Access Management Engineer
- Amanda Salyer, Region 2 Traffic Investigations Engineer & ARTS Program Coordinator **[by phone]**
- Katie Scott, Motor Carrier Division Mobility Operations Program Coordinator
- Manny Boswell, Motor Carrier Division Mobility Program Analyst
- Bob Stolle, Region 2 Rail Crossing Safety Section
- Dorothy Upton, Region 2 Traffic Engineer **[by phone]**

- Kristie Gladhill, TPAU Senior Transportation Analyst **[by phone]**
- Keith Blair, Senior Transportation Analyst, Region 2

DLCD

- Patrick Wingard, South Willamette Valley Representative

Utility Providers

- Bart McKee, Senior Civil Engineer, SUB Water
- Dan Norland, Engineering Technician, SUB Electric
- Tamara Pitman, SUB Electric
- John Radosevich, NW Natural
- Steven Wages, SUB Water

LTD

- Bret Smith, Transit Service Planner
- Kelly Clark, Senior Transportation Planner, [LCOG representing LTD]
- Jennifer Zankowski, Senior Development Planner

Willamalane Park & Recreation District (WPRD)

- Eric Adams, Planning & Development Manager

School District #19 (SPS)

- Laughton Elliott-Deangelis, Safe Routes to Schools Coordinator
- Mike Schlosser, Transportation & Fleet Operations Manager

Project Staff and Consultants

- Bill Johnston, ODOT Project Manager, Transportation Planner, ODOT Region 2
- Molly Markarian, City of Springfield Project Manager, Senior Planner, City of Springfield
- John Bosket, Consultant Project Manager, DKS Associates
- Lacy Brown, Transportation Engineer, DKS Associates **[by phone]**
- Kayla Fleskes, Transportation Engineering/Planning Assistant, DKS Associates

Audience / Members of the Public

None present

MEETING PURPOSE

- Discuss Technical Memorandum #13: Preliminary Alternatives
- Provide input on the initial alternative solutions for the first round of evaluation

WELCOME & INTRODUCTIONS

John Bosket, DKS Associates, welcomed everyone to this sixth meeting of the TAC. Members of the committee introduced themselves.

ALTERNATIVE EVALUATION PROCESS

John gave a brief overview of the alternative evaluation process, noting that Technical Memorandum #13 (TM #13) covers the five preliminary alternatives which will be fully analyzed in Technical Memorandum #14 (TM #14). After that, the five alternatives will be refined to three alternatives based on the evaluation results and community input, which may be hybrids of the original five alternatives. Following that process, the three alternatives will be evaluated and based on community input and the evaluation results, a final alternative solution will be recommended.

ALTERNATIVE SOLUTIONS DEVELOPMENT PROCESS

John listed the three key elements of each alternative including: intersection control (signalized or roundabouts), raised medians (which vary in width and coverage) and transit (which includes existing service or Enhanced Corridor Transit). Carl Deaton, ODOT, asked if exclusive bus lanes would be considered as part of Enhanced Corridor Transit. John responded that based on the Main-McVay Transit Study and input from Lane Transit District (LTD), exclusive lanes would not be considered on Main Street.

John noted that when the alternative solutions were developed, the project team was constrained to a maximum width of 96 feet between intersections based on 2016 direction from the Main Street Governance Team to the Main-McVay Transit Study to minimize impacts along Main Street.

John described the additional cross-section elements that are varied within each of the alternatives. These include travel lane width and pedestrian facilities/landscape strips. It also includes bicycle facilities, which can range from conventional bike lanes, to buffered bike lanes, to at-grade separated bike lanes, to raised cycle tracks and shared use paths. John also discussed the elements that are included in each alternative, including systemic safety improvements such as street lighting, protected left turn phasing, improved signal head visibility, enhanced mid-block pedestrian crossings and access management principles such as reducing access density.

OVERVIEW OF INITIAL ALTERNATIVE SOLUTIONS

John briefly introduced the themes behind each of the alternatives and then described the elements within each alternative. He noted that these alternatives are only examples of how various street elements could be combined and it is anticipated that the elements of different alternative solutions may be combined into the three alternative solutions considered for the next round of evaluation.

John introduced the No-Build scenario and noted that since it does not improve safety, it is only provided as a baseline for comparison and should not be considered as an alternative. It was asked that given the corridor has 11-foot travel lanes today, would 11-foot travel lanes be allowable in the alternative solutions? Carl Deaton noted that a design exception for the narrower lanes was approved in 2011, though that was for one 12-foot

lane and one 11-foot lane in each direction. Kristi Kruger, City of Springfield, asked when the City would know if a certain design was going to be approved by ODOT, given that the alternatives will be presented to the community. Carl noted that the project would need to progress through the design exception request process given the major changes being proposed to the roadway. Katie Scott, ODOT, noted that historically 11-foot travel lanes next to a narrow bike lane are usually not desired, given safety concerns of freight vehicles interacting with bicyclists.

John introduced the cross-section for Alternative Solution A. Kristi asked if the shy distance next to the median could be spread to the other travel lanes. John noted that is the ODOT standard design. Molly Markarian, City of Springfield, noted that the design exception process would be discussed by the City and ODOT at a later date.

The map of median locations and openings in the medians for Alternative Solution A was shared. There was discussion among the TAC on where it is legal or illegal to make U-turns. It was noted that U-turns are only allowed at signalized intersections if it is signed as allowed. It was also noted that U-turns are illegal in-between intersections (mid-block). There was some uncertainty to the legality of a U-turn at an unsignalized intersection. [Note: following the meeting, it was confirmed that U-turns at unsignalized intersections can be allowed by law.]

John presented the cross-section for Alternative Solution A. John noted that this solution includes Enhanced Corridor Transit and that the team would need some direction on how to incorporate that assumption into the analysis. On the map of medians for Alternative Solution B, there was discussion on whether Enhanced Corridor Transit should be shown in all of the alternatives or just some of the alternatives. Jennifer Zankowski, LTD, confirmed that all the alternatives should show Enhanced Corridor Transit. Michael Liebler, City of Springfield, noted that there was an error on the map at 69th Street, which should be shown as a four-legged intersection and not a three-legged intersection.

John introduced Alternative Solution C and then Alternative Solution D. On Alternative Solution D, John asked Carl if a four-foot shoulder was appropriate. Carl said a four-foot shoulder was likely appropriate, but he would be concerned about bicyclist safety with the horizontal separation between vehicles turning into driveways and the cycle track.

Katie Scott noted that this is an ORS 366.215 route from 42nd to the eastern extent of the project which means modifications must be reviewed by the freight mobility committee. Historically, 11-foot travel lanes next to a bike lane would be a safety concern for the committee. She noted that the stakeholder forum gets to say yes or no first and then it goes to the Oregon Transportation Commission (OTC) for approval and OTC makes the ultimate call. There was a discussion on the impact of the NHS route designation, which applies for the entire highway, versus the ORS 366.215 designation which only applies for a portion of the project. She noted there is a separate roundabout directive which would apply to the alternative solutions including roundabouts. [Note: following the meeting Kate Scott confirmed a correction that the ORS 366.215 route is only on Main Street from Bob Straub Parkway to the east.]

Courtney Griesel, City of Springfield, noted that the freight impacts are both regional and local in nature, given that a lot of the businesses along the corridor utilize freight vehicles. She discussed how five feet of frontage is currently required for landscaped buffers in front of businesses on Main Street.

Courtney noted that the impacts at the intersections will be important to show during the alternative solution evaluation process given that the impacts of roundabouts and signals will be different. John and Molly explained that the intersection footprint information will be shown in October after the alternative solution evaluation process, at which point it will be shared with the community. They noted that five alternatives will go to the public and the community will be engaged in helping narrow the alternative solutions down to three. These three will be permutations on the five alternatives evaluated in the first round of analysis.

On Alternative Solution D, Michael was concerned with people traveling both directions on the cycle track and that the landscape strip will not provide enough space to allow vehicles to store between the travel lane and the cycle track.

GROUP BREAKOUT

John directed the group to give feedback so we can decide on which alternatives we will be evaluating moving forward. After the small group discussions, each group reported out on the topics of conversation. These conversations included:

- **Alternative Solution A:**
 - Alternative A could be adjusted to include a buffered bike lane and/or landscape strip, since a buffered bike lane is not shown on any other alternatives. The buffered landscape strip could be dropped at locations where there are left turn lanes to minimize the right-of-way impacts.
 - There was also a suggestion to modify Alternative A to have 6-foot sidewalks, 5-foot raised cycle track, and 1-foot shy.
 - Consider moving a foot of shy distance next to the median to the outside travel lane to provide more space for freight/transit vehicles next to bicyclists. You could also add a two-foot buffer to the bike lanes in this alternative.
 - When messaging, we need to reinforce that Alternative A would have little impact on adjacent properties, while others may have more significant impacts.
- **Alternative Solution B:**
 - There was some discussion around widening the sidewalks by one foot. There was some concern that it would encourage people biking to use the sidewalk instead and conflict with pedestrians.
 - To improve biking conditions, there was discussion on moving some of the shy distance shown near the median to the bike lane where you don't need left turns. There was concern that it would be unsafe to have such a narrow bike lane next to an 11-foot lane with freight and transit vehicles.
 - It was noted that the median in the graphic overhung the shy distance and the figure would need to be adjusted.
 - This alternative would need to be the same as the No-Build where a left turn lane was needed, so a second cross-section should be added to show that.
- **Alternative Solution D:**

- There was concern that Alternative D would have impacts on transit operations. Under the typical cross-section, the bus ramps would drop passengers into the cycle track, which could cause collisions between people biking and transit passengers.
 - There is not enough space for a vehicle to store between the cycle track and the travel lane, which is a safety concern for vehicles turning into cyclists or stopping in the travel lane and being rear-ended.
 - There was a concern that vegetation (hedges) could obstruct the views of bicyclists.
 - While the cycle track is designed for one-way use, it was noted that it would likely be used bi-directionally, which could be a safety concern. It was noted that the cycle track and sidewalk width does not seem wide enough to accommodate both people walking and biking and that cyclists would use the sidewalk as additional space.
 - There was discussion around making Alternative D more of an on-street protected bike lane, but it was noted that this would be difficult given the number of driveways. There would be large stretches of roadway where protection would not be feasible.
 - From a transit perspective, 12-foot lanes work well today and would be preferred for transit vehicles.
 - It was noted that the graphic incorrectly labels the left most lane as a “bus lane”, which would need to be fixed.
- **Medians:**
 - The number of median breaks is pretty low, especially in Alternatives A and D. For emergency vehicles, it would be much better to have median breaks more frequently (even at every block). There was discussion that this could be accomplished with mountable medians or other treatment options to ensure emergency vehicle access. It was also noted that the majority of fire hydrants are on the north side of Main Street.
- **Other:**
 - There are a significant number of utilities above ground and below ground. Consider where the utility poles would be located. If the ROW is expanded Century Link and SUB would likely need to relocate utilities. A 10-foot easement may be needed behind the sidewalks.
 - The long stretches of straight roadway with medians could potentially increase vehicle speeds, although roundabouts may decrease speeds. There may be a slowing effect with landscaping. Something to consider since speed plays a role in the severity of crashes.
 - There was discussion that all the alternatives should show Enhanced Corridor Transit since that has been recommended by the Main-McVay Transit study.
 - There was a safety concern about having 11-foot travel lanes directly adjacent to a bicycle lane, particularly for trucks driving in the right lane. This could potentially be addressed through wider bike lanes or having a 12-foot lane on the outer edge of the roadway.
 - To help communicate the U-turn impacts, it was noted that it might be helpful to show the impacts of designing the U-turn to accommodate different design vehicles (e.g., impacts of passenger cars vs trucks).

- The ODOT Urban Design Initiative is currently being developed, but likely won't be adopted until after this planning process is finished. It will provide context-sensitive design guidance that may allow for more flexibility and fewer design exceptions, while also "raising the bar" on bike/ped treatments. At a minimum, all references to an "ODOT Standards" cross-section should include a footnote that these standards are likely the change once the Urban Design Initiative is adopted.
- The tech memos may be fine, but any outward messaging needs to clearly define the relationship between crash patterns and the countermeasures we're evaluating (medians, roundabouts, signals). The whole motivation for this project was that the public was against medians and wasn't convinced they were the right treatment. We need to spell it out very clearly.
- A major flaw in what is currently being evaluated is that there is no mention of driveway consolidation. Medians are great to reduce mainline conflicts, but conflicts between vehicles/bicycles/peds still exist at every driveway. The City needs to embrace land use/zoning policy changes that encourage shared access and side-street access, which ODOT can then support.
- The "appropriate" design for this corridor could be very different east and west of Bob Straub Parkway. We need should not assume the corridor is a single entity with a single design treatment.
- Note: Prior to the meeting, Bob Stolle, ODOT, provided a voicemail that shared the railroad would be concerned having roundabouts in close proximity to the rail crossing.

NEXT STEPS

- The next TAC meeting is scheduled for October 22, 2019 at 10:30 a.m. – 12:30 p.m. to provide input on Preliminary Analysis/Screening of Alternatives (TM #14)
- The access management mailer will be sent out in August.
- The next round of community engagement will occur from November to January. Following that, TAC meeting #8 will occur in mid-February.

APPENDIX

- TAC Slide Show (attached)



**OUR
MAIN
STREET
SPRINGFIELD**

MAIN STREET SAFETY PROJECT | 20th Street to 72nd Street

TECHNICAL ADVISORY COMMITTEE MEETING

August 06, 2019

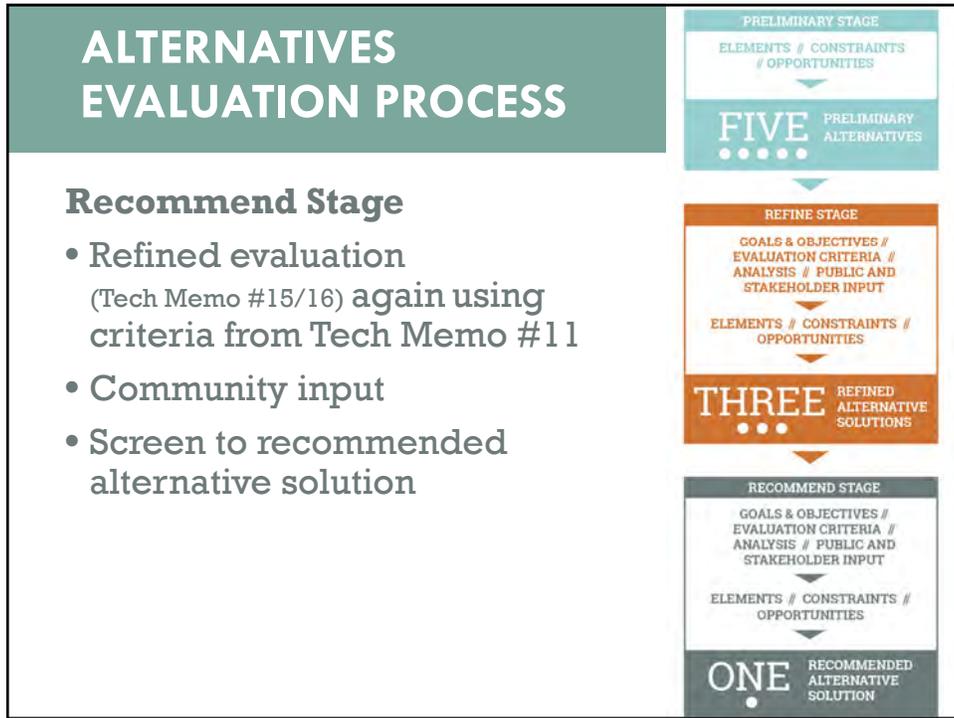


AGENDA

- **Alternatives Evaluation Process**
- **Alternative Solutions Development**
 - Elements of the street cross-section
 - Maximum cross-section widths
 - Key elements: roundabout vs. signals, raised medians, and Enhanced Corridor transit

<h1 style="margin: 0;">AGENDA</h1>	<ul style="list-style-type: none"> • Discussion of Initial Alternative Solutions <ul style="list-style-type: none"> • Overview of initial alternative solutions • Break out into small groups to discuss • Report out
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<h2 style="margin: 0;">ALTERNATIVES EVALUATION PROCESS</h2>	<div style="border: 1px solid #ccc; padding: 5px; margin-bottom: 5px; background-color: #D9EAD3;"> <p style="text-align: center; font-size: small;">PRELIMINARY STAGE</p> <p style="text-align: center; font-size: x-small;">ELEMENTS // CONSTRAINTS // OPPORTUNITIES</p> <hr style="width: 50%; margin: auto;"/> <p style="text-align: center; font-size: large; font-weight: bold;">FIVE</p> <p style="text-align: right; font-size: x-small;">PRELIMINARY ALTERNATIVES</p> </div> <div style="border: 1px solid #ccc; padding: 5px; margin-bottom: 5px; background-color: #F4C48E;"> <p style="text-align: center; font-size: x-small;">REFINE STAGE</p> <p style="text-align: center; font-size: x-small;">GOALS & OBJECTIVES // EVALUATION CRITERIA // ANALYSIS // PUBLIC AND STAKEHOLDER INPUT</p> <hr style="width: 50%; margin: auto;"/> <p style="text-align: center; font-size: x-small;">ELEMENTS // CONSTRAINTS // OPPORTUNITIES</p> <hr style="width: 50%; margin: auto;"/> <p style="text-align: center; font-size: large; font-weight: bold;">THREE</p> <p style="text-align: right; font-size: x-small;">REFINED ALTERNATIVE SOLUTIONS</p> </div> <div style="border: 1px solid #ccc; padding: 5px; background-color: #D9EAD3;"> <p style="text-align: center; font-size: x-small;">RECOMMEND STAGE</p> <p style="text-align: center; font-size: x-small;">GOALS & OBJECTIVES // EVALUATION CRITERIA // ANALYSIS // PUBLIC AND STAKEHOLDER INPUT</p> <hr style="width: 50%; margin: auto;"/> <p style="text-align: center; font-size: x-small;">ELEMENTS // CONSTRAINTS // OPPORTUNITIES</p> <hr style="width: 50%; margin: auto;"/> <p style="text-align: center; font-size: large; font-weight: bold;">ONE</p> <p style="text-align: right; font-size: x-small;">RECOMMENDED ALTERNATIVE SOLUTION</p> </div>
<p>Preliminary Stage</p> <ul style="list-style-type: none"> • Five preliminary alternatives (Tech Memo #13) <p>Refine Stage</p> <ul style="list-style-type: none"> • Preliminary evaluation (Tech Memo #14/16) using criteria from Tech Memo #11 • Community input • Screen to three alternative solutions (may be hybrids of original five) 	



ALTERNATIVE SOLUTIONS DEVELOPMENT

Additional Street Cross-section Elements

When combining elements, a maximum width of 96 feet between intersections is assumed for Main Street

ALTERNATIVE SOLUTIONS DEVELOPMENT

Additional Street Cross-section Elements

- Travel lane width
- Pedestrian facilities / landscape strips



Curb-tight sidewalk



Sidewalk buffered by
landscape strip

ALTERNATIVE SOLUTIONS DEVELOPMENT

Additional Street Cross-section Elements

- Bicycle facilities



Conventional Bike Lane



Buffered Bike Lane

ALTERNATIVE SOLUTIONS DEVELOPMENT

- Bicycle facilities



At-grade Separated Bike Lane



Raised Cycle Track



Shared Use Path

ALTERNATIVE SOLUTIONS DEVELOPMENT

- Systemic Safety Improvements
 - Street lighting
 - Protected left-turn phasing
 - Improve signal head visibility
 - More enhanced mid-block pedestrian crossings
 - Access management (reduced access density)



ALTERNATIVE SOLUTIONS DEVELOPMENT

Questions?

INITIAL ALTERNATIVE SOLUTIONS

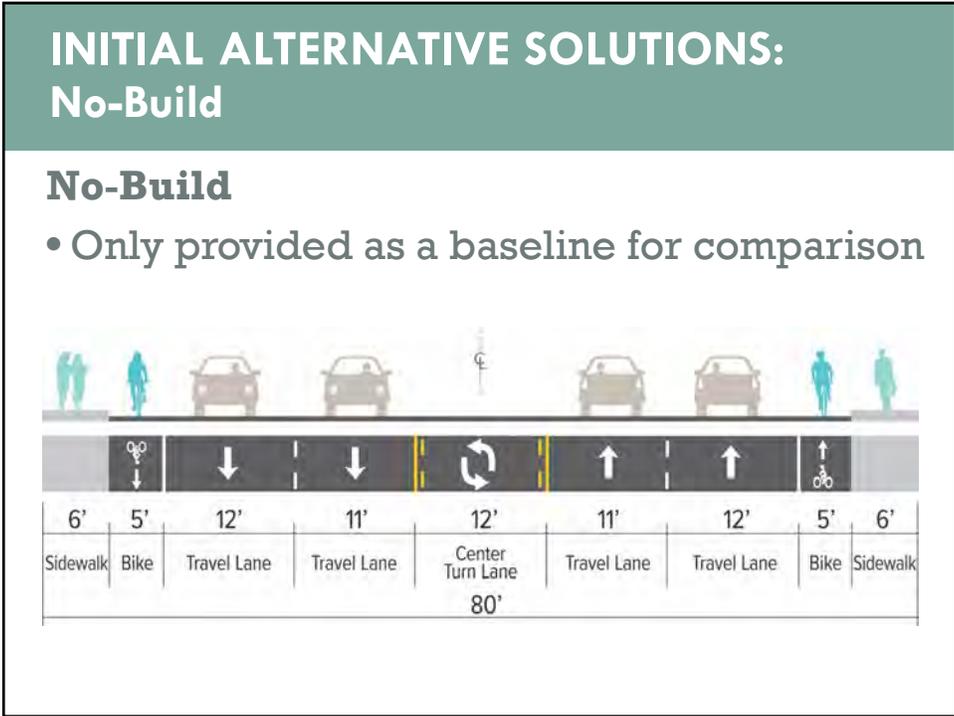
Alternatives

- No-Build
- Alternative Solution A – Minimize Conflicts
- Alternative Solution B – Minimal Impacts
- Alternative Solution C – ODOT Standard
- Alternative Solution D – Active Transportation Enhanced

INITIAL ALTERNATIVE SOLUTIONS

Alternatives

These alternative solutions are only examples of how various street elements could be combined. It is anticipated that following evaluation and discussion with project stakeholders a refined set of alternative solutions will emerge that combine the most favored characteristics.

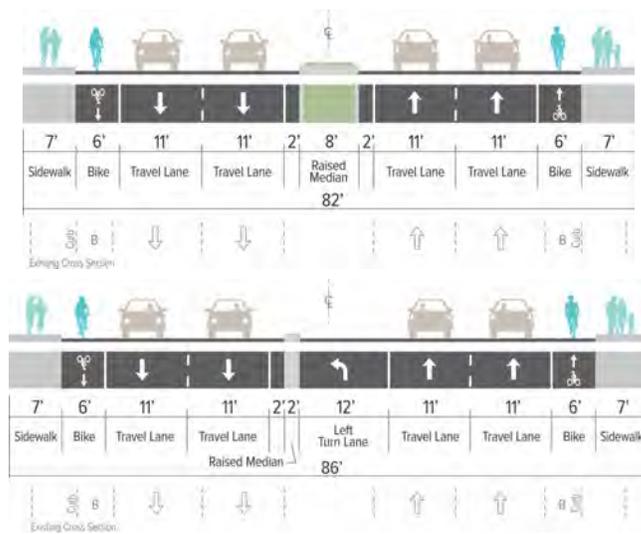


INITIAL ALTERNATIVE SOLUTIONS: Alternative Solution A (Minimize Conflicts)

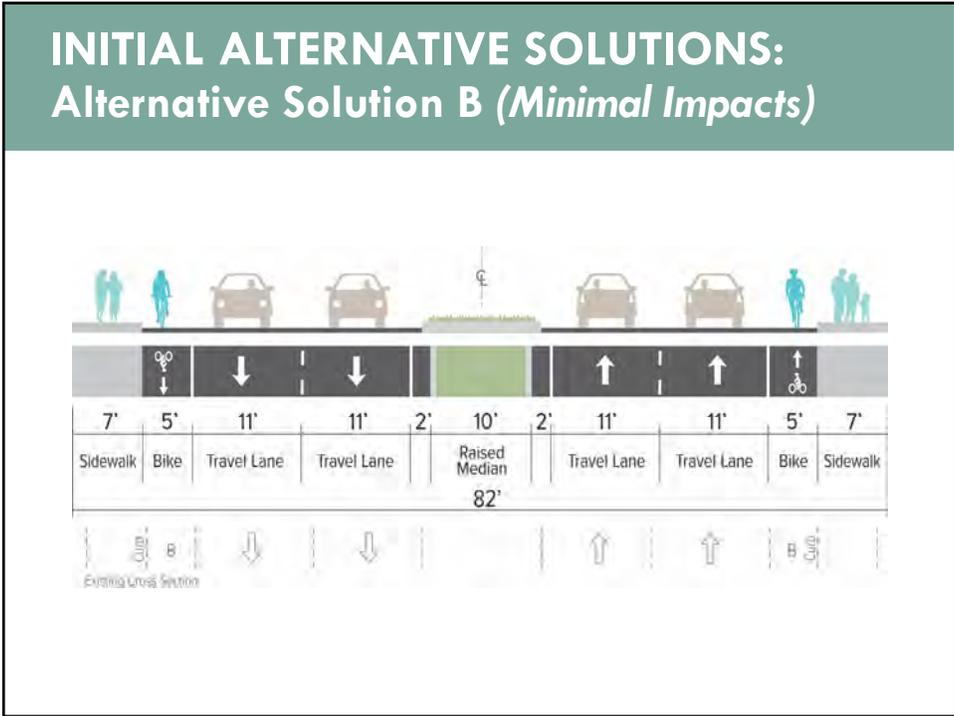
Alternative Solution A (Minimize Conflicts)

- Reduces turning conflicts the most
- Raised median breaks at arterial and collector streets
 - Fewer median openings allows for narrower median
- Roundabouts replace traffic signals

INITIAL ALTERNATIVE SOLUTIONS: Alternative Solution A (Minimize Conflicts)







INITIAL ALTERNATIVE SOLUTIONS: Alternative Solution C (ODOT Standard)

Alternative Solution C
(ODOT Standard)

- Street cross-section according to ODOT standard design
- Most turning movement conflicts
- Raised median breaks at arterials, collectors, local streets where full left turn lanes can be constructed, and left turns onto Main Street where feasible
- Signalized intersections

INITIAL ALTERNATIVE SOLUTIONS: Alternative Solution C (ODOT Standard)

8'	6'	12'	12'	2'	12'	2'	12'	12'	6'	8'
Sidewalk	Bike	Travel Lane	Travel Lane		Raised Median		Travel Lane	Travel Lane	Bike	Sidewalk
92'										

Existing Cross Section



INITIAL ALTERNATIVE SOLUTIONS: Alternative Solution D (Active Transportation Enhanced)

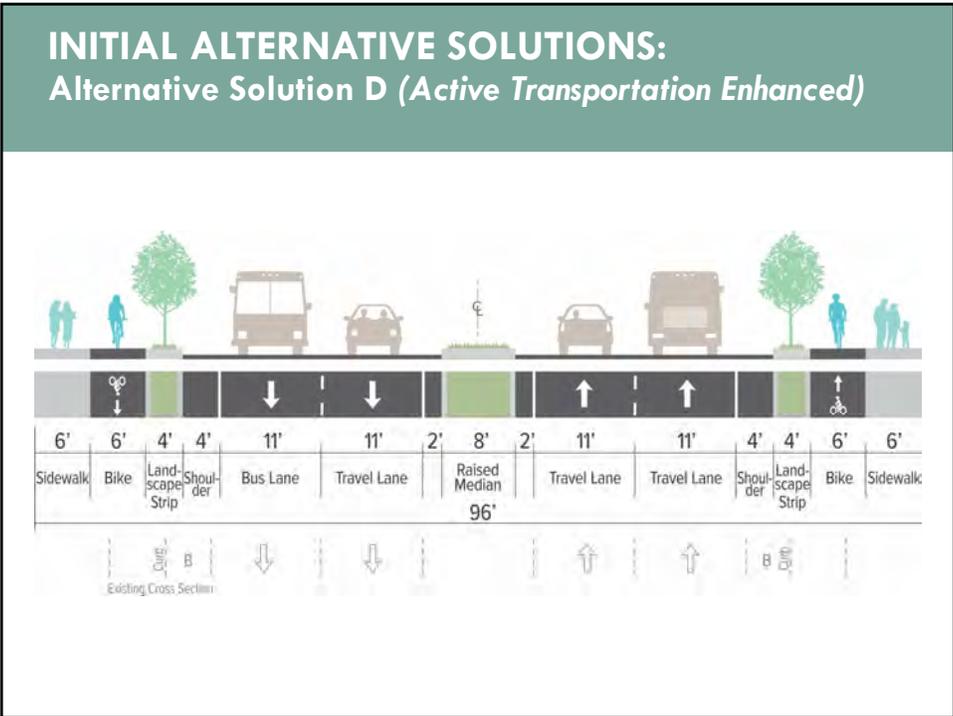
Alternative Solution D (Active Transportation Enhanced)

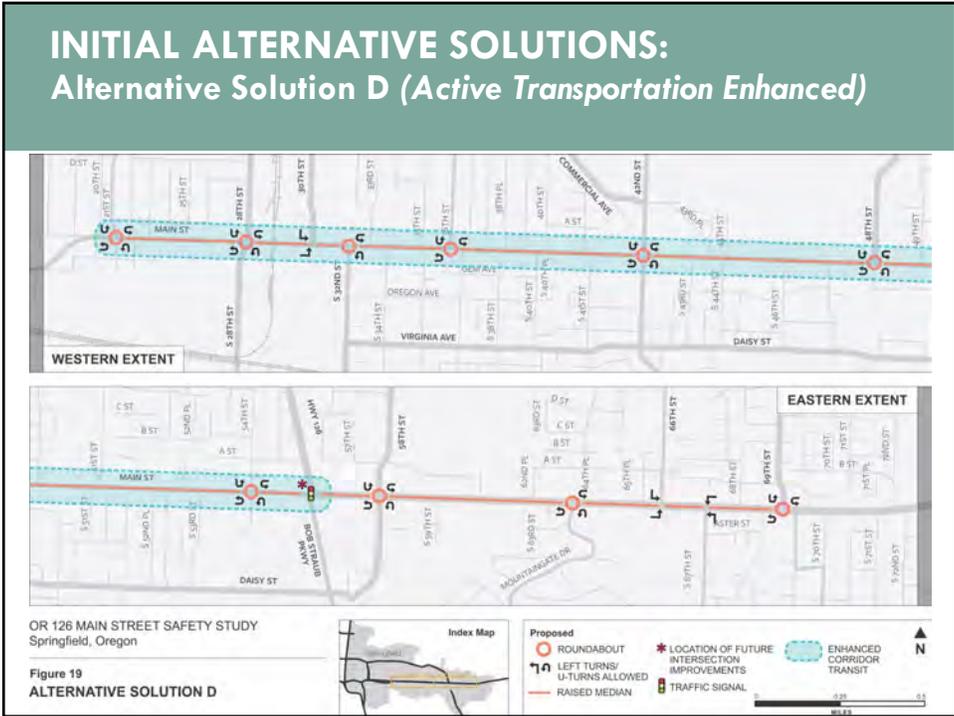
- Roundabouts replace traffic signals, plus two new roundabouts at 36th and 48th to slow corridor speeds and enhance accessibility
- Raised median breaks at arterial and collector streets (like Alternative Solution A)
- Enhanced Corridor transit

INITIAL ALTERNATIVE SOLUTIONS:
Alternative Solution D (Active Transportation Enhanced)

Alternative Solution D
(Active Transportation Enhanced)

- Includes raised cycle track behind the curb
- Widest overall footprint (96 feet)
- Only alternative solution with a landscape strip behind the curb





INITIAL ALTERNATIVE SOLUTIONS

Questions?

INITIAL ALTERNATIVE SOLUTIONS

Small Group Discussions

- Roughly 10 mins of discussion per alternative solution
- Report out and discuss together last 35 mins

NEXT STEPS / NEXT MEETINGS

Aug	Access Management Mailer
Oct 22nd	TAC #7: Preliminary Analysis & Screening of five Alternatives
Nov-Jan	Community Engagement
Mid-Feb	TAC #8: Work Session on three Refined Alternative Solutions