

Franklin Stakeholder Advisory Committee

6-8 p.m. Wednesday, August 1 – Meeting #3
Springfield Chamber of Commerce, Depot Room
101 South A Street, Springfield

Meeting summary

SAC members present

Steve Roth, Roaring Rapids Pizza
Joany Armstead, resident
Debbie Nelson, property owner
John Oldham, Oldham Cranes
Guy Santiago, Oregon River Sports
Steve Moe, property owner
Ed Moore, ODOT
Dan Ingram, Apex Development
John Tamulonis, SEDA
John Woodrow, SEDA Board President
Nathan Philips, W&G Development
Stef Viggiano, LTD (for Tom Schwetz)
Dan Egan, Springfield Chamber of
Commerce

Dave Carvo, resident

SAC members absent

Hillary Wiley, Springfield City Council
Randy Hledik, Wildish Development

Staff present

Tom Boyatt, City of Springfield
Kristin Hull, CH2M HILL
Sam Seskin, CH2M HILL
Greg Mott, City of Springfield
Brian Ray, Kittelson Associates Inc.
Jamie Parks, Kittelson Associates Inc.
John Willis, CH2M HILL

Meeting purpose:

- Review and provide input on design concepts

Agenda:

1. Welcome and introductions – Kristin Hull
2. Review cross-section concepts – Greg Tung
3. Review alignment concepts – John Willis
4. Review intersection concepts – Brian Ray
5. Discuss concepts -- All
6. Close/next steps – Kristin Hull

1. Welcome and introductions – Kristin Hull

Kristin welcomed the group and noted that the group would not spend time on the problems statement at tonight's meeting as listed on the agenda. She said that the meeting would focus on reviewing design concepts generated by the consultant team and city staff at meetings over the past two days. She told the SAC that this meeting is their best opportunity to suggest any ideas that they would like to see considered.

Sam explained that Greg Tung would review possible cross-sections, Brian Ray would review intersection concepts and John Willis would review possible alignments. He encouraged the group to ask questions at any time. Kristin told the group that three questions needed to be resolved at this meeting:

1. Which of these ideas should be carried forward?

2. Which of these ideas should be set aside at this time?
3. Are there any other ideas that should be considered?

2. Street cross-section concepts – Greg Tung

Greg presented a slideshow on multiway boulevards that emphasized how multiway boulevards improve the street environment for properties that front the street. He noted that all cross-sections include two separated EmX lanes. The cross-sections presented range from 111' to 169' compared to 73' of right-of-way today. Brian reminded the group that any of these cross-sections, including the enhanced arterial, would be difficult to implement and would dramatically change the street. He told the group that access management would need to be addressed with any design.

The SAC discussed whether the decision to accommodate EmX in dedicated lanes was final and how that decision had been made. A committee member asked if the transit lanes as shown would accommodate light rail. A project team member explained that some modifications would need to be made to accommodate light rail in the bus lanes as shown.

A committee member asked who would pay for expanded right-of-way, business relocation and maintenance of landscaping. John Tamulonis explained that capital costs would likely be shared between a number of agencies and that the city would probably pay for maintenance.

3. Alignment concepts – John Willis

John explained that the consultant team began developing alignment alternatives by looking at how different alignments would affect development near the river and how residential uses could be avoided. He told the group that the project team discovered that the right-of-way was constrained enough that business acquisitions would be necessary, even with relatively modest right-of-way expansions.

A committee member noted that gas, water and sewer lines are currently located under Franklin Boulevard and that those utility locations would have major implications for any realignment scenario. The project team explained that the right-of-way could be used for an interior roadway to preserve the utility corridor. A committee member noted that development could accommodate the utility lines.

A committee member noted that he had always expected that any widening would occur south of the existing Franklin right-of-way.

3. Intersection concepts – Brian Ray

Brian introduced the intersection concepts by explaining that he started with the assumption that the bridgeheads are not going to move. He told the group that the location of the bridgeheads means that the intersection of McVay and Franklin may need to shift west and south to function optimally.

A committee member asked if the roundabout sketch represents a roundabout that would handle truck traffic. Brian confirmed that the roundabout could accommodate trucks. The committee discussed that roundabouts have low operating costs and relatively high capital

costs. A committee member requested that the project team check-in with emergency service providers about these designs.

4. Discussion of concepts

John Tamulonis noted that developers are more interested in Franklin/Glenwood than Franklin/McVay at this point, so the west end of the project area is important and realignments could enhance or detract from the attractiveness of this area for development. A committee member noted that it would be important to consider the size of lots created by realignment.

The following ideas or questions were raised:

- Consider a couplet using Franklin Boulevard and 14th Street.
- Couplets often have one strong street and one weak street.
- May be difficult to accommodate all modes on one street – may need to consider multiple routes.
- Likes the 14th Street alignment because it is a straight, fast road. Bike and pedestrian traffic could be accommodated on a parallel route.
- 14th Street alignment would create bigger parcels for redevelopment.
- Realignment makes sense in some ways, but would be difficult to implement.
- Would moving the road near the river actually create a nicer view or further separate the community from the river?
- Can we consider a southern bypass for through cars or through trucks?
- Bypass of Glenwood should not be considered.
- Ideas are fine, but the key to a project will be cost.
- Ideas that move Franklin Boulevard south and create more land between Franklin and the river are preferred.
- Ideas that reduce the size of parcels near the river should not be considered.
- 14th Street alignment has been discussed for years and should be considered.
- Separated BRT lanes are important in any option. The project needs to ensure that BRT route can accommodate increases in ridership and frequency as the system expands.
- Does recent market study affect where Franklin would go?
- Not sure that Glenwood can support high density residential development fronting a boulevard.
- Think long-term about the corridor.

After discussion, the group agreed to eliminate the “reverse snake” from further consideration and advance the “snake” to the open house though there was not much support for it. The group did generally say that options using the existing Franklin alignment and options on 14th Street should be considered further.

5. Close

Kristin adjourned the meeting and reminded the group that they would have an opportunity to preview the information for the open house at 5 p.m. on Thursday. Kristin told the group SAC would not meet in September, but SAC members were invited to attend the council meeting on September 10 where the results on the design workshop would be presented. The next regular SAC meetings would be held on October 10 and October 24.

