



STRATEGIC ADVISORY COMMITTEE

MEETING #5 SUMMARY

DATE: Thursday, December 3rd, 2020, 4:00 – 7:00 pm

LOCATION: Virtual (Zoom meeting)

ATTENDANCE

- William Belcher
- James Coldren
- Susan Hartman
- Staci Holt
- Dean Huber
- Richard Jones
- Marshall Loveday
- Alyssa Martin
- Garrick Mishaga
- Charles Richmond
- Joseph Tokatly
- Jeffrey Wing
- Dani Wright

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
- Kayla Fleskes, Transportation Engineering/Planning Assistant, DKS Associates
- Allison Brown, Program Manager and Facilitator, JLA Public Involvement

Audience / Members of the Public

- Brian Barnett, City Traffic Engineer, City of Springfield
- Emma Newman, Senior Transportation Planner, City of Springfield

- ☒ Michael Liebler, Transportation Planning Engineer, City of Springfield
- ☒ Sandy Belson, Comprehensive Planning Manager , City of Springfield
- ☒ Kevin Schaper
- ☒ Rouanna (RB) Garden

OVERVIEW

This was the fifth meeting of the Springfield Main Street Safety Project's Strategic Advisory Committee. The committee discussed the recommended safety upgrades (as outlined in Technical Memorandum #15) and gave input on the draft solution 'toolbox.' The 'toolbox' of solutions includes an overview of street cross-sections, a raised median framework and intersection control draft recommendations. The meeting concluded with an overview of next steps for outreach in 2021.

WELCOME & PROJECT CONTEXT

Molly Markarian, City of Springfield, and Allison Brown, JLA Public Involvement, welcomed everyone to the meeting, and committee members and project staff introduced themselves. Molly provided an update on the project since the committee last met in 2019, including details on the following meetings:

- A meeting with the Planning Commission;
- Check-ins with two City Council members (including the Mayor);
- A round of community engagement, including an online open house to review different safety solutions and focus group conversation;
- A presentation to City Council; and
- A meeting of the Technical Advisory Committee.

Molly also outlined the upcoming outreach activities in 2021, which include:

- Focus groups and civic group meetings in December 2020 and early 2021;
- Local access forums for business and property owners in early 2021; and
- Presentations to the Planning Commission, Main Street Governance Team and City Council in Spring 2021.

The presentation continued with a reminder of the project purpose, the safety needs on Main Street, and an overview of the draft recommendation.

Some questions and comments from the group included (staff responses are listed as sub-bullets):

- I expected to see options for Main Street that do not include medians. It feels like feedback from last time wasn't heard or taken into consideration.
 - John Bosket, DKS Associates, responded that City Council's direction for the project was to develop one alternative with medians as they are the most effective tool for addressing the safety problem on Main Street, but with a flexible approach for implementation. We want to hear your feedback today on what that flexible approach should account for.

- I'm concerned about the right-of-way impacts, as my property doesn't have four feet to spare. That will mean losing nine parking spots. I'm also concerned about access, power poles, pullouts for LTD buses. This feels like it will hurt businesses that have already been suffering due to COVID-19.
 - John explained that the short-term recommended cross section, Constrained Width, is intended to address areas where the right-of-way is constrained.
- I'm concerned about decision-making and the project not getting enough input. It is very difficult for me to understand what happened in the last 13 months. I'm especially concerned about increasing the right-of-way to accommodate cyclists. Has a study been done to understand how many people are riding bikes?
 - John responded that bike counts were included in the existing conditions Tech Memo (#6) and noted, that providing good options for different modes of travel was part of the goals and objectives developed based on the feedback we received from the community about values early in the project.
- How many left turns might be restricted at intersections with the proposed solutions here?
 - John responded that the guiding principles indicate that access should be maintained to arterials and collector streets (the higher volume streets), but there may be restrictions to the local streets that have lower volumes of traffic and go into the neighborhoods.

STREET CROSS SECTIONS REVIEW

Molly presented to the group the draft short- and long-term recommendation of street cross sections for Main Street. Shee noted that the short-term recommendation is an example of gradual implementation, providing potential modifications to help make Main Street safer, while the long-term recommendation includes upgrades that would balance the total street width while improving the safety and comfort for people biking and walking, and enhancing the vitality of the corridor.

After the presentation, SAC members were asked for their thoughts and reflections. Highlights from this discussion include:

- Concern about 4' of right-of-way impacts each side, both to business and residential areas
- 9' space for bike facility is excessive in Main Street context. Ideally, it would be good to have a wider bike facility, but Main Street is constrained
- Interest in bike lane buffer without median
- As a cyclist, I avoid Main Street as much as possible and have been harassed while riding
- There are people who want to bike and right now it is almost impossible because it is so dangerous
- This draft solutions toolbox and recommendation address a lot of the concerns of people walking and biking
- We want safety for bicyclists and pedestrians
- Concern about pedestrian crossing areas across side streets along Main Street at unsignalized intersections with U-turns
- Concern on how transit will be integrated into the cross-section
- Looking forward to seeing bioswales, greenscapes and planted medians with stormwater management Varied width of median east and west of Bob Straub Parkway

RAISED MEDIAN FRAMEWORK REVIEW

Molly continued with a presentation outlining the framework for raised medians on Main Street. She noted that raised medians can do the most to reduce conflicts, make pedestrian crossings safer, and move turns to safer locations. This is projected to reduce crashes by nearly half when combined with roundabouts. A key component of this framework is the need to balance safety and access, and the goal is to have a system of medians that limit out-of-direction to about 30 to 60 seconds, on average, which is similar to the delay experienced for many drivers attempting to turn left onto Main Street today. Molly shared the guiding principles that shaped the draft recommendation for medians and highlighted how flexibility might be built into this framework to best meet the needs identified by the community.

Feedback was mixed from the group, with some SAC members voicing their support for the raised median framework and others expressing opposition and concern. Reflections and feedback from the group included:

- I was expecting alternatives outside of medians based on last SAC discussion
- How many places would left hand turns be restricted (as indicated at the intersection of 30th) for public street intersections?
 - Project team members were not able to recall the exact number but noted that these restrictions are shown in the illustration provided in the appendix of the memo sent to SAC members.
- The intersection of Main Street and 30th was noted by several members as an area of concern – it is high volume with a lot of conflicts and safety concerns.
- Medians without intersection changes presents turning challenges – this is the worst-case scenario. Medians should be implemented with U-turn opportunities
- Concern about medians making it more challenging to access businesses
- Concern about medians causing out of direction travel
- Some members noted that they felt people will still get to businesses and adapt if the street is changed
- Medians are one of the most effective ways to reduce crashes, so focus on implementing medians in highest crash locations
- I love the limiting of left turns, as this will increase safe access to businesses
- What about more crosswalks? People often cross where they are so median could act as pedestrian refuge, so they aren't standing in the middle of Main Street. This could minimize several situations where pedestrian crashes have happened
- We want business access and to minimize out of direction travel in business areas
- Glad to see number of breaks in median proposed right now
- Medians are great addition. It feels a lot safer to turn right and then make a U-turn to go left
- Medians safer for people walking and biking
- I'm not supportive of medians but pairing raised medians with roundabouts is key. Don't do medians without roundabouts
- Work to minimize median width impacts through detailed design
- Concern about impacts to adjacent businesses
- Disagree with this plan of 50 blocks of medians
- Are we going to be exchanging accidents caused by left turns for accidents that will be at unsignalized U-turn locations?

- John noted that with roundabouts we will be addressing the severity of crash types (side swipe vs. T-bone).
- Phasing is a really good idea and will have the least construction impact to businesses
- People are adaptable to changing their driving habits and could use side streets to get to different parts of Main Street, in addition to U-turns on Main Street
- Some businesses have clients from all over the US who may drive past a business and then have to navigate back to the business
- Encourage City Council to take long-term approach with this plan for how we will utilize businesses and transportation along Main Street – plan is heading in the right direction for cross-section, medians, and roundabouts.

INTERSECTION CONTROL REVIEW

The final portion of the meeting focused on the intersection control recommendations for Main Street. Molly walked the group through the proposed options for roundabouts on Main Street. She noted that roundabouts are the recommended long-term solution for Main Street, and when coupled with medians, have the potential to reduce crashes by nearly half. One consideration for the group to note is that funding has not yet been allocated for roundabouts, so the project team developed a tiering system to suggest priorities for a phased implementation of roundabouts.

The SAC shared their thoughts and feedback on these recommendations, particularly on the tiering system. Highlights include:

- Concern about right-of-way impacts
- Pairing medians with roundabouts is critical
- Concern about pedestrian and bicyclist safety and maneuvering at roundabouts
- Perceive that roundabouts may be less safe for pedestrians and bicyclists and want to see data on before and after roundabout projects
- The intersections at 28th and 30th are of particular interest and concern
 - Make sure to consider interactions with railroad crossing in between these streets
 - Prohibit left turns at 30th and analyze this intersection and surrounding segment of Main Street more
- Two members agreed that 32nd can be reduced in tier
 - Essentially, it is a T-intersection, which could produce imbalanced roundabout situation without much traffic to/from the north
- Two members felt that 42nd and 28th should be top priorities for roundabouts
- One member felt that 42nd can be reduced to tier 2
 - There's a lot of pedestrian and bicycle traffic at 42nd Street, but also concerned about business impacts
- One member felt that the intersection at Bob Straub is the best place to start since there is plenty of space and impacts to business would be minimal
 - If a roundabout is put in at Bob Straub, do 54th and 58th at the same time due to proximity.
- Two members felt that 69th should be increased in tier

FINAL OVERVIEW AND NEXT STEPS

Molly and Allison wrapped up the meeting by noting that the next time the SAC will be meeting will be in Summer 2021. One SAC member asked if the engagement opportunities will be circulated with members, and Molly referred SAC members to check the project website and regular e-updates for opportunities to give additional feedback.

The team noted a few key themes of discussion from this meeting:

- Varied opinions and preferences from different stakeholder interests on all three elements: cross-section, medians, and intersection control.
- Agreement from most members that if raised medians are put in, pair them with roundabouts.

APPENDIX

- SAC Slide Show (attached)

**OUR
MAIN
STREET
SPRINGFIELD**

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

STRATEGIC ADVISORY COMMITTEE MEETING

December 03, 2020

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AGENDA

Virtual Meeting Protocols

- Please remain muted when not speaking
- Please use the Chat function to ask a question or let us know that you would like to ask a question
- This meeting is being recorded to assist with writing the meeting summary but the recording is not intended for public distribution

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AGENDA

Project Context

- Project process to date
- Upcoming activities

Discuss Recommended Safety Upgrades

- Overview of draft solution 'toolbox' & recommendations
- Street cross-sections
- Raised median framework
- Intersection control

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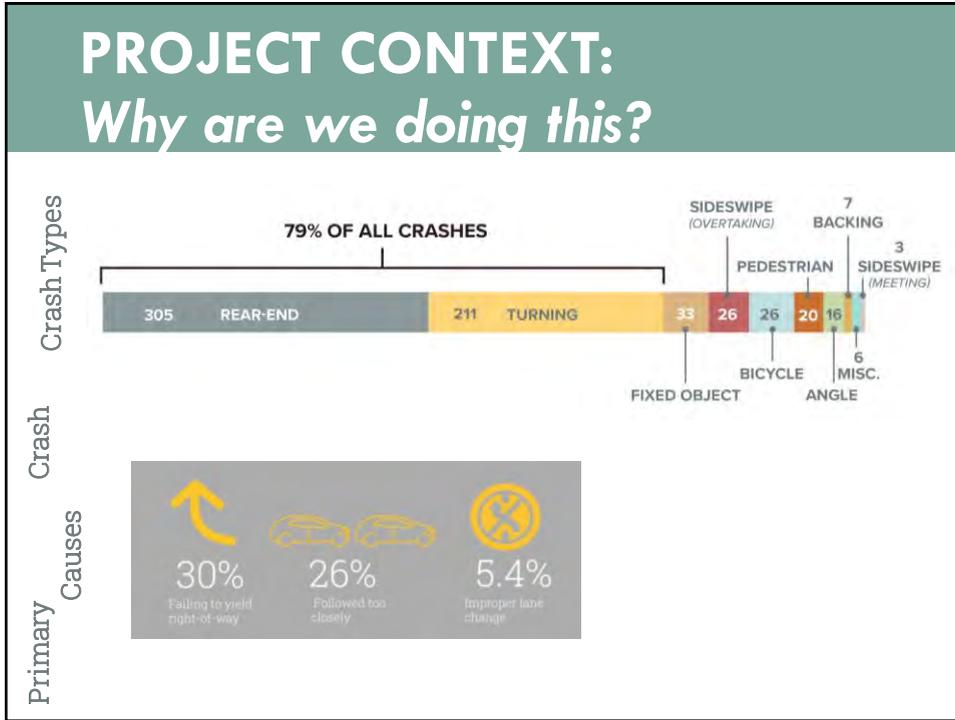
PROJECT PURPOSE STATEMENT

Springfield's Main Street is consistently ranked as one of the most unsafe city streets in Oregon based on the severity and frequency of traffic crashes. ODOT and the City must address this problem to save lives, reduce injuries, and lessen property damage due to crashes. *The purpose of the Main Street Safety Project is to select infrastructure solutions that will make Main Street safer for people walking, biking, driving, and taking transit.*

The selected safety improvements will provide for the movement of goods and people, support the economic viability of the corridor, accommodate current bus service and future transit solutions, and complement safety education and traffic enforcement.




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- ## PROJECT CONTEXT: *What's happened since last SAC?*
- Planning Commission
 - City Council check-ins (2 members)
 - Community Engagement
 - Online open house & focus groups
 - City Council
 - Technical Advisory Committee

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PROJECT CONTEXT: *Consistent feedback themes*

- Improve safety on Main Street
- Balance safety & access but degree of balance varied
- Consider both intersection types
- Desire for wider/buffered bike facility
- Keep landscaping in toolkit
- Identify priorities for phased implementation
- Vary element options along corridor to meet business and community needs

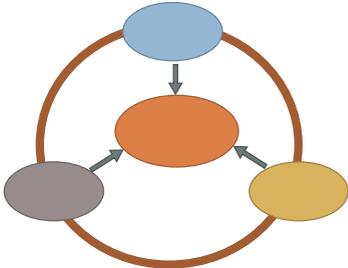




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PROJECT CONTEXT: *How approach reflects feedback*

Comprehensive solution toolbox and draft recommendations



- Simplicity
- Adjustability
- Gradual change
- Location – not one size fits all

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PROJECT CONTEXT: What's next?

➤ Focus & civic group meetings - Dec/Jan

- Springfield Chamber of Commerce – Gov't Issues Committee
- Springfield Bicycle & Pedestrian Advisory Committee
- Twin Rivers Rotary & Springfield Rotary Club
- Springfield City Club
- Springfield Realtors
- Downtown Languages
- Willamalane Two50 Club
- Timber Pointe Assisted Living
- LCOG Disability Services Advisory Committee



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PROJECT CONTEXT: What's next?

➤ Local access forums – Feb 2021

- for business and property owners on Main Street

➤ Planning Commission

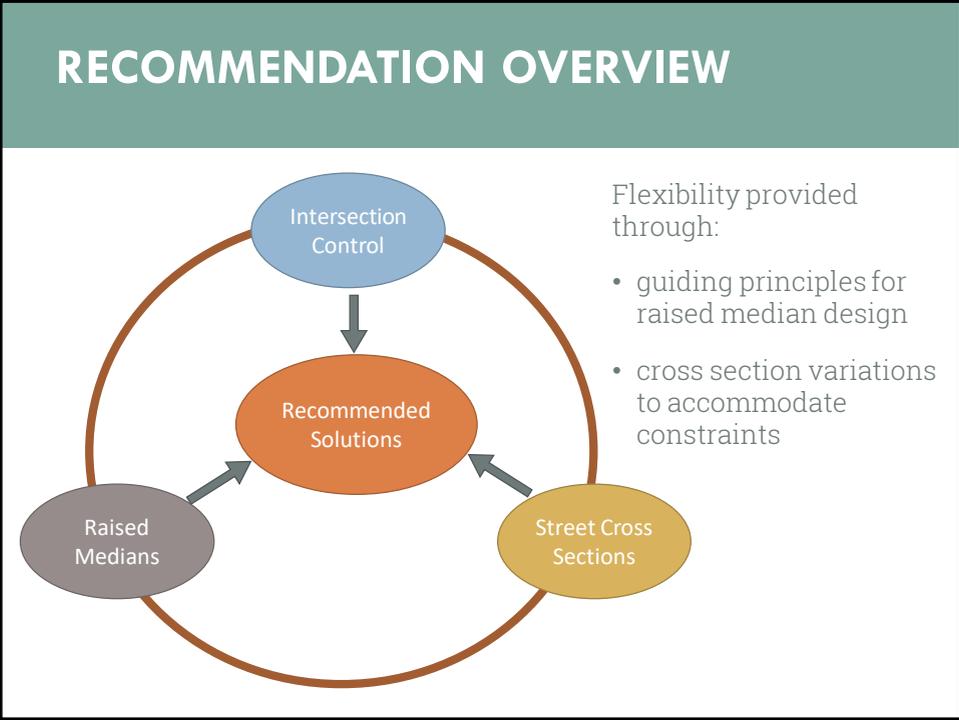
➤ Main Street Governance Team

➤ City Council

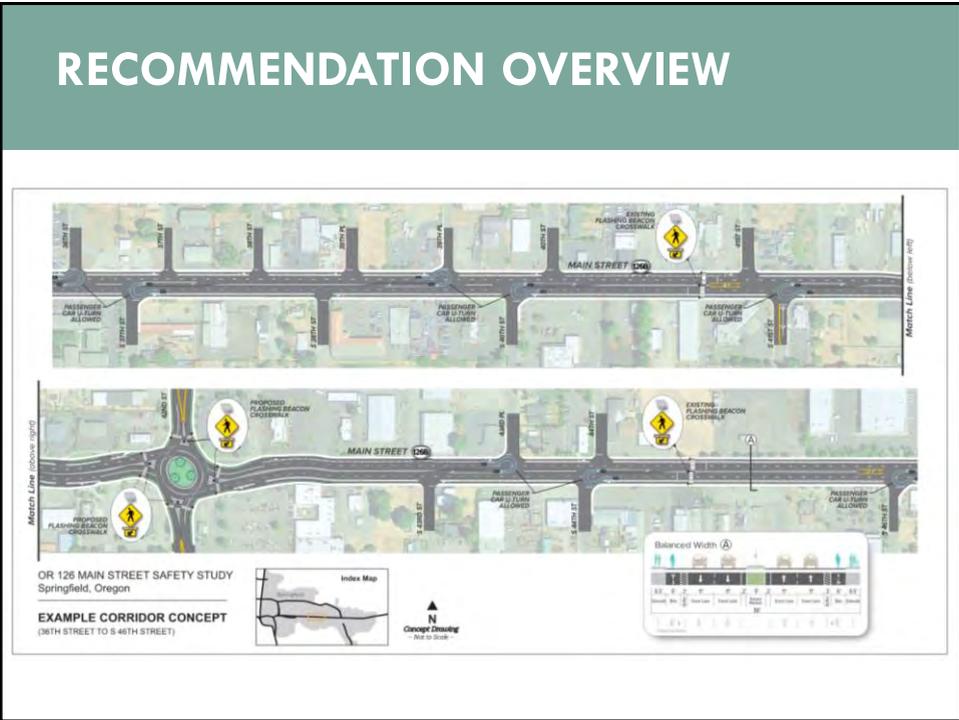
} Spring
2021

➤ Draft Facility Plan/Next SAC – Summer/Fall 2021

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RECOMMENDATION OVERVIEW

OR 126 MAIN STREET SAFETY STUDY
Springfield, Oregon

EXAMPLE CORRIDOR CONCEPT
(51ST STREET TO 54TH STREET)

Index Map

Concept Consulting
for or by

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RECOMMENDATION OVERVIEW

Questions?

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RECOMMENDATION OVERVIEW

BREAK

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STREET CROSS SECTIONS: *Short-Term Recommendation*

Constrained Width

- Keeps cross-section much like today
- Allows for quicker median implementation (biggest impact on safety)

6.5'	6'	11'	11'	2'	8'	2'	11'	11'	6'	6.5'
Sidewalk	Bike	Travel Lane	Travel Lane	Raised Median			Travel Lane	Travel Lane	Bike	Sidewalk
81'										

↑ ↓ ↑ ↓ ↑ ↓ ↑ ↓ ↑ ↓ ↑ ↓

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STREET CROSS SECTIONS: Long-Term Recommendation

Balanced Street Width

- Most of corridor
- Buffered bike lanes

Active Transportation Enhanced

- Approx. four blocks
- Raised cycle track next to sidewalk

DR 126 MAIN STREET SAFETY PROJECT
Springfield, Oregon

FIGURE 23
LONG-TERM RECOMMENDATIONS

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STREET CROSS SECTIONS

Table 8. Cross Section Recommendation Summary

Segment	Recommended Cross Section	Length / Estimated Planning Level Cost* (miles / \$ millions)	Urban Context	Considerations	Potential Modifications from Base Cross Section Recommendation
21 st Street to 32 nd Street	Balanced Street Width	0.7 miles / \$7-11	Urban Mix	The wider right-of-way through most of this section will better accommodate widening the existing footprint to include the buffered bike lanes. However, the Active Transportation Enhanced cross section would likely be difficult to implement through this section given the number of driveways and U-Turn opportunities, particularly on the west end of the segment.	<ul style="list-style-type: none"> • Adding landscaping between the curb and sidewalk where there is additional existing right-of-way. • Adding vertical delineators in sections where there are fewer driveways; in particular, vertical delineators should be considered between 28th Street and 32nd Street, as Main Street provides a regional bike connection from west of 28th Street to the Virginia-Daisy Bikeway southeast of Main Street/2nd Street.
32 nd Street to 48 th Street	Balanced Street Width	1.5 miles / \$15-23	Urban Mix	Numerous businesses through this section of Main Street would likely be significantly impacted from widening the existing footprint (either through building impacts or site-specific parking and circulation impacts). Note that impacts will be more fully evaluated during a future Design Phase of the project.	<ul style="list-style-type: none"> • Narrowing the bike buffer from three feet to a conventional bike lane could be considered in constrained right-of-way sections where there would be greater impacts to properties and businesses fronting Main Street. • Adding landscaping between the curb and sidewalk where right-of-way is less constrained, particularly as properties redevelop.
48 th Street to 52 nd Street	Balanced Street Width	0.5 miles / \$5-8	Urban Mix	Numerous businesses through this section of Main Street would likely be significantly impacted from widening the existing footprint (either through building impacts or site-specific parking and circulation impacts). Note that impacts will be more fully evaluated during a future Design Phase of the project.	<ul style="list-style-type: none"> • Narrowing the bike buffer from three feet to a conventional bike lane could be considered in constrained right-of-way sections where there would be greater impacts to properties and businesses fronting Main Street (note that impacts will be more fully evaluated during a future Design Phase of the project). • Adding landscaping between the curb and sidewalk where right-of-way is less constrained, particularly as properties redevelop. • Adding vertical delineators to the bike lanes where there are fewer driveways.
52 nd Street to 58 th Street	Active Transportation Enhanced	1.0 miles / \$12-18 [†]	Urban Mix/ Commercial Corridor	This segment of Main Street has more existing right-of-way to accommodate a wider cross section footprint. This segment also has limited driveways (especially on the south side), making it easier to implement a cycle track. The cycle track will help people biking safely cross Bob Straub Parkway and provide a protected bicycle facility to travel to 58 th Street and Thurston High School. East of Bob Straub Parkway is a freight Reduction Review Route and would likely require widening the curb-to-curb distance shown above in Figure 22 to minimize potential impacts to the "hole-in-the-air". The current curb-to-curb pinch point east of Bob Straub Parkway is 20 feet. The Urban Context is Urban Mix west of Bob Straub Parkway and Commercial Corridor from Bob Straub Parkway to 61 st Street.	<ul style="list-style-type: none"> • Where driveway densities are higher (such as the north side of the segment), buffered bike lanes could be implemented instead. • Increase the curb-to-curb distance to minimize impacts to the freight Reduction Review Route east of Bob Straub Parkway.

* Cost estimates are based on costs from Tech Memo #14, with details included in Tech Memo #14 Appendix F. Cost estimates are based on the Association for the Advancement of Cost Engineering International (AACCE) classifications. Planning level cost estimates (Class B) indicate a 0-2% project definition and cost estimates may range from +100% to -50%. As the recommended solution becomes more defined through planning and design, the cost estimates will continue to be refined and will have less variation in range.

† Cost estimate for Active Transportation Enhanced for this segment reduced by approximately 15 percent to reflect larger existing right-of-way between 52nd Street and Bob Straub Parkway, reducing the right-of-way costs associated with the wider cross section footprint.

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STREET CROSS SECTIONS

Discussion

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RAISED MEDIAN FRAMEWORK

Most of Main Street would get raised medians, but:

- We would adjust their locations to meet the needs of all users.
- Guiding principles would help future design team select appropriate layout.



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RAISED MEDIAN FRAMEWORK

Reduction in Crashes

- 35%
- 48% when combined with roundabouts

Avg. additional out-of-direction travel time to businesses

- 31sec (9 to 53sec) with roundabouts
- 53sec (9 to 141sec) with signals

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RAISED MEDIAN FRAMEWORK: *Guiding Principles*

- Keep full access at all arterials and collectors
- Limit out-of-direction travel time (30-60 sec)
- Pair raised medians with roundabouts

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RAISED MEDIAN FRAMEWORK: *Guiding Principles*

- U-turns at traffic signals/roundabouts
- U-turns at unsignalized intersections
- Avoid overlapping turn lanes
- Consider left-in access to properties that generate large traffic volumes
- Emergency vehicle access



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RAISED MEDIAN FRAMEWORK: *Guiding Principles*

- Access to streets with no other outlets
- Consider pedestrian and bicycle crossing locations
- Provide two-stage left turns where feasible
- Phase improvements to avoid freight rerouting through neighborhoods



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RAISED MEDIAN FRAMEWORK

Discussion

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RAISED MEDIAN FRAMEWORK

BREAK

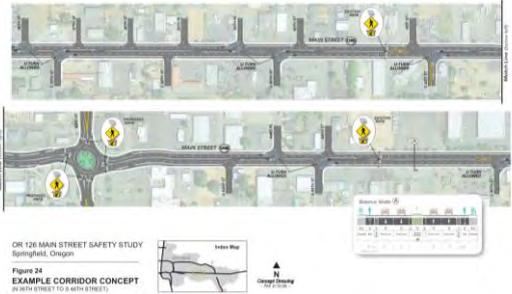
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INTERSECTION CONTROL

Roundabouts at major intersections, prioritized into tiers

Using roundabouts instead of intersection signals would:

- Improve safety at major intersections.
- Reduce congestion.
- Make U-turns easier when raised medians are present.
- Enable freight trucks to make U-turns.



OR 126 MAIN STREET SAFETY STUDY
Springfield, Oregon
Figure 24
EXAMPLE CORRIDOR CONCEPT
proposed roundabouts for main street

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INTERSECTION CONTROL

Main Street Intersection ^A	Priority for Intersection Safety Improvements		
	Tier 1	Tier 2	Tier 3
21 st Street			X
28 th Street		X	
32 nd Street		X	
42 nd Street	X		
48 th Street	X		
54 th Street	X		
58 th Street		X	
Mountaingate Drive			X
69 th Street			X

Note: Tier 1 intersections are proposed to be the highest priority for implementation based on the project goals and objectives, followed by Tier 2, and then Tier 3.

^A 48th Street and Mountaingate Drive are identified for intersection improvements in the City's TSP. While these intersections are not major study intersections and have less data available, an initial Tier is recommended for each. As more data becomes available (such as potential right-of-way impacts), the priority can be adjusted.

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INTERSECTION CONTROL

Discussion

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RECOMMENDATION OVERVIEW

- Street Cross Sections**
 - Balancing width and active transportation improvements long-term
 - Constrained width to implement medians in short-term
- Raised Medians**
 - Significant median coverage with numerous breaks for turning and guiding principles for design
- Intersection Control**
 - Roundabouts at major intersections, prioritized into tiers

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REVIEW WHAT WE HEARD

OR 126 MAIN STREET SAFETY STUDY
Springfield, Oregon

EXAMPLE CORRIDOR CONCEPT
(36TH STREET TO S 46TH STREET)

Index Map

▲
Concept Crossing
- Not to Scale

Balanced Width

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NEXT STEPS / NEXT MEETINGS

Dec-Apr	Community Engagement, PC, GT, CC
Summer 2021	SAC #6: Draft Facility Plan

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