TECHNICAL ADVISORY COMMITTEE

MEETING #9 SUMMARY

DATE: Tuesday, July 27, 2021, 10:00 a.m. – 12:00 p.m.

LOCATION: Virtual Meeting

ATTENDANCE

City of Springfield

☒ Brian Barnett, City Traffic Engineer

☐ Ben Gibson, Operations Supervisor

☐ Courtney Griesel, Economic Development Manager

☒ Michael Liebler, Transportation Planning Engineer

☐ Kristi Krueger, Principal Engineer

☐ Meghan Murphy, Environmental Services Technician

☒ Emma Newman, Senior Transportation Planner

☒ Loralyn Spiro, DPW Communications Coordinator

☒ Sgt. Michael Massey, Police Department

☒ Roy Emery, Eugene-Springfield Fire Marshall

☒ Eric Phillips-Meadow, Deputy Fire Marshall

ODOT

☒ Eric Alexander, Region 2 District 5 Assistant Manager

☐ Jenna Berman, Region 2 Active Transportation Liaison

☐ Nicole Charlson, Region 2 Transportation Safety Coordinator

☒ Carl Deaton, Region 2 Roadway Engineer

☐ Scott Nelson, Region 2 Access Management Engineer

☒ Amanda Salyer, Region 2 Traffic Investigations Engineer & ARTS Program Coordinator

☐ 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

☒ Arielle Ferber, Region 2 Traffic Analysis Engineer

☒ Dejan Dudich, TPAU

☒ Peter Schyutema, TPAU

DLCD

☒ Patrick Wingard, South Willamette Valley Representative

Utility Providers

☐ Dan Norland, Engineering Technician, SUB Electric

☒ Tamara Pitman, SUB Electric

☐ Sarah Follett, NW Natural

☒ Steven Wages, SUB Water

☐ Luke Pilon, CenturyLink

LTD & LCOG

☒ Bret Smith, Transit Service Planner

☐ Kelly Clarke, Senior Transportation Planner, LCOG

☒ Jeremy Card, Development Planner Planner

Willamalane Park & Recreation District (WPRD)

☒ Eric Adams, Planning & Development Manager

School District #19 (SPS)

☐ TBD, 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

☒ Kayla Fleskes, Transportation Engineering/Planning Assistant, DKS Associates

Audience / Members of the Public

None present

MEETING PURPOSE

- Discuss Technical Memorandum #17: Alternative Mobility Targets (TM #17)
- Discuss Technical Memorandum #18: Implementation Overview (TM #18)
- Provide input on potential phasing of recommended solutions

WELCOME AND INTRODUCTIONS

John Bosket, DKS Associates, welcomed everyone to this ninth meeting of the TAC. He reviewed the agenda with the committee and asked members to introduce themselves.

PROJECT CONTEXT

John updated the TAC on project progress since the previous meeting, including committee meetings and community engagement. He noted what meetings and milestones will be happening after this TAC meeting, including:

- Writing the Draft Facility Plan and Tech Memo #19 (local policy and code amendments)
- TAC Meeting #10 – Sept. 14
- SAC Meeting #6 – Sept. 27
- ODOT Mobility Advisory Committee – Oct./Nov.
- City to lead additional public outreach – Fall 2021
- Planning Commission/ Governance Team/ City Council Meetings – Nov./Dec.
- Local adoption – Spring 2022

Today, the TAC is being asked to provide input on alternative mobility targets, implementation overview and the potential phases.

ALTERNATIVE MOBILITY TARGETS

John described what mobility targets are and the purpose of alternative mobility targets (AMTs). ODOT's targets are currently volume-to-capacity (v/c) ratio based. He noted that two AMTs have already been adopted on Main Street at 42nd Street and Bob Straub Parkway, but two more are needed at 28th Street and 58th Street. The recommended AMTs for those intersections would be a maximum v/c ratio of 0.95 and 0.90, respectively.

AMTs would need to be adopted by City Council through the Main Street Facility Plan, which acts as a refinement of the TSP (or, alternatively, funding could be committed for the needed projects to meet the existing mobility targets). Following City Council adoption, the Oregon Transportation Commission (OTC) would adopt the AMTs as an amendment to the Oregon Highway Plan (OHP).

Dorothy Upton, ODOT, asked if the memo could be modified to highlight the fact that there would be four locations total on Main Street with AMTs after adopting the two new recommended AMTs. John agreed.

Brian Barnett, City of Springfield, asked if AMTs are adopted, would they become the design standard moving forward? John clarified that adopting AMTs only amends the OHP and would not impact ODOT's Highway Design Manual (HDM) mobility standards. OHP mobility targets are used for land use actions or determining when a capacity improvement is needed, while the HDM mobility standards are used when designing new facilities. Brian summarized that an AMT would permit more development near congested locations.

Brian stated that v/c ratios are a less effective measure of congestion for roundabouts than level-of-service. John noted that ODOT currently only uses v/c ratios for mobility targets, but the OHP is currently being amended which may change the targets in the future. Dorothy noted that typically for roundabouts, it is easier to get a design exception for v/c ratio given that they are safer solutions.

IMPLEMENTATION OVERVIEW

John summarized the implementation overview memo (Tech Memo #18). The implementation memo notes which plans will need to be amended or require further coordination through the Facility Plan and later design phases. John summarized amendments needed for state, regional, and local plans and listed key next steps for the adoption process. John also summarized the steps after adoption to begin to implement the Plan.

Bob Stolle, ODOT, commented that at some point, any roundabout near the railroad (within 500 feet) will need to be coordinated with the railroad. Emma Newman, City of Springfield, noted that 32nd Street would be over 1,000 feet away and asked if that would require involving the railroad? Bob said only 28th Street would require railroad involvement.

Emma noted that the current Regional Transportation Plan (RTP) update will be adopted before the Facility Plan, and it would be preferable to include some language in the current RTP update noting the Facility Plan process is ongoing.

PHASING DISCUSSION

Kayla presented the key considerations for phasing, including safety, feasibility, functionality, and consistency. She discussed the first few phases in the draft recommendations before opening up the floor to discussion.

Dorothy asked where signalized U-turns are being proposed, was any additional analysis done to determine the impact of those signalized U-turns? Kayla noted that, in general, locations for signalized U-turns would be dependent on funding availability. The goal would be to avoid signalized U-turns if possible as it could require a costly modification of the traffic signal prior to the ultimate solution of a roundabout being implemented. Kayla noted the only location where this is currently mentioned is 28th Street as there is limited city street network on the south side of the intersection. Dorothy asked if there were any considerations for access management at the roundabouts? Kayla noted that while the roundabout concepts do show driveway locations, at this level of planning we have not considered what access management may be necessary near the roundabouts.

Emma asked what the status is on ADA improvements on Main Street. Amanda Salyer, ODOT, noted that scoping is currently on-going, and Main Street is currently on the 2024-2027 STIP list but that may change. ADA upgrades will be required by 2031. Emma noted that it would be preferable to be able to combine funding sources where possible to best leverage funding and most effectively use public dollars. Dorothy noted that funding set aside for ADA improvements cannot be used for other improvements. Emma agreed and noted that it would be nice to not have to install ADA improvements and then reconstruct curb ramps a few years later when implementing the improvements identified in the Facility Plan. Bill Johnston, ODOT, noted that improvements may take a while to implement on Main Street, so for some segments if ramps are installed in the near term, they would not be replaced for some time.

Brian discussed how the City Council/Governance Team has placed an emphasis on project level actions that can be implemented. Investments will need to be consistent with public expectations and have public support. He noted that the phasing will need to be flexible to meet funding and community expectations.

Brian asked if it would be feasible to fund roundabouts at 32nd Street and 42nd Street with median treatments in between in a single phase? From a phasing perspective, pairing roundabouts and raised medians is likely the best approach. He noted that one of the key drivers of success for this project will be providing U-turn opportunities for freight, and roundabouts provide the best opportunity for U-turns without some of the impacts of other options. He asked how can the pieces of roundabouts and raised medians be best put together to address the program goals associated with various funding sources? Amanda noted that ARTS is primarily in the Fix-It STIP. Typically, the improvements recommended in the Facility Plan would use modernization funding. She noted that ODOT still needs to kick-off a design project to help determine how ARTS/ADA/ped/bike funding could be paired. The best money source would likely be Enhance discretionary (pending rules). She noted that coordinating all the funding sources could be challenging.

With respect to phasing, Brian asked if given the recent fatalities at 54th Street, implementing a roundabout at that location should move up in priority. He feels like 54th Street/58th Street would not be able to significantly disturb traffic operations at Bob Straub Parkway. Dorothy noted that grade separation could allow for roundabouts at either 54th Street or 58th Street, but an Interchange Area Management Plan will be needed to evaluate alternatives to understand how the closely spaced intersections interact. While Bob Straub Parkway is nearly 1,000 feet from 54th Street, Dorothy noted that ODOT typically manages access within a quarter mile on either side of interchanges.

Brian asked if median treatments between 28th Street and 32nd Street (not withstanding challenges associated with the railroad) may be more cost-effective than 32nd Street to 42nd Street? Or would 32nd Street to 42nd Street be more effective given it is a larger segment and would be funded more thoroughly through a program such as ARTS? Amanda noted that if ADA funding is partnered with ARTS, it could potentially fund the full stretch of

improvements from 32nd Street to 42nd Street. However, separate cost estimates will be needed through project scoping. Brian noted that there seems to be a common desire among the TAC to take advantage of different funding and being flexible in phasing. Amanda noted that Frannie Brindle will be the one to coordinate and leverage various funding programs.

John agreed with Brian's preference to phase medians with two roundabouts on either end. If funding wasn't a constraint, that would be the best way to implement the improvements on Main Street. He noted that the preliminary phasing plan does not show this primarily because of the desire to keep the cost of each phase at a more easily fundable level.

Brian noted that there is some community reluctance around roundabouts and raised medians, so getting a functional first phase will be important to showcase the improvements and pave the way for further phases.

Emma noted that the segment between 28th Street and 32nd Street will be key for bike/ped connections. The nearby Virginia-Daisy Bikeway will likely be finished soon, and there isn't a good connection west of 32nd right now.

Kayla asked the TAC about the timing of improvements east of Bob Straub Parkway. Dorothy noted that east of Bob Straub Parkway is a freight Reduction Review Route. John noted that the main change in curb-to-curb width will be between Bob Straub Parkway and 58th Street. Emma stated that if improvements to that area were delayed due to the freight Reduction Review Route, funding could be shifted to implement the improvements near 69th Street first to address concerns we heard from the SAC and other community members.

John summarized that 28th Street to 32nd Street could be a small, fundable phase with active transportation improvements to showcase for Phase 1.

Emma asked if the roadway crown might trigger more significant work with ADA ramps implementation? Bill agreed this was a common scenario with ADA upgrades in small communities and could be an opportunity to leverage other funds for the recommended Facility Plan improvements.

John described questions provided by Tamara Pittman, SUB, prior to the TAC meeting related to utility relocation and cost estimates. Kayla noted that the cost estimates will be updated to try to reflect the recommended phasing approach.

John noted the intent would be to avoid moving utilities twice and that the impacts to utilities would likely be relatively limited in early phases where just the constrained width cross section is being implemented. Bill noted that ODOT has procedures for avoiding multiple utility relocations. Dorothy asked what is the long-term vision for Main Street with respect to undergrounding utilities? Brian said the ability to underground utilities is highly site dependent. Tamara noted that transmission lines are not routinely undergrounded in Springfield, so overhead utilities would still be required for transmission. In addition, backbone/double backbone utilities are located on Main Street and are not routinely put underground for long distances. Undergrounding would also have impacts to customers that currently have overhead power. Tamara noted that power poles will allow for street lighting.

John asked Emma to describe the recently funded safety upgrades on Main Street, which will be implemented in September. The improvements are primarily related to pedestrian safety funding. Improvements are

primarily happening from the Willamette River bridges to 21st Street. Improvements include: upgrading pedestrian detectors at traffic signals (including ped crossing extensions); improving intersection turn signals for drivers and pedestrians; upgrading and adding LED lighting along the entire corridor; refresh and add pavement marking/striping; add two marked crosswalks in downtown (one near bus station); speed feedback signs on east end of the corridor; bicycle conflict striping in the couplet; maintenance and replacement of signs; and replacement of short concrete barrier with taller barrier on the OR 126 expressway just north of Main Street to help direct pedestrians to safer crossings. Amanda noted that this funding will give the opportunity to try out new improvements that don't have proven safety countermeasures, and there will be a research component to see how they are working.

NEXT STEPS

- John noted that the discussion from today will be incorporated into the Draft Facility Plan. The next TAC meeting will discuss the Draft Facility Plan and Tech Memo #19, which discusses local policy and code amendments.

APPENDIX

- TAC Meeting #9 Slide Show (attached)
- SMSSP Draft Preliminary Phasing Plan (attached)

TECHNICAL ADVISORY COMMITTEE MEETING

July 27, 2021

DKS

SPRINGFIELD OREGON

Oregon Department of Transportation

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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

Alternative Mobility Targets

- TM #17

Implementation Overview

- TM #18

Project Phasing

- Discuss phasing options for project recommendations

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PROJECT CONTEXT

What's happened since last TAC?

- SAC, Planning Commission, Governance Team, City Council meetings
- Community Engagement
  - Focus groups (3) and community meetings (5)
  - Local access forums (2) plus individual follow-up
- Draft TM #17 and #18
  - TM #16 completed earlier as an attachment to TM #14

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PROJECT CONTEXT

What's next?

1. Draft Facility Plan
2. TM #19 – local policy and code amendments
3. TAC meeting #10 – Sept 14
4. SAC meeting #6 – Sept 27
5. ODOT Mobility Advisory Committee Meeting – Oct/Nov
6. City to lead additional public outreach – Fall 2021
7. Planning Commission/ Governance Team/ City Council meetings – Nov/Dec
8. Anticipate Local Adoption – Spring 2022

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PROJECT CONTEXT

What are we asking of you now?

We would like your input on the proposed alternative mobility targets on Main Street, thoughts about important steps to note for the implementation of this plan, and recommendations for how to break this project into reasonably fundable phases.

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ALTERNATIVE MOBILITY TARGETS

What are alternative mobility targets (AMTs)?

- The Oregon Highway Plan (OHP) specifies mobility targets for maintaining acceptable levels of motor vehicle mobility on state highways.
- For most intersections on Main Street, the OHP mobility target is a maximum volume-to-capacity ratio (v/c) of 0.85.

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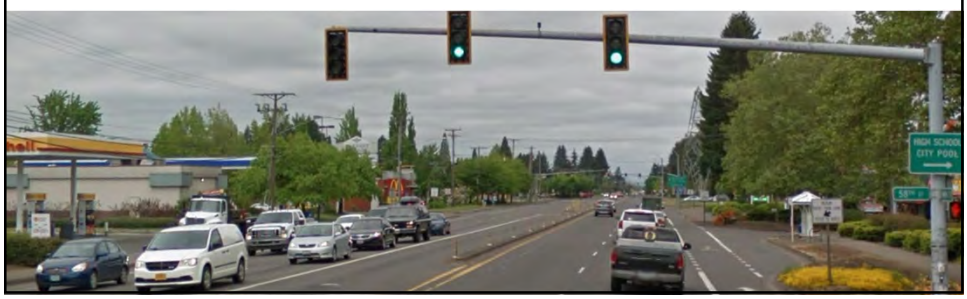
ALTERNATIVE MOBILITY TARGETS

What are alternative mobility targets (AMTs)?

- AMTs that allow for more congestion can be adopted when it is agreed that meeting the current targets is not practical or desirable (e.g., funding constraints, balancing needs of different modes/users).



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ALTERNATIVE MOBILITY TARGETS

Recent adoption of AMTs on Main Street

- AMTs were recently adopted in April 2020 for the Main Street intersections with 42nd Street and Bob Straub Parkway.

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ALTERNATIVE MOBILITY TARGETS

Why do we need additional AMTs on Main Street?

Table 1. Intersection Operations on Main Street under Existing (2018) and Future No-Build (2040) Conditions (PM Peak Hour)

Intersection on Main Street	Existing Mobility Target (V/C) [A]	Existing (2018)			Future No-Build (2040)		
		V/C	LOS	Delay (s)	V/C	LOS	Delay (s)
21st Street	0.85	0.46	A	9	0.64	A	10
28th Street	0.85	0.82	D	37	0.95 [C]	E	62
S. 32nd Street	0.85	0.70	B	20	0.81	C	30
42nd Street	0.95 [B]	0.80	D	37	0.92	E	61
54th Street	0.85	0.39	B	14	0.54	D	40
Bob Straub Pkwy	0.90 [B]	0.79	D	49	1.16 [D]	F	96
58th Street	0.85	0.76	D	46	0.90	E	61
69th Street	0.85	0.38	A	9	0.52	A	10

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ALTERNATIVE MOBILITY TARGETS

Recommended AMTs for Main Street

Table 3. Recommended Alternative Mobility Targets for Main Street (OR 126/OR 126B)

Intersection	Maximum Volume-to-Capacity Ratio Target
Main Street / 28th Street	0.95
Main Street / 58th Street	0.90

Note: The peak hour of analysis for applying these alternative mobility targets is the 30th highest annual hour.

- AMTs must be adopted by Springfield City Council as part of the Main Street Facility Plan.
  - Alternatively, funding could be committed for needed projects.
- Then, OTC adopts as an amendment to the OHP.

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ALTERNATIVE MOBILITY TARGETS

Discussion

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IMPLEMENTATION OVERVIEW

- The purpose of TM #18 is to provide guidance regarding actions needed to successfully implement the Main Street Facility Plan recommendations. (TM #19 will provide local policy and ordinance amendments)
- This primarily addresses:
  - Ensuring consistency with other adopted plans and regulations
  - Local, regional, and state adoption processes
  - Future steps for funding and constructing project phases

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IMPLEMENTATION OVERVIEW

Regulatory Context – *plans that would need to be amended or regulations requiring further coordination*

- State Plans
  - Oregon Highway Plan
  - ORS 366.215 & OAR 731-12 – Reduction Review Routes
  - OAR 731-51 – Access Management

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IMPLEMENTATION OVERVIEW

Regulatory Context – *plans that would need to be amended or regulations requiring further coordination*

- Regional Plans
  - Eugene-Springfield Metropolitan Area General Plan / Eugene-Springfield Metropolitan Area Transportation Plan
  - 2017 Central Lane MPO Regional Transportation Plan

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IMPLEMENTATION OVERVIEW

Regulatory Context – *plans that would need to be amended or regulations requiring further coordination*

- Local Plans
  - Springfield 2030 Comprehensive Plan / Springfield 2035 Transportation System Plan
  - Springfield Development Code

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IMPLEMENTATION OVERVIEW

Adoption Process

1. The Mobility Advisory Committee (MAC) considers a Reduction of Vehicle-carrying Capacity for the Reduction Review Route and provides recommendations to the OTC.
2. City concurrently amends the TSP, the transportation element of the Springfield Comprehensive Plan, and the Springfield Development Code to implement the Main Street Facility Plan, through a Type IV legislative procedure. The Type IV legislative procedure includes public hearings before the Springfield Planning Commission and City Council.
3. OTC adopts the Springfield Main Street Facility Plan as an amendment to the OHP.
4. Central Lane MPO amends the RTP to include the Main Street Facility Plan as part of its 4-year update cycle (next anticipated in 2025).

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IMPLEMENTATION OVERVIEW

Future Steps

- Securing funding for design and construction
- ODOT design process for each phase
  - Intergovernmental Agreements (IGAs) establishing responsibilities
  - Preliminary design
  - Refreshing the access management methodology and developing the access management strategy with new property owner engagement opportunities

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IMPLEMENTATION OVERVIEW

Future Steps

- ODOT design process for each phase (continued)
  - Environmental documentation (NEPA) and addressing any other federal requirements
  - Final design

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IMPLEMENTATION OVERVIEW

Future Steps

- In addition to the flexibility provided in the Main Street Safety Plan, the final design and footprint of the project established through the design process may be different than depicted in the facility plan.
- Some changes could be subject to a City land use approval process (more information on that to be provided in the Facility Plan).

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IMPLEMENTATION OVERVIEW

Discussion

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PHASING DISCUSSION

Considerations

- Safety – Segments (high priority 32nd to 54th Street) and intersections
- Feasibility - $5 to $10 million sub-phases, potential ROW impact
- Functionality – Pairing raised medians and roundabouts, roundabouts where signals would be impacted by U-turning movements
- Consistency – Phase adjacent segments where possible, fill active transportation gaps

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PHASING DISCUSSION

Discussion

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REVIEW WHAT WE HEARD

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NEXT STEPS / NEXT MEETINGS

Sept 14	TAC Meeting #10
Sept 27	SAC Meeting #6

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SMSSP DRAFT Preliminary Phasing Plan 07/13/2021

Key Considerations

- High-priority safety segments, intersections
  - High priority safety segments focused between 32nd Street and 54th Street
  - Initial Tier 1 Roundabouts (RABs) = 42nd St, 48th St, 54th St; Initial Tier 2 RABs = 28th, 32nd, 58th
- Pairing medians with U-turn opportunities (or opportunities to reroute on the City system, particularly the City freight routes)
- Fundable in approx. $5-10 million sub-phases
  - Per TM #15, rough planning level costs assume $5 million per roundabout, $8-10 million/mi for Constrained Width, $10-14 million/mi for Balanced Width and $13-17 million/mi for Active Transportation Enhanced
- Potential ROW impact
- Filling key active transportation gaps
- Roundabouts where signalized intersection mobility would be significantly impacted by raised medians

Proposed Phasing (see following sheets for more detail and maps showing phasing)

- **Phase 1:**
  - 1A - RAB at 32nd ($5 mil)
  - 1B – Short term Constrained Width cross section (medians) from 32nd to 42nd ($7-9 mil)
  - 1C – IAMP and interim improvements
- **Phase 2:**
  - 2A– Balanced Width from 28th to 32nd ($3-4 mil)
  - 2B – RAB at 42nd ($5 mil)
  - 2C – Medians from 42nd to 48th ($5-7 mil)
- **Phase 3:**
  - 3A – RAB at 54th ($5 mil)
  - 3B – Long term cross section from 48th to 58th ($13-18 mil)
- **Phase 4:**
  - 4A – RAB at 69th ($5 mil)
  - 4B – Long term cross section east of 69th St
- **Phase 5:**
  - 5A – Medians from 58th to 69th ($9-11 mil)
  - 5B – RAB at 58th ($5 mil)
- **Phase 6:**
  - 6A – Balanced Width from 42nd to 48th ($7-9 mil)
  - 6B – RAB 48th ($5 mil)
  - 6C – Balanced Width from 32nd to 42nd ($9-13 mil)
- **Phase 7:**
  - 7A – RAB 28th ($5 mil)
  - 7B – Balanced Width from 21st to 28th St ($4-6 mil)
  - 7C – RAB 21st ($5 mil)
- **Phase 8:**
  - 8A – Balanced Width from 58th to 69th ($12-17 mil)
  - 8B – RAB Mountaingate ($5 mil)

Phase 1:

1A - RAB at 32nd ($5 mil)

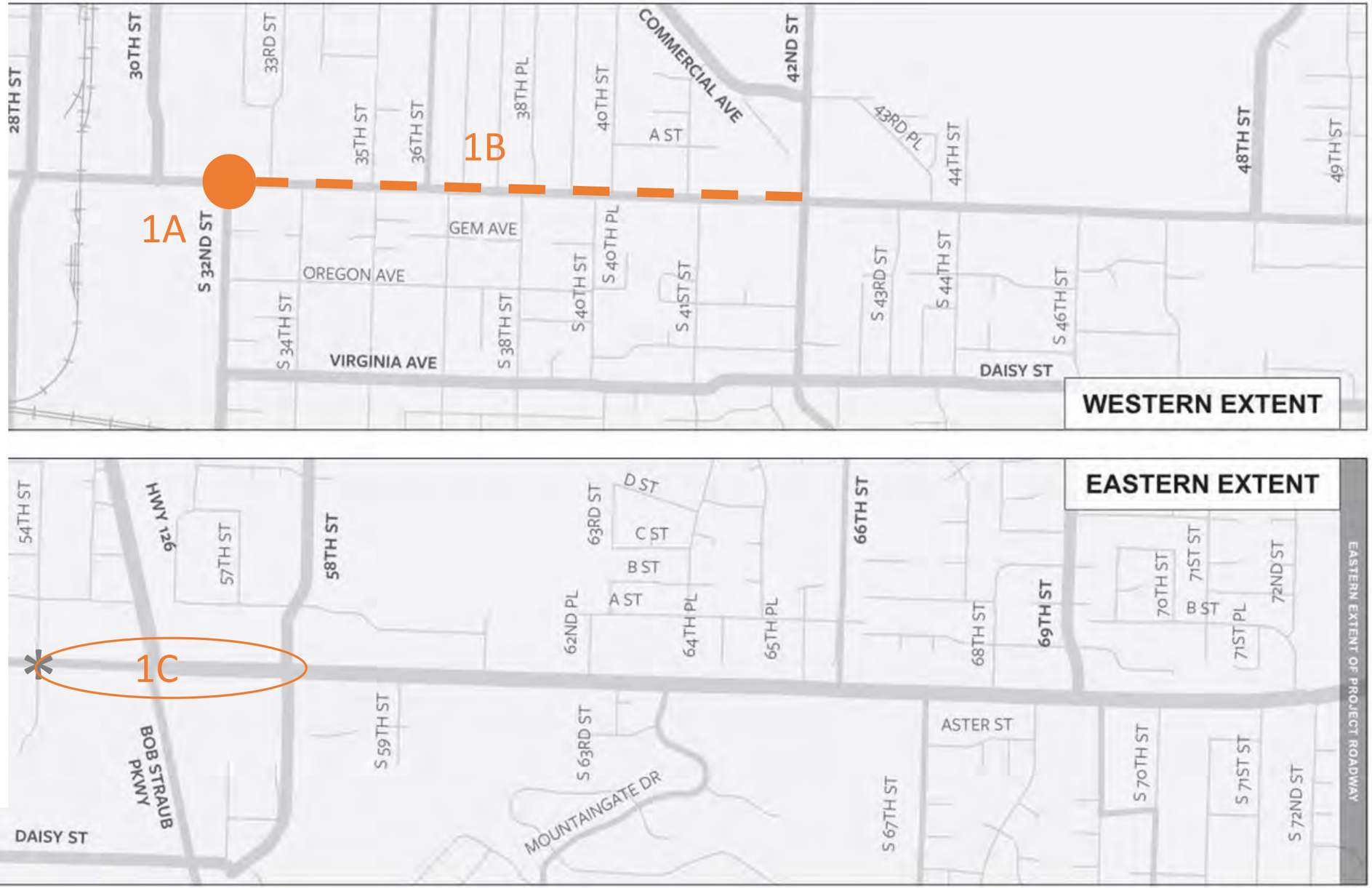
- Provides U-turn opportunities to limit out-of-direction travel associated with Phase 1B

1B – Medians from 32nd to 42nd ($7-9 mil)

- Implement medians in high priority safety segment
- RAB at 32nd and freight routes along 42nd St provide access to businesses, limiting out-of-direction travel due to medians

1C – IAMP and interim improvements

- Complete detailed alternatives analysis for BSP area (consider influence on 54th St and 58th St)
- Reconfigure high-speed SBR turn at BSP
- Note: Interim signal improvements are currently being pursued by ODOT at 54th Street.



OR 126 MAIN STREET SAFETY STUDY
Springfield, Oregon

Figure X-X
TITLE NAME
TWO LINES

Short Term Cross Section (Median Only – Constrained Width)

Long Term Cross Section (Balanced Width or AT Enhanced)

1A Phase #

Roundabout

Phase 2:

2A– Balanced Width from 28th to 32nd ($3-4 mil)

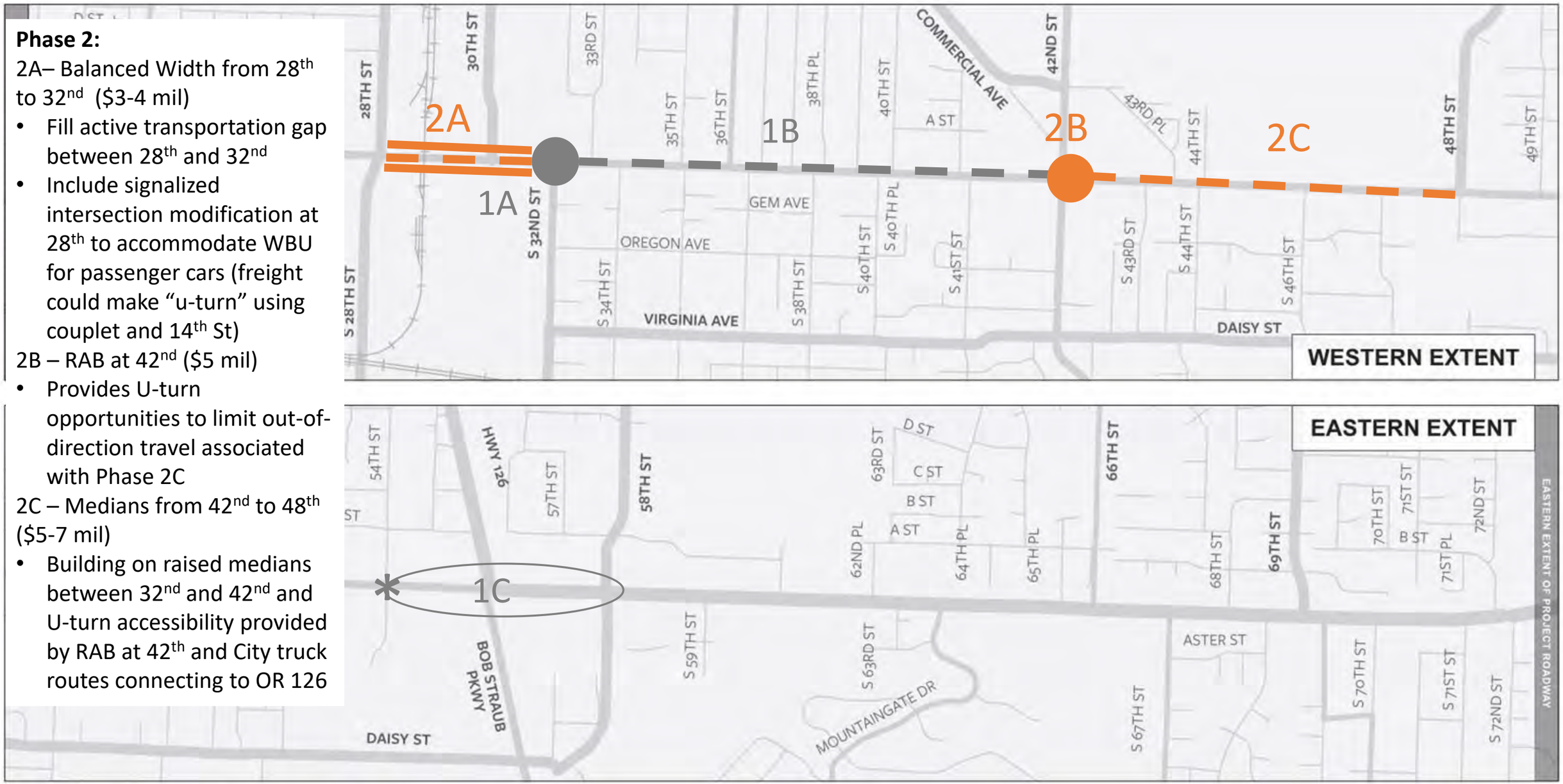
- Fill active transportation gap between 28th and 32nd
- Include signalized intersection modification at 28th to accommodate WBU for passenger cars (freight could make "u-turn" using couplet and 14th St)

2B – RAB at 42nd ($5 mil)

- Provides U-turn opportunities to limit out-of-direction travel associated with Phase 2C

2C – Medians from 42nd to 48th ($5-7 mil)

- Building on raised medians between 32nd and 42nd and U-turn accessibility provided by RAB at 42th and City truck routes connecting to OR 126



OR 126 MAIN STREET SAFETY STUDY
Springfield, Oregon

Figure X-X
TITLE NAME
TWO LINES

Short Term Cross Section (Median Only – Constrained Width)

Long Term Cross Section (Balanced Width or AT Enhanced)

1A Phase #

Roundabout

Phase 3:

3A – RAB at 54th ($5 mil)

- Provides U-turn opportunities to limit out-of-direction travel associated with medians
- Coordinate with improvements at BSP and 58th as needed
- Note: Phased later as signal improvements and adjusting BSP SBR geometry will help improve safety in interim

3B – Long term cross section from 48th to 58th ($13-18 mil)

- Connect to high school and transit station

OR 126 MAIN STREET SAFETY STUDY
Springfield, Oregon

Figure X-X
TITLE NAME
TWO LINES

Short Term Cross Section
(Median Only – Constrained Width)

Long Term Cross Section
(Balanced Width or AT Enhanced)

1A Phase #

Roundabout

Phase 4:

4A – RAB at 69th ($5 mil)

- Control speeds and transition to urban environment
- Coordinate with Phase 4B

4B – Long term cross section east of 69th St

- Upgrade to long term cross section (still TBD but may include road diet)

OR 126 MAIN STREET SAFETY STUDY
Springfield, Oregon

Figure X-X
TITLE NAME
TWO LINES

Short Term Cross Section
(Median Only – Constrained Width)

Long Term Cross Section
(Balanced Width or AT Enhanced)

1A Phase #

Roundabout

Phase 5:
5A – Medians from 58th to 69th ($9-11 mil)
5B – RAB at 58th ($5 mil)

OR 126 MAIN STREET SAFETY STUDY
Springfield, Oregon

Figure X-X
TITLE NAME
TWO LINES

Short Term Cross Section
(Median Only – Constrained Width)

Long Term Cross Section
(Balanced Width or AT Enhanced)

1A Phase #

Roundabout

Phase 6:

6A – Balanced Width from 42nd to 48th ($7-9 mil)

- Upgrade to long term cross section

6B – RAB 48th ($5 mil)

- Lower traffic volumes don't warrant RAB until later phase

6C – Balanced Width from 32nd to 42nd ($9-13 mil)

- Upgrade to long term cross section

OR 126 MAIN STREET SAFETY STUDY
Springfield, Oregon

Figure X-X
TITLE NAME
TWO LINES

Short Term Cross Section (Median Only – Constrained Width)

Long Term Cross Section (Balanced Width or AT Enhanced)

1A Phase #

Roundabout

Phase 7:
7A – RAB 28th ($5 mil)
7B – Balanced Width from 21st to 28th St ($4-6 mil)
7C – RAB 21st ($5 mil)

OR 126 MAIN STREET SAFETY STUDY
Springfield, Oregon

Figure X-X
TITLE NAME
TWO LINES

Short Term Cross Section
(Median Only – Constrained Width)

Long Term Cross Section
(Balanced Width or AT Enhanced)

1A Phase #

Roundabout

Phase 8:
8A – Balanced Width from 58th to 69th ($12-17 mil)
8B – RAB Mountaingate ($5 mil)

WESTERN EXTENT

EASTERN EXTENT

OR 126 MAIN STREET SAFETY STUDY
Springfield, Oregon

Figure X-X
TITLE NAME
TWO LINES

Index Map

Short Term Cross Section
(Median Only – Constrained Width)

Long Term Cross Section
(Balanced Width or AT Enhanced)

1A Phase #

Roundabout