



OUR  
MAIN  
STREET  
SPRINGFIELD

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

# STRATEGIC ADVISORY COMMITTEE MEETING

October 22, 2019



**DKS** public involvement **SPRINGFIELD OREGON** Oregon Department of Transportation






## AGENDA

- Solutions Evaluation Criteria
- Alternative Solutions
- Preliminary Analysis and Screening Results
- Small Group Discussions
- Key Principles and Access Management Methodology

## SOLUTIONS EVALUATION CRITERIA

Based on project **Goals & Objectives**, the Technical Advisory Committee and project team identified ways to measure the performance of the alternatives ([Tech Memo #11](#)).

## SOLUTIONS EVALUATION CRITERIA

Qualitative Scoring	Level of Support for Evaluation Criteria
	Strongly Supports
	Moderately Supports
	No Significant Change
	Moderately Conflicts
	Strongly Conflicts

## ALTERNATIVES EVALUATION PROCESS

**PRELIMINARY STAGE**

- 5 prelim. alternatives

**Refine Stage**

- Prelim. analysis using evaluation criteria
- Community input
- Screen to 3 alternative solutions (may be hybrids of original 5)

PRELIMINARY STAGE  
ELEMENTS // CONSTRAINTS // OPPORTUNITIES

FIVE PRELIMINARY ALTERNATIVES  
•••••

REFINE STAGE  
GOALS & OBJECTIVES // EVALUATION CRITERIA // ANALYSIS // PUBLIC AND STAKEHOLDER INPUT  
ELEMENTS // CONSTRAINTS // OPPORTUNITIES

THREE REFINED ALTERNATIVE SOLUTIONS  
•••

RECOMMEND STAGE  
GOALS & OBJECTIVES // EVALUATION CRITERIA // ANALYSIS // PUBLIC AND STAKEHOLDER INPUT  
ELEMENTS // CONSTRAINTS // OPPORTUNITIES

ONE RECOMMENDED ALTERNATIVE SOLUTION  
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## ALTERNATIVES EVALUATION PROCESS

**Recommend Stage**

- Refined evaluation again using evaluation criteria
- Community input
- Screen to recommended alternative solution

PRELIMINARY STAGE  
ELEMENTS // CONSTRAINTS // OPPORTUNITIES

FIVE PRELIMINARY ALTERNATIVES  
•••••

REFINE STAGE  
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ONE RECOMMENDED ALTERNATIVE SOLUTION  
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## ALTERNATIVE SOLUTIONS DEVELOPMENT

### Key Elements of Alternative Solutions

- Intersection control
  - signals or roundabouts
- Raised medians
  - coverage and widths
- Transit
  - Enhanced Corridor transit



Source: City of Springfield

## 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)



## INITIAL ALTERNATIVES

### Alternative Solutions

- Alternative Solution A – Minimize Conflicts
- Alternative Solution B – Minimal Impacts
- Alternative Solution C – ODOT Standard
- Alternative Solution D – Active Transportation Enhanced

## INITIAL ALTERNATIVES

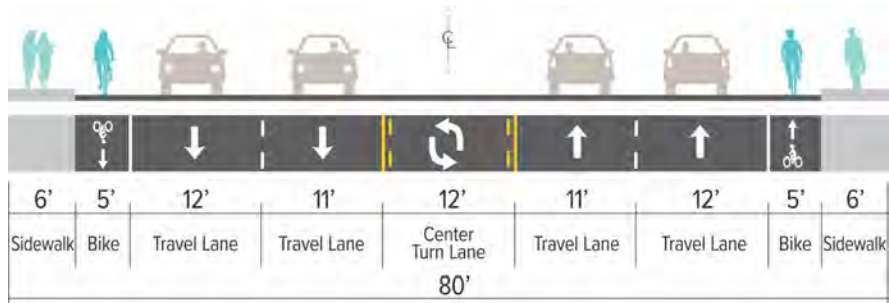
### Alternative Solutions

These alternative solutions are only examples of how various street elements could be combined. Following evaluation and discussion with project stakeholders, it's anticipated a refined set of alternative solutions will emerge that use the most popular elements.

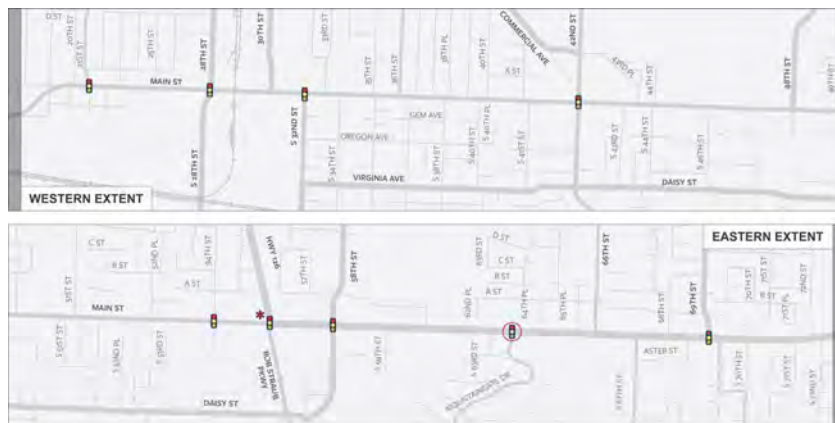
## INITIAL ALTERNATIVES: No-Build

### No-Build

- Only provided as a baseline for comparison
- Does not address safety goal



## INITIAL ALTERNATIVES: No-Build



OR 126 MAIN STREET SAFETY STUDY  
Springfield, Oregon

Figure 10  
FUTURE NO-BUILD

