

Franklin Stakeholder Advisory Committee

5:30-7:30 p.m. Tuesday, January 15 – Meeting #6
Royal Building, 5th floor Community Meeting Room
509 Main Street, Springfield

Meeting Summary

SAC Members Present

Steve Roth, Roaring Rapids Pizza
Joany Armstead, Resident
John Oldham, Oldham Cranes
Guy Santiago, Oregon River Sports
Steve Moe, property owner
John Tamulonis, SEDA
John Woodrow, Springfield City Council
Nathan Philips, W&G Development
Stefano Viggiano, LTD (for Tom Schwetz)

Debbie Nelson, Property Owner
Dave Carvo, Resident
Councilor Hilary Wylie
David Helton, ODOT
Dan Egan, Springfield Chamber of
Commerce

Staff Present

Tom Boyatt, City of Springfield
Kristin Hull, CH2M HILL
John Willis, CH2M HILL

SAC Members Absent

Randy Hledik, Wildish Development

Meeting Purpose:

- Review hybrid boulevard concept and gather SAC input.

Agenda:

1. Welcome and introductions – Kristin Hull
2. Public comment
3. Review hybrid boulevard concept – John Willis
 - Boulevard cross section
 - Arterial cross section
 - Intersections
4. SAC discussion of concept – Kristin Hull
5. Urban design input – Kristin Hull
6. Next steps
 - Open house: Feb. 5 at Roaring Rapids Pizza
 - Next SAC meeting: Feb. 12 at LTD

1. Welcome and introductions – Kristin Hull

John welcomed the group and told the group that tonight's meeting would focus on reviewing the hybrid boulevard concept and gather the group's input.

2. Public Comment

None

3. Review hybrid boulevard concept – John Willis

John Willis reviewed the three draft cross sections for different segments of Franklin Boulevard. A committee member noted that the AIA study resulted in similar recommendations.

John also reviewed the concepts for developing a signal or a roundabout at Franklin/McVay.

Finally, he reviewed the access and circulation concepts for the corridor. He noted that right-in/right-out access could probably be allowed at some places along the arterial cross section segment. He also explained, in response to a question, that the roundabout had been designed to accommodate large trucks. Brian Barnett, the City Engineer, noted that trucking industry representatives had recently confirmed that trucks are being adequately accommodated in the City's existing roundabouts. John confirmed that the roundabout was centered as near to the bridges as possible in response to a SAC member's question.

The committee noted that they would like to see further comparison of the signal and roundabout options including operations, design life and cost. Tom explained that detailed analysis would be completed during later stages of the project.

The committee discussed project funding noting that the project would likely be very expensive. Committee members suggested seeking funding from LTD for part of the project or using Tax Increment Financing (TIF) to pay for part of the project.

4. SAC discussion of concept - Kristin Hull

The committee discussed the concepts. They made the following comments:

- Though roundabouts generally don't work as well as signals for transit, the roundabouts are OK in this context because they are on each end of the guideway.
- Intermediate signals will depend on traffic conditions, but are probably needed.
- Will the signal or roundabout work better for traffic?
- How well does roundabout accommodate through traffic
- Use native plants for plantings along the project area and in the center of the roundabout to minimize maintenance costs.
- Might be difficult to cross Franklin at east end if use roundabout. Can you provide a bike/pedestrian connection near the river?
- How is stormwater accommodated? Are there opportunities for green street treatments?

When asked what they like about the roundabout or signal options at Franklin/McVay, SAC members gave the following responses:

- Roundabouts may be better for air quality
- Roundabouts might be better for people interacting with surrounding land use (slows traffic)
- Roundabouts seem to accommodate different levels of traffic well
- Roundabout needs to be big enough to handle traffic
- Important to identify location and intersection type to allow development to move forward

The meeting concluded with a roundtable where Kristin asked each group member to share any closing thoughts about the concepts:

- Steve Moe noted that he is frightened by the impacts of the project, but that it is time to build it.
- Stefano said that the plan is visionary and that it will be challenging to get the community to see the vision. He noted that the plan will work for the Lane Transit District.
- Councilor Woodrow said that the design was good and visionary and that the McVay/Franklin roundabout makes sense. He noted that he was less convinced that a roundabout at Glenwood/Franklin makes sense. He also noted that the project was expensive and would need to be carefully timed. He said that he is interested to see how the citizens of Glenwood feel about this.
- John Tamulonis said that the project is not overreaching, though it provides large development parcels to the north and insulates residential development to the south.
- John Oldham noted that the design could be worse. If it is implemented, it should be implemented incrementally along with development opportunities because it could be difficult to fund in one piece and building it in the absence of redevelopment could result in the removing businesses without replacing them with anything.
- Nathan noted that the project still needs refinement but that is a bold design. He said that the project needs to find balance between financial viability and redevelopment opportunities.
- Steve Roth noted that this is good design and that it is important to reach for high standards.

The committee recommended taking this concept to the open house for public review without changes.

6. Next steps

- Open house: Feb. 5 at Roaring Rapids Pizza
- Next SAC meeting: Feb. 12 at LTD