



## TECHNICAL ADVISORY COMMITTEE

### MEETING #10 SUMMARY

DATE: Tuesday, September 14, 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
- Gilbert Gordon, Eugene-Springfield Deputy Fire Marshall
- Kristina Kraaz, City Attorney's Office

### 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

- Mike Schlosser, Transportation & Fleet Operations Manager

**Project Staff and Consultants**

**LTD & LCOG**

- Bret Smith, Transit Service Planner
- Kelly Clarke, Senior Transportation Planner, LCOG
- Jeremy Card, Development Planner

- 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

**Willamalane Park & Recreation District (WPRD)**

- Eric Adams, Planning & Development Manager

**Audience / Members of the Public**

None present

**School District #19 (SPS)**

- Indigo Larson, Safe Routes to Schools Coordinator

**MEETING PURPOSE**

- Provide input on the Draft Facility Plan
- Review and discuss Technical Memorandum #19: Local Policy and Ordinance Amendments (TM #19)

**WELCOME AND INTRODUCTIONS**

John Bosket, DKS Associates, welcomed everyone to this tenth and final meeting of the Technical Advisory Committee (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. The draft Facility Plan was delivered, as well as draft Technical Memorandum #19: Local Policy and Ordinance Amendments (TM #19). He noted that some people did not receive the draft Facility Plan two weeks in advance of the meeting due to the file size. Therefore, the project team is asking for comments within a week of the meeting so comments can be shared with the Stakeholder Advisory Committee (SAC) at their upcoming meeting.

John reminded the TAC about the project purpose and how the goals and objectives were created to help evaluate solutions for the draft Facility Plan. John reiterated the safety problem on Main Street and the need for infrastructure solutions. He reviewed the project schedule and noted what meetings and milestones will be happening after this TAC meeting, including:

- SAC Meeting #6 – Sept. 27
- City to lead additional public outreach – Fall 2021
- ODOT Mobility Advisory Committee (MAC) – Nov. 2021
- Planning Commission/ Governance Team/ City Council Meetings – Nov./Dec.

- Adoption Draft Facility Plan and Local Policy/Code Amendments - Dec 2021
- Local adoption – anticipated Spring 2022

Today, the TAC is being asked to provide input on the draft Facility Plan and TM #19. Jenna Berman, ODOT, asked who would be presenting at the MAC meeting. John and Bill Johnston, ODOT, will be presenting at the MAC, with a work session with the Statewide Mobility Team likely in October. The presentation has already been reviewed by the Region 2 team. Jenna noted she has been involved in several multimodal presentations to the MAC and would be interested in being involved or in the audience for this presentation, as well.

## **DRAFT FACILITY PLAN**

John provided an overview of how the Facility Plan is organized before jumping into each chapter.

### **CHAPTER 1**

Chapter 1 provides an introduction on what is driving the project. This chapter notes policies and prior planning work that impact the Facility Plan.

### **CHAPTER 2**

Chapter 2 describes the existing and future needs on Main Street. There is a focus on the safety problem that has persisted on Main Street. A description of existing business on the corridor is included in Chapter 2, as well as a summary of the key findings from the literature review examining economic impacts from similar projects with raised medians and roundabouts.

### **CHAPTER 3**

Chapter 3 describes how the solutions were developed and evaluated and why certain elements were included in the recommendations. It describes the process for evaluating the alternative solutions using the goals and community input received.

### **CHAPTER 4**

Chapter 4 describes the recommended toolbox of solutions. City Council directed the project team to ensure that the toolbox of solutions will be adjustable and to not use a “one size fits all” approach to ensure flexibility for site-specific constraints during design. The Plan also acknowledges that there will be gradual change with phasing of improvements.

The primary solutions include roundabouts, raised medians and long-term street cross section changes to enhance walking and biking.

Roundabouts perform better against nearly all of project goals compared to traffic signals. In particular, roundabouts are better at relieving congestion and improving safety while complimenting the raised medians by facilitating U-turn opportunities. Roundabouts provide more opportunities for landscaping. Nine roundabouts are recommended in the plan, though it will be a long time before all nine are constructed.

Raised medians will be the greatest contributor to safety on Main Street and target turning movement crashes and other crashes related to turning conflicts. The recommended approach for median design balances safety with accessibility, limiting out-of-direction travel to 30-60 seconds, on average. This delay matches the level of delay it may take to turn left on the corridor today from a side street and is comparable to the level of delay allowed at a traffic signal. This is also consistent with the majority of responses from the online open house about acceptable delays as a trade-off for safety improvements. Guiding principles are provided for raised medians to guide future design efforts, including:

- Keep full access to arterials and collectors
- Limit out-of-direction travel time
- Pair raised medians with roundabouts
- U-turns at major intersections and unsignalized intersections
- Avoid overlapping turn lanes
- Consider left-in access to large traffic generators
- Emergency vehicle access
- Access to streets with no outlets
- Crossing for people walking and biking
- Provide two-stage lefts where feasible
- Avoid freight routing through neighborhoods

Kristi Krueger, City of Springfield, asked if the first principle could be labeled as “keep full access to arterials and collectors at intersections”. John noted this could be updated in the presentation and if needed, in the Facility Plan.

John summarized the cross section recommendations, noting that Constrained Width can be implemented in the short term to allow for construction of raised medians more quickly with more limited right-of-way impacts. The Balanced Width cross section is recommended on most of Main Street and is approximately 4 feet wider than the current cross section on each side of Main Street. The Active Transportation Enhanced cross section is recommended between 52<sup>nd</sup> Street to 58<sup>th</sup> Street. Its footprint is much wider but it is only being recommended in an area where the right-of-way is also wider and appears to be sufficient to accommodate this conceptual design.

Dorothy Upton, ODOT, asked if the Plan clarifies that there needs to be consistency in recommendations between adjacent segments and that cross sections cannot significantly change block-by-block. John agreed this needs to be mentioned in the Plan. Molly Markarian, City of Springfield, noted that ODOT needs to clarify expectations on what level of flexibility could be allowed. John agreed that block-by-block or property-by-property changes that affect the alignment of lanes, curbs, sidewalks, etc. to the degree that they compromise safety would not be reasonable. Dorothy said that particularly with 11-foot travel lanes, there would need to be at least a few blocks with consistent cross sections and ideally tapers between cross sections would be a few blocks as well. It would be better to leave that level of decision making up to future design efforts. Molly agreed that expectation will need to be set with City Council so they understand the safety implications. Emma Newman, City of Springfield, noted that many of the elements that widen between cross sections are outside of the travel lanes and asked if that would have the same impact on the distance required for making changes. Dorothy agreed that facilities for people walking and biking could vary more than for motor vehicles. She noted

there are limitations with ADA requirements for how much sidewalks jog around. Kristi noted that this could be addressed during design.

Molly noted that one of the most common cross section variations is within landscaping and asked if there were other considerations that should be added. Kristi said there are some examples in other cities on arterial roadways of stamping or coloring concrete which could be used in combination with landscaping.

John noted there were a few other recommendations included in the Plan such as low-cost systemic safety upgrades and accommodating enhanced corridor transit upgrades.

## **CHAPTER 5**

Chapter 5 describes how the solutions will be implemented. Kayla Fleskes, DKS Associates, described the key sections of Chapter 5, including the funding strategy, project development, policy and plan coordination and the adoption process.

Molly noted that Bob Stolle, ODOT, was not able to attend the meeting but had some language to offer describing the need for a rail crossing order for improvements near the railroad crossing between 28<sup>th</sup> Street and 32<sup>nd</sup> Street. Kayla noted 28<sup>th</sup> Street would likely be impacted by a rail crossing order but the project team does not believe 32<sup>nd</sup> Street would. Brian Barnett, City of Springfield, noted that traffic signals can be managed near railroads just as roundabouts can. He noted that the key will be identifying any concerns (such as queueing back to the railroad) so they can be appropriately mitigated. Amanda Salyer, ODOT, noted that ODOT has limited experience in design of roundabouts near rail because the railroad is generally resistant to consider roundabouts.

Kayla described the considerations that went into phasing, including safety, feasibility, functionality and consistency. She noted that the phasing plan was slightly different than the last TAC meeting, with the first phase including roundabouts at 32<sup>nd</sup> Street and 42<sup>nd</sup> Street with the Constrained Width cross section in between at a total cost of \$17.6 million. She noted that the phasing maps in the presentation are slightly different than the TAC version of the draft Facility Plan and now include an icon for the interchange study, as well as a recommendation for implementing the interchange area improvements. Dorothy asked for clarification on why there were multiple projects on the same segment of Main Street. Kayla clarified that the map was showing the Constrained Width cross section recommended in the short term (earlier phases) at some locations with a later phase implementing the long-term cross section recommendation.

Emma asked about the availability of ARTS funding. Amanda noted that there is still money in the key number for construction and she believes it would still be allocated to Springfield. It could be partnered with ADA remediation to combine funding efforts. Bill noted he spoke in some detail with John Maher (ODOT) and understands that the ARTS funding has been reallocated. Amanda noted that with ARTS, the funding has to be used for whatever improvements were originally identified (in this case, raised medians). Molly asked Bill and Amanda to meet with Keith Blair (ODOT) and John Maher to discuss the status of the ARTS funding prior to the SAC meeting.

Amanda noted that ADA remediation is currently being scoped for Main Street for the 2024-27 Statewide Transportation Improvement Program (STIP). Emma agreed we will need to leverage funding. Emma asked if the environmental study would need to be prepared before projects would be competitive for design and construction funding and asked that this be discussed in the meeting between Amanda and Bill.

Emma also asked if there was anything that needs to be added to the plan to prioritize ADA remediation improvements? Would there be any opportunities to wait for the 2027-2030 STIP for some ADA segments that are recommended as early phases in the Facility Plan to avoid multiple rounds of construction? Dorothy noted that although that is a good idea, most of the ADA contracts go through two phases. ADA improvements that are simpler to implement (no right-of-way or traffic signals impacts) will generally be constructed in the first phase while in the second phase, the improvements with larger impacts will be constructed. ODOT must meet the landmark numbers required by the settlement, so scheduling of ADA improvements may not be flexible. Emma asked if both of those phases would be in one STIP cycle or divided between STIP cycles. Amanda noted that Brendan Burbank (ODOT) is coordinating ADA improvements for Region 2 and she believes there is opportunity to coordinate early on after scoping. This is the first time they are scoping ADA in this way so there may be opportunities to coordinate projects.

Brian asked if MPO directed funds were included in the Facility Plan. Emma noted that is included in the document.

A discussion was brought up around mountable curb design on Main Street. Kristi noted that the low-profile mountable curb would be too easy for standard vehicles to mount. She said Franklin Boulevard has examples that can be mounted by a fire truck. Carl Deaton, ODOT, noted there are other mountable curb designs in the ODOT standard drawings. Michael Liebler, City of Springfield, noted a mountable curb design was used for the pedestrian crossings on Main Street. Carl noted that the curb reveal is allowed to vary based on project needs.

Brian noted that the design will need to balance locations of mountable medians and adjacent U-turn opportunities. During design, there will be a need to assess fire hydrant locations and potential for opportunities to place hydrants on both sides of Main Street, if needed. Brian said he would prefer a mountable median design that has a vertical or near vertical element to limit opportunities for larger passenger vehicles to drive over the median. He also noted he does not see the need for a continuous mountable median if U-turning opportunities are provided frequently enough for fire trucks.

Gilbert Gordon, Eugene-Springfield Fire and Life Safety, noted that from the Fire Department's point of view, the goal would be to minimize impacts to vehicles with abrupt transitions (vertical elements) in the mountable median design. He asked for the City to share drawings to be able to get feedback from operations folks on support for the designs. Brian asked if there were significant U-turn opportunities, would a mountable median be needed throughout Main Street? Gilbert said any proposal would need to be reviewed by the Fire Department.

Kristi asked if this level of detail around mountable curb design would need to be detailed in the Facility Plan. Molly noted there is already language in the plan around mountable medians but there is desire to set the expectations now between the Fire Department, City Staff and ODOT staff for what the mountable median design needs on Main Street are. Kristi agreed it would be helpful information to have for project delivery.

Emma asked if any water needs (fire hydrants or water main replacements) should be taken into consideration in the phasing plan. Steven Wages, SUB, noted that SUB is not looking to replace any water mains on Main Street in the next 20 years. The bigger concern with respect to water is really any impacts that construction may have or if any widening of the roadway would be in close proximity to any water lines. Michael asked Steven what some of the larger concerns around construction impacts to water lines were. Steven noted that there is always concern with any structures within 3-feet of the water line. He also mentioned that depending

on pipe materials and proximity of lines to surface construction, vibration impacts can be of concern. He clarified that if widening occurs, the roadway structure could come into close proximity to water lines depending on the roadway profile. He also noted roundabouts generally have a larger potential to impact water lines.

## **LOCAL POLICY AND ORDINANCE AMENDMENTS**

Molly introduced the overview of local policy and ordinance amendments. She noted Technical Memorandum #18 provides a high-level summary of changes needed while TM #19 gets into the details of the language around the Springfield Comprehensive Plan and Springfield Development Code. Many of the amendments to the Comprehensive Plan are to note that the Facility Plan exists, and intersection performance standards refer to the Facility Plan.


In the Springfield Development Code, there are recommended amendments to account for the street cross sections. The largest change in the Code language is to amend the footnotes for every zoning district that talks about required setbacks and where they are measured from. Specifically, to incorporate the cross sections for Constrained Width, Balanced Width and Active Transportation Enhanced. Michael described that the proposed Code amendment is recommending narrowing the required setback distance, which would bring the cross section more in line with the existing setback requirements. Michael also noted that the recommendation is to swap the landscaping setback to streetside rather than building side. Molly asked how this can be codified with all the flexibility that is allowed in the Facility Plan. John noted he will follow up with Angelo Planning Group to ask about this issue.

Tamara Pittman, SUB, noted that a building setback right up to back of curb would have a huge impact to utility locations. Michael agreed and noted that this is a consideration to provide business owners opportunity to maintain more buildable land. Michael also noted that having sidewalk against building supports moving the City towards a more dense, urban model.

Molly noted there was not time to discuss transit questions provided by the TAC in advance of the meeting, but there is a coordination meeting scheduled for Thursday between City and LTD staff and that those topics can be addressed at that meeting.

Kristi asked if NEPA documentation would happen all at once or in phases and if it would impact funding? Bill noted that NEPA would likely require looking at the entire corridor. John noted that the NEPA documentation would need to be updated as it becomes outdated, but that is typically a minor task and does not require a full overhaul of the analysis or documentation. Kristi agreed preference would be for a single NEPA analysis. However, it could take a significant amount of time to do a study of the entire corridor, so if there are opportunities to split the corridors into phases, that would be helpful. Bill noted an additional conversation would need to happen with Federal Highway Administration to understand if/where the corridor could be segmented for NEPA. Bill and John will follow up with an ODOT environmental coordinator to understand possibilities. Kristi noted NEPA for the full corridor would be relatively expensive. Bill provided context that for Beltline Facility Plan and between Veneta and Eugene, the environmental assessment was completed for the entire corridor at the same time.

John thanked Jenna for agreeing to participate in the MAC meeting. Bill noted City staff would be invited to help answer questions at the MAC meeting, as well. Bill has submitted a request to schedule the meeting.






**OUR  
MAIN  
STREET  
SPRINGFIELD**

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

# TECHNICAL ADVISORY COMMITTEE MEETING #10

September 14, 2021



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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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<h1 style="margin: 0;">AGENDA</h1>	<ul style="list-style-type: none"> <li>❖ <b>Project Context</b> <ul style="list-style-type: none"> <li>• Project process and upcoming activities</li> </ul> </li>   <li>❖ <b>Draft Facility Plan</b> <ul style="list-style-type: none"> <li>• Overview with emphasis on Ch. 4 &amp; 5</li> <li>• Discuss phasing options for project recommendations</li> </ul> </li>   <li>❖ <b>Local Policy and Ordinance Amendments</b> <ul style="list-style-type: none"> <li>• TM #19</li> </ul> </li> </ul>
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<h1 style="margin: 0;">PROJECT PURPOSE STATEMENT</h1>	<p>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. <i>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.</i></p> <p>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.</p>
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# PROJECT CONTEXT

- Safety**  
*Increase the safety of Main Street for all users*
- Business Community**  
*Support the viability of existing and future businesses*
- Mobility**  
*Ensure people and goods travel efficiently and reliably through the corridor*
- Transportation Choices**  
*Create a multimodal environment that connects people and destinations*
- Vital Community**  
*Support the vitality of the community and its vision for Main Street*
- Feasibility**  
*Develop a plan with a clear and achievable approach to implementation*

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# PROJECT CONTEXT: Why are we doing this?

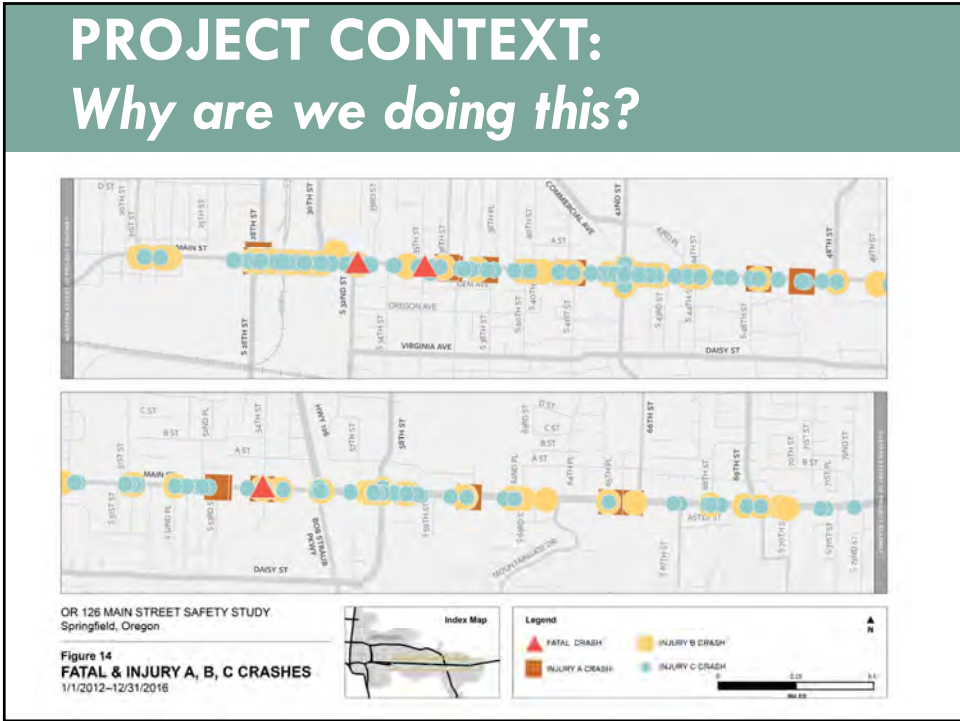
**79% OF ALL CRASHES**

**30%**  
Falling to yield right-of-way

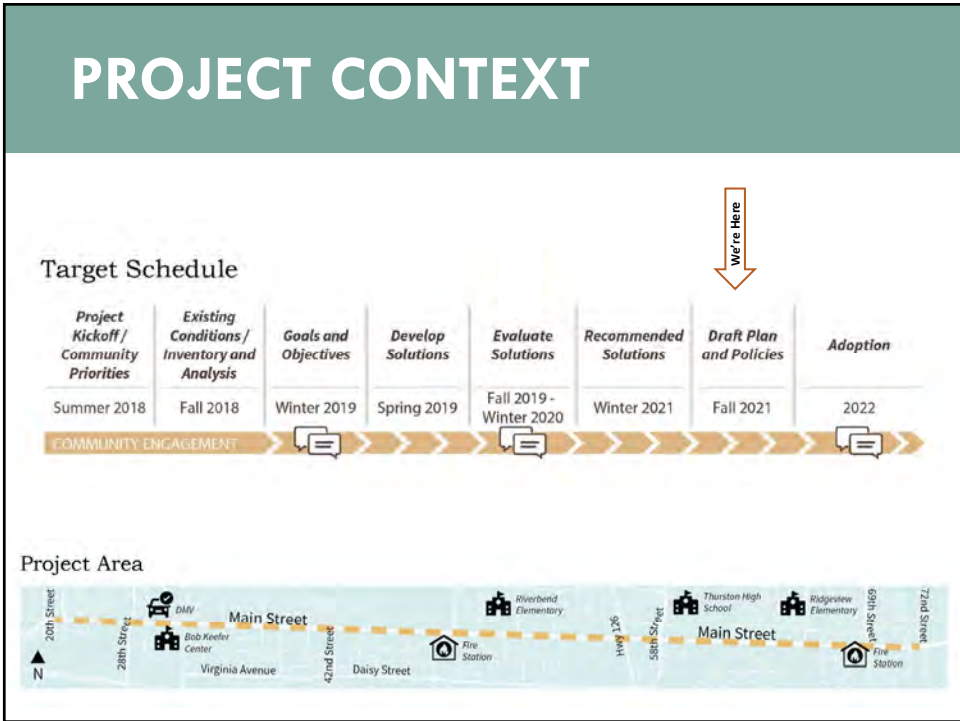
**26%**  
Followed too closely

**5.4%**  
Improper lane change

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## PROJECT CONTEXT

### What's happened since last TAC?

- Draft TM #19
- Draft Facility Plan

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## PROJECT CONTEXT

### What's next?

1. SAC meeting #6 – Sept 27
2. City to lead additional public outreach – Fall 2021
3. ODOT Mobility Advisory Committee Meeting – Nov 2021
4. Planning Commission/ Governance Team/ City Council meetings – Nov/Dec
5. Adoption Draft Facility Plan and Policy/Code amendments – Dec 2021
6. Anticipate Local Adoption – Spring 2022

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## PROJECT CONTEXT

### What are we asking of you now?

- We would like your input on any considerations for the recommended toolbox of solutions that may have been missed in the Facility Plan or considerations for implementation.
- We would like your input on any additional desired revisions to local policies and ordinance amendments.

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## DRAFT FACILITY PLAN

- Divided into 5 chapters, with roadmap to guide readers at beginning
  - Chapter 1 – Introduction
  - Chapter 2 – Main Street Needs
  - Chapter 3 – Solutions Development and Evaluation Process
  - Chapter 4 – Recommended Toolbox of Solutions
  - Chapter 5 – Implementing the Toolbox of Solutions

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## DRAFT FACILITY PLAN

### Chapter 1 - Introduction

- History of planning projects on Main Street
- Policy context that guided Main Street Safety Project
- Project process and decision-making structure
- Community outreach and engagement
- Goals and objectives

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## DRAFT FACILITY PLAN

### Chapter 2 – Main Street Needs

- Describes existing and future needs, organized according to the project goals
- Describes the serious safety problem that has persisted on Main Street.

*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. Over the past several years, the crash frequency on Main Street has been more than double the statewide average for urban arterial state highways.*

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## DRAFT FACILITY PLAN

### Chapter 2 – Main Street Needs

- Business Community
  - Includes a description of the numbers and types of businesses in the corridor
  - Describes common site usage and access concerns expressed by businesses
  - Summarizes key findings from the literature review examining economic impacts from similar projects with raised medians and roundabouts

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## DRAFT FACILITY PLAN

### Chapter 3 – Solutions Development and Evaluation Process

- Describes the process used for developing and evaluating solutions
  - Evaluated based on project goals and objectives and community input
  - Describes solutions considered and explains why some were chosen for the recommended toolbox of solutions in Chapter 4.

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## DRAFT FACILITY PLAN

### Chapter 4 – Recommended Toolbox of Solutions

- **Adjustability** – does not promote a “one size fits all” approach but allows for accommodation of site-specific constraints during design.
- **Gradual Change** – solutions must allow for a phased approach for implementation (see Ch. 5).

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## DRAFT FACILITY PLAN

### Chapter 4 – Recommended Toolbox of Solutions

- **Primary Solutions** – roundabouts, raised medians, and long-term street cross section changes to enhance walking and biking

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## DRAFT FACILITY PLAN

### Chapter 4 – Recommended Toolbox of Solutions

- Roundabouts align with project goals better than traffic signals
  - Better at relieving congestion
  - Better for improving safety
  - Complement raised medians by facilitating U-turns
  - Opportunity for landscaping to enhance corridor appearance



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## DRAFT FACILITY PLAN

### Chapter 4 – Recommended Toolbox of Solutions

- Implementation will occur gradually over time, but will ultimately include 9 roundabouts on Main Street:
  - 21<sup>st</sup> Street
  - 28<sup>th</sup> Street
  - 32<sup>nd</sup> Street
  - 42<sup>nd</sup> Street
  - 48<sup>th</sup> Street
  - 54<sup>th</sup> Street
  - 58<sup>th</sup> Street
  - Mountaingate Drive
  - 69<sup>th</sup> Street



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## DRAFT FACILITY PLAN

### Chapter 4 – Recommended Toolbox of Solutions

- Raised medians will be greatest contributor to improved safety on Main Street – expected to reduce crashes by 35%
- The recommended approach balances safety with accessibility, limiting out-of-direction travel to 30-60 seconds, on average



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## DRAFT FACILITY PLAN

### Chapter 4 – Recommended Toolbox of Solutions

- Guiding principles included to guide future implementation
  - Keep full access to arterials and collectors
  - Limit out-of-direction travel time
  - Pair raised medians with roundabouts
  - U-turns at major intersections and unsignalized intersections
  - Avoid overlapping turn lanes
  - Consider left-in access to large traffic generators
  - Emergency vehicle access
  - Access to streets with no outlets
  - Crossing for people walking and biking
  - Provide two-stage lefts where feasible
  - Avoid freight routing through neighborhoods

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## DRAFT FACILITY PLAN

### Chapter 4 – Recommended Toolbox of Solutions

Three base cross section designs:

- Constrained width
- Balanced street width
- Active transportation enhanced

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## DRAFT FACILITY PLAN

### Chapter 4 – Recommended Toolbox of Solutions

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## DRAFT FACILITY PLAN

### Chapter 4 – Recommended Toolbox of Solutions

- Street cross section upgrades will balance improvements for people walking and biking with property impacts
- For most of Main Street the long-term cross section will be about four feet wider on each side than it is today
- A flexible approach to implementation allows for design modifications to fit constrained right-of-way

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## DRAFT FACILITY PLAN

### Chapter 4 – Recommended Toolbox of Solutions

- **Additional Solutions**
  - Low-cost systemic safety upgrades - access management, enhanced street lighting
  - Accommodating Enhanced Corridor transit - coordinate transit elements with safety project delivery, durable construction materials to support transit vehicles, bus stop spacing and locations

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## DRAFT FACILITY PLAN

### Chapter 5 – Implementing the Toolbox of Solutions

- Funding Strategy
  - Need for interagency cooperation
  - Discussion of potential funding sources
  - Call to seek funding for first comprehensive phase (\$17.6 M)
- Project Development
  - Process and coordination needs – ADA upgrades, stormwater, utilities, business signage, multimodal crossings and signage
- Policy and Plan Coordination
  - Includes the access management key principles and methodology
  - Recommended alternative mobility targets
- Adoption Process

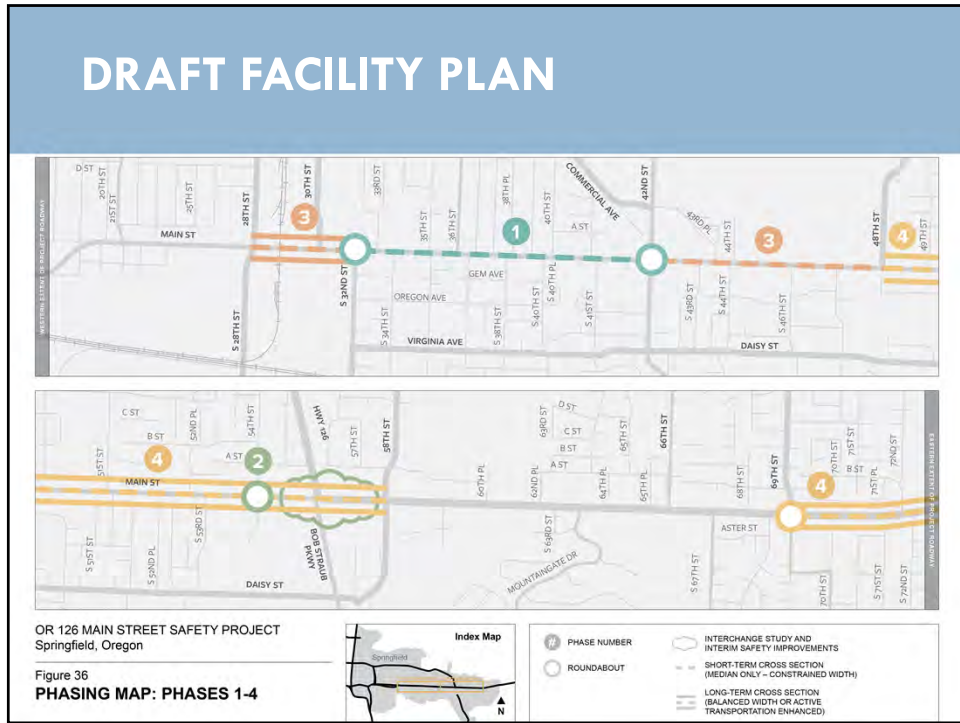
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## DRAFT FACILITY PLAN

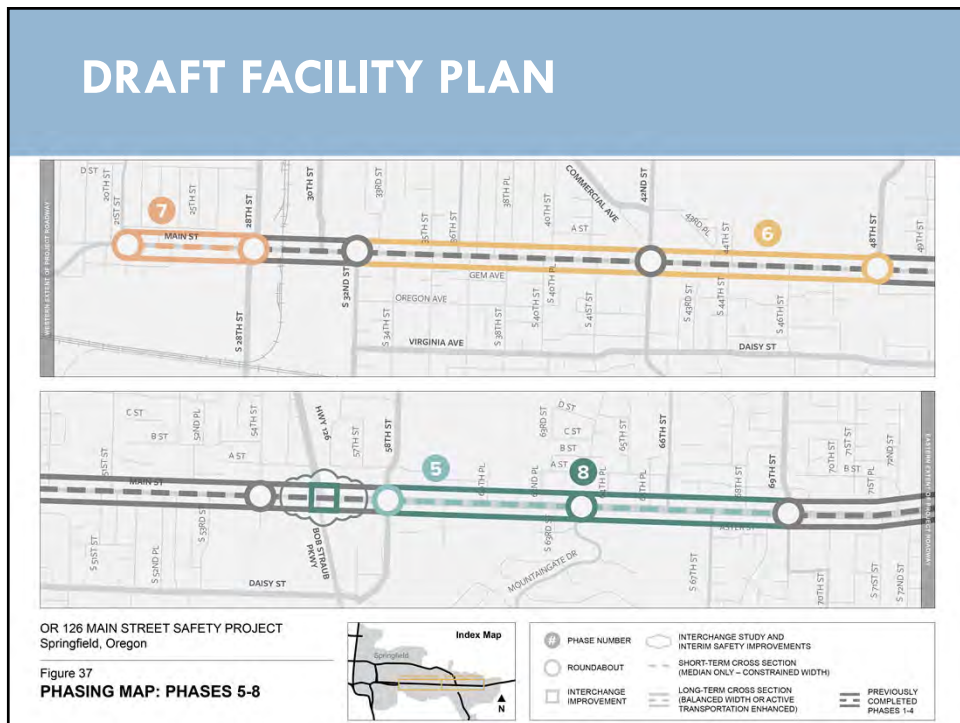
### Chapter 5 – Implementing the Toolbox of Solutions

- Project Phasing - Strategies for prioritizing improvements
  - Safety – high crash locations and potential benefit to cost ratios
  - Feasibility – consider right-of-way and other constraints and target phases under \$10 million
  - Functionality – pair raised medians with roundabouts to limit out-of-direction travel
  - Consistency – target adjacent segments and coordinate with other projects

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## DRAFT FACILITY PLAN

### Discussion Topics

- Confirm if low-profile mountable curb design would be appropriate – see [RD 700s](#)
- Add design consideration for fire houses with median locations

**LOW PROFILE MOUNTABLE CURB**

**LOW PROFILE MOUNTABLE CURB AND GUTTER**

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## DRAFT FACILITY PLAN

### Discussion Topics

- Funding
  - Confirm ARTS funding needs to be committed for construction with STIP cycle it was programmed for (ARTS funding for Main Street programmed for 2015-18 STIP)
  - Would environmental study for entire corridor need to be prepared prior to funding for design/construction (see Plan footnote 4)?
  - Confirm Main Street unsuccessful for 2024-2027 ARTS funding?
  - How to strategize coordination with ADA improvements
  - Cost estimates

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**DRAFT FACILITY PLAN**

**Discussion Topics**

- Transit Design considerations
  - Option for outside concrete travel lanes (further coordination needed for maintenance)
  - Option for level boarding
  - Bus stop design framework/standards
  - Transit interaction with roundabouts

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**DRAFT FACILITY PLAN**

**Discussion Topics**

- City's land use decision-making process for project development

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**DRAFT FACILITY PLAN**

**Discussion**

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**LOCAL POLICY AND ORDINANCE AMENDMENTS OVERVIEW**

- TM #19 builds upon TM #18 and includes specific City policy and ordinance amendments to implement the Springfield Main Street (OR 126) Facility Plan. This includes amendments to:
  - Springfield Comprehensive Plan
  - Springfield Development Code

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## LOCAL POLICY AND ORDINANCE AMENDMENTS OVERVIEW

- Springfield Comprehensive Plan Amendments
  - Included a reference to the Springfield Main Street (OR 126) Facility Plan as a relevant refinement plan
  - Added a section describing the role of refinement plans
  - Modified intersection performance standards for Main Street to reference the Facility Plan
  - Added a reference to the Facility Plan in the Safety discussion

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## LOCAL POLICY AND ORDINANCE AMENDMENTS OVERVIEW

- Springfield Development Code
  - Amended Section 4.2-105C (references minimum street curb-to-curb widths and minimum street right-of-way widths) and footnote 5 to Table 4.2-1 to expand applicability provisions and include standards in "Facility Plans."

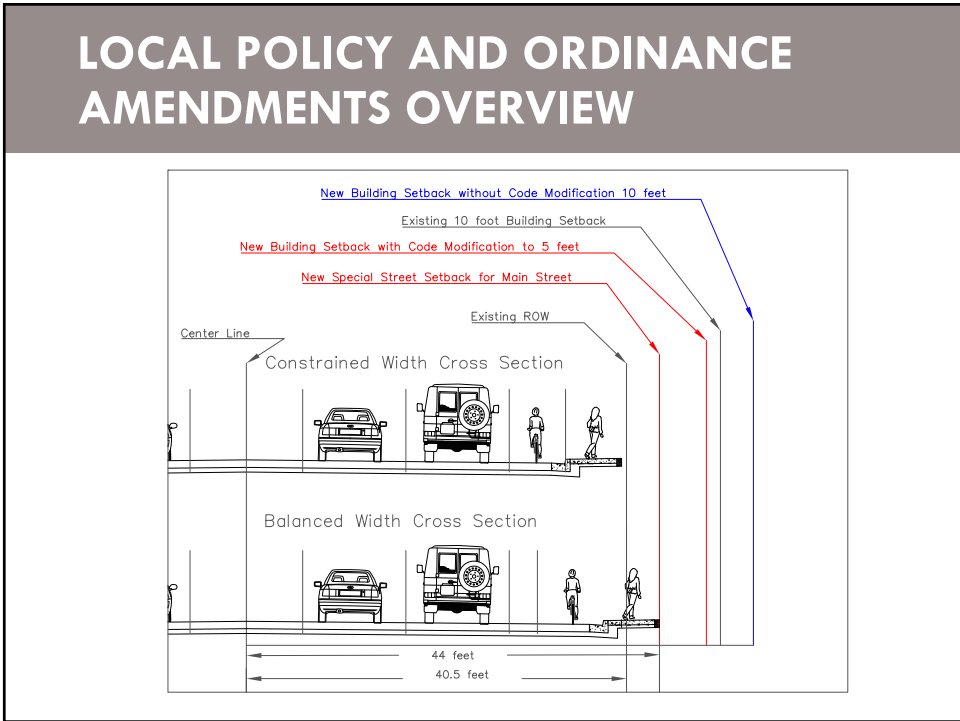
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## LOCAL POLICY AND ORDINANCE AMENDMENTS OVERVIEW

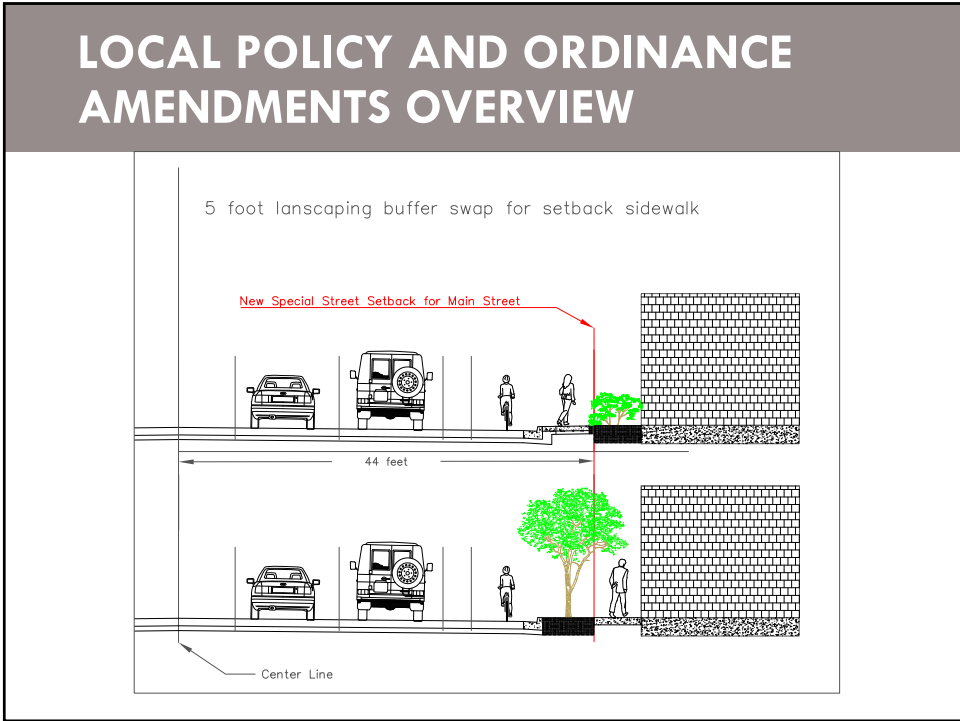
- Springfield Development Code
  - Amended footnotes to the listed “Base development standards” tables to reduce the additional landscaping setback along Main Street where the special street setback is less than the current right-of-way width.

*Example: Required setbacks are measured from the special street setback in Section 4.2-105N.4.2-105M, where applicable., except as follows: For development abutting Main Street (OR 126/ OR 126B) from S 20th Street to S 72nd Street, the setback abutting Main Street is reduced to 5’ from the special street setback in Section 4.2-105M.1.b.*

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## LOCAL POLICY AND ORDINANCE AMENDMENTS OVERVIEW

- Springfield Development Code
  - Amended subsection 1.b. (Special Street Setbacks) to include specified special setback distances for the Main Street Corridor. The special setback distances correspond to individual segments.

Table 4.2-1A if no width is specified. Notwithstanding the foregoing, the following special street setbacks are established for development abutting Main Street (OR 126/OR 126B) from S. 20th Street to S. 72nd Street, as measured from the centerline of Main Street:

- i. From S. 20th Street to S 52nd Place: 44'
- ii. From S. 52nd Place to 58th Street): 48'
- iii. From 58th Street to S. 72nd Street): 44.5'

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**LOCAL POLICY AND ORDINANCE  
AMENDMENTS OVERVIEW**

**Discussion**

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**REVIEW WHAT WE HEARD**

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## **NEXT STEPS – THANK YOU!**

**No additional TAC meetings, thank you!**

**Sept 27**

**SAC Meeting #6**

**Nov/Dec**

**PC, GT, CC meetings**

**Spring 2022**

**Anticipate local adoption**